

Docket No. SA-532

Exhibit No. 2-O

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Operations/Human Performance Group Chairmen
Airbus QRH - Ditching

(1 Page)

Attachment 14

to Operations / Human Performance Group Factual Report

DCA09MA026

**AIRBUS QRH
DITCHING**

DITCHING

This procedure applies when engines are running. If engines are not running, refer to the QRH "ENG DUAL FAILURE" (with or without fuel remaining) procedure, which has been amended to include the ditching procedure when the engines are not running.

PREPARATION

- ATC/TRANSPONDER (if available) NOTIFY/AS RQRD
*Notify ATC of the nature of the emergency encountered, and state intentions.
 If not in contact with ATC, select transponder code A7700, or transmit the distress message on : (VHF) 121.5 MHZ or (HF) 2182 KHZ or 8364 KHZ.*
- CABIN and COCKPIT PREPARE
*. Loose equipment secured.
 . Survival equipment prepared.
 . Belts and shoulder harness locked.*
- GPWS SYS OFF
- GPWS TERR OFF
- R - SIGNS ON
- GALY & CAB OFF
- LDG ELEV SELECT 00
- BARO SET
Omit the normal approach and landing checklist
- CREW MASKS/OXY SUPPLY (below FL 100) OFF

APPROACH

- L/G lever UP
- SLATS and FLAPS MAX AVAIL

AT 2000 FEET AGL

- CAB PRESS MODE SEL CHECK AUTO
- BLEED (ENGs and APU) OFF
- CABIN NOTIFY FOR DITCHING
- DITCHING pushbutton ON
*In case of strong crosswind, ditch face to the wind.
 In the absence of strong crosswind, prefer ditching parallel to the swell. Touchdown with approximately 11 degrees of pitch and minimum aircraft vertical speed.*

R AT 500 FEET AGL

- R - BRACE FOR IMPACT ORDER

R AT TOUCHDOWN

- R - ENG MASTERS OFF
- R - APU MASTER SW OFF

AFTER DITCHING

- ATC (VHF 1) NOTIFY
- FIRE pushbutton (ENG and APU) PUSH
- AGENTS (ENG and APU) DISCH
- EVACUATION INITIATE

Mod.: (26526 + 27498)
 GALY & CAB pb + GPWS TERR pb must also be switched OFF to avoid nuisance warnings.