



## 4.1.2 - 30-Second Review

1. Brace position and brace command until aircraft stops.
2. Evacuation decision.
3. Assigned exit procedures.
4. Evacuation commands.

## 4.2 - Evacuations

Flight Attendants are responsible for evacuating the cabin when necessary.

During every takeoff and landing Flight Attendants must assume the proper brace position as illustrated in *4.1.1 - Brace Position [FAR 121.311]*.

1. When danger is apparent and the aircraft is still moving on the ground, Flight Attendants remain belted in the brace position and begin shouting the brace command HEADS DOWN STAY DOWN.
2. When the aircraft stops, determine an evacuation decision:

Remain seated - Passengers should remain seated when the Captain communicates that an evacuation is not necessary. Crew members will assess observable conditions and communicate with the Captain.

Evacuate - Pilots may indicate which exits **not** to use. In the absence of communication from the Pilots, Flight Attendants assess cabin conditions and, if conditions warrant, initiate an evacuation. “B” Flight Attendant activates emergency lights.



3. After passengers have evacuated:
  - a. Visually check to verify that your immediate cabin area is clear.
  - b. If conditions allow, take emergency equipment off the aircraft with you. Examples:
    - high-risk gloves
    - first-aid kit
    - emergency medical kit
    - portable oxygen bottle
    - CPR mask
    - defibrillator
    - emergency flashlight
    - megaphone
4. Exit the aircraft
  - Gather the passengers and crew away from the aircraft.
  - Keep them together in a group.
  - Ensure no-smoking compliance.
  - Count passengers and crew members.
  - Administer first aid as necessary.

### 4.2.1 - Door Operation in an Evacuation

Each Flight Attendant is responsible for operating the nearest exit(s). “A” operates the forward-entry door; “C” the forward service door; “B” the aft-entry and aft service doors; and a jumpseat rider operates the aft service door. OWWEs are the secondary exits for all working crew members.

In an evacuation, “B” activates the emergency lights. Then all Flight Attendants:

1. Assess conditions through the window.
2. If conditions are clear, grasp the door assist-handle and the control handle, rotating the control handle in the direction of the arrow.
3. After the door swings in, push **firmly** outward on the control handle. (An armed door requires more force to open than a disarmed door.)
4. As the door swings out, switch one hand from the control handle to the door assist-handle, the other hand from the door assist-handle to the fuselage assist-handle.

**WARNING:** The door must be opened in one continuous motion. Interrupting the process may result in slide malfunction and a blocked exit.

## 4.3 - Evacuation Commands

### 1. HEADS DOWN STAY DOWN

When danger is apparent and the aircraft is still moving on the ground, remain belted in the brace position.

### 2. RELEASE SEAT BELTS

Operate doors as described in 4.2.1 - *Door Operation in an Evacuation*.

“B” Flight Attendant opens the aft-entry door and posts a person at that door to continue the evacuation while opening the aft service door.

“B” Flight Attendant then moves in front of the closet.

### 3. Ditching:

PUT ON LIFE VESTS  
WAIT TO INFLATE

In smoke or fire:

COVER YOUR NOSE AND  
MOUTH

GET BELOW THE SMOKE

All evacuations:

COME THIS WAY

THIS WAY OUT

LEAVE EVERYTHING

CROSS YOUR ARMS, JUMP  
or STEP OUT (OWWE)

Repeat these commands as appropriate to conditions.

### 4. MOVE AWAY FROM THE AIRCRAFT

STAY TOGETHER IN A GROUP

NO SMOKING

Repeat these commands off the airplane.

### 4.3.1 - Conditions Affecting Evacuation

Conditions inside and outside the aircraft must be continuously assessed. Smoke, fire, or obstructions may make an exit unusable. Flow control means balancing the flow of Customers toward all usable exits, in order to minimize total evacuation time.

#### Blocked Exit

If an exit is not usable, shout EXIT BLOCKED and stop the flow of traffic. If your secondary exit is already open, shout the appropriate commands (see *Dried-Up Exit*, below). If a secondary exit is **not** already

# Handling Carryons During Evacuation

Although the safety-information card and your evacuation commands instruct Customers to leave their carryons on the aircraft in an evacuation, actual evacuations have demonstrated that some Customers will bring their carryons to the exit. This has the potential to slow the evacuation, damage the escape slide, and injure other passengers at the bottom of the slide.

Your safety during an evacuation depends partly on maintaining your grip on the fuselage assist handle. Battling with a Customer over a carryon item may be more detrimental to your safety and the rapid evacuation of the aircraft than allowing the Customer to take it along.

With this in mind,

- in any evacuation, when a Customer approaches any exit with a carryon item, interrupt your evacuation commands and forcefully instruct the Customer to **LEAVE EVERYTHING**. Repeat this command and indicate that the item should be thrown into the nearest row of seats.
- in a **ground** evacuation, if a Customer reaches the door exit with a carryon, instruct the Customer to throw the bag out of the aircraft to the aft of the evacuation slide.
- in a **ditching**, insist that all carryons remain on the aircraft. There will be people in the water holding on to the sides of the slide. Throwing a carryon item out of the aircraft will endanger them.