

virgin atlantic A340-600 Flight Crew Operating Manual	SPECIAL OPERATIONS FLIGHT OVER MOUNTAINOUS AREA	2.04.35 SEQ 001	P 1 REV 10
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INTRODUCTION

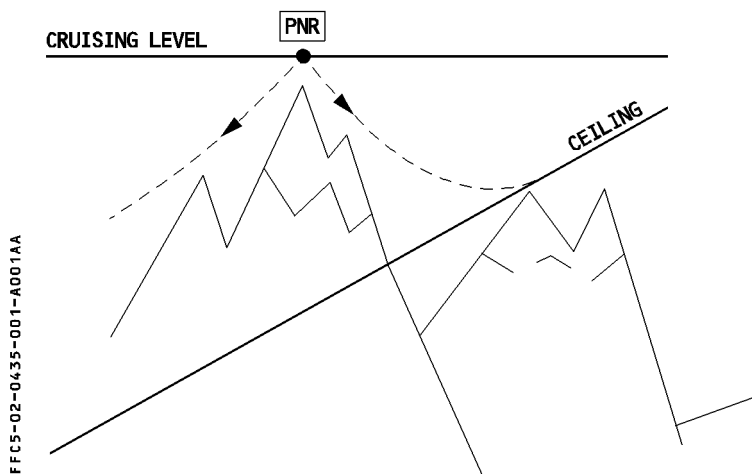
Two failures must be taken into consideration for en route obstacle clearance over mountainous area :

- Engine failure that forces a descent to a lower cruise level
- Depressurization which, due to the passenger oxygen system, requires a descent to 10000 feet before supplementary oxygen is exhausted.

ENGINE FAILURE

If the standard strategy does not allow the aircraft to clear obstacles, the pilot must use a drift down procedure. If an engine failure occurs at any point on the route, the net flight path must clear the obstacles on the drift down part by 2000 feet and on the climb part by 1000 feet.

If the aircraft cannot clear the en route obstacles a point of no return (PNR) must be determined.



If an engine failure occurs after the PNR, the aircraft must drift down on course. If the failure occurs before the PNR, the aircraft must turn back.

For en route net flight paths, refer to the Aircraft Flight Manual.

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DEPRESSURIZATION

In case of depressurization, the passengers receive oxygen through individual modules.

An emergency descent in accordance with a certain profile depending on passenger oxygen equipment installed has to be performed (Refer to 2.04.20) FLIGHT WITHOUT CABIN PRESSURIZATION.

CONCLUSION

A detailed study of each route over mountainous area must show that one engine out net flight path and passenger oxygen system performance allow the aircraft to clear the obstacles by 1000 feet in climb and by 2000 feet in cruise or descent.

If the aircraft in these circumstances cannot clear the obstacles on the route, a PNR must be determined, and diversion procedures must be established.