

ABI 2206 AIRLINE SAFETY MANAGEMENT

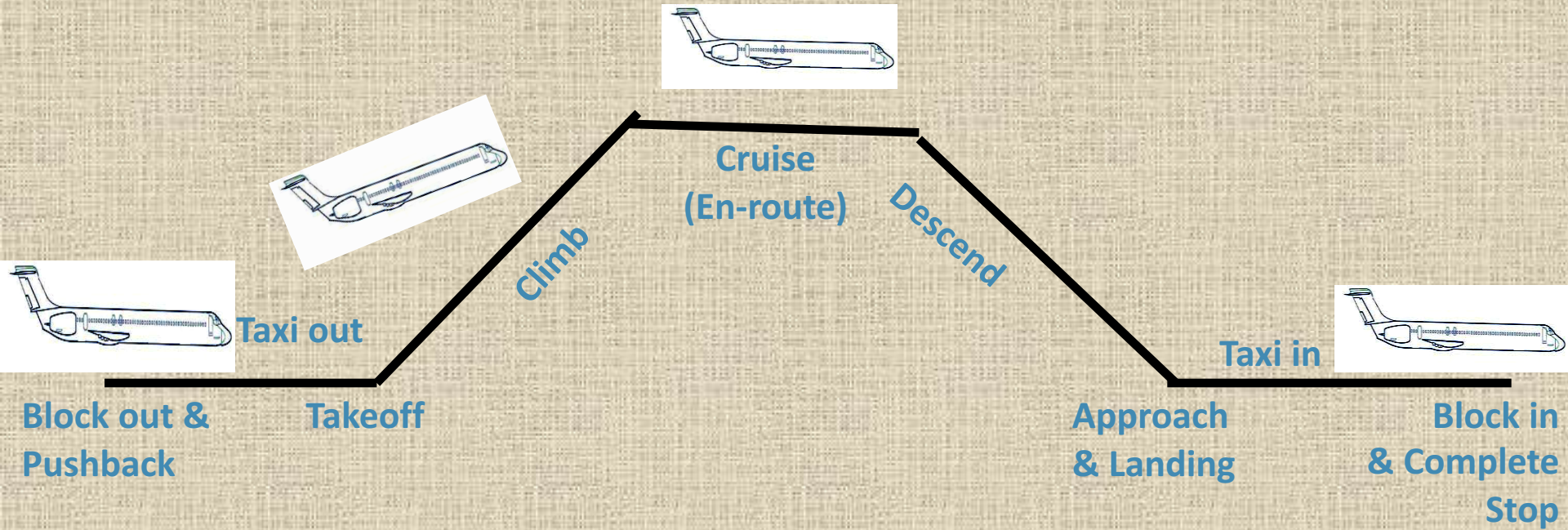
UNIT 9 Emergency Procedure



LEARNING OBJECTIVES

- Understand the important of Safety of passengers
- Capable to prepare to address EMERGENCY circumstances.
- Familiar with Discipline & Responsibilities, Communication, Operation Procedures, Emergency Procedures, Passenger Handling, Slide Jump, Survival & Water Survival.

Phase of Flight



CRITICAL 11 MINUTES

80 % of all plane accidents happen within the first **3** minutes of a flight or in the last **8** minutes before landing.



EMERGENCY EVACUATION

Emergency evacuation from an aircraft which may take place on the ground, in water, or mid-flight.

There are standard evacuation procedures and special evacuation equipment.

