

AIRBUS

C-295M VT01 VERSION

ANNEXE 2 AIRDROP PROCEDURES

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ANNEXE 2: VT01

AIRDROP PROCEDURES

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INTRODUCTION

GENERAL

Annexe 2 to C-295 Cargo Loading Manual includes all the procedures that C-295 aircrews have to follow to perform airdrop operations.

PURPOSE

On following pages, Normal and Emergency Procedures related to cargo airdrop, personnel airdrop, cargo and personnel (mixed) airdrop and combat off-loading operations applicable to C-295 aircraft are provided for its use.

USE

Procedures are structured in two different columns. The actions and warnings to be followed by pilot and copilot are included on left column. The actions and warnings to be followed by loadmasters, as well as the ones followed by jumpmasters in personnel airdrop procedures, are included on right column.

Following abbreviations, with the specified meaning, are used in airdrop procedures, assuming that C/M-1 is both Pilot In Command (PIC) and Pilot Flying (PF):

P	Pilot (Pilot Flying)
CP	Copilot (Pilot Not Flying)
LM	Loadmaster
JM	Jumpmaster
OJM	Opposite Jumpmaster

The text written in capital letters but not enclosed in inverted commas indicates the action to be performed the appropriate crewmember. The text written in capital letters and enclosed in inverted commas must be literally spoken by the appropriate crewmember.

WARNING

BOTH ACTIONS AND WARNINGS MUST BE FOLLOWED LITERALLY TO ENSURE MISSION SAFETY. THE OMISSION OF ANY OF THE SPECIFIED WARNINGS OR PROCEDURES MAY ENDANGER THE MISSION OR THE LIVES OF CREW MEMBERS.

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PERSONNEL AIRDROP

NORMAL PROCEDURES

NOTE

Before to perform personnel airdrop checklist, all crew members involved in operation have to connect the communication panels to the suitable net and enable HOT MIC mode.

NOTE

The Pilot In Command (PIC) asks for the personnel airdrop checklist.

PRE-SLOWDOWN - CHECKLIST

Complete this list before the slowdown. The aircrew will determine the necessary time to prepare the airdrop and the pre-slowdown point.

PILOTS

1. CP "PERSONNEL AIRDROP
PRE-SLOWDOWN WARNING"

2. CP Depressurize aircraft
 - Packs - OFF
 - When DIFF < 0.2 PSI
 - Press dump - OPEN
 - Packs - As required

NOTE

Schedule depressurization in order to be depressurized prior to slowdown.

LOADMASTER

1. "ACKNOWLEDGED LOADMASTER"
2. JUMPMaster - ALERTED
3. (JM) To paratroopers - "GET READY"
4. Helmet - ON
5. Aerial delivery rotary selector to
PERSONAL - CHECKED

- | | |
|---|---|
| <ul style="list-style-type: none"> 3. CP Ramp CYL visual indicator (TAILGATE exit) - ON 4. CP Red light - ON 5. P/CP Seat belts and harnesses - FASTENED | <ul style="list-style-type: none"> 6. Anchor cables in position (only for personnel static line): <ul style="list-style-type: none"> – Paratroop DOOR exit: <ul style="list-style-type: none"> • CENTRAL CONFIGURATION AND INSIDE SUPPORT (STA 16820) – TAILGATE EXIT: <ul style="list-style-type: none"> • LATERAL CONFIGURATION AND OUTSIDE OVERHEAD BRACKETS (STA 17686) 7. Anchor cable static line retrieving spool positioned at STA 18800 - CHECKED 8. Cargo cabin lights - As required 9. Jump platforms (DOOR exit) - FITTED AND RETRACTED 10. Wind deflectors and fuselage catch (TAILGATE exit) - CHECKED 11. Hydraulic stops (TAILGATE exit) - LOCKED POSITION 12. Telescopic bars (TAILGATE exit) - CONNECTED 13. Ramp CYL visual indicator (TAILGATE exit) - ON 14. Retrieval bar and cord - READY FOR IMMEDIATE USE 15. Winch cable - THROUGH PULLEY, EXTENDED AND SECURED (only for personnel static line) 16. Safety harness - ADJUSTED 17. "PRE-SLOWDOWN COMPLETED LOADMASTER" |
|---|---|
-
- | | |
|--|--|
| <ul style="list-style-type: none"> 6. CP "PRE-SLOWDOWN COMPLETED COPILOT" | |
|--|--|

SLOWDOWN - CHECKLIST

NOTE

The copilot warning, "30 SECONDS FOR SLOWDOWN", begins this list.

