
Number: SA18-02
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SUBJECT: Use of the Fuel Pump HIGH BOOST/PRIME Position

1. EFFECTIVITY

SR22T Serials 0001 and subs

2. DESCRIPTION

In accordance with, and as a reminder about, the language in the Pilot's Operating Handbook, the intended use of the fuel pump HIGH BOOST/PRIME position is priming prior to engine start, and suppressing vapor formation in flight above 18,000 feet with hot fuel.

The fuel pump must be set to BOOST - but not HIGH BOOST/PRIME - for takeoff, climb, landing, and for switching fuel tanks.

The pilot should monitor fuel flow during takeoff. Fuel flow should never exceed 41 gallons per hour (GPH) at 36.5 inches of manifold pressure. Higher fuel flow rates may result in a rough running engine and/or loss of power.

WARNING: Fuel flow should never exceed 41 GPH at 36.5 inches of manifold pressure. If fuel flow exceeds 41 GPH, further flight operations should be discontinued until the engine fuel pump is serviced in accordance with the manufacturer's approved Instructions for Continued Airworthiness.