

DCA24LA330

OPERATIONAL FACTORS

Attachment 7

Southwest Airlines B737MAX Quick Reference Handbook [Excerpts]

April 24, 2025

**ENGINE FIRE
or
Engine Severe Damage or
Separation**

Condition: One or more of these occur:

- Engine fire warning
- Airframe vibrations with abnormal engine indications
- Engine separation.

- 1 Autothrottle (if engaged) Disengage
- 2 Thrust lever
(affected engine) Confirm Close
- 3 Engine start lever
(affected engine) Confirm CUTOFF
- 4 Engine fire switch
(affected engine) Confirm Pull
To manually unlock the engine fire switch, press
the override and pull.
- 5 **If** the engine fire switch or ENG OVERHEAT light is
illuminated:
Engine fire switch Rotate to the stop and
hold for 1 second
If after 30 seconds the engine fire switch or ENG
OVERHEAT light stays illuminated:
Engine fire switch Rotate to the
other stop and
hold for 1 second

▼ Continued on next page ▼

▼ ENGINE FIRE or Engine Severe Damage or Separation continued ▼

6 Choose one:

- ◆ High airframe vibration **occurs** and **continues** after the engine is shut down:

Without delay, reduce airspeed and descend to a safe altitude which results in an acceptable vibration level.

Note: If high vibration returns and further airspeed reduction and descent are not practical, increasing airspeed may reduce the vibration.

▶▶ Go to step 7

- ◆ High airframe vibration does **not** occur or does **not** continue after the engine is shut down:

▶▶ Go to step 7

7 ISOLATION VALVE switch CLOSE

8 PACK switch (affected side) OFF

This step causes the operating pack to regulate to high flow in flight with the flaps up.

9 APU BLEED air switch OFF

10 Choose one:

- ◆ APU is **available** for start:

APU START

When APU is running:

APU GEN switch
(affected side) ON

▶▶ Go to step 14

- ◆ APU is **not** available:

▶▶ Go to step 11

11 Advise the Cabin Crew that the cabin lighting will be extinguished, but passenger reading lights will continue to work.

▼ Continued on next page ▼

▼ ENGINE FIRE or Engine Severe Damage or Separation continued ▼

12 CAB/UTIL switch. OFF

13 IFE/PASS SEAT switch. OFF

14 Balance fuel as needed.

15 Transponder mode selector TA

This step prevents climb commands which can exceed single engine performance capability.

16 ISOLATION VALVE switch
(after the fire has been extinguished) AUTO

This step ensures bleed air is available to both wings if wing anti-ice is needed.

Note: If wing anti-ice is needed above FL220, maintain a minimum of 50% N1.

17 Plan to land at the nearest suitable airport.

Note: Do not use FMC performance predictions.

►► **Go to the One Engine Inoperative Landing checklist on page 7.28**



Smoke, Fire or Fumes

Condition: Smoke, fire, or fumes occur.

- 1 Diversion may be needed.
- 2 Don oxygen masks and set regulators to 100%.
- 3 Don smoke goggles, as needed.
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- 4 Establish Crew and cabin communications.
- 5 BUS TRANSFER switch OFF
- 6 Advise the Cabin Crew that the cabin lighting will be extinguished, but passenger reading lights will continue to work.
- 7 CAB/UTIL switch. OFF
- 8 IFE/PASS SEAT switch. OFF
- 9 RECIRC FAN switches (both) OFF
- 10 APU BLEED air switch OFF
- 11 **Anytime** the smoke or fumes become the greatest threat:

►► Go to the Smoke or Fumes Removal checklist on page 8.18

12 Choose one:

◆ Source of the smoke, fire, or fumes is **obvious** and can be **extinguished quickly**:

Isolate and extinguish the source.

If possible, remove power from the affected equipment by switch or circuit breaker in the flight deck or cabin.

►► Go to step 13

◆ Source of the smoke, fire, or fumes is **not** obvious or **cannot** be extinguished quickly:

►► Go to step 14

▼ Continued on next page ▼

▼ Smoke, Fire or Fumes continued ▼

13 Choose one:

◆ Source is **visually confirmed** to be extinguished **and** the smoke or fumes are **decreasing**:

Continue the flight at the Captain's discretion.

Restore unpowered items at the Captain's discretion.

►► **Go to the Smoke or Fumes Removal checklist on page 8.18, if needed**



◆ Source is **not** visually confirmed to be extinguished **or** smoke or fumes are **not** decreasing:

►►► **Go to step 14**

14 EQUIP COOLING SUPPLY
and EXHAUST switches (both) ALTN

15 Instruct the Cabin Crew to:

Turn on cabin reading lights.

Turn on galley attendants work lights.

16 Divert to the nearest suitable airport while continuing the checklist.

17 Consider an immediate landing if the smoke, fire, or fumes situation becomes uncontrollable.

18 Do **not** delay landing in an attempt to complete all of the following steps.

19 ISOLATION VALVE switch CLOSE

20 R PACK switch OFF

21 **Wait** 2 minutes unless the smoke or fumes are increasing. This allows time for the smoke or fumes to clear.

▼ Continued on next page ▼

▼ Smoke, Fire or Fumes continued ▼

22 Choose one:

◆ Smoke or fumes are **decreasing**:▶▶ **Go to the Smoke or Fumes Removal checklist on page 8.18, if needed**

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◆ Smoke or fumes **continue or are increasing**:

R PACK switch AUTO

L PACK switch OFF

▶▶ **Go to step 23**23 **Wait** 2 minutes unless the smoke or fumes are increasing. This allows time for the smoke or fumes to clear.

24 Choose one:

◆ Smoke or fumes are **decreasing**:▶▶ **Go to the Smoke or Fumes Removal checklist on page 8.18, if needed**

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◆ Smoke or fumes **continue or are increasing**:

L PACK switch AUTO

Consider an immediate landing.

▶▶ **Go to the Smoke or Fumes Removal checklist on page 8.18, if needed**

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