



## **DANGEROUS GOODS PANEL (DGP)**

### **TWENTIETH MEETING**

#### **INFLIGHT FIRE AND SUPPRESSION TECHNIQUES FOR CARGO AIRCRAFT**

(Presented by W. Schuurman)

#### **1. INTRODUCTION**

1.1 On April 27<sup>th</sup>, 2004, an F27 carrying cargo departed Buenos Aires, Argentina. The crew included the captain, first officer, and one jumpseater. Approximately 45 to 50 minutes into the flight, the cargo fire warning illuminated. The captain observed flames in the back of the cargo compartment rising nearly to the ceiling. The jumpseater left the cockpit with a fire extinguisher and PBE (Protective Breathing Equipment), and entered the cargo compartment to fight the fire.

1.2 While the jumpseater was fighting the fire, the crew ran the appropriate aircraft checklists and began looking for an alternate airport. Air Traffic Control was able to contact someone on the ground to turn on the lights of an airport in the immediate vicinity, and the crew maneuvered the aircraft for landing. While on final, the cockpit began to fill with smoke. The crew successfully landed and evacuated the aircraft. The emergency escape window was used, as the heat was too great to exit via the crew door.



— END —