



# **LEARNING MODULE 7**

## **AIS 314**

### **INFLIGHT SERVICING PROCEDURE**

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## TIME COMMITMENT FOR THIS MODULE

<b>Video Materials</b>	<b>Time</b>
Omni Cabin Crew Emergency Evacuation Drill <a href="https://www.youtube.com/watch?v=eeZuU4muZOM">https://www.youtube.com/watch?v=eeZuU4muZOM</a>	10 minutes
<b>Reading Materials</b>	
Philippine Civil Aviation Regulation Part 8 Civil aviation Authority of the Philippines, Department of Transportation	60 Minutes
Inflight Servicing Procedures Manual	
<b>Activities Per Week</b>	
Paper Assignment	
Activity 1 (Mastery Check)	30 Minutes
Activity 2 (Role Playing )	30 Minutes
Activity 2 (Quiz)	30 Minutes

**Table of References**

References	No.
Basic Aerodynamics	1
Philippine Civil Aviation Regulation Part 8 Civil aviation Authority of the Philippines, Department of Transportation	2
Inflight Servicing Procedures Manual	3

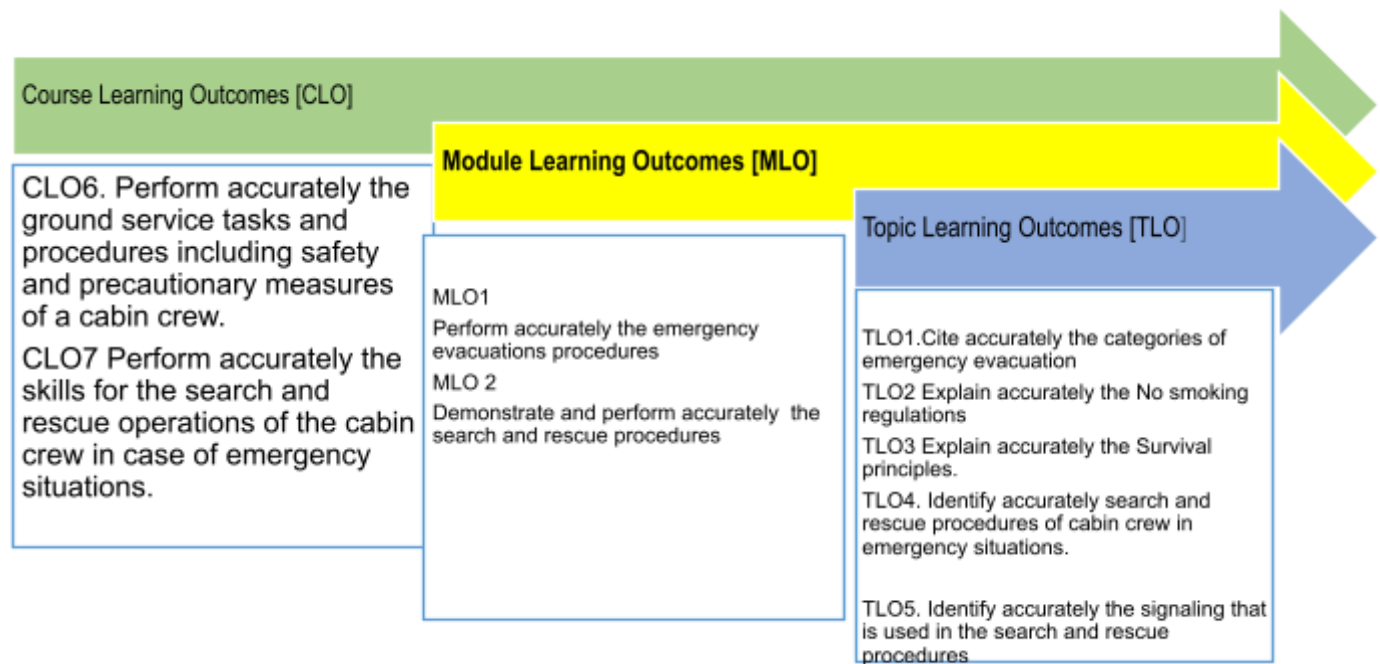
### Honesty Pledge

**“I affirm that I will not give or receive any unauthorized help on this module activities, and that all work will be my own understanding in each topic content and discussion”**

## Learning Module

At the end of the Module a student will be able to:

1. Perform accurately the emergency evacuations procedures
2. Demonstrate and perform accurately the search and rescue procedures



## Flexible Learning Outcomes

## Emergency Evacuation

**Emergency evacuation of an aircraft will lead to delay, confusion and panic if the situation is not controlled.** The passenger initiative may be absent so the motivation for survival must come from the crew during evacuation, some crew members may become disabled, crew members must therefore be able to locate and operate any emergency exit or item of safety and be prepared to assist and take-over the duties of others. Standard procedures cannot be provided for every possibility that may arise, common sense is important

### CATEGORIES OF EMERGENCY EVACUATION

An emergency evacuation may take place **either on the ground (terrain) or in water (ditching)**, and can be categorized as:

**Unplanned - unexpected and sudden incident** at the start of a flight up to the late take-off stage, or at the end of a flight on the approach, landing and taxi stages which demands the immediate landing and stopping of the aircraft and evacuation of passengers.

