

# **AIRBUS**

## **C-295M VT01 VERSION**

## **ANNEXE 5 CARGO PROCEDURES**

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# ANNEXE 5: VT01

## CARGO PROCEDURES

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# NORMAL PROCEDURES

## INTRODUCTION

The procedures described in this annexe are recommended by Airbus to achieve safe and efficient operation of the C-295 aircraft. As a result of the subsequent experience of both operators and manufacturer there may be modifications to these procedures. Any modifications will be reflected at the appropriate time by means of revisions.

Like the rest of the Cargo Loading Manual, these procedures have not been certified by aviation authorities. Although Airbus takes maximum care while preparing this manual, the operator is responsible for the adoption of manual and its contents, as well as its adaptation to the operators modus operandi if convenient.

If any information or procedure as contained in this annexe contradicts the "C-295 Flight Manual", the latter shall take priority. There may be differences between each of them due either to the order in which particular steps are performed, or the addition of other steps or aspects, which while differing, are not contradictory.

The described operation is based on the assumption that all the systems are operating normally and the aircraft has been delivered to the crew by Maintenance - Flight Line after the Pre-flight Inspection as stated in the Aircraft Maintenance Manual.

Whenever the aircraft is not delivered by Maintenance - Flight Line, Pre-flight inspection will be performed according to the Aircraft Maintenance Manual.

## DOCUMENT DESCRIPTION

The Normal Procedures consist of a series of detailed actions, to be performed at each phase when the aircraft is being prepared on ground for cargo cabin personnel or cargo loading operations.

## PROCEDURE ACCOMPLISHMENT

The normal procedures will be applied by the crew in each phase.

The normal procedures provide a detailed description on required steps to perform at each phase. This detailed description is required during familiarization and initial operation with the aircraft and may be used for further reference. It is therefore both training and reference documentation. This documentation will normally be used by the crew during familiarization and rarely during real flight.

The procedures are presented providing a GPU is available. Those STEPS THAT MUST NOT BE PERFORMED IF ONLY BATTERIES ARE AVAILABLE are enclosed in square brackets (for example [Internal/external lights.....PLT/ON]).

### NOTE

For procedures purposes one engine running is equivalent to GPU available.

## CARGO LOADING QUICK REFERENCE HANDBOOK

As an aid for procedures application there is a "List of Procedures". It gives a summary of the Expanded Normal Procedures without detailed comments. Its function is to be used by the loadmaster as a cargo cabin reference guide until being familiar enough to perform them routinely from memory.

During external inspection, internal inspection and cargo cabin inspection phases, a logical route is established across the panels (scan-flow) thus easing procedures performing without omitting any action.

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## GENERAL

### EXTERNAL SAFETY INSPECTION

This procedure must be performed before boarding the aircraft, thus ensuring both the aircraft and/or its surroundings are not in clearly unsafe conditions for operation.

1. Chocks .....A.R.
2. Flaps and Propeller Areas .....CLEAR

Check the flaps position for subsequent checking with the flaps lever position while internal safety inspection is carried-out.

### INTERNAL SAFETY INSPECTION

This procedure must be performed before energizing the systems.

Its performance ensures the aircraft can be powered-up without causing material damage or personnel injuries.

1. Galley .....CHECK / OFF  
Check all the doors are locked and all the items are latched and disconnected.
2. WIPER selectors ..... OFF
3. IFF panel ..... OFF

EMER and IDENT pushbuttons must be out to prevent the transmission on emergency when energized.

4. Landing gear lever ..... DOWN / LOCKED
5. Flaps lever .....A.R.  
Check that the lever position corresponds to the actual flaps position as earlier observed.

6. GUST LOCK lever ..... LOCKED
7. Weather radar ..... OFF
8. Hydraulics pumps ..... MAN / OFF

Check all three PUMP pushbuttons are out and the AUTO/MAN selector is set to MAN.

