ONE-ENGINE-OUT RATE OF CLimb

Refer to appendix I for performance characteristics with engine(s) inoperative.

ENGINE FIRE DURING TAKEOFF

If decision is made to stop:

1. ABORT. Refer to "Aborted Takeoff (Wet or Icy Runway)," in this section.
2. ENGINE FIRE BUTTON - PRESS. If more than one engine is involved, refer to "Multiple-Engine Shutdown," in this section.
3. AGENT DISCHARGE SWITCH - MAIN, and release (related to illuminated engine fire button). The corresponding MAIN AGENT DISCH light comes on.
4. Engine start switch - OFF (affected engine).

If illuminated engine fire button does not go out in 30 seconds:

5. Same agent discharge switch - RES, then release. The RES AGENT DISCH light comes on.

If fire persists:

6. Parking brakes - Set. The PARKING light comes on.
7. Abandon aircraft.

If takeoff is continued:

1. THROTTLE GOOD ENGINES - MAXIMUM THRUST.
2. ENGINE FIRE BUTTON - PRESS. If more than one engine is involved, refer to "Multiple-Engine Shutdown," in this section.
3. AGENT DISCHARGE SWITCH - MAIN, and release (related to illuminated engine fire button). The corresponding MAIN AGENT DISCH light comes on.
4. Engine start switch - OFF (affected engine).

If illuminated engine fire button does not go out in 30 seconds:

5. Same agent discharge switch - RES, then release. The RES AGENT DISCH light comes on.
6. Maintain recommended initial climb speed until obstacles are cleared.
7. Landing gear handle - UP, when safely airborne.
8. Flaps/slats - As required. Slats should not be retracted until the rudder required to maintain directional control is less than 10 degrees.

NOTE

Maximum rudder authority will be reduced to 10 degrees after slat retraction. However, if more than 10 degrees of rudder is held as the slats retract, rudder limiting will not occur until the rudder deflection is reduced to less than 10 degrees.

9. Engine bleed-air switch of affected engine - OFF.

If fire is confirmed and continued:

10. Eject.

If fire is extinguished:

11. Fuel - Dump, if required.

NOTE

Refer to "Flight Characteristics With Inoperative Engines," in this section under "In-flight Emergency Procedures - Engine Emergencies."

12. Land as soon as possible. Refer to "Landing or Go-around With One or More Engines Inoperative," in this section under "Landing Emergency Procedures."