

0 INTRODUCTION

0.1 APPROVAL PAGE

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0.3 RECORD OF REVISIONS PAGE

Rev No.	Edited/Amended Page(s)	Revision Date	Inserted BY / Date
00	First Issue	14-05-2018	-
01	Page AHM-28	16-05-2018	-
02	Page V, VII, 21, 22	04-07-2018	-
03	Page V, VII, 14,21, 22	09-10-2018	-
04	All Pages	14-07-2021	-
05	All Pages	31-05-2022	-
06	Page i-viii, 20,23,31	22-06-2022	-
07	Page i-viii, 20,24	29-06-2022	-
08	Complete Revision	26-07-2022	-
09	Complete Revision	04-08-2022	-
10	Page i-viii, 22, 25	21-10-2022	-
11	Page i-viii, 24, 25	14-03-2023	-
12	Page i-viii, 14, 15, 25, 27,31	17-07-2023	-

0.3.1 REVISION HIGHLIGHTS**Revision No : 08****Issue Date : 26 Jul 2022****Revision Date : 26 Jul 2022***TC-MKD is added.**DOW/DOI tables are revised iaw cockpit cabin seat variations**Cockpit Cabin Seat configuration table is added**Landing Envelope is added.***Revision No : 09****Issue Date : 04 Aug 2022****Revision Date : 04 Aug 2022***TC-MKS DOW/DOI table is revised.**3 Cabin Crew Configuration DOI is corrected for all DOW/DOI tables.***Revision No : 10****Issue Date : 19 Oct 2022****Revision Date : 21 Oct 2022***TC-MKE DOW/DOI is revised.***Revision No : 11****Issue Date : 12 Apr 2023****Revision Date : 14 Apr 2023***TC-MKS DOW/DOI and empty weight are revised iaw the latest weighing.***Revision No : 12****Issue Date : 12 Jul 2023****Revision Date : 17 Jul 2023***Ch.06 System of Amendment and Revisions is revised**Ch.3.1.1 Balance Output is revised**Ch.3.3 TC-MKG DOW/DOI tables is added iaw cockpit cabin seat variations**Ch.3.4.1 TC-MKG is added.**Ch.3.6.1 Number of Crew Seats and Average Location is revised*

0.4 DISTRIBUTION LIST

- | | | |
|----|--------------------------------|--------------|
| 1. | Engineering Department | Digital Copy |
| 2. | Ground Operations Manager | Digital Copy |
| 3. | Sub-Contracted Handling Agents | Digital Copy |
| 4. | Library | Digital Copy |

This document is available via library on Company network. For more information, consult Quality or Documentation Department.

0.5 LIST OF EFFECTIVE PAGES

Page	Rev No	Revision Date	Page	Rev No	Revision Date
AHM – i	12	17-Jul-2023	AHM –22	09	04-Aug-2022
AHM – ii	12	17-Jul-2023	AHM –23	10	21-Oct-2022
AHM – iii	12	17-Jul-2023	AHM –24	09	04-Aug-2022
AHM – iv	12	17-Jul-2023	AHM –25	01	17-Jul-2023
AHM – v	12	17-Jul-2023	AHM –26	11	14-Apr-2023
AHM – vi	12	17-Jul-2023	AHM –27	12	17-Jul-2023
AHM – vii	12	17-Jul-2023	AHM –28	09	04-Aug-2022
AHM – viii	12	17-Jul-2023	AHM –29	09	04-Aug-2022
AHM – 9	09	04-Aug-2022	AHM –30	09	04-Aug-2022
AHM –10	09	04-Aug-2022	AHM –31	10	17-Jul-2023
AHM –11	09	04-Aug-2022	AHM –32	09	04-Aug-2022
AHM –12	09	04-Aug-2022	AHM –33	09	04-Aug-2022
AHM –13	09	04-Aug-2022	AHM –34	09	04-Aug-2022
AHM –14	10	17-Jul-2023	AHM –35	09	04-Aug-2022
AHM –15	10	17-Jul-2023	AHM –36	09	04-Aug-2022
AHM –16	09	04-Aug-2022	AHM –37	09	04-Aug-2022
AHM –17	09	04-Aug-2022	AHM –38	09	04-Aug-2022
AHM –18	09	04-Aug-2022			
AHM –19	09	04-Aug-2022			
AHM –20	09	04-Aug-2022			
AHM –21	09	04-Aug-2022			

0.6 SYSTEM OF AMENDMENT AND REVISIONS

- a. This document has been prepared by the coordination of the departments of concern, reviewed by Quality Department and approved by Accountable Manager.
- b. The number, revision date and number of any page are included in the header of each page.
- c. The statement of "Intentionally Left Blank" is put on each blank page except for the cover page.
- d. This document may be amended by following the steps below:
 - FOE prepares AHM revision.
 - FOE submits draft AHM over DMS to be reviewed by parties. (FOP, GOP, Quality)
 - All parties review and send feedbacks in 3 days.
 - FOE sends it to the documentation to release (set effective date is at least "+ 3 days later than distribution date")
 - GOP sends it to the handling agencies over (<https://handling.corendonairlines.com/>) to update their system by the effective date.
 - By effective date, Documentation Department publishes it to the company library and Webmanuals application for EFBs
 - With effective date, OCC + GOP + OPT-are supposed to be in line with the new revision.
- e. Each amended page must include revision date and number. Amendment issues must include the following information if applicable:
 1. Revision date and number
 2. Numbers of the pages to be replaced with the new ones
 3. Numbers of the pages to be removed
 4. Numbers of the pages to be added
- f. The page of Distribution List shows the controlled copy hard copy holders of this document. The controlled copy holders are responsible for amending the copies with the distributed amendments and recording it to the corresponding revision page.
- g. Minor Revisions are change to approved documents that do not need immediate approval prior to implementation. Quality Management is responsible for giving the decision if a change is a minor or major revision. Minor revisions are identified via following criteria:
 1. If the revision is in format of the document only, (change in paper size, font, company logo, etc.)
 2. If the revision is for error correction (correction of typing errors, clarification of misunderstandings, etc.)
 3. If the revision is only informative and does not affect any approved procedures, capabilities or privileges of the company, (added explanations, pictures, updated graphs, etc.)
- h. The change is accepted as Minor and do not require further approval prior to implementation. Minor Revisions will be presented eventually to Accountable Manager:
 - together with a major change, when a major change is necessary,
 - when no major change is necessary, once a year after yearly documentation review process.
- i. When an amendment is approved by Accountable Manager, Documentation Department replaces the digital copies of the document on the both servers at Head Quarter Building and Airport Facilities.