## POWER ON

1. Circuit breakers ..... CHECK  
Check all three circuit breakers panels (overhead panel and panels behind of C/M-1 and C/M-2) and verify the circuit breakers are in or according to the aircraft systems status.
2. MISC Master Switches ..... OFF

3. BAT & GEN master switches ..... ON
4. Batteries ..... ON / CHECK

Set both BAT 1 and BAT 2 switches to ON and check magnetic indicators going to the in-line position and their voltmeters showing at least 22 V.

#### NOTE

If the connection of the batteries is not done simultaneously or immediately one after another, the SWRS may be activated unintentionally.

#### NOTE

This cockpit preparation assumes that the engine start-up is to be performed by means of a DC GPU.

5. [GPU (if available) ..... ON / CHECK]
6. B/U BAT Pushbuttons ..... CHECK  
Press and check that the pushbuttons light comes on (momentarily) to indicate the correct status at the avionics system auxiliary batteries.
7. [NAV lights..... ON]
8. WARNING and CAUTION master lights..... PRESS TO CANCEL
9. Parking brake .....A.R.

#### NOTE

If brakes overheat is suspected, check temperature.

If the indicator brake temperature reads in the green zone, set the parking brake.

10. [Hydraulic system.....MAN / CHECK / A.R.]

[With the mode selector at the MAN position for each pump, press the PUMP pushbutton and check the ON light comes on and that the pressure increases to 3000 PSI while no messages are displayed in the IEDS. Press it off and wait for the pressure to drop below 2800 PSI (decrease can be accelerated by operating the Normal Brakes).

Finally, leave all three pushbuttons out.

Check the hydraulic fluid quantity and note the actual quantity. This check must be done with the cargo door fully closed, because if it is opened, the HYD QTY indication can decrease up to 50%, approximately. If possible, discharge brake accumulators.

In case of OAT below -10°C (14°F), HYD QTY indication can decrease by up to 55% below green range and if the accumulators are fully charged HYD QTY indication can decrease by up to 45% below green range.

Check the hydraulic fluid pressure in normal and emergency brakes (BKR and EMER BKR PRESS indicators) are in the green zone.]



# CARGO CABIN INSPECTION

1. Water heater & oven ..... OFF
2. First aid kit (1) ..... ON BOARD / CHECK  
Check the first aid kit located inside a compartment of the rack at FR10.
3. Oxygen bottles (2) ..... CHECK / GREEN BAND  
Check the oxygen bottles located inside a compartment of the rack at FR10.
4. Oxygen masks (4) ..... CHECK  
Check the oxygen masks in the two tote bags located inside a compartment of the rack at FR10.
5. Toilet ..... CLEAN / GOOD CONDITION
6. Cargo winch access ..... CLOSED AND LATCHED
7. Oxygen bottles (2) ..... CHECK / GREEN BAND
8. Oxygen masks (2) ..... CHECK  
Check the oxygen masks in the two tote bags.
9. Therapeutic masks (2) ..... CHECK  
Check the therapeutic masks in the two tote bags.
10. Halon extinguisher ..... CHECK / GREEN BAND
11. Water extinguisher ..... CHECK / SECURED
12. Life vest ..... CHECK  
Check there is one life vest per cabin crewmember and passenger.
13. Emergency door pin ..... REMOVE
14. Emergency door ..... CHECK / HANDLE SECURED
15. First aid kits (4) ..... ON BOARD / CHECK  
Check the first aid kits located on both sides, at the sidewalls.
16. Paratroop door pins (2) ..... REMOVE

Remove the pins of each paratroop door and check that the doors open and close correctly.

17. EXIT lights (4) .....CHECK

18. Aisle lamps (5) .....CHECK

19. Cargo ramp cylinder actuators.....A.R.

20. Attendant control panel .....A.R.

21. Ramp and cargo stored equipment ..... CHECKED AND SECURED

22. ELT ..... GOOD CONDITION

## POWER OFF

1. BAT BUS TIE Switch..... OFF

2. OXYGEN Panel..... OFF

3. Brake Temperature ..... OFF

4. EXTERNAL LT panel ..... OFF

5. FLT DECK LT panel..... OFF

Turn the three FLT DECK panel lights to OFF.

