

EMERGENCY PROCEDURES

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GENERAL

SMOKE OR FIRE AT THE COCKPIT OR CARGO CABIN

1. Oxygen mask ON / 100% ALL

CAUTION

The oxygen masks must be adjusted correctly while the pressurized oxygen supply is used. Any leak will cause a considerable oxygen supply duration decrease as well as the temperature decrease of oxygen flowing from the mask.

2. Passenger/Therapeutic oxygen manual shutoff valveA.R. LM
3. Assist passengers to don oxygen masks CHECK LM
4. Crew statusREPORT ALL
5. Cockpit door CLOSE 2
6. Passengers signs ACKNOWLEDGE LM
7. Pressurization mode selectorMAN 2
8. Cockpit notificationRECEIVE LM

SMOKE EVACUATION

1. Pressurization Mode selectorMAN 2
2. Cockpit notificationRECEIVE LM
3. Loose articles SECURED / STOWED ALL
4. Safety harness FIT / LOCK LM

- | | | |
|----------------------------|--------|----|
| 5. Passengers seated | ENSURE | LM |
| 6. Headphones | ADJUST | LM |
| 7. Cabin report..... | NOTIFY | LM |
| 8. Cockpit door..... | OPEN | 2 |
| 9. Cargo door..... | OPEN | LM |

CAUTION

Before opening the cargo door, the loadmaster must fit his safety harness/parachute.

10. Re-establish normal conditions when the smoke has been evacuated.

LAVATORY SMOKE / FIRE

- | | | |
|---|-------|------|
| 1. Cockpit door..... | CLOSE | 2/LM |
| 2. Extinguish the fire with portable extinguisher..... | | LM/2 |
| 3. Apply <E.P.-2> "SMOKE EVACUATION" if necessary. | | |
| 4. Whether or not smoke has dissipated, if it cannot be visually verified that the fire has been extinguished, prepare for landing immediately. | | |

LANDING WITH ABNORMAL LANDING GEAR CONFIGURATION

- | | | |
|--|------------------|------|
| 1. Cockpit notification..... | RECEIVE | LM |
| 2. Crew briefing..... | RECEIVE | 2/LM |
| 3. Landing gear condition | CONFIRM | 1/2 |
| 4. Loose articles..... | SECURED / STOWED | ALL |
| 5. Move the centre of gravity (if required). | | |
| 6. Safety harness..... | FIT / LOCK | ALL |

Before entering the circuit:

- | | | |
|---|-------------|-----|
| 7. Passengers signs | ACKNOWLEDGE | LM |
| 8. Crew oxygen..... | CLOSE | 2 |
| 9. Emergency and entrance lights | ACKNOWLEDGE | LM |
| 10. Cabin report..... | NOTIFY | LM |
| 11. "BEFORE ENTERING THE CIRCUIT" normal procedure
..... | PERFORM | ALL |

Before landing:

- | | | |
|---|---------|-----|
| 12. "BEFORE LANDING" normal procedure | PERFORM | 1/2 |
|---|---------|-----|

At 150 ft:

- | | | |
|------------------------------|-------|------|
| 13. "Brace for impact" | ORDER | 2/LM |
|------------------------------|-------|------|

With aircraft stopped:

- | | | |
|------------------------------|---------|-----|
| 14. Evacuation order | RECEIVE | LM |
| 15. Leave the aircraft | | ALL |

FORCED LANDING

*Preparation (if time enough):***NOTE**

Wherever possible, all passengers must sit together leaving no spaces in between each other and at the forward part of the cargo cabin.

