



EXPLAINING DECISION MAKING TOOLS

A.N.C.E. and D.O.D.A.R./N.I.T.S

OK Let's look at DODAR. This is the most widely used Decision Making Tool in the Airline Industry. Others, such as FORDEC, GRADE etc. may all be interpreted in a similar way.

We must all be careful of just paying lip service to these TOOLS. When used properly they are very effective and serve to unite the Flight Deck in a common goal which is a safe, successful outcome to the situation/emergency.

Before making the statement, "let's do a DODAR," the crew must ensure that the A/C is in a stable condition with a stabilised flight path clear of terrain and traffic. To achieve this we should use another "TOOL" which is A.N.C.E.

- A. AVIATE-----FLY THE PLANE, GO TO MANUAL THRUST IF REQUIRED/SELECT BIRD ON etc.
- N. NAVIGATE -----LATERALLY AND VERTICALLY, SELECT TERRAIN ON ND, STATE THE MSA AND THE MORA
- C. COMMUNICATE WITH ATC---A SHORT CALL ADVISING THEM OF YOUR IMMEDIATE SITUATION AND SHORT TERM INTENTIONS
- E. START AND THEN COMPLETE THE ECAM/STS

Right, -----so now we begin by asking the PM what they think happened? Do NOT tell them what you think. (That's confirmation bias!) For example you are the PF and suffered an ENG FAIL, the PM will almost certainly have seen MORE than you did, so let them tell you, and then you can put your observations together to form the FACTS of the case before you call the DODAR.

Although some Airlines use the basic DODAR some prefer to use T DODAR. In any case you can put your own " T" in front of DODAR without going against SOP.

Let's look at this process in detail.

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T. What's all this "T" about then? Well "T" is for TIME! A Very critical commodity when flying!

In reality the T is split into T 1 and T 2.

T 1--- is the TIME you feel you have to make a decision, given the prevailing conditions, LAND ASAP AMBER or LAND ASAP RED for example.

T 2--- is the remaining endurance of FUEL and OXYGEN (if you are over significant terrain)

Most of you understand T 1, but T 2 causes many to start some protracted calculation which is usually over complicated and unnecessary. The fuel page and a calculator are NOT REQUIRED, the answer you need is right in front of you all the time! AHH! The wonder of Airbus!---- KISS---KEEP IT SIMPLE STUPID!

Here is the easy way, the upper ECAM display shows you the FUEL ON BOARD and the present FUEL FLOW. Simply divide the FOB by the FF and you will get an answer in HRS and MINS-----THEN SUBTRACT 1HR AND 30 MINS-----THE REMAINDER IS YOUR EFFECTIVE TIME TO GET ON THE GROUND.

Let's look at an example; 5000 kgs FOB current FF (with the failure in level flight) 2200 kgs/hr-----ANSWER = 2 HRS and 15 MINS approximately. BUT that does NOT include a sensible diversion (1 HR for example) or the FRF (30 mins A 320) ---SO SUBTRACT 1 HR and 30 mins from your 2 HRS and 15 MINS and you get 45 MINS -----THIS IS T2!

So you agree with your PM that we should be on the ground within 45 MINS or we divert. Now you are both working to the SAME time plan and are therefore MORE effective as a team!

D. DIAGNOSE--- your problem, what is the BIG PICTURE? use all of your resources to do this. PM, ECAM, STS, QRH, OEB, CABIN CREW, NOSE, EYES AND EARS!

O. OPTIONS----- SHORT TERM, MEDIUM TERM AND LONG TERM (THE LANDING) Discuss the RISKS associated with these OPTIONS. WX /TERRAIN/RWY LENGTH/CONDITION etc.

D. DECIDE-----Is this OPTION the best one? And have a backup plan.

A. ASSIGN---- tasks----"-you get the wx I will set up the approach", "you check the landing distance I will fly the plane"---for example. Advise ATC of your present situation," "FIRE IS OUT, REQUEST VECTORS CLEAR OF TERRAIN AND TRAFFIC, READY FOR APPROACH IN 10 MINS". Advise ATC of WANTS, sterile RWY, fire services, medical assistance etc. (you will have a NITS briefing to make to the CC but this should only be done when you are fully ready).

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R. REVIEW-----are we ready for the approach? Any questions? Anything we forgot? Has Anything changed? Do we still have enough TIME/FUEL for the approach? Is that RWY long enough?

NOW LET'S DO THAT N.I.T.S BRIEFING!

This can be used for ATC and the CC! (Makes your ATC calls much easier)
In the UK ATC actually use NITS when dealing with an A/C in DISTRESS!

N. -----NATURE---what exactly is the problem. When dealing with CC /ATC and especially PAX follow some simple rules; do not use jargon/abbreviations and a/c specific terms. For example an FMGC fail is a loss of critical NAV equipment, a HYDRAULIC failure is a loss of braking and/or a loss of flying controls.

I. -----Intentions-----we will be landing at XXXX.

T. -----TIME-----Tell ATC EXACTLY how much time you have BUT when you talk to the CC, ASK them, "HOW MUCH TIME DO YOU NEED "otherwise there is the risk that they will take too long to be ready (remember an INSTR APPR takes 8 to 9 mins NOT 15!

S. -----Special Instructions---request fire services, medical services, "we will block The RWY", for example. Prepare the cabin for an emergency landing and possible EVAC etc.

SO GUYS,----- LET,S START TO THINK ABOUT THESE IMPORTANT ISSUES SO WHEN THE TIME COMES WE ARE BETTER PREPARED TO DO THE RIGHT THING AS A CREW!

DISCLAIMER: The foregoing is designed to assist PILOTS in their management. It is NOT intended to be an Exhaustive list of every possible Scenario. In addition if any of this information is found to be in contradiction with COMPANY SOP or AIRBUS MANUALS then those documents will take precedence.