6. Emergency Lights ..... OFF

7. INTERNAL LT panel .....A.R.

8. Batteries ..... OFF

9. MSTR ELECT (BAT and GEN) switches..... OFF

## GENERAL CHECKS FOR SPECIFIC CONFIGURATION

### TROOP/PARATROOP

1. Center row seats (if fitted)..... PROPERLY INSTALLED
2. Seats and belts ..... GOOD CONDITION
3. Life vests .....A.R.  
Check each seat contains its own life vest below.
4. Loose equipment ..... STOWED / SECURED

### MEDEVAC

1. Stretchers..... PROPERLY INSTALLED
2. Stretchers harnesses ..... CHECK
3. Seats and belts ..... GOOD CONDITION
4. Life vests .....A.R.  
Check each seat contains its own life vest below.
5. Electrical receptacles ..... GOOD CONDITION / A.R.
6. Loose equipment ..... STOWED / SECURED

### CARGO

1. Straps/Chains..... CHECK
2. Tiedown rings..... CHECK
3. Loading/Offloading auxiliary equipment ..... AVAILABLE
4. Loose equipment ..... STOWED / SECURED

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# EMERGENCY PROCEDURES

## INTRODUCTION

The procedures described in this annexe are recommended by Airbus to give information about cargo operation in case of aircraft emergency. As a result of the subsequent experience of both operators and the manufacturer there may be modifications to these procedures. Any modifications will be reflected at the appropriate time by means of revisions.

Like the rest of the Cargo Loading Manual, these procedures have not been certified by aviation authorities. Although Airbus takes maximum care while preparing this manual, the operator is responsible for the adoption of manual and its contents, as well as its adaptation to the operators modus operandi if convenient.

If any information or procedure in this annexe contradicts the "C-295 Flight Manual", the latter shall take precedence. There may be differences between each of them due either to the order in which particular steps are performed, or other steps or aspects addition, which while different, are not contradictory.

The emergency procedures describe the required actions to protect cargo cabin crew and loadmaster from imminent risk or critical damage due to either imminent or actual failure of any aircraft component or system.

## APPLICATION PRINCIPLES

As the emergency procedures are not routine, their application follows the "Read and do" principle, except for those containing "Memory Steps".

## MEMORY STEPS

Some procedures contain specific actions that have to be memory-performed as soon as circumstances do permit.

These actions are to be performed without resorting to the "Emergency Procedures List" in order to avoid any unnecessary delay at a time when the aircraft occupants safety has been compromised. These are printed in "bold face" and are called "Memory Steps" or "Immediate Steps".

## PRESENTATION

The emergency procedures consist of basic procedures with explanations and clarifications to ease understanding about why and how some specific actions are to be performed.

## CARGO LOADING QUICK REFERENCE HANDBOOK

The "Emergency Procedures List" located in the Cargo Loading Quick Reference Handbook follows the same application principles. Memory items are also printed in "**bold face**".

## STARTING CONDITIONS

At each procedure start (expanded version) both technical conditions and or annunciations requiring the procedure application are stated. The following indications, which are the logical consequence of a specific technical failure, are not mentioned.

## **ACTION SEQUENCE FOR AN EMERGENCY PROCEDURE**

### **1. IDENTIFICATION VERIFICATION:**

- First of all, it is necessary to take into account that the emergency procedures are directly related with the Aircraft Operation Manual emergency procedures. This is because during the flight the emergency announcement appears in the cockpit and the C/M must communicate this emergency through the passenger address or interphone. Besides it will be necessary that the C/M performs some steps of the mission emergency procedures.
- Nevertheless when the emergency evidence is detected by the loadmaster, the procedure must be initiate.

