

## RA 2350 - Air System Emergencies

### Rationale

► *During an Air System Emergency, Aircrew are required to make timely and safety critical decisions, and take the appropriate actions. Errors in emergency handling and management will lead to an unacceptable increase in Risk to Life* ◀. Aircrew must use a standard set of immediate actions during an emergency situation and support these with common verbal or visual instructions.

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### 2350(1): Air System Emergencies

### Regulation 2350(1)

### Air System Emergencies

2350(1) Aircrew operating UK military Air Systems **shall** have a thorough knowledge, appropriate to their Aircrew specialization, of the emergency procedures and drills specific to the Air System they are operating.

### Acceptable Means of Compliance 2350(1)

### ► Air System ◀ Emergencies

- Emergency procedures and drills **should** be as detailed in the Air System Document Set ►◀.
- Emergency Codewords.** If the Aircraft Commander considers it probable that the Aircraft must be abandoned, or that a state of emergency exists, the emergency codewords in Table 1 **should** be used:

Table 1. Emergency Codewords.

EMERGENCY CODEWORDS	MEANING	OCCASION FOR USE
EJECT! EJECT!	Abandon the Aircraft immediately by ejection seat.	When necessary to abandon the Aircraft immediately.
JUMP! JUMP!	Abandon the Aircraft immediately by parachute.	As above.
DITCHING! DITCHING! PREPARE FOR DITCHING!	The Aircraft is about to touch down on water; take up ditching stations and prepare to abandon the Aircraft as soon as it is safe to do so.	When ditching is imminent.
BRACE! BRACE!	The Aircraft is about to be arrested violently, prepare for the impact by locking safety harness and bracing limbs and head.	By the first Pilot immediately prior to touchdown in a controlled ditching or forced landing.
OXYGEN! OXYGEN!	There is reason to believe a crew member is hypoxic or about to become hypoxic. Check equipment and descend.	When one crew member has reason to believe that another is displaying symptoms of hypoxia and / or ►their◀ equipment is malfunctioning. (Also used air / air and ground / air.)
CUT! CUT!	Operate the winch cutter thereby shearing the cable.	When the helicopter winch or target towing cable has been fouled to an extent that has jeopardized the safety of the Aircraft.
►STOP! STOP! or as specified in Type Standard Operating Procedures◀	The take-off run is being ►rejected.◀	►It is deemed unsafe to continue the take off. Information calls to Air Traffic Control (ATC) <b>should</b> be in accordance with CAP 413 <sup>1</sup> ie. 'Callsign, stopping'◀.

<sup>1</sup> ►Refer to CAP 413 Radiotelephony Manual.◀

**Acceptable  
Means of  
Compliance  
2350(1)**

EMERGENCY CODEWORDS	MEANING	OCCASION FOR USE
BARRIER! BARRIER! BARRIER!	The airfield emergency up-wind barrier for the appropriate runway is to be raised to the fully up position.	By the Pilot if required during take-off or landing. ▶◀
CABLE! CABLE! CABLE!	A cable engagement is imminent.	By the Pilot if required during take-off and landing.

3. **Forced Landings.** When a forced landing incident occurs, the Aircraft Commander, or if ▶they are◀ injured, the next senior uninjured member of the crew, **should** ensure that where it is safe to do so:
- All ejection seats and weapons are rendered 'safe'.
  - The engine, fuel and electrical supplies are shut off.
  - Any classified equipment or material does not fall into unauthorized hands.
  - The incident is reported by the quickest means to the ▶parent unit.◀
  - The ▶Aircraft◀ is not left unguarded.
  - An Aircraft Commander of a Remotely Piloted Air System **should** comply where possible with the above, or delegate responsibility to the Post Crash Management Incident Officer.
4. When a forced landing is categorized as an accident, the Post-Crash Management Procedures detailed in the Manual of Post-Crash Management **should** be followed.
5. **Ditching and Salvage.** When an ▶Aircraft◀ ditches and it is both safe and practical to do so, the Aircraft Commander **should** take every possible step to ensure the safety ▶and potential salvage of their Aircraft.◀
6. **In-Flight Signals.** When it is necessary to pass information between a radio operative Aircraft and an assisting Aircraft or an ATC unit, the standard in-flight visual signals and procedures, detailed in STANAG 3379<sup>2</sup>, **should** be used. Aviation Duty Holder and Accountable Manager (Military Flying) **should** issue additional in-flight visual signals or procedures to meet individual Aircraft needs but they **should** be consistent with, and not lead to confusion with, the signals and procedures detailed in STANAG 3379.

**Guidance  
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**Air System Emergencies**

7. The details of STANAG 3379 are available to Defence Contractor Flying Organizations by request to the MAA.
8. ▶ATC actions associated with the cancellation of take-off clearance and barrier activation responsibilities, are detailed in RA 3261(1)<sup>3</sup>, RA 3268(2)<sup>4</sup> and CAP 413<sup>1</sup> Chapter 10.◀

<sup>2</sup> Refer to STANAG 3379 In Flight Visual Signals.

<sup>3</sup> ▶Refer to RA 3261(1): Aerodrome Service – Cancelling take-off Clearances.

<sup>4</sup> Refer to RA 3268(2): Air System Arresting Systems - Barriers – Controller Responsibilities.◀