

B737-800



Compartments

Sliding Carpet:

In an effort to improve the working environment of the loading personnel and to facilitate the loading of baggage, cargo and mail, a sliding carpet loading system is installed in compartments according to the table below.

| | Compartment | | | |
|---------------|-------------|---|-----------|---|
| Aircraft type | 1 | 2 | 3 | 4 |
| B737-800 | - | - | Installed | - |

No HEA, AVI or any dangerous goods may be loaded in a compartment with sliding carpet.

To fulfil requirements for items weighing up to 149 kg that need to be secured, any one-carpet area must be loaded volumetrically full.

Maximum weights and volumes:

This table shows the maximum weights and volumes per compartment 1, 2, 3 and 4:

| | Compartment | | | |
|--------------------------------|-------------|----------|----------|----------|
| With sliding carpet | 1 | 2 | 3 | 4 |
| Weight (kg) | 888 | 2670 | 3531 | 667 |
| Combined weight (kg) | 3358 | | 4198 | |
| Area load (kg/m ²) | 732 | 732 | 732 | 732 |
| Volume (m ³) | 4,39 | 14,64 | 19,00 | 3,85 |

| | Compartment | | | |
|--------------------------------|-------------|----------|----------|----------|
| Without sliding carpet | 1 | 2 | 3 | 4 |
| Weight (kg) | 888 | 2670 | 3777 | 667 |
| Combined weight (kg) | 3558 | | 4507 | |
| Area load (kg/m ²) | 732 | 732 | 732 | 732 |
| Volume (m ³) | 4,39 | 14,64 | 20,75 | 3,85 |

Maximum dimension tables:

Compartment 1 + 2

| Height | Length | | | | | | | | |
|--------|--------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|
| 86 | 314 | 289 | 264 | 238 | 213 | 187 | 162 | 137 | 127 |
| 81 | 314 | 289 | 264 | 238 | 213 | 187 | 162 | 137 | 127 |
| 76 | 314 | 289 | 264 | 238 | 213 | 187 | 162 | 137 | 127 |
| 71 | 314 | 289 | 264 | 238 | 213 | 187 | 162 | 137 | 127 |
| 66 | 314 | 289 | 264 | 238 | 213 | 187 | 162 | 137 | 127 |
| 60 | 314 | 289 | 264 | 238 | 213 | 187 | 162 | 137 | 127 |
| 55 | 314 | 289 | 264 | 238 | 213 | 187 | 162 | 137 | 127 |
| 50 | 317 | 289 | 264 | 238 | 213 | 187 | 162 | 137 | 127 |
| 45 | 317 | 289 | 264 | 238 | 213 | 187 | 162 | 137 | 127 |
| 40 | 320 | 289 | 264 | 238 | 213 | 187 | 162 | 137 | 127 |
| 35 | 322 | 289 | 264 | 238 | 213 | 187 | 162 | 137 | 127 |
| 30 | 327 | 292 | 264 | 238 | 213 | 187 | 162 | 137 | 127 |
| 25 | 332 | 294 | 264 | 238 | 213 | 187 | 162 | 137 | 127 |
| 12 | 396 | 304 | 266 | 238 | 213 | 187 | 162 | 137 | 127 |
| | 12 | 25 | 38 | 50 | 63 | 76 | 88 | 101 | 114 |
| | Width | | | | | | | | |

Compartment 3 + 4

| Height | Length | | | | | | | | |
|--------|--------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|
| 86 | 177 | 152 | - | - | - | - | - | - | - |
| 81 | 251 | 226 | 200 | 177 | 152 | 124 | - | - | - |
| 78 | 307 | 284 | 259 | 233 | 208 | 182 | 157 | 132 | 109 |
| 76 | 307 | 284 | 259 | 233 | 208 | 182 | 157 | 132 | 109 |
| 71 | 307 | 284 | 259 | 233 | 208 | 182 | 157 | 132 | 109 |
| 66 | 307 | 284 | 259 | 233 | 208 | 182 | 157 | 132 | 109 |
| 60 | 307 | 284 | 259 | 233 | 208 | 182 | 157 | 132 | 109 |
| 55 | 307 | 284 | 259 | 233 | 208 | 182 | 157 | 132 | 109 |
| 50 | 307 | 284 | 259 | 233 | 208 | 182 | 157 | 132 | 109 |
| 45 | 307 | 284 | 259 | 233 | 208 | 182 | 157 | 132 | 109 |
| 40 | 307 | 284 | 259 | 233 | 208 | 182 | 157 | 132 | 109 |
| 35 | 307 | 284 | 259 | 233 | 208 | 182 | 157 | 132 | 109 |
| 30 | 307 | 287 | 259 | 233 | 208 | 182 | 157 | 132 | 109 |
| 25 | 307 | 297 | 261 | 233 | 208 | 182 | 157 | 132 | 109 |
| 12 | 307 | 307 | 274 | 233 | 208 | 182 | 157 | 132 | 109 |
| | 12 | 25 | 38 | 50 | 63 | 76 | 88 | 101 | 114 |
| | Width | | | | | | | | |

Air conditioning system:

| Compartment | Description |
|-------------|--|
| 1 and 2 | The temperature inside the compartments is thermostatically controlled for heating only. Typical in-flight temperatures vary between 15 and 30 degrees centigrade (C°). Both compartments are incorporated in the pressurization system, but the ventilation is very poor. |
| 3 and 4 | The compartments usually maintain a temperature of 0 degree centigrade (C°) or slightly higher. Both compartments are incorporated in the pressurization system, but the ventilation is very poor. |

Restrictions

Dangerous Goods

Dry Ice: Maximum amount in Compartment.

| | | Maximum amount of ICE per compartment | | | |
|-------------|-------------------------------|---------------------------------------|-----|-----|-----|
| A/C version | Maximum amount of ICE per A/C | 1 | 2 | 3 | 4 |
| B737-800 | 400 | 400 | 400 | 400 | 400 |

Note: Not to be loaded in the same hold as Live Animals (AVI).

