**Docket No. SA-532**

**Exhibit No. 6-F**

# NATIONAL TRANSPORTATION SAFETY BOARD

**Washington, D.C.**

Attachment 5

US Airways Flight Attendant
Inflight Emergency Manual

(68 Pages)

### 4.1.7 Prior to Showing Safety Demonstration Video.

Designated F/A delivers prior to showing the Safety Demonstration video.

"Ladies and gentlemen, please direct your attention to the video monitors while important safety information is reviewed."

### 4.1.8 Safety Demonstration Announcement.

**Airbus - A319/A320/A321.**

- **A319/A320:** Verify whether A/C is EOW or life vest equipped before beginning and tailor announcement.
- **Passenger life vest-equipped A319, A320 and A321:**
  Life vest demo is required when the flightdeck crew notifies F/As the flight route goes beyond 50 NM of the shoreline.
  — It is a requirement to demonstrate removal of the life vest from the storage pouch during the life vest demonstration.
- Repeat exit information if F/A is performing demo in more than one location.

"Good (morning/afternoon/evening) ladies and gentlemen. Welcome aboard flight (number) enroute to (city)"...**[if applicable, add:** "with continuing service to (destination)."**]** "Please take a moment to listen to this important safety information."

"In preparation for departure, be certain that your seat back is straight up, and your tray table is stowed. All carry-on items must be secured completely under the seat in front of you, or stored in an overhead compartment. Please use caution when placing items in, or removing them from, the overhead bins."

"Please ensure that all electronic devices are turned off. Some devices such as cell phones, TVs, radios and any device transmitting a signal may not be used at any time during the flight; however, you may use certain electronic devices when advised by your crew."

"Please direct your attention to the flight attendants in the cabin. For everyone's safety, regulations require your compliance with all lighted signs, placards and crewmember instructions."

"Whenever the seat belt sign is illuminated, please make sure that your seat belt is fastened low and tight around your hips. To fasten, insert the metal fitting into the buckle and tighten by pulling the loose end away from you. To release, lift the metal flap."

"During the flight, the captain may turn off the Fasten Seat Belt sign; however, for safety, we recommend that you keep your seat belt fastened at all times."

"Please review the Safety Information Card in the seat pocket in front of you. It explains the safety features of this aircraft, as well as the location and operation of the exits and flotation devices."

"Your seat cushion serves as a flotation device; to remove the cushion, pull up and take it with you to the nearest usable exit. When exiting the aircraft, place your arms through the straps and then hug the cushion to your chest."

"As the flight attendants are pointing out, there are:

- **A319**: a total of six exits on this aircraft; two door exits in the front of the aircraft, two window exits over the wings and two door exits in the rear of the aircraft."
- **A320**: a total of eight exits on this aircraft; two door exits in the front of the aircraft, four window exits over the wings and two door exits in the rear of the aircraft."
- **A321**: a total of eight door exits on this aircraft; two in the front of the aircraft, two in the middle section and two in the rear of the aircraft. There are two additional emergency door exits in the middle section of the aircraft."

"Each door is equipped with an evacuation slide. If directed to exit the aircraft, jump onto the slide and move away from the aircraft."

- **[Add for A319/A320 EOW:** The evacuation slides at the four door exits can be detached and used as rafts in a water evacuation.**]**

"Take a moment to locate the exit nearest you, keeping in mind that the closest usable exit may be located behind you. If there is a loss of electrical power, low-level lighting will guide you to the exits indicated by illuminated exit signs."

"If needed, oxygen masks will be released from overhead. To start the flow of oxygen, reach up and pull the mask toward you, fully extending the plastic tubing. Place the mask over your nose and mouth and place the elastic band over your head. To tighten, pull the tab on each side of the mask. The plastic bag does not inflate when oxygen is flowing. Secure your mask before assisting others."

**[Add for all life-vest equipped A319/A320/A321:** "This aircraft is equipped with a life vest located under your seat. To wear it, tear open the plastic package, remove the life vest, and slip it over your head. Wrap the strap around your waist, snap the two ends together and tighten. Inflate the vest by pulling down on one of the red tabs. It is important that you do not inflate your life vest until after exiting the aircraft. The vest can also be manually inflated by blowing into one of the red tubes and is equipped with a water-activated locator light."**]**

"As a reminder, smoking is prohibited in all areas of the aircraft, including the lavatories. Federal regulations prohibit tampering with, disabling, or destroying a lavatory smoke detector."

"On behalf of your entire crew, it is our pleasure to have you aboard. Thank you for choosing US Airways."

## 10.2 Unplanned Emergencies

An unplanned emergency occurs with no forewarning or time to prepare. Most emergencies that result in evacuation occur during taxi, takeoff, or landing. Be prepared to immediately react to sudden and unexpected emergency situations.

## 10.3 Planned Emergencies

A planned emergency allows time to prepare the passengers, aircraft and airport for the best possible outcome. The captain informs the "A" F/A of the emergency situation and provides the TEST briefing.

Follow the cabin prep procedures for land or water. These references are located at the front of each A/C section.

- The "A" F/A is ultimately responsible for the entire cabin.
- "A" F/A summons the other F/As to the forward galley and relays the TEST information received from the captain.
- The "A" F/A reviews cabin section assignments for cabin preparation and passenger briefing duties.
- Each F/A assumes galley stowage and lavatory locking duties for his/her area of responsibility.
- "A" F/A reads announcement from forward PA and is responsible for securing galleys and locking lavatories in forward cabin area, much of which can be done during pauses in announcement when the other F/As are busy with passengers. On narrow-body A/C, if "C" F/A only area of responsibility is the first class cabin, he/she assists "A."
- Follow the diagrams in the *Cabin Prep* references for F/A positioning within the cabin.
- While demonstrating, ensure no overlaps or omissions in cabin coverage occur.

F/As are responsible for the passengers and cabin area including:

- The row in which he/she is standing up to, but not including, the row in which the next F/A is standing.

The aft-most F/A is responsible for passengers and cabin area including:

- The row in which he/she is standing through the last row;
- Securing galleys and locking the lavatories in the aft section of the A/C (supplemental F/A(s) onboard assist as needed and directed by the "A" F/A).

**B767 or A330:** If there is an F/A in both aisles of a cabin section, the F/A A/C left is responsible for passengers in seats A-D, and the F/A A/C right is responsible for passengers in seats E-G or E-H.

### 10.3.1 Flight Attendant Notification.

Pilots utilize the emergency signal, six bells, to notify when an emergency could require an evacuation (e.g. smoke, fire, landing gear malfunction, ditching, etc.)

"A" F/A immediately picks up the interphone to receive the TEST briefing.

Using the TEST acronym, the captain communicates specific information that assists the F/As in preparing for a planned emergency.

The captain briefs at least the following items:

**T** - how much **T**ime is available?
**E** - what type of **E**mergency?
**S** - what is the brace **S**ignal?
**T** - **T**ake special instructions.

The "A" flight attendant will advise the captain when the cabin is ready.

## 10.4 Precautionary Landing

A precautionary landing is when the captain identifies the need for preferential ATC handling and possible diversion to a different airport. In this situation a routine landing and taxi-in is anticipated; however, as a precautionary measure Crash-Fire-Rescue equipment is notified to standby on the tarmac.

Precautionary landings do not require F/As to obtain a TEST briefing or prepare the passengers for an emergency landing.

- Time permitting, the flightdeck crew will signal two bells to notify F/As that an emergency exists and that a precautionary landing is expected.
- If time is limited, the pilot may make a PA announcement to notify F/As and passengers of the situation.
- When notified of a precautionary landing:
  - "A" F/A picks up the interphone.
  - If the flightdeck crew is unable to make an announcement to the passengers, the "A" F/A will make the Precautionary Landing announcement.
  - Make PED - Descent announcement.
  - Conduct final cabin check.

## 10.5 Standard Brace Signal

The standard brace signal is the command "Brace for Impact" over the PA from the flightdeck.

During the TEST briefing, the captain may choose another pre-arranged signal.

## 10.6 Flight Attendant Brace Positions

### 10.6.1 Aft Facing Jumpseat.

- Head upright, looking toward ceiling.
- Body erect, well back in jumpseat.
- Sit on hands, palms up.
- Feet flat on floor, shoulder width apart, out from under jumpseat.
- Shoulder harness straight and tighter than tight.
- Lap belt low and tight across hips, buckle in center of lap.

### 10.6.2 Forward Facing Jumpseat.

- Chin on chest.
- Body erect, well back in jumpseat.
- Sit on hands, palms up.
- Feet flat on floor, shoulder width apart, out from under jumpseat.
- Shoulder harness straight and tighter than tight.
- Lap belt low and tight across hips, buckle in center of lap.

## 10.7 30-Second Review

Review the following information while seated in the jumpseat for each takeoff and landing.

1. What is my brace signal?
2. What is my brace position?
3. What is my assigned exit and which way does the handle rotate?
4. What are my commands?
5. What are my actions at a usable exit?
6. What do I do if my exit is blocked?
7. Am I responsible for the emergency light switch?

## 10.8 Brace Command - Planned and Unplanned

- F/As shout, **"Bend over, heads down, stay down."**

## 10.9 Passenger Brace Positions

### 10.9.1 Brace Position - Standard.

- Seat belt tight.
- Cross wrists.
- Lean forward, placing forehead against back of hands.
- Feet flat on floor, shoulder-width apart.

### 10.9.2 Brace Position - Alternate.

Alternate positions are explained to passengers as needed and time permitting:

**Child or Infant.**

- A child/infant occupying a child restraint system for take-off, continues to occupy the CRS for landing.
- Instruct adult to remove infant/child and leave device behind when A/C stops.

**Child or Infant - Using a Passenger Seat and Seat Belt.**

- With the child/infant leaning forward, have the child place face in lap and clasp elbows under knees. The adult assumes the standard brace position.
- If necessary, pack blankets, pillows, or coats between his/her hips and the side of the seat, outside the seat belt or behind the small of his/her back so that the belt fits securely.
- In cases when child/infant does not have a suitable restraint device, this is the preferred position, unless no seats are available or infant is unable to sit up.

**Infant on Floor.**

- Adult may hold infant on the floor against a bulkhead, using pillows, blankets, etc. to help pad.
- When enveloping infant, allow for excess material so that during landing, the infant is held in place by adult hand placement on the excess wrapping, as close as possible to the infant, instead of direct hand placement on the infant's body. Instruct adult accordingly.

**Infant on Passenger Lap.**

- Infant may be held on passenger's lap but must not be strapped in with the passenger.
- Infants face in adult's shoulder, feet under adult's armpit.
- Adult uses hand/forearm to support infant's head, neck, and torso.
- Adult bends over for impact, protecting infant.

**Bulkhead Seats or Passenger Unable to Reach Seat in Front.**

- Feet flat on floor.
- Bend over, place face in lap.
- Clasp elbows under knees.

### 10.9.3 Relocated Brace Positions.

Relocated brace positions are utilized in an irregular operation if there are not enough seats available to relocate passengers and crew:

**Relocated passenger.**

- Sits on floor in a row of occupied seats, back against the fuselage.
- The seated - passenger's legs are placed over the passenger on floor.

**Relocated F/A.**

- Sits in an aisle seat, maintaining closest access to the exits.

### 10.9.4 Passengers with Service Animals.

In the event of an emergency, service animals remain with their owner.

