

## ADDITIONAL INFORMATION / CONSIDERATIONS

**PASSENGER EVACUATION**

This procedure is accomplished when a condition potentially endangering life or physical well-being of passengers and Crew exists.

The evacuation will be initiated by the Captain. After the Flight Attendants have ascertained that the Flightcrew is incapacitated, or in the absence of communication from the Pilots, they will assess cabin conditions and, if conditions warrant, initiate an evacuation.

Sequence and full completion of this checklist are not mandatory. Base actions on common sense, good judgement, and evaluation of the existing situation. Actions are taken by the Pilot listed. If that Pilot is incapable, then by any other Crewmember.

- 1 In a planned evacuation, summon the "A" Flight Attendant using 4 rings of the crew call system. Brief the time available, type of emergency, and who will make the notification to passengers. The "A" Flight Attendant will signify completion of cabin preparation by notifying the Captain that the **Cabin Is Prepared**.

Five minutes prior to landing, slowly cycle the no smoking switch **OFF**, then **ON**. Next, make the PA announcement "**Flight Attendants, five minutes prior to landing.**" Approximately one minute prior to landing, the Flight Attendants will command **Heads down, stay down**, and will continue this command until the aircraft stops.

- 2 On aircraft with digital controllers, the outflow valve can take up to 20 seconds to open.

- 3 If time permits, verify flaps are full down prior to placing the start levers to CUTOFF.

- 4 Use the PA for all commands. If possible, direct the Flight Attendants and passengers to commence evacuation and state which exits (if any) should not be used because of an unsafe condition. In the event the PA system is inoperable:

- Pilots will shout either **EVACUATE** or **REMAIN SEATED** so the command can be heard by the "A" and "C" Flight Attendants.
- Flight Attendants will respond accordingly, following procedures currently in place for handling these types of situations.

- 5 Use the override button if necessary.

- 6 Rotate in either direction and hold for 1 second. Check the bottle discharge light indicating proper operation.

**Considerations:**

- Consider taking emergency equipment with you during the evacuation (i.e. first aid kits, flashlights, and megaphones).
- Time permitting, every attempt must be made to brief the Flight Attendants. When, in the Captain's judgement, the emergency does not dictate the probability of evacuation, the Flight Attendants will be advised to "**Secure the cabin**", otherwise, the cabin will be prepared for emergency evacuation using the 737 Planned Emergency Checklist.
- After landing, direct the Flight Attendants to "**Evacuate**" or "**Remain Seated**" using the PA system.
- **CAPTAIN:** Immediately following aircraft shutdown proceed to the main cabin, and if the evacuation is not complete, supervise evacuating the remaining passengers as required. When all possible assistance has been rendered, leave the aircraft by any suitable exit and direct passengers away from the aircraft, giving assistance as necessary. If unable to enter the main cabin exit via either sliding window.
- **FIRST OFFICER:** Leave the aircraft as soon as possible, preferably through one of the forward doors. Direct and coordinate evacuation from all available exits by circling the exterior and enlisting the aid of helpers. Direct passengers away from the aircraft.

## PASSENGER EVACUATION

**PROCEDURE:** 1

1. Aircraft (if on fire) (Capt)..... Position, Fire Downwind
2. Flap Lever (F0)..... 40
3. Standby Power Switch (F0)..... BAT
4. Pressurization Mode (F0)..... MAN DC/MAN
5. Outflow Valve (F0)..... Open 2
6. Parking Brake (Capt)..... Set
7. Speed Brake (Capt)..... Down
8. Start Levers (Capt)..... CUTOFF 3
9. Evacuation (Capt)..... Order Or Cancel 4
10. Tower/Ground Personnel (F0)..... Notify
11. Engine & APU Fire Warning Switches (Capt)..... Pull 5
12. Lighted Fire Warning Switches (Capt)..... Rotate 6
13. Battery Switch (last pilot to leave)..... OFF
14. Standby Power Switch (last pilot to leave)..... OFF

*“Passenger Evacuation Checklist Complete”*

### Standard Emergency Hand Signals

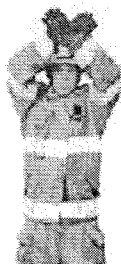
**Recommend Evacuation** — Evacuation recommended based on assessment of external situation.



Arm extended from body, and held horizontal with hand upraised at eye level. Execute beckoning arm motion angled backward. Non-beckoning arm held against body.

Night — Same with wands.

**Recommend Stop** — Recommend evacuation in progress be halted. Stop aircraft movement or other activity in progress.



Arms in front of head — Crossed at wrists.

Night — Same with wands.

**Emergency Contained** — No outside evidence of dangerous conditions or “all-clear.”



Arms extended outward and down at a 45 degree angle. Arms moved inward below waistline simultaneously until wrists crossed, then extended outward to starting position (umpire’s “safe” signal).

Night — Same with wands.