

 <p>OPERATIONS MANUAL (E-AOC-090)</p>	<p><u>PART B</u> <u>SECTION 7</u></p> <p>CESSNA CITATION C560 ULTRA</p>	<p>HANDLING SUPPLIERS</p>
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SECTION 7. Procedure and provisions for load and set the load into the plane

It will not start a flight if the load is not clamped and distributed according to the calculations of the weight and balance sheet.

Procedures and general limitations of distribution of the burden and other provisions to load and the load down are collected in the MO (A) section 8.2.2. C

The MO (A) 8.2.2. J. described the characteristics of the compartments of load, the classification by category ICAO as well as the specifications regarding permitted load limit.

AFM section VI (Weight & Balance) on the other hand includes part of this information as well as some guidelines for aircraft loading and stowage.

However, given that the information provided by the manufacturer is pretty brief in this regard, and although this fleet characteristics makes fairly simple procedure to load and the load down on the plane, then added some information of interest that must be followed during this operation.

Usually this will be locate passengers starting from the back of the cabin forward, although depending on other factors, as the charge located in the holds, you can make optimal distribution is different. The passenger luggage shall be preferably on rear hold, which due to its location, maintains a more moderate than the front holds temperature, especially on routes of more than 90 minutes.

We will try, to the extent possible, that the changes in pressure and temperature-sensitive objects are located within the passenger cabin. When placing a bag or a small suitcase into the passenger cabin, it will appear on the Cabinet appointed for this purpose, or you can place on a passenger seat, provided that the baggage is subject firmly with the belt and harness, and does not pose an impediment to the movement of passengers by cabin. You must be ensured that the bulk placed onto a seat does not protrude seat so that he could obstruct the aisle or access to an emergency exit. For the load and focused the bulk weight clinches seat, in the same station as that is breaks a passenger in this seat.

There are specific procedures for loading and unloading of patients of the stretcher in care settings. These procedures are the 2009FMS supplement to the AFM, section 6.13.

As it collects the MO (A) 8.2.2.C it is important to emphasize that Sky Helicopteros aircraft are considered self-employed, and as such are the only people who can manipulate the aircraft crews, including holds loading and unloading, and operation . Therefore, the information contained herein should already be known due to his initial and recurrent training for securing and maintaining of the type rating.

Below is a description of the hold C560 fleet, as well as the basic operation procedures:

The C560 has two holds separate from the passenger cabin. There is a hold located in the front part of the aircraft (Nose Baggage Compartment), and another hold in the back of the aircraft (Tail cone Compartment).

Front hold



*Front hold image access (left) door. Right door is symmetrically identical.

The front hold is located between the forward pressure bulkhead and the radar cell where the weather radar is located. It is an open space of approximately 0.3 m3 (1,1 x 0,5 x 0,5) (width x length x height). You have access from both sides of the plane, given each side an identical access door consisting of two snaps and a key lock.

Each door has a sensor that gives indication in the cockpit instrument panel where it is opened through the indicator "Baggage Door", indicating whether it is left or right (LH/RH)



*Indication in the cabin that some front cellar door is open

To turn off this warning which would indicate that the cellar door is closed properly you have to hydraulic actuator of the door to push a micro-switch and the door is closed and locked (position of the key vertical, aligned with the red mark on the fuselage).



*Hydraulic actuator detail of the door from front Winery as well mirco-switch that provides close signal and automatically turns off the light.

The front holds doors open up, leaning on a hydraulic actuator as shown in the image above, which helps an opening or closing soft and progressive, as it keeps the door in the open position. To the end of it, simply pull the clips down, make them and locked lock.

The front hold has a light that can be activated by a switch on the left side of the same (identical to the switch in the rear hold, shown later). If you forget to turn off the light, the door closing mechanism actuates a switch that automatically turns off the light when the door is closed.

The maximum authorized weight in the front hold of the aircraft is 350 lbs (159 kg).

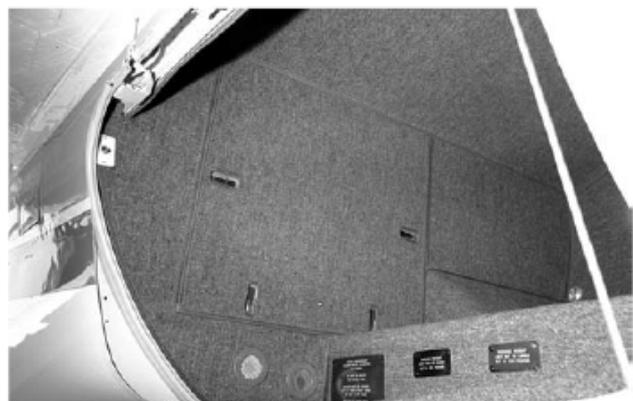
This hold is accessible through two separate doors dimensions 0,60 x 0,60 m

In the front hold, due to its small size, there are fixing points given to packages that are saved in these compartments just they can move, and yet their movement would be so discreet in the longitudinal axis that it would not affect the Centre of gravity by which does not produce any risk to the safety of the flight. Even so, it will attempt to place objects so they are as stable as possible.

Front hold is not pressurized and nor equipped with heating, what must be taken into account when choosing which cargo or packages can be placed in it. In addition, to be located in the nose of the aircraft, and be almost directly exposed to the air of impact, this hold is especially sensitive to changes in temperature. On long flights of 90 minutes or more at high altitudes, and therefore at very low temperatures, the temperature inside the cellar decreases dramatically and may reach temperatures close to 0 ° C, which should be taken into account depending on what you plan to store.

