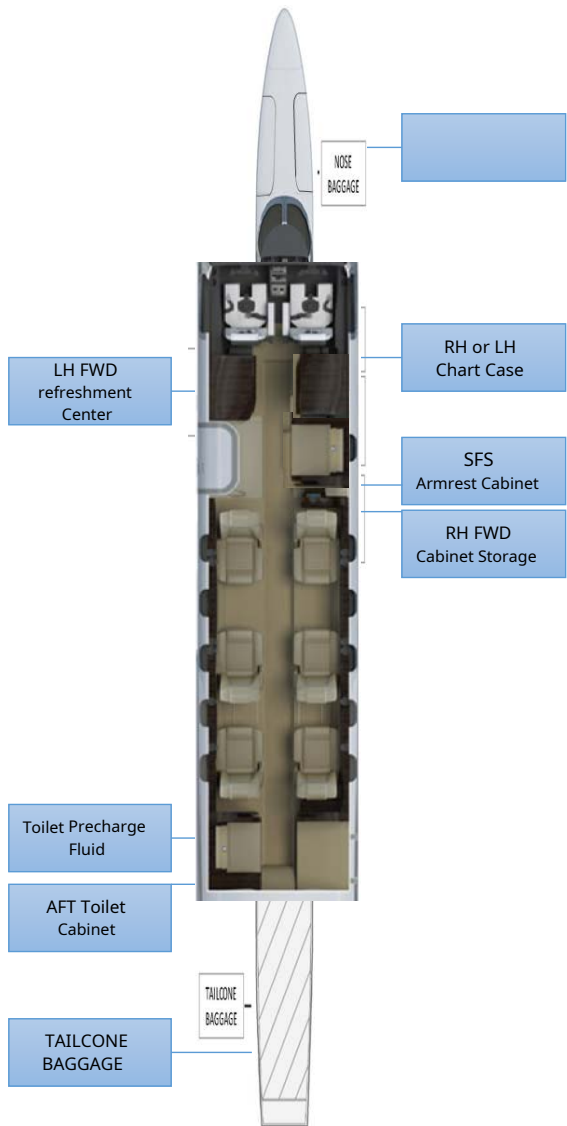


7.1 PROCEDURES.


A. Configuration, doors and maximum weights of the warehouses.

The C-525 C model has 2 compartments for depressurized and non-ventilated baggage and 6 compartments in the cabin, as shown in the graph. The maximum weights according to what is established in Section VI of the AFM (page 6-110-20), the volume of the «NOSE» compartment (OM Chapter 1-Page 1-2) and of the «TAIL CONE (OM Chapter 1-Page 1-10), are the following:



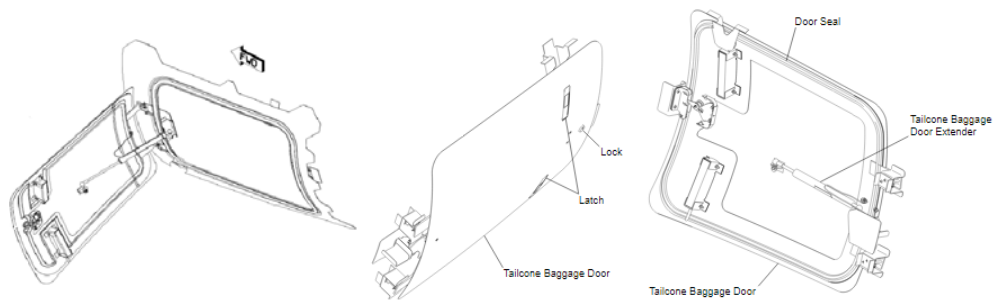
	I DON'T KNOW	TAILCONE
Volume (Cubic Feet)	fifteen	fifty
Maximum baggage weight (Pounds)	400	600
Maximum load distribution (Pounds per square foot)	35	150

	Maximum weight (pounds)
RH or LH Chart case	10
RH FWD Cabin Storage	60
LH FWD Refreshment Center	115
SFS Armrest cabinet	fifteen
Toilet Precharge fluid	fifteen
AFT Toilet Cabinet	5

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Tailcone baggage compartment.