PILOTS

1. CP "30 SECONDS FOR SLOWDOWN"
2. CP "SLOWDOWN NOW"
3. P Slow down to 180 KIAS.
4. CP Hydraulic pumps - ON
Flaps - APPR
PRs - TOGA
Autofeather - ON
TAILGATE exit:
Ramp control - CARGO

LOADMASTER

1. "ACKNOWLEDGED LOADMASTER"
2. "ACKNOWLEDGED LOADMASTER"
3. Jumpmaster - ALERTED
4. (JM) Parachute/Harness - ADJUSTED
5. (JM) "STAND UP, RAISE SEATS (As required), SECURE AND HOOK UP"
6. (JM) Seats raised and secured - CHECKED (As required)
7. (JM) Paratroopers hooked up to anchor cable - CHECKED

NOTE

All paratroopers must always be hooked up before the ramp or door is fully open.

5. CP "OPEN DOORS (OR RAMP)"
6. CP Contact with DZ (authorization to drop, request data and adjust CARP).
7. CP "SLOWDOWN COMPLETED COPILOT"
8. Safety harness - FASTENED AND CHECKED
9. "CLEAR TO OPEN DOORS (OR RAMP)"
10. Open doors (or ramp).
11. Paratroop DOOR exit:
Jump platforms - EXTEND
12. "DOORS (or RAMP) OPEN AND CLEAR"
13. "SLOWDOWN COMPLETED LOADMASTER"

RELEASE POINT - CHECKLIST

PILOTS

1. CP "1 MINUTE WARNING"
2. P Slow down to 115 KIAS.
3. CP Altitude, heading and zone - CHECK
4. CP Reaching DZ - "FIVE SECONDS, 4, 3, 2, 1 GO!!!"
Green light - ON
Horn - ON
5. CP Green light - OFF
Horn - OFF
(on receiving "STICK CLEAR" or at DZ end)
Red light ON - CHECKED

LOADMASTER

1. "ACKNOWLEDGED LOADMASTER"
2. Jumpmaster - ALERTED
3. (JM) Clear to jump – STAND IN THE DOOR

NOTE

(JM) Watch DZ and conditions, if possible. Instruct 1st paratrooper of 1st stick to position opposite to the door or at ramp centre while facing him. OJM is to take up position at 2nd stick head.

4. (JM) To paratroopers - "GO"
5. "PERSONNEL JUMPING.....
PERSONNEL CLEAR"
6. Red light ON - CHECKED
Jumpmaster(s) - ALERTED

Only 9 static lines or less can be retrieved manually. Winch may be needed for the retrieval of 10 static lines or more. Connect the winch hook to the spool ring to retrieve the static lines.

LOADMASTER

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EMERGENCY PROCEDURES

RESERVE PARACHUTE OPEN INSIDE AIRCRAFT

PILOTS

1. P/CP "ACKNOWLEDGED PILOT/COPILOT"

LOADMASTER

1. "EMERGENCY: PARACHUTE OPEN INSIDE AIRCRAFT"

PARATROOPER FAR FROM EXIT

2. (JM) Unhook and move aside from rest of stick exit way.

JUMP INITIATED, PARATROOPER AT EXIT DOOR AND PARACHUTE GOES OUT OF THE AIRCRAFT

2. (JM) Get paratrooper out of the aircraft as quickly as possible, whether hooked up or not.
 3. (JM) to LM - "EMERGENCY CANCELLED"
 4. "END OF EMERGENCY"
2. P/CP "ACKNOWLEDGED PILOT/COPILOT"

JUMP REFUSAL (PARATROOPER REFUSES TO JUMP)

PILOTS

1. P/CP "ACKNOWLEDGED PILOT/COPILOT"

LOADMASTER

1. "EMERGENCY: JUMP REFUSAL"

PARATROOPER DOOR EXIT

2. (JM) to JUMP REFUSAL "GREEN LIGHT, GO; GREEN LIGHT, GO; GREEN LIGHT, GO". If the paratrooper does not exit, he tells to the jump refusal, "YOU ARE A JUMP REFUSAL AND I AM TAKING YOU OUT OF THE DOOR".
3. (JM) Move paratrooper to one side without unhooking him from stick exit way so as not to impede continuity of the jump.

