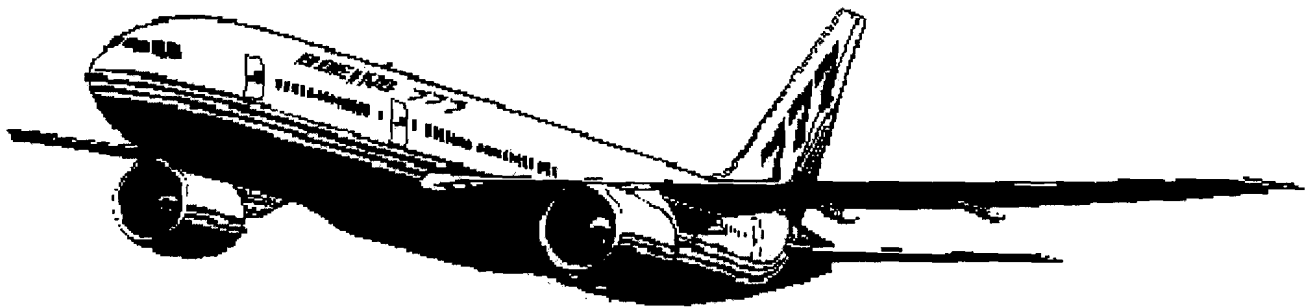




WEIGHT AND BALANCE BOOKLET



777-200 ER/LR/-300 ER

ISSUED BY

OPERATIONS ENGINEERING
TECHNICAL DIVISION
FLIGHT OPERATIONS
PAKISTAN INTERNATIONAL
FOD / TECH / 777 / WB / 05

[Handwritten signature]
20/1/09

NOVEMBER / 2008

777-200ER/LR/-300ER WEIGHT & BALANCE BOOKLET INDEX/LIST OF EFFECTIVE PAGES (REV 6)

CHAPTER	SUBJECT	PAGE NO.	DATE
-	INDEX/LIST OF EFFECTIVE PAGES	I-II	JUN 2019
00	Policy		
	Weight and Balance Policy		
	Weight and Balance Competency Certificate	00.01 00.02	APR 2015 APR 2015
	Load Sheet	00.03	APR 2015
	Communication / Coordination / Documentation	00.03 00.04	APR 2015 APR 2015
	Standard Passenger Weight	00.05	APR 2015
	Standard ULD Weight	00.05	APR 2015
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01	Carriage of Live Animals	01.01	Nov 2008
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	Stretcher		
	Stretcher Installation	02.12	JAN 2018

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ANNEXURES			
	ANNEXURE A,B,C & D		APR 2015
	777-200 ER Load Sheet (Form No. 9-28-250B)		OCT 2008
	777-200 ER (AP-BMG & BMH) Load Sheet		MAR 2016
	777-200 LR Load Sheet (Form No. 9-28-491A)		JAN 2007
	777-300 ER Load Sheet (Form No. 9-22-149A)		OCT 2008
	777-300 ER (AP-BMS only)Load Sheet		SEP 2017
	777-200 ER/LR Loading Advice Form(Form No. 9-28-490)		DEC 2005
	777-200 ER (AP-BMG & BMH) Loading Advice Form		MAR 2016
	777-300 ER Loading Advice Form (Form No. 9-28-496)		OCT 2008
	777-300 ER (AP-BMS only) Loading Advice Form		SEP 2017
	777-200ER WEIGHT REPORT		
	777-200LR WEIGHT REPORT		
	777-300ER WEIGHT REPORT		

00 WEIGHT AND BALANCE POLICY

00.01 WEIGHT AND BALANCE COMPETENCY CERTIFICATE

00.01.01 Weight and Balance Competency Certificate is issued by the Operations Engineers, Office of Chief Pilot Technical , Flight Operations Department, on behalf of Flight Standards Directorate Pakistan Civil Aviation Authority.

00.01.02 Competency Certificate can be issued to:

- a) PIA Staff holding a job / position, by virtue of which he/she may be deputed/ required/expected to prepare load sheet of PIA flights.
- b) Staff of handling agent under contract to handle PIA Flights.

00.01.03 A candidate for Weight and Balance Competency Certificate must have:

- a) Attended and passed a Basic Weight and Balance course of one week (five working days) duration conducted by Operations Engineering Section.

OR

Be a qualified staff of handling agent already working in load control for an airline. Station Manager / Manager concerned will certify their qualification on Weight and Balance.

- b) Attended minimum of 2 days TYPE course for the type of aircraft for which Competency Certificate is required.

00.01.04 Weight and Balance Competency Certificate will be issued if:

- a) The candidate passes the Basic Weight and Balance examination, conducted by Operations Engineering Section.

AND

- b) Passes at least one TYPE examination, conducted by Operations Engineering Section.

00.01.05 Endorsement for additional type of aircraft will be given when the candidate has attended the 2 days Type course and passes the examination, conducted by the Operations Engineering Section.

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- 00.01.06 The Basic Weight and Balance examination will be a written examination, closed book, and descriptive / multiple-choice questions. Passing percentage is 75. A candidate scoring between 60-74 % marks will be declared deferred and can re-appear for examination. A candidate failing to score 75 % on second attempt will have to attend the course again. A candidate scoring less than 60 % can re-appear for exam after re-attending and passing the complete basic course. Such a candidate will either PASS or FAIL (deferred status will not apply).
- 00.01.07 The TYPE examination will be a LOAD SHEET preparation along with sending Load Message etc. in specified time.
- 00.01.08 Competency Certificate is valid for two years – from date of qualifying (for 1st issue) or till the validity of Weight and Balance Certificates of concerned station
- 00.01.09 Competency Certificate can be renewed for a period of Two years, or expiry date of certificates of that station, whichever comes first, only after the candidate attends a refresher and passes the examination conducted by the Operations Engineering Section.
- 00.01.10 A Competency Certificate will be considered cancelled if not renewed for FIVE YEARS at a stretch (five years from last date of expiry) or its cumulative NOT VALID period exceeds 10 years.
- 00.01.11 Computerized Load Sheet on Sabre Steady State / Load Manager System
- a) Traffic staff with valid Weight and Balance Certificate can prepare computerized load sheets on Sabre Steady State / Load Manager System, only after successful completion of a two days course conducted by Operations Engineering Section.
 - b) Weight and Balance Certificate holder of computer loadsheet shall required attending a refresher of Sabre Steady State / Load Manager Course at least once in two years.
- 00.01.12 Competency Certificate Requirements:
- a) All Traffic Staff / Officers will be required to obtain Weight and Balance competency Certificate before going on a permanent posting to a foreign station.
 - b) Staff holding a valid Competency Certificate, but not endorsed for all aircraft operating to the station of posting should be asked to attend a course and qualify for Competency Certificate before posting.
 - c) All SM's and ASM's must attend and pass the Basic and Type Weight and Balance Course before posting abroad.

00.02 LOAD SHEET

SOP for Load sheets Preparation and Presentation by CLC (Centralized Load Control) is given in PIA Weight and Balance Program document. No signature of load controller is required on Loadsheet generated by Sabre Load Manager as the system is password protected and Load sheet shows unique certificate number for particular load controller.

For Load sheets by other than Sabre Load Manager, following is applicable:

- 00.02.01 Load sheet of PIA aircraft or aircraft on Dry lease to PIA should be prepared and signed by persons holding valid Weight and Balance Competency Certificate.
- 00.02.02 Load sheet prepared on computer must be checked and signed by a person holding valid Weight and Balance Competency Certificate for the particular type (and configuration) of aircraft.
- 00.02.03 In case of diversion to an airport, where no person holding a valid Weight & Balance Competency Certificate is available, the load sheet will be prepared by First Officer. Blank load sheet forms are available in the Technical Bag.
- 00.02.04 Loading Advice Form signed by the Loading Supervisor and countersigned by person preparing the load sheet must be submitted to Captain along with the load sheet.
- 00.02.05 The Takeoff Weight C.G & Zero Fuel Weight C.G. must be within the allowed C.G. envelope.
- 00.02.06 If the load sheet is not acceptable to Captain due any reason, he/she should write not accepted with signature and time. One copy of rejected load sheet should be retained by the Captain and sent to Office of Chief Pilot Technical Operations with remarks in De-brief Report.

One copy of rejected load sheet should be kept in station for record and one copy of rejected load sheet and loading advice form, with new load sheet and loading advice form with remarks should be sent to Chief Pilot Technical Operations by the Station Manager or his equivalent.
- 00.02.07 Operations Engineers shall investigate all discrepancies concerned with loading / load sheet and take necessary action.
- 00.02.08 The load sheet may be presented by a non-certified staff. However load sheet must be signed by holder of Competency Certificate.

00.03 COMMUNICATION / COORDINATION / DOCUMENTATION

SOP for Load sheets Preparation and Presentation by CLC (Centralized Load Control) is given in PIA Weight and Balance Program document. For Load sheets by other than CLC following is applicable:

- 00.03.01 Cargo section will provide cargo figures to load controller 3 hours before scheduled departure, on form given as Annexure "A" or through email or by Telex.

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- 00.03.02 Load Controller will provide estimated Zero Fuel Weight figure to Flight Dispatch 2 hours and 45 minutes before scheduled departure on form given as Annexure "B" or through email or by Telex.
- 00.03.03 In return
- a) Flight Dispatch (where exist) will provide fuel figures, temperature, fuel density, performance limited TOGW to load controller 2 hours before scheduled departure, on form given as Annexure "B" or through email or by Telex . One signed copy will be retained by FOO and the other by Traffic. Revised figures if applicable will be exchanged 90 minutes before STD, on the same/new form.
 - b) Cockpit Crew (Where Flight Dispatch doesn't exist) will provide fuel figures, temperature, fuel density, performance limited TOGW to load controller within 10 minutes after arrival, on form given as Annexure "B"
- 00.03.04 Load Controller will prepare Loading Advice Form 1 hour (for narrow body) and 2 hours (for wide body) before scheduled departure and hand it over to the Loading Supervisor.
- 00.03.05 Loading Supervisor will follow the instructions of Load Controller. Subsequent changes will be incorporated after discussion and approval from the Load Controller. All such changes / deviations will be recorded on the Loading Advice form.
- 00.03.06 Flight Supervisor will provide traffic load figures to Load Controller 20 minutes (for Domestic flight) / 30 minutes (for international flights) before scheduled departure on form given as Annexure "C" or through email or by Telex.
- 00.03.07 Load sheet will be completed 15 minutes before scheduled departure and it will be presented to Captain at least 10 minutes before scheduled departure along with the loading advice form.
- 00.03.08 Document records
- a) Original load sheet and loading advice form must be retained by the Cockpit Crew.
 - b) First copy of load sheet, loading advice form and related Annexure / emails / Telex must be kept at the station for record.
 - c) Second copy of load sheet should be handed over to the Purser.
 - d) Third copy of load sheet should be dispatched to Central Record Office.
 - e) Fourth copy of load sheet should be retained at departing station for the submission to PCAA as and when required.
- 00.03.09 Immediately after departure of flight, the load message should be sent to the 'destination' station through email in the format given as on Annexure "D".
- 00.03.10 Whenever restricted articles are accepted for carriage, Captain must be informed accordingly.

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00.04 STANDARD PASSENGER WEIGHT (INCLUDING CARRY ON BAGGAGE)

00.04.01 Hajj Flights Ex-Pakistan

- | | | |
|----|--------|-------------|
| a) | ADULT | 70 Kg / Pax |
| b) | CHILD | 30 Kg / Pax |
| c) | INFANT | 15 Kg / Pax |

00.04.02 All other Flights

- | | | |
|----|--------|-------------|
| a) | ADULT | 75 Kg / Pax |
| b) | CHILD | 38 Kg / Pax |
| c) | INFANT | 15 Kg / Pax |

00.04.03 Checked-In Baggage Weight (For Planning Purposes)

- | | | |
|----|---------------------------------|-------------|
| a) | Hajj Flights Ex- Pakistan | 10Kg / Pax |
| b) | All other Flights | 25Kg / Pax |
| c) | Flights to/from America/ Canada | 40 Kg / Pax |

00.04.04 EXCEPTION OF PASSENGER WEIGHTS

The standard passenger weights mentioned above are applicable for all normal mixed passengers' loads. There are, however, two exceptions explained as under:

- a) In case of overweight passenger(s)

Enter actual weight of overweight passenger(s) (more than 125 kg) as per location of seating and use standard weights for the rest of normal passengers load.

- b) In case of group travel

In all cases of group travel members of the group always requested to sit together. Hence when a group of six (6) or more ladies travel by 777 aircraft, enter the weight of the group seated together, per location of seating at the rate of 59 Kg per lady constituting the group, while standard weights would be taken for other normal mixed load passengers.

00.05 STANDARD ULD WEIGHT

- | | | | | |
|----|---------------|------------|---|-------|
| a) | PALLET | 88" x 125" | = | 110Kg |
| b) | LD3 CONTAINER | | = | 95Kg |

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- b) If Last Minute Changes on computerized load sheet are more than those specified above, fresh load sheet is required to be prepared.
- c) If Last Minute Changes on Manual load sheet are more than those specified above, follow the detailed LMC procedure given below.

00.08.03 DETAILED LMC PROCEDURE:

- a) Loading Advice Form:
This form should be amended by the Loading Supervisor to indicate as loaded position.
- b) Load Sheet:
 - I. Fill columns under the heading 'Last Minute Changes'
 - For five or more crew/NOSUB/SUBLO pax loaded/off-loaded against **cockpit / cabin jump seats** index change would be taken from weight report.

For crew/NOSUB/SUBLO/Revenue pax loaded/off-loaded against **cabin seat**, and for Baggage / Cargo, the LMC index will be calculated by using formula:

$$\text{LMC index} = \text{New Index} - \text{Old Index} + 100$$

- II. Cross out already filled figures of
 - ZERO FUEL WEIGHT
 - TAXI WEIGHT
 - TAKE OFF WEIGHT
 - LANDING WEIGHT
 - TOTAL SOULS ON BOARD (if required)
 - ZERO FUEL WT INDEX & CG
 - TAKE OFF WT INDEX & CG.
- III. In Total Traffic Load box enter total LMC (weight and index) against LMC to calculate REV TTL and its Index. Using this figure of REV TTL calculate and write ZFW, TAXI WEIGHT, TOW and LANDING WEIGHT figures against REV in respective box. Amend 'Total Souls on Board' (if applicable), ZFW / INDEX and TOW / INDEX figures.
- IV. Draw lines on C.G. chart and fill CG figures in appropriate boxes.
- c) If a fuel figure (other than ballast) is changed at the last minute, the procedure will be:

Cross-out Block Fuel figure and Index, and write revised Block Fuel figure and Index in the second line.