**Planned - An emergency in the climb, cruise or descent** stage which gives the crew enough time to plan the landing or ditching and subsequent evacuation.

### ON AIRCRAFT FULL STOP

For uncontrollable fire and dense thick smoke in the cabin, notify the flight deck crew immediately before commencing evacuation. This will signal to the pilot of the evacuation and prevent any further movement of the aircraft and ensure cabin is fully depressurized.

Cabin Crew should wait for the command

“Passenger Evacuation, Use\_\_\_\_\_ exits” from the Flight Deck crew.

The FD crew will give the applicable command after they have completed their checklist and have set up the aircraft for an evacuation (i.e. flaps set at 25 degrees, put brakes on).

## **DECISION TO EVACUATE**

Only the Captain can order an evacuation, however, circumstances might dictate that any other member of the crew must initiate such action.

If, for example a total engine failure on take-off makes a crash landing inevitable, the Captain may only have time to give a warning to brace for impact. After the aircraft has stopped there may be no further communication, and the Cabin Crew will have to make an instant decision and use their best judgment.

## **WHEN TO EVACUATE**

During an emergency and no command is given by the pilot, Cabin Crew may initiate evacuation on the following instances:

Both pilot are incapacitated

Major structural damage

Water landing

In an event of an inoperative PA system the command to evacuate shall be signified by the following (the usable exits shall now be determined by the Cabin Crew's assessment of outside conditions):

For the A 319/320 the FD crew shall activate the EVAC signal command

For the ATR 72 - 500, Flashing ON and OFF of the seatbelt sign

## **How to Prevent Panic**

Discipline

Thorough Knowledge of Instructions

Give Correct Information



## **HOW TO PREPARE YOURSELF FOR A SUDDEN EMERGENCY SITUATION DURING TAKE-OFF AND LANDING**

### **1. Alert**

- A- Acquaint self with passengers in the area
- L- Leave directives nearby/flashlight in holder
- E - Envision and review immediate actions to be taken for an evacuation
- R - Remain focused and concentrate
- T- Take take-off and landing stations

### **2. Prohibitions**

- P - Portable radios, transmitters, TV receivers, cellular phones, lap top computer and remote controlled toys
- R- Refrain from drinking alcoholic beverages for a period of 12 hrs. prior to reporting to duty
- O - On night flights, switch ON reading lights of smoking paxs ( if applicable )
- H- Heavy items on overhead bins should be monitored
- I - Infants and children below 15 are not allowed to sit on emergency exit rows
- B - Bulky items near or on top of emergency equipment and by the emergency exits
- I - Dry ice should not be placed directly on bottles or inside heated ovens
- T - Tampering of doors and exit windows inflight
- I - In the flight deck, care must be taken when serving beverage as this may spill on the Instruments
- O - Do not shake carbonated drinks (can explode)
- N - No lighters with plastic fuel reservoir
- S - Scuba diving must be done at least 24 hours prior to a flight

### **3. Sterile Flight Deck Concept**

Except in an emergency or other situation affecting the safety of the flight:

1. The flight deck door shall be closed.

2. No flight crew member may perform any duties during a critical phase of flight except those required for the safe operation of the aircraft.

3. No PIC may permit a flight crew member to engage in any activity during a critical phase of flight which could distract or interfere with the performance of their assigned duties.

4. Cabin crew shall not disturb the flight deck crew except during cases of emergency.

5. Active crew member shall keep their conversation to a minimum consistent with good flight management and operating procedures.

6. Sterile cockpit starts from pushback up to 10,000ft descending up to "on blocks". (When there is no pushback, sterile cockpit starts at taxi out.)

7. Cabin Crew shall inform the Captain, when practicable, whenever smoke, fire, unusual sounds, smell, or other abnormal conditions are observed.

For the A319/320 and ATR 72 - 500, this shall  
be communicated to the Flight Deck crew  
using the EMER CALL.

