

NOTE: Many automated systems generate all messages with an indicator.

Dispatch

A departure message is to be dispatched for every flight operated with flight number, irrespective the owner or operator

- NOTES:**
- Departure message for code-share flights is to be dispatched as bilaterally agreed.
 - Departure message is to be dispatched immediately after take-off.

Message Indicators

There are different indicators for different types of messages:

SS	➤ Top priority indicator. ➤ Only for distress messages related to an aircraft incident.
QX	➤ Priority indicator. ➤ Very high transmission costs (200% of standard cost).
QU	➤ Stand for "urgent message". ➤ Has priority in transmission, but high transmission cost (150% of standard cost) ➤ To be used for standard operational messages, unless otherwise operationally required. ➤ Not to be used to obtain a quick action or reply.
QK	➤ Standard indicator. ➤ Standard transmission costs.
QD	➤ For message with a non-urgent character. ➤ Almost as fast as QU, but low transmission cost (60% of standard cost).

Distribution

The departure message is to be distributed as follows:

Standard distribution	Additional distribution
Departure message is to be sent to: ➤ Any downline station. ➤ Companies and function designators as specified in IDS <i>and/or</i> other airline internal publication. ➤ Recipients of the OPS plan or diversion message in cases where an OPS plan or diversion message has been sent.	For delayed and diverted flights: ➤ Departure message to be addressed to all stations having received a delay or diversion message for that flight. In case of technical delays: ➤ Supplementary addresses as published in IDS <i>and/or</i> other airline internal publication.

Example of standard departure message

	Company Produced
1 Priority & Sent to	QU SXFKPXH SXFKOXH
2 Originator	.ISTAPXH 121627
Type of Message	MVT
3 Flight Information	SB8113/12.ECENZ.IST
3 Actual times to/for	AD1623/1626 EA2020 SXF
3 Pax O/B	PX142
4 Special Information	SI Co-Mail O/B Urgent

	HNDLG Comp Produced
	QU SXFKPXH SXFKOXH
	.ISTAPXH SB/121627 YB
	MVT
	SB8113/12.ECENZ.IST
	AD1623/1626 EA2020 SXF
	PX142
	SI Co-Mail O/B Urgent

Address and communication references

QU

Priority indicator for movement messages.

QX, QK or QD can also be used.

SXFKPXH SXFKOXH

Teletype address(es) for departure message.

.ISTAPXH 121627

Originator,
date/time group

.ISTAPXH SB/121627 YB

Originator,
recharge,
date/time group
operator's initials

Recharge, if required.

Teletype address of originator and designator of the airline to be charged for the message must be separated by a space. (SB/)

Date and time group.

Recharge designator and date/time group must be separated by an oblique.

NOTE: The oblique is to be omitted if no recharge designator is shown.(121627)

Operator's initials, if required.

Date/time group and operator's initials must be separated by a space. (YB)

Unless otherwise required, all dates and times to be expressed in UTC.

Corrections to departure message

If corrections to an already dispatched departure message are necessary:

- Dispatch again a complete departure message.
- Use the message identifier COR in addition to the normal identifier (COR ↗ MVT).
- Dispatch the corrected departure message as soon as the correction is made.

②: Movement Indicator

Standard message identifier and flight recorder

MVT

RAT0123/09.ECENZ.IST

Movement Message

Call-Sign/Date.Reg.Dep From

③: Departure Message

a) Departure message

MVT

RAT0123/09.ECENZ.IST

b) Departure Message for Delayed Flight

MVT

RAT0123/09. ECENZ.IST

AD1245/1253 EA 1559DUS
PX323

=

**c) Departure Message for
Multi Sector Flight**

MVT
RAT0123/09. ECENZ.IST
AD1245/1253 EA 1559DUS
PX223/100
=

AD1245/1253 EA 1559DUS
DL93/81/0020/0015

PX323=

**d) Correction to Departure
message**

COR
MVT
RAT0123/09.ECENZ.IST
AD1145/1153 EA 1459DUS
PX323=

Definition of times

The times in the message(s) will be defined as follows;

- AA** actual time of arrival, consisting of time of touch-down actual time, when the aircraft come to rest (on blocks)
- AD** actual time of departure, consisting of actual time, when the aircraft starts to move, either by its own power or pushback (off-blocks) time of takeoff (airborne time)
- EA** estimated time of arrival
- ED** estimated time of departure
- NI** when the next information will be given in case of indefinite delays

FLIGHT INFORMATION

AD1245/1253 EA 1559DUS

③ AD1245/1253 EA 1559DUS

Actual Departure

Off Blocks **12:45**/Take-off **12:53**

Estimated Arrival time 15:59 to DUS

The time groups are to be separated by an oblique.

DL93/81/0020/0015

③ DL93/81/0020/0015

Delay 93/81/duration 0020/0015

93= Aeroplane rotation

(00:20 min delay for 93)

81= ATFM due to ATC en-route demand/capacity

(00:15 min delay for 81)

PX223/100

③ PX323+02

PX223/100

Total Revenue Pax 323 and 02 no seat holder

Passenger on board;

For the first Destination DUS, 223 **Pax**

Transit to the second destination 100 Pax

Special Information

、 SI Check Co-Mail Urgent

Revenue Pax : Any passenger travelling with a paid ticket.

no seat holder : Any Passenger travelling with a paid ticket but not occupying a seat (0-24 month = Infant) or
Any passenger travelling with reduced or no-fee ticket either occupying a passenger seat or crew seat.