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- I. Cross out already filled figures of TAXI WEIGHT, TOW and LANDING WEIGHT.
- II. In the REV line of each section write new figures of TAXI WEIGHT, TOW and LANDING WEIGHT.
- III. In the remarks column write the revised 'Box C' figure and the Revised MAX TOGW/ALLOWED TRAFFIC LOAD (ATL) if applicable.

00.09 POLICY FOR INTERCEPTED BAGGAGE:

Intercepted baggage will be 15kg /piece.

- If intercepted baggage is within LMC limits, follow LMC procedure
- If intercepted baggage is more than LMC limits, it is the responsibility of loading supervisor to inform total weight of intercepted baggage and location (where it is placed) to load controller. After getting information load controller will revise load sheet to incorporate the changes.

00.10 COMPUTERIZED LOAD SHEET AT STATIONS OUTSIDE PAKISTAN:

If CLC is not making computerized Load sheet for that station, Concerned Station Managers are required to acquire AHM 50 data sheets from Operations Engineering Section. After receiving and feeding this data to computer, sample load sheet and Basic Data print outs should be sent to Operations Engineering Section for checking purposes. Once the data is approved by Operations Engineering, the station is allowed to prepare computerized load sheet from that station.

The computerized load sheet must always be checked and signed by a person holding a valid PIA Weight and Balance Competency Certificate before it is presented to the operating Crew.

If CLC is making computerized Load sheet for that station, SOP for CLC is to be followed.

CARRIAGE OF LIVE ANIMALS

Forward, Aft and Bulk cargo compartments of 777-240ER and Aft and Bulk cargo compartments of the 777-240LR & 777-340ER can be used for the transportation of live animals.

Forward cargo compartment air-conditioning system on the 777-240ER provides temperature control and conditioned air for the transport of perishable, live, or other temperature sensitive cargo. It provides selectable temperature control from 4 degree C to 27 degree C.

The system delivers approximately 1200 cfm of mixed (fresh and re-circulated) conditioned air to the forward cargo compartment during normal operation at steady state cruise. Temperature control is similar to the passenger zone temperature control system. During operation on ground or in flight, a cargo exhaust fan in-line with the cargo heat duct draws air through the cargo heat duct from the cargo compartment and vents it at the forward outflow valve for odor control purposes.

The Aft cargo heat system provides independent heating capability for the aft cargo compartment. The system is designed to provide compartment temperature control to two set points, 4 degree C and 18 degree C minimum, corresponding to settings of LOW and HIGH, respectively. The aft cargo heat system provides heating to the compartment with bleed air from the pneumatic system.

The bulk cargo heat system provides heating and ventilation capability for the bulk cargo compartment. Bulk cargo heat is provided at two settings, LOW with 4 degree C minimum and HIGH with 18 Degree C minimum. The bulk cargo heat system provides bleed air heating directly to the bulk compartment and to the bulk under floor region. Bulk ventilation is provided by a fan and diffuser inlet mounted above the cargo ceiling liner of the compartment.

For the aft and bulk compartments, the target temperature is 7 degree C at the LOW setting, and 21 degree C at the HIGH setting.

For Cargo and Load Sheet staff, a Boeing Company Live Animal Transportation Manual is available on PIA website accessible through web mail.

In Case of any queries please contact Operations Engineering Section SITA:
KHIOXP / KHIOLPK.


20/1/09

777-240ER/LR/-340ER

WEIGHT & BALANCE MANUAL

WEIGHT REPORTS

Weight reports are attached as Annexure.

SEAT CHARTS

777-200ER
AP-BGJ, BGK, BGL
C35+P54+Y240= TOTAL 329 SEATS

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777-240ER/LR/-340ER

WEIGHT & BALANCE MANUAL

777-200ER
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WEIGHT & BALANCE MANUAL

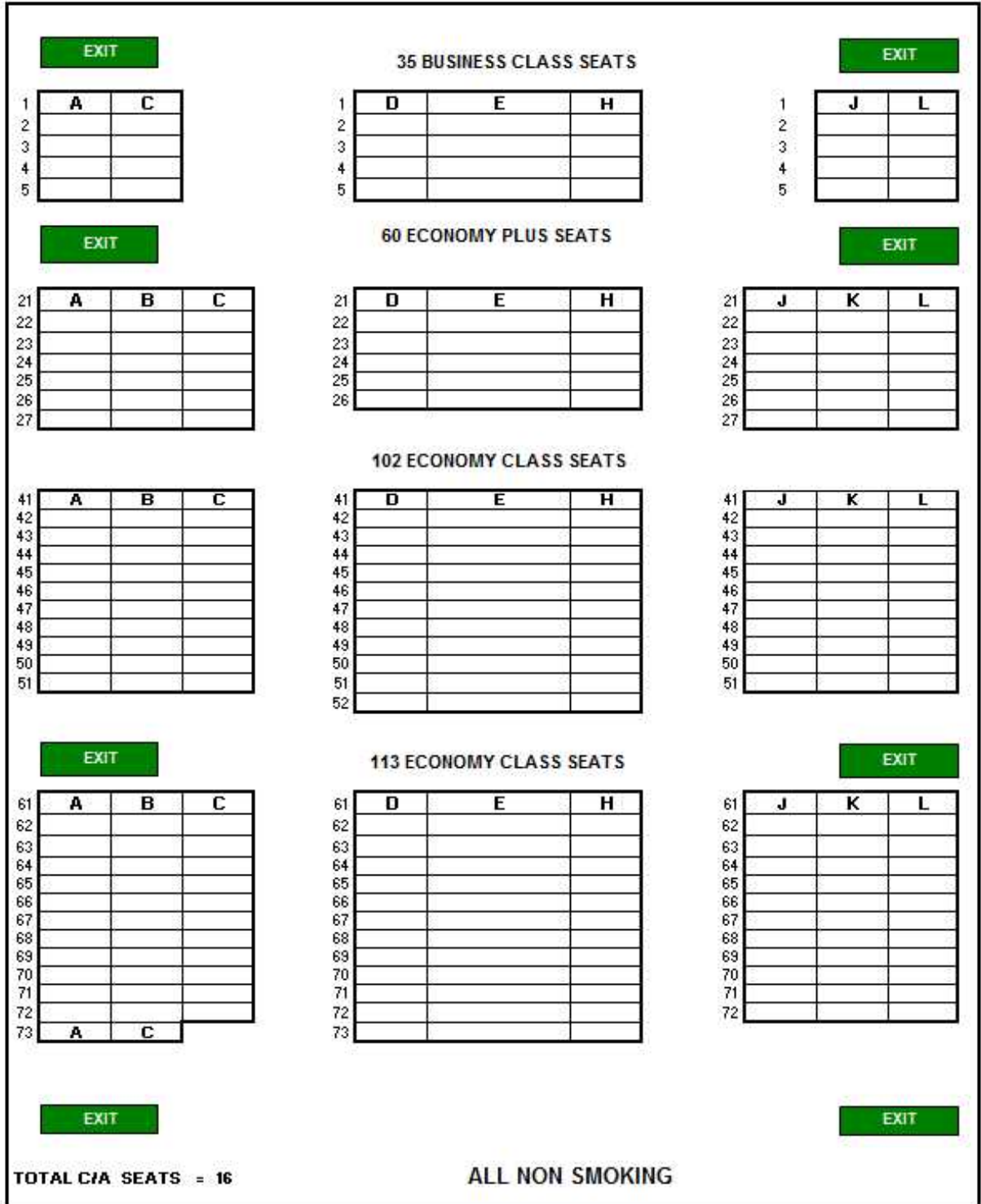
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777-240ER/LR/-340ER

WEIGHT & BALANCE MANUAL

777-200LR
 AP-BGY, BGZ
 C35+P60+Y215= TOTAL 310 SEATS



777-240ER/LR/-340ER

WEIGHT & BALANCE MANUAL

777-300ER
 AP-BHV, BHW & BID
 C35+P54+Y304= TOTAL 393 SEATS

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777-240ER/LR/-340ER

WEIGHT & BALANCE MANUAL

777 - 300ER												
AP - BMS												
C18 + P40 + Y384 = TOTAL 442 SEATS												
EXIT			18 BUSINESS CLASS SEATS						EXIT			
1	A	C	1	D	F	H	1	J	L			
2			2				2					
3							3					
EXIT			10 ECONOMY PLUS SEATS						EXIT			
4	A	C	4	D	E	G	H	4	J	L		
5			5					5				
6			6					6				
EXIT			384 ECONOMY CLASS SEATS						EXIT			
7	A	C	7	D	E	G	H	7	J	L		
8			8					8				
EXIT			120 ECONOMY CLASS SEATS						EXIT			
10	A	B	C	10	D	E	G	H	10	J	K	L
11				11					11			
12				12					12			
14				14					14			
15				15					15			
16				16					16			
17				17					17			
18				18					18			
19				19					19			
20				20					20			
21				21					21			
22				22					22			
EXIT			118 ECONOMY CLASS SEATS						EXIT			
23	A	B	C	23	D	E	G	H	23	J	K	L
24				24					24			
25				25					25			
26				26					26			
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33				33					33			
34				34					34			
35				35					35			
36									36			
37									37			
EXIT			118 ECONOMY CLASS SEATS						EXIT			
38	A	B	C	38	D	E	G	H	38	J	K	L
39				39					39			
40				40					40			
41				41					41			
42				42					42			
43				43					43			
44				44					44			
45				45					45			
46				46					46			
47	A	C	47					47	J	L		
48			48					48				
49			49					49				
50			50					50				
EXIT			ALL NON SMOKING						EXIT			
TOTAL C/A SEATS - 18												

777-240ER/LR/-340ER

WEIGHT & BALANCE MANUAL

INOP. PAX ENTRY DOOR OR SLIDE/RAFTS – BLOCKING OF SEATS PROCEDURAL DIRECTIONS

Following are the directions on the subject:

1. Affected door is not used for passenger loading.
2. A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door.
3. Emergency exit sign and floor proximity lights associated with the inoperative exit must be covered to obscure the sign and lights.
4. Passengers must be advised not to use affected door.
5. All passengers' seats halfway to the next exit in each direction from the inoperative door or slide/raft, across the entire width of the airplane, shall be blocked off with conspicuous tapes or ropes that contrast with airplane interior before loading passengers. Only the seats in these areas shall be blocked; main passenger aisles, cross aisles and exit areas must not be blocked. (For an inoperative forward door or slide/raft, the blocked seating area shall extend from the forward cabin end, rearward to a line halfway between the inoperative forward door and the next set of doors aft of the inoperative one. For an inoperative rear door or slide/raft, the blocked seating area shall extend forward from the aft cabin end to a line halfway between the inoperative door and the next set of doors forward of the inoperative one).
6. Conspicuous signs and placards shall be placed in appropriate locations to indicate seats are not to be occupied by passengers.
7. Seated capacity must not exceed rated capacity of remaining pairs of exits.
8. For extended over water operations, occupancy shall not exceed the normal rated capacity of the slide/rafts, or the remaining slide/rafts, or the rated over load capacity of the slide/rafts remaining after loss of one additional slide/raft of greatest capacity, whichever is least.

Note 1: Cabin attendants may be stationed in the vicinity of each door within blocked areas.

Note 2: Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed.

Note 3: A door with an inoperative EPAS must be considered inoperative.

777-240ER/LR/-340ER

WEIGHT & BALANCE MANUAL

BLOCKING OF SEAT IN THE VICINITY OF INOPERATIVE DOOR(S)

777-240ER

AIRCRAFT AP- BGJ, BGK, BGL CONFIGURATION 35C/54P/240Y

BLOCKING OF SEATS IN THE VICINITY OF INOPERATIVE DOOR(S) / SLIDE(S)			
DOOR / SLIDE	SEAT		
	TOTAL	ZONE WISE	ROW WISE
L1 / R1	21	OA=21	LH 01 TO 03 CTR 01 TO 03 RH 01 TO 03
L2 / R2	98	OA=14 OB=84	LH 04 TO 05 CTR 04 TO 05 RH 04 TO 05 LH 21 TO 29 CTR 21 TO 30 RH 21 TO 29
L3 / R3	152	OB=86 OC=66	LH 30 TO 38 CTR 30 TO 39 RH 30 TO 39 LH 41 TO 47 CTR 41 TO 48 RH 41 TO 47
L4 / R4	70	OC=70	LH 47 TO 54 CTR 48 TO 55 RH 47 TO 54

777-240ER/LR/-340ER

WEIGHT & BALANCE MANUAL

AIRCRAFT AP- BHX CONFIGURATION 35C/54P/240Y

BLOCKING OF SEATS IN THE VICINITY OF INOPERATIVE DOOR(S) / SLIDE(S)			
DOOR / SLIDE	SEAT		
	TOTAL	ZONE WISE	ROW WISE
L1 / R1	21	OA=21	LH 01 TO 03 CTR 01 TO 03 RH 01 TO 03
L2 / R2	117	OA=21 OB=96	LH 03 TO 05 CTR 03 TO 05 RH 03 TO 05 LH 21 TO 31 CTR 21 TO 30 RH 21 TO 31
L3 / R3	154	OB=88 OC=66	LH 31 TO 40 CTR 30 TO 39 RH 31 TO 40 LH 41 TO 47 CTR 41 TO 48 RH 41 TO 47
L4 / R4	53	OC=53	LH 48 TO 53 CTR 49 TO 55 RH 48 TO 52

AIRCRAFT AP- BMG & BMH CONFIGURATION 25C/54P/228Y

BLOCKING OF SEATS IN THE VICINITY OF INOPERATIVE DOOR(S) / SLIDE(S)			
DOOR / SLIDE	SEAT		
	TOTAL	ZONE WISE	ROW WISE
L1 / R1	14	OA=14	LH 01 TO 02 CTR 01 TO 02 RH 01 TO 02
L2 / R2	92	OA=11 OB=81	LH 03 TO 04 CTR 03 RH 03 TO 04 LH 10 TO 12 & 14 TO 16 CTR 10 TO 12 & 14 TO 16 RH 10 TO 12 & 14 TO 16 LH 30 TO 32 CTR 30 TO 32 RH 30 TO 32
L3 / R3	144	OB=84 OC=60	LH 33 TO 41 CTR 33 TO 42 RH 33 TO 41 LH 45 TO 51 CTR 46 TO 51 RH 45 TO 51
L4 / R4	57	OC=57	LH 52 TO 57 CTR 52 TO 58 RH 52 TO 57