Commercial aircraft are equipped with safety cards which include locating

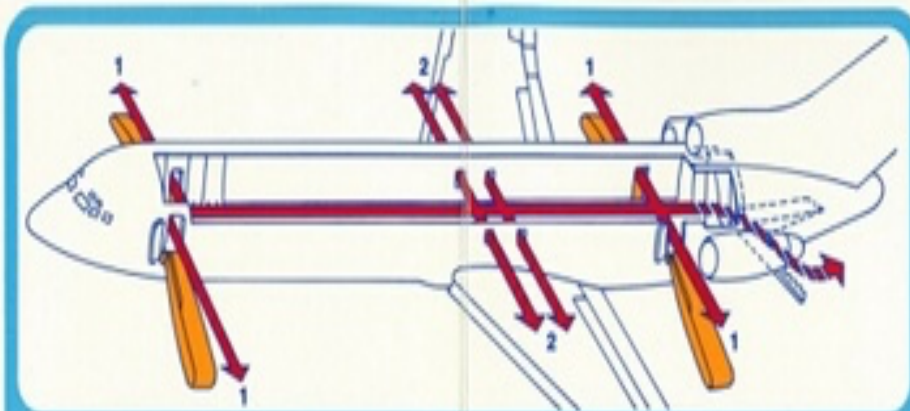
And using emergency exits, slides , floatation devices.

AIR FRANCE
BOEING 727

Consignes de sécurité / Safety instructions
Sicherheitsvorschriften
Consignas de seguridad / 安全のしおり
تعليمات الطوارئ

AIR FRANCE
BOEING 727

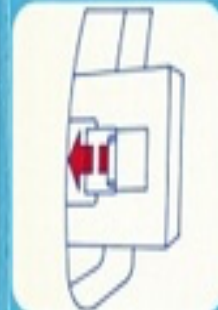
Consignes de sécurité / Safety instructions
Sicherheitsvorschriften
Consignas de seguridad / 安全のしおり
تعليمات الطوارئ



1 PORTES / DOORS / AUSGANGTÜR / PUERTAS / 舱门 / 1. طوارئ الخروج



2 ISSUES SUR LES AILES / EXITS / NOTAUSGÄNGE / SALIDAS / 舱门 / 2. طوارئ الخروج



POSITION DE SÉCURITÉ / SAFETY ATTITUDE / SICHERHEITSTELLUNG
POSITION DE SEGURIDAD / 安全の姿勢



OXYGÈNE / OXYGEN / SAUERSTOFF / OXIGENO / 酸素マスク / 酸素



GILET DE SAUVETAGE / LIFE JACKET / RETTUNGSWESTE
CHALECO SALVAVIDAS / 救命ベルト / 救命衣



No portar este gilet si senta en un seient amb rodes / Nicht für eine Stelle belegen, die mit Rollen ausgestattet ist
Nicht anwenden, wenn Sie sitzen, wenn Sie sitzen sind
No utilitzar aquest vestit si s'assenta en un seient amb rodes
Do not use this vest if you sit in a seat with wheels
Do not use this vest if you are sitting

DÉCOLLAGE ET ATERRISSAGE
ON TAKE-OFF AND LANDING
VOR START UND LANDING
DURANTE EL DESPEQUE Y EL ATERRIZAJE

期間開始の準備の位置 / 離陸と着陸の間

Les turbulences imprévisibles peuvent se produire, mais vous pouvez les éviter en conservant votre ceinture attachée pendant tout le temps de votre vol.

Un unforeseen turbulence may occur, but you can avoid it by keeping your seat belts fastened all the time your are seated.

Es unvorhergesehenen Turbulenzen können auftreten, aber Sie können sie vermeiden, indem Sie während der Zeit, in der Sie sitzen, festgeschnürt zu bleiben.

Como se pueden producir turbulencias imprevistas, evítelas asegurándose que mantenga abrochada su correa durante todo el tiempo que permanezca sentado.

من إمكانية حدوث اضطرابات مفاجئة، يمكنك تجنبها عن طريق إبقاء حزام الأمان مربوطاً طوال وقت الجلوس.



