



FLIGHT HANDBOOK

CHECKLIST

EMERGENCY PROCEDURES

NOTE:

Modified for Microsoft FlightSimulator - DO NOT USE IN REAL AIRCRAFTS –

EMERGENCY PROCEDURES

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Emergency Procedures

1.01 GENERAL

This section contains essential operating procedures for emergency conditions.

Red fire warning lights will come on and a bell will sound in case of fire in an engine or in the APU compartment.

Smoke will not activate any warning system, except if a smoke detection system is installed.

After conducting a smoke procedure, visibly verify that the fire has been put out even though the smoke has dissipated.
If it has not or cannot be visibly verified, immediately land at the nearest suitable airport.

Failures leading to emergency conditions in systems will activate the centralized red warning system.

If the red MASTER WARNING light on the instrument panel comes on, the annunciator panel must be checked immediately.

The action to be taken depends on the indicated warning and is specified hereafter. The MASTER WARNING light should be cancelled and reset by pressing the spring-loaded cap.

The warning on the annunciator panel remains illuminated as long as the emergency condition exists.

If the red MASTER WARNING light comes on during take-off before V₁, the take-off should normally be abandoned.

The warnings or conditions mentioned in the following pages require immediate attention.

Items of the drill to be carried out immediately are indicated by large dots.

Emergency Procedures

Amongst others the following services are connected to the essential buses:

Essential DC bus

- APU control
- APU fire warning and extinguisher
- Cabin air conditioning (not cockpit)
- Start control system
- Engine anti-icing
- Engine relight ignition
- Engine fire warning and extinguisher
- Emergency light
- Central warning system
- Bleed air control and auto shutoff
- Alternate stabilizer trim
- Fuel and hydraulic shutoff valves
- Ground/Flight control
- Audio warning
- Landing gear position indicator
- Flap control shutoff
- Chemical oxygen system
- Standby horizon
- Public Address system
- Audio control and interphone

Essential AC bus 115 volts

- LH pitot heating
- Encoding altimeter (pilot)
- * Flight/Voice recorder
- * Compass 1
- Boosterpumps forward
- * RMI 1 and 2
- Radio altimeter
- Altitude alert
- ATC transponder
- Ground proximity warning system

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Emergency Procedures

Amongst others the following services are connected to the essential buses:

Ess. TRU bus and Ess. AC bus

- * VHF NAV 1
- * ADF 1

* In case ess. AC bus is not available, these DC services are energized from the ess. DC bus, and these AC services are energized from the ess. DC bus via the static inverter when the emergency power switch is operated.

1.02 ENGINE FIRE

Engine fire control guard red light, fire bell and HP FUEL VALVE lever red light.

or

ENGINE SEVERE DAMAGE / MECHANICAL FAILURE

- | | |
|---------------------|----------|
| HP FUEL VALVE lever | - SHUT |
| Fire control guard | - Lift |
| Ext sw | - SHOT 1 |

if warning persists:

- | | |
|----------|------------------------------------|
| Airspeed | - Reduce |
| Ext sw | - SHOT 2
(45 sec. after SHOT 1) |

when time persists:

- | | |
|------------------|--------|
| THROTTLE lever | - IDLE |
| BOOSTER PUMP sws | - OFF |
- (Except when other engine is being fed through crossfeed)

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Emergency Procedures

1.02 ENGINE FIRE

BLEED AIR SUPPLY	- OFF
Main sw	
CONSTANT SPEED DRIVE	
DISCONNECT sw	- Operate

CAUTION: DO NOT RESTART ENGINE OR RESET FIRE CONTROL GUARD.

- NOTES:
1. If a fire warning bell is installed, the bell may be silenced by pressing the BELL SILENCER button.
 2. By lifting the fire control guard both fuel and hydraulic valves will close. Inadvertant operation can be corrected by closing the guard first and subsequently pushing the RESET button.
Check FUEL SHUT-OFF valve OPEN.

1.03 APU FIRE

APU fire control guard red light on.

When fire warning occurs the APU will shut down automatically and the extinguisher will discharge.