TOW and TOF information at SI for continental flights;

Take-off mass and take-off fuel shall be copied from loadsheet and fuelling order respectively.

TOW = Actual take-off mass according to loadsheet.

TOF = Actual take-off fuel according to fuelling order.

The mass figures shall be rounded up to the next 100 kg.

DELAY MESSAGE

a) Delay Message

MVT

RAT0123/09. ECENZ. IST

ED091300

DL81

=

b) Delay Message

MVT

RAT0123/09. ECENZ. IST

ED100100

DL81

SI DEL TWO

=

c) Delay Message

MVT

RAT0123/09. ECENZ. IST

NI091245

DL41

SI HYDRAULIC PUMP CHANGE

=

Estimated Time of Departure

on date 10th at 01:00.

Delay Code 81

ATFM due to ATC en-route
demand/capacity

Next Information

On date 09th at 12:45

Delay Code 41

Aeroplane defects, except damage
to aeroplane due to outside causes.

④ Estimated time of departure.

Estimated departure time indicator ED is followed by the estimated departure time.

Any subsequent delay message originated by the same station, must also be numbered in the SI-lines, e.g.;

second delay message : SI : DEL TWO

third delay message : SI : DEL THREE

⑤ Next information:

1. If a revised time of departure cannot be estimated even approximately at the time of the origination of the delay message, the indicator NI for “Next Information“ shall be used in lieu of the indicator ED.
2. The indicator NI is followed by the date/time group at which further information will be issued.

See delay message samples above.

④ Delay codes

General

Delay codes are used to express the reason for delay or other handling irregularities in aeroplane movement messages. They must be applied impartially, as a means to identify corrective action.

In case of doubt of interpretation, the SI part of the movement message may be used for supplementary explanation.

Subcodes are to be specified in the SI part of the movement message.

(Bazı temel Kod'lar, tüm havayolu işleticileri için genel olduklarından yazılmıştır. Eksik yada karşılığını göremedikleriniz, şirketlerin Yer İşletme Talimatlarında yer alabilir ve şirkete özgüdür,sb)

Airline internal codes

01 02 03 04

Passenger and baggage

11 12 13 14 15 16 17 18

Cargo and Mail

21 22 23 24 25 26

Aeroplane and ramp handling

31 32 33 34 35 36 37 38 39

Technical and aeroplane equipment

41 42 43 44 45 46 47 48

Damage to aeroplane

51 52

Flight operations and crewing

61 62 63 64 65 66 67 68 69

Weather

71 72 73 74 75 76 77

Air Traffic Flow Management restrictions

81 82 83 84

Reactionary

Other codes

06 07 09

Mail only

27 28 29

EDP/Automated equipment failure

55 56 57 58

Airport and Governmental Authorities

85 86 87 88 89

Miscellaneous

91 92 93 94 95 96

97 98 99

⑥ ARRIVAL MESSAGE

AA1340/1354

AA1340/1354

Actual Arrival

Actual Touch-down 13:40,

Actual On-Blocks 13:54

The time groups are to be separated by an oblique.

Dispatch

An arrival message is to be dispatched for every flight:

Operated with flight number, irrespective the owner or operator.

NOTE:

- Arrival message for code-share flights is to be dispatched as bilaterally agreed.
- Arrival message is to be dispatched immediately after landing.

Corrections to arrival message

If corrections to an already dispatched arrival message are necessary:

- Dispatch again a complete arrival message.
- Use the message identifier COR in addition to the normal identifier MVT.
- Dispatch the corrected arrival message as soon as the correction is made.

Example of a standard arrival message

QD BSLKZSR ZRHOWSR
 .ISTAPXH LX/121356
 MVT
 LX8112/12.ECENZ.IST
 AA1340/1354
 SI NIL

QD BSLKZSR ZRHOWSR
 .ISTAPXH LX/121406
 COR
 MVT
 LX8112/12.ECENZ.IST
 AA1354/1401
 SI NIL

AA1340/1354

AA Actual Arrival

13:40 Actual Touch-down, 13:54 Actual On-Blocks

The arrival identifier AA is followed by touch down and on-block time. The time groups are to be separated by an oblique.

Diversion message

Diversion message is to be sent to:

- All stations of the flight schedule.
- Companies and function designators as specified in IDS *and/or* other airline internal publication.

Message example

QU ZRHOWSR BSLKZSR ISTKZSR ISTKKXH ESBKZXH ESBKKSR
 .ISTKKXH SR/261610 YB
 DIV
 SR8694/26.ECENZ.IST
 EA1645 ESB
 DR72 PX151
 SI ALL RUNWAYS CLOSED DUE HEAVY WIND

DIV

Diversion Message

SR8694/26.ECENZ.IST

Call-sign/date.reg.intended-Destination

EA1645 ESB

Estimated Arrival time (16:45) to ESB

DR72 PX151

DR (Code for Diversion), Reason as DL Code 72; PAX O/B 151

SI ALL RUNWAYS CLOSED DUE HEAVY WIND

SI: Explanations if needed.

⑦ Special Information

SI Check Co-Mail Urgent

SI Check Co-Mail-Urgent

Special Information

Check Co-Mail - Urgent

The supplementary information indicator SI is followed by a space. It must begin a new line.

