

## AIR CONDITIONING SMOKE

- |  |            |     |
|--|------------|-----|
| 1. Mask and Goggles ON/ Adjusted/ 100%/EMERGENCY |            | ALL |
| 2. Mask Pushbutton                               | - PRESS IN | ALL |
| 3. Crew Status                                   | - REPORT   | ALL |
| 4. Recirculation Fan                             | - OFF      | 2   |
| 5. ATC / Loadmaster                              | - NOTIFY   | ½   |
| 6. Corresponding Bleed Switch                    | - OFF      | 2   |

A. IF THE SMOKE DECREASES OR DOESN'T INCREASE (AFTER 2 MINUTES):

The smoke was coming from, the disconnected pack. If necessary, apply "SMOKE EVACUATION"

B. IF THE SMOKE CONTINUES TO INCREASE:

- |                                       |       |   |
|---------------------------------------|-------|---|
| 7. Pack Bleed previously switched off | - ON  | 2 |
| 8. Other Bleed switch                 | - OFF | 2 |

B.1. If the smoke decrease or doesn't increase (after 2 minutes):

The smoke was coming from, the disconnected pack. If necessary, apply "SMOKE EVACUATION"

B.2. If the smoke continue to increase:

- |   |      |   |
|---|------|---|
| 9. Pack bleed previously switched off       | - ON | 2 |
| 10. Land at nearest suitable airport.       |      |   |
| 11. If necessary, apply "SMOKE EVACUATION". |      |   |

## LOSS OF PRESSURIZATION

- |                     |             |     |
|---------------------|-------------|-----|
| 1. Masks            | - ADJUSTED  | ALL |
| 2. MASK Pushbutton  | - PRESS     | ALL |
| 3. Crew status      | - REPORT    | ALL |
| 4. Passengers Signs | - ON        | 2   |
| 5. ATC / Loadmaster | - NOTIFY    | 2   |
| 6. Automatic Pilot  | - DISENGAGE | 1   |
| 7. Descent          | - INITIATE  | 1   |

Descent will be performed until the CABIN annunciator goes off or until MEA, whichever higher.

### CAUTION

If structural integrity is suspected, reduce airspeed as much as possible (min.  $V_{REF}$  / max.  $V_{FE}$ ). Extend flaps 23° and landing gear.

### CAUTION

The loadmaster will supply oxygen to those passengers requiring it.

- |                   |         |   |
|-------------------|---------|---|
| 8. Pressurization | - RESET | 2 |
|-------------------|---------|---|

A. Pressurization panel "FAULT" light off:

(END)

B. Pressurization panel "FAULT" light on:

- |                   |                    |   |
|-------------------|--------------------|---|
| 9. Pressurization | - OPERATE MANUALLY | 2 |
|-------------------|--------------------|---|

### NOTE

If it is not possible to maintain a Cabin Altitude lower than 10000 ft, see the "OXYGEN DURATION TABLE".

## SMOKE EVACUATION

- |  |   |               |   |
|--|---|---------------|---|
| 1. Pressurization Mode Selector        | - | MAN           | 2 |
| 2. Manual Rate of Change Selector      | - | FULL INCREASE | 2 |
| 3. Manual Cabin Altitude Selector      | - | KEEP UP       | 2 |
| 4. ATC/ Loadmaster                     | - | NOTIFY        | ½ |
| 5. Descent                             | - | AR            | 1 |
| A. <u>IF THE SMOKE GOES OFF:</u>       |   |               |   |
| 6. Restore normal operation (END)      |   |               |   |
| B. <u>IF THE SMOKE DOESN'T GO OFF:</u> |   |               |   |
| 6. PRESS DUMP Switch                   | - | ON            | 2 |
| 7. IAS                                 | - | MAX 200 KIAS  | 2 |
| 8. Headphones                          | - | ADJUST        | ½ |
| 9. Right Window                        | - | OPEN          | 2 |

### NOTE

If the smoke is cargo cabin mainly located, C/M-2 will open the cockpit door and C/M-1 will order the loadmaster to open the rear door after warning the passenger (if any) about.

## **CAUTION**

Before opening the rear cargo door, Loadmaster must fit his safety harness / Parachute.

10. Re-establish normal condition when smoke has been evacuated
11. Land at nearest suitable airport.

EMERGENCY OF THE DAY

**THURSDAY 2**

( EVEN WEEK )

**CN-295**

## WING OVERHEAT

1. Engine parameters - CHECK 1/2
2. Affected PL (Crossed M.I. side) (If necessary) - RETARD 1/2
3. Clock - Running 2
  - A. If only one magnetic indicator is at the cross-line position:
4. Corresponding Bleed Switch - OFF 2
  - A.1. If the "WING OVHT" warning goes off before 2 minutes:
5. Affected PL - OPERATE KEEPING LIGHT OFF 1
  - A.2. If the "WING OVHT" warning remains on after 2 minutes:
5. Bleed Magnetic Indicators - CHECK 2