CHAPTER 00 - GENERAL INFORMATION

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SCOPE OF THE MANUAL

The Aircraft Operations Manual for C-295M aircraft, provides the flight crew with the essential information for the safe and efficient operation of the aircraft. Information herein supplies knowledge about the aircraft, its limitations, flight characteristics and procedures for both ordinary and emergency conditions.

Flight basics are excluded, as crew flying skills are assumed. Deemed best operating instructions are given for every condition in the Aircraft Operations Manual, but no handbook can replace the pilot´s know-how. Procedures may be conditioned by diverse emergencies, adverse weather, terrain conditions, etc...

Aircraft Operations Manual states only what can be normally done. Unless specifically addressed, no atypical configuration (such as asymmetrical loading) or operation is allowed.

The procedures herein, just as for the rest of the Aircraft Operations Manual, have not been certified by the aviation authorities. Although Airbus takes every care when preparing this manual, the operator is responsible for adopting the Manual and its contents, and for its adaptation to his own modus operandi where appropriate.

This manual complements the approved Flight Manual. This last one will be the final authority, when discrepancies arise between both of them.

ARRANGEMENT

The Aircraft Operations Manual is divided in two volumes, to become friendly to the user:

- *(VOL I) Systems Description:* referenced as A.O.M. (S.D.) C-295M-VT01-1, which is divided in 24 chapters arranged according to the AECMA 1000D standards. It reports system description and functioning of the aircraft.
- *(VOL II) Procedures and Limitations:* referenced as A.O.M. (P.) C-295M-VT01-1, which is divided into 10 sections arranged according to AECMA 1000D standards. Consists of every flight information needed; performance data are excluded. For an easy management, the aforementioned data are deleted from this section but gathered as a separate manual, the Performance Data Manual.

The following documents are required for the aircraft operation. These independent documents complement and/or alter the Aircraft Operations Manual contents, so they must be taken into account when using the Aircraft Operations Manual:

- *Operations Engineering Bulletins (OEB):* are issued, as the need arises to transmit in advance technical and procedural information before the next normal revision of the Aircraft Operations Manual. The OEBs are included at the end of Volume II in the section 10.
- *Aircraft Operations Manual Bulletins (AOMB):* are issued, when deemed advisable to transmit additional information with regard to aircraft operation, system descriptions, performance, regulations and contains data, which are not appropriate for incorporation in the Aircraft Operations Manual itself. AOM BULLETINS have not impact on published procedures. The AOMBs are included at the end of Volume II in the section 11.
- *Flight Operations Transmission (FOT):* is a document issued to provide information to operators when in-service events or findings are identified by the manufacturer as affecting the safety or efficient operation of the aircraft, or to announce important operational changes, even if they do not have impact on the safety.

  In case of a significant operational change, the FOT can be further supplemented, as appropriate, by an OEB and/or by a temporary revision of the AOM, AFM or MMEL.

The following manuals are issued separately, but they are required for the aircraft operation:

– *Performance Data Manual:* referenced as P.D.M. C-295M-MIL OP. This manual is divided into 11 parts. It includes performance data and graphics applied on the full range of weights for military operation of the aircraft according to the recommendations of MIL-PRF-7700F standards. For civil operation refer to applicable AFM.

– *Quick Reference Handbook:* referenced as Q.R.H. C-295M-VT01-1. It includes an arranged summary of lists about limitations, procedures and performance data. Performance data for military operation of the aircraft are according to the recommendations of MIL-PRF-7700F standards.

– *Checklist:* referenced as CHECKLIST C-295M-VT01-1. It assigns to each flight phase a minimum series of points to be checked by the crew to ensure aircraft safety and efficiency. It is an independent document stored at the end of the Quick Reference Handbook.

APPLICABILITY

These documents are fully applicable to the mentioned aircraft, except for the information located between asterisks which is only applicable under specific conditions. Two asterisks followed by the text "applicability" indicates that the following information has to be taken into account only for the mentioned conditions. Later, other two asterisks indicate that the text is no longer restricted for any specific conditions and the information is useful again for all aircrafts. The applicability is:

– ***For AM##:*** only for aircraft version AM##.