## 10.10 ABP Briefings

ABP Briefings are intended to give the responsibility of exit operation to the passenger in the event of F/A unavailability. Communicate exit operation, emergency equipment locations and specific duties to ABPs in a calm, reassuring manner.

ABP briefings are given in person if time permits.

- Specific ABP briefing information is located in the Cabin Prep references in front of each A/C section
- Time permitting, take the ABPs to assigned exits and explain operation and duties.
- If time is short, request ABPs review the *Safety Information Card.*

## 10.11 Evacuations

### 10.11.1 Pilot Initiated Evacuation.

**"Evacuate"** is the standard flightdeck signal to evacuate, made over the PA e.g. **"This is the captain, evacuate, evacuate."**

The captain has the authority to establish different signals deemed necessary for the safety of the passengers and crew.

### 10.11.2 Flight Attendant Initiated Evacuation.

### When to Evacuate.

The decision to evacuate must be based on an objective evaluation of a **real** threat (as opposed to a subjective evaluation of a **perceived** threat) to the safety of passengers and crew.

F/As initiate an evacuation when the passengers and/or crew are in imminent danger only under the following conditions:

- Severe structural damage
- Threatening fire or smoke
- No response from the flightdeck

## F/A Initiated Evacuation - Action Chart.

Prior to conducting any evacuation, assess environment and act accordingly.

| Event | F/A Action | Pilot Action |
|---|---|---|
| Passengers and/or crew are in imminent danger:<br><br>Severe structural damage.<br><br>Threatening fire or smoke.<br><br>No response from the flightdeck. | Depresses "Captain/Pilot" button on handset to alert flightdeck.<br>1. If pilot answers - follow instructions.<br>2. If no answer, if time permits and safety not jeopardized, F/A attempts communication with other crewmembers (i.e. call other stations, knock on F/D door, etc.).<br>3. If no communication possible - wait until aircraft comes to a complete and final stop, pick-up PA and announce: **"(X) F/A evacuating (X) exit."**<br>4. Initiate and command evacuation. | Pilot immediately answers interphone and provides instructions to:<br><br>**"Standby."**<br>or<br>**"Evacuate!"** |
| **Event** | **F/A Action** | **Pilot Action** |
| When an evacuation is not warranted. | Cease evacuation and instruct passengers to:<br>**"Stay Seated!"** | Announces on PA:<br>**"This is the captain/first officer remain seated with your seat belt fastened."** |

### 10.11.3 Preferred Use of Exits and Exit Operation.

Immediately notify the captain of any emergency or dangerous situation.

The captain is in command of the A/C. Follow his/her orders, even if they may differ from written instructions.

Exit availability differs from one emergency situation to another. Use situational awareness when deciding which exits would be the most preferable under the prevailing circumstances. For example, circumstances may suggest that stairs would be of better use than slides, or window exits would be preferable to door exits.

In an emergency evacuation, assess personal risk and determine a course of action that is safe, realistic, and facilitates the evacuation of as many occupants as possible. Leave the A/C when it is no longer safe to assist the evacuation from inside.

Each F/A position is given more than one exit responsibility. Conditions permitting, report to the first exit option first. Report to the second exit option for the following reasons:

1. The first exit is blocked:

   Either operate the next exit indicated, conditions permitting, if it is unmanned by a crewmember or assist as needed if the exit is already manned. If getting to the next exit involves moving through the cabin, but other exit(s) or opportunities of egress exist and danger is imminent, move to the nearest available exit and assist as needed.

2. Once an evacuation flow has been established at the first exit indicated attempt to operate the second exit if:

   - It is in the same area.
   - It is not already manned.
   - Conditions permit.
   - Doing so would expedite the evacuation without endangering yourself.

3. If the specified exit(s) are blocked, or moving to them is not possible without placing yourself in danger:

   Be as helpful as possible in the evacuation, ensuring your own safety and using situational awareness. If smoke is not present, it may be helpful to step up on a seat located out of the flow of traffic to observe evacuation flow. If bottlenecks exist, shout or use megaphone to give commands that will direct passengers to exits that aren't being used to their potential.

## 10.12 F/A Actions & Commands

| F/A ACTIONS - PRE-IMPACT | F/A COMMANDS - PRE-IMPACT |
|---|---|
| Assume F/A brace position.<br>• **Facing Aft:** Head upright, looking toward ceiling.<br>• **Facing Forward**: Chin on chest.<br>• **Both Positions:**<br>— Body erect, well back in jumpseat.<br>— Sit on hands, palms up.<br>— Feet flat on floor, shoulder width apart out from under jumpseat.<br>— Shoulder harness straight and tighter than tight.<br>— Lap belt low across hips and tight, buckle in center of lap<br>Remain in brace position until A/C stops.<br>Listen for directions from flightdeck. | **"Bend over! Heads down! Stay down!"**<br>Repeat until the A/C stops |
| **F/A ACTIONS - POST-IMPACT** | **F/A COMMANDS - POST-IMPACT** |
| Release seat belt and shoulder harness. | **"Release seat belts and get out!"** |
| Kick up (stow) jumpseat. | |
| Turn on emergency light switch. | |
| Assess exit (check for heat, fire, water, obstruction, etc.). | **"Stand back!"** (Repeat until exit is usable or blocked.) |
| If exit is NOT usable and conditions permit, go to next choice/available exit. | **"Exit blocked!"**<br>Give directions, such as **"Turn around!"** or **"Cross over!"** |
| If exit is usable, open fully, lock in place. | **"Stand back!"** (Repeat until the slide is fully inflated.) |
| Pull inflation handle while securing self.<br>Command passengers to stand back while slide completely inflates. | |

| | |
|---|---|
| Begin evacuation. | **"Come this way!<br>Leave belongings!"** |
| Step clear of evacuation path, while continuing to secure self. | |
| Monitor flow. | |
| **Door:**<br>Command (physically identify) three passengers to assist. | **"You and you,<br>stand at the bottom and<br>hold the slide!<br>You, help them off and send them away!"** |
| **Window:**<br>Command (physically identify) two passengers to assist. | **"You and you,<br>sit and slide off the wing!<br>Help them off and send them away!"** |
| Direct passengers out of the exit. | **"Jump, jump! Feet First! Hands Up!" or "Leg! Body! Leg!"**<br>(Repeat.) |
| Give directions, depending on exit and conditions. | Examples:<br>• **"Sit and slide!"** (at wing, elderly, pax with infant, etc.)<br>• **"Stay low!" or "Bend over!" or "Duck!"** (at a small exit)<br>• Instructions on how to inflate life vest. |

**Once the Flow of Evacuation Has Stopped**

- Time and conditions permitting, remove emergency equipment and other items as needed (flashlights, megaphones, first aid kits, IEM, blankets, bottled water, etc.).
- If safe to do so without risking personal harm, check A/C to assist passengers or crewmembers that have not yet evacuated.

**Post Evacuation**

- Leave aircraft.
- Assemble passengers a safe distance from the A/C.
- Have passengers sit down (if applicable)
- Do not permit smoking.
- Obtain head count.
- Administer first aid.
- Follow the chain of command.

# Chapter 11 TOC: Ditching Evacuation

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# Chapter 11: Ditching Evacuation

## 11.1 EOW Equipment

Extended Over Water (EOW) A/C include some A319/A320 and B757 and all A330 and B767 aircraft. EOW aircraft are equipped with passenger lifevests, slide/rafts, life rafts, survival kits, emergency locator transmitters (ELTs), and other ditching equipment.

### 11.1.1 Life Vests.

**Crew Life Vests.**

- One located at each F/A jumpseat position.
- Orange in color.

**Passenger Life Vests.**

- One located under each passenger seat.
- Yellow in color.

**Infant Life Vests.**

- Ten infant life vests available for infants/small children up to 35 lbs.
- Yellow in color.

### 11.1.2 ELTs.

Retrieve Emergency Locator Transmitter (ELT) from the aircraft and transport to slide/raft or slide:

- A319/A320/A321 -"A" F/A and "B" F/As (if second ELT installed) retrieve the ELTs
- A330/B767 -"A" F/A and "B" F/As retrieve the ELTs
- B737 - "A" F/A and "B" F/As (if second ELT installed) retrieve the ELTs
- B757 EOW, Non-EOW - "B" (if second ELT installed) and "D" F/As retrieve ELT
- B757 ETOPS - "B" and "D" F/As retrieve ELT
- E190 - "B" F/A retrieves the ELT (if installed)
  - — The initial ELT is located in a fixed location; no F/A action required.

### 11.1.3 Escape Ropes/ Life Lines.

Escape ropes/life lines provide a hand hold in assisting evacuation in a water landing.

In a water landing, window exits are used as secondary exits. EOW A/C with window exits are equipped with escape ropes/life lines stowed in either a designated overhead bin or window exit frame.

Procedure:

- Retrieve escape rope from designated location.
- If necessary, attach one end of the escape rope/life line to the eyelet located in the corner of the exit frame.
- Attach the other end to the eyelet on the wing.
- Instruct passengers to hold on to escape rope/life line for stability upon exiting.

### 11.1.4 Slide/Rafts.

- Pull quick release handle under "For Ditching Use Only" flap.
- Stay moored to aircraft unless danger is imminent.
- Detach line by releasing or cutting it with the knife.
- Guide those in water to board raft or slide/raft at stations. Use heaving rings.
- Deploy sea anchor. This end then becomes "upwind"
- Erect canopy.
- Check condition of raft for proper inflation, leaks or chafing.
- Repair, bail or dry as necessary.
- Attend to serious injuries and reassure that help is on the way.

### 11.1.5 Slide/Raft and Life Raft Equipment.

The following equipment is provided to ensure raft inflation, survivor rescue and protection against the elements. Differences between slide/raft and life raft equipment are noted.

Equipment locations are printed on the rafts.

#### Boarding Stations.

- Located at each end, stirrups and hand holds enable survivors to board. **B767:** Snap the straps in place. After use, unsnap straps and close boarding station.

#### Heaving Ring.

- Toss the ring into the water near the survivor.

**Raft Knife.**

- Located near mooring line
- Use to cut the mooring line to detach the raft from the A/C

**Sea Anchor.**

- Controls drift and improves stability
- Deploy after securing the Survival Kit

***Differences - Applicable to Slide/Raft Equipment Only.***

*Hand Pump*

- Inflate or deflate slide/raft

*Raft Management Guide*

- Provides equipment instructions and survival techniques.

***Differences - Applicable to B757 EOW Life Raft Equipment Only.***

- Deck Float
  - — Located the canter of the raft floor.
  - — Adds buoyancy once manually inflated
- Emergency Locator Transmitter (on some B757 ETOPS)
  - — Automatically activates when life raft is deployed
  - — Manually activate by touching contact pad of antenna base with moistened finger.

### 11.1.5 Survival Kits.

One survival kit per slide/raft and life raft. Bring in, secure, and keep dry. Differences between slide/raft and life raft equipment are noted.

Contents include:

**Bailing Bucket and Sponge.**

- Remove excess water from raft floor or canopy.
- Collect rainwater or dew from canopy.

**Canopy.**

- Erect for protection.

**Flares.**

- Use downwind when rescue is seen or heard.

***Metal Flare - one.***

- Night end has a red cover with three raised bumps and.burns red.
- Day end has a smooth orange cover and burns dense orange smoke.