TOW and TOF information at SI for continental flights;

Take-off mass and take-off fuel shall be copied from loadsheet and fuelling order respectively.

TOW = Actual take-off mass according to loadsheet.

TOF = Actual take-off fuel according to fuelling order.

The mass figures shall be rounded up to the next 100 kg.

Loadmessage

The Loadmessage shall be transmitted

- for all multi sector flights to the next station except the last station of the multi sector flight
- to the alternate station, if the landing at the next scheduled destination seems doubtful.
- from the scheduled destination station to the alternate station if the aircraft is diverted during flight

The load message will be completed by transferring all load details into the shaded boxes of the Loadsheets for every destination of the flight in the sequence of routing. Last minute changes must be considered in the load message.

The station dispatching the load message is responsible for the correct transmission of the

message. A cross-check therefore shall be made between the Loadsheet and the copy of the Teletype Loadmessage. In case of discrepancies, a second message shall be sent giving the appropriate correction. In this case the indication “COR” - corrected version- shall be stated in the message.

EXAMPLE:

QD FRAOWSB FRAKZSB ISTUSXH FRASPSB
 .ESBUSXH SB/091315SB
 LDM
 RAT0123/09.ECENZ.Y323.3/8
 -DUS.161/119/43/19.T.9335.2/2105.4/5330 5/1900 PAX/323 B/8775 C/1450
 =

EXAMPLE:

QD FRAOWSB FRAKZSB ISTUSXH FRASPSB
 .ESBUSXH SB/091315SB
 COR
 LDM
 RAT0123/09. ECENZ.Y323.3/8
 -DUS.161/119/43/19.T.9335.2/2105.4/5330 5/1900 PAX/323 B/8775 C/1450

Explanations

LDM

Load Message

COR

Correction to Load Message

RAT0123/09.ECENZ.Y323.3/8

RAT0123 (Call-sign)

RAT0123/09 (Date)

RAT0123/09.ECENZ (Registration)

RAT0123/09.ECENZ. Y323 (A/C Pax Capacity-All Echonomy 323)

RAT0123/09.ECENZ.Y323.3/8 (Cockpit/Cabin-Crew Configuration)

-DUS.161/119/43/19.T.9335.2/2105.4/5330 5/1900 PAX/323 B/8775 C/1450

-DUS (Destination) 161/119/43/19.T.9335.2/2105.4/5330 5/1900 PAX/323 B/8775 C/1450

Pax as 161 Male, 119 Female, 43 Child, 19 Infant

Can be expressed as 280/43/19 if agreed (280 Adult / 43 Children / 19 Infant)

Can be expressed as F-C-Y according to configuration. (F First, C Club, Y Economy)

-DUS.161/119/43/19.T.9335.2/2105.4/5330 5/1900 PAX/323 B/8775 C/1450

T for Total 9335, At hold 2 2105, At hold 4 5330 and At hold 5 1900 kg

-DUS.161/119/43/19.T.9335.2/2105.4/5330 5/1900 PAX/323 B/8775 C/1450

Total Pax 323

Total Baggege weight is 8775 and Total Cargo weight is 1450 kg

For each destination, another info line is added,

-DUS.80/59/22/10.T.4669.2/1450.4/2650 5/900 PAX/165 B/8775 C/1450
-CGN.81/60/21/09.T.4666.2/1100.4/2680 5/1000 PAX/158 B/8775 C/NIL

EXAMPLE:

QD FRAOWSB FRAKZSB ISTUSXH FRASPSB
 .ESBUSXH SB/091315SB
 LDM
 RAT0123/09. ECENZ.F0/C42/Y108.2/6
 -DUS.0/42/86.T.550.2/440.4/110 PAX/128 B/440 C/110
 .PAD/0/0/1
 .HEA/1/110
 SI NIL

Explanations

QD FRAOWSB FRAKZSB ISTUSXH FRASPSB
 .ESBUSXH SB/091315SB
 LDM
RAT0123/09. ECENZ.F0/C42/Y108.2/6

This A/C is configured as First 0 / Club 42 / Economy 108 and the Crew Composition is Cockpit 2 and Cabin 6.

-DUS.0/42/86.T.550.2/440.4/110 PAX/128 B/440 C/110

-DUS(destination).0/42/86.T.550.2/440.4/110 PAX/128 B/440 C/110

-DUS.0/42/86.T.550.2/440.4/110 PAX/128 B/440 C/110

42 club seat are full and only 86 of 108 economy passengers are on board.

-DUS.0/42/86.T.550.2/440.4/110 PAX/128 B/440 C/110

Total cargo is 550kg, to hold 2 440 and to hold 4 110kg is loaded.

-DUS.0/42/86.T.550.2/440.4/110 **PAX/128** B/440 C/110

Total Passenger O/B is 128.

-DUS.0/42/86.T.550.2/440.4/110 PAX/128 **B/440 C/110**

Total baggage weight is 440 and Total cargo is 110 kgs.

.PAD/0/0/1

Among the 86 of economy passengers, there is 1 no-fee passenger.

(**P**assenger **A**vailable for **D**isembarkation)

.HEA/1/110

One piece of heavy cargo (110 kgs) is loaded,

SI NIL

Container/pallet distribution message (CPM)

Purpose

The container/pallet distribution message:

- Is a basis for load planning at transit stations.

- Gives information for the disposition of adequate equipment and manpower for the unloading.
- Gives information to calculate the unloading sequence (e.g. to prevent tail-tipping).