– ***For MSN XXX:*** only for manufacturer serial number XXX aircraft.

– ***Pre SB295-YY-ZZ:*** only for aircraft with Service Bulletin SB295-YY-ZZ not applied.

– ***Post SB295-YY-ZZ:*** only for aircraft with Service Bulletin SB295-YY-ZZ applied.

REVISIONS

Documentation updating is carried-out through the following types of revisions:

– *Basic Revisions:* Periodically issued, they cover not urgent amendments, changes or updating. They also contain instructions for their insertion into the manual, and replacements for the List of Effective Pages.

– *Temporary Revisions:* Covering any urgent amendment, are printed on yellow paper. They include a Transmittal Letter (also printed on yellow paper), which contains the instructions for the insertion of the revised pages into the manual, and serves as a record sheet of temporary revisions, for control purposes.

WARNING, CAUTION AND NOTE

The following definitions apply to the "Warnings", "Cautions" and "Notes" calls found throughout the manual:

– **WARNING**: Procedures, methods, etc., which will result in personal injury or loss of life, if not carefully observed.

– **CAUTION:** Procedures, methods, etc., which will result in damage to equipment, if not carefully observed.

– **NOTE:** Procedures, methods, etc., which are considered essential to emphasize.

COMMENTS AND SUGGESTIONS

This manual must be kept up to date. Any gathered experience must become part of its contents. No error may be amended unless we formerly know about its existence. Thus, it is essential that all parties collaborate in communicating their remarks and suggestions when it is necessary to do so. These should be forwarded to:

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LIST OF ABBREVIATIONS AND SYMBOLS

%	Percent
AC	Alternating Current
A/C	Aircraft
ACM	Air Cycle Machine
ACOC	Air Cooled Oil Cooler
ACP	Audio Control Panel
ADC	Air Data Computer
ADF	Automatic Direction Finder
ADI	Attitude Director Indicator
ADL	Airborne Data Loader
ADS	Air Data System
ADU	Air Data Unit
AFCS	Automatic Flight Control System
AFU	Autofeather Unit
AGB	Accessory Gearbox
AFM	Aircraft Flight Manual
AGL	Above Ground Level
AHCP	Attitude and Heading Control Panel
AHRS	Attitude and Heading Reference System
AHRU	Attitude and Heading Reference Unit
A/I	Anti-Ice
AIL	Aileron
ALT	Altitude
AMP	Amperes
ANT	Antenna, Aerial
AOA	Angle of Attack
AOM	Aircraft Operations Manual
AP	Autopilot
APP	Approach

APR	Automatic Power Reserve
APU	Auxiliary Power Unit
A.R.	As Required
ARM	Armed
ARTCS	Autotrim and Rudder Travel Control System
ARTCU	Autotrim and Rudder Travel Control Unit
ARTE	Above the Runway Threshold Elevation
ASCU	Antiskid Control Unit
ASI	Airspeed Indicator
ATC	Air Traffic Control
ATT	Attitude
AUT	Automatic
AUX	Auxiliary
BARO, BAR	Barometric
BATT, BAT	Battery
BCF	Bromochloride-Fluoromethane
BLS	Beta Lockout System
BLW	Below
°C	Centigrade, Celsius Degrees
CADC	Central Air Data Computer
CAPT	Captain (Flight Commander)
CAS	Calibrated Airspeed
CASA	Construcciones Aeronáuticas Sociedad Anónima
C/B	Circuit Breaker
CBIT	Continuous Built-in Test
CG	Centre of Gravity
CDS	Centralized Diagnostic System
CEU	Control Engagement Unit
CFL	Critical Field Length
CH	Channel

