



PACK FAULT	
PACK .....	OFF
■ After approx 2 min:	
PACK .....	ON
● If alert recurs:	
PACK .....	OFF

DOUBLE PACK FAULT	
OXY MASK .....	AS REQD
CREW COMMUNICATION .....	ESTABLISH
PACK 1 AND 2 .....	OFF
■ After approx 2 min:	
PACK 1 AND 2 .....	ON
● If alert recurs:	
PACK 1 AND 2 .....	OFF
ALT .....	MAX 10 000 ft MEA
UNPRESSURIZED FLIGHT PROC .....	APPLY
STATUS: Cabin pressurization inoperative. Air conditioning inoperative.	

UNPRESSURIZED FLIGHT PROCEDURE	
■ When levelled off at maximum 10 000 ft MEA:	
PRESS CONTROL .....	MAN
MANUAL CONTROL LEVER .....	UP
MANUAL RATE CONTROL .....	MAX INCR
RAM AIR .....	AS REQD
SEAT BELT/NO SMKG .....	ON/ON

- In case of prolonged flight above 10 000 ft cabin altitude consider the use of oxygen for crew and passengers. When using crew oxygen for supplemental purposes select the mask regulators to NORM.
- When cabin altitude is above 10 000 ft the CABIN ALT warning will be presented.

CABIN PRESSURIZATION CONTROL FAULT	
PRESS CONTROL .....	MAN
MAN CAB PRESS CTL PROC .....	APPLY

See 6.01 page 2 ←



**MANUAL CABIN PRESSURIZATION CONTROL PROCEDURE**

- CLIMB:
  - MANUAL CONTROL LEVER ..... UP
  - MANUAL RATE CONTROL ..... AS REQD
  - When reaching target CAB ALT:
    - MANUAL CONTROL LEVER ..... MID POS
- DESCENT:
  - MANUAL CONTROL LEVER ..... DN
  - MANUAL RATE CONTROL ..... AS REQD
  - When cabin altitude reaches landing altitude:
    - MAN CONTROL LEVER ..... MID POS
- BEFORE LANDING:
  - MANUAL CONTROL LEVER ..... UP

CRUISE ALT (ft)	18 000	20 000	22 000	24 000	26 000
TARGET CAB ALT (ft)	0	1000	2100	3100	4000
CRUISE ALT (ft)	28 000	29 000	31 000	33 000	35 000
TARGET CAB ALT (ft)	5000	5500	6400	7200	8000

**AUTO TEMPERATURE CONTROL FAILURE**

- TEMP CTL ..... MAN
- TEMP SELECTOR ..... AS REQD

**MANUAL DEPRESSURIZATION PROCEDURE**

- INITIATE DESCENT TO 10 000 ft/MEA
- PRESS CONTROL ..... MAN
- MANUAL CONTROL LEVER ..... UP
- MANUAL RATE CONTROL ..... AS REQD
- When cabin altitude reaches 9000 ft:
  - MANUAL CONTROL LEVER ..... MID POS
  - when pressure differential is below 1.0 psi:
    - SEAT BELT/NO SMKG ..... ON/ON
    - MANUAL CONTROL LEVER ..... UP
    - MANUAL RATE CONTROL ..... MAX INCR

**NOTE:** Maximum cabin altitude is approx 12 500 ft. If a higher cabin altitude is required or if the aircraft does not depressurize, select both packs off.

**CAUTION:** RAPID DEPRESSURIZATION CAUSES DISCOMFORT AND POSSIBLY INJURY TO PASSENGERS AND CREW.

- In case of prolonged flight above 10 000 ft cabin altitude consider the use of oxygen for crew and passengers. When using crew oxygen for supplemental purposes select the mask regulators to NORM.
- When cabin altitude is above 10 000 ft the CABIN ALT warning will be presented.

**F 70 MEL**

21 AIR CONDITIONING

REPAIR INTERVAL		NUMBER INSTALLED			REMARKS OR/AND EXCEPTIONS
ITEM		NUMBER REQUIRED FOR DISPATCH			
26-6	Avionics cooling outlet valve	D	1	0	(M) May be inoperative provided both air conditioning packs are operative.
26-7	Avionics cooling outlet valve fault indication	D	1	0	* May be inoperative provided both air conditioning packs are operative.
26-8	Blower fan no.3	D	1	0	*
26-9	"AVNCS COOL REDUCED" message on MFDS	C	-	-	(M) Operation with the "AVNCS COOL REDUCED" message on the MFDS is permitted provided dispatch is conform MEL items 21-26-1 and 21-26-2.
28-1	Ram air valve	D	1	0	*(M) May be inoperative provided the valve is in its open position
		C	1	0	* or May be inoperative provided both airco packs and bleed air systems are operative.
28-2	Ram air "ON/OPEN" light	D	1	0	*(M) May be inoperative provided the valve is operative.
30-1	Pressurization system	D	1	0	*(O)(M) May be inoperative for unpressurized flight provided: a) The avionics cooling outlet valve is removed, and b) flight altitude is limited to 10 000 ft.
31-1	Automatic pressurization control channels	D	2	1	* One channel (controller) may be inoperative.
		C	2	0	*(O)(M) Both channels (controllers) may be inoperative provided: a) Manual control is operative, b) "Cabin Alt" alerting system is checked to be operative, and c) Cabin pressure indication is operative.