Fire control guard	- Lift
Ext sw	- Operate
EXTING TEST light	- Check ON (immediately)
TGT and RPM	- Check dropping

CAUTION: DO NOT RESTART APU.

Emergency Procedures

1.03 APU FIRE

when time persists:

- | | |
|--------------------|--|
| APU MAIN sw | - OFF |
| APU FIRE wng light | - Check OUT
(when fire is extinguished) |
| GEN 3 sw | - OFF/RESET |

CAUTION: DO NOT RESTART APU.

1.04 COCKPIT / CABIN FIRE

COCKPIT FIRE

Pilot in control:

- | | |
|------------------------------|-------------|
| Oxygen mask and smoke goggle | - ON |
| Microphone sw | - MASK |
| GEN 3 sw | - OFF/RESET |

if smoke penetrates mask:

- | | |
|------------------|-------------|
| Oxygen regulator | - EMERGENCY |
|------------------|-------------|

NOTE: With 100% selected, oxygen is available for at least 15 min.

other crew member:

- | | |
|---------------------------|------|
| Portable oxygen smoke set | - ON |
| Use fire extinguisher | |

**WARNING: FOR COCKPIT FIRES, ONLY CO₂ SHOULD BE USED
DUE TO LIVE ELECTRICAL CIRCUITS IN COCKPIT.**

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Emergency Procedures

1.04 COCKPIT / CABIN FIRE

CABIN FIRE

- | | |
|------------------------------|-----------------------|
| Cockpit door | - Closed |
| Both AIRCONDITIONING MAIN sw | - ON |
| Bleed air pressure | - As high as possible |
| Cockpit ventilation outlets | - Fully open |

Do not use water/glycol extinguishers on electrical or fluid fire.

NOTE: Smoke removal is accomplished by the normal air supply system with all cabin air outlets open (approx. 2 minutes).

1.05 AIRCONDITIONING SMOKE

Investigate source of smoke

Smoke may come from engines or airconditioning units

- Check engine instruments. If any abnormal indication is found, switch off bleed air from particular engine.

If engine indication is normal

- Shut off and on one after the other airconditioning units and subsequently the bleed air supply from either engine.

if smoke is serious:

- | | |
|------------------------------|-------------|
| Oxygen mask and smoke goggle | - ON |
| Microphone sw | - MASK |
| Both AIRCONDITIONING MAIN sw | - OFF/RESET |

- Start descent if necessary
Cabin will depressurize gradually.

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Emergency Procedures

1.05 AIRCONDITIONING SMOKE

if smoke penetrates mask:

Oxygen regulator - EMERGENCY

when descending below 10,000 ft:

RAM AIR sw - ON
MANUAL CONTROL knob - Turn to DEPRESS
gradually
Ram air flow - Modulate

NOTE: Full ram air flow may cause extremely low cabin temperatures.
Ram air flow can be modulated by selecting the RAM AIR
switch temporarily to ON or OFF and then to STOP.

During ground operation

If airconditioning units are supplied from APU

Airconditioning units - Check individually

if smoke persists:

APU MAIN sw - OFF

NOTE: In tailwind conditions during ground operation exhaust gases
from APU and engines may be ingested.

Emergency Procedures

1.06 SMOKE ELECTRICAL

ELECTRICAL SYSTEM SMOKE OF UNKNOWN ORIGIN

EMERG POWER sw - Operate

Only the essential buses remain energized. As there are only a few services connected to the essential buses, most probably the smoke will disappear.

if smoke is serious:

Oxygen mask and smoke goggle - ON
Microphone sw - MASK

if smoke penetrates mask:

Oxygen regulator - EMERGENCY

Emergency Procedures

1.06 SMOKE ELECTRICAL

ELECTRICAL SYSTEM SMOKE OF UNKNOWN ORIGIN

To restore power:

BUS TRANSF ISOLATE sws	- Operate
TRU sws	- OFF
GEN 2 sw	- OFF
EMERG POWER sw	- Guard closed
Pause, observe smoke	

if smoke reappears:

GEN 1 sw - OFF
GEN 2 sw - ON
TRU 2 sw - ON

(a) AC BUS 2 and AC ESSEN
BUS energized.
(b) All DC BUSES energized.

if no smoke appears:

TRU 1 sw - ON

(a) AC BUS 1 and AC ESSEN
BUS energized.
(b) All DC BUSES energized.

if smoke reappears:

TRU 1 sw - OFF
GEN 2 sw - ON
BUS TRANSF - Guards
ISOLATE sws closed

(a) AC BUSES and ESS TRU
BUS energized.
(b) DC ESSEN BUS energized
by essential TRU.