It must be aware also that under the front hold included many electronic equipment and delicate and vital equipment for operation (such as the gyroscopes). Therefore, you should pay special attention to the floor and walls of the hold are in perfect condition, which does not exceed under any circumstances the maximum authorized weight of the hold, and spill is acting immediately for cleaning.

Rear hold



*Access door rear hold image (closed) and partial view of the hold, with the door open

The rear hold is located behind the bulkhead of outlet pressure, after the tail accessories compartment, and extends through the tail cone during more than one meter, to another area of equipment where it is located, among others, the CVR and FDR. It is an open space of approximately 1.0 m³ (1,3 x 1,1 x 0,7) (distances mean, given that the compartment has a trapezoidal shape due to narrowing of the tail cone). There is access from the left side of the aircraft, under the left engine. The door has for its release of two snaps and a key lock.

The door has a sensor that gives indication in the cockpit instrument panel where it is opened through the "Tail cone Door" indicator.



*Cockpit indicator that the back hold door is open. (Indication shares the same "pill" that the indication that the main access to the plane door is open.

To turn off this warning which would indicate that the hold door is closed properly you have to left the door snap to push a micro-switch and the door is closed and locked (position of the key vertical, aligned with the red mark on the fuselage).

The back hold door opens down, and does not have any support system for the opening or closing. Therefore, it is very important to make the process of opening carefully, holding the door as it opens since otherwise it would fall slammed by the action of gravity and can hit the person that is opening the door or hinge and can damage if it opens suddenly.

While the door is open and is doing the loading or unloading of packages, attention should be paid to not support or does force on the door it could cause damage to the hinge of the same or even affect the fuselage.

For the closing door, simply push up the door, hook the two clasps, and lock the lock.



*Hold detail back light switch, own light, and located on the hold roof.

The back hold has a light that can be activated by a switch on the left side of the same. If you forget to turn off the light, a mechanically operated door closing snap switch shut off the light at the end of it.

For the weight and balance, the hold back, being at a point far from the center of gravity of the plane and both affect substantially the same changes, has been divided into two sections with two distinct seasons. (Although there is not a physical separation between themselves). The manufacturer calls these different seasons "Tail cone FWD" and "Tail cone AFT", and separated per 28 inches.

Transfer weight from one station to another could be critical for the load and focused of the aircraft, is vital to ensure through load in order to avoid the unwanted transfer of cargo within the hold. To do this, on the floor and walls of the hold back there are several snags which should be obligatorily used to set one or more tapes that can be tensioned so packages don't move during the flight. Therefore must be put packages first, then place the tape (or tape, if necessary more than one to fix packages) anchored to the floor/ceiling/wall and finally tighten straps until they act as a barrier to prevent movement of luggage or other bumps in the hold.

The maximum authorized weight in the rear hold of the aircraft is 500 lb (227 kg), with the following limitations: maximum weight in the section "Tail cone FWD" 300 lbs (136 kg) and maximum weight in the section "Tail cone AFT" 200 pounds (91 kg)

This hold is accessed through a door of dimensions 0.75 x 0.60 m, which is probably what supposed greater limitations on the types of packages that, can be transported in this location.

Rear hold is not pressurized and also equipped with heating, what must be taken into account when choosing load or packages can be placed in it.

Under the back hold pass control of the flight control cables in the empennage. Therefore, you should pay special attention to the hold floor and walls are in perfect condition, that does not exceed under any circumstances the maximum authorized hold weight, and spill is acting immediately for cleaning.

Cargo area in the cabin ("Cabin Compartment")

There is an area in the rear cabin (in front of the basin), which is designed to store charge. By its small size, and given that is not easily accessible as to access this area you must enter through the main door and go throughout the passenger cabin, this area is usually designed to locate bags or small suitcases, carry-on baggage as cases or other packages of smaller size and weight. In this area, as well as anchors for fastening tapes, there is also a hook anchored to the wall, so it usually is used also as a coat rack. It is often also use this space to store umbrellas, canes, crutches or other accessories are not needed during the flight and that elsewhere might hinder the movement through the cabin.

This area, for being located within the passenger cabin is pressurized and heated. For that reason, when it is necessary to carry any item requiring these requirements, it should be necessarily placed in this location.

When necessary, the provided hooks are used for anchoring the fastening straps to prevent the movement of packages in this area.

The maximum weight authorized in this area of the plane is 600 pounds (273 kg), although it will be hardly surpassed due to reduced space to locate objects.

The approximate space in this area although it is not restricted physically front to it lays the basin without any physical separation, is estimated at 0.25 m³ (0, 8 x 0, 4, 0, 8).

Access to this area is through the main door of the aircraft, which are 1.29 x 0.61 meter measures.

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Other procedures to take it

Not be anything in the corridors, front or departure of aircraft emergency exit, or anywhere else that might impede the rapid evacuation of all persons on board.

Ensure before the closure of the main door of the aircraft and starting engines all the holds are properly closed with both snaps flush with the fuselage and locked. Before you begin taxi way shall be verified on the instrument panel that there is no notice of open house.

The maximum responsibility to ensure compliance with the instructions described here is the Commander of the aircraft.