

EMERGENCY DESCENT

Cruise level (MAX 390)

BY-HEART ITEMS

CREW OXY MASK ON
 DESCENT INITIATE
 THR LEVERS (if no A/THR) IDLE
 SPD BRK USE
 SPEED MAX

| | | |
|-----|------|-------|
| Mmo | HDG? | MGA? |
| Vmo | AWY? | MTCA? |

PULL PULL PULL

1st loop: basic, FL180 / HDG R/L / Mmo
 2nd loop: Terrain? / AWY? / Speed?

SPD BRK FULL THR IDLE (if no A/THR)

Decompression (OM A 8.3 2.4.5)
 The flight plan has to allow at any point either a descent along the planned track or a diversion via an escape route in such a way that beyond 120 NM after initiation of an emergency descent the highest MOCA does not exceed 14,000 ft for 30 min. flight time. This altitude may be maintained for over 30 min. as long as supplemental oxygen for ten percent of the passengers is available. After that time or the time specified in the OM B the maximum flight altitude is 10,000 ft

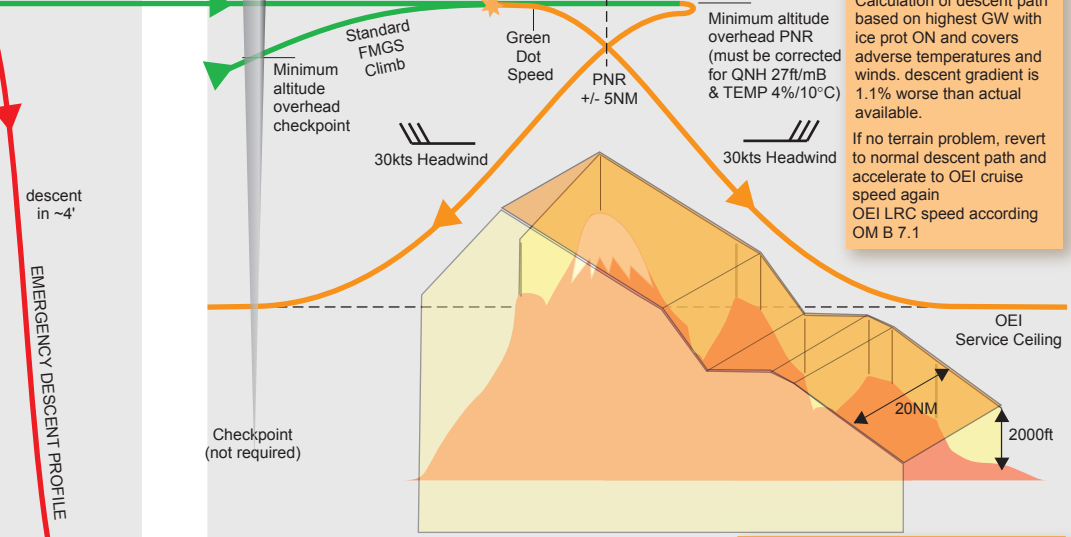
MINIMUM ALTITUDES

| MGA MINIMUM GRID ALTITUDE (102) | |
|---|---------------------------------------|
| highest point <input type="checkbox"/> | increment <input type="checkbox"/> |
| < 5000ft <input type="checkbox"/> | 1500ft <input type="checkbox"/> |
| 5000ft - 10000ft <input type="checkbox"/> | 2000ft <input type="checkbox"/> |
| >10000ft <input type="checkbox"/> | 10% + 1000ft <input type="checkbox"/> |

MTCA MINIMUM TERRAIN CLEARANCE ALT (78)
 10NM each side of AWY, 2000ft above terrain without man-made obstacles. Shown from 7000ft up

MEA MINIMUM ENROUTE ALTITUDE (FL90)
 lowest usable enroute cruising altitude

AWY654 78
 FL90



DESCENT PATH
 Calculation of descent path based on highest GW with ice prot ON and covers adverse temperatures and winds. descent gradient is 1.1% worse than actual available.
 If no terrain problem, revert to normal descent path and accelerate to OEI cruise speed again
 OEI LRC speed according OM B 7.1