777-240ER/LR/-340ER

WEIGHT & BALANCE MANUAL

777-240LR

AIRCRAFT AP- BGY, BGZ CONFIGURATION 35C/60YP/215Y

BLOCKING OF SEATS IN THE VICINITY OF INOPERATIVE DOOR(S) / SLIDE(S)			
DOOR / SLIDE	SEAT		
	TOTAL	ZONE WISE	ROW WISE
L1 / R1	21	OA=21	LH 01 TO 03 CTR 01 TO 03 RH 01 TO 03
L2 / R2	99	OA=21 OB=78	LH 03 TO 05 CTR 03 TO 05 RH 03 TO 05 LH 21 TO 27 & 41 TO 42 CTR 21 TO 26 & 41 TO 42 RH 21 TO 27 & 41 TO 42
L3 / R3	147	OB=84 OC=63	LH 43 TO 51 CTR 43 TO 52 RH 43 TO 51 LH 61 TO 67 CTR 61 TO 67 RH 61 TO 67
L4 / R4	50	OC=50	LH 68 TO 73 CTR 68 TO 73 RH 68 TO 72

777-240ER/LR/-340ER

WEIGHT & BALANCE MANUAL

777-340ER

AIRCRAFT AP-BHV, BHW, BID CONFIGURATION 35C/54YP/304Y

BLOCKING OF SEATS IN THE VICINITY OF INOPERATIVE DOOR(S) / SLIDE(S)			
DOOR / SLIDE	SEAT		
	TOTAL	ZONE WISE	ROW WISE
L1 / R1	21	OA=21	LH 01 TO 03 CTR 01 TO 03 RH 01 TO 03
L2 / R2	75	OA=21 OB=54	LH 03 TO 05 CTR 03 TO 05 RH 03 TO 05 LH 21 TO 26 CTR 21 TO 26 RH 21 TO 26
L3 / R3	138	OB=66 OC=72	LH 41 TO 47 CTR 41 TO 48 RH 41 TO 47 LH 51 TO 58 CTR 51 TO 58 RH 51 TO 58
L4 / R4	117	OC=57 OD=60	LH 58 TO 63 CTR 58 TO 64 RH 58 TO 63 LH 71 TO 77 CTR 72 TO 77 RH 71 TO 77
L5 / R5	58	OD=58	LH 78 TO 84 CTR 78 TO 83 RH 78 TO 84

777-240ER/LR/-340ER

WEIGHT & BALANCE MANUAL

AIRCRAFT AP-BMS CONFIGURATION 18C/40P/384Y

BLOCKING OF SEATS IN THE VICINITY OF INOPERATIVE DOOR(S) / SLIDE(S)			
DOOR / SLIDE	SEAT		
	TOTAL	ZONE WISE	ROW WISE
L1 / R1	14	OA=14	LH 01 TO 02 CTR 01 TO 02 RH 01 TO 02
L2 / R2	84	OA=28 OB=56	LH 03 TO 06 & 07 TO 14 CTR 04 TO 06 & 07 TO 14 RH 03 TO 06 & 07 TO 14
L3 / R3	160	OB=80 OC=80	LH 15 TO 22 & 23 TO 30 CTR 15 TO 22 & 23 TO 30 RH 15 TO 22 & 23 TO 30
L4 / R4	128	OC=62 OD=66	LH 31 TO 37 & 38 TO 44 CTR 31 TO 35 & 38 TO 43 RH 31 TO 37 & 38 TO 44
L5 / R5	56	OD=56	LH 45 TO 50 CTR 44 TO 50 RH 45 TO 50

STRETCHER

STRETCHER INSTALLATION

When stretcher is required to be installed for carriage of sick / disabled passenger, it should be installed such that other passengers are least disturbed. Stretcher should also be near the exit so that installation and removal is not a problem.

The stretcher should be installed on the last rows of right hand economy class double seats.

One double plus two triple seats shall be blocked for installation of stretcher.

Weight of stretcher in use of PIA is 41.2 Kg. Weight of stretcher should be added as an addition to the Basic Operating Weight. No index correction is required.

In case more than one stretcher is to be installed, Station Manager may use his discretion keeping in mind following points: -

- Rear most of the class of travel.
- Rear most of the cabin zone.
- Close to the exit, if possible.
- Close to toilets, if possible.

Above are the guidelines only. In case of emergencies, stretchers maybe installed without any limit or consideration of other passenger's comfort.



ANNEXURE 'A'

CARGO TO BE FORWARDED ON PK _____ DATE _____ STATION _____

SECTOR	CARGO				DISTRIBUTION			
	REVENUE	NON REVENUE	MAIL	COMPANY STORE	PALLET NO.	CONTAINER NO.	BULK	REMARKS
TOTAL								

SIGNATURE AND NAME (CARGO SUPERVISOR)	TIME

SIGNATURE AND CERT. NO. (LOAD CONTROLLER/SUPERVISOR)	TIME

FORM NO: 777/WBM/A-00

APR 3, 2015



ANNEXURE 'B'

**DISPATCH
DATA**

_____ FLIGHT NO.

_____ DATE

_____ SECTOR

_____ A/C REG.

_____ CREW

MANIFEST LOAD

DEST	PAX			CARGO	MAIL
	C	P	Y		
TTL					

OPERATIONAL DATA

TRIP FUEL	
TAKE OFF FUEL	
TAXI FUEL	
TOTAL FUEL (AT BLOCKS)	
FUEL DENSITY	
BALLAST FUEL	
TEMP. AT DEPARTURE	
PERFORMANCE REGULATED T.O.G.W	
TEMP. AT ARRIVAL	
LANDING / APPROCH LIMIT AT DEST.	
ZERO FUEL WEIGHT CONFIRMED	

ESTIMATED ZERO FUEL WEIGHT

DRY OPTG WEIGHT / TRANSIT ZFW	
JOINING PASSENGER	
JOINING BAGGAGE	
JOINING REV CARGO	
JOINING NON REV CARGO (C/S)	
JOINING MAIL	
TTL	

ZERO FUEL WT. PASSED TO FLT. OPS/COCKPIT CREW	
--	--

**FUEL DISTRIBUTION TANK WISE
(For Non Standard Dist. Only)**

_____ SIGN & CERT. NO. OF LOAD CONTROLLER	_____ TIME
--	---------------

_____ SIGN & NAME OF FOO / COCKPIT CREW	_____ TIME
--	---------------



ANNEXURE 'C'

FLT. NO. _____ DATE _____ STATION _____

SECTOR	REVENUE PASSENGERS									NON REVENUE PASSENGERS						TOTAL BAGGAGE	REMARKS (e.g CIP/J CLASS/ LIVE STOCK/STRETCHER etc.)
	CLUB CLASS			ECONOMY PLUS CLASS			ECONOMY CLASS			CLUB CLASS	ECONOMY PLUS CLASS		ECONOMY CLASS				
TOTAL																	

SIGNATURE AND NAME (FLIGHT SUPERVISOR)	TIME

SIGNATURE AND CERT. NO. (LOAD CONTROLLER)	TIME

FORM NO: 777/WBM/C-00

APR 3, 2015

201/02

PIA 777-240ER (ALL WTS IN KGS) LOAD SHEET

PK. FLT NO _____ **DATE** _____ **FROM** _____ **TO** _____ **AP-REGISTRATION** _____

MAX T.O.G.W (BRAKE RELEASE) 2 7 3 9 6 9

A PERFORMANCE REGULATED T.O.G.W AT DEG C _____

B MAX LANDING WEIGHT 2 1 3 1 8 8

TRIP FUEL _____

LANDING LIMITED T.O.G.W _____

C MAX ZERO FUEL WEIGHT 1 9 9 5 8 0

TAKE OFF FUEL _____

FUEL LIMITED T.O.G.W _____

MAX T.O.G.W THIS FLIGHT (1) _____

CREW: COCKPIT/CABIN

CONFIGURATION	CAPTAIN		LOAD STATISTICS		MAIL	NR CARGO	WT
	PAX CLASS	YR CLASS	PAX YR CLASS	BAGGAGE			
TRANSIT							
JOINING							
TOTAL							
TRANSIT							
JOINING							
TOTAL							
TRANSIT							
JOINING							
TOTAL							
GRAND TOTAL							

LAST MINUTE CHANGES (LMC)

DEST	CPT / CL	+/- WEIGHT	+/- INDEX

FOR OTHER FUEL DENSITIES AND NON-STANDARD FUEL DISTRIBUTION REFER BACK PAGE OF LAST SHEET

ZONE A		ZONE B		ZONE C	
No	In	No	In	No	In
1	0	1	0	1	0
2	0	2	0	2	0
3	0	3	0	3	0
4	0	4	0	4	0
5	0	5	0	5	0
6	0	6	0	6	0
7	0	7	0	7	0
8	0	8	0	8	0
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74	0	74	0	74	0
75	0	75	0	75	0
76	0	76	0	76	0
77	0	77	0	77	0
78	0	78	0	78	0
79	0	79	0	79	0
80	0	80	0	80	0
81	0	81	0	81	0
82	0	82	0	82	0
83	0	83	0	83	0
84	0	84	0	84	0
85	0	85	0	85	0
86	0	86	0	86	0
87	0	87	0	87	0
88	0	88	0	88	0
89	0	89	0	89	0
90	0	90	0	90	0
91	0	91	0	91	0
92	0	92	0	92	0
93	0	93	0	93	0
94	0	94	0	94	0
95	0	95	0	95	0
96	0	96	0	96	0
97	0	97	0	97	0
98	0	98	0	98	0
99	0	99	0	99	0
100	0	100	0	100	0

INDEX

INDEX
 MTOW 273969
 % MAC
 MLW 213188
 MZFW 199580
 TOW AFT LIMIT
 ZFW AFT LIMIT

FWD HOLD CONTAINERS

DATE	21L	21R	22L	22R	23L	23R	24L	24R	25L	25R	26L	26R	27L	27R	28L	28R	29L	29R	30L	30R	31L	31R	
WT																							
IN																							
OUT																							

FWD HOLD PALETS

DATE	32P	33P	34P	35P	36P	37P	38P	39P	40P	41P	42P	43P	44P	45P	46P	47P	48P	49P	50P	
WT																				
IN																				
OUT																				

AFT HOLD CONTAINERS

DATE	41L	41R	42L	42R	43L	43R	44L	44R	45L	45R	46L	46R	47L	47R	48L	48R	49L	49R	50L	50R	
WT																					
IN																					
OUT																					

BULK HOLD

DATE	51L	51R	52L	52R	53L	53R	54L	54R	55L	55R	56L	56R	57L	57R	58L	58R	59L	59R	60L	60R	
WT																					
IN																					
OUT																					

WEIGHT REPORT

EMPTY AIRCRAFT	
CONFIGURATION	
PANTRY	
CREW	
FLIGHT PACK	
ADDITIONALS	
DRY OPERATING WEIGHT	
TAKE OFF FUEL	
OPERATING WEIGHT (2)	
ALLOWED TRAFFIC LOAD (1-2)	
FORWARD HOLD	
AFT HOLD	
BULK HOLD	
TOTAL HOLDS	
FWD + AFT + BULK	
PASSENGERS	
TOTAL TRAFFIC LOAD	
MAX	
REV	
DRY OPERATING WEIGHT	
ZERO FUEL WEIGHT	
MAX	
REV	
BLOCK FUEL	
TAXI WEIGHT	
TAXI FUEL	
TAKE OFF WEIGHT	
MAX	
REV	
TRIP FUEL	
LANDING WEIGHT	
MAX	
REV	

TOTAL SOULS ON BOARD

WEIGHT REPORT	
ZERO FUEL	
TAKE OFF	
TOTAL SOULS ON BOARD	
WEIGHT	
INDEX	
CG %MAC	

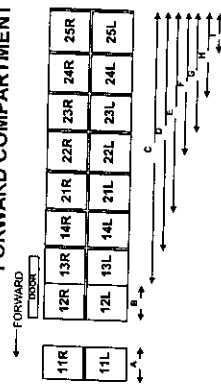
FUEL INDEX (Kg / USG)

WT	IN	WT	IN	WT	IN
100	0	100	0	100	0
101	0	101	0	101	0
102	0	102	0	102	0
103	0	103	0	103	0
104	0	104	0	104	0
105	0	105	0	105	0
106	0	106	0	106	0
107	0	107	0	107	0
108	0	108	0	108	0
109	0	109	0	109	0
110	0	110	0	110	0
111	0	111	0	111	0
112	0	112	0	112	0
113	0	113	0	113	0
114	0	114	0	114	0
115	0	115	0	115	0
116	0	116	0	116	0
117	0	117	0	117	0
118	0	118	0	118	0
119	0	119	0	119	0
120	0	120	0	120	0
121	0	121	0	121	0
122	0	122	0	122	0
123	0	123	0	123	0
124	0	124	0	124	0
125	0	125	0	125	0
126	0	126	0	126	0
127	0	127	0	127	0
128	0	128	0	128	0
129	0	129	0	129	0
130	0	130	0	130	0
131	0	131	0	131	0
132	0	132	0	132	0
133	0	133	0	133	0
134	0	134	0	134	0
135	0	135	0	135	0
136	0	136	0	136	0
137	0	137	0	137	0
138	0	138	0	138	0
139	0	139	0	139	0
140	0	140	0	140	0
141	0	141	0	141	0
142	0	142	0	142	0
143	0	143	0	143	0
144	0	144	0	144	0
145	0	145	0	145	0
146	0	146	0	146	0
147	0	147	0	147	0
148	0	148	0	148	0
149	0	149	0	149	0
150	0	150	0	150	0
151	0	151	0	151	0
152	0	152	0	152	0
153	0	153	0	153	0
154	0	154	0	154	0
155	0	155	0	155	0
156	0	156	0	156	0
157	0	157	0	157	0
158	0	158	0	158	0
159	0	159	0	159	0
160	0	160	0	160	0
161	0	161	0	161	0
162	0	162	0	162	0
163	0	163	0	163	0
164	0	164	0	164	0
165	0	165	0	165	0