8. If applicable, the Flight Deck crew will signal Cabin Crew through one chime to indicate the end of sterile cockpit.

The Captain may turn off the seatbelt sign before reaching 10,000 ft. (Cabin Crew may begin to accomplish their individual duties but sterile cockpit remains enforced until the cabin crew hear one chime from the cockpit).

4. Refueling procedure

#### **Refueling with Passengers Onboard/ Embarking/Disembarking**

1. During refueling, two-way communication shall always be maintained by the aircraft's intercommunication system or other suitable means between the ground crew supervising the refueling and the Flight Deck crew.

2. Communication between the Flight Deck and Cabin Crew must also be open.

3. At least one flight Deck crew must be onboard.





4. All Cabin Crew must remain on board and position themselves by the exits and stay alert in case of any eventualities.

5. A passenger stair or jetway must be positioned by the forward and/or aft passenger door.

6. Aisles, doors and access to stairs or jetway are kept free from obstruction.

7. An announcement must be made advising passengers that refueling is taking place.

“Ladies and Gentlemen, Please be advised that the aircraft is being refueled, as a safety precaution may we remind passengers to keep their seatbelts unfastened and seatback must be in the upright position. The “NO SMOKING” sign is on. Smoking is strictly prohibited. Refrain from using portable electronic devices such as cell phones, laptop computers or possible sources of ignition such as matches, lighters and other spark-producing equipment. Thank you”.

8. Ensure that....

- a. the “NO SMOKING” sign is on and no smoking is enforced
- b. The Seatbelt sign is OFF and passenger’s seatbelts are unfastened.
- c. Passengers refrain from using portable electronic devices and spark producing equipment.
- d. Cabin lights are in FULL BRIGHT.
- e. Ensure seatback in upright position.

9. If fumes are detected, immediately notify the Flight Deck crew.

10. If situation warrants an evacuation, evacuate passengers with instructions from the Captain.

Follow evacuation procedures for unplanned terrain emergency.

11. After refueling, the Pilot in Command shall make the necessary announcement to advise passengers and crew that refueling has been completed and seatbelts may now be fastened (simultaneous with the switching on of the seatbelt sign).

12. In the event that only the L1 door is utilized, the

following procedures shall apply:

- a. Lead Cabin Crew announce “ARM L2 DOOR FOR REFUELING.”
- b. L2 arm L2 door. Move door selector to armed position. R2 cross check that L2 door is in



- c. L2 inform the Lead Cabin Crew through the interphone that the L2 door is armed.
  - d. Lead Cabin Crew check Door Page on the Forward Attendant Panel.
  - e. ENSURE THAT THE L2 DOOR IS NOT LEFT UNATTENDED.
  - f. After refueling, Lead Cabin Crew announce "DISARM L2 DOOR."
  - g. L2 disarm L2 door. Move door selector to disarmed position. R2 cross that L2 door is in disarmed position.
  - h. L2 inform the Lead Cabin Crew through the interphone that the L2 door is disarmed.
  - i. Lead Cabin Crew check Door Page on the Forward Attendant Panel
13. When additional fuel is required after embarkation, the requirement for passenger stairs may be disregarded if Cabin Crew are in attendance for immediate evacuation via the slide. All Cabin Crew shall stand by their respective doors armed.

## **CHEMISTRY OF FIRE**

It is an active principle of burning characterized by the heat and light combustion.

## **ELEMENTS OF FIRE**

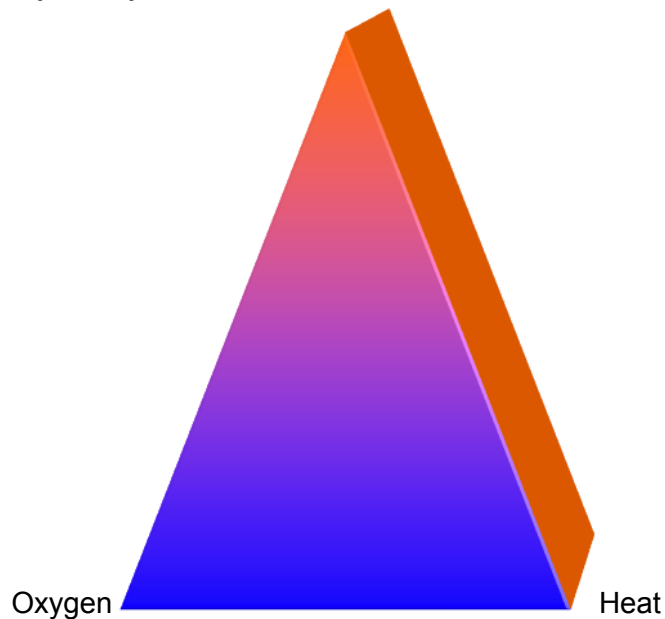
Fuel - temperature should be high enough for ignition

Heat - as present in the air

Oxygen - something to burn

It is the chemical reaction that enables each component to interact with each other and produce fire.