The container/pallet distribution message is built up as follows:

1. Address and communication references.
2. Standard message identifier and flight record.
3. ULD information.
4. Bulk load information.
5. Supplementary information.

Load category codes:

1. Mass of ULD and load category code or group of load category codes must be separated by an oblique.
2. The codes listed below are to be used for the identification of the different load categories:

Code Description

- B** Local baggage
- BF** First class baggage (red priority baggage)
- BC** Business class baggage (blue priority baggage)
- BY** Economy class baggage
- BT** Transfer baggage
- C** Cargo
- D** Crew baggage
- E** Extra equipment (e.g. additional catering, unmanifested flight spares, etc.)
- H** ULD *and/or* its load to be transhipped to a connecting flight (onward destination *and/or* flight to be shown in SI element).
- M** Mail
- N** No container or pallet at position (empty position/"no-fit")
- T** Transfer load (the letter "T" must be added to the appropriate load category code, e.g. "BT" for transfer baggage)
- U** Unserviceable container/pallet
- X** Empty container or pallet

Example

QU ISTKLLX ZRHKMXH
.ZRHKLXH SB/021214/XY
CPM
SB1954/02.ECENZ.31904H01
-11L/PKC/IST/630/C
-12L/AKH/IST/600/C
-41L/AKH/IST/620/C
-42L/AKH/IST/583/BC/BY0
-43L/DZH/IST/96/E/BY
-5/IST/50/BY

SI**TWO BABY-STROLLERS IN CPT 5****Explanations****CPM****C**ontainer/**p**allet distribution **m**essage (CPM)**SB1954/02.ECENZ.A300B4**

Call-sign/Date.Registration/AircraftVersionNumber

-11L/PKC/IST/630/C

Position/Type/DEST/Kgs/Type of Load-Cargo

-12L/AKH/IST/600/C

Position/Type/DEST/Kgs/Type of Load-Cargo

-41L/AKH/IST/620/C

Position/Type/DEST/Kgs/Type of Load-Cargo

-42L/AKH/IST/583/BC/BY0

Position/Type/DEST/Kgs/Type of Load-Business class baggage /Economy Baggage NIL

-43L/DZH/IST/96/E/BY

Position/Type/DEST/Kgs/Type of Load- Extra equipment and Economy Baggage

-5/IST/50/BY

Position/DEST/Kgs/Type of Load-Economy Baggage

SI**TWO BABY-STROLLERS IN CPT 5**

A-300 / ALL**PALLET LOADING ORDER**

PLEASE INDICATE LOAD TYPE as AVI, B, C, HUM, etc.

HLD _____ **REG** _____ **DATE** _____

VENTILATION, PRESSURATION AND HEATING FOR FWD COMPARTMENT = YES

TOTAL MAXIMUMs	Kgs
FWRD 1 Max	4,600 "
FWRD 2 Max	8,400 "
AFT 4 Max	10,280 "
AFT 5 Max	2,500 "

PSN	Nbr	Typ	Weight
11P			
21P			
22P			
23P			

VENTILATION, PRESSURATION AND HEATING FOR FWD COMPARTMENT = YES

PSN	Plt.Nbr	Typ	Weight
11 L			
12 L			
21 L			
22 L			
23 L			
24 L			

PSN	Plt.Nbr	Typ	Weight
11 R			
12 R			
21 R			
22 R			
23 R			
24 R			

PRESSURATION = YES, VENTILATION AND HEATING = NO FOR AFT COMPARTMENT

PSN	Plt.Nbr	Typ	Weight
41 L			
42 L			
43 L			
44 L			

PSN	Plt.Nbr	Typ	Weight
41 R			
42 R			
43 R			
44 R			

VENTILATION, PRESSURATION AND HEATING FOR BULK = YES

PSN	TYPE	Weight	Information
51			
52			
53			

YÜKLEME SORUMLUSU
SUPERVISORHAZIRLAYAN
PREPARED BYNOTE: _____

_____**LIMITATIONS PER POSITION**

- 88x125 in PALLET **MAXI** gross weight in FWD hold = 3.770 Kg
- 60x125 in PALLET **MAXI** gross weight in FWD or AFT hold = 2.570 Kg
- AKE CONTAINER **MAXI** gross weight in FWD or AFT hold = 1.285 Kg
- **MAXI** load allowed in compartment 5 = 2.500 Kg

TO BE USED FOR EACH A-300 AIRCRAFT FLIGHT, BASED ON LDM-CPM AND UCM MESSAGE

1-WHITE (To Captain) 2-PINK (To Operation) 3-YELLOW (To Station File)

F W D	FRWD TOTAL MAXIMUM 13,000	
	11 L	11 P R
	12 L	12 R
	FWD 1 TTL Max 4,600	
F W D	FWD 2 TTL Max 8,400	
	21 L	21 P R
	22 L	22 R
	23 L	23 R
A F T	24 L	24 R
	AFT TOTAL MAXIMUM 10,280	
	41 L	41 R
	42 L	42 R
B U L K	43 L	43 R
	44 L	44 R
	BULK HOLD-5 TOTAL MAX 2,500	
	51	Max 1,640 Kg
B U L K	52	Max 700 Kg
	53	Max 160 Kg