- | | | |
|------------------------------|-------------|----|
| 1. Cockpit notification..... | RECEIVE | LM |
| 2. ATC | NOTIFY | 2 |
| 3. Pressurization | ADJUST | 2 |
| 4. Oxygen | CLOSE / OFF | 2 |

- | | | |
|--|------------------|-----|
| 5. Loose articles..... | SECURED / STOWED | ALL |
| 6. Survival equipment | PREPARE | ALL |
| 7. Safety harness..... | FIT / LOCK | ALL |
| 8. Emergency and entrance lights | ACKNOWLEDGE | LM |
| 9. Cabin report..... | NOTIFY | LM |
| 10. Final memory actions..... | REVIEW | ALL |

Approach:

- | | | |
|----------------------------|-------------|----|
| 11. Passengers signs | ACKNOWLEDGE | LM |
| 12. Last ATC message | TRANSMIT | 2 |

Imminent contact:

- | | | |
|------------------------------|-------|------|
| 13. "Brace for impact" | ORDER | 2/LM |
|------------------------------|-------|------|

Upon contact and after the aircraft has stopped:

- | | | |
|------------------------------|---------|------|
| 14. Evacuation order | RECEIVE | LM |
| 15. Portable ELT..... | REMOVE | LM/2 |
| 16. Leave the aircraft | | ALL |

DITCHING

Preparation (if time enough):

NOTE

Wherever possible, all passengers must sit together leaving no spaces in between each other and at the forward part of the cargo cabin.

- | | | |
|------------------------------|---------|----|
| 1. Cockpit notification..... | RECEIVE | LM |
| 2. ATC | NOTIFY | 2 |
| 3. Pressurization | ADJUST | 2 |

4. Oxygen	CLOSE / OFF	2
5. Loose articles.....	SECURED / STOWED	ALL
6. Survival equipment	PREPARED	ALL
7. Life jackets.....	DON / ADJUST	ALL
8. Safety harness.....	FIT / LOCK	ALL
9. Emergency and entrance lights	ACKNOWLEDGE	LM
10. Cabin report.....	NOTIFY	LM
11. Final memory actions.....	REVIEW	ALL

Approach:

12. Passengers signs	ACKNOWLEDGE	LM
13. Last ATC message	TRANSMIT	2

Imminent ditching:

14. "Brace for impact"	ORDER	2/LM
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Upon contact and after the aircraft has stopped:

CAUTION

Do not open any doors if (even partially) under water.

15. Evacuation order	RECEIVE	LM
16. Portable ELT.....	REMOVE	2/LM
17. Liferaft/s	TAKE	LM

CAUTION

Cut the retaining/mooring line assembly once out of the aircraft using the raft-knife.

18. Leave the aircraft.....		ALL
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ON GROUND EMERGENCIES

ELECTRICAL SMOKE OR FIRE ON GROUND

1. Cockpit alert **RECEIVE** **LM**
2. Apply <E.P.-7> "GROUND EVACUATION" if necessary.

GROUND EVACUATION

WARNING

Do not approach the main wheel area when extreme temperatures due to excessive braking are suspected. All personnel other than the fire department should evacuate the immediate area. The area on both sides of the wheel will be cleared of personnel and equipment for at least 300 feet. If conditions require personnel to be close to any overheated wheel or tire assembly, the approach should only be from the fore or aft of the wheel area.

1. Cockpit alert **RECEIVE** **LM**
2. Emergency lights **ACKNOWLEDGE** **LM**
3. Ramp **A.R.** **2**
4. Evacuation order **RECEIVE** **LM**
5. Leave the aircraft **ALL**

ENVIRONMENTAL CONTROL

AIR CONDITIONING SMOKE

1. Oxygen mask ON / 100% ALL

CAUTION

The oxygen masks must be adjusted correctly while the pressurized oxygen supply is used. Any leak will cause a considerable oxygen supply duration decrease as well as the temperature decrease of oxygen flowing from the mask.

2. Crew status.....REPORT ALL
 3. Cockpit notification.....RECEIVE LM
 4. Corresponding bleed switch OFF 2

A. If the smoke decreases or does not increase (after 2 minutes):

If necessary, apply <E.P.-2> "SMOKE EVACUATION". (END)

B. If the smoke continues to increase:

5. Bleed switch previously turned off ON 2
 6. Other bleed switch..... OFF 2

B.1. If the smoke decreases or does not increase (after 2 minutes):

The smoke was coming from the disconnected pack. If necessary, apply <E.P.-2> "SMOKE EVACUATION". (END)

B.2. If the smoke continues to increase:

7. Bleed switch previously turned off..... ON 2

8. Prepare for landing ALL
9. If necessary, apply <E.P.-2> "SMOKE EVACUATION".

RAPID DEPRESSURIZATION

A. If flying altitude is over 15000 ft:

1. Oxygen mask ON / 100% ALL

CAUTION

The oxygen masks must be adjusted correctly while the pressurized oxygen supply is used. Any leak will cause a considerable oxygen supply duration decrease as well as the temperature decrease of oxygen flowing from the mask.