### **2. PERFORMING "MEMORY STEPS":**

As soon as the situation allows it, the "Memory Steps" will be performed, if any.

### **3. READING PERFORMANCE:**

Once the emergency is identified the emergency procedure will start and loadmaster or cargo cabin crew will perform the procedure according to the "Emergency Procedures List".

### **4. PROCEDURE COMPLETED:**

- Once an emergency procedure has been initiated, it must be continued until totally completed (procedure-completed or the word END). If an interruption is required, the sequence must be continued later.

## GENERAL

### SMOKE OR FIRE AT THE COCKPIT OR CARGO CABIN

Fire evidence at both cockpit or cargo cabin

and / or

cockpit communication of this emergency through the passenger address or interphone.

-----

#### NOTE

If a fire is identified, apart from the procedure described, try to extinguish it by using the appropriate extinguishers.

1. **Oxygen mask**..... **ON / 100%**      **ALL**

Don google/smoke mask if required.

#### 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 valve.....A.R.      LM
3. Assist passengers to don oxygen masks ..... CHECK      LM
4. Crew status .....REPORT      ALL
- Each crew member reports to C/M-1 "Oxygen on".
5. Cockpit door ..... CLOSE      2
6. Passengers signs.....ACKNOWLEDGE      LM
7. Pressurization mode selector .....MAN      2
8. Cockpit notification .....RECEIVE      LM

Loadmaster receives the situation status from C/M-1 or C/M-2.

# SMOKE EVACUATION

## NOTE

Do not apply this procedure until the memory steps concerning the corresponding smoke or fire procedure have been completed (Oxygen masks).

This smoke evacuation procedure consists in a completely depressurizing the aircraft and both cockpit window and the cargo door opening. This method is used in extreme cases where a partial depressurization is insufficient.

- |  |                  |     |
|--|------------------|-----|
| 1. Pressurization Mode selector .....  | MAN              | 2   |
| 2. Cockpit notification .....  | RECEIVE          | LM  |
| Loadmaster receives the situation status from C/M-1 or C/M-2.  |                  |     |
| 3. Loose articles .....  | SECURED / STOWED | ALL |
| Prior to operation in flight with any door open, all loose articles shall be properly secured or stowed. |                  |     |
| 4. Safety harness .....  | FIT / LOCK       | LM  |
| All cabin crew must fit and lock their full safety harness.  |                  |     |
| 5. Passengers seated .....   | ENSURE           | LM  |
| Loadmaster must ensure all cabin crew are seated.  |                  |     |
| 6. Headphones .....  | ADJUST           | LM  |
| 7. Cabin report .....  | NOTIFY           | LM  |
| Verify that the loadmaster has completed the cargo cabin preparation.                                    |                  |     |
| 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

Fire evidence or smoke coming from the lavatory

and / or

cockpit communication of this emergency through the passenger address or interphone.

-----

1. Cockpit door..... CLOSE 2/LM

2. Extinguish the fire with portable extinguisher ..... LM/2

Loadmaster should wear the appropriate protective breathing equipment.

After the extinguisher has been discharged, ensure lavatory door remains closed for the remaining of the flight.

3. Apply <Page N.5-12> "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

Loadmaster receives the situation status from C/M-1 or C/M-2.

2. Crew briefing.....RECEIVE 2/LM

The C/M-2, or the loadmaster, will follow the instructions about warning the cabin crew of an imminent landing and the way it will be announced (using of the PA, paratroops jumping bell or seat belts signalling flashing).

3. Landing gear condition.....CONFIRM 1/2

4. Loose articles.....SECURED / STOWED ALL

All loose articles shall be properly secured or stowed.

5. Move the centre of gravity (if required).

C/M-1 orders to the loadmaster to relocate passengers in the established situation or on the side with the secure landing gear (in case of Asymmetric Landing Gear).