1 COMMUNICATION ADDRESSES

1.1 SUPPLIERS' CONTACT ADDRESS

Data is distributed by Ground Operations Department to related suppliers.

1.2 CARRIER'S CONTACT ADDRESS

Trade Name : Turistik Hava Tasimacilik A.S.
Doing Business As : Corendon Airlines
Airline ICAO 3-letter Code : CAI

For administrative inquiry:

Contact Name : Atilay BATU
Tel : +90 242 323 34 00 ext: 1217
Fax : +90 242 323 33 07
Sita Address : AYTOP7H
E-mail : groundoperation@corendon-airlines.com

For operational inquiry and messages:

Tel : +90 242 330 32 90
Fax : +90 242 330 35 22
Sita Address : AYTDC7H (Operations Control Center, open for 24 hours)
AYTOP7H (Ground Operations Department)
E-mail : occ@corendon-airlines.com

For technical inquiries on this AHM:

Contact Name : Gökmen Düzgören, Oğulcan Demirhan
Tel : +90 242 323 34 00 ext: 1231
E-mail : foe@corendon-airlines.com

For digital loadsheet approvals on this AHM:

Contact Name : Süha GACAR
Tel : +90 242 323 34 00 ext: 1243
E-mail : sgacar@corendon-airlines.com

1.3 AUTOMATICALLY PRODUCED DOCUMENTS

X	NOTOC
X	SEATPLAN
X	LOADPLAN
X	PASSENGER INFO LIST
X	LOADSHEET
X	LOADING INSTRUCTION/REPORT

1.4 MESSAGE REQUIREMENTS

	LPM Load Planning Message AHM 580
X	LDM Load Message AHM 583
	ALI Abbreviated Load Information Message AHM 584
	CPM Container/Pallet Distributions Message AHM 587
	UCM ULD Control Message AHM 424 (Dispatch Only)
X	MVT Movement Messages AHM 730 and 780
X	DIV Diversion Message AHM 781
X	SOM Seat Occupied Message Recommended Practice 1712
X	PTM Passenger Transfer Message Recommended Practice 1718
X	PSM Passenger Service Message Recommended Practice 1715(Dispatch Only)
X	TPM Teletype Passenger Manifest Recommended Practice 1717(Dispatch Only)
	PFS Passenger Final Sales Message Recommended Practice 1719(Dispatch Only)
X	IDM Industry Discount Message Recommended Practice 1714
	RQL Request List Message Recommended Practice 1709 (Dispatch Only)
X	PNL/ADL Passenger Name List, and Additions and Deletions List Recommended Practice 1708(Acceptance Only)
	SAL Seats Available List Recommended Practice 1713(Acceptance Only)
	SLS Statistical Load Summary AHM 588
	FMM Fuel Monitoring Message AHM 782
	RQM Request Information Message AHM 783
	UWS ULD/Bulk Load Weight Signal

1.5 MESSAGE ADDRESSES

SITA Address at A- Sheet 1

1.6 DEFINITION OF CLASS CODES

The following class naming convention shall be used throughout the document.

Class 1	F
Class 2	Y
Class 3	C
Class 4	M

1.7 DEFINITION OF UNITS OF MEASURE

Weight	Kg
Length	Inch
Volume	Cu.In
Liquid Volume	Liter

1.8 MULTIPLE SHEETS NUMBERING

In the event of the requirements to produce multiple copies of the same sheets (e.g. C5, C9) an additional sequence identifier has been established such as C5a, C5b, etc.

2 PASSENGER AND BAGGAGE WEIGHTS

2.1 PASSENGER AND PASSENGER BAGGAGE WEIGHTS

2.1.1 Passenger Weights

Corendon Airlines informs the ground handling company about the passenger type and corresponding weights before the flight.

Flights	Passenger	Weight	Note
All Flights except holiday charters	MALE / FEMALE	Male : 88 KG Female: 70 KG	Use these values for all flights unless otherwise stated by the commander or ground operations department before flight.
All Flights except holiday charters	ADULT	84 KG	Do not use these values unless otherwise stated by the commander or ground operations department before flight.
Holiday charters	ADULT	76 KG	Do not use these values unless otherwise stated by the commander or ground operations department before flight.
ALL FLIGHTS	CHILDREN	35 kg	Always use this value
ALL FLIGHTS	INFANT	10 kg	Always use this value

Cabin baggage weight is included in the above mentioned passenger weights.

2.1.2 1.2 If Passenger Weights Vary By Class

Not Applicable.

2.1.3 1.3 Checked Baggage Weight

a. If weighing is possible

Weight per piece	Actual
Weight per passenger	Actual

b. If weighing is not possible

	Weight per piece
Flights within European Region as defined in EASA Air OPS	13 Kg.
Domestic Flights	11 Kg.
Intercontinental other than those within European Region	15 kg.
All other	13 kg

2.2 CREW AND CREW BAGGAGE WEIGHTS

2.2.1 Crew Weights

	Standard
Cockpit Crew	85 Kg
Cabin Attendant	75 Kg.

Crew hand baggage is included in the above crew weights.

2.2.2 Crew Baggage Weights (other than hand baggage)

Actual weights shall be used and recorded into the L&T sheet separately.

2.3 DRY OPERATING WEIGHT AND INDEX SPECIFICATIONS

ITEM	DOW		DOI		REMARKS
	Include	Exclude	Include	Exclude	
A/C BASIC WT.	X		X		-
CREW	X		X		-
CREW BAGGAGE	X		X		-
PANTRY	X		X		-
EQUIPMENT IN CARGO		X		X	-
CONTAINERS		X		X	-
PALLETS		X		X	-
POTABLE WATER	X		X		

3 AIRCRAFT DATA

3.1 BALANCE&SPECIAL INFORMATION-OUTPUT ON LOADSHEET

3.1.1 Balance Output

		YES	REMARKS
BASIC INDEX	BI		NOT REQUIRED
DRY OPERATING INDEX	DOI	X	
DEADLOADED INDEX	DLI		NOT REQUIRED
DEADLOAD MAC	MACDLW		NOT REQUIRED
LOADED INDEX AT ZERO FUEL WEIGHT	LIZFW	X	
LOADED INDEX AT TAKE OFF WEIGHT	LITOW	X	
LOADED INDEX AT LANDING WEIGHT	LILAW	X	
MAC-AT ZERO FUEL WEIGHT	MACZFW	X	
MAC-AT TAKE OFF WEIGHT	MACTOW	X	
MAC-AT LANDING WEIGHT	MACLAW	X	
STABILIZER TRIM SETTING AT TAKEOFF	STABTO	X	

The information listed above shall be included on Loadsheets as referenced in EASA Easy Access Rules for Air Operations CAT.POL.MAB.105 (a).