Emergency Procedures

1.06 SMOKE ELECTRICAL

ELECTRICAL SYSTEM SMOKE OF UNKNOWN ORIGIN

- NOTES:
1. When procedure completed, verify heading and synchronize compasses if necessary.
 2. When the AC ESSEN BUS is not energized by one of the generators, only 30 minutes battery power is available for the DC ESSEN BUS.

CAUTION: WHEN ONLY THE DC ESSENTIAL BUS IS ENERGIZED:

- DURING LANDING LIFTDUMPERS AND SKID CONTROL WILL NOT BE AVAILABLE.
- USE THE MANUAL CONTROL (NEEDLE VALVE) IF NECESSARY TO DEPRESSURIZE THE CABIN.
- USE OF NOSEWHEEL STEERING MUST BE LIMITED TO 90 DEG OF HANDWHEEL TRAVEL FROM MID POSITION, TO AVOID DAMAGE TO STEERING MECHANISM.

1.07 WING FLAP ASYMMETRY

Annunciator panel red light.

The normal flap operation system is deactivated.

Flaps remain in position where asymmetry occurred.

- Do not use ALTERN FLAP CONTR switch.

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Emergency Procedures

1.08 LIFTDUMPER

Annunciator panel red light.

LIFTDUMPER LOCK sw - LOCKED

Flight can be completed without restrictions.

No attempts should be made to reactivate the system before landing.

NOTE: After touch-down the system may be reactivated by resetting LIFTDUMPER LOCK switch to NORMAL (guard closed). The liftdumpers should then be extended by means of the liftdumper handle.

1.09 DEPRESSURIZATION

PRESSURE CABIN FAILURE

Cabin altitude above 14,000 ft, amber light on.

Oxygen masks - ON
Microphone sw - MASK

if required start descent procedure:

Oxygen regulators - DILUTE

MANUAL DEPRESSURIZATION

MANUAL CONTROL knob - Turn to DEPRESS

if oxygen is required:

Oxygen mask - ON
Microphone sw - MASK
Oxygen regulators - DILUTE

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Emergency Procedures

1.09 DEPRESSURIZATION

After depressurization at low differential pressure.

DUMP sw - Operate

- NOTES:
1. Sudden depressurization may cause injury to passengers. Immediate depressurization is only justified in case of utmost emergency (cracking of windows does not normally require immediate depressurization).
 2. Opening the MANUAL CONTROL knob fully or operating the DUMP switch will depressurize the cabin at approx. 60,000 ft/min.
 3. In aircraft certified for flight above 25,000 ft the cabin will not depressurize beyond a cabin altitude of 10,000 to 12,000 ft.

EMERGENCY DESCENT

If structural integrity is in doubt, limit speed as much as possible.
Reduce rate of descent if necessary and avoid high manoeuvring loads.

NO SMOKING sw	- ON
FASTEN SEATBELTS sw	- ON
ATC Transponder	- Code 7777 (Emergency)
ATC	- Notify

Emergency Procedures

1.10 AC/DC SUPPLY

AC SUPPLY

Annunciator panel red light.

If the AC SUPPLY warning light comes on, all generators have been disconnected from the buses.

GEN sws - OFF/RESET
Attempt to reset by switching either GEN sw to ON.

if unsuccessful:

GEN sws - OFF/RESET
Both TRANSF ISOLATE sw - Operate
GEN sw - ON

If both AC BUS 1 and 2 remain de-energized, the ESS TRU BUS and DC ESSEN BUS are supplied by the essential TRU as long as the AC ESSEN BUS is energized (no time limitation). If the AC ESSEN BUS is not energized, power to the essential electronic services is supplied by the DC ESSEN BUS via the static inverter as follows:

EMERG POWER - Operate

DC SUPPLY

Annunciator panel red light.