6. Safety harness ..... FIT / LOCK ALL

All cabin crew must fit and lock their full safety harness.

*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   |
| Loadmaster notifies to C/M-2 that cargo cabin preparation is completed and that both himself and the cabin crew have their safety harness on. |             |      |
| 11. "BEFORE ENTERING THE CIRCUIT" normal procedure .....  | PERFORM     | ALL  |
| <i>Before landing:</i>  |             |      |
| 12. "BEFORE LANDING" normal procedure .....   | PERFORM     | 1/2  |
| <i>At 150 ft:</i>   |             |      |
| 13. "Brace for impact" .....  | ORDER       | 2/LM |
| Imminent contact is announced through the passengers address, or by flashing the seat-belt signalling or with the paratroops jump horn.       |             |      |
| <i>With aircraft stopped:</i>   |             |      |
| 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  |
| Loadmaster will follow every instruction to warn of an imminent landing and the way announce it (by using PA, paratroops jump horn or seat-belt signalling). |                  |     |
| 2. ATC .....   | NOTIFY           | 2   |
| 3. Pressurization .....  | ADJUST           | 2   |
| 4. Oxygen .....  | CLOSE / OFF      | 2   |
| 5. Loose articles .....  | SECURED / STOWED | ALL |
| All loose articles shall be properly secured or stowed.  |                  |     |
| 6. Survival equipment .....  | PREPARE          | ALL |
| 7. Safety harness .....  | FIT / LOCK       | ALL |
| All cabin crew must fit and lock their full safety harness.  |                  |     |
| 8. Emergency and entrance lights .....   | ACKNOWLEDGE      | LM  |
| 9. Cabin report .....  | NOTIFY           | LM  |
| Loadmaster notifies to C/M-2 that cargo cabin preparation is completed and that both himself and the cabin crew have their safety harnesses on.              |                  |     |

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

Imminent contact is announced through the passenger address, or by flashing the seat-belts signalling or with the paratroops jump horn.

*Upon contact and after the aircraft has stopped:*

14. Evacuation order.....RECEIVE LM

15. Portable ELT .....REMOVE LM/2

Take portable ELT antenna (attached to the equipment).

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

Loadmaster will follow every instruction to remind passengers of life jackets adjustment, warn them of an imminent ditching and the way to announce it (by using PA, paratroops jump horn or seat-belt signalling).

2. ATC ..... NOTIFY 2

3. Pressurization .....ADJUST 2

4. Oxygen..... CLOSE / OFF 2

5. Loose articles.....SECURED / STOWED ALL

All loose articles shall be properly secured or stowed.

6. Survival equipment .....PREPARED ALL

7. Life jackets ..... DON / ADJUST ALL

8. Safety harness ..... FIT / LOCK ALL

All cabin crew must fit and lock their full safety harness.

9. Emergency and entrance lights .....ACKNOWLEDGE LM

10. Cabin report ..... NOTIFY LM  
 Loadmaster notifies to C/M-2 that cargo cabin preparation is completed and all cabin crew have their life jackets safety harnesses on.

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

Imminent contact is announced through the passenger address, or by flashing the seat-belts signalling or with the paratroops jump horn.

*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

Take portable ELT antenna (attached to the equipment).

17. Liferaft/s .....TAKE LM

The loadmaster takes liferaft/s.

**CAUTION**

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

18. Leave the aircraft ..... ALL



# ON GROUND EMERGENCIES

## ELECTRICAL SMOKE OR FIRE ON GROUND

Smoke or fire from known, or unknown, electrical source

or

cockpit communication of this emergency through the passenger address or interphone.

-----

### NOTE

If the fire is identified, besides the described procedure, try to extinguish it by using the appropriate portable extinguishers.

1. Cockpit alert ..... **RECEIVE** **LM**

Loadmaster receives the alert from C/M-1.