CAT.POL.MAB.105 Mass and balance data and documentation

Regulation (EU) 2018/1975

- (a) The operator shall establish mass and balance data and produce mass and balance documentation prior to each flight specifying the load and its distribution. The mass and balance documentation shall enable the commander to determine that the load and its distribution is such that the mass and balance limits of the aircraft are not exceeded. The mass and balance documentation shall contain the following information:
- (1) Aircraft registration and type;
 - (2) Flight identification, number and date;
 - (3) Name of the commander;
 - (4) Name of the person who prepared the document;
 - (5) Dry operating mass and the corresponding CG of the aircraft:

A sample loadsheet given below;

```

LOAD IN COMPARTMENTS      WEIGHT      DISTRIBUTION
PASSENGER/CABIN BAG      10410 65/ 66/ 2/ 0/  TTL 133 CAB 0
                           Y 133 SOC 0
                           BLKD 0
*****
TOTAL TRAFFIC LOAD      12681
DRY OPERATING WEIGHT    42615
ZERO FUEL WEIGHT ACTUAL 55296 MAX 61688 L ADJ
TAKE OFF FUEL           11196
TAKE OFF WEIGHT ACTUAL 66492 MAX 78999 ADJ
TRIP FUEL               8647
LANDING WEIGHT ACTUAL   57845 MAX 65317 ADJ
*****
BALANCE / SEATING CONDITIONS * LAST MINUTE CHANGES
*DEST SPEC CL/CPT WEIGHT-ADJ
*
DOI 52.20 LIZFW 57.27 *
LITOW 61.42 LILAW 57.91 *
MACZFW 22.98 MACTOW 23.88 *
MACLAW 23.10 *
*
FLAPS 1 AND 5, 24K THRUST *
STAB TO 5.40 NOSE UP *
TRIM BY CABIN AREA *
0A43.0B45.0C45. *
UNDERLOAD BEFORE LMC 6392 * LMC TOTAL
*****
LOADMESSAGE AND CAPTAINS INFORMATION BEFORE LMC

TAXI FUEL 204

CG LIMITS LITOW FWD 24.06 AFT 84.77
          MACTOW FWD 11.26 AFT 31.77
          LILAW FWD 27.16 AFT 78.62
          MACLAW FWD 11.15 AFT 31.14
          LIZFW FWD 28.59 AFT 76.80
          MACZFW FWD 11.33 AFT 30.92

LDM
XC3041/14.TCTJV.Y189.2/4
-LEJ.65/66/2/0.T2271.2/516.3/1755.PAX/133
SI

**** PL TEXT ADDITION ***
AIRCRAFT TYPE: 738

PANTRY A- TWO WAY INTERNATIONAL
NOTOC: NO

PAX WGT: 88/70/35/10 BAG WGT: ACTUAL

LEJ FRE 0 POS 0 BAG 132/2271 TRA 0

END LOADSHEET EDNO 1 - XC3041/14 14DEC22 070028
Print local
Send
Finalize load sheet
Close preview

```

3.1.2 Passenger Trim Output

	Remarks*
Class trim	NOT REQUIRED
Cabin area trim	NOT REQUIRED
Seat row trim	NOT REQUIRED

3.1.3 Special Information

Not required

3.2 BASIC INDEX AND MAC FORMULA

3.2.1 Examples and Definitions

$$\%MAC = \frac{B.A. - LEMAC}{MAC} * 100$$

$$B.A. = \frac{\%MAC * MAC}{100} + LEMAC$$

$$Index = \frac{Weight * (B.A. - IDBA)}{C} + K$$

B.A.	Balance Arm. Station, horizontal distance in inches or meters from station zero to the location.
LEMAC	Leading Edge of Mean Aerodynamic Chord. Horizontal distance in inches or meters from the stations zero to locations of the leading edge of the MAC.
MAC	Length of Mean Aerodynamic Chord
IDBA	Index Datum Balance Arm. Reference station / axis Selected station around which all index values are calculated.
K	Constant used as a plus value to avoid negative index figures.
C	Constant used as a denominator to convert moment value into index values.

3.2.2 Index Formula

	B737-8
Index Datum B.A.	658,3 in
C (constant)	35000 KG/in
K (constant)	50

3.2.3 MAC Information

	B737-8
MAC.	155,8 in
LEMAC	627,1 in

3.2.4 Stabilizer Trim Setting

Below are the thrust ratings options of Corendon fleet.

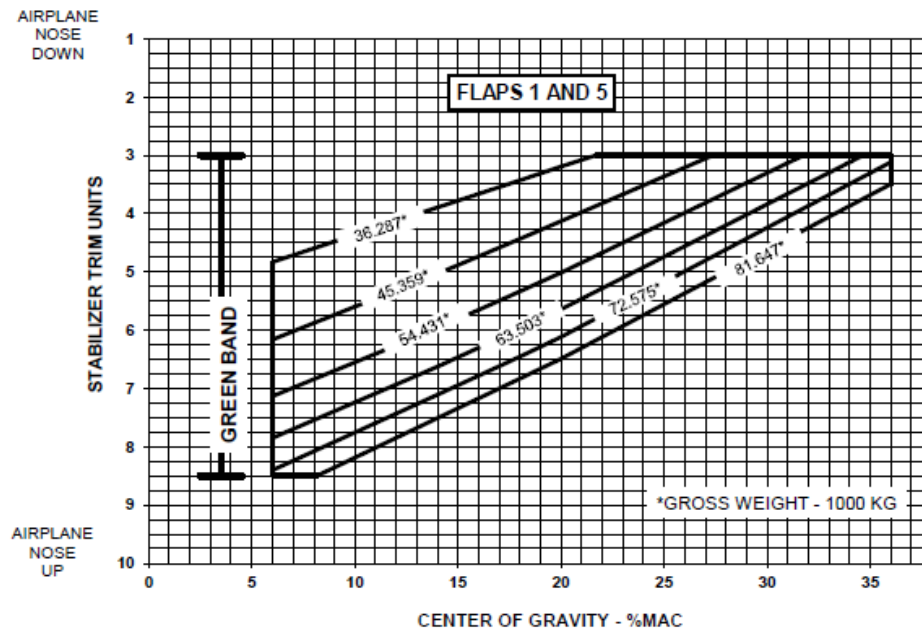
Please use appropriate Stab Trim Charts iaw with below table.