CHADS	Cargo Handling and Airdrop System
CKL	Checklist
CLB	Climb
C/M	Crew Member
C/M-1 (2)	Crew Member 1 (2)
CMD	Command
CMS	Centralized Maintenance System
COMM	Communication
CON, CONT	Continuous
CONFIG	Configuration
CPS	Cycles per Second
CRA	Corrective Actions
CRS	Course
CRZ1	Cruise 1
CRZ2	Cruise 2
CVR	Cockpit Voice Recorder
DA	Decision Altitude
DC	Direct Current
DEC, DECR	Decrease
DEV	Deviation
DFDR	Digital Flight Data Recorder
DG	Directional Gyro
DH	Decision Height
DI	Drag Index
DIFF	Differential
DIS	Disconnection
DISCH	Discharge
DME	Distance Measuring Equipment
DMM	Digital Moving Map
DN	Down

DOI	Dry Operating Index
DOW	Dry Operating Weight
DSC	Descent
DTVC	Double Temperature Control Valve
DZ	Drop Zone
ΔVc	Airspeed Compressibility Correction
EADS	European Aeronautic Defence and Space Company
EAS	Equivalent Airspeed
ECCM	Electronic Counter-Countermeasures
ECS	Environmental Control System
ECU	Electronic Control Unit
EEC	Electronic Engine Control
EFCP	Electronic Flight Control Panel
EFIS	Electronic Flight Instrument System
EHSI	Electronic Horizontal Situation Indicator
EGPWS	Enhanced Ground Proximity Warning System
ELEC	Electric
ELEV	Elevator
ELT	Emergency Locator Transmitter
EMERG	Emergency
ENG	Engine
EPC	Electronic Propeller Control
EPE	Estimated Position Error
EQPT	Equipment
ET	Elapsed Time
ETCAS	Enhanced Traffic Alert and Collision Avoidance System
EV	Electrovalve
EVAC	Evacuation
EXT	External
°F	Fahrenheit Degrees
FAA	Federal Aviation Administration

FAR	Federal Aviation Regulations
FCOC	Fuel Cooled Oil Cooler
FCU	Fuel Control Unit
FD	Flight Director
FDAU	Flight Data Acquisition Unit
FDR	Flight Data Recorder
FDS	Flight Deck System
FDU	Fire Detection Unit
FECU	Flap Electronic Control Unit
FF	Fuel Flow
FFL	Fuel and Feather Levers
FGCP	Flight Guidance Control Panel
FGM	Flight Guidance Module
FGS	Flight Guidance System
FL	Flight Level
FL	Flare
FLT	Flight
FMC	Flight Management Computer
FMG	Flight Management Guide
FMM	Flight Management Module
FMS	Flight Management System
FPLN	Flight Plan
FPM	Feet per Minute
FPU	Flap Power Unit
FR	Frame
FREQ	Frequency, Frequence
ft	Feet (units of measurement)
FVU	Flap Validation Unit
FWD	Forward, Front Part
GA	Go-Around
GAL	US Gallons

GCA	Ground Controlled Approach
GCU	Generator Control Unit
GEN	Generator
GFE	Government Furnished Equipment
GI	Ground Idle
GMT	Greenwich Mean Time
GND, GRD	Ground
GPS	Global Positioning System
GPU	Ground Power Unit
GPWS	Ground Proximity Warning System
GS	Glide Slope
GW	Gross Weight
HARP	High Altitude Air Release Point
HAS	Heading and Attitude System
HBV	Handling Bleed Valve
HDG	Heading
HDOP	Horizontal Dissolution of Precision
HF	High Frequency
Hg	Mercury
HLD	Hold
HMU	Hydromechanical Unit
HP	High Pressure
Hp	True Pressure Altitude
hPa	Hectopascal
Hpi	Indicated Pressure Altitude
Hpo	Sea Level Pressure Altitude
HPSOV	High Pressure Shutoff Valve
hr	Hour
HSI	Horizontal Situation Indicator
HVY	Heavy
HYD	Hydraulic