2. Assist passengers to don oxygen masks CHECK LM
3. Passenger/Therapeutic oxygen shutoff valve..... OPEN LM
4. Passengers seated.....ENSURE LM
5. Crew statusREPORT ALL
6. Apply part B.

B. If flying altitude is below 15000 ft:

1. Passengers signs ACKNOWLEDGE LM
2. Cockpit notificationRECEIVE LM

CAUTION

The technical crew must use oxygen while the cabin altitude is above 10000 ft. The loadmaster will supply oxygen to those passengers requiring it.

LOSS OF PRESSURIZATION

1. Oxygen mask ON / 100% ALL

CAUTION

The oxygen masks must be adjusted correctly while the pressurized oxygen supply is used. Any leak will cause a considerable oxygen supply duration decrease as well as the temperature decrease of oxygen flowing from the mask.

2. Assist passengers to don oxygen masks CHECK LM
3. Passenger/Therapeutic oxygen shutoff valve OPEN LM
4. Passengers seated ENSURE LM
5. Crew status REPORT ALL
6. Passengers signs ACKNOWLEDGE LM
7. Notification of the situation RECEIVE LM
8. Descent INITIATE 1

CAUTION

Technical crew must use oxygen while the cabin is above 10000 ft. The loadmaster will supply oxygen to those passengers requiring it.

9. Pressurization RESET 2

A. Pressurization panel "FAULT" light off:

(END)

B. Pressurization panel "FAULT" light on:

10. Pressurization OPERATE MANUALLY 2

DOOR UNLOCKED

1. Passengers signs ACKNOWLEDGE LM

A. If the crew door/ramp door light is on:

2. The aircraft will depressurize automatically. Apply
<E.P.-9> "RAPID DEPRESSURIZATION" and prepare
for landing. (END)

B. If the emergency door/paratroops door light is on:

When aircraft levelled and stabilized:

2. Safety harness / parachute..... FIT LM

3. Door closed CHECK LM

B.1. If the light goes off:

4. Continue flight normally. (END)

B.2. If the light remains on, or both door and locking device cannot
be checked:

4. Cabin differential pressure MAINTAIN POSITIVE 2

5. Assess whether it is advisable to keep flying or land at
the nearest suitable airport..... 1

ELECTRICAL

ELECTRICAL SMOKE OR FIRE IN FLIGHT

1. Oxygen mask ON / 100% ALL

CAUTION

The oxygen masks must be adjusted correctly while the pressurized oxygen supply is used. Any leak will cause a considerable oxygen supply duration decrease as well as the temperature decrease of oxygen flowing from the mask.

2. Assist passengers to don oxygen masks CHECK LM
3. Passenger/Therapeutic oxygen shutoff valve OPEN LM
4. Passengers seated ENSURE LM
5. Crew status REPORT ALL

A. If the smoke or fire signs go out:

6. Leave the battery and generator off for the rest of the flight 2

(END)

B. If the smoke or fire signs persist:

6. Prepare for landing ALL
7. Apply <E.P.-2> "SMOKE OR FIRE AT THE COCKPIT OR CARGO CABIN".
8. If necessary, apply <E.P.-2> "SMOKE EVACUATION".

ICE AND RAIN PROTECTION

WINDSHIELD HEATING

While at approach phase:

1. Vision through the glasses..... CHECK ALL

A. If the vision is acceptable:

(END)

B. If the vision is not acceptable:

2. Cockpit notificationRECEIVE LM

3. Aircraft.....DEPRESSURIZE 2

When differential pressure is zero:

4. Cockpit door CLOSE 2/LM

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