

## Talks Tech 10 – Emergency Descent Episode

Q1: What is the maximum cabin differential pressure for takeoff and landing?

A: 0.125psi

Q2: Which stages of the compressor does engine bleed air come from?

A: 5<sup>th</sup> and 9<sup>th</sup>

Q3: How are the bleed air valves activated and operated?

A: DC activated, and pressure operated

Q4: If you have a DUAL BLEED light illuminated what is your maximum engine thrust?

A: Idle

Q5: Where is water tank pressurisation supplied from

A: The left-hand bleed air duct

Q6: Which lights will illuminate with a leak in the APU bleed air duct, located in the keel beam?

A: WING-BODY OVERHEAT, AIR COND annunciator and MASTER CAUTION

Q7: In single pack operations with the pack selected to AUTO when will the pack be in High Flow?

A: Inflight with the flaps retracted

Q8: When will the AUTO FAIL light illuminate

A: DC power is lost, Controller fault, excessive rate of cabin pressure change (+/- 2000 sea level fpm) an outflow valve control fault, excessive differential pressure with no correction or a high cabin altitude > 15,800ft

Q9: What is our maximum takeoff and landing Altitude?

A: 8400ft

Q10: What is the minimum number of satellites required for a GPS to obtain a 3-dimensional fix?

A: 4