A/C REG.	Engine Thrust Rating
ALL	27K, 27K-10, 27K-20

27K THRUST RATING - METRIC UNITS FLAPS 1 & 5 HIGH THRUST

The following diagram provides Takeoff Trim Settings versus Airplane Center of Gravity for Flaps 1 and 5 in Kilograms.

Full Thrust to less than 10% Thrust Derate - Flaps 1 & 5 High Thrust



The following table provides inflection point data for the Takeoff Trim Settings versus Airplane Center of Gravity diagram.

TAKEOFF TRIM SETTING INFLECTION POINTS (GROSS WEIGHT - 1000 KG)											
36.287		45.359		54.431		63.503		72.575		81.647	
C.G.	STAB. TRIM	C.G.	STAB. TRIM	C.G.	STAB. TRIM	C.G.	STAB. TRIM	C.G.	STAB. TRIM	C.G.	STAB. TRIM
6.0	4.83	6.0	6.15	6.0	7.13	6.0	7.84	6.0	8.40	8.2	8.50
14.0	3.89	14.0	5.03	14.0	5.97	14.0	6.62	14.0	7.10	14.0	7.50
18.0	3.42	18.0	4.44	18.0	5.34	18.0	5.97	18.0	6.46	18.0	6.83
20.0	3.19	20.0	4.13	20.0	5.01	20.0	5.64	20.0	6.12	20.0	6.49
21.7	3.00	27.3	3.00	31.8	3.00	34.6	3.00	36.0	3.11	36.0	3.49

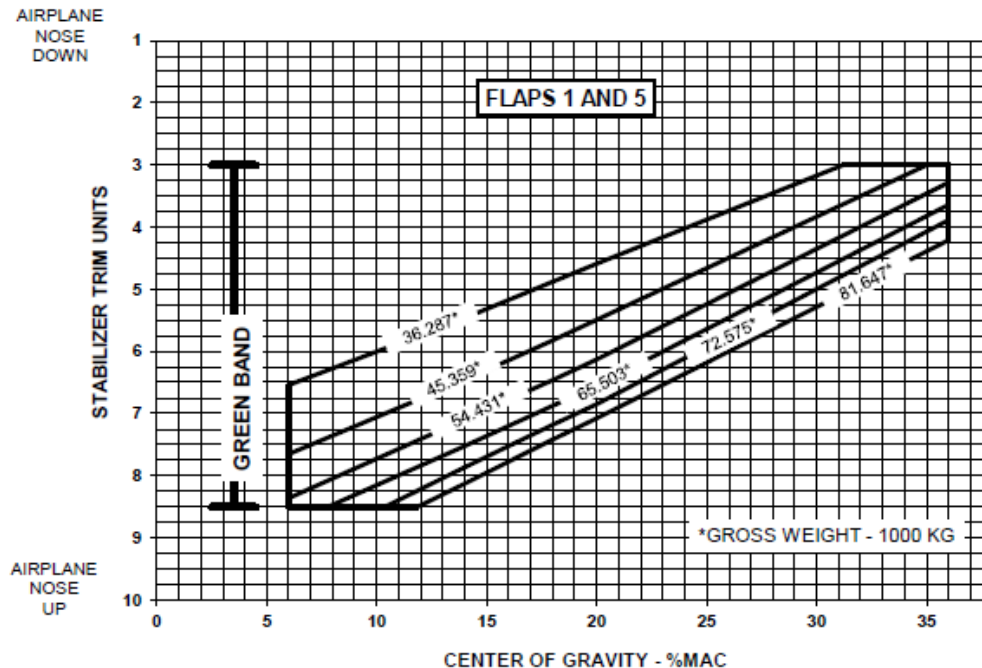
A tolerance of plus or minus 0.75 trim units is acceptable when determining takeoff trim as a function of airplane takeoff weight and center of gravity. This is approximately equivalent to plus or minus 3.4% MAC. This allowable tolerance between "actual" and "calculated" takeoff center of gravity must be adhered to in the development of simplified loading devices or manifests.

* While publishing the Trim settings to the electronic loadsheets please NOTIFY ENGINE RATINGS -27K

27K THRUST RATING - METRIC UNITS FLAPS 1 & 5 MID THRUST

The following diagram provides Takeoff Trim Settings versus Airplane Center of Gravity for Flaps 1 and 5 in Kilograms.

Thrust Derates 10% to less than 20% - Flaps 1 & 5 Mid Thrust



The following table provides inflection point data for the Takeoff Trim Settings versus Airplane Center of Gravity diagram.

TAKEOFF TRIM SETTING INFLECTION POINTS (GROSS WEIGHT - 1000 KG)											
36.287		45.359		54.431		63.503		72.575		81.647	
C.G.	STAB. TRIM	C.G.	STAB. TRIM	C.G.	STAB. TRIM	C.G.	STAB. TRIM	C.G.	STAB. TRIM	C.G.	STAB. TRIM
6.0	5.91	6.0	7.13	6.0	7.95	6.4	8.50	8.4	8.50	10.4	8.50
14.0	4.82	14.0	5.93	14.0	6.70	14.0	7.19	14.0	7.56	14.0	7.85
18.0	4.25	18.0	5.29	18.0	6.05	18.0	6.55	18.0	6.90	18.0	7.16
20.0	3.96	20.0	4.96	20.0	5.72	20.0	6.21	20.0	6.56	20.0	6.83
27.8	3.00	32.3	3.00	35.6	3.00	36.0	3.27	36.0	3.56	36.0	3.90