ATTACHEZ VOS CEINTURES
FASTEN SEAT BELT
座席ベルト着用

ازیبط حزام الأمان



NE PAS FUMER
NO SMOKING
禁煙

الرجاء عدم التدخين





安全须知

SAFETY INSTRUCTIONS

A330

为了您的安全 | For your safety

请仔细阅读本须知
Please read instructions carefully
听从机组的指令
Follow crew's instructions
如果还有其它问题，请与机组联系
Please contact crew if you have further questions



入座后请系好安全带
Please keep your seat belt fastened while seated



飞行全程 | During the entire flight



禁止吸烟
No smoking



禁止使用锂电池
移动电源
Do not use
lithium battery
mobile power



禁止使用主动发射无线电频率的便携式电子设备
Do not use all portable transmitting devices



起飞与着陆 | Take-off and Landing

- ① 调直椅背
Upright seatback
- ② 收起桌板
Stow table
- ③ 打开遮光板
Open window shade



控制手柄
Stow
handset



取下耳机
No
earphone



系紧安全带，肩带（如有）
Fasten seat belt (including
shoulder belt if equipped) tight & low



安全带 | Seat Belt

系上 Fasten



系紧 Tighten



解开 Unfasten



肩带 Shoulder belt



救生衣 | Life Vest

位置
Position



使用办法
Dinning
instructions



读完后请放回原处
Please return instructions to seat pocket after reading

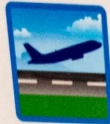




SAFETY INFORMATION / ข้อมูลด้านความปลอดภัย / 安全信息 AIRBUS A320

TYPE
D

EXPLANATIONS OF SYMBOLS / คำอธิบายสัญลักษณ์ / 标志说明



Take-off
ขณะเครื่องบินออกตัว
飞机起飞时



Cruising
ระหว่างการบิน
飞机飞行时



Landing
ขณะเครื่องบินลงจอด
飞机降落时



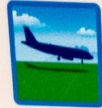
Fasten Seatbelt
รัดเข็มขัด
繫安全带



Oxygen
ออกซิเจน
氧气



Emergency Exit
ทางออกฉุกเฉิน
紧急出口



Emergency Landing on Ground
หรือลงจอดฉุกเฉินบนพื้นดิน
飞机紧急降落地面



Emergency Landing on Water
หรือลงจอดฉุกเฉินบนน้ำ
飞机紧急降落水面



No Smoking
ห้ามสูบบุหรี่
不准吸烟



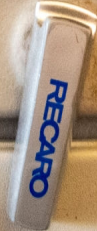
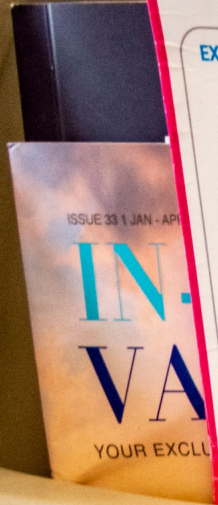
High Heels Off
ถอดรองเท้าส้นสูง
脱高跟鞋



Do Not Take Baggage
ห้ามนำสัมภาระติดตัว
禁携带随身行李

DO NOT USE PORTABLE ELECTRONIC DEVICES / ห้ามใช้อุปกรณ์อิเล็กทรอนิกส์บนเที่ยวบิน

DO NOT USE TRANSMITTERS



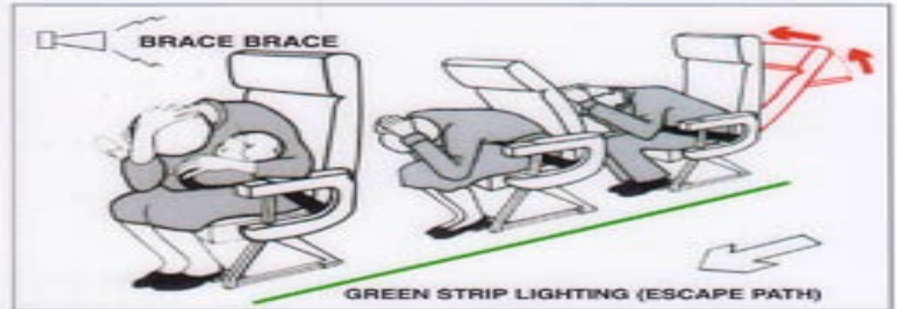
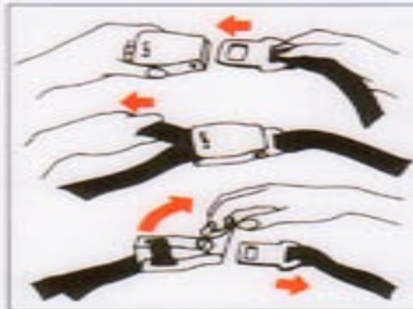
- FASTEN SEAT BELT WHILE SEAT
 - LIFE VEST UNDER YOUR SEAT
- 5028

gettyimages
Alphotographic

Safety on board Airbus A320

Issue 1 May 2000

PLEASE DO NOT REMOVE FROM AIRCRAFT



No Smoking
Aussagen über die verbotenen
für den Raucher
Rauchen verboten
Non fumare
No fume
Ne pas fumer



