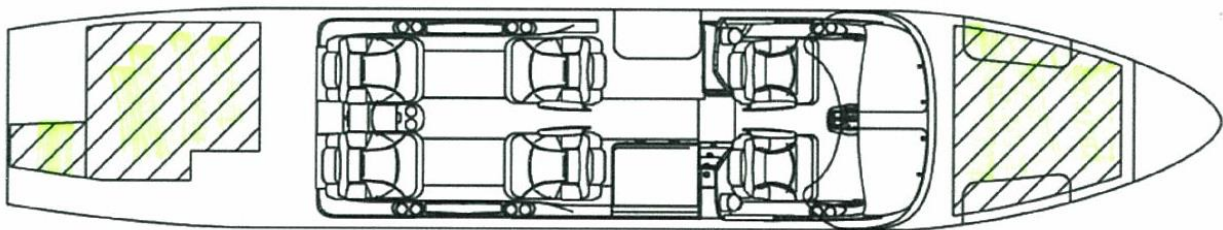
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7.1 Procedures

A) CONFIGURATION, DOORS AND MAXIMUM WEIGHTS OF THE WAREHOUSES

The C-510 model has 2 depressurized and non-ventilated holds as shown in the attached graph (chapter 19 of the OM).



With a load capacity of: / With a load capacity of:

CAPACITY - U.S. UNITS

COMPARTMENT	VOLUME (CUBIC FEET)	WEIGHT (POUNDS)	ARM = FS (INCHES)	MOMENT/100 (INCH-POUNDS)
NOSE	18.50	320	120.10	384.32
MAIN TAILCONE	34.50	*300	356.33	1068.99
TAILCONE EXTENSION	3.30	40	392.91	157.16


CAUTION

*MAXIMUM ALLOWABLE COMBINED WEIGHT FOR THE MAIN TAILCONE AND TAILCONE EXTENSION IS 300 POUNDS.

The front cellar has two equal access doors, and the rear one. Its measurements are as follows:

U.S. UNITS (INCHES)			METRIC UNITS (MILLIMETERS)		
	HEIGHT	WIDTH		HEIGHT	WIDTH
NOSE	*16.70	27.00	NOSE	*424	686
TAILCONE	18.00	23.75	TAILCONE	457	603

(Baggage Door Dimensions)/ (Baggage Door Dimensions)

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B) PROCEDURE AND SEQUENCE OF LOADING AND UNLOADING THE PLANE.

Charging procedure:

- When the baggage or cargo arrives on the plane, the co-pilot will distribute it according to what is established in the load sheet, checking its weight and first placing what corresponds to the forward hold compartment. Once the baggage/cargo is placed and stowed, it will be fixed using the available straps and anchors to prevent it from moving inside the hold and thus ensure its immobility. The Commander checks, accepts and signs the load sheet once the co-pilot has informed him that the number of passengers is correct and that the luggage/ cargo is fixed and stowed according to the load sheet.

The co-pilot will close the door to the holds.

Cargo transportation will be done exclusively in the compartments designated for this purpose in the aircraft type certificate.

Download procedure:

- Once the engines have stopped and the chocks are on, the co-pilot will remove the luggage from the holds and deliver it to the handling to pick up the passengers.

Loading and unloading sequence.


- The aircraft will always be loaded from the front hold and unloaded starting with the rear hold, thus ensuring the stability of the aircraft.

C) LOAD OF HEAVY, BULKY GOODS, SPECIAL GOODS AND FASTENING ELEMENTS.

Due to the characteristics of the warehouses (capacity and dimensions of the doors) it is not possible to transport heavy or bulky cargo.

The maximum weight per package has not been defined, but it must be manageable manually by the co-pilot who carried out the loading and unloading

In case of special loads, the animals must be properly caged in the passenger cabin accompanied by their owners. It is not possible to transport living beings in the airplane holds because the holds are depressurized.

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Fastening elements:

Each hold has fixed anchors on the ground and straps of different lengths with mechanisms at their ends that allow the luggage/cargo to be immobilized.

D) SPECIAL CONSIDERATIONS

Aircraft cargo compartments are neither pressurized nor ventilated. They are not accessible from the cockpit and do not have a smoke detector.

Due to their small dimensions, they can only be used to transport passenger and crew suitcases and/or small packages.



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