Fuel



### **Classes of Fire**

#### **Class A**

Ordinary combustible materials like paper, wood, cloth and trash. This is the most common type of fire.

#### **Class B**

Flammable liquid like gas, oil, paint and tar

#### **Class C**

Electrical wires and equipment

#### **Class D**

Burning metals such as aluminum, zinc, sodium and potassium

### **General Procedures in Fighting Fire**

1. Get the correct fire extinguisher.
2. Put on PBE.
3. Call another Cabin Crew to inform the Captain (give general location and nature of fire) and standby with additional fire extinguisher.
4. Fight the fire.
5. Keep the Captain informed as to the severity, action being taken and when the fire has been put-off.

### **Lavatory Fire**

1. Get correct fire extinguisher.
2. Put on PBE.
3. Call another Cabin Crew to inform the Captain (give general location and nature of fire) and standby with additional fire extinguisher.
4. Do not open door without extinguisher ready for use.
5. If fire is visible, direct extinguisher at the base of fire and fight the fire. If fire not visible, use the crash axe to lever-off panels to locate the source of the fire.
6. If the fire is in the trash or waste bin, the water fire extinguisher may be used or simply pour water or any non-flammable liquid, e.g. water, soft drinks or coffee into the waste bin.
7. Keep the Captain informed as to the severity, action being taken and when the fire has been put-off.

### **Galley Fire**

Ovens, warmers, microwaves, refrigerators, chillers, hot cups and boilers are all potential sources of galley fires. Treat them all as electrical fire and switch-off the power before using the extinguisher. After the fire has been put-off, do not switch on any galley power without clearance from the Captain.

1. Switch-off galley power.
2. If centralized galley power is located in the FD. Cabin Crew must ensure that all galley switches (boiler, ovens, coffee makers, etc.) are switched off.
3. Get correct fire extinguisher.
4. Put on PBE if applicable.
5. Call another Cabin Crew to inform the Captain (give general location and nature of fire) and standby with additional fire extinguisher.
6. Fight the fire.
7. Keep the Captain informed as to the severity, action being taken and when the fire has been put-off.

### **Oven Fire**

1. Close oven door, close air vents, if applicable.
2. Switch-off oven power/galley power.
3. Get correct fire extinguisher.
4. Put on PBE, if applicable.
5. Call another Cabin Crew to inform the Captain and standby with additional fire extinguisher.
6. Fight the fire.
7. If the fire is still visible, discharge fire extinguisher into oven (open oven door carefully and stand to one side while using extinguisher, as flames and fumes may fan out of the oven).
8. Close oven door.

9. Keep the Captain informed as to the severity, action being taken and when the fire has been put-off.

NOTE: Closing oven doors and air vents prevent oxygen from getting into the fire. Switching-off oven power reduces temperature. In most cases, these steps may put-off the fire. Thus, Cabin Crew need not discharge extinguisher into the oven, in these instances. However, extinguishers still need to be on standby for precautionary measures.

### **Electrical Fire**

1. Turn off the appropriate switch.
2. Use the appropriate fire extinguisher.
3. Inform the Captain.

### **Overhead Stowage Bin**

Fire has been known to start in overhead stowage bins. Treat these as electrical fires since the Passenger Service Unit beneath contains electrical components.

### **Fabric/Furnishing Fire**

Use a water fire extinguisher or simply douse the fabric with water.

### **Ceiling/Ballast Fire**

1. If smoke is emanating from a ceiling light unit, immediately turn off the cabin lights switch at the Cabin Crew control panel.



### **Smoke in the Cabin-INFLIGHT**

1. Inform the Captain and identify source of smoke. When the source of smoke is identified, the Flight Deck crew will remove the remaining smoke in the cabin through manipulation of the air conditioning system.
2. Move passengers away from the source of the smoke/fire. Double them up, if necessary
3. Coordinate with FD regarding weight and balance of the aircraft. Unusual Observations During Sterile Flight Deck
4. Advise passengers to bend forward and keep head at armrest level. The cleanest air will be found about 18 inches above the floor level.

4. Distribute wet cloth to passengers to protect nose and mouth. Wet cloth will help filter out some of the poisonous gases and carbon particles.

**CAUTION:** Do not use the passenger fixed oxygen mask in this situation. It shall not protect the person from fumes or smoke.