Radioactive Materials: Maximum Transport Index (TI)

| | | | Max TI pr. Compartment | | | |
|-------------|---------------------|---|------------------------|---|---|---|
| A/C version | Max TI pr. aircraft | Max TI pr. package (or Group of packages) | 1 | 2 | 3 | 4 |
| B737-800 | 10 | See note below | 2 | 4 | 4 | 0 |

Note: The maximum allowed TI per package (or group of packages), is depending on the height of the package (or group of packages).

Radioactive Materials: Maximum Package/Group Height and Separation Distance

The below table shows:

- The maximum allowed height per package (or group of packages).
- The minimum separation distance (horizontally) between packages (or groups of packages).

Note: Use the column for Minimum separation distance when:

- the package/group height, or

- the Transport Index (TI)

exceeds the permitted values for grouping packages together.

| Transport Index (TI) per package (or group of packages) | Max. height per package (or group of packages) (cm) | Min. separation distance horizontally (cm) | Category |
|---|---|--|--------------------|
| 0.0 | No restriction | No restriction | I – White (RRW) |
| 0.0–1.0 | 77 | 100 | II – Yellow (RRY) |
| 1.1–2.0 | 57 | 150 | III – Yellow (RRY) |
| 2.1–3.0 | 37 | 210 | III – Yellow (RRY) |
| More than 3 | Not allowed | Not allowed | III – Yellow (RRY) |

Heavy

The maximum weight for HEA onboard a B737 is 544 kg due to lashing capacities. The below table is a function of the number of tie down points and running load limit.

| Max. Weight per HEA in Compartments | | | | |
|--|--------|--------|---------|---------|
| Aircraft type | Cpt 1 | Cpt 2 | Cpt 3 | Cpt 4 |
| B737-800 | 360 kg | 544 kg | Embargo | Embargo |

Human Remains

No aircraft restrictions other than maximum dimensions, area load and maximum load in hold, but always check SIRIUS for current restrictions on origin, destination and possible embargoes.

Live Animals

SAS has two animal codes that differ from the IATA standard.

- AVC – Crustaceans
- AVF - Aquatics and live fish

Note: Crustaceans, aquatics and live fish can be secured by volumetrically filling the compartment. **AVC and AVF can be loaded together with EAT, AVF can be loaded together with ICE.**

Most live animal shipments must be treated as wet cargo. Therefore, plastic sheeting or tarpaulin must be placed under live animal containers in order to avoid soilage of aircraft holds, ULD's and other load

Isolation from Cold Transfer Beneath Animal Cages

Loaded animal cages need to be insulated from cold transfer, as the aircraft does not have heated floors in the cargo compartments. Insulation can be made by various methods, such as: Spreader boards under the cage; insulating material, blankets etc.

Note: If the insulating material also can absorb fluids, the LAR requirement to have plastic under the boxes or cages can be ignored.

| Group | Animal, Example | Maximum qty in compartment (kg) | |
|-------|--|---------------------------------|----------|
| | | 1 + 2 | 3 + 4 |
| 1 | Tropical fish, fish | No limit | No limit |
| 2 | Shrimps, reptiles, snakes, crabs, frogs, oysters | No limit | No limit |
| 3 | Cats, dogs, other pets | See note ¹ | |
| 4 | Other animals | 275 | n/a |

Note [1]

| Number of Animal Cages | Flight Time: | |
|------------------------|---|--|
| | Less than 2 hours | 2 hours and Above |
| 1 | Plan the crate in CPT 1. no other load allowed in CPT 1. | Plan the crate in CPT 1. no other load allowed in CPT 1. |
| 2 or more | Plan one in CPT 1, no other load allowed in CPT 1. Plan the second crate in CPT 2* or 4**. | Plan one in CPT 1, no other load allowed in CPT 1. Plan the second crate in CPT 2*. |

* Any other load in CPT 2 needs to be tied down.

** Compartment 4 may only be used, if no other option is available. CPT 4 shall in that case only contain the animal crate.

Live Human Organs

Live Human Organs (LHO) shall be loaded in compartment 2, as close as possible to the cargo door.

STOOG, in coordination with STOOG and STOG3, may grant an exception to stow LHO in cabin.

Restriction: Separate from Radioactive materials by at least 0,5 meters.

Perishables

No aircraft restrictions other than maximum dimensions, area load and maximum load in hold, but always check SIRIUS for current restrictions on origin, destination and possible embargoes.

Sensitive

No aircraft restrictions other than maximum dimensions, area load and maximum load in hold, but always check SIRIUS for current restrictions on origin, destination and possible embargoes.

Valuable

No aircraft restrictions other than maximum dimensions, area load and maximum load in hold, but always check SIRIUS for current restrictions on origin, destination and possible embargoes.

Vulnerable

No aircraft restrictions other than maximum dimensions, area load and maximum load in hold, but always check SIRIUS for current restrictions on origin, destination and possible embargoes.

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