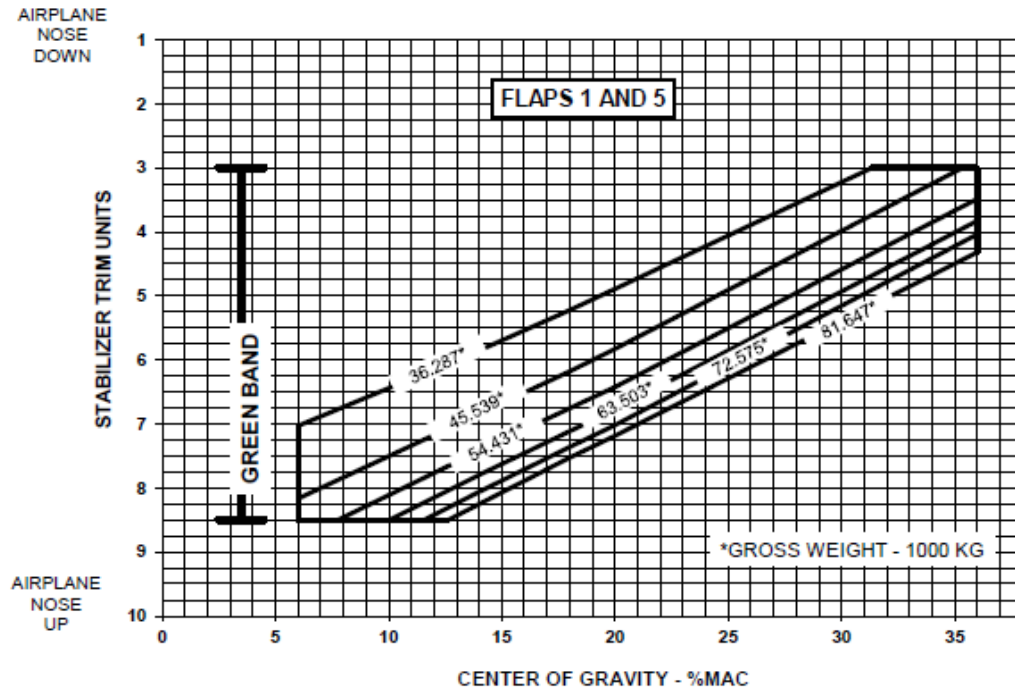
A tolerance of plus or minus 0.75 trim units is acceptable when determining takeoff trim as a function of airplane takeoff weight and center of gravity. This is approximately equivalent to plus or minus 3.4% MAC. This allowable tolerance between "actual" and "calculated" takeoff center of gravity must be adhered to in the development of simplified loading devices or manifests.

While publishing the Trim settings to the electronic loadsheets, please NOTIFY ENGINE RATINGS –MID THRUST

27K THRUST RATING - METRIC UNITS FLAPS 1 & 5 LOW THRUST

The following diagram provides Takeoff Trim Settings versus Airplane Center of Gravity for Flaps 1 and 5 in Kilograms.

Thrust Derates 20% and Greater - Flaps 1 & 5 Low Thrust



The following table provides inflection point data for the Takeoff Trim Settings versus Airplane Center of Gravity diagram.

TAKEOFF TRIM SETTING INFLECTION POINTS (GROSS WEIGHT - 1000 KG)											
36.287		45.359		54.431		63.503		72.575		81.647	
C.G.	STAB. TRIM	C.G.	STAB. TRIM	C.G.	STAB. TRIM	C.G.	STAB. TRIM	C.G.	STAB. TRIM	C.G.	STAB. TRIM
6.0	7.03	6.0	8.16	7.8	8.50	10.0	8.50	11.6	8.50	12.6	8.50
14.0	5.85	14.0	6.84	14.0	7.42	14.0	7.80	14.0	8.06	14.0	8.25
18.0	5.22	18.0	6.18	18.0	6.76	18.0	7.11	18.0	7.36	18.0	7.53
20.0	4.89	20.0	5.83	20.0	6.42	20.0	6.78	20.0	7.02	20.0	7.18
31.3	3.00	35.3	3.00	36.0	3.48	36.0	3.82	36.0	4.03	36.0	4.31

A tolerance of plus or minus 0.75 trim units is acceptable when determining takeoff trim as a function of airplane takeoff weight and center of gravity. This is approximately equivalent to plus or minus 3.4% MAC. This allowable tolerance between "actual" and "calculated" takeoff center of gravity must be adhered to in the development of simplified loading devices or manifests.

While publishing the Trim settings to the electronic loadsheets,
please NOTIFY ENGINE RATINGS – LOW THRUST

3.3 AIRCRAFT REGISTRATIONS, WEIGHT AND INDEX DETAILS

Seating Configuration: 189 Y

DOW / DOI Table

Pantry Code	Cockpit Crew No	DOW / DOI	TC-MKB						
			Cabin Attendant Number						
			0	1	2	3	4	5	6
A (International Two-way Flight)	2	DOW	44,617	44,692	44,767	44,842	44,917	44,992	45,067
		DOI	44.5	43.3	44.4	45.5	44.4	45.5	46.6
	3	DOW	44,702	44,777	44,852	44,927	45,002	45,077	45,152
		DOI	43.1	41.9	43.0	44.1	42.9	44.0	45.1
	4	DOW	NA	NA	NA	NA	NA	NA	NA
		DOI	NA	NA	NA	NA	NA	NA	NA
B (International One-way Flight)	2	DOW	44,542	44,617	44,692	44,767	44,842	44,917	44,992
		DOI	44.2	43.1	44.2	45.3	44.1	45.2	46.3
	3	DOW	44,627	44,702	44,777	44,852	44,927	45,002	45,077
		DOI	42.8	41.6	42.7	43.8	42.7	43.8	44.9
	4	DOW	NA	NA	NA	NA	NA	NA	NA
		DOI	NA	NA	NA	NA	NA	NA	NA
E (Ferry Flight)	2	DOW	44,317	44,392	44,467	44,542	44,617	44,692	44,767
		DOI	43.2	42.1	43.2	44.3	43.1	44.2	45.3
	3	DOW	44,402	44,477	44,552	44,627	44,702	44,777	44,852
		DOI	41.8	40.6	41.7	42.8	41.7	42.8	43.9
	4	DOW	NA	NA	NA	NA	NA	NA	NA
		DOI	NA	NA	NA	NA	NA	NA	NA

Seating Configuration: 189 Y

DOW / DOI Table

Pantry Code	Cockpit Crew No	DOW / DOI	TC-MKC						
			Cabin Attendant Number						
			0	1	2	3	4	5	6
A (International Two-way Flight)	2	DOW	44,864	44,939	45,014	45,089	45,164	45,239	45,314
		DOI	45.4	44.2	45.3	46.4	45.2	46.3	47.4
	3	DOW	44,949	45,024	45,099	45,174	45,249	45,324	45,399
		DOI	43.9	42.8	43.9	45.0	43.8	44.9	46.0
	4	DOW	NA	NA	NA	NA	NA	NA	NA
		DOI	NA	NA	NA	NA	NA	NA	NA
B (International One-way Flight)	2	DOW	44,789	44,864	44,939	45,014	45,089	45,164	45,239
		DOI	45.1	43.9	45.0	46.1	45.0	46.1	47.2
	3	DOW	44,874	44,949	45,024	45,099	45,174	45,249	45,324
		DOI	43.7	42.5	43.6	44.7	43.5	44.6	45.7
	4	DOW	NA	NA	NA	NA	NA	NA	NA
		DOI	NA	NA	NA	NA	NA	NA	NA
E (Ferry Flight)	2	DOW	44,564	44,639	44,714	44,789	44,864	44,939	45,014
		DOI	44.1	42.9	44.0	45.1	44.0	45.1	46.2
	3	DOW	44,649	44,724	44,799	44,874	44,949	45,024	45,099
		DOI	42.7	41.5	42.6	43.7	42.5	43.6	44.7
	4	DOW	NA	NA	NA	NA	NA	NA	NA
		DOI	NA	NA	NA	NA	NA	NA	NA