To Ignite:

— Hold flare out over the water and downwind to prevent sparks from burning holes in the raft. Tilt flare away from face and others.

— Remove plastic cap.

— Pull ring.

**• Note •**

If only night end of flare is remaining and must be used in the day, some smoke may be created by holding night end at an angle close to water surface.

***SkyBlazer XLT Flare - two or four.*** May be used day or night and burns for approximately 10 seconds.

To Launch:

- Press top (flare drops down)
- Pull down to lock
- Unscrew cap
- Hold flare above head
- Pull chain to launch.

***Penjector Mini Flare 3 - eight.*** This flare is specific to the A330 and burns for approximately 6 seconds

To Launch:

- Withdraw penjector, pullback flap on pouch.
- Push penjector fully down onto star and turn clockwise.
- Withdraw penjector and star from pouch.
- Hold penjector vertically at arms length above head, pull back trigger with thumb and release sharply
- Twist off spent housing from penjector and flush penjector and stars with water.

### Repair Kit.

Instructions are provided with the repair kit.

Procedure:

- Loop the kit's cord around wrist to prevent loss.
- Dip plug in water to make insertion easier.
- Push bottom plate through hole in fabric.
- Pull bottom plate back against inner fabric surface and slide top plate over screw against outer fabric surface.
- Adjust plug to cover hole completely and hold it in place.
- Screw wing nut down firmly.

### Sea Dye Marker.

Provides visual markings in the water.

Procedure:

- When rescue is seen or heard:
  1. Unseal package and expose sea die.
  2. Deploy die upwind.

### Signaling Mirror.

Signals rescuers. Mirror signals can be seen for miles even in hazy weather

Procedure:

- Slowly bring mirror to eye level and look through sighting hole.
- Hold mirror close to eye and slowly turn until aim indicator is on target.
- Reflect sunlight from mirror onto target and continuously sweep horizon.

### Water-Activated Flashlights.

Use when necessary. Lasts 6-8 hours.

To Activate:

- Remove stopper and fill with salt water or wastewater.
- Pour out excess when light is bright. Replace stopper.
- When light begins to fade, repeat steps.

**Additional Survival Kit Equipment May Include:**

- Purified water primarily for first aid.
- Hard candy for Diabetics.
- First aid kit for survival at sea (contents vary).
- Utility knife with several blades and openers.
- Water purification method (may vary)
- Whistle to signal survivors, other rafts or approaching rescue.

**B-767 only** - Two light/safety sticks illuminate for 12 hours.

— *To activate:* Bend light stick tubing to break the inner container allowing chemicals to run together and shake.

***Differences - Applicable to B757 EOW Life Raft Survival Kit Only.***

*Hand Pump*

- Inflate and deflate raft and deck float

*Raft Management Guide*

- Equipment instruction and survival techniques

## 11.2 EOW Ditching Procedures

### 11.2.1 Planned Ditching.

In the event of a planned ditching, the aircraft is expected to float in a manner favorable to the safe evacuation of the occupants unless major structural damage has occurred.The primary flotation device for all occupants is the life vest.

**Slide/Rafts and Life Rafts.**

| A/C Type | Slide/Raft - Life Raft Availability |
|---|---|
| **A319/A320 EOW** | Equipped with slide/rafts. |
| **A330** | Each door, except 3L & 3R, is equipped with a slide/raft. |
| **B757 EOW** | — Each door, except 3L & 3R, is equipped with a slide/raft.<br>— One 46-person raft is located in the ceiling compartment near 3L/3R; one 10-person raft is located in the ceiling compartment forward of the 4L/4R doors. |
| **B757 ETOPS** | Two 46-person rafts are located in the ceiling compartment forward of the 3L/3R and 4L/4R doors. |
| **B767** | Each door has a dual lane slide/raft. |

**Planned Ditching Exits.** In a planned ditching, passengers are preferably directed to evacuate through a floor level exit with a slide/raft.

***Door Exits.*** Assess before opening to verify the exit is above the water line. Should conditions permit, the exits listed below are likely to be used in a planned ditching due to flotation of the aircraft.

*Likely Exits.*

| A/C Type | Doors | Windows |
|---|---|---|
| A319/320 EOW | 1L/1R, 2L/2R | No |
| A330 | 1L/1R, 2L/2R,4L/4R | |
| B757 EOW/ETOPS | 1L/1R, 2L/2R, 3L/3R, 4L/4R | |
| B767 | 1L/1R, 2L/2R | No |

***Unlikely Exits.*** Keep in mind that a ditching is eminent danger. Situational awareness is critical as each situation is unique. Utilize all options available.

| A/C Type | Exits |
|---|---|
| A319/A320 | Windows |
| A330 | 3L/3R |
| B767 | Windows |

## Planned Ditching Procedures - EOW.

***Pre-impact.***

- Attach the survival kits to the slide/rafts.

**• Note •**

***A319/A320/B757 EOW:*** Ensure proper position of Survival Kits.

- Read the Cabin Prep Water EOW announcement.
- Demonstrate the use of life vests.
- Brief ABPs (refer to the applicable A/C-specific Cabin Prep Water EOW Checklist).

**• Note •**

***B757 EOW:*** Ensure retrieval/securing of stowed rafts.

***Post-impact.***

- Move to assigned exit(s).

  *A319/A320/B757 EOW*: Ensure proper position of survival kit
  *B757 EOW*: Ensure retrieval/securing of life rafts stowed in ceiling compartments.
- Assess and prepare escape routes, or direct passengers away from unusable exits.
- Inflate slide/raft or life raft.
- Shout appropriate evacuation and raft loading commands.
  — Direct all evacuees to:
    - Stay low and crawl into slide/raft or life raft
    - Sit facing inward
    - Distribute weight evenly.
- Follow Post Evacuation Checklist.

## Planned Ditching Commands - EOW.

- "Grab seat cushion!"

Give direction as appropriate:

- Crawl
- Alternate sides
- How to inflate the life vest

### 11.2.2 Unplanned Ditching - EOW.

In an unplanned ditching, neither crew nor passengers will be wearing a life vest and survival kits will not have been attached to the slide/rafts at the doors in advance. Prior to leaving the aircraft, retrieve additional equipment (e.g., Survival Kit, etc.), time and conditions permitting.

**Procedures.**

***Post-impact.***

- Assess door.
- Put on crew life vest and shout appropriate evacuation commands.
- If safe, operate exit.
- Ensure inflation of slide/raft.
- Evacuation:
  - — If conditions and time permit, board passengers directly into slide/raft, then quick-release the slide/raft.
  - — If a faster evacuation is necessary, quick-release slide/raft to clear the area around the door, and send evacuees directly into the water.
    - Command evacuees to board the slide/raft from the water.
    - Command individuals in water to grab flotation devices or lifelines around the slide/raft.

**• Note •**

Use good judgement in determining best apparent course of action for evacuation, tailoring the response to fit the assessment of prevailing conditions.

**Commands.**

- "Don Life Vest" and/or "Grab seat cushion!" as appropriate

Give direction as appropriate:

- Enlist ABPs to help as required (e.g. assist with life raft)
- "You, you and you, help keep people together!"
- Crawl
- Alternate sides
- How to inflate the life vest

### 11.2.3 EOW Post Evacuation Checklist.

- Time and conditions permitting, ensure that all passengers and crew have evacuated.
- Retrieve ELT and transport to raft.
- Board slide/raft or life raft.
- Secure ELT to slide/raft and deploy.
- Retrieve survival kit.
- Deploy sea anchor.
- Pull quick release handle under "For Ditching Use Only" flap (if not already accomplished).
- Stay moored to aircraft unless danger is imminent.
- Detach mooring line by cutting with a knife.
- Command evacuees in water to board slide/raft or life raft at boarding stations.
- Use heaving rings.
- Erect canopy.
- Check condition of raft for proper inflation, leaks or chafing. Repair, bail or dry as necessary.
- Attend to serious injuries and reassure that help is on the way.

### Optional Considerations - Post Evacuation.

- Throw all available seat flotation cushions outside the A/C
- Take blankets, coats etc., from aircraft to raft
- One crewmember in each raft acts as raft commander.
- During a heavy storm, push up on the canopy to drain excess water and prevent collapse of the canopy.
- Open the downwind canopy entrance before the upwind side to prevent the canopy from collapsing when the sides are down and some activity must take place at the upwind entrance.
- Tie down supplies in case raft capsizes.
- A slightly deflated raft chamber is more stable in rough seas.
- In heat, raft will expand and should be slightly deflated.
- Assign tasks to people exhibiting negative behavior.
- Post watches for rescue efforts.
- If rescued by helicopter, allow basket to touch water before touching basket.
- During rescue, survivors must keep life vests on, maintain raft position and await instructions from rescue personnel.
- Reference available raft management and survival manuals.
- Attempt to move raft away from areas of fuel spillage.

### 11.2.4 Survival.

The three "S's" of water survival:

**Seaworthiness.**
- Maintain inflation and stabilize raft.
- Retrieve and utilize Survival Kit
- Deploy sea anchor.
- Cut mooring line when necessary

**Signaling.**
- Deploy Emergency Locator Transmitter (ELT).
- Use other signaling equipment in survival kit.

**Survival.**
- Install canopy.
- Remove excess water with bailing bucket and sponge.
- Keep life vests on until rescued.
- Follow all measures necessary to combat exposure.
- Provide first aid.

***Additional Survival Techniques.***
- Keep long sleeve shirts on with sleeves down and dampened to minimize dehydration and protect against the sun.
- Wring out clothes if they get wet.
- Wash jet fuel off of skin.
- If a person shows signs of hypothermia, slowly rewarm with caution as skin may be sensitive and numb.Body-to-body contact works well

If in the water:
- Keep as much of body as possible out of the water.
- Use the huddle position (group wearing life vests).
- Use the "Heat Escape Lessening Position" (using a flotation device, draw knees up to chest to keep warm).

## 11.3 Non-EOW Ditching Procedures

### 11.3.1 Equipment.

**ELT.**

Retrieve Emergency Locator Transmitter (ELT) from the aircraft and take it into the water:

- A319/A20 Non-EOW and A321 - "**A**" F/A retrieves ELT.
- B737 - "**A**" F/A retrieves ELT.
- B757 Non-EOW - "**D**" F/A retrieves ELT.

### 11.3.2 Exits.

**Likely Exits.**

| A/C Type | Doors | Windows |
|---|---|---|
| A319/ A320 | 1L1R, 2L/2R | Yes |
| A321 | 1L/1R, 2L/2R, 3L/3R, 4L/4R | |
| B737 | 1L/1R | Yes |
| B757 | 1L/1R, 2L/2R, 3L/3R, 4L/4R | |
| E190 | 1L/1R, 2L/2R | Yes |

**Unlikely Exits.**

Keep in mind that a ditching is eminent danger. Situational awareness is critical as each situation is unique. Utilize all options available

| A/C Type | Exits |
|---|---|
| B737 | 2L/2R |

### 11.3.3 Quick Release Slides.

Slides may be used as auxiliary flotation devices, but are not designed to be used as a raft.

**Inflate slide.**

— Assess outside conditions
— Pull the inflation handle
— Once inflated, the slide remains tethered to the aircraft by a mooring line.

**Detach slide.**

— Lift flap labeled "For Ditching Use Only".
— Pull quick-release handle to release slide from girt bar.
— Stay connected to the aircraft via mooring line, unless danger is imminent. Detach line if aircraft begins sinking. The force of the aircraft will also detach line.