Other Examples

QD SSGKLSB DLAKLSB ZRHKMXH
.ZRHKLXH SB/300859/MAR04

CPM

SB272/30.ECENZ.300B4
-11/PWB/SSG/1540/C
-12P/PMC/SSG/1610/C
-13P/PMC/SSG/1660/C
-21P/PMC/DLA/2870/C
-22P/PAJ/DLA/3375/C
-31L/XKN/DLA/615/C
-31R/AKE/DLA/765/C
-32/PLB/DLA/1590/C
-33L/AVE/DLA/813/M1
-33R/AVE/DLA/740/BY1
-41L/AVE/DLA/840/BY0
-41R/AKE/SSG/780/C.COL/149
-42L/AVE/DLA/948/BY0
-42R/AVE/SSG/513/BY2
-43L/AVE/DLA/370/BC3
-43R/AVE/SSG/267/BC3
-5/SSG/633/M/BY/C.RRY/0PT3.XPS/DLA/511/C/BY
-DIP/DLA/6/C

SI

ONE BABY-STROLLER TO SSG IN CPT 5

QD FRAOWSB ISTKZSB ISTUSXH
.ESBUSXH SB/091321SB

UCM

SB1954/02.ECENZ. A300B4
IN
PAG5427SB.PAJ2438SB.PAP1510SB.FLA1220SB
PLA4002SB.ALP0052SB.PDJ9086SB.PIP2172SB
OUT
PAP3003SB.PIP2172SB.PIP1073SB.PIP8885SB
PAG0633SB.FLA0734SB.PIP5252SB.PAG0129SB
=

UCM

QD ZRHFMSB
.YULKKSB 010317

UCM

SB135/31JUL.ECENZ.YUL
IN
.PAP4937SB.AAK5583SB.AVE6843SB.AVE6772SB.AVE6193SB.AVE6057SB
OUT

**.PAP4752SB/ZRH/C.RAP9005SB/GVA/C.AWD2508SB/CAI/C.AVE9518SB/GVA/C
 .AVE6227SB/ZRH/B.PAP4787SB/XXX.PAP4838SB/XXX
 SI PAL PAP4783SB/PAP4838SB RETURNED TO ZRH TO REDUCE OVERSTOCK
 AT YUL COR AWD2508SB TO READ 2503SB**

A complete UCM (combined IN- and OUT message) is to be dispatched:

If the departure of the outbound flight/truck is within 3 hours after arrival of the inbound flight/truck, and on the same day.

The flight/truck service numbers of in- and outbound flight/truck must be mentioned.

A separate IN- and OUT message is to be dispatched:

If the departure of the outbound flight/truck is more than 3 hours after arrival of the inbound flight/truck, or if arrival and departure are on a different day.

The IN message must be dispatched not later than 3 hours after arrival of the inbound flight/truck.

Dispatch by transit stations

A separate IN- and OUT message is to be dispatched if arrival and departure are on different days (e.g. arrival before midnight, departure after midnight).

Number of return flight or truck service:

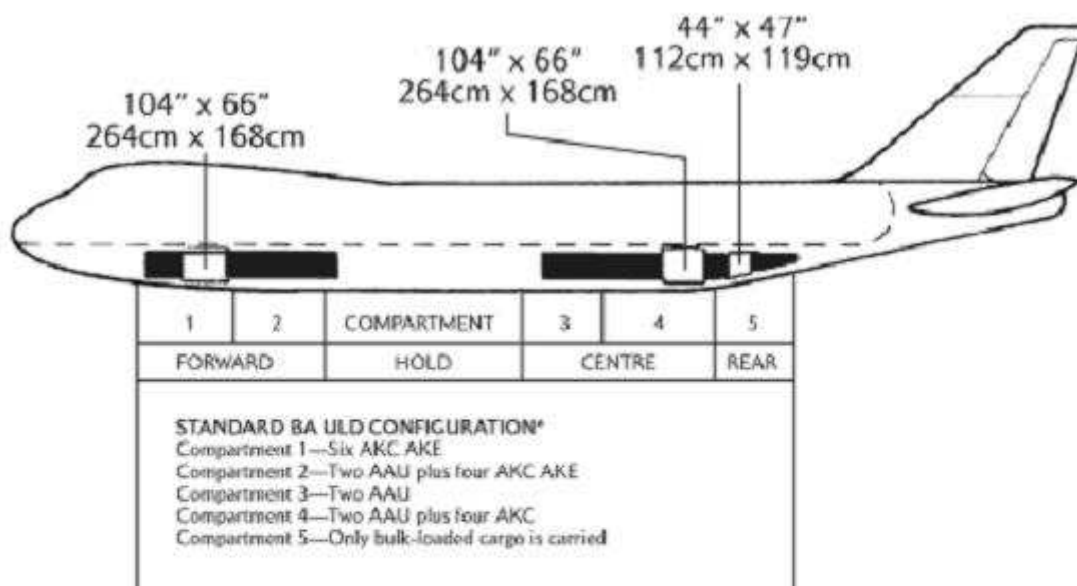
1. This information is required only in UCMs dispatched by turn-around stations.
2. The airline designator need not be given.
3. Flight or truck service number and number of return flight or truck service must be separated by an oblique.

