

CABIN/COCKPIT FIRE, SMOKE, OR FUMES

1. Crew Oxygen Masks DON & SELECT 100%
2. Smoke Goggles DON, IF AVAILABLE
3. OXY-MIC Switches ON

Whether or not smoke has dissipated, if it cannot be visibly verified that the fire has been extinguished:

4. Cockpit Door/Curtain OPEN
5. Land as soon as possible.
6. If source is known:
 - a. Extinguish fire using hand held extinguisher or eliminate the source of smoke or fumes.
 - b. • If fire is not extinguished:
 - (1) Land as soon as possible.
 - (2) This checklist is complete.
 - If fire has been extinguished and can be visibly verified:
 - (1) Land as soon as practical. At the crew's discretion, the oxygen system may be returned to normal.
 - (2) This checklist is complete.

If smoke or fumes continue:

7. CABIN AIR Switch MAX
8. AUTO-MAN Switch MAN
9. UP-DN Manual Control UP (max. 13,000 ft)

If time & conditions permit, isolate source of smoke and fumes:

10. • If bleed air system is suspected source:
 - a. R BLEED AIR Switch OFF
 - If smoke is reduced, continue with switch OFF.
 - If smoke is not reduced:
 - (1) R BLEED AIR Switch ON
 - (2) L BLEED AIR Switch OFF
- If smoke is reduced, continue with switch OFF.

(Procedure Continued)

ENGINE FIRE — SHUTDOWN



Affected Engine:

1. Thrust Lever IDLE, UNLESS A CRITICAL THRUST SITUATION EXISTS
2. • If fire continues more than 15 seconds or there are other indications of fire:
 - a. Thrust Lever CUTOFF
 - b. Engine Fire Pull Handle PULL
 - c. ARMED Light DEPRESS ONE
 - d. • If fire continues:

- (1) Remaining ARMED light DEPRESS
- (2) Land as soon as possible.
- (3) Go to step e.

• If fire extinguishes:

- (1) Land as soon as practical.
- (2) Go to step e.

- e. Ignition OFF
- f. Engine Sync OFF
- g. Yaw Damper OFF, retrim, then ENGAGE
- h. Jet Pump & Standby Pump OFF
- i. Start-Gen Switch OFF
- j. Electrical Load REDUCE, IF REQ'D
- k. Crossflow Valve OPEN, CROSSFLOW AS REQ'D
- l. Refer to SINGLE-ENGINE LANDING procedure, Tab 14, Abnormal Checklist.

• If fire extinguishes in less than 15 seconds:

- a. Leave thrust lever at IDLE, unless a critical thrust situation exists.
- b. Engine Sync OFF
- c. Yaw Damper OFF, retrim, then ENGAGE
- d. Fuel Balance MONITOR, CROSSFLOW AS REQ'D
- e. Land as soon as practical.
- f. Refer to SINGLE-ENGINE LANDING procedure, Tab 14, Abnormal Checklist.