

## RA 2350 - Air System Emergencies

### Rationale

During an Air System emergency, Aircrew<sup>1</sup> 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. ► Familiarity with emergency drills and standard terminology will maximize the likelihood of positive outcomes in emergency situations. ◀

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### Regulation 2350(1)

#### Air System Emergencies

2350(1) Aircrew<sup>1</sup> operating UK military Air Systems **shall** have a thorough knowledge, appropriate to their ► ◀ 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 ► conducted in accordance with (iaw) ◀ the Air System Document Set.
- Emergency Codewords.** If the ► Aircrew decide to abandon ◀ the Aircraft ► ◀, or that a state of emergency exists, the ► appropriate ◀ 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.	► ◀ Immediately prior to touchdown in a ► ◀ 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.

<sup>1</sup> ► For the purpose of this Regulatory Article, Aircrew includes appropriate Supernumerary Crew roles that may occupy an Aircrew seat, such as Flying Maintainers and Flight Test Engineers. ◀

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

Emergency Codewords	Meaning	Occasion For Use
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 iaw Civil Aviation Publication (CAP) 413 <sup>2</sup> ie 'Callsign, stopping'.
BARRIER! BARRIER! BARRIER!	The Airfield ► <b>departure end</b> ◄ barrier for the appropriate Runway ► <b>needs</b> ◄ 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 Landing ► / Ditching.** The Aviation Duty Holder (ADH) / Accountable Manager (Military Flying) (AM(MF)) **should** specify in orders the actions expected of Aircrew in their Area of Responsibility (AoR), specific to their type, in the event of a forced landing or ditching Occurrence. ◄

- a. ► ◄
- b. ► ◄
- c. ► ◄
- d. ► ◄
- e. ► ◄
- f. ► ◄

4. ► ◄

5. ► ◄ When an Aircraft ► **forced lands or** ◄ ditches and it is both safe and practical to do so, the Aircraft Commander **should** take every possible step to ensure the Safety ► ◄ of their Aircraft.

6. **In-Flight Signals.** When it is necessary to pass information between a radio inoperative Aircraft and an assisting Aircraft or an ATC unit, the standard in-flight visual signals and procedures, detailed in ► **North Atlantic Treaty Organization (NATO)** ◄ Standardization Agreement (STANAG) 3379<sup>3</sup>, **should** be used. ► If the ◄ ADH / AM(MF) ► ◄ issue additional inflight visual signals or procedures to meet individual Aircraft needs, ► ◄ they ► **should not** ◄ lead to confusion with the signals and procedures detailed in STANAG 3379. ► **These additional inflight visual signals or procedures should be promulgated with clear annotation that they are not contained within STANAG 3379 to avoid the assumption that they will be universally understood.** ◄

**Guidance Material 2350(1)**

**Air System Emergencies**

7. ► ◄ STANAG 3379 ► **is** ◄ available to Defence Contractor Flying Organizations by request to the MAA ► ◄.

8. ► **The ADH / AM(MF) will stipulate in orders any additional emergency codewords to those in Table 1 at their discretion.** ◄

<sup>2</sup> Refer to CAP 413 Radiotelephony Manual.

<sup>3</sup> Refer to STANAG 3379 In Flight Visual Signals.

<sup>4</sup> ► **Contact the MAA at DSA-MAA-OpAssure-CFAOS-GROUP@mod.gov.uk.** ◄