### 11.3.4 Non-Quick Release Slides.

B737 Type B slides are not quick release slides and do NOT have a "For Ditching Use Only" flap.

**Inflate Slide.**

— Assess outside conditions
— Pull inflation handle

**Detach Slide.**

— Release girt bar from floor mounted brackets
— Push slide away from aircraft.
— There is no mooring line - slide will be detached from aircraft upon release of the girt bar from the floor mounted brackets.

### 11.3.5 Non-EOW Planned Ditching.

**Procedures.**

***Pre-impact.***

- Follow A/C specific Planned Cabin Prep Water Non-EOW.
  - — Ensure F/As don life vest after cabin prep is complete.
  - — If passenger life vest equipped, ensure passengers don during cabin prep

***Post-impact.***

- Assess and prepare escape routes, or direct passengers away from unusable exits.
- Shout appropriate commands.
- Pull inflation handle.
- Lift flap marked "For Ditching Use Only"
  - — *Exceptions*:
    - E190 slides are not marked "For Ditching Use Only"
    - B737 Type B slides are not quick release and do not have a flap marked "For Ditching Use Only"
- Pull quick-release handle to release slide from girt bar.
  - — *Exception*: B737 Type B slides are not quick release. To detach slide from aircraft, release girt bar from floor mounted brackets.
- Evacuation:
  - — Send evacuees directly into water.
  - — Instruct them to stay together and/or hold onto sides of slide.
- Time and conditions permitting, prior to exiting the aircraft, throw all available seat flotation cushions outside the aircraft.

### 11.3.6 Non-EOW Unplanned Ditching.

#### Procedures.

*Pre-impact Differences.*

In an unplanned ditching, neither crew nor passengers will be wearing a life vest (if applicable). Time and conditions permitting, prior to leaving the aircraft, retrieve additional equipment (e.g., extra passenger life vests, infant life vests, etc.) and throw them out of the aircraft.

*Post-impact Differences.*

Ensure F/As don crew life vest after assessing the exit and prior to exiting the aircraft.

#### Unplanned Ditching Commands - Non-EOW.

- "Don Life Vest" and/or "Grab seat cushion!", as appropriate

Give direction as appropriate:

- "You, you and you, help keep people together!"
- Crawl
- Alternate sides
- How to inflate the life vest

### 11.3.7 Non-EOW Post Evacuation Checklist.

- Time and conditions permitting, ensure that all passengers and crew have evacuated.
- Retrieve ELT and take into water.
- Keep slide moor to the aircraft unless danger is imminent.
- When necessary, detach mooring line from aircraft.

#### Optional Considerations - Post Evacuation.

- Throw all available seat flotation cushions outside the A/C.
- Post watches for rescue efforts.
- If rescued by helicopter, allow basket to touch water before touching basket.
- During rescue, survivors must keep life vests on, and await instructions from rescue personnel.
- Attempt to move slide away from areas of fuel spillage.

## 12.5 Lighting and Communication

### 12.5.1 CIDS.

The Cabin Intercommunication Data System (CIDS) controls, monitors, and tests functions of the aircraft communication systems. CIDS is managed by a microprocessor or "director" on the aircraft. There are two directors, which are located beneath the flightdeck. Director #1 is "active" and Director #2 is "stand-by." In case of a malfunction with the active director, the stand-by director is able to manage all CIDS functions.

Safety and service-related functions are encompassed in CIDS. F/A interaction with CIDS is limited to specific cabin communication functions in the form of bell signals and lights. Some CIDS controls are handled exclusively by Maintenance, as noted throughout this section.

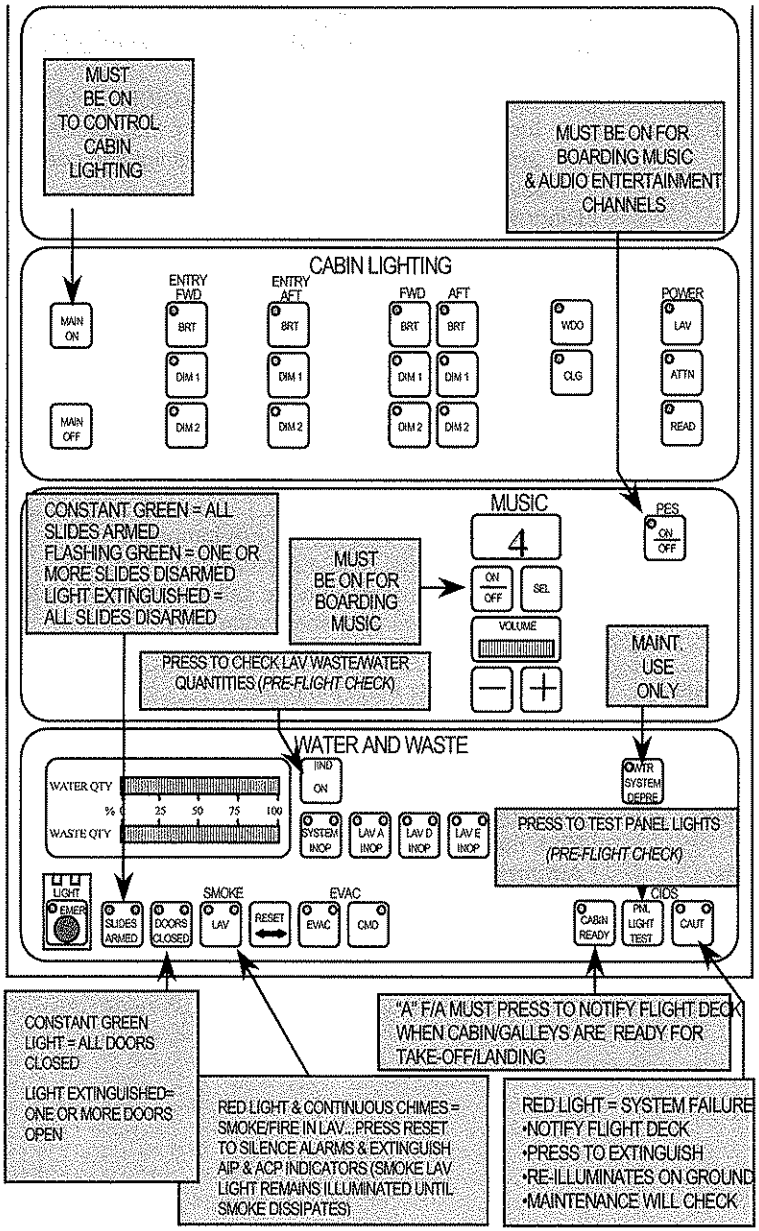
CIDS transmits signals that control multiple aircraft systems, including:

- lavatory smoke indications and emergency warnings
- slides armed/doors closed indicators
- water/waste-related indication
- passenger address system (two-zone) and calls
- cabin and flight crew interphone
- cabin lighting (two zone)

### 12.5.2 CIDS - Component Overview.

| Item | Information |
|---|---|
| Forward Attendant Panel<br><br>FAP | — Located above the 1L jumpseat.<br>— Controls and monitors most of the CIDS cabin functions, including lavatory smoke indications; slides armed/doors closed status; aircraft lighting controls; lavatory waste/water levels.<br>Diagram on following page |
| Programming and Test Panel<br><br>PTP | — Adjacent to the Forward Attendant Panel (**FAP**) located behind an access cover.<br>— For Maintenance use only. |
| Additional Attendant Panel<br><br>AAP | — Located near the 2L jumpseat.<br>— Controls AFT galley and Coach Cabin lighting.<br>For AAP detail, refer to the picture later in this section. |
| Attendant Indication Panels<br><br>AIPs | — Located across from each F/A jumpseat.<br>— Provides digital read-out information regarding passenger and interphone call identification; smoke lavatory warnings; emergency calls. |
| Handsets | — Located near each jumpseat.<br>— Used for P.A. announcements and interphone communication. |
| Area Call Panels<br><br>ACPs | Located in forward and AFT sections of aircraft.<br>**Blue light** = passenger call<br>**Pink light** = crew interphone call<br>**Amber light** = lavatory call |

## 12.5.3 Forward Attendant Panel.



**EVAC CMD.**

**Purpose.** A visual and aural alarm that may be used by the flightdeck in an evacuation. When a pilot depresses the EVAC CMD button, an alarm sounds through out the cabin.

**Inadvertent EVAC CMD Activation Procedures**

If F/A inadvertently depresses CMD button, visual and aural alarms will sound in the flightdeck only.

To Reset:

- Re-press CMD button to silence flightdeck alarm.
- This extinguishes:
  — Red lights on the EVAC button.
  — Green light on CMD button.
- Text and red flashing lights on the AIPs.
- Notify the pilot to disregard (false alarm).

**Caution**

Depressing the CMD button is the only means to silence the flightdeck alarm and all cabin station warning indications.

**• Note •**

EVAC Reset will silence the alarm and warning indications at individual stations when the EVAC CMD is depressed from the flightdeck.

**CIDS CAUT Light.**

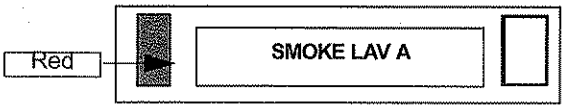
- Illuminates RED when a CIDS system fails.
- If CAUT illuminates on the ground, notify the flightdeck.
- If CAUT illuminates in flight, notify the flightdeck.
- If instructed to do so, press the CAUT button to extinguish the light.
- The light will re-illuminate upon landing.

### 12.5.8 Attendant Indication Panel - AIP.

All cabin communication is displayed in a digital format on Attendant Indication Panel (**AIP**) units throughout the cabin. One **AIP** is located near each jumpseat, for easy access to information regarding customer or crew calls, or other pertinent information.

**EXAMPLE AIP:**

### 12.5.9 AIP Displays.




**Caution**

Steady text accompanied by: flashing red light on AIP, flashing amber ACP call lights throughout the cabin and a flashing amber light directly outside the affected lavatory. In addition, the Smoke Lav light illuminates red on the FAP, and constant hi-hi/lo-lo chimes sound throughout the cabin.

**Caution**

Flashing text accompanied by: flashing red light on AIP, six (3 hi-lo) chimes throughout the cabin, and pink ACP lights flashing at every station.

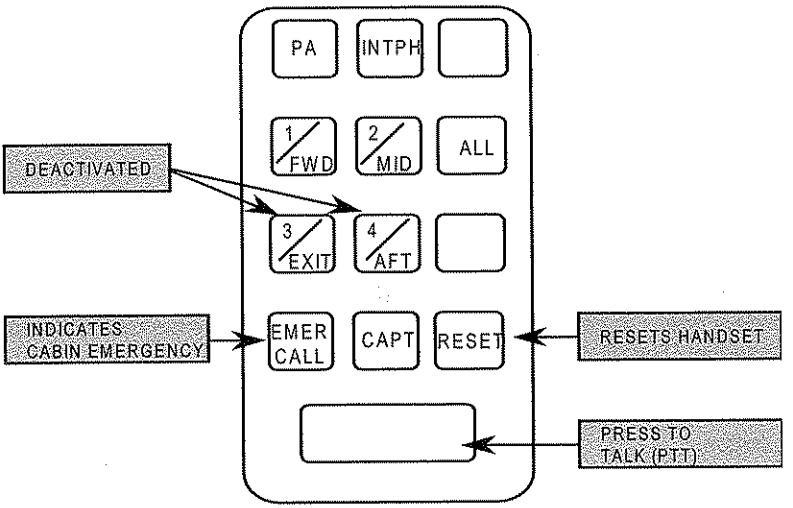
### 12.5.11 AIP and Crew Communication.

