Table of Contents

A. GENERAL / CHAPTER 48 - EMERGENCY EVACUATION PROCEDURES

48. EMERGENCY EVACUATION PROCEDURES
   48.1 Emergency Evacuation Policy
   48.2 Emergency Evacuation Procedures
   48.3 Cabin Preparations
   48.4 Emergency Evacuation Announcements
   48.5 Emergency Evacuation / Land
   48.6 Procedures Following a Ditching
48. Emergency Evacuation Procedures

48.1 Emergency Evacuation Policy

Note: See the approved AFM for aircraft specific evacuation procedures.

In the event of an emergency evacuation, it is likely that certain passengers and Flight Crew Members may suffer minor injuries. The Pilot-in-Command should consider the relative risks of remaining on board the aeroplane against the risks of evacuation.

Although indications of fire will be regarded with the utmost seriousness, in some cases, such as a fire warning or external smoke, the Pilot-in-Command should seek further information or confirmation from other sources such as the tower, other aeroplane or emergency response crews.

**Pilot-in-Command’s Responsibility**
The Pilot-in-Command is responsible for assuring the complete evacuation of all passengers and Flight Crew Members.

48.2. Emergency Evacuation Procedures

During the preflight Crew Member briefing, the Pilot-in-Command will ensure that other Flight Crew Members are aware of their duties for the rapid evacuation of the aircraft and the handling of the passengers in the event of a forced landing, ditching or another emergency.

On each flight and prior to departure, a designated Flight Crew Member will brief the passengers on emergency evacuation procedures.

48.3 Cabin Preparations

The amount of preparation that can be made for an emergency landing or ditching depends on the time available before landing. Preparations must be as thorough as time permits. The following should be accomplished by a designated Flight Crew Member.

- For a ditching, complete the "Life Vest" announcement;
- Review the general evacuation plan, including the operation of seat belts, doors, emergency exits, life vests, lifelines, and life rafts;
- Assign primary and alternate exits to passengers;
- Assign competent passengers to aid infants, children, and the handicapped;
- Place hand luggage, loose items and potentially dangerous personal articles that cannot be stowed securely in lavatories and lock the doors from the outside. All items must be stowed under a seat, held, or placed in a stowage area preferably one with a securing net;
- Secure the galley and turn off the power;
- An extended period of time before landing or ditching should be used to refine the passengers’ knowledge of evacuation equipment and procedures;
- When anticipating a land landing, one Crew Member should be assigned to precede passengers and to assist passengers in the evacuation;
- The bracing position is to be assumed on the command, “Brace for Landing.” Initial contact should occur in approximately 10 seconds.

Seat belts must not be unfastened until the aeroplane has come to a complete stop.

48.4 Emergency Evacuation Announcements

The following announcements will be given by the PIC or a Flight Crew Member as conditions dictate:

- Imminent Emergency Landing or Ditching;
- Put on life vest/jackets but do not inflate;
- 500 Foot Warning;
48.5 Emergency Evacuation / Land

All Flight Crew Members shall remain current and familiar with emergency evacuation procedures and equipment particular to aeroplane type. Adherence to these procedures will serve to maximize safety. The Pilot-in-Command will ensure the following:

- The Pilot-in-Command shall be responsible for flying the aeroplane and managing emergency procedures. After landing the Pilot-in-Command will secure the engines and electrical systems.
- After the aeroplane comes to a stop, the Co-Pilot shall assist the passengers with the emergency exits;
- If practical (as determined by the Co-Pilot), a passenger may be asked to be responsible for the removing of a window exit and deployment of any emergency escape equipment. If time permits go over the procedures with the selected passenger. The briefing cards have diagrams of how to operate the exits and other evacuation equipment;
- Whether an evacuation is planned or unplanned, the Pilot-in-Command will issue specific instruction to passengers as soon as possible and give the command to evacuate when appropriate;
- Any abnormal occurrence on the ground that does not require an evacuation but that could be of concern to passengers, such as a very sudden stop or an unusual sound, should be explained promptly. This is to prevent any undesirable reaction on the part of the passengers. After such an occurrence and before continuing, the Pilot-in-Command should check the door warning lights (if appropriate) for assurance that an evacuation has not begun;
- Evacuation must not be initiated while the aeroplane is moving.

When the command to evacuate is given, the evacuation must be conducted aggressively. The hazard to passengers and crew may increase as time passes. Variations from standard procedures should be avoided unless a specific condition clearly indicates a particular course of action.

The suitability of an exit should be evaluated before it is used. Some considerations are its height above the ground and its proximity to a fire. If an exit is not safe for use, passengers should be directed to another exit. As passengers reach an exit, they must be urged to move rapidly through it and onto the wing or the ground.

While the primary objective of an aeroplane evacuation is to de-plane all occupants promptly, consideration should also be given to removing emergency equipment that could be of use following the evacuation, such as fire extinguishers, first aid kits, flashlights, megaphones and the emergency radio. This consideration becomes increasingly important if the evacuation is accomplished away from the airport, in a remote area or in extremes of temperature.

Following an evacuation, instruct the passengers to:

- Clear the outside of an exit;
- Move without delay as far away as possible;
- To remain assembled in a group;
- Formulate a plan of action for rescue.

If no imminent danger of fire exists following an evacuation, the passengers deplaning ahead of the wing should be directed to an area just forward of the nose of the aeroplane. Passengers deplaning behind the wing should be directed to an area just behind the tail. This is intended to reduce the exposure of persons to a wheel or fuel explosion and to help keep them from running into the path of emergency vehicles.

48.6 Procedures Following a Ditching

All Flight Crew Members shall remain current and familiar with ditching evacuation procedures and equipment particular to aeroplane type. Adherence to these procedures will serve to maximize safety. The Pilot-in-Command will ensure the following:
The Pilot-in-Command shall control the aeroplane while the Co-Pilot handles communications and briefs the passengers;

After the water touch down, proceed to the cabin and assist the passengers in deploying the life rafts and other survival gear;

Life rafts should not be removed from their stowage areas nor should any exit be opened until the aeroplane has come to a complete stop;

The raft’s lifeline must be attached, one end inside the aeroplane, the other end to the wing (if possible). The life raft should be removed from the stowage areas and, after attaching the retaining lanyard to the life-line or structure of the airplane, launched and inflated using the inflation handle. Two full-sized persons should board the raft first to assist the others during boarding;

If possible, persons should be transferred directly from the aeroplane into the life rafts. The importance of doing so depends on the sea state, the weather, and the extent of personal injuries;

If unable to board the rafts directly from inside the aeroplane, passengers should be instructed to inflate their life vests as they leave the aeroplane. Persons on the wing should hold onto the wing lifeline. Those in the water should hold onto a life raft heaving line to avoid drifting or being washed away;

The first competent person to board the raft should assure raft inflation, assist in the boarding of other persons, and to the extent possible, hold the raft away from damaged aeroplane structure;

Persons in the raft should assist other persons aboard, preferably at a boarding station. It may be quite difficult for a person to board the raft from the water without help;

Persons in the raft should sit with their backs against the rail and their feet toward the center. No one should be allowed to stand. Sharp objects, including shoes, that could damage the raft should be removed or otherwise disposed. Persons should move on hands and knees; unnecessary movement should be restricted.

When all persons are aboard the raft, the lanyard may be cut. The sea anchor should be deployed promptly. All loose equipment should be secured when it is not in use so that it is not lost or washed overboard. Rafts can be tied together in calm seas. This will provide a larger target for search and rescue units and permit optimum distribution of rations and equipment. If there is any appreciable wave motion, rafts should be separated to avoid the hazards of collision and upset.