Container / Pallet Combinations

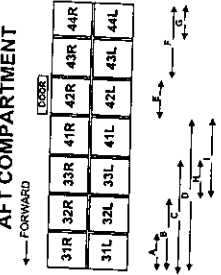
11R	11L	12R	13R	14R	21R	22R	23R	24R	25R
12L	13L	14L	21L	22L	23L	24L	25L		
31R	32R	33R	41R	42R	43R	44R			
31L	32L	33L	41L	42L	43L	44L			

FORWARD COMPARTMENT



NUMBER OF CONTAINERS (GROUP OF CONTAINERS)		GROUP OF CONTAINERS	
		A, B, J	H
2	4	A	H
4	8	B	G
8	16	C	F
10	10	D	E
12	12	D	D
14	14	C	C

AFT COMPARTMENT



NUMBER OF CONTAINERS (GROUP OF CONTAINERS)		GROUP OF CONTAINERS	
		A, E, G, H	C, D
2	4	A, E, G, H <td>C, D</td>	C, D
4	8	B, F <td>C, D</td>	C, D
8	16	B, F <td>C, D</td>	C, D

FUEL INDICES-BY INDIVIDUAL TANKS

Fuel Density		0.794 Kg/L		0.820 Kg/L		0.847 Kg/L	
2.8 Kg / Usq		3.0 Kg / Usq		3.1 Kg / Usq		3.2 Kg / Usq	
WT		IND		WT		IND	
15924	0	16387	0	16880	0	17351	0
19748	1	20279	1	20845	1	21369	1
22067	2	22680	2	23377	2	23853	2
23818	3	24466	3	25130	3	25748	3
25268	4	25950	4	26646	4	27314	4
26542	5	26850	5	27939	5	28647	5
		27213	6	28733	6	29674	6
		27756	6			30651	7

Fuel Density		0.767 Kg/L		0.794 Kg/L		0.820 Kg/L		0.847 Kg/L	
2.8 Kg / Usq		2.9 Kg / Usq		3.0 Kg / Usq		3.1 Kg / Usq		3.2 Kg / Usq	
WT		IND		WT		IND		WT	
28439	0	29268	0	30139	0	31012	0	31907	0
34337	1	35312	1	36287	1	37217	1	38216	1
37968	2	39029	2	40128	2	41180	2	42281	2
40769	3	41907	3	43082	3	44223	3	45348	3
43081	4	44829	4	45446	4	46592	4	47800	4
45052	5	46255	5	47525	5	48773	5	50062	5
46831	6	48098	6	49366	6	50588	6	51899	6
48416	7	49716	7	51041	7	52346	7	53665	7
49863	8	51211	8	52578	8	53886	8	55237	8
51202	9	52554	9	53963	9	55104	9	56680	9
52476	10	53837	10	55290	10	56683	10	58053	10
53619	11	55024	11	56484	11	57882	11	59346	11
55914	12	56467	12	59359	12	59056	12	60533	12
58094	10	60825	10	63654	10	62140	12	65019	12
60140	9	62840	9	65837	9	64314	11	67151	11
64118	8	64831	8	67858	8	66364	10	69171	10
66091	6	66805	6	69612	7	68340	9	71158	9
68111	5	70895	5	71620	6	70336	8	73152	8
70217	4	72841	4	75659	4	74329	6	77135	6
72186	3	74899	3	77717	3	76344	5	79154	5
74244	2	76957	2	79775	2	78372	4	81190	4
76322	1	79036	1	81855	1	80431	3	83248	3
80540	99	83257	99	86079	99	84569	1	87388	1
82658	98	85359	98	88174	98	86679	0	89499	0
84760	97	87479	97	90304	97	88790	98	91601	98
86867	96	89584	96	92409	96	90892	98	93715	98
88971	95	91692	95	94518	95	93023	97	95843	97
91096	94	93804	94	96631	94	95129	96	97954	96
93197	93	95919	93	98747	93	97239	95	100065	95
95278	92	98000	92	100828	92	99352	94	102179	94
97399	91	100122	91	102950	91	101469	93	104291	93
99481	90	102205	90	105033	90	103550	92	106377	92
101558	89	104287	89	107115	89	105631	91	108458	91
103686	88	106370	88	109198	88	107756	90	110584	90
105778	87	108501	87	111330	87	109839	89	112667	89
107862	86	110586	86	113415	86	111922	88	114750	88
109947	85	112671	85	115499	85	114004	87	116832	87
111978	84	114740	84	117584	84	116139	86	118968	86
114060	83	116783	83	119611	83	118224	85	121052	85
116085	82	118866	82	121694	82	120306	84	123137	84
117989	81	120829	81	123727	81	122392	83	125221	83
119843	80	122723	80	125761	80	124417	82	127246	82
121765	79	124670	79	127620	79	126500	81	129328	81
123523	78	126464	78	129498	78	128519	80	131410	80
125263	77	128215	77	131150	77	130425	79	133361	79
126841	76	129954	76	132738	76	132346	78	135280	78
		131291	75	134643	75	134198	77	137233	77
				135913	74	135960	76	139027	76
						137768	75	140802	75
						139507	74	142575	74
						140364	73	144312	73
								144285	72

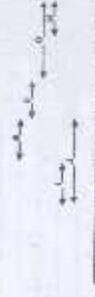
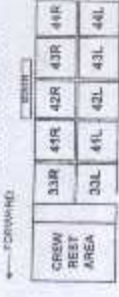
60/1/02

FORWARD HOLD

FORWARD COMPARTMENT

AFT HOLD

AFT COMPARTMENT



GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

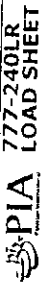
GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

GROUP OF CONTAINERS	IND	WT	IND	WT
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4

FUEL INDICES-BY INDIVIDUAL TANKS

Fuel Density	0.741 Kg/L				0.767 Kg/L				0.794 Kg/L				0.830 Kg/L				0.847 Kg/L																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	WT	IND	WT	IND	WT	IND	WT	IND	WT	IND	WT	IND	WT	IND	WT	IND	WT	IND	WT	IND																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
2.8 Kg / Usq	15924	0	16357	0	16880	0	17351	0	17829	0	18300	0	18771	0	19242	0	19713	0	20184	0	20655	0	21126	0	21597	0	22068	0	22539	0	23010	0	23481	0	23952	0	24423	0	24894	0	25365	0	25836	0	26307	0	26778	0	27249	0	27720	0	28191	0	28662	0	29133	0	29604	0	30075	0	30546	0	31017	0	31488	0	31959	0	32430	0	32901	0	33372	0	33843	0	34314	0	34785	0	35256	0	35727	0	36198	0	36669	0	37140	0	37611	0	38082	0	38553	0	39024	0	39495	0	39966	0	40437	0	40908	0	41379	0	41850	0	42321	0	42792	0	43263	0	43734	0	44205	0	44676	0	45147	0	45618	0	46089	0	46560	0	47031	0	47502	0	47973	0	48444	0	48915	0	49386	0	49857	0	50328	0	50799	0	51270	0	51741	0	52212	0	52683	0	53154	0	53625	0	54096	0	54567	0	55038	0	55509	0	55980	0	56451	0	56922	0	57393	0	57864	0	58335	0	58806	0	59277	0	59748	0	60219	0	60690	0	61161	0	61632	0	62103	0	62574	0	63045	0	63516	0	63987	0	64458	0	64929	0	65400	0	65871	0	66342	0	66813	0	67284	0	67755	0	68226	0	68697	0	69168	0	69639	0	70110	0	70581	0	71052	0	71523	0	71994	0	72465	0	72936	0	73407	0	73878	0	74349	0	74820	0	75291	0	75762	0	76233	0	76704	0	77175	0	77646	0	78117	0	78588	0	79059	0	79530	0	80001	0	80472	0	80943	0	81414	0	81885	0	82356	0	82827	0	83298	0	83769	0	84240	0	84711	0	85182	0	85653	0	86124	0	86595	0	87066	0	87537	0	88008	0	88479	0	88950	0	89421	0	89892	0	90363	0	90834	0	91305	0	91776	0	92247	0	92718	0	93189	0	93660	0	94131	0	94602	0	95073	0	95544	0	96015	0	96486	0	96957	0	97428	0	97899	0	98370	0	98841	0	99312	0	99783	0	100254	0	100725	0	101196	0	101667	0	102138	0	102609	0	103080	0	103551	0	104022	0	104493	0	104964	0	105435	0	105906	0	106377	0	106848	0	107319	0	107790	0	108261	0	108732	0	109203	0	109674	0	110145	0	110616	0	111087	0	111558	0	112029	0	112500	0	112971	0	113442	0	113913	0	114384	0	114855	0	115326	0	115797	0	116268	0	116739	0	117210	0	117681	0	118152	0	118623	0	119094	0	119565	0	120036	0	120507	0	120978	0	121449	0	121920	0	122391	0	122862	0	123333	0	123804	0	124275	0	124746	0	125217	0	125688	0	126159	0	126630	0	127101	0	127572	0	128043	0	128514	0	128985	0	129456	0	129927	0</



777-240LR
LOAD SHEET

(ALL WTS IN KGS)

MAX T.O.G.W (BRAKE RELEASE)	3	4	0	1	9	4
PERFORMANCE REGULATED TOGW AT MAX LANDING WEIGHT	DEC	2	2	3	1	6
TRIP FUEL	+	2	2	3	1	6
LANDING LIMITED T.O.G.W	+	2	2	3	1	6
MAX ZERO FUEL WEIGHT	+	2	2	3	1	6
TAKE OFF FUEL	+	2	2	3	1	6
FUEL LIMITED T.O.G.W	+	2	2	3	1	6
MAX T.O.G.W THIS FLIGHT (1)	+	2	2	3	1	6

131TH AIRCRAFT	INDEX
CONFIGURATION	+
PARTY	+
CREW	+
FLIGHT PACK	+
ADDITIONALS	+
DRY OPERATING WEIGHT	+
TAKE OFF FUEL	+
OPERATING WEIGHT (2)	+
ALLOWED TRAFFIC LOAD (1-2)	+
FORWARD HOLD	+
AFT HOLD	+
BULK HOLD	+
TOTAL HOLDS	+
FWD + AFT + BULK	+
PASSENGERS	+
TOTAL TRAFFIC LOAD	+
MAX DRY OPERATING WEIGHT	+
ZERO FUEL WEIGHT	+
MAX BLOCK FUEL	+
TAXI WEIGHT	+
TAXI FUEL	+
TAKE OFF WEIGHT	+
TRIP FUEL	+
LANDING WEIGHT	+
MAX	+

WEIGHT	INDEX
USE ONLY UNSHARDED DIGITS	
USE ONLY UNSHARDED DIGITS	

MAX T.O.G.W (BRAKE RELEASE)	3	4	0	1	9	4
PERFORMANCE REGULATED TOGW AT MAX LANDING WEIGHT	DEC	2	2	3	1	6
TRIP FUEL	+	2	2	3	1	6
LANDING LIMITED T.O.G.W	+	2	2	3	1	6
MAX ZERO FUEL WEIGHT	+	2	2	3	1	6
TAKE OFF FUEL	+	2	2	3	1	6
FUEL LIMITED T.O.G.W	+	2	2	3	1	6
MAX T.O.G.W THIS FLIGHT (1)	+	2	2	3	1	6

Form No. 9-28-491A

Handwritten signature and date: 20/1/09

PK. FET NO.	DATE	FROM	TO	AP. REGISTRATION	CONFIGURATION	CAPTAIN	CREW OCCUPATION
23L	23/12/08	23L	23L	23L	23L		
23R	23/12/08	23R	23R	23R	23R		
23A	23/12/08	23A	23A	23A	23A		
23B	23/12/08	23B	23B	23B	23B		
23C	23/12/08	23C	23C	23C	23C		
23D	23/12/08	23D	23D	23D	23D		
23E	23/12/08	23E	23E	23E	23E		
23F	23/12/08	23F	23F	23F	23F		
23G	23/12/08	23G	23G	23G	23G		
23H	23/12/08	23H	23H	23H	23H		
23I	23/12/08	23I	23I	23I	23I		
23J	23/12/08	23J	23J	23J	23J		
23K	23/12/08	23K	23K	23K	23K		
23L	23/12/08	23L	23L	23L	23L		
23M	23/12/08	23M	23M	23M	23M		
23N	23/12/08	23N	23N	23N	23N		
23O	23/12/08	23O	23O	23O	23O		
23P	23/12/08	23P	23P	23P	23P		
23Q	23/12/08	23Q	23Q	23Q	23Q		
23R	23/12/08	23R	23R	23R	23R		
23S	23/12/08	23S	23S	23S	23S		
23T	23/12/08	23T	23T	23T	23T		
23U	23/12/08	23U	23U	23U	23U		
23V	23/12/08	23V	23V	23V	23V		
23W	23/12/08	23W	23W	23W	23W		
23X	23/12/08	23X	23X	23X	23X		
23Y	23/12/08	23Y	23Y	23Y	23Y		
23Z	23/12/08	23Z	23Z	23Z	23Z		

JAN 01
REV 01

ZONE A	ZONE B	ZONE C	NO. IN	NO. OUT	NO. IN	NO. OUT	NO. IN	NO. OUT	NO. IN	NO. OUT
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FUEL LOAD AND INDICES
(FOR STANDARD FUEL DISTRIBUTION)

