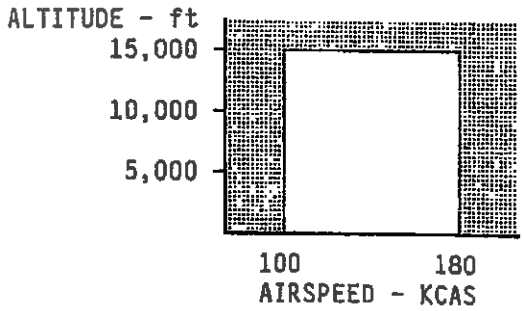
AIRSTART



CAUTION

ENSURE ENGINE STOPPAGE WAS NOT THE RESULT OF MALFUNCTION WHICH MIGHT MAKE IT DANGEROUS TO ATTEMPT A RESTART.

1. Airspeed ..... 100 TO 180 KCAS
   (150 KCAS Recommended)
2. Altitude. ..... BELOW 15,000 FEET PRESSURE ALTITUDE
3. Interstage Turbine Temperature ..... BELOW 200°C (if feasible)
4. Prop. Synchronizer (If installed)..... OFF
5. Condition Lever ..... TAXI
   (TPE331-6(A)-251M)
   APPROXIMATELY SAME POSITION AS OPERATING ENGINE
   (TPE331-6(A)-252M)
6. Power Lever ..... MIDDLE OF FLIGHT IDLE AND TAKEOFF
   (TPE331-6(A)-251M)
   ABOUT 1/2 INCH FORWARD OF FLIGHT IDLE
   (TPE331-6(A)-252M)

NOTE

If possible, perform equalizing cooling of engine rotor assembly by windmilling in using unfeather switch intermittently before airstart.
If ITT drops during standing of propeller followed after equalizing cooling, perform equalizing cooling again if possible by windmilling about one minute in using unfeather switch intermittently just before airstart even if ITT is below 200°C because thermal distortion of engine rotor assembly may occur.

7. Start Selector Switch ..... AIR START AND SAFE
8. Ignition Switch ..... OFF
9. Run-Crank-Stop Switch ..... RUN
10. Engine Start Switch ..... PRESS MOMENTARILY (Start Indicator Light Illuminates)
11. Unfeather Switch ..... PRESS AND HOLD TO 30% RPM MINIMUM

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AIRSTART (CONT)

12. Fuel Enrichment Switch ..... PRESS AND HOLD UP TO LIGHT OFF
    a. Interstage Turbine Temperature ..... MONITOR (Maximum 1149°C)
    b. Within 15 seconds past 10% rpm or by 25% rpm ..... INDICATED COMBUSTION OR ABORT START (Place Condition Lever to EMERGENCY STOP)
    c. Above 25% rpm with Slow Acceleration ..... USE FUEL ENRICHMENT SWITCH
    d. If Acceleration stagnates and ITT continues to rise Condition Lever ..... EMERGENCY STOP

NOTE

If ABORT was caused by high ITT, reduce altitude and increase airspeed, if possible, before attempting a restart.

If ABORT was caused by no combustion, reduce altitude and reduce airspeed, if possible, before attempting a restart.

CAUTION

DO NOT ALLOW ENGINE TO WINDMILL IN THE 18% to 28% RPM RANGE.