Hz	Hertz
IBIT	Initiate Built-in Test
IAS	Indicated Airspeed
ICP	Index Control Panel
ICS	Integrated Customer Service
ID	Identification
IEDS	Integrated Engine Display System
IESI	Integrated Electronic Standby Instrument
IFA	In-flight Alignment
IFC	In-flight Computer
IFF	Identification Friend or Foe
IFR	Instrumental Flight Rules
IHC	Interactive Hand Controller
ILS	Instrument Landing System
INBD	Inboard
in	Inch
INCR	Increase
INOP	Inoperative
INV	Inverter
IOM	Input-Output Module
IOP	Input-Output Processor
IR/UV	Infrared/Ultraviolet
IRS	Inertial Reference System
ISA	International Standard Atmosphere
ITT	Interturbine Temperature
IU	Index Unit
IVSI	Inertial Vertical Speed Indicator
JB	Jack Box
KCAS	Knots Calibrated Air Speed
kg	Kilograms
kHz	Kilohertz

KIAS	Knots Indicated Air Speed
kt	Knots
KVA	Kilovolt-Ampere
kW	Kilowatt
L, LH	Left
LAT	Latitude
LAV	Lavatory
lb	Pounds
lb/h	Pounds per Hour
LDG, LDNG	Landing
LNAV	Lateral Navigation
LO	Low
LOC	Locator
LONG	Longitudinal
LP	Low Pressure
LRC	Long Range Cruise
LT	Light
LW	Landing Weight
m	Metres
M	Military
m/s	Metres per Second
MAC	Mean Aerodynamic Chord
MAN	Manual
MAX	Maximum
MB	Millibar
MCDU	Multipurpose Control and Display Unit
MCL	Maximum Climb Thrust
MCR	Maximum Cruise Thrust
MCT	Maximum Continuous Thrust
MDF	Mission Data File
MEA	Minimum Enroute Altitude

MEH	Minimum Engage Height
MEL	Minimum Equipment List
MEM	Memory
MFCU	Mechanical Fuel Control Unit
MHz	Megahertz
MI	Magnetic Indicator
MIC	Microphone
MIN	Minimum
min	Minute
MISC	Miscellaneous
MJ	Megajoule
MKR	Marker
MLG	Main Landing Gear
MLW	Maximum Landing Weight
MM	Middle Marker
MMEL	Master Minimum Equipment List
MMR	Multimode Receiver
MPH	Miles per Hour
MSA	Minimum Safety Altitude
MSG	Message
MSL	Mean Sea Level
MTOW	Maximum Takeoff Weight
MTXW	Maximum Taxi Weight
MUH	Minimum Use Height
MWS	Missile Warning System
MZFW	Maximum Zero Fuel Weight
NACA	National Advisory Committee for Aeronautics
NAV	Navigation
ND	Navigation Display
NDB	Non-directional Radio Beacon
NH	High Pressure Reel Turn Speed (rpm)

Ni-Cd	Nickel-Cadmium
NL	Low Pressure Reel Turn Speed (rpm)
NM	Nautical miles
No	Number
NP	Propeller Turn Speed (rpm)
NRP	No Return Point
NTO	Normal Takeoff
NVG	Night Vision Goggles
OAT	Outside Air Temperature
OCL	Obstacle Clearance Limit
OFP	Operational Flight Plan
OM	Outer Marker
OSG	Overspeed Governor
OT	Other Traffic
OVHT	Overheat
OVRD	Override
OXY	Oxygen
P	Procedures
PA	Passenger Address or Public Address
PAR	Precision Approach Radar
PAX, PASS	Passenger
PBIT	Power-Up Built-in Test
PCU	Propeller Control Unit
PERFO	Performance
PF	Pilot Flying
PFD	Primary Flight Display
PGB	Propeller Gear Box
PL	Power Lever
PNEU	Pneumatic
PNF	Pilot not Flying
pph	Pounds per Hour