Seating Configuration: 189 Y

DOW / DOI Table

Pantry Code	Cockpit Crew No	DOW / DOI	TC-MKD						
			Cabin Attendant Number						
			0	1	2	3	4	5	6
A (International Two-way Flight)	2	DOW DOI	44,837	44,912	44,987	45,062	45,137	45,212	45,287
			44.6	43.4	44.5	45.6	44.5	45.6	46.7
	3	DOW DOI	44,922	44,997	45,072	45,147	45,222	45,297	45,372
			43.2	42.0	43.1	44.2	43.0	44.1	45.2
	4	DOW DOI	NA	NA	NA	NA	NA	NA	NA
			NA	NA	NA	NA	NA	NA	NA
B (International One-way Flight)	2	DOW DOI	44,762	44,837	44,912	44,987	45,062	45,137	45,212
			44.3	43.2	44.3	45.4	44.2	45.3	46.4
	3	DOW DOI	44,847	44,922	44,997	45,072	45,147	45,222	45,297
			42.9	41.7	42.8	43.9	42.8	43.9	45.0
	4	DOW DOI	NA	NA	NA	NA	NA	NA	NA
			NA	NA	NA	NA	NA	NA	NA
E (Ferry Flight)	2	DOW DOI	44,537	44,612	44,687	44,762	44,837	44,912	44,987
			43.3	42.2	43.3	44.4	43.2	44.3	45.4
	3	DOW DOI	44,622	44,697	44,772	44,847	44,922	44,997	45,072
			41.9	40.7	41.8	42.9	41.8	42.9	44.0
	4	DOW DOI	NA	NA	NA	NA	NA	NA	NA
			NA	NA	NA	NA	NA	NA	NA

Seating Configuration: 189 Y

DOW / DOI Table

Pantry Code	Cockpit Crew No	DOW / DOI	TC-MKE						
			Cabin Attendant Number						
			0	1	2	3	4	5	6
A (International Two-way Flight)	2	DOW DOI	44,877	44,952	45,027	45,102	45,177	45,252	45,327
			44.8	43.7	44.8	45.9	44.7	45.8	46.9
	3	DOW DOI	44,962	45,037	45,112	45,187	45,262	45,337	45,412
			43.4	42.2	43.3	44.4	43.3	44.4	45.5
	4	DOW DOI	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			N/A	N/A	N/A	N/A	N/A	N/A	N/A
B (International One-way Flight)	2	DOW DOI	44,802	44,877	44,952	45,027	45,102	45,177	45,252
			44.6	43.4	44.5	45.6	44.4	45.5	46.6
	3	DOW DOI	44,887	44,962	45,037	45,112	45,187	45,262	45,337
			43.1	42.0	43.1	44.1	43.0	44.1	45.2
	4	DOW DOI	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			N/A	N/A	N/A	N/A	N/A	N/A	N/A
E (Ferry Flight)	2	DOW DOI	44,577	44,652	44,727	44,802	44,877	44,952	45,027
			43.6	42.4	43.5	44.6	43.4	44.5	45.6
	3	DOW DOI	44,662	44,737	44,812	44,887	44,962	45,037	45,112
			42.1	41.0	42.1	43.2	42.0	43.1	44.2
	4	DOW DOI	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			N/A	N/A	N/A	N/A	N/A	N/A	N/A

Seating Configuration: 189 Y

DOW / DOI Table

Pantry Code	Cockpit Crew No	DOW / DOI	TC-MKF						
			Cabin Attendant Number						
			0	1	2	3	4	5	6
A (International Two-way Flight)	2	DOW	44,680	44,755	44,830	44,905	44,980	45,055	45,130
		DOI	45.4	44.2	45.3	46.4	45.2	46.3	47.4
	3	DOW	44,765	44,840	44,915	44,990	45,065	45,140	45,215
		DOI	43.9	42.8	43.9	45.0	43.8	44.9	46.0
	4	DOW	44,850	44,925	45,000	45,075	45,150	45,225	45,300
		DOI	42.5	41.3	42.4	43.5	42.3	43.4	44.5
B (International One-way Flight)	2	DOW	44,605	44,680	44,755	44,830	44,905	44,980	45,055
		DOI	45.1	43.9	45.0	46.1	45.0	46.1	47.2
	3	DOW	44,690	44,765	44,840	44,915	44,990	45,065	45,140
		DOI	43.6	42.5	43.6	44.7	43.5	44.6	45.7
	4	DOW	44,775	44,850	44,925	45,000	45,075	45,150	45,225
		DOI	42.2	41.0	42.1	43.2	42.1	43.2	44.3
E (Ferry Flight)	2	DOW	44,380	44,455	44,530	44,605	44,680	44,755	44,830
		DOI	44.1	42.9	44.0	45.1	44.0	45.1	46.2
	3	DOW	44,465	44,540	44,615	44,690	44,765	44,840	44,915
		DOI	42.7	41.5	42.6	43.7	42.5	43.6	44.7
	4	DOW	44,550	44,625	44,700	44,775	44,850	44,925	45,000
		DOI	41.2	40.1	41.1	42.2	41.1	42.2	43.3

Seating Configuration: 189 Y

DOW / DOI Table

Pantry Code	Cockpit Crew No	DOW / DOI	TC-MKG						
			Cabin Attendant Number						
			0	1	2	3	4	5	6
A (International Two-way Flight)	2	DOW	44,866	44,941	45,016	45,091	45,166	45,241	45,316
		DOI	46.0	44.8	45.9	47.0	45.9	47.0	48.1
	3	DOW	44,951	45,026	45,101	45,176	45,251	45,326	45,401
		DOI	44.6	43.4	44.5	45.6	44.4	45.5	46.6
	4	DOW	NA	NA	NA	NA	NA	NA	NA
		DOI	NA	NA	NA	NA	NA	NA	NA
B (International One-way Flight)	2	DOW	44,791	44,866	44,941	45,016	45,091	45,166	45,241
		DOI	45.7	44.6	45.7	46.8	45.6	46.7	47.8
	3	DOW	44,876	44,951	45,026	45,101	45,176	45,251	45,326
		DOI	44.3	43.1	44.2	45.3	44.2	45.3	46.4
	4	DOW	NA	NA	NA	NA	NA	NA	NA
		DOI	NA	NA	NA	NA	NA	NA	NA
E (Ferry Flight)	2	DOW	44,566	44,641	44,716	44,791	44,866	44,941	45,016
		DOI	44.7	43.6	44.7	45.8	44.6	45.7	46.8
	3	DOW	44,651	44,726	44,801	44,876	44,951	45,026	45,101
		DOI	43.3	42.1	43.2	44.3	43.2	44.3	45.4
	4	DOW	NA	NA	NA	NA	NA	NA	NA
		DOI	NA	NA	NA	NA	NA	NA	NA

