

**OPERATIONAL
BULLETIN****YÜKLEME-BOŞALTMA PRENSİPLERİ VE AMBAR
KONTROLLERİ**Ground Operations - Operational Compliance and Documentation
Leadership

TO : ALL STATIONS
FROM : GROUND OPERATIONS
ISSUE DATE : 23.12.2020
SUBJECT : LOADING/UNLOADING PRINCIPLES AND HOLD CHECKS

- MAX hold limits (ceiling height/weight) should be applied when loading the aircraft.
- Offload aft holds before forward holds when loading, load forward holds before aft holds. Aircraft cargo compartments shall be offloaded from the aft cargo hold first. Alternatively, both cargo holds may be offloaded at the same time. Aircraft cargo compartments loading shall start preferably from front to rear first, or from both cargo holds at the same time.
- All shipments requiring specific handling will be identified on the LIR/Load-Sheet/LDM (AVIH, HUM, etc.)
- If possible, transfer and local baggage should be loaded in a separate hold. Local and transfer baggage may be loaded to the same compartment on condition that they are not completely mixed and not disordered. The number of transfer and local baggage must be stated on LDM clearly.
- For all cargo loads, ensure the nets or tie down straps are tight, and the load is secure.
- Loaded items shall be constrained within the aircraft holds utilizing the nets that are installed in the aircraft. Where any baggage is loaded within an aircraft hold, all nets, within all compartments of that hold, shall be secured.
- All hold nets, securing points and latches must be installed prior to flight departure to prevent cargo/baggage from shifting in flight and damaging or blocking the compartment door
- Where the AIRCRAFT hold will remain empty Ground, Agents shall ensure that sufficient netting points are secured to prevent loose nets causing damage, and that netting is clear of the hold doorways to prevent possible trapping upon closure of the door.
- Cargo, an item or group(s) of items, must not become a hazard to the aircraft structure, systems or balance as a result of shifting under operational conditions.
- Handling tags must be considered for loading, palletized cargo must be loaded upright even it's not tagged.
- During Pegasus Airlines operations, referring to structural damage is detected in the cargo compartment floors, in order to pay attention that palletized cargo should not be loaded to the composite surface.

CAUTION!

A check must be conducted in a hold even if on arrival the hold was reported as not carrying any cargo/baggage (empty). Make sure that all holds should be free of FOD.

Please kindly share with related all your staff,

GROUND OPERATIONS DEPARTMENT

PEGASUS AIRLINES