If not possible, or during training, cancel jump.

TAILGATE

2. (JM) Stops the remaining paratroopers.
3. (JM) to LM - "END OF EMERGENCY or JUMP CANCELLED"
4. "END OF EMERGENCY or JUMP CANCELLED"

2. P/CP "ACKNOWLEDGED PILOT/COPILOT"

WARNING

To avoid paratrooper from being drawn under the propellers when descending the aircraft, JM will accompany him to exit through the ramp to meet boarding master.

AIRCRAFT EMERGENCY EVACUATION

NOTE

If an emergency occurs and aircraft evacuation is required, jump over any zone provided there is a minimum height of 450–ft AGL available.

PILOTS

LOADMASTER

IF THERE IS TIME TO HOOK UP

1. P/CP "EMERGENCY... HOOK UP AND GO"

Green light - ON

Horn - ON

1. "ACKNOWLEDGED LOADMASTER"
2. (JM) "HOOK UP AND GO"
3. (JM) Keep stick order.

IF THERE IS NO TIME TO HOOK UP

1. P/CP "EMERGENCY, GO"

Green light - ON

Horn - ON

1. "ACKNOWLEDGED LOADMASTER"
2. (JM) "GO"
3. (JM) Keep stick order and jump as quickly as possible.

JUMP INTERRUPTION

2. P/CP Green light - OFF

Horn - OFF

4. (JM) "JUMP STOPPED"
5. (JM) Paratroopers seated with seat belts fastened.

EMERGENCY LANDING

3. P/CP "EMERGENCY LANDING"

6. "ACKNOWLEDGED LOADMASTER"
7. (JM) Paratroopers seated with seat belts fastened.

TOWED PARATROOPER

WARNING

JM will position ready to cut static line (if either main or reserve parachute opens) without losing sight of hung up paratrooper.

CAUTION

Maintain drop conditions, climbing to 2400-ft AGL over the zone and in ground visual contact, hold a minimum of 1000-ft AGL at all times and avoid flying over water or urban areas. Always try to pull the paratrooper back on board. Make smooth turns towards opposite side to that on which the paratrooper is hung up in a ramp jump or towards same side to that on which the paratrooper is hung up in a paratroop door jump. If an emergency occurs and aircraft evacuation is required, jump over any zone provided that a minimum height of 450-ft AGL is available.

PILOTS

1. P/CP "ACKNOWLEDGED PILOT/COPILOT"

LOADMASTER

1. "TOWED PARATROOPER"
2. (OJM) Static line retrieval pulley - HOOKED UP (if required)

RETRIEVAL ON-BOARD

3. (OJM) Order the rest of the stick to unhook and sit down.
 4. (JM) Check whether towed paratrooper is conscious or unconscious.
 5. Position retrieval bar.
 6. Take up position at rear part of the aircraft to have the winch cable hook ready for the OJM.
 7. (OJM) Hook up retrieval cord to static lines.
 8. (OJM) Fasten winch snap hook to retrieval cord.
 9. Operate winch as instructed by JM.
 10. (JM/OJM) Retrieve paratrooper inside the aircraft.
 11. "PARATROOPER RETRIEVED. END OF EMERGENCY"
2. P/CP "ACKNOWLEDGED PILOT/COPILOT"

IF IT IS NOT POSSIBLE TO RETRIEVE PARATROOPER ON BOARD

The paratrooper will bang his helmet with one or both hands to indicate he is conscious. Once he has checked his reserve parachute, the Pilot in Command (PIC), at his discretion, will order JM to cut static line.

If hung up paratrooper is unconscious, PIC will decide what action has to be taken.

NOTE

All personnel involved in retrieval operations must be equipped with means of fastening to the aircraft and must wear gloves.

NOTE

Each time a hung up paratrooper retrieval or retrieval drill is performed, it is required to check both, anchor cable and retrieval bar used.

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