



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

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Attachment 13 – Main Cargo Deck Access

OPERATIONAL FACTORS

DCA13MA081

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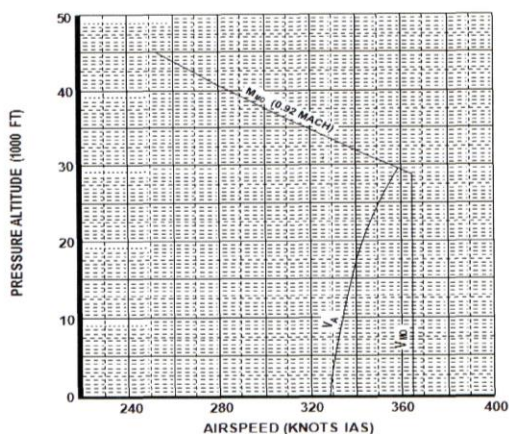
A. Flight Crew Procedures

1.0 Main Deck Access During Flight



747 Flight Crew Operations Manual

Limitations -
Operating Limitations



Upper Deck Occupancy (AFM)

The total number of persons carried, including crew, shall not exceed 10.
Access to the cargo compartment during Taxi, Takeoff, Flight, and Landing is prohibited.

Warning Systems

EGPWS - Look-Ahead Terrain Alerting (AFM)

Do not use the terrain display for navigation.
Pilots are authorized to deviate from their current ATC clearance to the extent necessary to comply with an EGPWS alert.
The use of look-ahead terrain alerting and terrain display functions is prohibited within 15 nm of takeoff, approach or landing at an airport or runway not contained in the EGPWS terrain database. Airports and runways not contained in the installed EGPWS terrain database will be identified by INTAM.

GPWS Mode 4 Requirements

Mode 4 of the GPWS must be determined to be operational before takeoff by verifying that a GND PROX SYS status message is not displayed on EICAS before engine start, and a GND PROX SYS advisory message is not displayed on EICAS after engine start and before takeoff.

October 1, 2011 B747-400 FCOM I L.10.15

2.0 Portable Oxygen Use

Portable Oxygen

If portable oxygen is available, the Captain may authorize access to the main cargo deck during flight. Personnel entering main cargo deck during flight will carry a portable oxygen bottle for use if conditions warrant. Proper handling and stowage upon return to upper deck is mandatory.

Smoke Barrier Door (AFM)

The smoke barrier door must be closed during taxi, takeoff, flight and landing.

Upper Deck Doors (AFM)

The emergency evacuation slide system must be in the AUTOMATIC mode, and engagement of each escape slide pack extractor must be verified by a check that the knob is visible in the AUTOMATIC viewing port prior to taxi, takeoff and landing.

Engines

Boeing Equivalent Thrust - 747-400

CF6-80C2B1F	56,500 LBS
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EGT Limits (AFM)

Starting	870° C	Maximum Transient 40 seconds
	750° C	Unlimited
Takeoff	960° C	5 minutes
Maximum Continuous	925° C	Continuous

Thrust

Takeoff, go-around and maximum continuous thrust N1 values for CF6-80C2B1F engines are presented on the appropriate engine thrust setting charts in the QRH Performance In-flight Chapter.

With EEC in Alternate mode (ALTN), takeoff power must be set after brake release.

3.0 Loadmaster Main Deck Access

National Airlines Cargo Operations Manual

Page Number: 10-27
Issued: 2012-09-17
Revision: 8

Instructions and Forms

- A copy of the NOTAC

9. OXYGEN;

Depending on where you are seated in the aircraft, your oxygen shall be checked, turned on and on 100% setting prior to departure.

10. ENTRY DOOR IS CLOSED;

Prior to closing the L1 door it should be inspected for possible damage from the crew stairs.

11. SMOKE BARRIERS, BELLY DOOR NETS AND 9G NETS CONNECTED;

Prior to closing the L1 door the LM should have checked to ensure all Smoke Barriers, Belly Door Nets and 9G Nets are connected.

12. PERFORM SECURITY WALK AROUND;

After the L1 door is closed, the LM will check for possible stowaway on the main deck including above the cargo, around the 9G net and in the E&E bay if accessible. On the Upper Deck the crew rest facility, Lavatory and open maintenance area behind of the Aft wall will be checked.

Denotes items to be completed during transit stops where freight is not on/offloaded.

12.5 AFTER TAKEOFF

1. CHECK RESTRAINT;

After takeoff (above 10,000 Ft and before 16,000 Ft) any oversize or heavy cargo that has been restrained to the aircraft floor or rails must be checked to ensure all restraints are still attached and securing the cargo. The LM will notify the crew that he/she is going down stairs and notify them once he/she has returned.

2. CHECK CARGO;

If you have Dangerous Good are onboard, it should be check to ensure there is no leaks or movement on takeoff.

12.6 INFLIGHT

1. CHECK RESTRAINT;

During flight, oversize or heavy cargo that has been restrained to the aircraft floor or rails must be checked to ensure all restraints are still attached and securing the cargo. The LM will notify the crew that he/she is going down stairs and notify them once he/she has returned. The LM will take supplemental oxygen is performing a walk around above 16,000 Ft.

2. CHECK CARGO;

If Live Stock are onboard the LM and any Handlers must take supplemental oxygen is performing a walk around above 16,000 Ft. The LM will notify the crew that he/she is going down stairs and notify them once he/she has returned

3. UPDATE LOADPLAN FOR NEXT STOP;

If the cargo onboard are transiting the next airport, the LM will update the next loadplan to reduce time at the next airport. If the LM has received the next cargo weights in advance, they should prepare the next loadplan in advance to reduce ground time at the next airport.

4. COMPLETE CREW DECLARATION (IF REQUIRED);

When re-entering the United States, each crewmember must fill out an individual Crew Declaration. Any couriers must fill out the appropriate US Customs and Border Protection forms.

12.7 DESCENT

1. CHECK RESTRAINT;

On Descent (below 16,000 Ft) any oversize or heavy cargo that has been restrained to the aircraft floor or rails must be checked to ensure all restraints are still attached and securing the cargo. The LM will notify the crew that he/she is going down stairs and notify them once he/she has returned.

2. CHECK CARGO;

If you have Dangerous Good are onboard, it should be checked to ensure there is no leaks or movement during flight.

3. SECURE LOOSE EQUIPMENT;

Any loose equipment, baggage, catering or coolers must be secured.

4. COLLECT AND BAG ALL PERISHABLES;

Most countries will not allow dairy products, fruits, vegetables or meat from outside the country in. If the country requires these items to be disposed of then they will have to be collected and bagged for disposal. Normally transiting aircraft do not have to collect and bag these items. If the aircraft is transiting the US, everything must be disposed of.

5. COLLECT AND BAG ALL REFUSE;

All trash must be bagged. The trash from the flight deck, lavatory and galley must be bagged in a heavy duty trash bag or doubled bagged.

12.8 AFTER BLOCK-IN

1. OPEN ENTRY DOOR;

Depending on the country's requirement, the door may or may not be able to be opened until the local Customs or Immigration Officer arrives. Some countries require the aircraft to be sprayed prior to arrive or opening the doors.