The flow chart above analyses all different kinds of engine failures. As a result, it is far too complex for use in flight. Since multiple kinds of engine failures refer to the same NNC, the following logic gate is more useful in flight:

- **OVERHEAT** (only) → NNC [ENGINE OVERHEAT]
- **FIRE WARNING**
  - N1 or N2 zero RPM → NNC [ENGINE FIRE or Engine Severe Damage or Separation]
  - N1, N2 or EGT near or exceeding limit
    - N1 or N2 fluctuating up/down
    - Unusual engine noises
    - No response to thrust lever movement → NNC [Engine Failure or Shutdown]
    - N1 and N2 spooldown, EGT decreasing
      - N1, N2 or EGT decreasing
        - N1 or N2 zero RPM → NNC [Engine Limit or Surge or Stall]