Adult Life Jacket



Do not inflate inside Aircraft
Né se gonfler à l'intérieur de l'avion
Ne pas gonfler à l'intérieur de l'avion
Bitte nicht im Flugzeug aufblasen
Non gonfiare la giacca di salvataggio in cabina
No inflar el chaleco salvavidas en la cabina
Caution: inflate outside

Child Life Jacket



PLEASE DO NOT REMOVE FROM AIRCRAFT

4 LIFE-THREATENING SITUATIONS



CA shall initiate the evacuation if there are “life threatening” condition occurred as the following ; (NO DOUBT - GET OUT)

1. Fire and dense smoke
2. Fuel Leakage
3. Fuselage cracked/serious damaged
4. Flood/Submersion

Evacuation Procedure

IMPORTANCE OF TIME

- All CA must be react to “what to do” & “how to do” use the shortest time in an instance situation.
- A post-impact fire, the evacuation of the passengers from the aircraft is crucial to complete, fire may be ignitable within 90 seconds.



REJECTED TAKEOFF

- Captain requires evacuation when it is “life threatening”,
- Captain command via announcement
“Evacuate – Evacuate – Evacuate”
- Command by turn on EVAC signal
- CA follow the evacuation procedure



Incident: Avior B734 at Panama City on May 9, 2014, rejected takeoff and temporary runway excursion

- On ground landing: **Slide**
- Ditching (On water): **Slide Raft**



TYPE OF EMERGENCY

Classified by Time remaining

a) Planned Emergency

Time available to prepare cabin & passenger

- 1) Plan emergency with full cabin preparation
- 2) Limited time emergency

b) Unplanned Emergency

No time available to prepare, most likely occur during takeoff or landing.