PRESS	Pressure
Press Alt	Pressure Altitude
PROC	Procedure
PRS	Power Rate Selector
PRSOV	Pressure Regulating and Shutoff Valve
PSI	Pounds per Square Inch
PSU	Passenger Service Unit
PT	Proximity Traffic
PTT	Push to Talk
PVM	Propeller Valve Module
PWR	Power
QFE	Field Elevation Atmospheric Pressure
QNH	Sea Level Atmospheric Pressure
QTY	Quantity
R, RH	Right Hand
R/A, RALT	Radio Altimeter
RBS	Rudder Booster System
R/C	Rate of Climb
RCR	Runway Condition Reading
R/D	Rate of Descent
RDMI	Radio Distance Magnetic Indicator
REF	Reference
REL	Release
RF	Radio-Frequency
RFI	Rolling Friction Index
RGB	Reduction Gearbox
RMI	Radio-Magnetic Indicator
RMS	Radio Management System
RNAV	Area Navigation
RPM	Revolutions per minute
RVR	Runway Visual Range

RWY	Runway
SAR	Search And Rescue
SEL	Selector
SELCAL	Selective Call
SEMI	Semiautomatic
SEQ	Sequence
SHP	Shaft Horse Power
SL	Sea Level
SLPS	Secondary Low Pitch Stop System
SOV	Shutoff Valve
SPD	Speed
sqf	square feet
sqm	square metre
STBY	Standby
STO	Store/Storage
SWRS	Stall Warning Recovery System
SYN	Synchronize
SYS	System
T	Temperature
TA	Traffic Advisory
TACCO	Tactical Coordinator
TAS	True Airspeed
TAT	Total Air Temperature
TCAS	Traffic Alert and Collision Avoidance System
TPC	Technical Crew Passenger
TCS	Tactile Control Steering
TEMP	Temperature
TK	Track Angle
TO, T.O.	Takeoff
TOC	Top of Climb
TOD	Top of Descent

TOGA	Takeoff and Go-Around
TOGR	Takeoff Ground Run
TOW	Takeoff Weight
TOW	Towing
TQ	Torque, Torsion force
TRU	Transformer Rectifier (Unit)
TTG	Time To Go
TURB	Turbulence
UHF	Ultrahigh Frequency
UNLKD	Unlocked
V	Volts
V_A	Manoeuvering Speed
$V_{app\text{-}to}$	Flap Retraction Speed
V_{CEF}	Critical Engine Failure Speed
V_e	Equivalent Speed
VER	Vertical
V_{FE}	Maximum Flap Extended Speed
VFR	Visual Flight Rules
V_{FTO}	Final Takeoff Speed
VHF	Very High Frequency
VIB	Vibration
VIP	Very Important Person
V/L	VOR/LOC
V_{LE}	Maximum Landing Gear Extended Speed
V_{LO}	Maximum Landing Gear Operating Speed
V_{LOF}	Liftoff Speed
VMC	Visual Meteorological Conditions
V_{MCA}	Minimum Control Speed on the Air
V_{MCG}	Minimum Control Speed on Ground
V_{MD}	Minimum Drag Speed
V_{MO}	Maximum Operating Speed

VNAV	Vertical Navigation
VOL	Volume
VOR	VHF Omni Directional Radio Range
V_R	Rotation Speed
V_{RE}	Refusal Speed
V_{REF}	Reference Speed
V_S	Stalling Speed
V_{SCR}	Screen Speed
V_{SR}	Stall Reference Speed
V_{s1g}	Stall Speed with 1g
V_{TD}	Touchdown Speed
V_{TH}	Threshold Speed
$V_{to\text{-}up}$	Flap Retraction Speed
V_Z	Vertical Speed with Wind Component
WING LVL	Wings Levelled
WOW	Weight on Wheels
WPT	Way Point
WT	Weight
WX	Weather
WXR	Weather Radar
X	Cross as (combining prefix)
XFR	Cross Transfer
YD	Yaw Damper
ZFW	Zero Fuel Weight