UNIT LOAD DEVICES

Type	Max.Weight	TotalArea(m)	Useful area(m)	Aircraft
Pallet P1	6.804Kg	3,18x2,24	2,98 x 2,04	B727Cgo, B767, DC10 Pax/Cgo, B747 and MD11
Pallet P6	6.804Kg	3,18x2,44	2,98 x 2,24	DC10 Cgo, B767200, B747 and 11
Pallet P7	13.608Kg	6,06 x 2,44	5,92 x 2,24	DC10 Cgo, B747 Combi and Cgo
Pallet P9	3.175Kg	3,18 x 1,53	2,98 x 1,33	DC10 Pax/ Cgo, B747 and MD11
Pallet FQA	11.340Kg	4,97 x 2,44	4,77 x 2,24	B747 Combi and 10 Cgo

Type	Max.W	TotalArea(m)	Useful area(m)	Aircraft
Container LD2	1.225Kg	3,91 x 5,03 x 5,33	3,65 x 4,77 x 5,13	B767, DC10, Pax/Cgo, B747, MD11
Container LD3 (RKN)	1.331 kg	2,00 x 1,53 x 1,62	1,88 x 1,39 x 1,37	B767, B727F, DC10F e MD-11
Container LD8	2.450 Kg	7,99 x 5,03 x 5,33	7,73 x 4,77 x 5,13	B 767
Container LD9	5.588 kg	3,17 x 2,23 x 1,62	3,03 x 2,10 x 1,45	B767, DC10F e MD11
Container LD11/21	3.175 Kg	10,45 x 5,03 x 5,33	10,19 x 4,83 x 5,13	DC10 Pax/ Cgo, MD11 e B747
Container AQ6	6.804 Kg	10,45 x 8,02 x 8,02	10,13 x 7,69 x 8,02	B747 Combi

Door sizes B747 Pax



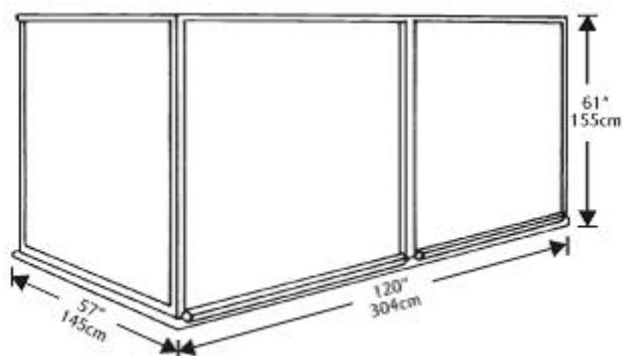
*The following equipment can be used in place of the 'Standard Configuration' to suit load requirements and to allow interchangeability with other carriers or aircraft.

Compartments 1 & 2 – AAU/ALP lower deck.

PAP/PLA pallets and nets.

Compartments 3 & 4 – PAP/PAG pallets with nets or ALP.

LD11 IATA Code **ALP/PLA**



Wide body aircraft.

ALP: Full width lower deck container.

PLA: Full width lower deck pallet

Suitable for : Boeing 747 & 777

ALP

Volume 240 cu. ft. (6.8 cu. m.)

Tare weight 185 kgs/407 lbs

Max Gross Weight 747 & 777 747 & 777

3175 kgs/6985 lbs

PLA

Volume 245 cu. ft (7.0 cu. m.)

Tare weight 73 kgs/161 lbs

Max Gross Weight 747 & 777 747 & 777

3175 kgs/6985 lbs

PAP/P1P/PAG for 757-200 Freighter

Wide body aircraft. Full width lower deck container.

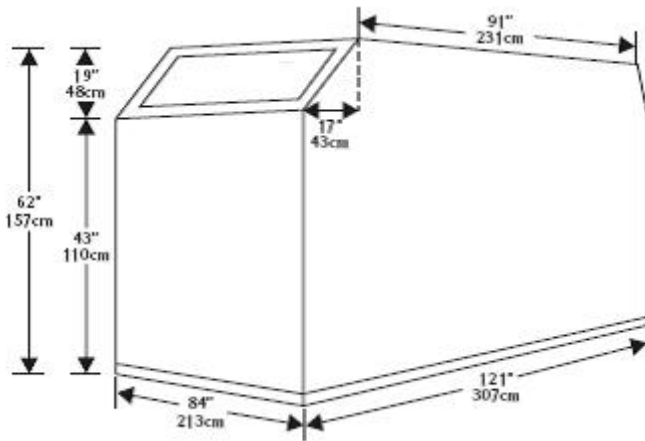
Suitable for :

Boeing 747, 767, 777, 757-200F

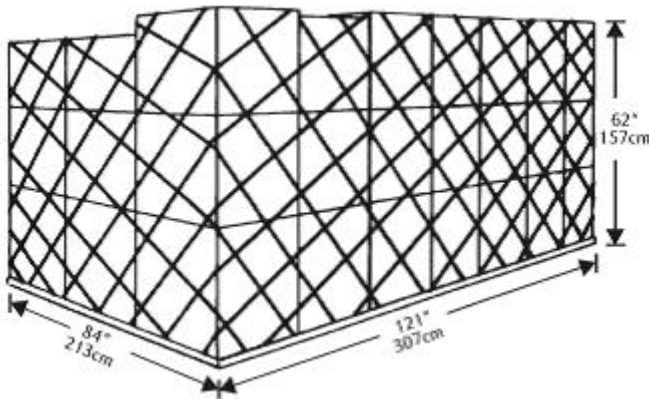
Volume 349 cu. ft. (9.83 cu. m.)