Evacuation Procedure

EMERGENCY TYPES

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graph TD; A[EMERGENCY TYPES] --> B[PLANNED  
(land & ditching)]; A --> C[UNPLANNED  
(land & ditching)]; C --- D[ ]
```

PLANNED
(land & ditching)

UNPLANNED
(land & ditching)

EMERGENCY LANDINGS

Prepared

- Time is available to prepare for the full procedure
- Fire/smoke, technical failure and bird strike
- Communication between flight and cabin crew established
- Time available could be as long as 40 minutes.

Unprepared

- Not enough or no time to prepare for the full procedure
- Immediately after take off or prior to landing
- Typically just the sudden initiation of emergency command
- US Airways Hudson River landing had 3 minutes

PLANNED EMERGENCY

1. Cabin preparations



Selection Of Abled Body Passenger

- Airlines crew who are trained on EM /EVAC procedure
- Police, Military, Rescue personnel, Fire fighter, Security guard or medical personnel (as they are trained in crowd control or chaotic situation)
- ****Strong & body fit passenger.**



- T

Cabin Preparation

- Explain brace position
- Explain how to use life vest (Ditching)
- Secure loose items
- Check pax seat belt/ belongings

Slide twist from gust



PLANNED EMERGENCY

2. CA do self prepare

- 1) Put on low-heeled shoes.**
- 2) If time permit,**
 - ▶ remove sharp objects**
 - ▶ put on life jacket**
- 3) For Purser, inform flight crew when cabin is secure.**
- 4) Perform brace position & silent review.**
- 5) Alert for 'BRACE' signal 1 min before impact**
- 6) Order "Brace Brace Brace ,Head down Head down Head down"**

Brace Position for cabin crew

Depend on the direction their seats face and type of restraint system those seats are equipped with.

- **In forward facing seats:** the cabin crew should fasten seatbelt as tight as possible and rest their chins on their sternums, arms and hands should be positioned in their laps or holding onto the side of their seats.

Brace Position for crew

This posture is to prevent or minimize injuries during an impact by leaning or bending forward head and body in a safe manner.

- fasten seatbelt tight & low at hip
- feet place firmly flat on floor

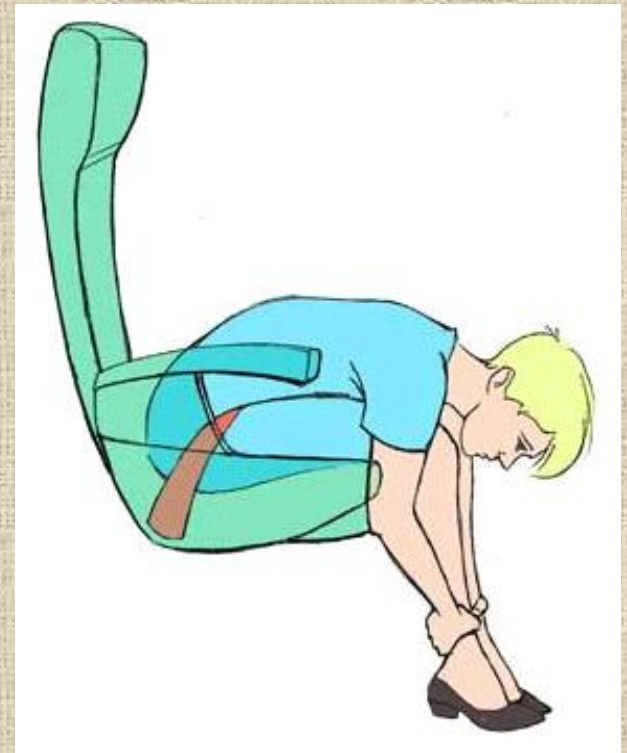