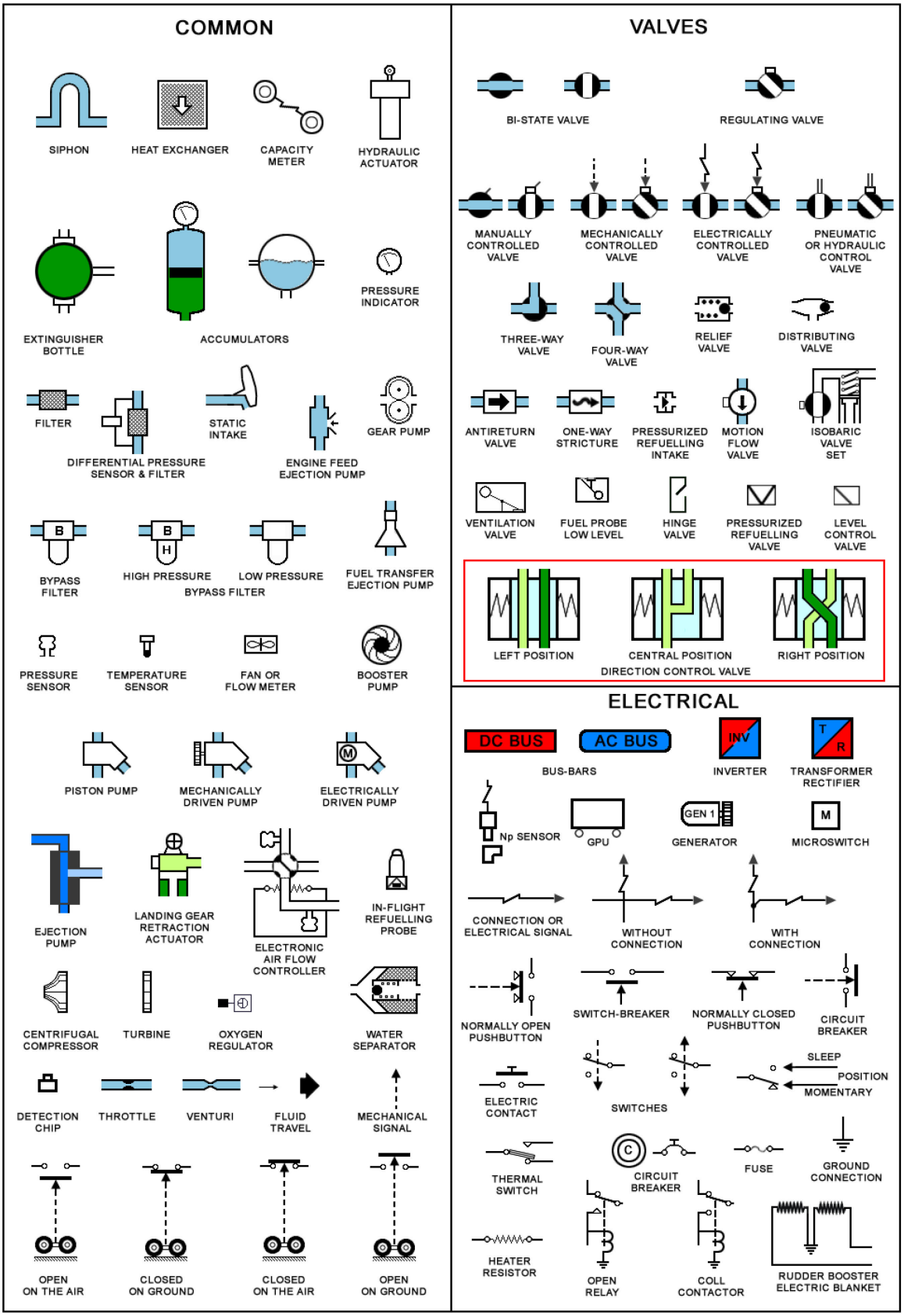

Figure 00-1 Symbols (Sheet 1 of 2)