When attempting to call another crewmember, remove the handset from its holder. A "#" sign on the nearby AIP screen indicates the line is free and a call may be placed. A "busy" interphone is indicated by the word BUSY FWD or BUSY AFT on the AIP screen. There are no accompanying lights on the AIP.

| Indication | Description |
|---|---|
| # | Line is clear to make an interphone call. |
| BUSY FWD | Interphone is busy. Try again later. |
| CAPTAIN | Displayed where call is originated—indicates call from the cabin to the flightdeck. |
| CALL FWD- L and AFT L | Displayed simultaneously, indicating a F/A to F/A call. CALL FWD- L is displayed on the AFT AIP where call was received. AFT L is displayed on the forward AIP where call is initiated |
| PA ALL and PA IN USE | Displayed simultaneously. PA ALL is displayed on the AIP where the PA originated. PA IN USE is displayed on all other AIPs in the cabin when another crew member is making an announcement. |

### 12.5.12 Flight Attendant Handset.

One handset is positioned near each flight attendant jumpseat. PA operation and interphone communication are both accomplished via the handset. It is possible to make cabin specific PA announcements, such as: only in First Class, only in Coach Class, or throughout the entire aircraft.




PA OPERATION

- THROUGHOUT A/C → PRESS PA + ALL + PTT
- FIRST CLASS ONLY → PRESS PA + 1/FWD + PTT
- MAIN CABIN ONLY → PRESS PA + 2/MID + PTT

INTERPHONE OPERATION

- CALL FWD → PRESS INTPH + 1/FWD
- CALL AFT → PRESS INTPH + 2/MID
- CALL ALL STATIONS → PRESS INTPH + ALL
- CALL FLIGHT DECK → PRESS CAPT

## 12.5.13 Crew Communication.

**Cabin to Flightdeck Signals.**

| Event | F/A Action | Pilot Response |
|---|---|---|
| Any situation, including cabin emergencies (fires, medical, hijacking etc.) when F/A needs to communicate to pilot. | Press CAPT button once.<br><br>Communicate using the interphone. [1] | Pilot answers interphone and responds. |

1. If no reply repeat signal.

**EMER CALL.**

US Airways procedures have been standardized so that anytime a flight attendant needs to contact the flightdeck, he/she will press the CAPT button on the handset. The pilot will answer the interphone.

Airbus aircraft are equipped with an additional EMER CALL button, which is standard on all handsets, although it is not procedure for flight attendants to use this button.

However, if faced with a cabin emergency or other situation that you deem to be urgent, you should be familiar with the Airbus EMER CALL feature and its use. There may be times when EMER CALL use is warranted in extreme situations, using guarded discretion.

The handset CAPT and EMER button are inhibited during the following flight phases:

- TAKE-OFF - from the start of the take-roll to 1500 feet.
- LANDING - from descent at 800 feet until the aircraft lands and slows to less than 80 knots

The aural horn/buzzer will not sound when the CAPT, or EMER button is depressed during the above flight phases.

## 12.10 EOW Ditching Evacuation

**Purpose.** This section highlights ditching evacuation procedures and equipment as they apply to the A319/A320 EOW aircraft.

### 12.10.1 EOW Equipment Summary.

The following EOW specific equipment will be used in a ditching evacuation:

- Slide/Rafts (4) with life lines.
- Survival Kits (4).
- Escape Ropes.
- 1 life vest per occupant.
- 10 infant life vests in last overhead comp. A/C right
- Seat cushions approved as flotation devices.

### 12.10.2 Use of Exits.

- All A319/A320 exits should be assessed in a ditching.
- Door exits are equipped with slide/rafts and are the best option for water survival.
- Window exits are to be used only if necessary. Wing ramp slides are not designed for flotation and can not be detached.

### 12.10.3 Slide/Rafts.

| Location | Type | Capacity | Overload | Commander/Alternate |
|---|---|---|---|---|
| 1L | slide/raft | 44 | 55 | Captain / "A" |
| 1R | slide/raft | 44 | 55 | First Officer / "C" |
| 2L | slide/raft | 44 | 55 | "B" / ABP |
| 2R | slide/raft | 44 | 55 | "D" / ABP |

### 12.10.4 Crew Duties.

Each F/A is assigned to an exit, and responsibilities vary, according to staffing. Each F/A is responsible for the following duties at his/her assigned exit.

**"A" Duties:**

| Step | Action |
|---|---|
| 1 | Activate Emergency Light Switch. |
| 2 | Assess 1L. Ensure proper position of survival kit, open if safe and inflate slide/raft. |
| 3 | Direct evacuation of passengers, commanding them to inflate one chamber of vest after exiting the A/C and to crawl when inside slide/raft. Captain will assist if present. |
| 4 | Distribute passengers evenly in the slide/raft. |
| 5 | Check flightdeck. If incapacitated, enlist ABPs to aid in the evacuation of the incapacitated crewmembers. |
| 6 | Conditions permitting, verify that all have evacuated from zone. |
| 7 | Retrieve ELT to take aboard slide/ raft. |
| 8 | Conditions permitting, gather equipment (megaphone, first aid kit, flashlight, manual, etc.) and take onboard slide/raft. |
| 9 | Board slide/raft and pull "Quick Release Handle" (found under "For Ditching Use Only" flap). |
| 10 | Cut mooring line when necessary. |
| 11 | Retrieve survival kit and secure and deploy ELT and sea anchor. |
| 12 | If 1L is unusable, proceed to 1R and assist as needed. |

**"B" Duties:**

| Step | Action |
|---|---|
| 1 | Assess 2L. Ensure proper position of survival kit, open if safe and inflate slide/raft. If no "D" onboard, then "B" F/A assigns and briefs an ABP on door operation, slide/raft inflation, evacuation, slide/raft boarding and basic raft commander duties. Remind ABPs to defer command to any displaced crewmember. |
| 2 | Direct evacuation of passengers, commanding them to inflate one chamber of vest after exiting the A/C and to crawl when inside the slide/raft. |
| 3 | Distribute passengers evenly in the slide/ raft. |
| 4 | Conditions permitting, verify that all have evacuated from zone. |
| 5 | Conditions permitting gather equipment (megaphone, first aid kit, flashlight, manual, etc.) and take onboard slide/raft. |
| 6 | Board slide/raft and pull "Quick Release Handle" (found under "For Ditching Use Only" flap) to detach slide/raft. |
| 7 | Assume raft commander. Retrieve survival kit. |
| 9 | Cut mooring line when necessary. |
| 10 | If 2L is unusable, proceed to 2R/assist as needed. |

**"C" Duties:**

| Step | Action |
|---|---|
| 1 | Assess 1R. Ensure proper position of survival kit, open if safe, and inflate slide/raft. |
| 2 | Direct evacuation of passengers, commanding them to inflate one chamber of vest after exiting the A/C and to crawl when inside slide/ raft. First Officer will assist if present. |
| 3 | Distribute passengers evenly in the slide/raft. |
| 4 | Conditions permitting, verify that all have evacuated from zone. |
| 5 | Conditions permitting gather equipment (megaphone, first aid kit, flashlight, manual, etc.) and take onboard slide/raft. |
| 6 | Board slide/raft, pull "Quick Release Handle" (under "For Ditching Use Only flap) to detach slide/raft. |
| 7 | Assume raft commander duties. Retrieve survival kit. |
| 8 | Cut mooring line when necessary. |
| 9 | If 1R is unusable, proceed to 1L and assist as needed. |

**"D" Duties (if onboard):**

| Step | Action |
|---|---|
| 1 | Assess 2R. Open if safe, ensure proper position of survival kit and inflate slide/raft. |
| 2 | Direct evacuation of passengers, commanding them to inflate one chamber of vest after exiting the A/C and to crawl when inside slide/raft. |
| 3 | Distribute passengers evenly in the slide/ raft. |
| 4 | Conditions permitting, verify that all have evacuated from zone. |
| 5 | Conditions permitting, gather equipment (megaphone, first aid kit flashlight, manual, etc.) and take onboard slide/raft. |
| 6 | Board slide/ raft and pull "Quick Release Handle" (under "For Ditching Use Only" flap) to detach slide/raft. |
| 7 | Assume raft commander duties. Retrieve survival kit. |
| 8 | Cut mooring line when necessary. |
| 9 | If 2R is unusable, proceed to 2L and assist as needed. |

**"E" Duties** - assist as needed:

**If no Extra F/As**

- If no "D" on board, then "B" F/A assigns and briefs an ABP on door operation, slide/raft inflation, evacuation, slide/raft boarding, and basic raft commander duties.
- Remind ABPs to defer command to any displaced crewmember.
- "B" F/A will monitor events at both AFT exits, shouting instructions as necessary.

### 12.10.5 Survival Kits.

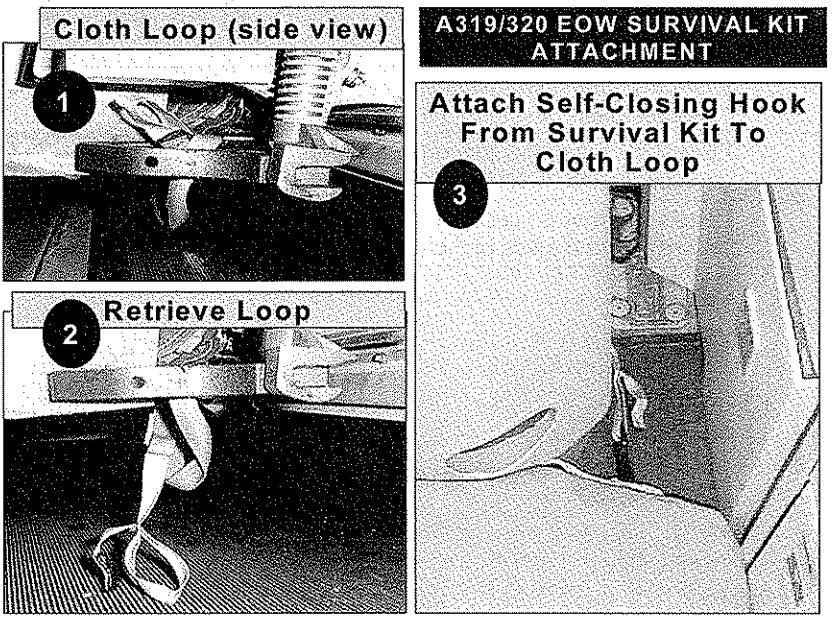
A319/A320 EOW A/C are equipped with one (1) survival kit per slide/raft.

Survival Kit Attachment

— Prior to a planned ditching, a survival kit must be manually attached to a slide/raft at each exit

— Ensure proper positioning of the survival kit. The kits should be as far forward and inboard as possible.

— The survival kits are equipped with a self-closing hook (survival kit attachment) that attaches to the cloth loop under the forward part of the slide bustle (3).



## 12.11Slide/Rafts

After Inflation:

- **Quick Release:** Pull handle marked "For Ditching Use Only" on the girt of inflated slide/raft. Slide/raft separates from A/C, but mooring line remains attached.
- **Detach Slide/Raft From A/C:** Only disconnect mooring line if a dangerous situation necessitates. Use the knife at girt bar end, opposite mooring line attachment point.