If the DC SUPPLY warning light comes on, both DC main buses are inoperative. The DC ESSEN BUS and ESS TRU BUS remain energized, by the essential TRU as long as the AC ESSEN BUS is energized:

If AC ESSEN BUS is energized - No time limitation
If AC ESSEN BUS is not energized - DC ESSEN bus is supplied by battery for approx. 30 min

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Emergency Procedures

1.10 AC/DC SUPPLY

DC SUPPLY

Not available for landing:

- Liftdumpers
- Skid control
- Dump valves, depressurize manually if necessary
- Nosewheel steering limited. Do not exceed 90 degrees of handwheel deflection from mid position (to avoid damage to steering mechanism).

1.11 BATTERY OVERTEMP / CONSTANT SPEED DRIVE

BATTERY OVERTEMP

Annunciator panel red light.

BATTERY sw - OFF

- NOTES:
1. All electrical services remain available.
 2. Depending on the state of the battery, it may not be possible to start the APU.
 3. Electrical operation of the main passenger door may be affected.
In that case the emergency mode should be used.

Emergency Procedures

1.11 BATTERY OVERTEMP / CONSTANT SPEED DRIVE

CONSTANT SPEED DRIVE

Annunciator panel red light.

CONSTANT SPEED
DRIVE DISCONNECT sw - Operate

NOTE: The CSD cannot be reset in flight.

1.12 HYDRAULICS - UTILITY / FLIGHT CONTROL

HYDRAULICS SYSTEM UTILITY

Annunciator panel red light.

PUMP switches UTILITY system - OFF LOAD

No hydraulic pressure is available for the services connected to the utility system, except for those incorporating an accumulator.

The flight control system in combination with manual LH aileron will secure unrestricted use of flight controls.

The amber caution lights of the utility system on the flight control panel will come on simultaneously with the amber FLIGHT CONTROL master caution light.

To extinguish the FLIGHT CONTROL master caution light:

Flight control switches of affected system - OFF

Use alternate system for:

- Landing gear and flaps

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Emergency Procedures

1.12 HYDRAULICS - UTILITY / FLIGHT CONTROL

For landing:

- No nosewheel steering
- Speedbrake one time only
- Normal brakes down to 1600 psi
- Liftdumpers available

HYDRAULICS SYSTEM FLT CONTR

Annunciator panel red light.

PUMP switches
FLIGHT CONTROL system - OFF LOAD

Utility system combined with manual RH aileron control will secure unrestricted use of flight controls.

The amber caution lights of the flight control system on the flight control panel will come on simultaneously with the amber FLIGHT CONTROL master caution light.

To extinguish the FLIGHT CONTROL master caution light:

Flight control switches of affected system - OFF

Emergency Procedures

1.13 ENGINES - OIL PRESSURE / OVERHEAT / TGT

ENGINE OIL PRESSURE

Annunciator panel red light.

- Cross check with oil pressure indicator.

If pressure is below limit:

- Shut down engine.

ENGINE OVERHEAT

Annunciator panel red light.

- Shut down engine.

CAUTION: 1. THE FIRE EXTINGUISHER MUST NOT BE USED FOR AN ENGINE OVERHEAT WARNING, BUT ONLY IN CASE OF A FIRE WARNING.

2. AN ENGINE SHOULD NOT BE RESTARTED AFTER AN OVERHEAT WARNING.

ENGINE TGT

Annunciator panel red light.

- | | |
|----------------|-----------|
| THROTTLE lever | - IDLE |
| TGT | - Monitor |

Engine starting:

If 570 deg C has been exceeded or TGT is rising at such a rate that it is anticipated that 570 deg C will be exceeded.

- Shut down engine.

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Emergency Procedures

1.13 ENGINES - OIL PRESSURE / OVERHEAT / TGT

ENGINE TGT

Annunciator panel red light.

Engine runing:

If 585 deg C has been exceeded for more than 20 seconds.

- Shut down engine.

CAUTION: IF 570 deg C HAS BEEN EXCEEDED THE ENGINE SHOULD NOT BE RESTARTED.

