

## Special Situations

While every attempt is made to supply needed non-normal checklists, it is not possible to develop checklists for all conceivable situations. In some smoke, fire or fumes situations, the flight crew may need to move between the Smoke, Fire or Fumes checklist and the Smoke or Fumes Removal checklist. In some multiple failure situations, the flight crew may need to perform several checklists or combine the elements of more than one checklist. Consider doing memory items first followed by reference steps. Upon completion of a non-normal checklist, review all warning lights, caution lights and other alerts to determine the need to do other non-normal checklists. In all situations, the captain must assess the situation and use good judgment to determine the safest course of action.

## Troubleshooting

It should be noted that, in determining the safest course of action, troubleshooting (taking steps beyond published non-normal checklist steps) may cause further loss of system function or system failure. Troubleshooting should only be considered when completion of the published non-normal checklist results in an unacceptable situation.

## Land At Nearest Suitable Airport

There are some situations where the flight crew must land at the nearest suitable airport. These situations include, but are not limited to, conditions where:

- the non-normal checklist includes the item “Plan to land at the nearest suitable airport.”
- fire or smoke continues
- only one AC power source remains (engine or APU generator)
- only one hydraulic system remains (the standby system is considered a hydraulic system)
- any other situation determined by the flight crew to have a significant adverse effect on safety if the flight is continued.

## Immediate Landing

It must be stressed that for smoke that continues or a fire that cannot be positively confirmed to be completely extinguished, the earliest possible descent, landing, and evacuation must be done.

If a smoke, fire or fumes situation becomes uncontrollable, the flight crew should consider an immediate landing. Immediate landing implies immediate diversion to a runway. However, in a severe situation, the flight crew should consider an overweight landing, a tailwind landing, an off-airport landing, or a ditching.