

## **Attachment 13**

**to Operational Factors / Human Performance Group Chairman's Factual Report**

**DCA00MA005**

**Emergency Descent****Objective:**

This maneuver affords training in recommended procedures for establishing the highest practical rate-of-descent available during emergency conditions arising from an uncontrollable fire, sudden loss of pressurization, or from any other situation demanding an immediate and rapid descent.

**Description:**

The first action to be taken shall be to don the oxygen mask, at the same time commanding the crew to go on oxygen. Once the oxygen masks are in place, the trainee shall close the throttles and then conduct a quick assessment of aircraft damage, structural, or otherwise; meanwhile starting a gradual descent. Damage assessment should be accomplished in no more than 15 seconds. When condition of the aircraft is determined, the descent will be made accordingly; i.e., in the safest and most expeditious manner.

When the assessment indicates no serious structural damage, the descent will be made as follows: Extend the spoilers, lower the landing gear below .82M, or below  $V_{le}$ , simultaneously rolling into a 60 degree banked turn in either direction and lowering the nose to maintain .82 M or  $V_{le}$ . When descent is stabilized, reduce bank to not less than 20 degrees and adjust pitch attitude to maintain .82M of  $V_{le}$ .

At 1000 feet above the desired altitude, begin a gradual decrease of dive angle until approximately 2/3 of angle has been removed. At 200 feet above the desired altitude, retract spoilers and complete level off. When airspeed has decreased below  $V_{lo}$  retract the landing gear, then resume normal flight.

NOTE: As soon as the aircraft is configured properly, all prescribed procedures are completed, and the descent is established and stabilized, this maneuver should normally be terminated, no lower than 14,000 feet.

NOTE: For training purposes, the landing gear will not be activated at aircraft speeds above  $V_{lo}$ .

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ORLANDO, FGDU-15  
*D. McLaughlin*  
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**Acceptable Performance Guidelines:**

- a. Maintain positive aircraft control.
- b. Do not exceed Airplane Flight Manual placarded speed.
- c. Maintain positive "G" forces.

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*[Signature]*

Subject Module: AGS-3 Emergency Equipment

Objectives:

To familiarize the crewmember with the emergency equipment on the aircraft.

Equipment/Training Aids:

Aircraft  
Emergency Equipment from Aircraft

Courseware:

Aircraft Flight Manual

Instructional Delivery Methods:

Lecture  
Discussion  
Demonstration

Elements:

General - All Aircraft Families

- A. Type, location, and purpose of each item of emergency equipment -
  - 1. fire and oxygen bottles
  - 2. first aid kits
  - 3. liferafts
  - 4. life preservers
  - 5. emergency exits and lights
- B. Each item of egress
  - 1. escape straps or handles

Completion Standards:

The individual shall complete an oral examination given by the instructor to determine adequate knowledge of the aircraft emergency equipment.

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Subject Module: AGS-22 Oxygen

Objectives:

To familiarize the crewmember with the aircraft oxygen system.

Equipment/Training Aids:

Aircraft  
Oxygen Mask

Courseware:

Aircraft Flight Manual  
Pilot Manual

Instructional Delivery Methods:

Lecture  
Discussion

Elements:

- A. Oxygen System
  - Oxygen Storage and Pressure Regulator
  - Oxygen Pressure Gage
  - Oxygen system Cockpit Controls
- B. Masks
  - Passenger
  - Crew
  - Deployment -Automatic/Manual

Completion Standards:

The individual shall complete an oral examination given by the instructor to determine adequate knowledge of the aircraft oxygen system

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