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## SERVICE LETTER

SL No. **L-410/003**

Aeroplane Type: **L-410**

Model(s): **All**

Date of Issue: **May 18, 2020**

**Reason:** Incorrect performance of the AFM procedure for the engine fire extinguishing.

**Description:** L-410 aircraft operator reported the flight case where engine fire extinguishing was initiated by the flight crew immediately after light and sound engine fire alarm occurred with following using cross extinguishing (secondary circuit). By this, all means for the engines extinguishing were depleted. Ground inspection revealed, that no real engine fire occurred, but only false engine fire detection and warning had arisen. At this event the flight crew did not observe AFM procedure requiring verification of the engine fire signs before fire extinguishing initiation.

AFM text:

### NOTE

When a FIRE cell on the central warning display (CWD) come on, first make sure this is not a false alarm. If signs such as smoke, flames, smell of burning, or changes in the behavior of the engine confirms a real fire, proceed with the ENGINE FIRE emergency procedure.

The purpose of this Service Letter is to draw attention of the L-410 aircraft flight crews to the need of strict adherence of the engine fire procedure stated in Emergency procedures section of the AFM to prevent engine fire extinguishing without real fire occurrence and using cross extinguishing (secondary circuit) without evaluation if fire continues.

Improper application of the engine fire procedure after false engine fire indication causes loss of the engine fire extinguishing capability in case of real fire.