### **Smoke in the Cabin-GROUND**

1. Deplane or evacuate passengers as instructed by the Pilot in Command.
2. Evacuate passengers through assigned exit.
3. Assist other Cabin Crew, if possible.
4. If dense smoke is present ask passengers to crawl on hands and knees to the exits.
6. If possible, assist in firefighting.
7. Keep the Pilot-in-Command informed and updated.

### **Engine Torching**

It is in the engine or an auxiliary power unit may exhaust where flames and smoke on starting this is normally controlled from the Flight Deck

If torching is observed:

1. Calm and reassure the passengers that there is no cause for alarm. (Explain to passengers

that this is just like a car that backfires at times).

2. Advise the Captain.

### **Principle of Cabin Pressurization**

There is insufficient oxygen in the atmosphere at high altitude to sustain life, therefore the crew and passenger compartments of an aircraft have to be pressurized with outside air. To do this, air is fed from the engine compressors, then cooled and circulated around the cabin under pressure to provide an “atmosphere” at altitude. Spill valves control the pressure at all stages of flight and an aircraft flying at an altitude of 35,000 feet will have a maximum cabin altitude of 8,000 feet.

### **Time of Useful Consciousness**

If an aircraft pressurization system fails at a certain altitude, cabin pressure will become equal to that of outside and decompression is said to have occurred. At 10,000 feet above sea level there is still enough oxygen in the atmosphere to sustain consciousness but above that height the time of useful consciousness is limited and varies from person to person. Once muscle control is lost due to lack of oxygen, you will be unable to help yourself. Therefore, it is very important that crew put on the nearest drop out oxygen mask without delay.

<b>ALTITUDE</b>	<b>TIME OF USEFUL CONSCIOUSNESS</b>
<b>18,000 feet</b>	<b>20-30 minutes</b>
<b>25,000 feet</b>	<b>3-5 minutes</b>
<b>35,000 feet</b>	<b>30 seconds - 1 minute</b>

### **Types of Decompression**

#### **SLOW DECOMPRESSION**

Gradual loss of cabin pressure, which can be caused by damaged door seals or a fault in the pressurization system, may not be noticed in the passenger compartment until the emergency (“drop-out”) system is activated.

#### **RAPID DECOMPRESSION**



Rapid decompression will occur at higher altitudes if the pressurization

system fails suddenly or if part of the fuselage structure is damaged. The major signs which will be instantaneous and severe.

### **Manifestations of Decompression**

1. Dropping out of oxygen masks.
2. A sudden steep dive.
3. A loud “boom” and rush of air (this will be very pronounced if structural damage has occurred).
4. Loose articles flying in the cabin/fogging.
5. A sharp drop in temperature.
6. Pain in the ears, with possible bleeding.
7. Body pain, dizziness and nausea.

### **Procedures in a Decompression**

1. Grab mask, pull it towards you and demonstratively instruct passengers to do the same.
2. Immediately sit down at the nearest available seat and fasten seatbelt. (There is no need to run to your station. You may occupy a vacant passenger seat on a light load or wedge yourself between seats).
3. If possible, pass a sharp object (e.g. ballpen) and demonstrate to passengers, whose oxygen masks did not automatically drop out, on how to open the compartment manually.
4. After reaching a safe level, the Flight Deck Crew will give the command “MASKS OFF”.
5. Check the lavatories for any passengers who may be inside.
6. Check condition of passengers and administer oxygen, if needed.
7. Reflect the use of portable oxygen (if applicable) in the Cabin Maintenance Logbook and Flight Incident Report.

### **Cracked Window or Leaking Door**

Door leaks are generally caused by defective door pressure seals. Cracked windows are not deemed to be dangerous due window is made up of 2 panes strong enough to withstand pressure

1. Report to the Captain and follow his instructions.
2. Warn other Cabin Crew.





3. Calm the passengers and reassure them. However, as a precaution, it would be best to move passengers away from the area.

NOTE: Blankets can be used to pad door leaks with the supervision of the Captain (if applicable).

### **Turbulence**

Results when an aircraft flies through air which has been disturbed, usually by adverse weather or certain types of cloud formation, or flies into the wake of another aircraft occur from the take-off stage through the approach and landing stage and can vary from a slight to violent changes in air speed.

### **Anticipated Turbulence**

Areas of turbulence can be anticipated by weather reports and on-board radar can detect cloud formations which might produce turbulence. When notified by the Captain and when the seatbelt sign is switched on.

1. Make an announcement informing passengers to fasten their seatbelts.
2. Visually check passengers to be sure seatbelts are fastened.
3. Discontinue food service.
4. Secure the galley and cabin of loose articles, including trolleys.
5. Assume crew station and fasten seatbelt and shoulder harness.
6. Remain seated until notified by Captain.