### 12.11.1 Sea Anchor.

- Unsnap the pouch on buoyancy tube at girt bar end
- Deploy to stabilize slide/raft

### 12.11.2 Raft Canopy.

Located inside the Survival Kit. Canopy instructions are also printed inside the survival kit. To erect the canopy:

| Step | Action |
|---|---|
| 1 | Maintain a firm grip on canopy material and spread over the slide/ raft beginning at the upwind (girt bar) end, fitting the canopy over the six inflatable posts. |
| 2 | Attach to posts by velcro. Locator lights should protrude through the holes in the canopy. |
| 3 | Assemble the three metal support rods. This will be the center support mast. |
| 4 | Install the top of the support rod between the grommets in the canopy and the velcro on the floor of the raft. |
| 5 | The sides may be tied up to the roof for ventilation or anchored down over the tubes of the raft. |

### 12.11.3 Slide/Raft Transfer/Removal.

If time and conditions allow, a slide/raft can be relocated from a blocked exit and deployed at a usable door exit. The following instructions, steps 1 - 12, apply to slide/raft transfer. Steps 1 - 6 apply to slide/raft removal.

**• Note •**

Steps 2 through 12 are written on the packboard.

| Step | Action |
|---|---|
| 1 | Remove slide cover by releasing cover attach straps. |
| 2 | Remove pin from pocket on slide pack. |
| 3 | Install safety pin in the hole near the slide gauge. |
| 4 | Release girt bar by pulling yellow lanyard below pack 45 degrees AFT. |
| 5 | Pull red handles on top. |
| 6 | Grab sides of pack board and lift off door mountings. |
| 7 | Disconnect wire harness behind board by turning connector counter-clockwise. Invert unit. |
| 8 | Stow soft cover, facing up. |
| 9 | Place girt bar on top of soft cover. |
| 10 | Carry unit to alternate door, soft cover up, arrows pointing outboard. |
| 11 | Remove girt bar from brackets at alternate door. |
| 12 | Insert girt bar into the fittings of the alternate door. |
| 13 | Attach survival kit to lanyard. |
| 14 | Remove safety pin from hole near the slide gauge. |
| 15 | Roll unit out of door and pull inflation handle. |

# Chapter 12: A319/A320 Cabin Prep Water EOW

## 12.1 Briefings

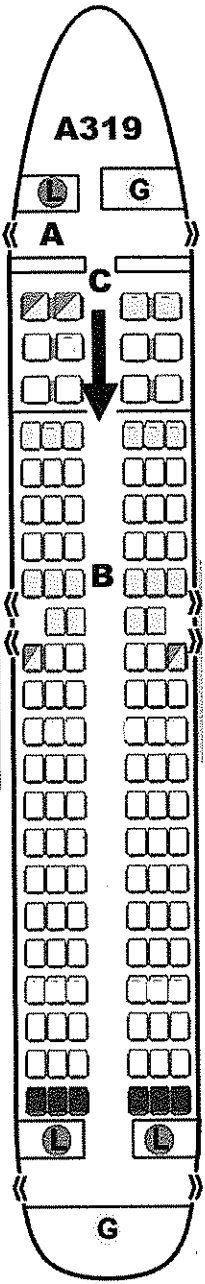
**Note the time. Accomplish steps in order as time permits.**

| "A" F/A Actions and Announcements | Other F/A Actions and Demo |
|---|---|
| **1. Ask the Captain** | |
| T - How much ***time*** available?<br>E - Type of ***emergency?***<br>S - Brace ***signal?***<br>T - ***Take*** special instructions<br>Determine who will make initial announcement to passengers<br>Synchronize your watch with the captain's | Stow carts / turn off galley power<br>Secure galleys<br>Retrieve jackets and manuals<br>Go to forward galley |
| **2. Brief Other F/As** | |
| Relay TEST/Synchronize watches<br>— Establish a Timekeeper<br>— Verify A319 or A320<br>— Cabin section assignments<br>— Lockable recline: rows 8/9 or 9/10<br>— Secure galley<br>— Lock lavatory doors<br>— Turn cabin lights to BRIGHT<br>— Turn off entertainment<br>— Remove curtains<br>— Attaches Survival Kits to 1L/1R.<br>— Retrieve Demo Equipment<br>• Safety Information Card<br>• Seat belt extension<br>• Crew life vest<br>— Remind to locate brace positions on Safety Information Card<br>— Remind "B" F/A to attach Survival Kits to 2L/2R | Synchronize watches<br>— Establish a Timekeeper<br>— Verify A319 or A320<br>— Cabin section assignments<br>— Lockable recline:rows 8/9 or 9/10<br>— Secure galley<br>— Lock lavatory doors<br>— Turn cabin lights to BRIGHT<br>— Turn off entertainment<br>— Remove curtains<br>— Retrieve Demo Equipment<br>• Safety Information Card<br>• Seat belt extension<br>• Crew life vest<br>— Locate brace positions on Safety Information Card<br>— "B" F/A attaches Survival Kits to 2L/2R |

### 12.1.1 A319 Emergency Demo Positions, Cabin and Exit Responsibilities.

| F/A | Demo | Cabin | Exit | ABP |
|---|---|---|---|---|
| A | Reads from FWD PA | | **ELS** 1L/1R | FWD Doors (3 per door) |
| B | Row 9 | Row 9 to Last Row Coach | 2L/2R | AFT Doors (3 per door) |
| C | Row 1 to First Row Coach | Rows 1 to 8 | 1R/1L | Windows (2 per window) |
| | | | | |
| A | Reads from FWD PA | | **ELS** 1L/1R | FWD Doors (3 per door) |
| B | Row 9 | Row 9 to Last Row Coach | 2L/2R | AFT Doors (3 per door) |
| C | Row 1 | Rows 1 to 4 | 1R/1L | Windows (2 per window) |
| D | First Row Coach | First Row Coach to Row 8 | 2R/2L | Assist |
| E | Assist | Assist | Assist | Assist |

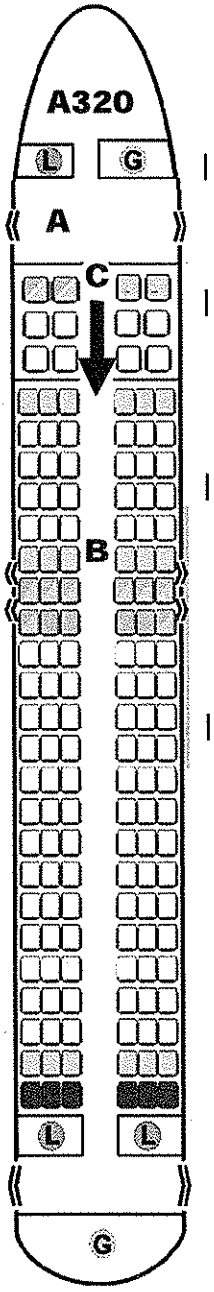
| Exit Row |
|---|
| Rows 9 and 10 |



### 12.1.2 A320 Emergency Demo Positions, Cabin and Exit Responsibilities.

| F/A | Demo | Cabin | Exit | ABP |
|---|---|---|---|---|
| A | Reads from FWD PA | | **ELS** 1L/1R | FWD Doors (3 per door) |
| B | Row 10 | Row 10 to Last Row Coach | 2L/2R | AFT Doors (3 per door) |
| C | Row 1 to First Row Coach | Rows 1 to 9 | 1R/1L | Windows (2 per window) |
| | | | | |
| A | Reads from FWD PA | | **ELS** 1L/1R | FWD Doors (3 per door) |
| B | Row 10 | Row 10 to Last Row Coach | 2L/2R | AFT Doors (3 per door) |
| C | Row 1 | Rows 1 to 4 | 1R/1L | Windows (2 per window) |
| D | First Row Coach | First Row Coach to Row 9 | 2R/2L | Assist |
| E | Assist | Assist | Assist | Assist |

| Exit Rows |
|---|
| Rows 10 and 11 |



## 12.2 Announcement

| "A" F/A Actions and Announcements<br>3. Begin Announcement | Other F/A Actions and Demo |
|---|---|
| "Ladies and gentlemen, please return to your seats and give me your attention. This is the lead flight attendant speaking.<br><br>Captain _____ has informed me that due to _____ we will be making an emergency water landing. An emergency evacuation may be required.<br><br>At this time, any sharp or loose objects should be removed and placed in a carry-on, including all portable electronic devices, which must be turned off now. Bring seat backs to the upright position, stow tray tables, and fasten seat belts. Take out the Safety Information Card as we review the information with you." | Take demo positions<br><br>Check assigned cabin sections<br><br>Verify passengers are seated<br><br>Visually assess cabin for ABPs<br><br>Ensure lockable recline at exit row is locked ***(if applicable).*** |

| "A" F/A Actions and Announcements | Other F/A Actions and Demo |
|---|---|
| **4. Life Vests/Seat Cushions** | |
| "At this time we will be demonstrating the use of your life vest and seat flotation cushion. Take out the life vest that is located under your seat and follow our instructions as we put them on. | Use crew life vest (not demo vest)<br><br>Hold up packaged life vest<br><br>Distribute spare life vests if necessary |
| Open the plastic package and take out the vest now. Slip the life vest over your head. Lean forward and bring the strap around your waist and snap the two ends together. Pull the strap tight. Do not inflate your life vest until after exiting the aircraft. When you are outside the aircraft inflate only one chamber by pulling the red tab. Save the other chamber for a backup. The life vest can be manually inflated by blowing into the two red tubes. Your life vest is also equipped with a water-activated locator light. | Open the plastic pouch<br><br>Slip life vest over head<br><br>Lean forward and bring strap around waist<br><br>Snap ends together<br><br>Show red tabs<br><br>Show red tubes |
| For children 35-90 lb., place the strap of the vest through the child's legs and snap the ends together."<br><br>***"A" F/A Don Crew Life Vest***<br>***PAUSE***<br>***Check Time*** | **Distribute infant life vests and explain operation:(if applicable)** Open the plastic pouch, slip life vest over head place one leg over harness loop, pull snug but not tight, snap ends together. Show red tabs. Show red tubes. |
| "To use your seat flotation cushion grasp the bottom, pull up and take it with you. Upon exiting the aircraft, place both arms through the cushion straps and hug it to your body." | Demonstrate seat cushion<br>**Or**<br>point out seat cushions on Safety Information Card |

| "A" F/A Actions and Announcements | Other F/A Actions and Demo |
|---|---|
| **5. Brace Positions** | |
| "Look at the brace positions on the Safety Information Card. | Hold up Safety Information Card<br><br>Point out brace positions on card |
| The flight attendants are now demonstrating the standard brace position: Feet flat on the floor, cross your wrists and place them on the seat back in front of you, then rest your forehead on your wrists. Now, practice this brace position. | Demonstrate brace positions |
| Flight attendants check brace positions and explain alternate brace positions." | Check passengers' brace positions<br><br>Explain and check alternate brace positions |
| ***PAUSE***<br>***Check Time*** | |
| "Flight attendants return to your demo positions." | |