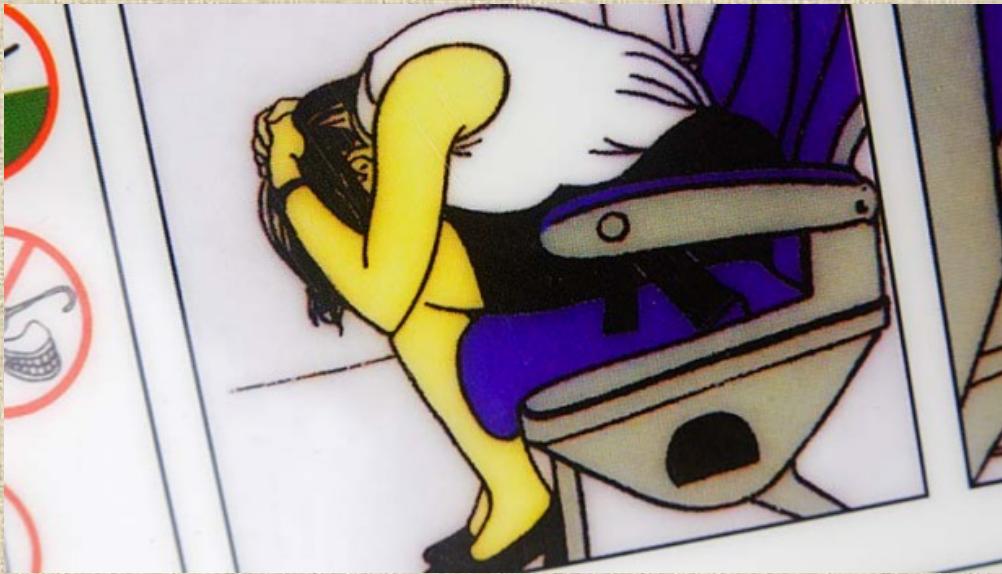


- **In rear facing seats**, the cabin crew should sit back in their seats, rest their heads against their seat backs or headrests, and have the restraint systems.



Brace Positions for Passenger

1. **Regular Seat** (wide-pitched)
 - bend forward over legs
 - Grab ankles





Brace Positions for Passenger

2. Regular seat (narrow-pitched)

- Place both hands on seatback in front and press forehead against arm.



- **Adults holding infants should provide as uniform support as possible to the infant's head, neck, and body, and lean over the infant to minimize the possibility of injury due to flailing.**





With seat in front



No seat in front



With a child



PLANNED EMERGENCY

SIGNAL TO EVACUATE





“Come this way, Jump and slide”



Ditching

Same procedures as emergency landing, except :

- Passengers should be informed about the ditching procedure.
- Cabin crew should demonstrate the donning of life vests, the brace positions, the exits, and show the safety cards.
- Cabin crew should make sure that passengers have correctly donned life vests (including infant's life vests), and understand **how and when** to inflate.

- Passengers should be reminded to inflate life vests **only as they leave** the aircraft
- Crewmember life vests should be a different color than the passengers' life vest (e.g., bright orange). Life vests should have lights



Real time of ditching case



Seat cushion



seat cushion is floatable

Real time of ditching



Slide use as a flotation device





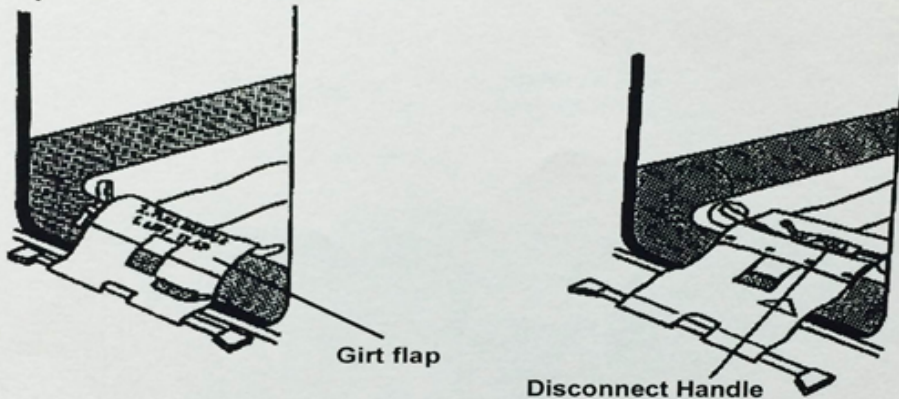


Disconnect slide from the aircraft

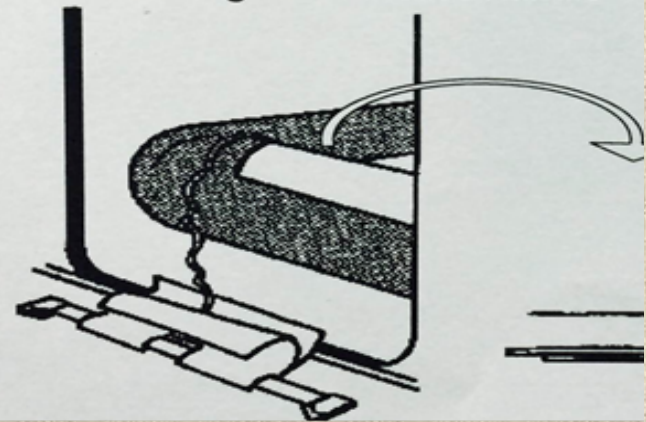
To disconnect slide:

1. Lift flap, pull “*Disconnect handle*”
2. Pull “*Mooring line release handle*”
to free slide from aircraft

1) Lift flap & Pull “Disconnect Handle”



2) Pull “Mooring Line Release Handle”





***CA make “Pin down”
To ensure nobody left in cabin
(row seat, lavatory, etc.)**



WINDOW EXIT: (Crash Landing)

when evacuation begin, use command

“OPEN WINDOW EXIT” – “GET OUT” - “SLIDE OFF THE WING”



Slide off the wing



SLIDE DRILL



[https://www](https://www.youtube.com/watch?v=kxP...)
[atch?v=kxP...](https://www.youtube.com/watch?v=kxP...)