Note: If a considerable amount of time has already passed and the seatbelt sign is still switched on, coordinate with the FD crew using the interphone

### **Clear Air Turbulence**

An aircraft can also encounter turbulence without warning in apparently clear air. Clear air turbulence is caused by wind shears, changes in wind direction, velocity and temperatures. Flying between mountain ranges can also cause this. If sudden turbulence is encountered the Cabin Crew must.

1. Discontinue meal service.



2. Stow away any carts and service equipment in approved compartments.

stowage

3. Make sure that all passengers are seated with seatbelt fastened.
4. Check lavatories and assist passengers when necessary
5. Sit at crew stations, if possible.
6. Remain seated until conditions improve or notification is received from the Captain.
7. Check condition of passengers and cabin.

If turbulence is too severe, Cabin Crew should immediately secure themselves. An announcement informing the passengers to fasten their seatbelts would be sufficient.

### **Pilot Incapacitation**

Inability of a crew member to perform his duties efficiently due to physiological and psychological conditions.

Incapacitation covers a range of cases, from the relatively slight case, such as toothache, stomach ache, etc. to the serious ones such as sudden fits, fainting, heart attack, death, etc.

### **General Procedures**

By the Unaffected Pilot with Lead Cabin Crew

1. Request assistance from any medically qualified passenger.
2. Request assistance from any suitable qualified extra crew.
3. If circumstances indicate an early landing, coordinate with ATC to obtain information and advice on the most suitable airport where medical assistance can be secured.

By the Cabin Crew

1. Move incapacitated pilot's arms and legs away from the controls.
2. Slide seat fully aft.
3. Fasten seatbelt and shoulder harness.
4. Recline seat fully.
5. Administer applicable First Aid treatment or administer oxygen to the incapacitated pilot



6. Remove incapacitated pilot and assist the other pilot in any way you can (if applicable).

### **Flight Deck Re-Arrangement & Landing**

Unaffected pilot assumes command of the aircraft and reorganizes and coordinates duties promptly, unaffected pilot shall fly the aircraft on his fixed seat assignment. The pilot briefs Cabin Crew on the preparation and emergency procedures required, if applicable. He reminds them to be discreet in the execution of their duties and responsibilities for the duration of the emergency, to preclude undue panic among the passengers. There should be an appropriate checklist shall be read by one of the Cabin Crew while the unaffected pilot, at the controls

### **BOMB THREAT CODE**

“BRAVO WHISKEY” is the codeword to indicate a bomb threat situation. Use it in a sentence. omb Incident Procedures

#### **Bomb Alarm On Ground**

1. Inform the Pilot-In-Command.
2. Upon instruction of the Pilot-In-Command disembark passengers.
3. If disembarkation is via the stairs or jetway, passengers and crew should bring all hand carried baggage. This shall be advised by the Lead Cabin Crew via the PA system.
4. If an evacuation via the slide is required, passengers and crew should leave hand- carried baggage on board.
5. Cabin Crew and ground personnel shall move passengers to a safe location.
6. Delegate to the proper authorities the search and removal of the bomb. The crew shall not participate in the aircraft search.

#### **Inflight Bomb Alarm**

When information is received that a bomb may have been placed on board the aircraft, land at the nearest suitable airport. In cases where landing is not readily possible, the aircraft should not

be searched during the flight unless advised by the Captain. If advised,

use Aircraft

### Security Search **Procedure Checklist.**

#### **Cabin Crew Duties:**

1. Discreetly inspect the cabin, galleys, coatroom, lavatories, storage compartments, etc.
2. Check own crew baggage and inform the Captain of initial search result.
3. Repeat Captain's instructions over the PA.
4. Ensure all cellular phones, radio transceivers, laptops and other electronic devices are off. The batteries should be detached from the unit.
5. Ask passengers to keep hand luggage on their lap for inspection.
6. Be alert for loose items not claimed by passengers.

NOTE: In case a suspect object is found, it must not be touched

7. Report result of overall search and compliance of passengers to the Captain.
8. Prevent any passenger from going near or entering the cockpit.
9. Prepare passengers and cabin for an emergency landing.
10. Return to crew station and fasten seatbelt.

#### **Aircraft Landing with Bomb**

##### Bomb Located and Have Exploded

- a. Captain shut down engines as soon as possible after landing. Depending on the situation, if at all possible, the aircraft should be taxied away from the runway in order to avoid/minimize strewn debris on the runway with debris or wreckage in the event of bomb explosion that will render the runway unusable for aircraft operations
- b. Cabin Crew deploys emergency slides and evacuate passengers.