Seating Configuration: 189 Y

DOW / DOI Table

Pantry Code	Cockpit Crew No	DOW / DOI	TC-MKS						
			Cabin Attendant Number						
			0	1	2	3	4	5	6
A (International Two-way Flight)	2	DOW	44,579	44,654	44,729	44,804	44,879	44,954	45,029
		DOI	44.1	42.9	44.0	45.1	43.9	45.0	46.1
	3	DOW	44,664	44,739	44,814	44,889	44,964	45,039	45,114
		DOI	42.6	41.5	42.6	43.7	42.5	43.6	44.7
	4	DOW	NA	NA	NA	NA	NA	NA	NA
		DOI	NA	NA	NA	NA	NA	NA	NA
B (International One-way Flight)	2	DOW	44,504	44,579	44,654	44,729	44,804	44,879	44,954
		DOI	43.8	42.6	43.7	44.8	43.7	44.8	45.9
	3	DOW	44,589	44,664	44,739	44,814	44,889	44,964	45,039
		DOI	42.3	41.2	42.3	43.4	42.2	43.3	44.4
	4	DOW	NA	NA	NA	NA	NA	NA	NA
		DOI	NA	NA	NA	NA	NA	NA	NA
E (Ferry Flight)	2	DOW	44,279	44,354	44,429	44,504	44,579	44,654	44,729
		DOI	42.8	41.6	42.7	43.8	42.7	43.8	44.9
	3	DOW	44,364	44,439	44,514	44,589	44,664	44,739	44,814
		DOI	41.4	40.2	41.3	42.4	41.2	42.3	43.4
	4	DOW	NA	NA	NA	NA	NA	NA	NA
		DOI	NA	NA	NA	NA	NA	NA	NA

3.4 LIMITATIONS**3.4.1 Aircraft Weight Limitations**

A/C REG.	MTW (KG.)	MTOW (KG.)	MLW (KG.)	MZFW (KG.)	BEW (KG.)	B.A. (IN.)	Basic Index
TC-MKB	82,417	82,190	69,308	65,952	44097.0	655.32	46.25
TC-MKC	82,417	82,190	69,308	65,952	44344.0	656.03	47.13
TC-MKD	82,417	82,190	69,308	65,952	44317.0	655.42	46.36
TC-MKE	82,417	82,190	69,308	65,952	44357.0	655.6	46.58
TC-MKF	82,417	82,190	69,308	65,952	44160.0	656.01	47.12
TC-MKS	82,417	82,190	68,174	64,818	44059.0	654.97	45.81
TC-MKG	82,417	82,190	69,308	65,952	44346.0	656.53	47.75

***PLEASE CONFIRM THE ACTUAL CONFIGURATION FROM GROUND OPERATIONS.**

MTW : MAXIMUM DESIGNED TAXI WEIGHT

MTOW : MAXIMUM DESIGNED TAKEOFF WEIGHT

MZFW : ZERO FUEL WEIGHT

MLW : MAXIMUM LANDING WEIGHT

BEW : BASIC EMPTY WEIGHT

BI : BASIC INDEX

BA : BALANCE ARM

3.4.2 Limits For Loadsheet

Use below table for Take off, Enroute, zero fuel weight limitations.

weight	forward	aft	note
42638	35,88	50,36	
61235	24,27	75,59	
64818	22,03	81,22	Note 1
65056	21,88	81,59	
65952	22,79	83,00	Note 2
67585	24,45	85,56	
68401	25,28	86,14	
70760	27,39	87,82	
73345	29,71	83,78	
81782	37,29	70,99	
81828	38,31	70,92	
82190	46,33	61,62	

Note 1 : MZFW for TC-MKS

Note 2: MZFW for fleet (Except TC-MKS)

Use below table for Landing limitations.

weight	forward	aft	note
40000	37.53	49.56	
61235	24.27	75.59	
65056	21.88	81.59	
65952	22.79	83.00	
67585	24.45	85.56	
68174	25.04	85.98	Note 3
68401	25.28	86.14	
69308	44.22	86.78	Note 4

Note 3 : MLW for TC-MKS

Note 4 : MLW for fleet (Except TC-MKS)

NOTE : Manual LoadSheets can be retrieved from Corendon Ground Operations.

3.5 EFFECT OF FUEL

Standard Procedure	X
Non-Standard Procedure	

Standard Density: 0.8 KG/Lt

Fuel Weight	Index
0	0,00
3800	1,00
4800	2,00
5500	3,00
6000	4,00
6400	5,00
6800	6,00
7100	7,00
7400	8,00
7700	9,00
8500	8,00
9100	7,00
9700	6,00
10400	5,00
11000	4,00
11700	3,00
12400	2,00
13100	1,00
13800	0,00
14500	-1,00
15200	-2,00
15900	-3,00
16600	-4,00
17300	-5,00
18000	-6,00
18700	-7,00
19300	-8,00
19900	-9,00
20800	-10,00

Notes:

FUEL LOADING PROCEDURES

Fuel loading limitations and procedures are detailed below.

Loading Limitations

Fuel density must be between the minimum allowable fuel density of 6.3 LB/GAL. (0.7549 KG/L) and the maximum allowable fuel density of 7.1 LB/GAL. (0.8507 KG/L).

Loading Procedures

Use the following procedures for loading fuel:

1. Load main tanks 1 and 2 equally to the desired fuel quantity or until full.
2. Load additional fuel in the center tank.

Main tanks 1 and 2 must be scheduled to be full if the center tank contains more than 1000 LB (453 KG) of fuel. With 1000 LB (453 KG) or less of center tank fuel, partial main tank fuel may be loaded provided the effects of balance have been considered.

NOTE Recommended fuel loading reflects the final dispatch fuel distribution, not a loading sequence. Fuel tanks may be loaded individually, simultaneously or in any sequence.