WT	IND	WT	IND	WT	IND	WT	IND	WT	IND	WT	IND	WT	IND
32034	0	30373	0	31123	0	32144	0	33022	0	33623	0	34022	0
33619	1	33869	1	34622	1	35422	1	36222	1	37022	1	37822	1
35236	2	36022	2	36822	2	37622	2	38422	2	39222	2	40022	2
40903	3	42021	3	42822	3	43622	3	44422	3	45222	3	46022	3
42978	4	44201	4	44977	4	45777	4	46577	4	47377	4	48177	4
45335	5	46222	5	47022	5	47822	5	48622	5	49422	5	50222	5
48756	6	47984	6	48722	6	49522	6	50322	6	51122	6	51922	6
49499	7	49395	7	50186	7	51004	7	51854	7	52704	7	53554	7
50981	8	51036	8	51945	8	52904	8	53904	8	54904	8	55904	8
52166	10	53363	10	54454	10	55604	10	56804	10	58004	10	59204	10
53352	11	54670	11	55921	11	57222	11	58572	11	59922	11	61272	11
54241	12	55838	12	57168	12	58468	12	59818	12	61168	12	62518	12
55247	13	56758	13	58121	13	59571	13	61021	13	62471	13	63921	13
56316	14	57678	14	59074	14	60574	14	62074	14	63574	14	65074	14
57205	15	58599	15	60034	15	61534	15	63034	15	64534	15	66034	15
58687	16	59519	16	60979	16	62489	16	64039	16	65539	16	67039	16
61338	15	60516	17	62003	17	63503	17	65003	17	66503	17	68003	17
65192	13	64411	15	65761	15	67261	15	68761	15	70261	15	71761	15
67286	12	66559	14	68037	14	69537	14	71037	14	72537	14	74037	14
69065	12	68400	13	71780	13	73280	13	74780	13	76280	13	77780	13
71220	10	70240	12	73066	12	74566	12	76066	12	77566	12	79066	12
71784	9	72368	10	73730	10	75230	10	76730	10	78230	10	79730	10
73289	8	73289	11	74699	11	76199	11	77699	11	79199	11	80699	11
7344	7	78217	8	81606	8	85050	8	88500	8	91950	8	95400	8
81484	5	80355	7	83511	7	86666	7	89822	7	92977	7	96133	7
83568	4	82512	6	85755	6	88934	6	92118	6	95302	6	98486	6
86943	3	84660	4	87958	4	91163	4	94368	4	97572	4	100776	4
87718	2	86501	3	89663	3	92867	3	96072	3	99276	3	102480	3
91868	1	88648	2	91310	2	94515	2	97720	2	100925	2	104130	2
93942	0	90796	1	93012	1	96217	1	99422	1	102627	1	105832	1
98288	0	95091	0	98315	0	101520	0	104825	0	108130	0	111435	0
100433	0	97239	0	100862	0	104367	0	107812	0	111257	0	114702	0
102538	0	101534	0	104791	0	108336	0	111791	0	115246	0	118701	0
104613	0	103375	0	106856	0	110911	0	114466	0	118021	0	121576	0
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110837	0	108818	0	113048	0	117248	0	120813	0	124303	0	127803	0
112912	0	110985	0	115292	0	119492	0	123142	0	126542	0	130002	0
114987	0	113163	0	117477	0	121677	0	125197	0	129147	0	132507	0
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119136	0	117516	0	121847	0	126047	0	129427	0	132827	0	136227	0
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141961	0	141441	0	145882	0	149082	0	153432	0	156812	0	160212	0
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168936	0	169741	0	174287	0	177487	0	181837	0	186217	0	188617	0
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173086	0	174091	0	178657	0	181857	0	186207	0	190587	0	192987	0
175161	0	176266	0	180842	0	184042	0	188392	0	192772	0	195172	0
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189686	0	191491	0	196137	0	199337	0	202687	0	207067	0	210467	0
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195911	0	198016	0	202692	0	205892	0	209242	0	213622	0	217022	0
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LOADING ADVICE FORM

777-240ER / LR

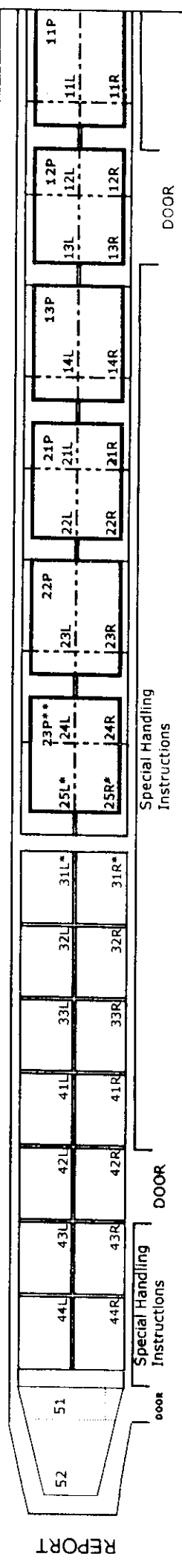
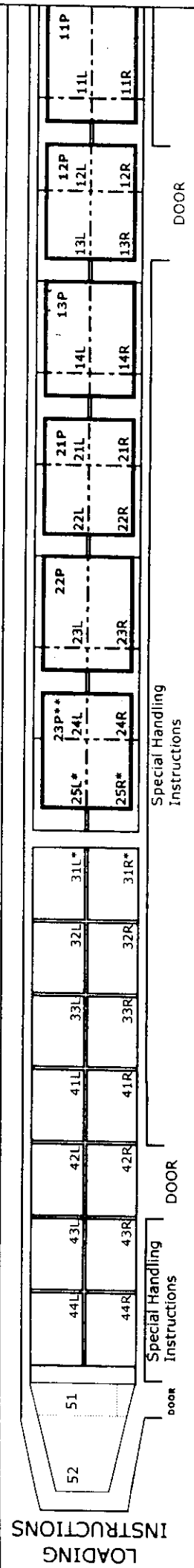
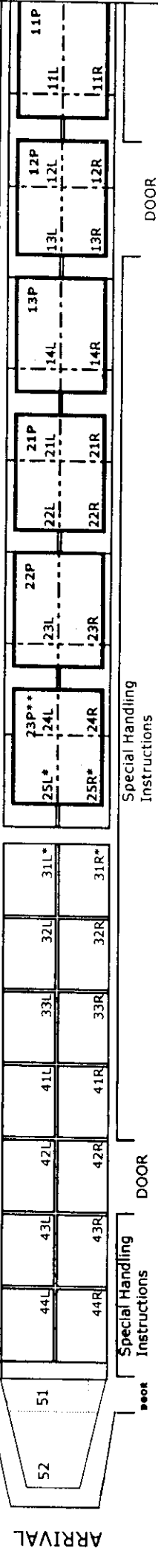


PK-FLT NO	DATE	FROM	TO	PREPARED BY
A/C REG AP-				CERTIFICATE NO.

This Aircraft has been offloaded/loaded in accordance with instructions, including deviations shown on the Report. All containers/Pallets and bulk load have been secured in accordance with PIAC regulations specified in Weight and Balance Manual.

Signature/Staff No
Loading Supvr/ Ramp Agents Staff

BULK HOLD	AFT HOLD	FORWARD HOLD
COMPTT 5	COMPARTMENT 4	COMPARTMENT 2
	COMPARTMENT 3	COMPARTMENT 1



BULK HOLD (5) 4082 KG
DOOR DIMNS, 114 CMS X 91 CMS (45"X36")
VOL 17 CU M (600 CU FT)

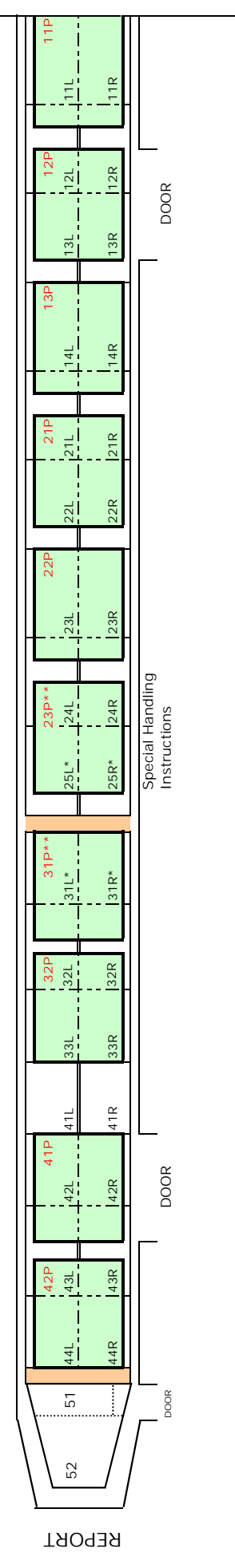
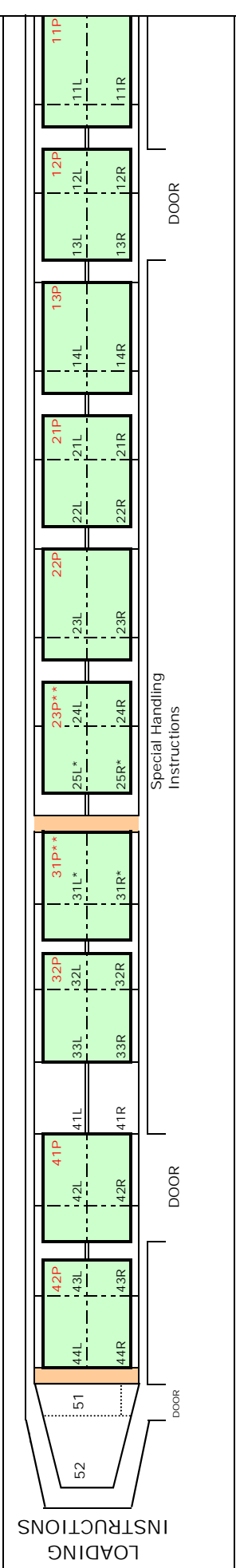
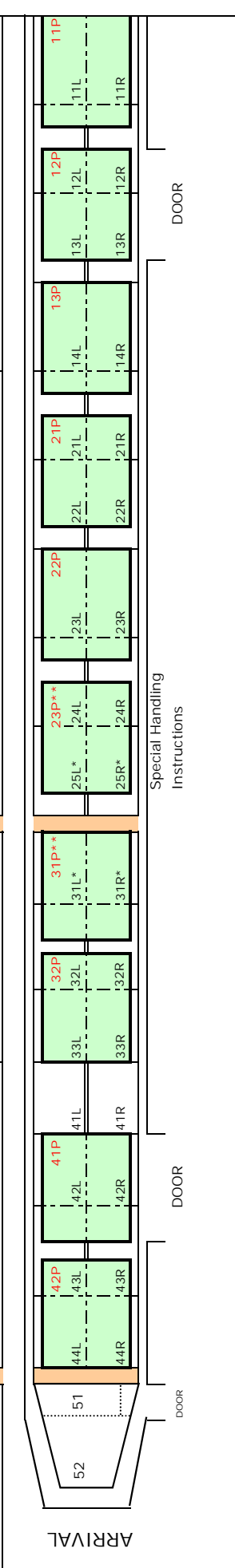
AFT HOLD(3&4) 22226 KG
DOOR DIMNS, 170 CMS X 177CMS (67" X 70")
MAX VOL 4.33 CU M (153 CU FT)(61.5" X 60.4" X 64")
MAX GROSS WT PER AKE 1587 KG (Note: 31L*/31R* = 2336 KG)

FWD HOLD(1 & 2) 30617 KG
DOOR DIMNS, 170 CMS X 269 CMS (67" X 106.)
MAX VOL PER PAJ (125" X 88" X 64") 10 CU M / 353 CU.FT
MAX GROSS WEIGHT PER PAJ 4676 KG (Note: 23P** = 6939 KG)
MAX GROSS WT PER AKE 1587 KG (Note: 25L*/25R* = 2336 KG)

LOADING ADVISE FORM

A/C REG AP-	FLT NO PK-	DATE	FROM	TO	PREPARED BY CERTIFICATE NO.
777-200ER(AP-BMG & AP-BMH ONLY) This aircraft has been offloaded/loaded in accordance with instructions, including deviations shown on the Report. All containers/pallets and bulk load have been secured in accordance with PIA regulations specified in Weight and Balance Manual.					
Signature/Staff No Loading Supvr/ Ramp Agent's Staff					

BULK HOLD	AFT HOLD	FORWARD HOLD	
COMPARTMENT 5	COMPARTMENT 4	COMPARTMENT 3	COMPARTMENT 2
		COMPARTMENT 1	



BULK HOLD (5) 4082 KG (51 POSITION: 1701 KG & 52 POSITION: 2381 KG) DOOR DIMNS: 114 CMS X 91 CMS (45"X36") VOL 17 CU M (600 CU FT) (51 POSITION: 220 CU FT & 52 POSITION: 380 CU FT)	AFT HOLD (3&4) 22226 KG DOOR DIMNS, 170 CMS X 246CMS (67" X 97") MAX GROSS WT PER PAJ 4676 KG (Note: 31P** = 6939 KG) MAX GROSS WT PER AKE 1587 KG (Note: 31L*/31R* = 2336 KG)	FWD HOLD (1 & 2) 30617 KG DOOR DIMNS, 170 CMS X 269 CMS (67" X 106") MAX GROSS WEIGHT PER PAJ 4676 KG (Note: 23P** = 6939 KG) MAX GROSS WT PER AKE 1587 KG (Note: 25L*/25R* = 2336 KG)
FOR SPECIAL HANDLING INSTRUCTIONS SEE WEIGHT AND BALANCE MANUAL MAX VOL PER PAJ (125" X 88" X 64") 10 CU M / 353 CU.FT MAX VOL PER LD3 (61.5" X 60.4" X 64") 4.33 CU M /153 CU FT		

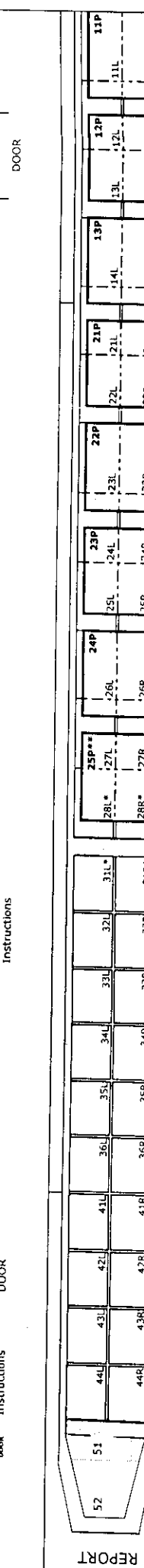
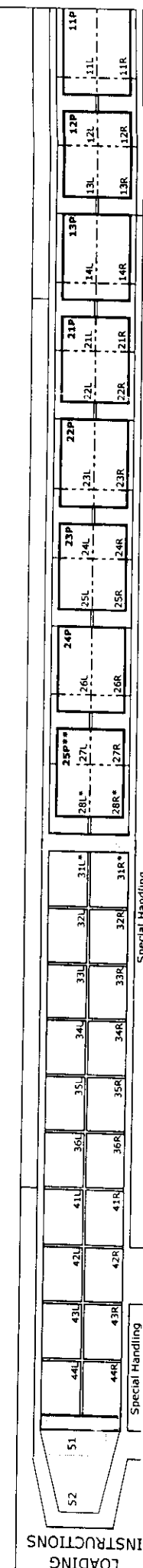
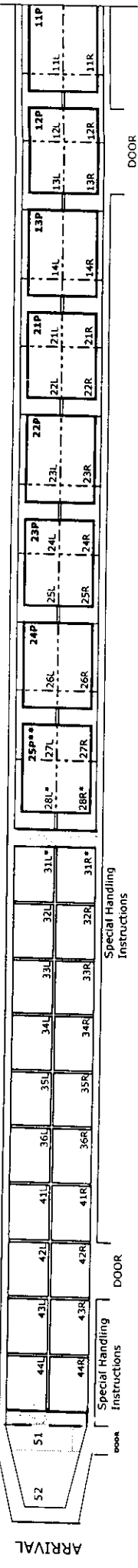
LOADING ADVICE FORM A/C REG AP. PK-FLT NO DATE FROM TO PREPARED BY

777-340ER
 This aircraft has been offloaded/loaded in accordance with instructions, including deviations shown on the Report. All containers/Pallets and bulk load have been secured in accordance with PIAC regulations specified in Weight and Balance Manual.