| "A" F/A Actions and Announcements | Other F/A Actions and Demo |
|---|---|
| **6. Brace signal** | |
| "Shortly before landing, the signal to brace will be given. The flight attendants will shout **'Bend Over! Heads Down! Stay Down!'** Remain in your brace position until the aircraft has stopped." | |
| **7. Seat Belt** | |
| "Again, make sure your seat belts are fastened."<br>***PAUSE***<br>***Check Time***<br><br>"Flight attendants return to demo positions." | Confirm passenger seat belts are fastened |
| **Drill Optional - Time Permitting**<br>"We want to be certain you can release your seat belt quickly. Sit up, look straight ahead and on the count of three, release your seat belt. One, Two, Three, Release. Now, make sure your seat belts are tightly fastened."<br><br>***PAUSE***<br><br>"Flight attendants return to demo positions." | Demonstrate release of seatbelt<br><br>Confirm passenger seat belts are fastened |

| "A" F/A Actions and Announcements<br>8. Exits | Other F/A Actions and Demo |
|---|---|
| "Remove the Safety Information Card from the seat pocket in front of you and visually locate all exits for water evacuation noted on the card. | Hold up Safety Information Card |
| There are two door exits in the front of the cabin and two door exits in the rear of the aircraft that are equipped with slide/rafts. | Point out exits<br>***(move if necessary)*** |
| Once again, there are two door exits in the front of the cabin and two door exits in the rear of the aircraft. These are the exits we will most likely use. In some cases the closest exit may be behind you.<br><br>Proceed to the exit and board the available slide/raft in an orderly fashion." | Repeat pointing out exits |

| 9. Low-level Lighting | |
|---|---|
| "There is a low-level lighting system. The exits will be indicated by illuminated exit signs." | Point out low level/inseat lighting |

| "A" F/A Actions and Announcements<br>10. ABP Briefings | Other F/A Actions and Demo<br>ABP Briefings |
|---|---|
| "Flight attendants will now brief Able-Bodied Passengers to assist in the evacuation."<br><br>**Brief 3 ABPs per door (6 total)**<br>(Brief at exits, time permitting.)<br><br>***Check Time*** | **Brief:**<br>**3 ABPs per door (6 total per F/A)**<br>**2 per window exit**<br>• **A319 - 4 total**<br>• **A320 - 8 total** |
| **Ann. Optional - Time Permitting**<br>"Would anyone with military or emergency training please ring your flight attendant call button." | Answer call bells and determine use. |

**BRIEFING OPTIONS:**

1. Time permitting:
   - Brief 3 ABPs at each door and 2 at each window exit.
   - Move ABPs as close to exit as practical. Alternate brace positions may need to be briefed.
2. If time is short, consider:
   - Briefing 6 together at the doors and 4 (A319) or 8 (A320) together at window exits.
   - Briefing ABPs at their seats.
   - Briefing ABPs to review Safety Information Card and/or exit row placard.

## 12.3 ABP Briefings

| 3 Per Door Briefing (6 ABPs) |
|---|
| ***To All ABPs:***<br>• Are you willing to assist?<br>• Remove Safety Information Card from seat pocket and locate door exit operation<br>• Remain seated until A/C comes to a complete stop<br>• Release seat belts/come to this exit<br>• Hold people back so F/A can operate exit and follow instructions<br>***If F/A is not available:***<br>***ABP # 1***<br>**Check Conditions**<br>• Look for water level, fire, obstruction<br>• Feel for heat<br>**If not safe, Block Exit**<br>• Direct to another usable exit<br>**If safe, Open Exit**<br>• Rotate handle in direction of arrow and secure door open<br>• Hold on/Secure self<br>• Pull inflation handle<br>• Shout **"Come this way. Leave Belongings. Enter slide/raft."**<br>**Once passengers have exited your area**<br>• ***1L and 2L Doors (if AFT ELT is present):*** Remove ELT (radio beacon) from this location (show location), take it with you, tie onto slide/raft and place in water.<br>• ***All Other Doors:*** Board slide/raft and inflate life vest<br>• Lift "For Ditching Use Only" flap, located at raft entrance.<br>• Pull the quick release handle to release slide/raft from the A/C.<br>**If A/C starts to sink**<br>• Detach the slide/raft by cutting the mooring line with the knife attached to the slide/raft.<br>• Pull in survival kit and deploy sea anchor.<br>***ABP # 2 and # 3***<br>• If necessary, remove F/A from jumpseat<br>• Hold people back until #1 can open the exit<br>• Take F/A into water/inflate all life vests<br>• Direct people to inflate life vests<br>***All ABPs:***<br>• Stay low in smoke<br>• Get out if life is in danger<br>• Do you have any questions?<br>• ABP repeat instructions<br><br>***REPEAT BRIEFING FOR OTHER DOOR IF NECESSARY*** |

| 2 Per Window Briefing |
| --- |
| ***To All ABPs:***<br>— Are you willing to assist?<br>— Remain seated until A/C comes to a complete stop<br>— Release seat belts and block exits<br>— Once all people have left your area, enter an available slide/raft and inflate life vest<br>— Stay low in smoke<br>— Get out if life is in danger<br>— Do you have any questions?<br><br>**REPEAT BRIEFING FOR OTHER WINDOW/ROW IF NECESSARY** |

## 12.4 Final Preparation

| "A" F/A Actions and Announcements | Other F/A Actions and Demo |
|---|---|
| **11. Pre-landing Announcement** | |
| "Ladies and gentlemen, when you hear the brace signal, take your brace positions and stay in them until the aircraft stops. The flight attendants will shout **'Release seat belts and get out,'** if an evacuation is required. Leave your belongings and exit the aircraft." | Conduct final cabin checks<br><br>Verify:<br>• Cabin secured<br>• Galley secured<br>• Lavatories locked<br>• Curtains removed<br>• Survival Kits attached |
| **12. Final Preparation** | |
| "F/As complete final preparation and return to your jumpseats."<br><br>Advise captain preparation is complete<br><br>Turn cabin lights OFF<br><br>Take jumpseat<br>Take brace position<br>Conduct 30-second Review | Notify "A" final cabin checks Complete<br><br><br><br><br><br>Take jumpseats<br>Take brace position<br>Conduct 30-second Review |

## 12.5 30-SECOND REVIEW

| | 30-Second Review |
|---|---|
| 1 | What is my brace signal? |
| 2 | What is my brace position? |
| 3 | What is my assigned exit and which way does the handle rotate? |
| 4 | What are my commands? |
| 5 | What are my actions at a usable exit? |
| 6 | What do I do if my exit is blocked? |
| 7 | Am I responsible for the emergency light switch? |

# Chapter 12: A319/A320 Cabin Prep Water Non-EOW

## 12.1 Briefings

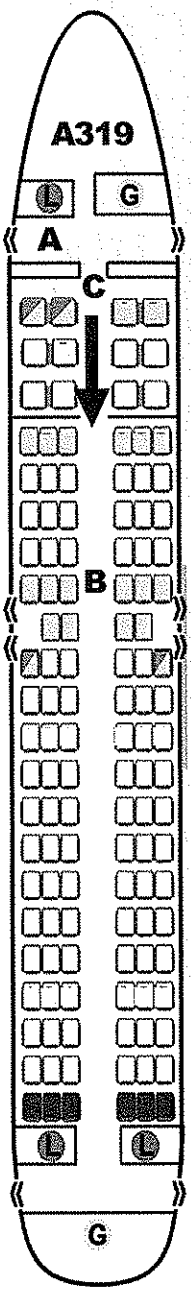
**Note the time. Accomplish steps in order as time permits.**

| "A" F/A Actions and Announcements | Other F/A Actions and Demo |
|---|---|
| **1. Ask the Captain** | |
| T - How much ***time*** available?<br>E - Type of ***emergency?***<br>S - Brace ***signal?***<br>T - ***Take*** special instructions<br><br>Determine who will make initial announcement to passengers<br><br>Synchronize your watch with the captain's | Stow carts / turn off galley power<br><br>Secure galleys<br><br>Retrieve jackets and manuals<br><br>Go to forward galley |
| **2. Brief Other F/As** | |
| Relay TEST/Synchronize watches<br>— Establish a Timekeeper<br>— Verify A319 or A320 and life vest or non-life vest equipped<br>— Cabin section assignments<br>— Lockable recline: rows 8/9 or 9/10<br>— Secure galley<br>— Lock lavatory doors<br>— Turn cabin lights to BRIGHT<br>— Turn off entertainment<br>— Remove curtains<br>— Remind F/As to retrieve demo equipment<br>• Safety Information Card<br>• Seat belt extension<br>• Crew life vest (if life vest equipped)<br>— Remind F/As to locate brace positions on Safety Information Card | Synchronize watches<br>— Establish a Timekeeper<br>— Verify A319 or A320 and life vest or non-life vest equipped<br>— Cabin section assignments<br>— Lockable recline: rows 8/9 or 9/10<br>— Secure galley<br>— Lock lavatory doors<br>— Turn cabin lights to BRIGHT<br>— Turn off entertainment<br>— Remove curtains<br>— Retrieve Demo Equipment<br>• Safety Information Card<br>• Seat belt extension<br>• Crew life vest (if life vest equipped)<br>— Locate brace positions on Safety Information Card |

### 12.1.1 A319 Emergency Demo Positions, Cabin and Exit Responsibilities.

| F/A | Demo | Cabin | Exit | ABP |
|---|---|---|---|---|
| A | Reads from FWD PA | | **ELS** 1L/1R | FWD Doors (3 per door) |
| B | Row 9 | Row 9 to Last Row Coach | 2L/2R | AFT Doors (3 per door) |
| C | Row 1 to First Row Coach | Rows 1 to 8 | 1R/1L | Windows (2 per window) |
| | | | | |
| A | Reads from FWD PA | | **ELS** 1L/1R | FWD Doors (3 per door) |
| B | Row 9 | Row 9 to Last Row Coach | 2L/2R | AFT Doors (3 per door) |
| C | Row 1 | Rows 1 to 4 | 1R/1L | Windows (2 per window) |
| D | First Row Coach | First Row Coach to Row 8 | 2R/2L | Assist |
| E | Assist | Assist | Assist | Assist |