ENGINE SHUTDOWN

HP FUEL VALVE lever - SHUT

When time permits:

THROTTLE lever - IDLE

1.14 LANDING WITH THE NOSE GEAR DEFECTIVE

- NOTES:
1. Brief crew on expected aircraft attitude after landing and to prepare for emergency landing. (Refer to company COCKPIT CREW INSTRUCTIONS).
 2. Re-arrangepassengers to achieve an as nearly as possible maximum aft center of gravity.
 3. Land on paved runway raher than on gras or sand. Also bear in mind airport's repair facilities.

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Emergency Procedures

1.14 LANDING WITH THE NOSE GEAR DEFECTIVE

Before approach:

- Pull landing gear warning circuit breaker.
- Pull GPWS circuit breaker.
- Lock shoulder harness.

Approach:

- Gear down, Flaps full, Speedbrake out.
- Establish normal approach path.
- Arm the liftdumpers.

Landing:

- Touch down at normal speed and hold nose up.
- Anticipate the initial nose down tendency when the liftdumpers extend.
- Trim aircraft fully nose up during ground roll.
- Before elevator control is lost, lower the nose smoothly onto the runway.

After aircraft has come to a stop:

- Carry out "ON GROUND EMERGENCY" procedure, see 1.19.

NOTE: If the landing was made with the nose gear extended but not locked down and the gear did not collapse during the landing roll, there is a possibility that the unsafe indication remains after the aircraft has come to a stop.
In this situation the aircraft should not be taxied and hydraulic pressure should be maintained until measures have been taken to prevent gear collapse.

Emergency Procedures

1.15 LANDING WITH ONE MAIN GEAR DEFECTIVE

- NOTES:
1. Brief crew on expected aircraft attitude after landing and to prepare for emergency landing. (Refer to company COCKPIT CREW INSTRUCTIONS).
 2. Land on paved runway rather than on grass or sand. If possible select airport with repair facilities.

Before approach:

- Pull landing gear warning circuit breaker.
- Pull GPWS circuit breaker.
- Lock shoulder harness.

Approach:

- Gear down, Flaps full, Speedbrake out.
- Select both AIRCONDITIONG MAIN sws to OFF.
- Establish normal approach path.
- Do not arm liftdumpers.

Landing:

- Land the aircraft on the side of the runway corresponding with the **locked down** main gear.
- Do not select liftdumpers manually.
- After touch-down:
 - HP FUEL VLAWE lever on side of supported wing - SHUT.
- Keep the unsupported wing up as long as possible and counteract ground loop tendencies using aileron control, rudder, brakes and nosewheel steering.

After aircraft has come to a stop:

- Carry out "ON GROUND EMERGENCY" procedure, see 1.19.

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Emergency Procedures

1.15 LANDING WITH ONE MAIN GEAR DEFECTIVE

NOTE: If the landing was made with the gear extended but one main gear not locked down, and the gear did not collapse during the landing roll, there is a possibility that the unsafe indication remains after the aircraft has come to a stop. In this situation the aircraft should not be taxied and hydraulic pressure should be maintained until measures have been taken to prevent gear collapse.

1.16 LANDING WITH ON TERRAIN

NOTES:

1. An extended landing gear will absorb part of the initial impact load. It is so designed that its failure will cause a minimum of damage to the aircraft. Landing with the gear extended therefore improves the survival chance and reduces the risk of severe structural damage and fire.
2. Inform crew to prepare for emergency landing.
(Refer to company COCKPIT CREW INSTRUCTIONS).

Before approach:

- Lock shoulder harness.

Approach:

- Establish normal approach path in the landing configuration.
- Gear down, Flaps full, Speedbrake out.

Landing:

- Keep wings level.
- Hold off as long as possible, but do not stall the aircraft in.
- Just before touch-down: lift both engine fire control guards.

After aircraft has come to a stop:

- Carry out "ON GROUND EMERGENCY" procedure, see 1.19.