CREW OXY
 min pressure preflight 800psi for 2 crew or 1000psi for 3 crew
 - with diluter on **NORMAL**:
 10' all crew emer descent
 110' 2 crew at FL100
 - with diluter on **100%**:
 15' at 8000ft for all crew (for smoke protection)

OXY for all PAX OXY for 10% of PAX OXY for 2% of PAX between FL80 & FL100 (portable OXY)
 - When no OXY available anymore, descent to FL80

PAX MASKS drops if cabin altitude > 14000ft

ENGINE FAILURE IN CRUISE
 - A/THR OFF
 - set MCT
 - select lower level OP DES
 - select Green dot speed for drift-down or M.78/300kts for normal OEI descent.
 FMA in Drift-Down:

| | | |
|--------|-----|------|
| OP DES | HDG | AP1 |
| | | 1FD2 |

ENGINE FAILURE (OM A 8.3 2.4.5)
 In the event of an engine failure/engine shutdown or a multiple critical system failure, a landing shall be made at the most suitable aerodrome which should normally be reached within 60 min(330NM) flight time at OEI cruise speed (60 min. preflight). Actual wind, speed, FL, GW could lead to longer diversion time, which is considered in the 2-engine aeroplane fuel calculation.

TCAS (OM A 8.3 6)
 Stall and GPWS warnings have precedence over ACAS advisories.
 The infringement of an ATC clearance based on information/advisory conveyed by ACAS lies within the authority of the CMD.

PROCEDURE TA, TRAFFIC ADVISORIES "TRAFFIC, TRAFFIC"
 PF select appropriate range, call out position of intruder, prepare for RA and stay on instruments.
 PNF select appropriate range, in VMC look out for intruder, in IMC stays on the instruments

RA, RESOLUTION ADVISORIES
 PF: AP OFF, FD OFF, fly into the vertical speed green range.
 PNF monitors aircraft performance, looks out & advise ATC "...TCAS CLIMB / DESCENT"

RVSM REQUIREMENTS (OM A 8.3 2.5.2)
 Two independent altitude measurement systems each equipped with:
 • Cross-coupled static/source system with ice protection in areas subject to ice accretion;
 • display of the computed pressure altitude to the flight crew;
 • digital encoding of the displayed altitude;
 • signals referenced to a pilot selected altitude for automatic altitude control and alerting;
 • static source error correction;
 • one SSR transponder with altitude reporting in use;
 • an altitude alerting system;
 • an automatic altitude control system;

NAVIGATION REQUIREMENTS (OM A 8.3 2.3.2)
 • B-RNAV: Basic RNAV is used in the ECAC countries for enroute navigation. The necessary equipment (RNAV) ensuring RNP5 has to be carried and to be operative in these countries above certain levels (see OM C NAV);
 • RNP: The Required Navigation Performance is defined as a statement of the navigational accuracy required for operation in a defined area of airspace. The level of accuracy is expressed as a single parameter and it defines the distance from the aeroplane's intended position within which the aeroplane must be maintained for at least 95% of the total flying time.
 • RNP4 will normally be applied in continental areas in which the route structure is based on VOR/DME.
 • RNP5 is the level of accuracy required in European airspace.

DISTRESS "MAYDAY MAYDAY MAYDAY"
 Condition of being threatened by serious imminent danger / emergency or requiring immediate assistance

URGENCY "PANPAN PANPAN PANPAN"
 condition concerning safety of a/c or vehicle or person on board which does not require immediate assistance

SATCOM A320
 0 0 + national code + number + # * Show prerecorded numbers
 0 1 First number
 REGA +41 33 333 33 33 R/O Push to desired number
 SWISS MEDICAL +41 43 812 68 35 # Initiate call

DECLARE EMERGENCY in case of
 • Visible smoke of unknown origin
 • Fire on board
 • Structural damage
 • Dual hydraulic failure
 • total loss of electrical power
 • total loss of navigation systems
 • total loss of ice protection systems in icing conditions
 • incapacitation
 • Fuel qty drops below final reserve

EMERGENCY FREQUENCIES

| | |
|-----------|----------------|
| VHF (MHz) | 121.50 (main) |
| | 123.40(backup) |
| | 126.90(backup) |
| HF (kHz) | 2182 |
| | 4125 |

