

CONDITIONAL PROCEDURES C-295M VT01			
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PRESSURIZATION CONTROL

MANUAL CONTROL OF PRESSURIZATION

CABIN PREPARATION

- | | | |
|---|-----------|-----|
| 1. Cabin Altitude..... | DETERMINE | 1/2 |
| 2. Cabin Climb Rate..... | DETERMINE | 1/2 |
| 3. Pressurization Mode Selector | MAN | 2 |
| 4. Manual Cabin Rate of Change Knob | INCR 45° | 2 |
| 5. PRESS DUMP Switch..... | ON | 2 |

AFTER START

- | | | |
|--------------------------------|------|---|
| 1. Air Conditioning Packs..... | A.R. | 2 |
|--------------------------------|------|---|

BEFORE TAKE-OFF

- | | | |
|--|-------------------|---|
| 1. Air Conditioning Packs (if connected) | OFF | 2 |
| 2. PRESS DUMP Switch..... | OFF / UNDER GUARD | 2 |

AFTER TAKE-OFF, AND CLIMB

- | | |
|---|---------|
| 1. Air Conditioning Packs..... | ON |
| 2. Manual Cabin Altitude Selector..... | HOLD UP |
| 3. Pressure Indicators | CHECK |
| 4. Manual Cabin Rate of Change Knob | A.R. |

CRUISE

- | | |
|--|-----------|
| 1. Manual Cabin Rate of Change Knob | NEUTRAL |
| 2. Manual Cabin Altitude Selector..... | A.R. |
| 3. Pressurization Changes due to Level Changes | PERFORMED |

PREPARATION FOR DESCENT

1. Point Of Descent..... CALCULATE
2. Manual Cabin Rate of Change KnobINCR 45°
3. Manual Cabin Altitude Selector (if required) HOLD DN

CAUTION

During descent, make sure that the aircraft altitude does not reach the cabin altitude. If the differential pressure indicator comes near 0, reduce the aircraft rate of descent.

DESCENT AND APPROACH

1. Manual Cabin Altitude Selector..... HOLD DN
2. Pressure Indicators CHECK
3. Manual Cabin Rate of Change KnobA.R.
4. Air Conditioning Packs (one side)..... OFF
5. PRESS DUMP Switch..... ON
6. Air Conditioning Packs (other side)..... OFF

AFTER LANDING

When parking area is reached, open one of the cockpit windows to ensure the removal of any remaining differential pressure.

DEPRESSURIZATION

- | | |
|------------------------------------|-----|
| 1. Air Conditioning Packs.....A.R. | 1/2 |
| 2. Temperature Controls.....A.R. | 2 |
| 3. Oxygen Masks.....A.R. | ALL |

A. If manual procedure is going to be performed:

- | | |
|---|-----|
| 4. Pressurization Mode Selector.....MANUAL | 1/2 |
| 5. Manual Cabin Rate of Change Knob.....A.R. | 1/2 |
| 6. Manual Cabin Altitude Selector.....HOLD UP | 2 |
| 7. Continue with step 7, in part B. | |

B. If automatic procedure is going to be performed:

- | | |
|---|-----|
| 4. Pressurization Mode Selector.....AUTO | 1/2 |
| 5. A Knob.....ADJUST | 1/2 |
| 6. B Knob.....ADJUST | 1/2 |
| 7. R Knob.....A.R. | 1/2 |
| 8. Differential Pressure.....CHECK DECREASING | 1/2 |
| 9. Cabin Altitude.....CHECK INCREASING | 1/2 |
| 10. Cabin Rate of Change Indicator.....CHECK | 1/2 |

When differential pressure is below 0.7 PSI

- | | |
|---|-----|
| 11. PRESS DUMP Switch.....ON | 1/2 |
| 12. Differential Pressure.....CHECK 0 PSI | 1/2 |
| 13. Air Conditioning Packs.....ON | 1/2 |

RE-PRESSURIZATION

- | | | | |
|----|-----------------------------|---------------|-----|
| 1. | Doors | CHECK CLOSED | 1/2 |
| 2. | Air Conditioning Packs..... | OFF | 1/2 |
| 3. | PRESS DUMP Switch | OFF / GUARDED | 1/2 |
| 4. | Air Conditioning Packs..... | ON | 1/2 |

A. If manual procedure is going to be performed:

- | | | | |
|-----|--|------------------|-----|
| 5. | Pressurization Mode Selector..... | MANUAL | 1/2 |
| 6. | Manual Cabin Rate of Change Knob..... | ADJUST | 2 |
| 7. | Manual Cabin Altitude Selector | HOLD DN | 2 |
| 8. | Differential Pressure | CHECK INCREASING | 1/2 |
| 9. | Cabin Altitude | CHECK DECREASING | 1/2 |
| 10. | Oxygen Masks..... | A.R. | ALL |
| 11. | Continue flight in auto or manual mode, as required. | | |

(END)

B. If automatic procedure is going to be performed:

- | | | | |
|-----|-----------------------------------|------------------|-----|
| 5. | Pressurization Mode Selector..... | AUTO | 1/2 |
| 6. | A Knob | ADJUST | 1/2 |
| 7. | B Knob | ADJUST | 1/2 |
| 8. | R Knob | ADJUST | 1/2 |
| 9. | Differential Pressure | CHECK INCREASING | 1/2 |
| 10. | Cabin Altitude | CHECK DECREASING | 1/2 |
| 11. | Oxygen Masks..... | A.R. | ALL |

FUEL

FUEL CROSSFEED

CAUTION

Before a fuel crossfeed is started, make sure that there are no fuel leaks.

A. If both engine are to be fed from one main tank:

1. XFEED Pushbutton ON 2

10 seconds later:

2. PUMPS Pushbutton (tank to be disconnected) OFF 2

With fuel asymmetry corrected:

3. PUMPS Pushbutton (disconnected tank) ON 2

10 seconds later and only if "FUEL LOW" caution is off:

4. XFEED Pushbutton OFF 2

B. If the operative engine is to be fed from the opposite main tank

1. PUMPS Pushbutton (inoperative engine side) ON 2

10 seconds later:

2. XFEED Pushbutton ON 2

10 seconds later:

3. PUMPS Pushbutton (operative engine side) OFF 2

With fuel asymmetry corrected:

4. PUMPS Pushbutton (operative engine side) ON 2