##### Bomb Not Located

- a. Captain shall taxi to safe area pre-designated  
by airport authorities for bomb search  
procedures, if such area is available. If not, taxi to area designated by airport authorities
- b. Cabin Crew shall request sufficient airstairs for rapid disembarkation. If airstairs are not available, consider the use of the slides.



c. Ground shall delegate to the authorities the search of the airplane.

The crew shall

not

participate in the bomb search.

### **Bomb in hands of Hijacker**

1. Endeavor to prevent his entry to the flight deck.
2. Keep calm, try to talk him out of whatever plans he may have.
3. Try to get information about the device he is carrying. The device may be difficult to detonate or may even turn out to be a fake. (If he is still carrying a hand grenade with the safety pin still folded back, the grenade is not ready to be detonated instantly).

### **Bomb Onboard-INFLIGHT**

#### **Cabin Crew Duties:**

1. Do not touch or move the bomb. If it was accidentally moved, always keep it on the attitude in which it was found.

2. Page for an EOD (Explosives Ordinance Disposal)

If on board:

- a. Advise EOD of least risk bomb location (there are different LRBL for different aircraft types).
- b. Disarm slides (if applicable)
- c. Stack area with soft articles. Secure with a strap if possible.

If no EOD on board:

- a. Endeavor to pad the surroundings of the bomb with soft articles to cushion the explosion.
3. Reseat passengers away from the bomb location, if possible. Ensure that they are evenly distributed. Prevent panic so that they will not move fully forward or aft, which may upset the aircraft's center of gravity.
  4. Remove all emergency equipment away from the location of the bomb. Disarm the emergency escape slide if the bomb is within 10 feet of a door.
  5. Ensure all electronic devices are off with batteries detached.
  6. Prepare passengers and cabin for an emergency landing.
  7. Return to crew station and fasten seatbelts.

## Hijacking

It is the illegal seizure of the aircraft by an individual or a group of individuals

when faced with a hijack situation, the cabin crew should follow the recommended guidelines to ensure maximum safety of passengers and crew members

### NOTE:

Cabin Crew shall inform the captain whenever smoke, fire, unusual sounds or smell or other abnormal conditions are observed. These observations are as follows.

OBSERVATION DURING	WARNING TO CAPTAIN
Taxiing, climb-out, cruise or descent	Immediate
Take off	Immediately after airborne
Final approach and landing	As soon as the aircraft leaves the runway

## NO SMOKING REGULATIONS

Smoking is not allowed during the following situations:

1. Boarding and deplaning of passengers
2. Refueling of the aircraft
3. Inside lavatories
4. Aircraft is on ground
5. No smoking sign is ON
6. Take-off and landing
7. Oxygen is in use
8. Within 50 ft. from the aircraft

### Paper Assignment:

Research the following Topics:

Smoke in the Cabin-INFLIGHT

Smoke in the Cabin-GROUND

Time of Useful Consciousness



Manifestations of Decompression

Procedures in a Decompression

Cracked Window or Leaking Door

Turbulence

Anticipated Turbulence

Clear Air Turbulence

Hijacking

Methodical

Language Communication Card

Imminent Emergency

Precautionary Disembarkation

Door leaks are generally caused by defective door pressure seals.

Cracked windows are not deemed to be dangerous due window is made up of 2 panes strong enough to withstand pressure

## **SURVIVAL**

It is the success in any survival situations depend on the two important factors which is the: the will to survive and knowledge.

Principles of survival

1. Protection
2. Location
3. Water
4. Food
5. Travel
6. Hygiene

Additional Resources

Omni Cabin Crew Emergency Evacuation Drill

<https://www.youtube.com/watch?v=eeZuU4muZOM>

## **Enrichment Activity**

Role Playing

Planned and Unplanned Emergency evacuation

Explain the following in your own words (30 minutes)

1. CATEGORIES OF EMERGENCY EVACUATION
2. How to Prevent Panic in emergency situations

## **SEARCH AND RESCUE PROCEDURES**

General Procedures:

1. Assign lookouts and maintain lookout 24 hours a day preferably 2 at a time for periods of about one hour.
2. Use every device at your command to make and keep contact with searchers.
3. Look for other survivors.
4. Look for hazards such as rocks.
5. Watch for lights and listen for sounds of any signs of life.
6. Watch for smoke of ships and sounds of aircraft (remember that cumulus clouds indicate land).

