

NATIONAL TRANSPORTATION SAFETY BOARD

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UPS B747-400 Donning of O2 Masks

**OPERATIONS/HUMAN PERFORMANCE SUPPORT TO
THE U.S. ACCREDITED REPRESENTATIVE**

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B747-400 PILOT TRAINING GUIDE

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INTRODUCTION

This chapter describes pilot techniques associated with selected Non-Normal Checklists (NNC) and abnormal/emergency procedures. The intention of this chapter is not to provide additional procedures, but to provide amplification of existing procedures and techniques for pilots to use. It is designed to be used in conjunction with the AOM during initial and recurrent training.

Guidance is also provided for situations beyond the scope of non-normal checklists.

NON-NORMAL CHECKLISTS

All NNCs contained in AOM, Chapter 2.1 are also included the QRH. Flight crews are expected to accomplish all applicable NNCs during abnormal/emergency situations.

Two QRHS are maintained on each aircraft. Normally, the QRH is used to accomplish NNCs. If a QRH is not available, the AOM may be used to accomplish any required NNCs.

Techniques discussed in this chapter minimize workload, improve crew coordination, enhance safety and provide a basis for standardization. A thorough review of AOM, Chapter 2, INTRO is an important prerequisite to understanding this chapter.

NON-NORMAL SITUATION GUIDELINES

When a non-normal situation occurs, the following guidelines apply:

- **RECOGNITION OF NON-NORMAL SITUATION**
The crewmember recognizing the malfunction must call it out clearly and precisely. Numbers associated with malfunctions (e.g., "Engine 1") should not be announced to prevent confusion or incorrect identification of the problem.
- **MAINTAIN AIRCRAFT CONTROL**
It is mandatory that one pilot be responsible for flying the aircraft. The Pilot Flying (PF) will fly the aircraft while the Pilot Monitoring (PM) accomplishes the NNC. The PF should monitor the accomplishment of the NNC as workload allows. Maximum use of the autoflight system is recommended to reduce crew workload.
- **ANALYZE THE SITUATION**
NNCs should be accomplished only after the malfunctioning system has been positively identified.

WARNING: PILOTS SHOULD DON OXYGEN MASKS AND ESTABLISH COMMUNICATIONS ANY TIME OXYGEN DEPRIVATION OR AIR CONTAMINATION IS SUSPECTED, EVEN THOUGH AN ASSOCIATED WARNING HAS NOT OCCURRED.

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