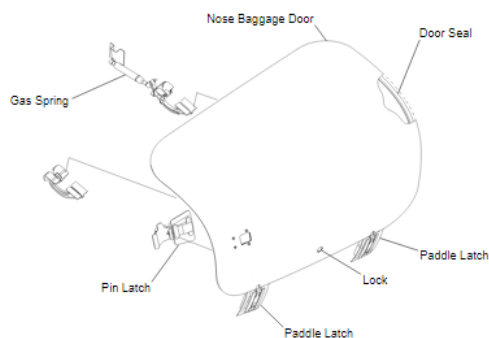
The effective dimension of the tailcone cargo door is 20 x 26 inches and it is 1.2 meters from the ground. The door is anchored on its left side by two hinges and is closed/opened by two latches. The door is locked to prevent access to the compartment. The compartment door has a rubber seal fitted around the edge of the frame to provide weather protection.




To open the door, the lock must be unlocked and both latches must be released. There is an air spring that extends to help hold the door in the open position.

Nose baggage compartment.


The forward cargo compartment can be accessed through doors installed on both sides of the fuselage. The dimensions of the doors are 22 x 25 inches and they are located at a height of 1.1 meters from the ground. The doors are attached to the frame with two hinges at the top edge. Doors open/close via two sets of paddle latches and a pin latch. The door is locked to prevent access to the compartment. The compartment door has a rubber seal fitted around the edge of the frame to provide weather protection.



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The pin latch is installed at the front end of the luggage doors. When the button on the latch is pressed, a spring in the latch disengages the latch from the door frame and rotates the button 180 degrees to show that it is unlocked. The bottom of the button is orange to make the unlock position visible.

When you unlock the door lock, a cam rotates to disengage from the door frame. This allows you to open the door after the latch and paddle latches are also disengaged. There is an air spring that extends to help hold the door in the open position. When you lock the door lock, the cam rotates to engage the door frame.

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B. Loading and unloading procedure and sequence.

Loading procedures are established by the ROT and communicated to handling. Section 7 of the MOB of each aircraft is included on the Company's website.

The payload is weighed on the handling scale upon arrival at the terminal in the presence of a crew member, who transfers the information to the dispatcher to finalize the load sheet.

Charging procedure:

When the baggage or cargo arrives on the plane, a member of the crew will distribute the same according to what is established in the load sheet, and ensuring that the maximum weight established for each load compartment is not exceeded.

Once the baggage/cargo has been placed and stowed, it will be fixed using the available nets and anchors to prevent it from moving inside the hold, ensuring its immobility.

The Commander will verify that, according to the load sheet, the location of the passengers and the fixing and stowing of the baggage/cargo is correct and the door of the holds will be closed. The Commander will then sign the loading sheet as the load is stowed according to the instructions.

The cargo will be transported exclusively in the compartments designated for this purpose in the aircraft type certificate.

Download procedure:


Once the engines have stopped and the chocks have been put on, a member of the crew will remove the luggage from the holds and deliver it to handling for transport and delivery to the passengers.

When the luggage is removed from the front compartment, it will be inspected to verify that there have been no spills of liquids or damage to the walls and floor of the compartment and that they are in good condition. In the event of spills, an attempt will be made to absorb them as soon as possible and inform the RGAC.

Sequence of loading and unloading.

The loading of the aircraft will always start from the forward hold and it will be unloaded starting from the rear hold, in this way the stability of the aircraft is guaranteed.



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C. Loading 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 is not defined, but it must be manually manageable by the co-pilot who carried out the loading and unloading.

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

Fastening elements:

The rear hold has fixed anchors on the ground and nets of different lengths with mechanisms at their ends that allow the baggage/cargo transported to be immobilized.



In the event of malfunction of one of the fastening elements, the area of the affected compartment cannot be used for the transport of luggage.


D. Special Considerations.

The aircraft's cargo compartments are neither pressurized nor ventilated and are not accessible from the cockpit.

These compartments (front and rear) are equipped with smoke detectors.

Due to their dimensions, they are only usable for transporting passenger and crew luggage and/or small packages.

No element that comes from the cargo terminal will be transported.

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