2. Apply <Page N.5-17> "GROUND EVACUATION" if necessary.

## GROUND EVACUATION

When the aircraft has stopped and, in case of emergencies such as fire, explosion, landing gear fracture while exiting the runway, etc. if evacuation is required, proceed as follows:

### 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**

Loadmaster receives the alert form C/M-1.

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

Smoke coming from the air-conditioning system

or

cockpit communication of this emergency through the passenger address or interphone.

-----

### NOTE

This procedure does not try to extinguish any possible fire. If the fire is identified, the priority is to try to extinguish it by means of portable extinguishers and do not ventilate while it continues.

1. **Oxygen mask**..... **ON / 100%**      **ALL**

Don goggle/smoke mask if required.

### 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**

Each crew member reports to C/M-1 "Oxygen on".

3. **Cockpit notification** ..... **RECEIVE**      **LM**

Loadmaster receives the situation status from C/M-1 or C/M-2.

4. **Corresponding bleed switch** ..... **OFF**      **2**

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

If necessary, apply <Page N.5-12> "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 <Page N.5-12> "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 <Page N.5-12> "SMOKE EVACUATION". |    |     |

**RAPID DEPRESSURIZATION**

Sharp increase of the cabin altitude and decrease of differential pressure

with / without

high level of noise, environmental condensation and temperature sharp decrease.

-----

**A. If flying altitude is over 15000 ft:**

- |                             |           |     |
|-----------------------------|-----------|-----|
| 1. <b>Oxygen mask</b> ..... | ON / 100% | ALL |
|-----------------------------|-----------|-----|

Don goggle/smoke mask if required.

**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 |

Each crew member reports to C/M-1 "Oxygen on".

6. Apply part B.

**B. If flying altitude is below 15000 ft:**

- |                              |             |    |
|------------------------------|-------------|----|
| 1. Passengers signs.....     | ACKNOWLEDGE | LM |
| 2. Cockpit notification..... | RECEIVE     | LM |

Loadmaster receives the situation status from C/M-1 or C/M-2.

**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

Cabin altitude increases and differential pressure decreases

and / or

cockpit communication of this emergency through the passenger address or interphone.

- 
1. **Oxygen mask**..... **ON / 100%** **ALL**

Don goggle/smoke mask if required.

## 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**

Each crew member reports to C/M-1 "Oxygen on".

6. Passengers signs..... **ACKNOWLEDGE** **LM**
7. Notification of the situation..... **RECEIVE** **LM**

Loadmaster receives the situation status from C/M-1.

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

Cabin altitude sharp increase and the differential pressure reduction

with / without

high level of noise, atmospheric condensation and temperature sharp decrease.

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### NOTE

The DOOR UNLK warning with origin at the crew door or ramp/cargo door will result in a cabin depressurization. The CABIN warning will come on if the aircraft flies above 10000 ft. If the CABIN warning comes on, apply "LOSS OF PRESSURIZATION" emergency procedure.

1. Passengers signs.....ACKNOWLEDGE LM

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

2. The aircraft will depressurize automatically. Apply <Page N.5-19> "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

At C/M-1 request, the loadmaster fits his safety harness/parachute.

3. Door closed.....CHECK LM

At C/M-1 request, the loadmaster checks visually that the door is closed and secures its locking device.

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

Smoke or fire from a known or unknown electrical source

or

cockpit communication of this emergency through the passenger address or interphone.

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### NOTE

If the fire is identified, besides the procedure described, try to extinguish it by using the appropriate extinguishers.

1. **Oxygen mask**..... **ON / 100%**      **ALL**

Don goggle/smoke mask if required.

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**

Each crew member reports to C/M-1 "Oxygen on".

- 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 <Page N.5-11> "SMOKE OR FIRE AT THE COCKPIT OR CARGO CABIN".
8. If necessary, apply <Page N.5-12> "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 notification.....RECEIVE LM

3. Aircraft.....DEPRESSURIZE 2

*When differential pressure is zero:*

4. Cockpit door.....CLOSE 2/LM

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