Tare weight 120 kgs/264 lbs

Max Gross Weight 4264 kgs/9402 lbs



PAP/P1P/PAG IATA Code



Wide body aircraft. Full width pallet with net.

Suitable for : Boeing 747, 767, 777

Volume 240 cu. ft. (11.9 cu. m.) (with allowable overhang)

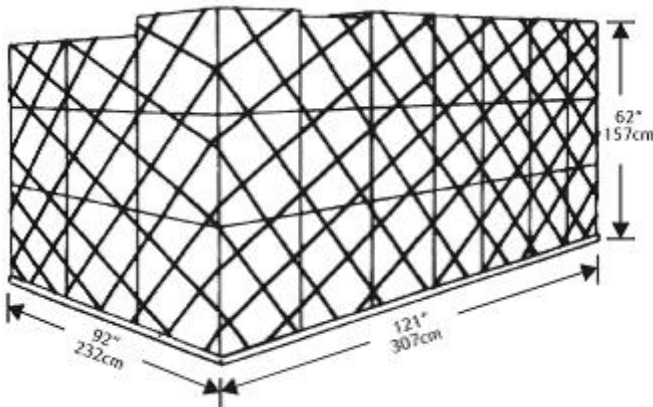
Tare weight 120 kgs/264 lbs

Max Gross Weight 747 6033 kgs 13273 lbs

Max Gross Weight 767 4626 kgs 10501 lbs

Max Gross Weight 777 4626 kgs 10501 lbs

PMC IATA Code: PMC, P6P



Wide body aircraft. Full width pallet with net.

Suitable for : Boeing 747, 767, 777

Lower deck pallet suitable for : Boeing 747 & 767

Volume 450 cu. ft. (12.7 cu. m.)

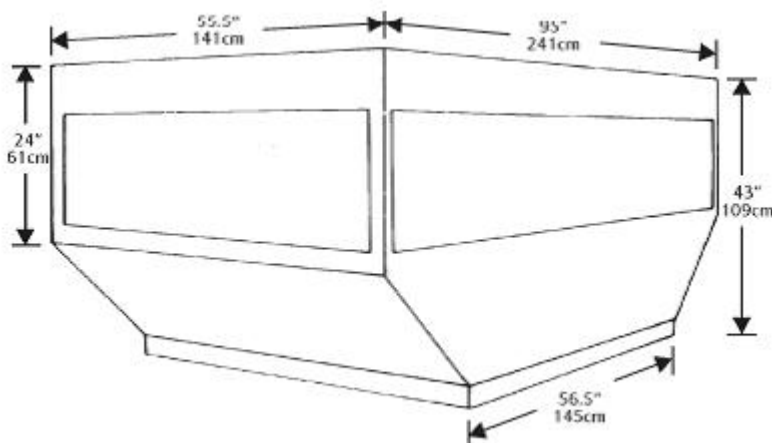
Tare weight 130 kgs/286 lbs

Max Gross Weight 747 5034 kgs 11075 lbs

Max Gross Weight 767 5103 kgs 11227 lbs

Please note that the maximum gross weight is variable for the different aircraft types, in case of transfer

AKH

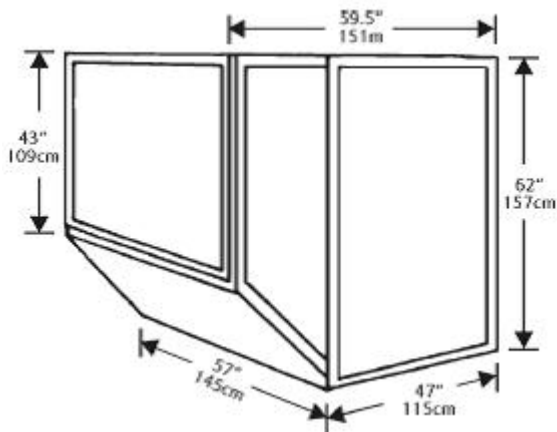


Lower deck container suitable for : A320

Volume 120 cu.ft. (3.4 cu.m.)

Tare weight 76 kgs/167 lbs

Max Gross Weight 1134 kgs 2499 lbs

LD2 IATA Code **APE**

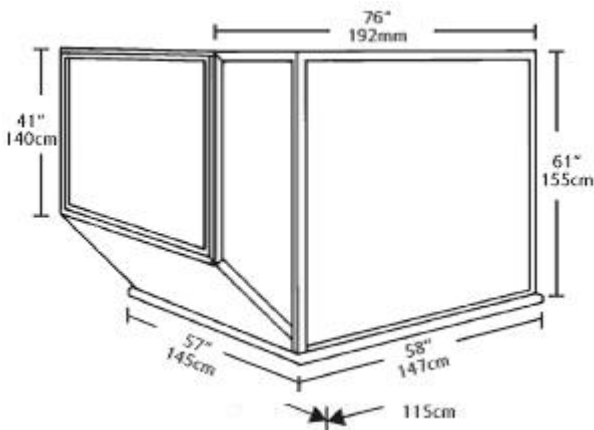
Wide body aircraft. Half width lower deck container.

Suitable for : Boeing 767

Volume 120 cu. ft. (3.5 cu. m.)