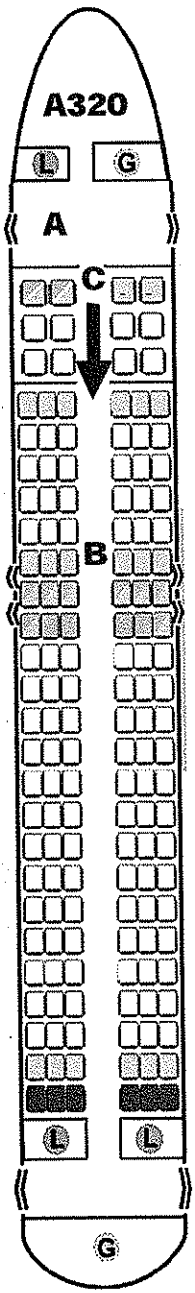
| Exit Rows |
|---|
| Rows 9 and 10 |



### 12.1.2 A320 Emergency Demo Positions, Cabin and Exit Responsibilities.

| F/A | Demo | Cabin | Exit | ABP |
|---|---|---|---|---|
| A | Reads from FWD PA | | **ELS** 1L/1R | FWD Doors (3 per door) |
| B | Row 10 | Row 10 to Last Row Coach | 2L/2R | AFT Doors (3 per door) |
| C | Row 1 to First Row Coach | Rows 1 to 9 | 1R/1L | Windows (2 per window) |
| | | | | |
| A | Reads from FWD PA | | **ELS** 1L/1R | FWD Doors (3 per door) |
| B | Row 10 | Row 10 to Last Row Coach | 2L/2R | AFT Doors (3 per door) |
| C | Row 1 | Rows 1 to 4 | 1R/1L | Windows (2 per window) |
| D | First Row Coach | First Row Coach to Row 9 | 2R/2L | Assist |
| E | Assist | Assist | Assist | Assist |

| Exit Rows |
|---|
| Rows 10 and 11 |



## 12.2 Announcement

| "A" F/A Actions and Announcements | Other F/A Actions and Demo |
|---|---|
| **3. Begin Announcement** | |
| "Ladies and gentlemen, please return to your seats and give me your attention. This is the lead flight attendant speaking.<br><br>Captain _____ has informed me that due to _____ we will be making an emergency water landing. An emergency evacuation may be required.<br><br>At this time, any sharp or loose objects should be removed and placed in a carry-on, including all portable electronic devices, which must be turned off now. Bring seat backs to the upright position, stow tray tables, and fasten seat belts.<br><br>Take out the Safety Information Card as we review the information with you." | Take demo positions<br><br>Check assigned cabin sections<br><br>Verify passengers are seated<br><br>Visually assess cabin for ABPs<br><br>Ensure lockable recline at exit row(s) locked ***(if applicable)*** |

| "A" F/A Actions and Announcements | Other F/A Actions and Demo |
|---|---|
| **4. Life Vests/Seat Cushions** | |
| "At this time we will demonstrate the use of your flotation device." | Use crew life vest (not demo vest)<br>Hold up packaged life vest<br>Distribute life vests if necessary |
| ***If life vest equipped:***<br>"Take out the life vest that is located under your seat and follow our instructions as we put them on."<br>"Open the plastic package and take out the vest now. Slip the life vest over your head. Lean forward and bring the strap around your waist and snap the two ends together. Pull the strap tight. Do not inflate your life vest until after exiting the aircraft. When you are outside the aircraft inflate only one chamber by pulling the red tab. Save the other chamber for a backup. The life vest can be manually inflated by blowing into the two red tubes. Your life vest is also equipped with a water-activated locator light."<br>"For children 35-90 lb., place the strap of the vest through the child's legs and snap the ends together."<br>***"A" F/A Don Crew Life Vest***<br>***PAUSE***<br>***Check Time***<br>"To use your seat flotation cushion grasp the bottom, pull up and take it with you. Upon exiting the aircraft, place both arms through the cushion straps and hug it to your body." | Open the plastic pouch<br>Slip life vest over head<br>Lean forward and bring strap around waist<br>Snap ends together<br>Show red tabs<br>Show red tubes<br>**Distribute infant life vests and explain operation:(If applicable)**<br>Open the plastic pouch, slip life vest over head place one leg over harness loop, pull snug but not tight, snap ends together. Show red tabs. Show red tubes.<br>Demonstrate seat cushion **(if available)**<br>**Or**<br>Point out seat cushions on Safety Information Card |
| ***If non-life vest equipped:***<br>"To use your seat flotation cushion grasp the bottom, pull up and take it with you. Upon exiting the aircraft, place both arms through the cushion straps and hug it to your body." | Demonstrate seat cushion **(if available)**<br>**Or**<br>Point out seat cushions on Safety Information Card |

| "A" F/A Actions and Announcements | Other F/A Actions and Demo |
|---|---|
| **5. Brace Positions** | |
| "Look at the brace positions on the Safety Information Card. | Hold up Safety Information Card<br><br>Point out brace positions on card |
| The flight attendants are now demonstrating the standard brace position: Feet flat on the floor, cross your wrists and place them on the seat back in front of you, then rest your forehead on your wrists. Now, practice this brace position. | Demonstrate brace positions |
| Flight attendants check brace positions and explain alternate brace positions." | Check passengers' brace positions<br><br>Explain and check alternate brace positions |
| ***PAUSE***<br><br>***Check Time***<br><br>"Flight attendants return to your demo positions." | |

| "A" F/A Actions and Announcements | Other F/A Actions and Demo |
|---|---|
| **6. Brace signal** | |
| "Shortly before landing, the signal to brace will be given. The flight attendants will shout **'Bend Over! Heads Down! Stay Down!'** Remain in your brace position until the aircraft has stopped." | |
| **7. Seat Belt** | |
| "Again, make sure your seat belts are fastened."<br>***PAUSE***<br>***Check Time***<br>"Flight attendants return to demo positions." | Check for passengers who may need assistance |
| ***Drill Optional - Time Permitting***<br>"We want to be certain you can release your seat belt quickly. Sit up, look straight ahead and on the count of three, release your seat belt. One, two, three, Release. Now, make sure your seat belts are tightly fastened."<br>***PAUSE***<br>"Flight attendants return to demo positions." | Demonstrate release of seat belt **(move if necessary)**<br>Confirm passenger seat belts are fastened. |

| "A" F/A Actions and Announcements | Other F/A Actions and Demo |
|---|---|
| **8. Exits** | |
| "Remove the Safety Information Card from the seat pocket in front of you and visually locate all exits for water evacuation noted on the card. There are two door exits in the front of the cabin and two door exits in the rear of the aircraft. | Hold up Safety Information Card |
| ***A319 Only:*** Additionally, there are two window exits over the wing.<br>***A320 Only:*** Additionally, there are four window exits over the wing. | Point out exits<br>***(move if necessary)*** |
| Once again, there are two door exits in the front of the cabin and two door exits in the rear of the aircraft.<br><br>***A319 Only:*** Additionally, there are two window exits over the wings.<br>***A320 Only:*** Additionally, there are four window exits over the wings.<br><br>In some cases the closest exit may be behind you."<br><br>"These are the exits that we will most likely use. Proceed to the exits and exit the aircraft in an orderly fashion." | Repeat pointing out exits<br>***(move if necessary)*** |

| 9. Low-level Lighting | Demonstrate |
|---|---|
| "There is a low-level lighting system. The exits will be indicated by illuminated exit signs." | Point out low level/inseat lighting |

| "A" F/A Actions and Announcements<br>10.ABP Briefings | Other F/A Actions and Demo<br>ABP Briefings |
|---|---|
| "Flight attendants will now brief Able-Bodied Passengers to assist in the evacuation."<br><br>**Brief 3 APBs per door (6 total)**<br>(Brief at exits, time permitting)<br><br>***Check Time*** | Brief:<br>**3 ABPs per door (6 total per F/A)**<br>**2 per window exit**<br>• **A319 - 4 total**<br>• **A320 - 8 total** |
| ***Ann. Optional - Time Permitting***<br>"Would anyone with military or emergency training please ring your flight attendant call button." | Answer call bells and determine use. |

***BRIEFING OPTIONS:***

1. Time permitting:
   - Brief 3 ABPs at each door and 2 at each window exit.
   - Move ABPs as close to exit as practical. Alternate brace positions may need to be briefed.
2. If time is short, consider:
   - Briefing 6 together at the doors and 4 (A319) or 8 (A320) together at window exits.
   - Briefing ABPs at their seats.
   - Briefing ABPs to review Safety Information Card and/or exit row placard.

## 12.3 ABP Briefings

**3 Per Door Briefing (6 ABPs)**

***To All ABPs:***

- Are you willing to assist?
- Remove Safety Information Card from seat pocket and locate door exit operation.
- Remain seated until A/C comes to a complete stop.
- Release seat belts/come to this exit.
- Hold people back so F/A can operate exit and follow instructions.

***If F/A is not available:***

***ABP # 1***

**Check Conditions**

- Look for water level, fire, obstruction
- Feel for heat

**If not safe, Block Exit**

- Direct to another usable exit

**If safe, Open Exit**

- Rotate handle in direction of arrow and secure door open
- Hold on/Secure self
- Pull inflation handle
- Lift "For Ditching Use Only" flap, pull quick release handle. Release slide from aircraft.
- Shout "Come this way. Leave belongings. Grab Seat Cushions."
- Send people into water.

**Once passengers have exited your area:**

***1L and 2L Doors(if AFT ELT is present):*** Remove ELT (radio beacon) from this location (show location), take it with you, tie onto slide and place in water.

***ABP # 2 and # 3***

- If necessary, remove F/A from jumpseat
- Hold people back until #1 can open the exit
- Take F/A into water/inflate all life vests ***(if applicable)***

***All ABPs***

- Stay low in smoke
- Get out if life is in danger
- Do you have any questions?
- ABP repeat instructions

***REPEAT BRIEFING FOR OTHER DOOR IF NECESSARY***

## 2 Per Window Briefing

***To All ABPs:***
— Are you willing to assist?
— Remove Safety Information Card from seat pocket and locate window exit operation.
— Remain seated until A/C comes to a complete stop.
— Release seat belts; do not wait for F/A to come to the exit

***ABP # 1***
**Check Conditions:**
— Look for water level, fire, obstruction
— Feel for heat
**If not safe, Block Exit**
— Direct to another usable exit
**If safe, Open Exit:**
— Remove cover
— Pull handle
— As window falls in, position it sideways and throw it out the opening
— Exit aircraft
— Stand at window and direct people off the front of the wing
— Shout **"Come this way. Grab Seat Cushions. Exit leg, body, leg."**
— Direct passengers to inflate life vests ***(if applicable)***
**Once all passengers have left your area:**
— Go off the front of the wing
— Inflate life vest ***(if applicable)***

***ABP #2:***
— Hold people back until #1 can open the exit
— Exit aircraft
— Inflate life vest ***(if applicable)***
— Go off the front of the wing and call people to you
— Direct passengers to inflate life vests ***(if applicable)***

***To All ABPs:***
— Stay low in smoke
— Get out if life is in danger
— Do you have any questions?
— ABP repeat instructions

***REPEAT BRIEFING FOR OTHER WINDOW/ROW IF NECESSARY***

## 12.4 Final Preparation

| "A" F/A Actions and Announcements | Other F/A Actions and Demo |
|---|---|
| **11. Pre-landing Announcement** | |
| "Ladies and gentlemen, when you hear the brace signal, take your brace positions and stay in them until the aircraft stops. The Flight attendants will shout **'Release seat belts and get out,'** if an evacuation is required. Leave your belongings and exit the aircraft." | Conduct final cabin checks<br><br>Verify:<br>• Cabin secured<br>• Galley secured<br>• Lavatories locked<br>• Curtains removed |
| **12. Final Preparation** | |
| "F/As complete final preparation and return to your jumpseats."<br><br>Advise captain preparation is complete<br><br>Turn cabin lights OFF<br>***If on non-life vest equipped:***<br>Don crew life vest<br><br>Take jumpseat<br>Take brace position<br>Conduct 30-second review | Notify "A" final cabin checks complete<br><br>***If on non-life vest equipped:***<br>Don crew life vest<br><br>Take jumpseats<br>Take brace position<br>Conduct 30-second review |

## 12.5 30-SECOND REVIEW

| | 30-Second Review |
|---|---|
| 1 | What is my brace signal? |
| 2 | What is my brace position? |
| 3 | What is my assigned exit and which way does the handle rotate? |
| 4 | What are my commands? |
| 5 | What are my actions at a usable exit? |
| 6 | What do I do if my exit is blocked? |
| 7 | Am I responsible for the emergency light switch? |