Emergency Procedures

1.17 DITCHING

- NOTES:
1. If possible reduce aircraft weight.
 2. Re-arrange passengers to achieve an aft centre of gravity.
 3. Evaluate the sea condition.
In calm conditions the landing direction should be chosen at pilot's discretion, dependant upon lighting conditions (do not land against the sun), proximity of rescue ships, etc.
In heavy sea conditions land parallel to the major swell.
In heavy sea and strong wind conditions, with windspeed above 30 - 35 knots, land into the wind. In both cases aim to touch down on the top of a swell.
 4. Inform crew to prepare for ditching.
(Refer to company COCKPIT CREW INSTRUCTIONS).

Before approach:

- Pull landing gear warning circuit breaker.
- Pull GPWS circuit breaker.
- Lock shoulder harness.

Approach:

- Gear up, Flaps full, Speedbrake out, Speed at V_{THR} .
- Select both AIRCONDITIONING MAIN sws OFF.
- With strong and gusty winds add the normal margin to V_{THR} .
Adjust power on the final stage of the approach to keep the rate of descent as low as possible.

Landing:

- Keep a straight path and wings level.
- Retract the speedbrakes just prior to touch-down.

Emergency Procedures

1.17 DITCHING

Landing:

- Try to set the aircraft into the water in a nose-high attitude at the threshold of the stall warning and with as low a rate of descent as possible.
- If the aircraft bounces, keep the nose up.

After aircraft has come to a stop:

- HP FUEL VALVE levers - SHUT.
- Evacuate aircraft.

1.18 BELLY LANDING

- NOTES:
1. Land on paved runway rather than on grass or sand.
Also bear in mind airport's repair facilities.
 2. Inform crew to prepare for emergency landing.
(Refer to company COCKPIT CREW INSTRUCTIONS).

Before approach:

- Pull landing gear warning circuit breaker.
- Pull GPWS circuit breaker.
- Lock shoulder harness.

Approach:

- Gear up, Flaps full, Speedbrake out.
- Select both AIRCONDITIONING MAIN sws OFF.
- Establish normal approach path.

Emergency Procedures

1.18 BELLY LANDING

Landing:

- Anticipate a floating tendency due to an increase of ground effect.
- Keep straight with rudder.
- Just before touch-down:
 - Lift both engine fire control guards.

After aircraft has come to a stop:

- Carry out "ON GROUND EMERGENCY" procedure, see 1.19.

1.19 ON GROUND EMERGENCY

NOTE: The procedure specified below should be carried out when during ground operation an emergency becomes imminent; e.g. in those cases when fire, fire risk, structural failure, collision, etc., make fire prevention or fire fighting necessary.

When aircraft stationary:

- | | |
|-------------------------|-------------|
| Liftdumpers | - IN |
| Flaps | - FULL DOWN |
| Parking Brake | - ON |
| HP FUEL VALVES | - SHUT |
| All fire control guards | - LIFT |
| Engine ext sw | - SHOT 1 |
| APU ext sw | - Operate |
| ATC | - Notify |

Emergency Procedures

1.19 ON GROUND EMERGENCY

If evacuation required:

- | | |
|----------------|--------------------|
| EMERG LIGHT sw | - from ARMED to ON |
| Annouce | - "EVACUATE" |

(All cockpit crew members start evacuation procedure)

Last crew member leaving cockpit:

- | | |
|------------|-------|
| BATTERY sw | - OFF |
|------------|-------|

If evacuation not required:

- | | |
|---------|--|
| Annouce | - "CABIN CREW AND
PASSENGERS KEEP YOUR
SEATS." |
|---------|--|

Further actions depend on circumstances.

Emergency Procedures

1.20 GROUND PROXIMITY WARNING

TERRAIN

Glareshield red light, audio warning.

When the terrain warning activates, immediately initiate a pull up:

- | | |
|------------------------|---------------|
| Autopilot | - OFF |
| ROTATE | |
| Flaps and landing gear | - As required |

Continue climb until warning ceases.

THIS PROCEDURE IS A MANDATORY EMERGENCY MANOEUVRE AND REQUIRES IMMEDIATE ACTION.

When re-established outside the warning area, evaluate the reason for the warning.

GLIDE SLOPE WARNING

When the "GLIDE SLOPE" audio warning activates:

- Adjust flight path towards glide slope.