## **SURVIVAL EQUIPMENT**

A. Flashlight

1. For use at night.
2. Familiarize yourself with Morse Code particularly SOS

## **SIGNALING**





### A. Ways of transmitting Signals

1. Set one ELT on operation as soon as possible after evacuation
2. Ensure that those on watch use a signaling mirror to scan the horizon regularly throughout the daylight hours. If none are available, they can be improvised from aircraft panels.
3. Use day / night flares, if available, only when it is known that a search party or aircraft is in the area.
4. Prepare signal fires from materials soaked in fuel and have means of ignition readily available.
5. Layout ground signal panels using aircraft carpet strips, trim panels, skin panels and lifejackets. Panels set out in the form of "SOS" will cast a constant shadow in sunlight if they are built high enough

### B. Air- Ground Signal

There are 5 (five) simple signals recognized internationally which survivors can use following an accident or forced landing in remote areas.

CODE SYMBOL	MESSAGE
V	Require Assistance
X	Require Medical Assistance
N	NO, Negative
Y	YES, Affirmative
	Proceeding in this direction

Figure 27  
**Air Ground Signal**

C. "SOS" Shadow Signal

The figures show the number of paces measuring the length of each part of the letter.

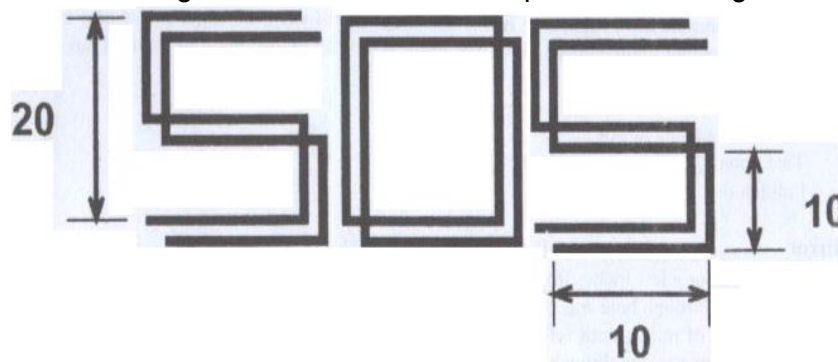


Figure 28 **SOS Shadow Signal**

**AIRCRAFT ACKNOWLEDGEMENT**

- A. By day-rocking aircraft wing.
- B. By night-aircraft will turn off and on twice its landing or navigation lights.

**Summing up**

This module has dealt with search and rescue procedures and the ways of transmitting signal

**Enrichment Activity**

Role Playing  
 Scenarios

- 1. SEARCH AND RESCUE PROCEDURES
- 2. Signaling

	Explain in your own words (30 minutes)
1. Search and Rescue procedures	



**Rubrics for Essay**

Category	EXCELLENT (96-100)	VERY Satisfactory (91-95)	Satisfactory (86-90)	Needs Improvement (81-85)	Unsatisfactory (76-80)	Total
<b>Subject Content</b>	A Comprehensive grasp of the subject matter is demonstrated including an in-depth understanding of the relevant concepts, theories and related issues of the topic	A thorough grasp of the subject matter is demonstrated	A basic grasp of the subject matter is demonstrated	Subject Content show some misunderstanding of major points, is missing elements.	Major issues with articulating the key elements of the issues	
<b>Awareness of the topic</b>	An awareness of differing viewpoints is demonstrated and a rigorous assessment of the undertaken where relevant	An awareness of differing viewpoints is demonstrated and an assessment of these attempted where relevant	Asserts viewpoints without acknowledging alternative viewpoints	The topic is lack of supporting ideas	The topic is unsupported and it is not completely articulated	
<b>Critical Thinking</b>	An ability to think critically is demonstrated in the problem of the relevant information	The answers go beyond description to interpretation, analysis and evaluation	Accurate information incorporating relevant answers is conveyed	The information needs more supporting details that is relevant to the topic	Answers do not align with the description to interpretation, analysis and evaluation	

**Rubrics in Role Playing**

Category	EXCELLENT (96-100)	VERY Satisfactory (91-95)	Satisfactory (86-90)	Unsatisfactory (76-80)	Total
<b>Understanding of topic</b>	Factual information is accurate Indicates clear understanding of topic	Factual information is mostly Accurate Good understanding of topic	Factual information is somewhat Accurate Fair understanding of topic	information is inaccurate Presentation is off topic	
<b>Cooperation</b>	Accepts ideas of others. All members contribute	Accepts most ideas without negative comments Some members contribute	Unwilling to compromise Few members contribute	Group does not work together One person does all the work	
<b>Presentation</b>	Shows confidence Informative	Shows some confidence Presents some Information	Unsure of the presentation Somewhat informative	Portrayal fails Lack of information	