LATERAL FUEL IMBALANCE

The following random lateral imbalance criteria between main tanks 1 and 2 must be observed:

- The lateral fuel imbalance between main tanks 1 and 2 must be scheduled to be zero.
 - Random fuel imbalance must not exceed 1000 LB (453 KG) for taxi, takeoff, flight, and landing.
-

3.6 CREW

3.6.1 Number of Crew seats and average location

Below is the cockpit cabin seat configuration in fleet

Crew	Cockpit	Cabin
TC-MKB	3 seats (Cpt,F/O,1st Obs)	6 seats
TC-MKC	3 seats (Cpt,F/O,1st Obs)	6 seats
TC-MKD	3 seats (Cpt,F/O,1st Obs)	6 seats
TC-MKE	3 seats (Cpt,F/O,1st Obs)	6 seats
TC-MKF	4 seats (Cpt,F/O,1st Obs,2nd Obs)	6 seats
TC-MKS	3 seats (Cpt,F/O,1st Obs)	6 seats
TC-MKG	3 seats (Cpt,F/O,1st Obs)	6 seats

Crew	Number	Individual Weights	Arm (IN)	Index Change per Person
Commander	1	85	32	-1,52101
First Officer	1	85	32	-1,52101
First Observer	1	85	67	-1,43601
Second Observer	1	85	60	-1,45301
Fwd Cabin Attendant	2	75	116	-1,16207
Aft Cabin Attendant	4	75	1.171	1,09864

NOTE : CREW DISTRIBUTION

Cabin Crew No	FORWARD	AFT
3	1	2
4	2	2
5	2	3
6	2	4

3.7 GALLEY & PANTRY

Pantry Code	Galley	Pantry Weight	Arm (IN)	Total Index Change	Index Change per 1 kg.
International Two-way Flight	FWD	140	130	-2.1132	-0.015094
	AFT	210	1,225	3.4002	0.0161914
International One-way Flight	FWD	110	130	-1.6604	-0.015094
	AFT	165	1,225	2.6716	0.0161914
Ferry Flight	FWD	25	130	-0.3774	-0.015094
	AFT	25	1,225	0.4048	0.0161914

3.8 PASSENGER CABIN**3.8.1 11.1 Passenger Seats**

The Passenger Cabin has 189 Economy Seats

3.8.2 11.2 Class/Cabin Sections**189 Y**

Zone	Total Zone Passenger (Y Class)	Zone Datum B.A. (IN)	Index Change per 1 kg.	Total Index Change
OA	63	334.33	-0,0092562	-44,3186
OB	60	647.05	-0,0003214	-1,4657
OC	66	960.54	0,0086356	43,3161

3.8.3 Seating Layout

The following abbreviations are used for the seating layout tables.

H = Incapacitated Passenger

I = Infant preference rows/seats

E = Emergency exit

Y = Economy class

3.8.4 Seat Plan Layout

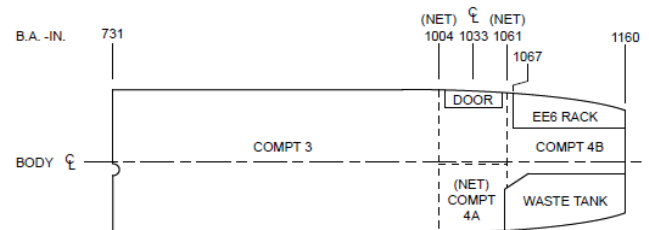
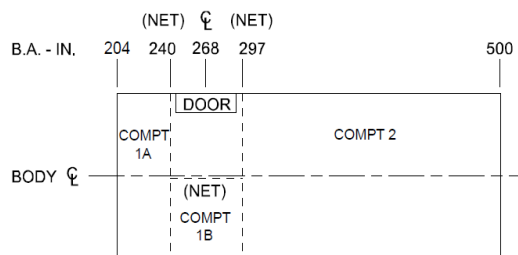
Seat Plan layouts can be retrieved from Corendon Ground Operations.

3.9 DETAILS FOR COMPARTMENT TRIM

Effective to ALL

Compartment	Maximum Capacity			
	Gross Weight KG	Volume Cu.ft	Length of Arm ft	Index per kg
HOLD 1	800	140	241,15	-0.01192
HOLD 2	2650	517	398,50	-0.00742
HOLD 3	4050	733	867,50	0.00597
HOLD 4	750	125	1061,17	0.01151

3.9.1 Combined & Cumulative Load Limits



MAXIMUM ALLOWABLE WEIGHT						
COMPARTMENT	TOTAL WEIGHT		FLOOR LOADING			
	LB	KG	LB/IN.	KG/IN.	LB/SQ FT	KG/SQ FT
Main Cabin			41.4 ^[a]	18.8 ^[a]	100.0	45.3
Forward Cargo Hold	7672 ^[b]	3479 ^[b]				
H1 B.A. 204 to B.A. 240	1044	473	29.0	13.1	150.0	68.0
B.A. 240 to B.A. 297	741	336	13.0	5.8	150.0	68.0
H2 B.A. 297 to B.A. 500	5887 ^[b]	2670 ^[b]	29.0 ^[b]	13.1 ^[b]	150.0	68.0
Aft Cargo Hold	10694 ^[b]	4849 ^[b]				
H3 B.A. 731 to B.A. 1004	9009 ^[b]	4086 ^[b]	33.0 ^[b]	14.9 ^[b]	150.0	68.0
B.A. 1004 to B.A. 1061	798	361	14.0	6.3	150.0	68.0
H4 B.A. 1061 to B.A. 1160	887	402	9.0	4.0	150.0	68.0

[a] The main cabin floor loading includes the weight of passengers, passenger seats, and passenger carry-on baggage stowed under the seats.

[b] Weights shown are without a STC cargo loading system installed. If a STC cargo loading system is installed, see the weight limitation placard in the cargo hold or the STC holder for data.

3.10 DETAILS FOR BAY/SECTION TRIM

Not Applicable

3.10.1 Unsymmetrical Load Limitations

Unsymmetrical Loading is not allowed.

3.11 BALLAST

Not Applicable

4 LOAD PLANNING DATA

4.1 Ideal Trim Line at TOW for Fuel Saving Purposes

None

4.2 UNIT LOAD DEVICES DETAILS

Not Applicable

4.3 SPECIAL LOAD

See Corendon Airlines Ground Operations Manual.

Flyaway Kit information will be provided to handling companies and crew via ground operations department.

5 REFERENCES

- 1- Boeing 737-8 Weight And Balance Control and Loading Manual
- 2- Weighing Reports
- 3-Boeing 737 Loading Schedule Substantiation Document
- 4- Boeing Performance Engineering Manual
- 5- Useful Informations For Performance Engineer, Boeing Training Section