

---

## Volume 3. Air Operator Technical Administration

---

### CHAPTER 10. EMERGENCY EVACUATION AND DITCHING DEMONSTRATIONS

#### SECTION 5. EVALUATING EVACUATION AND DITCHING DEMONSTRATIONS

**1749. AREAS TO BE EVALUATED.** During phase four of the aborted takeoff, emergency evacuation demonstration, or the ditching demonstration, the FAA team must evaluate the following areas:

*A.* Crewmember compliance and effectiveness in performing assigned duties and responsibilities (for example, a flight attendant's effectiveness in assessing outside conditions, opening exits, and passenger evacuation commands). Another example is passengers assisting in launching liferafts during a ditching demonstration. The flight attendant's instructions to the passengers must conform with the information provided in the operator's manual.

*B.* The flightcrew's effectiveness in exercising command responsibilities and the coordination and communication between the flightcrew and flight attendants.

*C.* The capability of each item of emergency equipment (whether it performed its intended functions). Were there any deficiencies or delays caused by the emergency equipment?

*D.* All designated exits and slides were opened, deployed, and "ready for use" within the appropriate time criteria. For a full-scale evacuation demonstration, that all designated exits and slides were properly operated and all passengers and crewmembers were properly evacuated within 90 seconds. For a partial evacuation demonstration, that all designated exits were opened and slides were "ready for use" within 15 seconds.

*E.* For ditching demonstrations, that the cabin, passengers and flight attendants were made ready for a water landing within 15 minutes. The liferafts were efficiently removed from storage, and all designated life vests, liferafts, and or sliderafts were properly inflated.

**1751. DETERMINING RESULTS OF DEMONSTRATIONS.** Failing to meet a specified time limit is automatic grounds for an unsatisfactory demonstration. Deficiencies in other areas such as crewmember effec-

tiveness or equipment malfunctions which occur even when timing criteria is met, may be grounds for determining the demonstration unsatisfactory. The severity of the deficiency and the basic cause must be carefully considered. If the cause of a relatively severe deficiency was due to improper company training, procedures, or maintenance, the demonstration should be judged as unsatisfactory. For example, if all emergency lighting failed to illuminate due to a maintenance problem, there is sufficient grounds for determining the demonstration unsatisfactory. Minor deficiencies can usually be resolved with responsible company personnel without having to declare the demonstration unsatisfactory.

**1752. AFS-200 COORDINATION FOR UNSUCCESSFUL ATTEMPTS.** When an operator fails to successfully complete the partial evacuation demonstration for the second time, the FAA team leader should report this to the CHDO who will coordinate with the regional office. The regional office will then coordinate with AFS-200. It is very important that each attempt, each failure, and the operator's proposed plan to correct the reasons for the failures be documents by the FAA Team Leader. This information should be discussed during the AFS-200 coordination process.

**NOTE:** There are valid reasons why an FAA Team Leader may use his or her judgement to decide to continue with a third attempt without coordinating with AFS-200 through their regional office. This would include equipment failures that are not related to airline training or procedures, such as a slide that failed to inflate due to an equipment malfunction. In the event that the FAA Team Leader uses his or her judgement to continue with the third attempt without AFS-200 coordination, a detailed record should be made to document the reasons for the unsuccessful attempts.

**1753. - 1754. RESERVED.**

**[THIS PAGE INTENTIONALLY LEFT BLANK]**

**[PAGES 3-889 THROUGH 3-894 RESERVED]**