Signature/Staff No
 Loading Supvr./ Ramp Agents Staff

BULK HOLD **AFT HOLD** **COMPARTMENT 3** **COMPARTMENT 2** **FORWARD HOLD** **COMPARTMENT 1**



BULK HOLD (5) 4082 KG
 DOOR DIMNS. 111 CMS X 84 CMS (44"X33.2")
 VOL 17 CU M (600 CU FT)

AFT HOLD (384) 31751 KG
 DOOR DIMNS. 170 CMS X 170CMS (67" X 67")
 MAX VOL PER LD3 IS 4.33 CU M (153 CU FT)(61.5" X 60.4" X 64")
 MAX GROSS WT PER AKE 1587 KG (Note: 31L*731R* = 2336 KG)

FWD HOLD (1 & 2) 40823 KG
 DOOR DIMNS. 170 CMS X 258 CMS (67" X 101.9")
 MAX VOL PER PAJ (125" X 88" X 64") 10 CU M / 353 CU FT
 MAX GROSS WEIGHT PER PAJ 4676 KG (Note: 25P** = 6939 KG)
 MAX GROSS WT PER AKE 1587 KG (Note: 28L*728R* = 2336 KG)

6/1/02

LOADING ADVICE FORM

A/C REG: **AD-** PK: **PK-** DATE: **DATE** FROM: **FROM** TO: **TO** PREPARED BY: **PREPARED BY**

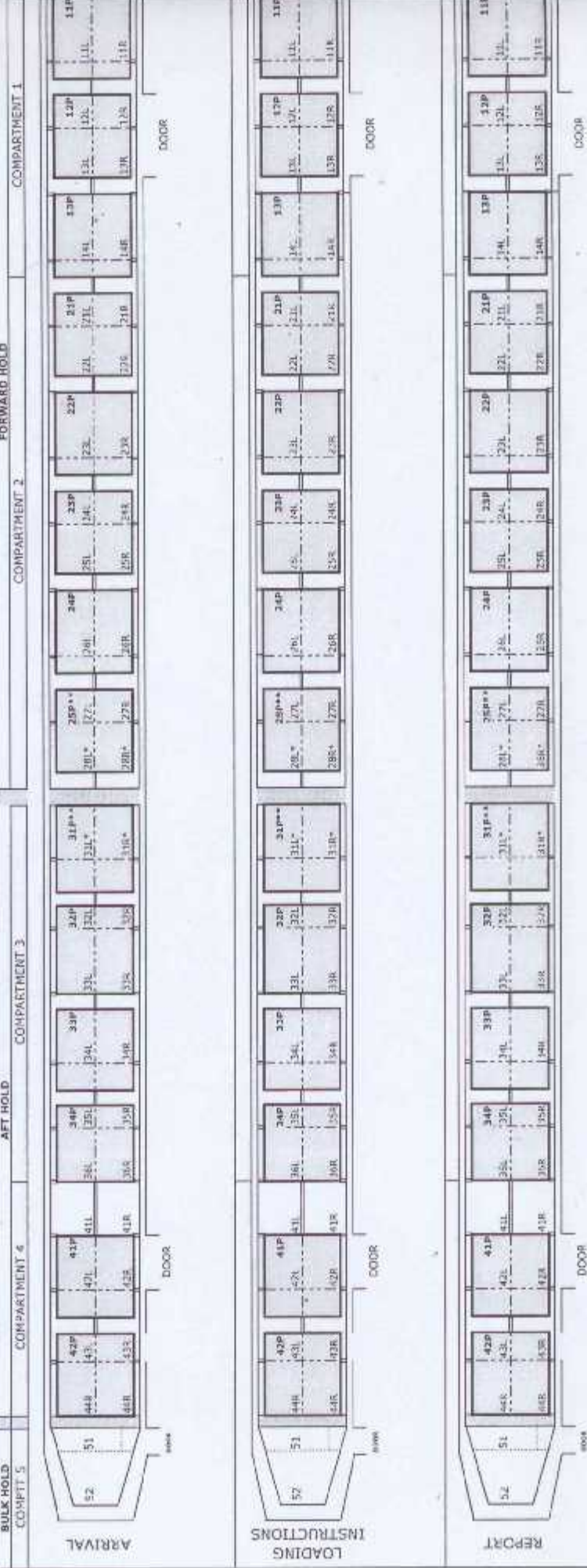
FLT NO: **FLT NO**

777-340ER (ONLY AP-BMS)

This Aircraft has been offloaded/loaded in accordance with instructions, including deviations shown on the Report. All containers/Pallets and bulk load have been secured in accordance with PIAC regulations specified in Weight and Balance Manual.



Signature/Staff No: **Signature/Staff No**
 Loading Supervisor: **Loading Supervisor**
 Ramp Agents Staff: **Ramp Agents Staff**



BULK HOLD (5), 4082 KG
 DOOR DIMS: 311 CMS X 84 CMS (44'X33.2')
 VOL: 17 CU M (600 CU FT)

AFT HOLD (3 & 4) 31753 KG
 DOOR DIMS: 170 CMS X 258 CMS (6'7" X 101.9")
 MAX VOL PER PAJ (125" X 88" X 64") 10 CU M / 353 CU FT
 GROSS WEIGHT PER PAJ 4678 KG (Note: 31P** = 6039 KG ADDITIONAL TIE DOWNS REQUIRED)
 GROSS WT PER AVE 1567 KG (Note: 31P**/31P* = 2336 KG ADDITIONAL TIE DOWNS REQUIRED)

FORWARD HOLD

FWD HOLD (1 & 2) 40833 KG
 DOOR DIMS: 170 CMS X 258 CMS (6'7" X 101.9")
 MAX VOL PER PAJ (125" X 88" X 64") 10 CU M / 353 CU FT
 GROSS WEIGHT PER PAJ 4678 KG (Note: 25P** = 6039 KG ADDITIONAL TIE DOWNS REQUIRED)
 GROSS WT PER AVE 1567 KG (Note: 25P**/25P* = 2336 KG ADDITIONAL TIE DOWNS REQUIRED)



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WEIGHT AND BALANCE BOOKLET

ALL WEIGHTS IN KGS

WEIGHT REPORT 47

A. AIRCRAFT WEIGHT

S.NO	A/C REG	EMPTY WEIGHT	INDEX	STRUCTURAL LIMITS		
				MAX ZFW	MAX LW	MAX TOGW
1	AP-BGJ	129879	39.5	199580	213188	273969
2	AP-BGK	129504	38.5			
3	AP-BGL	130187	37.8			
4	AP-BHX	130300	37.6			
5	AP-BMG	132163	38.2	195044	208652	297556
6	AP-BMH	131675	38.6			

B. CONFIGURATION

A/C REG	CONFIGURATION	NORMAL AND TEST & TRAINING FLIGHTS WEIGHT	INDEX
AP-BGJ, AP-BGK & AP-BGL AP-BHX	329Y or 35C/294Y or 35P/294Y or 35C/54P/240Y	13350 14640	99.9 99.6
AP-BGJ, AP-BGK & AP-BGL	VVIP 37C / 42P /240Y	13158	00.0
AP-BGJ, AP-BGK & AP-BGL	VVIP 28C / 54P /240Y	13140	0.4
AP-BMG & AP-BMH	307Y or 25C/282Y or 25P/282Y or 25C/54P/228Y	11608	04.3

C. PANTRY

FLIGHTS	WEIGHT	INDEX
INTERNATIONAL	3080	99.7
DOMESTIC	3067	99.7
PRE HAJJ EX PAKISTAN	1984	99.7
PRE HAJJ EX SAUDI ARABIA	1060	99.6
POST HAJJ	1984	99.7
TEST & TRAINING	100	99.6

D. CREW (Exclusive of container weight)

COCKPIT	CABIN	CREW	NORMAL AND TEST & TRAINING FLIGHT		
			WITHOUT BAGGAGE		
			WEIGHT	INDEX	
EXCEPT BMG/H	AP-BMG/H				
2	0		162	99.2	99.3
2	1		237	98.9	98.9
2	2		312	98.6	98.7
2	3		387	98.4	98.4
2	4		462	98.2	98.2
2	5		537	98.0	98.0
2	6		612	97.9	98.1
2	7		687	97.7	98.4
2	8		762	97.8	98.6
2	9		837	97.9	98.9
2	10		912	98.1	98.6
2	11		987	98.4	98.7
2	12		1062	98.6	99.0
2	13		1137	98.9	99.2
2	14		1212	99.2	98.9
2	15		1287	99.4	N/A
3	0		243	98.9	98.9
3	1		318	98.6	98.6
3	2		393	98.3	98.3
3	3		468	98.0	98.0
3	4		543	97.8	97.8
3	5		618	97.6	97.6
3	6		693	97.5	97.7
3	7		768	97.3	98.0
3	8		843	97.4	98.3
3	9		918	97.5	98.5
3	10		993	97.8	98.2
3	11		1068	98.0	98.3
3	12		1143	98.3	98.6
3	13		1218	98.5	98.8
3	14		1293	98.8	98.6
3	15		1368	99.1	N/A

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WEIGHT AND BALANCE BOOKLET

WEIGHT REPORT 47

D. CREW(Continued...)

4	0	324	98.5	98.5
4	1	399	98.2	98.2
4	2	474	97.9	97.9
4	3	549	97.6	97.6
4	4	624	97.4	97.4
4	5	699	97.3	97.3
4	6	774	97.1	97.4
4	7	849	97.0	97.6
4	8	924	97.1	97.9
4	9	999	97.1	98.2
4	10	1074	97.4	97.9
4	11	1149	97.7	97.9
4	12	1224	97.9	98.2
4	13	1299	98.2	98.5
4	14	1374	98.4	98.2
4	15	1449	98.7	N/A

E. FLIGHT PACK (Inclusive of Container Weight)

A/C REG	WEIGHT	INDEX	LOCATION
AP-BGJ, AP-BGK, AP-BGL, AP-BHX, AP-BMG & AP-BMH	600	1.5	44R

F. ZONE WISE SEAT DISTRIBUTION

A/C REG	CONFIG	ZONE			CABIN CREW SEATS	
		OA	OB	OC	LOCATION	TOTAL
AP-BGJ, AP-BGK & AP-BGL	329Y or 35C /294Y or 35P/294Y	35Y or 35P or 35C	167Y or 54P+113Y	127Y	02L1+01R1+02L2+ 02R2+01L3+01R3+ 03L4+03R4	15 J/S
AP-BHX	35C / 54YP /240Y	175Y or 54P+121Y	119Y			
AP-BGJ, AP-BGK & AP-BGL	VVIP 37C / 42P /240Y	35C	2C + 42P + 113Y	127Y		
AP-BGJ, AP-BGK & AP-BGL	VVIP 28C / 54P /240Y	28C	54P + 113Y	127Y		
AP-BMG & AP-BMH	307Y or 25C /282Y or 25P/282Y or 25C / 54P /228Y	25Y or 25P or 25C	165Y or 54P + 111Y	117Y	02L1+01R1+ 02CNTR DOOR1 + 01L2+01R2+01L3+ 01R3+01L4+01R4+ 03CNTR DOOR4	14 J/S

G. LAST MINUTE CHANGE PROCEDURE (LMC)

The LMC procedure for load sheet prepared either manually or by computer shall be as follows:

a) No change in CG is required if Passenger or Weight Changes (loading/off-loading) are restricted to:

4 PAX WITH BAGGAGE - ANYWHERE OR 400 KG LOAD IN ANY LOWER HOLD OR 500 KG FUEL
ONLY ZFW, TOGW AND TOTAL PASSENGERS ONBOARD FIGURES HAVE TO BE REVISED (WHICH EVER IS REQUIRED)

b) If changes on computerized load sheet are more than those specified above, fresh load sheet is required to be prepared.

c) If last minute changes on Manual load sheet are more than those specified above, follow the detailed LMC procedure given in Weight and Balance Booklet

H. TARE WEIGHTS OF STRETCHER & ULDs

STRETCHER =41.2 KG

PAJ=110, PMC=120, ALP=154, FLA=LD5=80, AKE=95 & 55

I. If the actual ZFW is higher than estimated ZFW by **7000 kg**, fuel figures will be recalculated by Flight Dispatch.

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WEIGHT AND BALANCE BOOKLET

J. DOW & DOI TABLES

Index figures are calculated after ignoring the hundredth figure. e.g 123.4 is 23.4

The **variation of index** between computerized Hitit trim sheet (presented onboard) and manual load sheet (weight and index calculated below) is **acceptable for 1.5 index** due to rounding-off of various numbers.

a) DOW & DOI tables computed with International Pantry:

AP- BGJ

Cockpit Crew No	DOW/DOI	Cabin Attendant Number								
		7	8	9	10	11	12	13	14	15
2	DOW	147596	147671	147746	147821	147896	147971	148046	148121	148196
	DOI	38.3	38.4	38.5	38.7	39.0	39.2	39.5	39.8	40.0
3	DOW	147677	147752	147827	147902	147977	148052	148127	148202	148277
	DOI	37.9	38.0	38.1	38.4	38.6	38.9	39.1	39.4	39.7
4	DOW	147758	147833	147908	147983	148058	148133	148208	148283	148358
	DOI	37.6	37.7	37.7	38.0	38.3	38.5	38.8	39.0	39.3

