

## **Attachment 2**

**to Operational / Human Factors Group Report**

**DCA07MA310**

### **ENGINE FIRE / DAMAGE / SEPARATION CHECKLIST**

**Engine Fire / Damage / Separation**

Either pilot noting Engine Fire, Damage, or suspected Separation will identify affected engine and other pilot will verify affected engine.

For Engine Failure or other conditions requiring shutdown, refer to QRH 2.1—Engine Failure / Inflight Shutdown.

AUTOTHROTTLE (PF) ..... OFF  
 \_\_\_ THROTTLE (PF) ..... IDLE

Is ENG FIRE Light illuminated or is engine damage or separation suspected?

No

Yes

- At Captain's discretion, continue engine operation at idle.
- Refer to ENG – One Engine Landing.

END

\_\_\_ FUEL LEVER  
 (PM on Captain's command) ..... OFF  
 \_\_\_ ENG FIRE HANDLE  
 (PM on Captain's command) ..... PULL

Is ENG FIRE Light illuminated?

No

Yes

\_\_\_ ENG FIRE HANDLE (PM) ..... AGENT DISCH 1 or 2  
 Check the associated AGENT LOW Light illuminates.  
 ■ If ENG FIRE Light remains illuminated after 30 seconds:  
 Discharge remaining fire bottle and check that other AGENT LOW Light illuminates.

Is an immediate landing planned?

No

Yes

No



Yes



APU ..... START  
 FUEL X-FEED ..... ON  
 HYDRAULIC SYSTEM ..... AS REQUIRED  
 Use flaps 28 for landing.  
 Use flaps 11 for go-around.  
 Set Airspeed bugs to:  
 • 0 / RET  
 • 0 / EXT  
 • 11 / EXT  
 • 28 / EXT  
 Notify Flight Attendants.  
 Refer to NOTES at the end of this procedure.  
 Accomplish ENG – One Engine Landing.  
 Accomplish QRH 13.1 – Emergency Landing.  
 Initiate QRH 14.1 – Ground Evacuation, if required.

END

PNEU X-FEED VALVE LEVER ..... CLOSE  
 APU ..... START  
 • Start APU (if available) to reduce electrical load on operating generator.  
 • Repeat start attempts as necessary. Probability of start increases at lower altitude.  
 • **TWA** Maximum altitude for APU start is FL300.  
 APU BUS SWITCH (inoperative engine) ..... CHECK ON  
 APU BUS SWITCH (operative engine) ..... OFF  
 ELECTRICAL LOADS ..... CHECK  
 FUEL TANK PUMPS / FUEL X-FEED ..... AS REQUIRED  
 Crossfeed as required to maintain fuel balance.  
 AIR COND SHUTOFF SWITCH ..... OVRD  
 AIR CONDITIONING SUPPLY SWITCH ..... OFF  
 TRI ..... MCT  
 ENG SYNC ..... OFF  
 OPERATING ENG HYD PUMP ..... HI  
 AUX AND TRANS HYD PUMPS ..... ON  
 ENGINE HYD PUMP ..... OFF  
 TRANSPONDER ..... TA  
 Land at nearest suitable airport.  
 Refer to ENG – One Engine Landing.  
 Accomplish QRH 13.1 – Emergency Landing.



**NOTES**

- **Crew should be alert for loop faults which could mask fire warnings. If a Loop Light is illuminated, accomplish FIRE – FIRE DETECTOR LOOP Light without Fire Warning procedure. If Loop test fails, consider moving Engine Fuel Lever to OFF and pulling Engine Fire Handle.**
- Indications of damage may include airplane vibration and, on affected side, N<sub>1</sub> and / or N<sub>2</sub> tachometers indication 0%, rapid loss of hydraulic pressure, and sudden loss of generator power.
- A fire warning may or may not occur with engine damage or separation.
- If fire warning ceases when throttle is retarded and all other relevant indications are normal, engine may be operated at idle at Captain's discretion. This may permit normal operation of systems.
- If fire warning does not cease when throttle is retarded to idle, move Engine Fuel Lever to OFF and pull Engine Fire Handle.
- Inoperative engine throttle must be aligned and worked with other Throttle.
- Autothrottle may be used.
- If only one generator source is available (engine or APU), avoid IMC, if practicable.
- Do not restart an engine with confirmed fire or severe damage.
- Refer to Vol. I – SYSTEMS – Ice & Rain – Airfoil Ice Protection Single Engine Operation, if required.
- Refer to Vol. I – SYSTEMS – FMS – PMS – Engine-Out Operation or Vol I – PERFORMANCE – EMER / ABNORM – 217 Engines or 219 Engines – One Engine Driftdown, if required.
- If engine windmilled, make E6 entry noting length of time, approximate RPM, and oil pressure indicated.

**END**