Tare weight 70 kgs/154 lbs

Max Gross Weight 1225 kgs/2700 lbs

LD3 IATA Code **AKE/AVE**

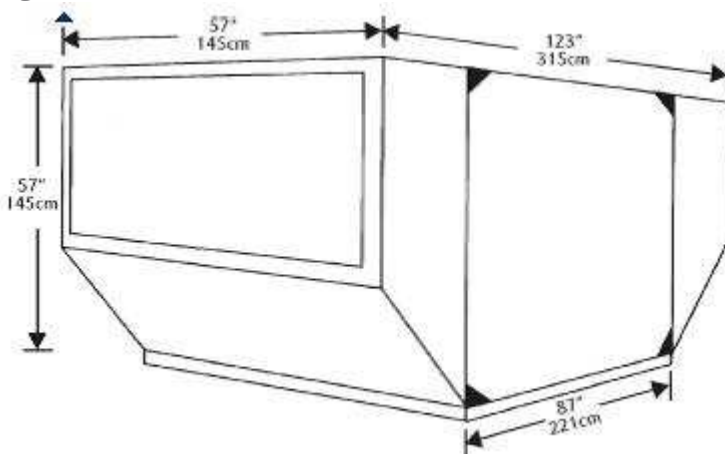
Wide body aircraft. Half width lower deck container.

Suitable for : Boeing 747, 767, 777, 757-200F

Volume 150 cu. ft. (4.2 cu. m.)

Tare weight 72 kgs/158 lbs

Max Gross Weight 1588 kgs/3493 lbs

AQF

Lower deck container.

Suitable for Boeing 767 only.

Volume 253 cu. ft. (7.9 cu. m.)

Tare weight 118 kgs/260 lbs

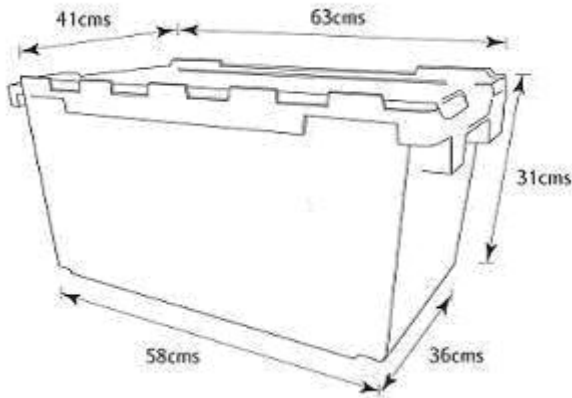
Max Gross Weight 2449 kg 5400 lbs

VCB

Wide body and narrow body aircraft.
For the carriage of Secure product shipments only

Compatible aircraft : B757 737 A319 A320
B777 B747-400 B767 B757-200F B747-200F B747-400F DC8-54F MD11F

Volume 2.472 cu.ft. (0.07cu.m.)



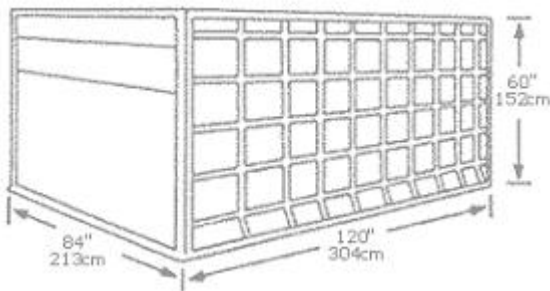
Tare Weight 5kg/11lbs

Max Gross Weight 22kg/48.5lbs

External Dimensions

16.14" x 14.17" x 12.20" x 24.80"

LD9 IATA Code AAP



Wide body aircraft.

Full width lower deck container.

Suitable for : Boeing 747, 767 & 777

Volume 350 cu. ft. (10.0 cu. m.)

Tare weight 200 kgs/440 lbs

Max Gross Weight 747 6033kgs/13273 lbs

Max Gross Weight 767 4626kg/10501 lbs

Max Gross Weight 777 4626kg/10501 lbs

On board message

On board message shall be sent for single sector flights or last sector of multi sector flights whenever a special load is carried (AOG, AVI, HUM, BED, etc.)

EXAMPLE :

QD ISTUSXH ISTKZSB
 .DUSKOXH SB/141220 YB
 O/B SB0123/14
 AVI/2
 =

Passenger Transfer Message (PTM)

Passenger holding a confirmed (OK) or requested (RQ) reservation on a connecting flight within 24 hours after scheduled arrival at the transfer station, have to be recorded numerically and divided into destinations.

EXAMPLE :

QD FRAAPXH
 .ISTUSXH SB/151215 GY
 PTM SB0123/15
 LH145 CGN M02 B02
 SK256 CPH F01 B01
 =

PTM Call-sign/Date

To LH145 dest CGN, 2 male 2 bags

To SK256 dest CPH, 1 Female, 1 bag

Passenger Service Message (PSM)

The PSM, shall inform the destination station of a flight of :

- ◇ children traveling alone (UM's)
- ◇ incapacitated passengers
- ◇ deportees
- ◇ returned inadmissible passengers

who will be disembarking at such destination station.

Each boarding station has to dispatch a separate PSM to each subsequent destination station of the flight. No PSM need to be sent when a TPM is sent to such station.

EXAMPLE :

QD ISTUSXH ISTKZSB	Disembarking station
.FRAAPXH SB/161425SB	Boarding station
PSM	Message identifier
SB0123/16	Flight number and date
GULAY/UM10	UM aged 10
BECK/WCHC/OWN	Disable pax with own wheelchair O/B
LITZ/WCHC	Non-ambulant passenger
ANGELO/ UM08	UM age 08