AP- BGK

Cockpit Crew No	DOW/DOI	Cabin Attendant Number								
		7	8	9	10	11	12	13	14	15
2	DOW	147221	147296	147371	147446	147521	147596	147671	147746	147821
	DOI	37.3	37.4	37.5	37.7	38.0	38.2	38.5	38.8	39.0
3	DOW	147302	147377	147452	147527	147602	147677	147752	147827	147902
	DOI	36.9	37.0	37.1	37.4	37.6	37.9	38.1	38.4	38.7
4	DOW	147383	147458	147533	147608	147683	147758	147833	147908	147983
	DOI	36.6	36.7	36.7	37.0	37.3	37.5	37.8	38.0	38.3

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WEIGHT AND BALANCE BOOKLET

WEIGHT REPORT 47

DOW & DOI tables computed with International Pantry;

AP- BGL

Cockpit Crew No	DOW/DOI	Cabin Attendant Number								
		7	8	9	10	11	12	13	14	15
2	DOW	147904	147979	148054	148129	148204	148279	148354	148429	148504
	DOI	36.6	36.7	36.8	37.0	37.3	37.5	37.8	38.1	38.3
3	DOW	147985	148060	148135	148210	148285	148360	148435	148510	148585
	DOI	36.2	36.3	36.4	36.7	36.9	37.2	37.4	37.7	38.0
4	DOW	148066	148141	148216	148291	148366	148441	148516	148591	148666
	DOI	35.9	36.0	36.0	36.3	36.6	36.8	37.1	37.3	37.6

AP- BHX

Cockpit Crew No	DOW/DOI	Cabin Attendant Number								
		7	8	9	10	11	12	13	14	15
2	DOW	149307	149382	149457	149532	149607	149682	149757	149832	149907
	DOI	36.1	36.2	36.3	36.5	36.8	37.0	37.3	37.6	37.8
3	DOW	149388	149463	149538	149613	149688	149763	149838	149913	149988
	DOI	35.7	35.8	35.9	36.2	36.4	36.7	36.9	37.2	37.5
4	DOW	149469	149544	149619	149694	149769	149844	149919	149994	150069
	DOI	35.4	35.5	35.5	35.8	36.1	36.3	36.6	36.8	37.1

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WEIGHT AND BALANCE BOOKLET

WEIGHT REPORT 47

DOW & DOI tables computed with International Pantry;

AP- BMG

Cockpit Crew No	DOW/DOI	Cabin Attendant Number							
		7	8	9	10	11	12	13	14
2	DOW	148138	148213	148288	148363	148438	148513	148588	148663
	DOI	42.1	42.3	42.6	42.3	42.4	42.7	42.9	42.6
3	DOW	148219	148294	148369	148444	148519	148594	148669	148744
	DOI	41.7	42.0	42.2	41.9	42.0	42.3	42.5	42.3
4	DOW	148300	148375	148450	148525	148600	148675	148750	148825
	DOI	41.3	41.6	41.9	41.6	41.6	41.9	42.2	41.9

AP- BMH

Cockpit Crew No	DOW/DOI	Cabin Attendant Number							
		7	8	9	10	11	12	13	14
2	DOW	147650	147725	147800	147875	147950	148025	148100	148175
	DOI	42.5	42.7	43.0	42.7	42.8	43.1	43.3	43.0
3	DOW	147731	147806	147881	147956	148031	148106	148181	148256
	DOI	42.1	42.4	42.6	42.3	42.4	42.7	42.9	42.7
4	DOW	147812	147887	147962	148037	148112	148187	148262	148337
	DOI	41.7	42.0	42.3	42.0	42.0	42.3	42.6	42.3

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WEIGHT AND BALANCE BOOKLET

WEIGHT REPORT 47

b) DOW & DOI tables computed with Domestic Pantry;

AP- BGI

Cockpit Crew No	DOW/DOI	Cabin Attendant Number								
		7	8	9	10	11	12	13	14	15
2	DOW	147583	147658	147733	147808	147883	147958	148033	148108	148183
	DOI	38.3	38.4	38.5	38.7	39.0	39.2	39.5	39.8	40.0
3	DOW	147664	147739	147814	147889	147964	148039	148114	148189	148264
	DOI	37.9	38.0	38.1	38.4	38.6	38.9	39.1	39.4	39.7
4	DOW	147745	147820	147895	147970	148045	148120	148195	148270	148345
	DOI	37.6	37.7	37.7	38.0	38.3	38.5	38.8	39.0	39.3

AP- BGK

Cockpit Crew No	DOW/DOI	Cabin Attendant Number								
		7	8	9	10	11	12	13	14	15
2	DOW	147208	147283	147358	147433	147508	147583	147658	147733	147808
	DOI	37.3	37.4	37.5	37.7	38.0	38.2	38.5	38.8	39.0
3	DOW	147289	147364	147439	147514	147589	147664	147739	147814	147889
	DOI	36.9	37.0	37.1	37.4	37.6	37.9	38.1	38.4	38.7
4	DOW	147370	147445	147520	147595	147670	147745	147820	147895	147970
	DOI	36.6	36.7	36.7	37.0	37.3	37.5	37.8	38.0	38.3

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WEIGHT AND BALANCE BOOKLET

WEIGHT REPORT 47

DOW & DOI tables computed with **Domestic Pantry**;

AP- BGL

Cockpit Crew No	DOW/DOI	Cabin Attendant Number								
		7	8	9	10	11	12	13	14	15
2	DOW	147891	147966	148041	148116	148191	148266	148341	148416	148491
	DOI	36.6	36.7	36.8	37.0	37.3	37.5	37.8	38.1	38.3
3	DOW	147972	148047	148122	148197	148272	148347	148422	148497	148572
	DOI	36.2	36.3	36.4	36.7	36.9	37.2	37.4	37.7	38.0
4	DOW	148053	148128	148203	148278	148353	148428	148503	148578	148653
	DOI	35.9	36.0	36.0	36.3	36.6	36.8	37.1	37.3	37.6

AP- BHX

Cockpit Crew No	DOW/DOI	Cabin Attendant Number								
		7	8	9	10	11	12	13	14	15
2	DOW	149294	149369	149444	149519	149594	149669	149744	149819	149894
	DOI	36.1	36.2	36.3	36.5	36.8	37.0	37.3	37.6	37.8
3	DOW	149375	149450	149525	149600	149675	149750	149825	149900	149975
	DOI	35.7	35.8	35.9	36.2	36.4	36.7	36.9	37.2	37.5
4	DOW	149456	149531	149606	149681	149756	149831	149906	149981	150056
	DOI	35.4	35.5	35.5	35.8	36.1	36.3	36.6	36.8	37.1

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WEIGHT AND BALANCE BOOKLET

WEIGHT REPORT 47

DOW & DOI tables computed with Domestic Pantry;

AP- BMG

Cockpit Crew No	DOW/DOI	Cabin Attendant Number							
		7	8	9	10	11	12	13	14
2	DOW	148125	148200	148275	148350	148425	148500	148575	148650
	DOI	42.1	42.3	42.6	42.3	42.4	42.7	42.9	42.6
3	DOW	148206	148281	148356	148431	148506	148581	148656	148731
	DOI	41.7	42.0	42.2	41.9	42.0	42.3	42.5	42.3
4	DOW	148287	148362	148437	148512	148587	148662	148737	148812
	DOI	41.3	41.6	41.9	41.6	41.6	41.9	42.2	41.9

AP- BMH

Cockpit Crew No	DOW/DOI	Cabin Attendant Number							
		7	8	9	10	11	12	13	14
2	DOW	147637	147712	147787	147862	147937	148012	148087	148162
	DOI	42.5	42.7	43.0	42.7	42.8	43.1	43.3	43.0
3	DOW	147718	147793	147868	147943	148018	148093	148168	148243
	DOI	42.1	42.4	42.6	42.3	42.4	42.7	42.9	42.7
4	DOW	147799	147874	147949	148024	148099	148174	148249	148324
	DOI	41.7	42.0	42.3	42.0	42.0	42.3	42.6	42.3

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WEIGHT AND BALANCE BOOKLET

ALL WEIGHTS IN KGS

WEIGHT REPORT 23

A. AIRCRAFT WEIGHT

S.NO	A/C REG	EMPTY WEIGHT	INDEX	STRUCTURAL LIMITS		
				MAX ZFW	MAX LW	MAX TOGW
1	AP-BGY	141207	38.2	209106	223167	340194
2	AP-BGZ	140965	38.2			

B. CONFIGURATION

A/C REG	CONFIGURATION	NORMAL AND TEST & TRAINING FLIGHTS	
		WEIGHT	INDEX
AP-BGY & AP-BGZ	310Y or 35C/275Y or 35C/60YP/215Y	13504	99.7

C. PANTRY

FLIGHTS	WEIGHT	INDEX
INTERNATIONAL	3686	98.8
DOMESTIC	2625	1.7
PRE HAJJ EX PAKISTAN	1831	99.5
PRE HAJJ EX SAUDI ARABIA	1030	99.5
POST HAJJ	1831	99.5
TEST & TRAINING	100	99.6

D. CREW

COCKPIT	CABIN	NORMAL AND TEST & TRAINING FLIGHTS	
		WITHOUT BAGGAGE	
		WEIGHT	INDEX
CREW			
2	0	162	99.2
2	1	237	98.9
2	2	312	98.6
2	3	387	98.4
2	4	462	98.2
2	5	537	98.0
2	6	612	97.9
2	7	687	97.7
2	8	762	97.8
2	9	837	97.9
2	10	912	98.1
2	11	987	98.4
2	12	1062	98.6
2	13	1137	98.9
2	14	1212	99.2
2	15	1287	99.4
2	16	1362	99.4
3	0	243	98.9
3	1	318	98.6
3	2	393	98.3
3	3	468	98.0
3	4	543	97.8
3	5	618	97.6
3	6	693	97.5
3	7	768	97.3
3	8	843	97.4
3	9	918	97.5
3	10	993	97.8
3	11	1068	98.0
3	12	1143	98.3
3	13	1218	98.5
3	14	1293	98.8
3	15	1368	99.1
3	16	1443	99.0

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WEIGHT AND BALANCE BOOKLET

WEIGHT REPORT 23
D. CREW (Continued...)

4	0	324	98.5
4	1	399	98.2
4	2	474	97.9
4	3	549	97.6
4	4	624	97.4
4	5	699	97.3
4	6	774	97.1
4	7	849	97.0
4	8	924	97.1
4	9	999	97.1
4	10	1074	97.4
4	11	1149	97.7
4	12	1224	97.9
4	13	1299	98.2
4	14	1374	98.4
4	15	1449	98.7
4	16	1524	98.7

E. FLIGHT PACK

A/C REG	WEIGHT	INDEX	LOCATION
AP-BGY and AP-BGZ	600	1.5	44R

F. ZONE WISE SEAT DISTRIBUTION

A/C REG	CONFIG	ZONE			CABIN CREW SEATS	
		OA	OB	OC	LOCATION	TOTAL
AP-BGY & AP-BGZ	310Y or 35C/275Y or 35C/60YP/215Y	35Y or 35C	162Y or 60YP + 102Y	113Y	02L1+02R1+02L2+02R2+0 1L3+01R3+03L4+ 03R4	16 J/S

G. LAST MINUTE CHANGE PROCEDURE (LMC)

The LMC procedure for load sheet prepared either manually or by computer shall be as follows:

- a) No change in CG is required if Passenger or Weight Changes (loading/off-loading) are **4 PAX WITH BAGGAGE - ANYWHERE OR 400 KG LOAD IN ANY LOWER HOLD OR 500 KG FUEL**
ONLY ZFW, TOGW AND TOTAL PASSENGER ONBOARD FIGURES HAVE TO BE REVISED
- b) If changes on computerized load sheet are more than those specified above, fresh load sheet is required to be prepared.
- c) If last minute changes on Manual load sheet are more than those specified above, follow the detailed LMC procedure given in Weight and Balance Booklet.

H. TARE WEIGHT OF STRETCHER & ULD

STRETCHER = 41.2 KG

PAJ 110, PMC=120, ALP=154, FLA=LD5=80, AKE= 95 & 55

I. If the actual ZFW is higher than estimated ZFW by **7000 kg**, fuel figures will be recalculated by Flight Dispatch.

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WEIGHT AND BALANCE BOOKLET

WEIGHT REPORT 23

J. DOW & DOI TABLES

Index figures are calculated after ignoring the hundredth figure. e.g 123.4 is 23.43

The **variation of index** between computerized Hitit trim sheet (presented onboard) and manual load sheet (weight and index calculated below) is **acceptable for 1.5 index** due to rounding-off of various numbers.

a) Following DOW & DOI tables are computed with **International Pantry**;

AP- BGY

Cockpit Crew No	DOW/DOI	Cabin Attendant Number									
		7	8	9	10	11	12	13	14	15	16
2	DOW	159684	159759	159834	159909	159984	160059	160134	160209	160284	160359
	DOI	35.9	36.0	36.1	36.3	36.6	36.8	37.1	37.4	37.6	37.6
3	DOW	159765	159840	159915	159990	160065	160140	160215	160290	160365	160440
	DOI	35.5	35.6	35.7	36.0	36.2	36.5	36.7	37.0	37.3	37.2
4	DOW	159846	159921	159996	160071	160146	160221	160296	160371	160446	160521
	DOI	35.2	35.3	35.3	35.6	35.9	36.1	36.4	36.6	36.9	36.9

AP- BGZ

Cockpit Crew No	DOW/DOI	Cabin Attendant Number									
		7	8	9	10	11	12	13	14	15	16
2	DOW	159442	159517	159592	159667	159742	159817	159892	159967	160042	160117
	DOI	35.9	36.0	36.1	36.3	36.6	36.8	37.1	37.4	37.6	37.6
3	DOW	159523	159598	159673	159748	159823	159898	159973	160048	160123	160198
	DOI	35.5	35.6	35.7	36.0	36.2	36.5	36.7	37.0	37.3	37.2
4	DOW	159604	159679	159754	159829	159904	159979	160054	160129	160204	160279
	DOI	35.2	35.3	35.3	35.6	35.9	36.1	36.4	36.6	36.9	36.9

