



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

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Attachment 19 - Boeing QRH – Engine Fire/Severe Damage Checklist

OPERATIONAL FACTORS/HUMAN PERFORMANCE

DCA17FA021

▼ ENGINE FIRE or Engine Severe Damage or Separation continued ▼

6 **If** high airframe vibration occurs and continues after engine shutdown:

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

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

7 Choose one:

◆ APU is **available**:

▶▶ **Go to step 8**

◆ APU is **not** available:

▶▶ **Go to step 9**

8 APU selectorSTART, then ON

9 Transponder mode selectorTA ONLY

10 Plan to land at the nearest suitable airport.

11 **If** wing anti-ice required:

PACK control selector (affected side) OFF

ISLN switch (affected side) On

When wing anti-ice no longer required:

L and R ISLN switches Off

12 GND PROX FLAP OVRD switch OVRD

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▼ ENGINE FIRE or Engine Severe Damage or Separation continued ▼

- 13 Use flaps 20 and VREF 20 for landing.
- 14 Use flaps 5 for go-around.
- 15 Check the Non-Normal Configuration Landing Distance tables in the Performance Inflight-QRH chapter.
- 16 Do **not** accomplish the following checklists:
- ENGINE BOTTLE
 - ENGINE SHUTDOWN
 - PACK OFF

17 Checklist Complete Except Deferred Items**Deferred Items****Descent Checklist**

Pressurization LDG ALT ____

Recall Checked

Autobrake ____

Landing data **VREF 20** ____, Minimums ____

Approach briefing Completed

Approach Checklist

Altimeters ____

Landing Checklist

Speedbrake ARMED

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