7.1 PROCEDURES.

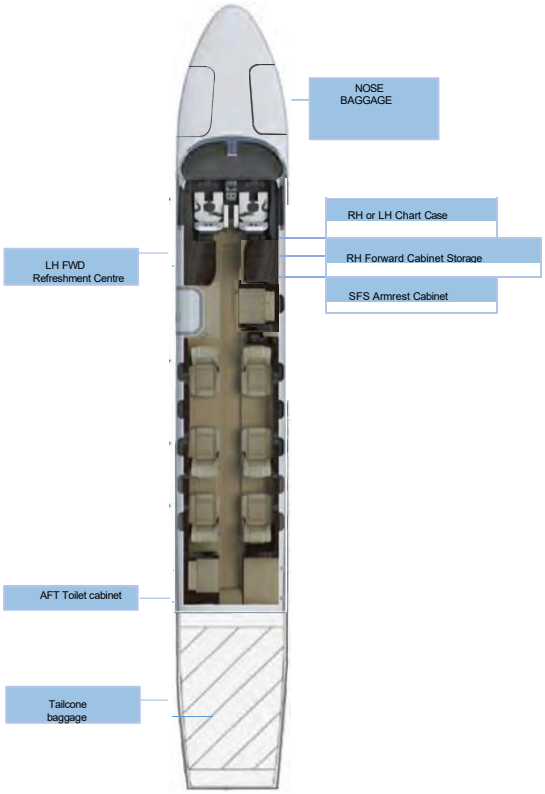
A. Configuration, doors and maximum hold weights.

The C-525 C model has 2 unpressurised and unventilated luggage compartments and 65 compartments in the cabin of the EC-NQS aircraft and 4 in the EC-OMU aircraft, as shown in the diagram. The maximum weights in accordance with Section VI of the AFM (page 6-110-20) for EC-NQS and Section VI of the AFM (page 6-110-22) for the EC-OMU aircraft, the volume of the "NOSE" compartment (OM Chapter 1-Page 1-2) and the "TAIL CONE" (OM Chapter 1-Page 1-10) are as follows:

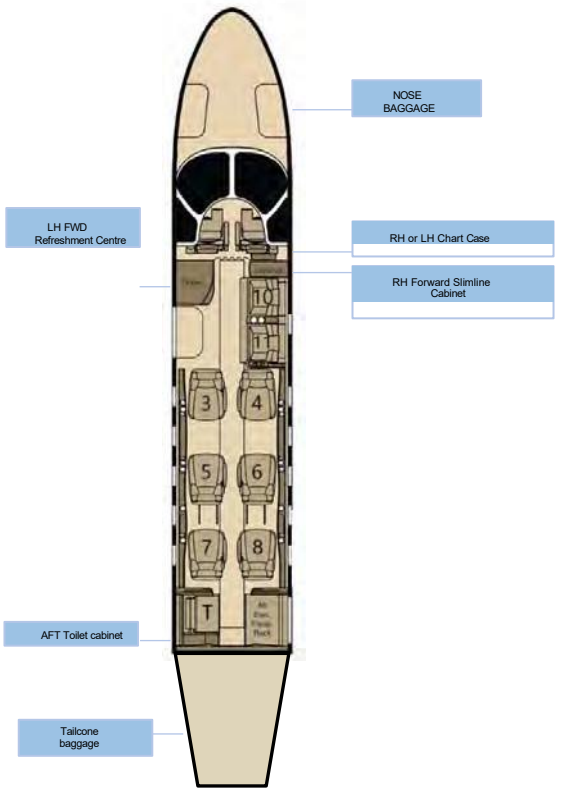
	NOSE	TAILCONE
Volume (Cubic Feet)	**15**	**50**
Maximum baggage weight (Pounds)	**40**	**60**
Maximum load distribution (Pounds per square foot)	**35**	**150**

	Applicability	Maximum weight (pounds)
RH or LH Chart Case	EC-NQS, EC-OMU	**1**
RH FWD Cabinet Storage	EC-NQS	**6**
LH FWD Refreshment Centre	EC-NQS, EC-OMU)	**115**
SFS Armrest cabinet	EC-NQS	**15**
LH AFT Toilet Cabinet	EC-NQS, EC-OMU	**5**
RH Forward Slimline Cabinet	EC-OMU	**10**

The cargo compartments are the same for EC-NQS and EC-OMU aircraft.