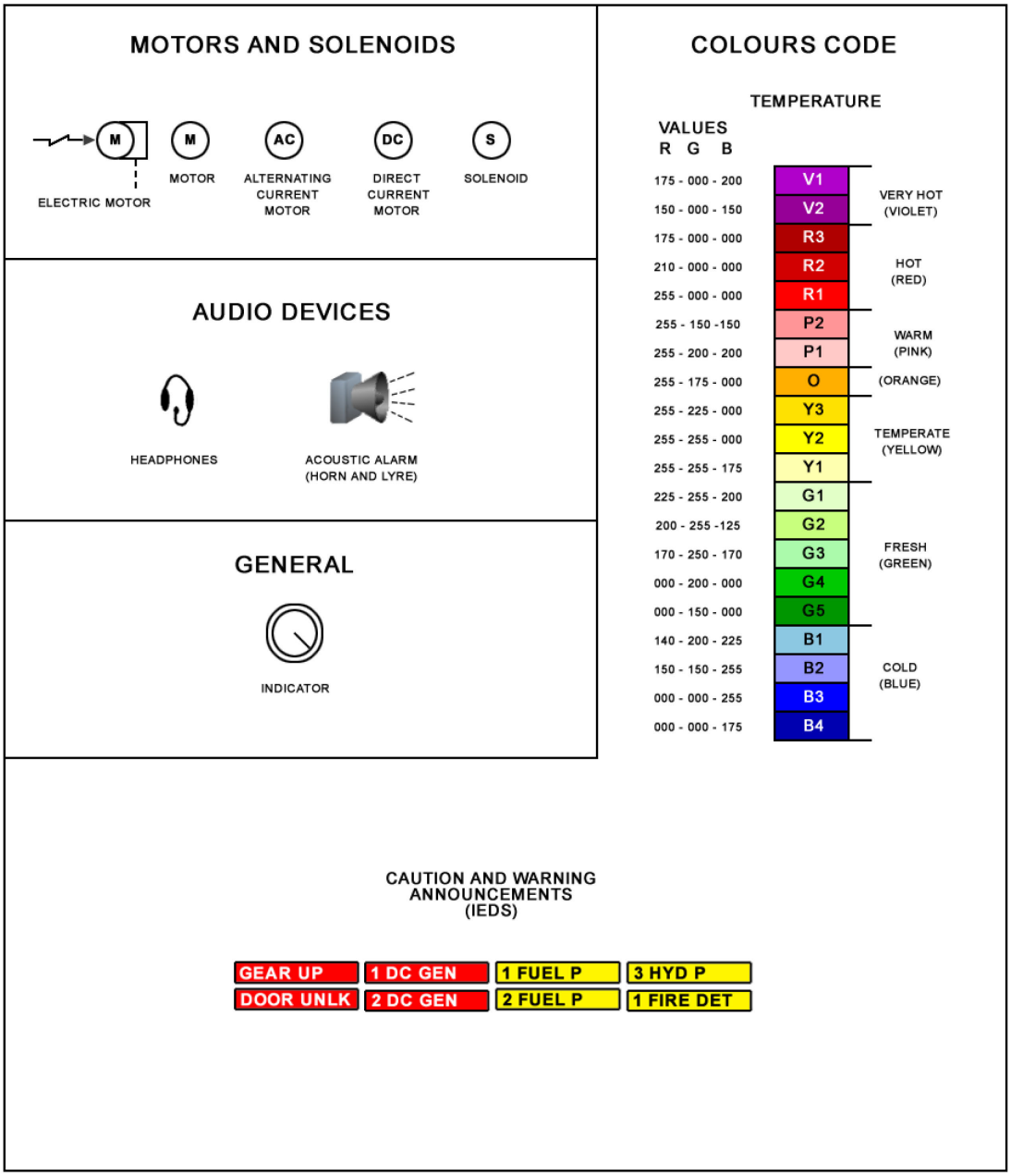

Figure 00-1 Symbols (Sheet 2 of 2)

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