

**NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Washington, D.C. 20594

**Attachment 27 - UPS B747 Training Guide on Establishing Communications**

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

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## B747-400 PILOT TRAINING GUIDE



moment is experienced during flap transition, (indicating a failure to automatically shut down an asymmetric flap situation) return the flap handle to the previous position.

Unusual events adversely affecting aircraft handling characteristics while airborne may continue to adversely affect aircraft handling characteristics during the landing ground roll. Aggressive differential braking and/or use of asymmetrical reverse thrust, in addition to other control inputs, may be required to maintain directional control.

### **Recall Checklists**

After flight path control has been established, accomplish the immediate action item steps of the appropriate NNCs. The emphasis at this point should be on containment of the problem. Execution of NNC actions should only commence when the aircraft flight path and configuration have been properly established.

Accomplish all applicable NNCs prior to commencing final approach. Exercise common sense and caution when accomplishing multiple NNCs with differing direction. The intended course of action should be consistent with the damage assessment and handling evaluation.

### **Communications**

Establish flight deck communications as soon as possible. This may require use of the flight deck interphone system or, in extreme cases of high noise levels, hand signals and gestures in order to communicate effectively.

Communications with the IRO or other crewmembers should be established as soon as the situation allows. All additional crewmembers should be utilized to the fullest extent possible.

Declare an emergency with ATC to ensure priority handling and emergency services upon landing. Formulate an initial plan of action and inform ATC. If possible, request a discrete radio frequency to minimize distractions and frequency changes. If unable to establish radio communication with ATC, squawk 7700 and proceed as circumstances dictate.

Communications with supernumeraries and company ground stations are important, but should be accomplished as time permits. If an immediate landing is required, inform the supernumeraries as soon as possible.

### **Damage Assessment and Aircraft Handling Evaluation**

Unless circumstances such as imminent aircraft breakup or loss of control dictate otherwise, the crew should take time to assess the effects of the damage and/or conditions before attempting to land. Use caution when reducing airspeed to lower flaps. Make configuration and airspeed changes slowly until a damage and controllability assessment has been accomplished and it is certain that lower airspeeds can be safely used. In addition, limit bank angle to 15° and avoid large or rapid changes in engine thrust and/or airspeed. If possible, conduct this assessment and handling evaluation at an altitude that provides a safe margin for recovery should flight path control be inadvertently compromised. It is important for the

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