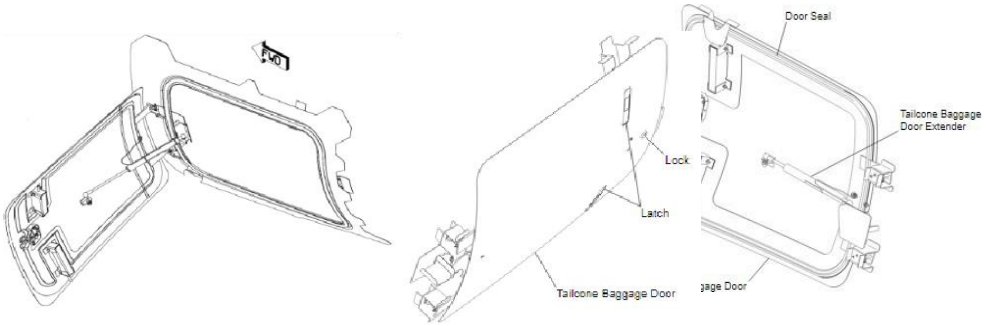
EC-NQS



EC-OMU

Tailcone baggage compartment.

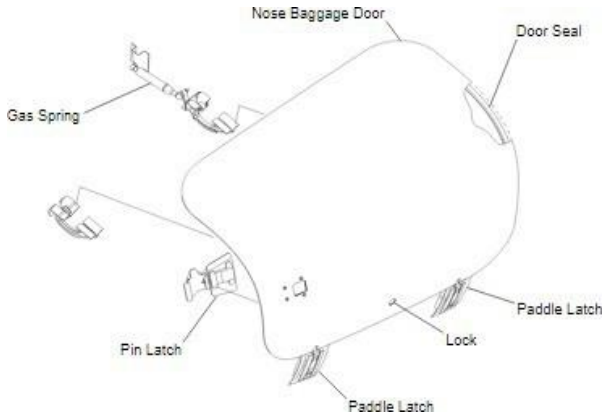
The effective dimension of the tailcone loading door is 20 x 26 inches and is located 1.2 metres from the floor. The door is anchored on its left side by two hinges and is closed/opened by two latches. The door is locked to prevent access to the compartment. The compartment door has a rubber seal installed around the edge of the frame that provides protection against the weather.



To open the door, the lock must be unlocked and both latches must be released. There is a pneumatic spring that extends to help keep the door in the open position.

Nose baggage compartment.

The front cargo compartment is accessible through doors installed on both sides of the fuselage. The doors measure 22 x 25 inches and are located 1.1 metres above the floor. The doors are attached to the structure with two hinges on the upper edge. The doors are closed/opened by two sets of paddle latches and a bolt latch. The door is locked to prevent access to the compartment. The compartment door has a rubber seal installed around the edge of the frame that provides protection against the weather.



The bolt latch is installed at the front end of the luggage doors. When the button on the latch is pressed, a spring in the latch unlocks the bolt from the door structure and rotates the button 180 degrees to show that it is unlocked. The lower part of the button is orange to make the unlocked 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 bolt and latch have also been disengaged. There is a pneumatic 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.

A. Loading and unloading procedure and sequence.

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

The payload is weighed on the handling scales upon arrival at the terminal in the presence of a crew member, who forwards the information to the dispatcher to complete the loading sheet.

Loading procedure:

When the luggage or cargo arrives at the aircraft, a member of the crew will distribute it according to the provisions of the cargo manifest, ensuring that the maximum weight established for each cargo compartment is not exceeded. Once the luggage/cargo has been placed and stowed, it will be secured using the nets and anchors available to prevent it from moving inside the hold, ensuring that it remains immobile.

The Captain will check that, in accordance with the load sheet, the location of passengers and the securing and stowage of baggage/cargo is correct, and the hold doors will be closed. The Captain will then sign the load sheet to confirm that the cargo is stowed in accordance with the instructions.

Cargo shall be carried exclusively in the compartments designated for that purpose in the aircraft type certificate.

Unloading procedure:

Once the engines have been shut down and the chocks have been placed, a crew member shall remove the baggage from the holds and hand it over to the handling agent for transport and delivery to the passengers.

When the luggage is removed from the front compartment, it shall be inspected to verify that there has been no spillage of liquids and that the walls and floor of the compartment are in good condition. In the event of spillage, an attempt shall be made to absorb it as soon as possible and the RGAC shall be informed.

Loading and unloading sequence.

Loading of the aircraft shall always begin in the forward hold and unloading shall begin in the rear hold, thus ensuring the stability of the aircraft.

B. Loading of heavy, bulky goods, special goods and fastenings.

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

There is no maximum weight per package, but it must be manageable manually by the co-pilot who loads and unloads it.

In the case of special cargo, animals must be properly caged in the passenger cabin accompanied by their owners. It is not possible to transport live animals in the aircraft's cargo holds because they are unpressurised.

Fastening elements:

The rear luggage compartment has fixed anchors in the floor and nets of different lengths with mechanisms at their ends that allow the luggage/cargo being transported to be secured.

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

C. Special considerations.

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

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

Due to their size, they can only be used to transport passengers' and crew luggage and/or small packages.

No items originating from the cargo terminal will be transported.