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WEIGHT AND BALANCE BOOKLET

WEIGHT REPORT 23

b) Following DOW & DOI tables are computed with Domestic Pantry;

AP- BGY

Cockpit Crew No	DOW/DOI	Cabin Attendant Number									
		7	8	9	10	11	12	13	14	15	16
2	DOW	158623	158698	158773	158848	158923	158998	159073	159148	159223	159298
	DOI	38.8	38.9	39.0	39.2	39.5	39.7	40.0	40.3	40.5	40.5
3	DOW	158704	158779	158854	158929	159004	159079	159154	159229	159304	159379
	DOI	38.4	38.5	38.6	38.9	39.1	39.4	39.6	39.9	40.2	40.1
4	DOW	158785	158860	158935	159010	159085	159160	159235	159310	159385	159460
	DOI	38.1	38.2	38.2	38.5	38.8	39.0	39.3	39.5	39.8	39.8

AP- BGZ

Cockpit Crew No	DOW/DOI	Cabin Attendant Number									
		7	8	9	10	11	12	13	14	15	16
2	DOW	158381	158456	158531	158606	158681	158756	158831	158906	158981	159056
	DOI	38.8	38.9	39.0	39.2	39.5	39.7	40.0	40.3	40.5	40.5
3	DOW	158462	158537	158612	158687	158762	158837	158912	158987	159062	159137
	DOI	38.4	38.5	38.6	38.9	39.1	39.4	39.6	39.9	40.2	40.1
4	DOW	158543	158618	158693	158768	158843	158918	158993	159068	159143	159218
	DOI	38.1	38.2	38.2	38.5	38.8	39.0	39.3	39.5	39.8	39.8

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WEIGHT AND BALANCE BOOKLET

ALL WEIGHTS IN KGS

WEIGHT REPORT 31

A. AIRCRAFT WEIGHT

S.NO	A/C REG	EMPTY WEIGHT	INDEX	STRUCTURAL LIMITS		
				MAX ZFW	MAX LW	MAX TOGW
1	AP-BHV	150784	40.5	237682	251290	340194
2	AP-BHW	149941	40.0			
3	AP-BID	150746	39.5			
4	AP-BMS	153819	39.7			344730

B. CONFIGURATION

A/C REG	CONFIGURATION	NORMAL AND TEST & TRAINING FLIGHTS	
		WEIGHT	INDEX
AP-BHV, BHW, BID	393Y or 35C / 358Y or 35P/358Y or 35C/54P/304Y	17570	99.7
	VVIP 28C/54P/304Y	17360	0.2
	VVIP 37C/54P/292Y	17381	99.9
AP-BMS	442Y or 18C/424Y or 58P/384Y or 18C/40P/384Y	16045	3.0

C. PANTRY

FLIGHTS		WEIGHT	INDEX
INTERNATIONAL	(EXCEPT BMS)	3661	2.5
	(ONLY BMS)	4564	0.3
DOMESTIC	(EXCEPT BMS)	3248	98.0
	(ONLY BMS)	4314	1.6
PRE HAJJ EX PAKISTAN		2485	0.4
PRE HAJJ EX SAUDI ARABIA		1380	00
POST HAJJ		2485	0.4
TEST & TRAINING		100	00

D. CREW

COCKPIT	CABIN	CREW	NORMAL AND TEST & TRAINING FLIGHT		
			WITHOUT BAGGAGE		
			WEIGHT	INDEX	
			EXCEPT BMS	ONLY BMS	
2	0	162	99.4	99.3	
2	1	237	99.1	99.1	
2	2	312	98.8	98.9	
2	8	762	98.0	99.2	
2	9	837	98.2	99.2	
2	10	912	98.1	99.1	
2	11	987	98.2	98.9	
2	12	1062	99.1	98.6	
2	13	1137	99.3	98.4	
2	14	1212	99.6	98.1	
2	15	1287	99.0	97.9	
2	16	1362	99.2	97.8	
2	17	1437	N/A	98.0	
2	18	1512	N/A	98.2	
3	0	243	99.0	99.0	
3	1	318	98.8	98.8	
3	2	393	98.5	98.6	
3	8	843	97.7	98.9	
3	9	918	97.9	98.8	
3	10	993	97.8	98.8	
3	11	1068	97.9	98.6	
3	12	1143	98.8	98.3	
3	13	1218	99.0	98.0	
3	14	1293	99.2	97.8	
3	15	1368	98.7	97.6	
3	16	1443	98.9	97.4	
3	17	1518	N/A	97.7	
3	18	1593	N/A	97.9	

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WEIGHT AND BALANCE BOOKLET

WEIGHT REPORT 31

D. CREW(Continued...)

COCKPIT	CABIN	NORMAL AND TEST & TRAINING FLIGHT		
		WITHOUT BAGGAGE		
		CREW	WEIGHT	INDEX
EXCEPT BMS	ONLY BMS			
4	0	324	98.7	98.7
4	1	399	98.5	98.5
4	2	474	98.2	98.3
4	8	924	97.4	98.6
4	9	999	97.6	98.5
4	10	1074	97.5	98.5
4	11	1149	97.6	98.2
4	12	1224	98.5	98.0
4	13	1299	98.7	97.7
4	14	1374	98.9	97.5
4	15	1449	98.4	97.3
4	16	1524	98.6	97.1
4	17	1599	N/A	97.4
4	18	1674	N/A	97.6

E. FLIGHT PACK

A/C REG	WEIGHT	INDEX	LOCATION
AP-BHV, BHW, BID & BMS	630	1.5	44R

F. ZONE WISE SEAT DISTRIBUTION

A/C REG	CONFIG	ZONE				CABIN CREW SEATS	
		OA	OB	OC	OD	LOCATION	TOTAL
AP-BHV, BHW, BID	393Y or 35C / 358Y or 35P / 358Y or 35C / 54P/ 304Y	35Y or 35P or 35C	120Y or 66P + 54Y	120Y	118Y	02L1+01R1+02L2+0 2R2+01L3+01R3+01 L4+01R4+02L5+03R 5	16 J/S
	VVIP 28C/ 54P/ 304Y	28C	54P + 66Y	120Y	118Y	02L1+01R1+02L2+0 2R2+01L3+01R3+01 L4+01R4+02L5+03R 5	16 J/S
	VVIP 37C/ 54P/ 292Y	35C	54P + 2C + 54Y	120Y	118Y	02L1+01R1+02L2+0 2R2+01L3+01R3+01 L4+01R4+02L5+03R 5	16 J/S
AP-BMS	442Y or 18C /424Y or 58P /384Y or 18C/40P/384Y	42Y or 18C+24Y or 42P or 18C+24P	136Y or 16P+ 120Y	142Y	122Y	02L1+01R1+03CTR FWD+02L2+02R2+0 1L3+01R3+01L4+01 R4+02L5+02R5	18 J/S

G. LAST MINUTE CHANGE PROCEDURE (LMC)

The LMC procedure for load sheet prepared either manually or by computer shall be as follows:

a) No change in CG is required if Passenger or Weight Changes (loading/off-loading) are

4 PAX WITH BAGGAGE - ANYWHERE OR 400 KG LOAD IN ANY LOWER HOLD OR 500 KG FUEL

ONLY ZFW, TOGW AND TOTAL PASSENGERS ONBOARD FIGURES HAVE TO BE REVISED (WHICH EVER IS REQUIRED).

b) If changes on computerized load sheet are more than those specified above, fresh load sheet is required to be prepared.

c) If last minute changes on Manual load sheet are more than those specified above, follow the detailed procedure given in Weight and Balance Booklet.

H. TARE WEIGHTS OF STRETCHER & ULDs

STRETCHER =41.2 KG

PAJ=110, PMC=120, ALP=154, FLA=LD5=80, AKE=95 & 55

I. If the actual ZFW is higher than estimated ZFW by **7000 kg**, fuel figures will be recalculated by Flight Dispatch.

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WEIGHT AND BALANCE BOOKLET

J. DOW & DOI TABLES

Index figures are calculated after ignoring the hundredth figure. e.g 123.4 is 23.43

The **variation of index** between computerized Hitit trim sheet (presented onboard) and manual load sheet (weight and index calculated below) is **acceptable for 1.5 index** due to rounding-off of various numbers.

a) DOW & DOI tables computed with International Pantry;

AP- BHV

Cockpit Crew No	DOW/DOI	Cabin Attendant Number								
		8	9	10	11	12	13	14	15	16
2	DOW	173407	173482	173557	173632	173707	173782	173857	173932	174007
	DOI	42.2	42.4	42.3	42.4	43.3	43.5	43.8	43.2	43.4
3	DOW	173488	173563	173638	173713	173788	173863	173938	174013	174088
	DOI	41.9	42.1	42.0	42.1	43.0	43.2	43.4	42.9	43.1
4	DOW	173569	173644	173719	173794	173869	173944	174019	174094	174169
	DOI	41.6	41.8	41.7	41.8	42.7	42.9	43.1	42.6	42.8

AP- BHW

Cockpit Crew No	DOW/DOI	Cabin Attendant Number								
		8	9	10	11	12	13	14	15	16
2	DOW	172564	172639	172714	172789	172864	172939	173014	173089	173164
	DOI	41.7	41.9	41.8	41.9	42.8	43.0	43.3	42.7	42.9
3	DOW	172645	172720	172795	172870	172945	173020	173095	173170	173245
	DOI	41.4	41.6	41.5	41.6	42.5	42.7	42.9	42.4	42.6
4	DOW	172726	172801	172876	172951	173026	173101	173176	173251	173326
	DOI	41.1	41.3	41.2	41.3	42.2	42.4	42.6	42.1	42.3

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WEIGHT AND BALANCE BOOKLET

WEIGHT REPORT 31

DOW & DOI tables computed with International Pantry;

AP- BID

Cockpit Crew No	DOW/DOI	Cabin Attendant Number								
		8	9	10	11	12	13	14	15	16
2	DOW	173369	173444	173519	173594	173669	173744	173819	173894	173969
	DOI	41.2	41.4	41.3	41.4	42.3	42.5	42.8	42.2	42.4
3	DOW	173450	173525	173600	173675	173750	173825	173900	173975	174050
	DOI	40.9	41.1	41.0	41.1	42.0	42.2	42.4	41.9	42.1
4	DOW	173531	173606	173681	173756	173831	173906	173981	174056	174131
	DOI	40.6	40.8	40.7	40.8	41.7	41.9	42.1	41.6	41.8

AP- BMS

Cockpit Crew No	DOW/DOI	Cabin Attendant Number										
		8	9	10	11	12	13	14	15	16	17	18
2	DOW	175820	175895	175970	176045	176120	176195	176270	176345	176420	176495	176570
	DOI	43.7	43.7	43.6	43.4	43.1	42.9	42.6	42.4	42.3	42.5	42.7
3	DOW	175901	175976	176051	176126	176201	176276	176351	176426	176501	176576	176651
	DOI	43.4	43.3	43.3	43.1	42.8	42.5	42.3	42.1	41.9	42.2	42.4
4	DOW	175982	176057	176132	176207	176282	176357	176432	176507	176582	176657	176732
	DOI	43.1	43.0	43.0	42.7	42.5	42.2	42.0	41.8	41.6	41.9	42.1

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WEIGHT AND BALANCE BOOKLET

WEIGHT REPORT 31

b) DOW & DOI tables computed with Domestic Pantry:

AP- BHV

Cockpit Crew No	DOW/DOI	Cabin Attendant Number								
		8	9	10	11	12	13	14	15	16
2	DOW	172994	173069	173144	173219	173294	173369	173444	173519	173594
	DOI	37.7	37.9	37.8	37.9	38.8	39.0	39.3	38.7	38.9
3	DOW	173075	173150	173225	173300	173375	173450	173525	173600	173675
	DOI	37.4	37.6	37.5	37.6	38.5	38.7	38.9	38.4	38.6
4	DOW	173156	173231	173306	173381	173456	173531	173606	173681	173756
	DOI	37.1	37.3	37.2	37.3	38.2	38.4	38.6	38.1	38.3

AP- BHW

Cockpit Crew No	DOW/DOI	Cabin Attendant Number								
		8	9	10	11	12	13	14	15	16
2	DOW	172151	172226	172301	172376	172451	172526	172601	172676	172751
	DOI	37.2	37.4	37.3	37.4	38.3	38.5	38.8	38.2	38.4
3	DOW	172232	172307	172382	172457	172532	172607	172682	172757	172832
	DOI	36.9	37.1	37.0	37.1	38.0	38.2	38.4	37.9	38.1
4	DOW	172313	172388	172463	172538	172613	172688	172763	172838	172913
	DOI	36.6	36.8	36.7	36.8	37.7	37.9	38.1	37.6	37.8

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WEIGHT AND BALANCE BOOKLET

WEIGHT REPORT 31

DOW & DOI tables computed with Domestic Pantry;

AP- BID

Cockpit Crew No	DOW/DOI	Cabin Attendant Number								
		8	9	10	11	12	13	14	15	16
2	DOW	172956	173031	173106	173181	173256	173331	173406	173481	173556
	DOI	36.7	36.9	36.8	36.9	37.8	38.0	38.3	37.7	37.9
3	DOW	173037	173112	173187	173262	173337	173412	173487	173562	173637
	DOI	36.4	36.6	36.5	36.6	37.5	37.7	37.9	37.4	37.6
4	DOW	173118	173193	173268	173343	173418	173493	173568	173643	173718
	DOI	36.1	36.3	36.2	36.3	37.2	37.4	37.6	37.1	37.3

AP- BMS

Cockpit Crew No	DOW/DOI	Cabin Attendant Number										
		8	9	10	11	12	13	14	15	16	17	18
2	DOW	175570	175645	175720	175795	175870	175945	176020	176095	176170	176245	176320
	DOI	45.0	45.0	44.9	44.7	44.4	44.2	43.9	43.7	43.6	43.8	44.0
3	DOW	175651	175726	175801	175876	175951	176026	176101	176176	176251	176326	176401
	DOI	44.7	44.6	44.6	44.4	44.1	43.8	43.6	43.4	43.2	43.5	43.7
4	DOW	175732	175807	175882	175957	176032	176107	176182	176257	176332	176407	176482
	DOI	44.4	44.3	44.3	44.0	43.8	43.5	43.3	43.1	42.9	43.2	43.4