

ATTACHMENT 1

Premier 1/1A Model 390 Pilot Checklists for Engine Airstarts

NOTE

Certain component failures are capable of compromising multiple airplane systems. It is possible that the root failure may not be annunciated or otherwise apparent to the pilot. In these cases the pilot must respond directly to the annunciated, or otherwise identified, system failures and consult the AFM/Checklist for each corresponding individual abnormal or emergency procedure. Where different procedures result in conflicting airplane configurations for safe recovery to landing, the most restrictive is to be used. Where different procedures identify landing distance factors to increase the required landing distance, the factors are additive and are always applied to the applicable normal landing distance.

ENGINE SYSTEMS

FALSE ENGINE START

If Ground Start or Starter Assisted Airstart:

- 1. Thrust Lever (affected engine) CUTOFF
- 2. If ITT Rise was Observed During Start Attempt MOTOR ENGINE
FOR 15 SECONDS
- 3. Engine Start Disconnect Switch PUSH

If Windmilling Airstart:

- 4. Thrust Lever (affected engine) CUTOFF

AIR START

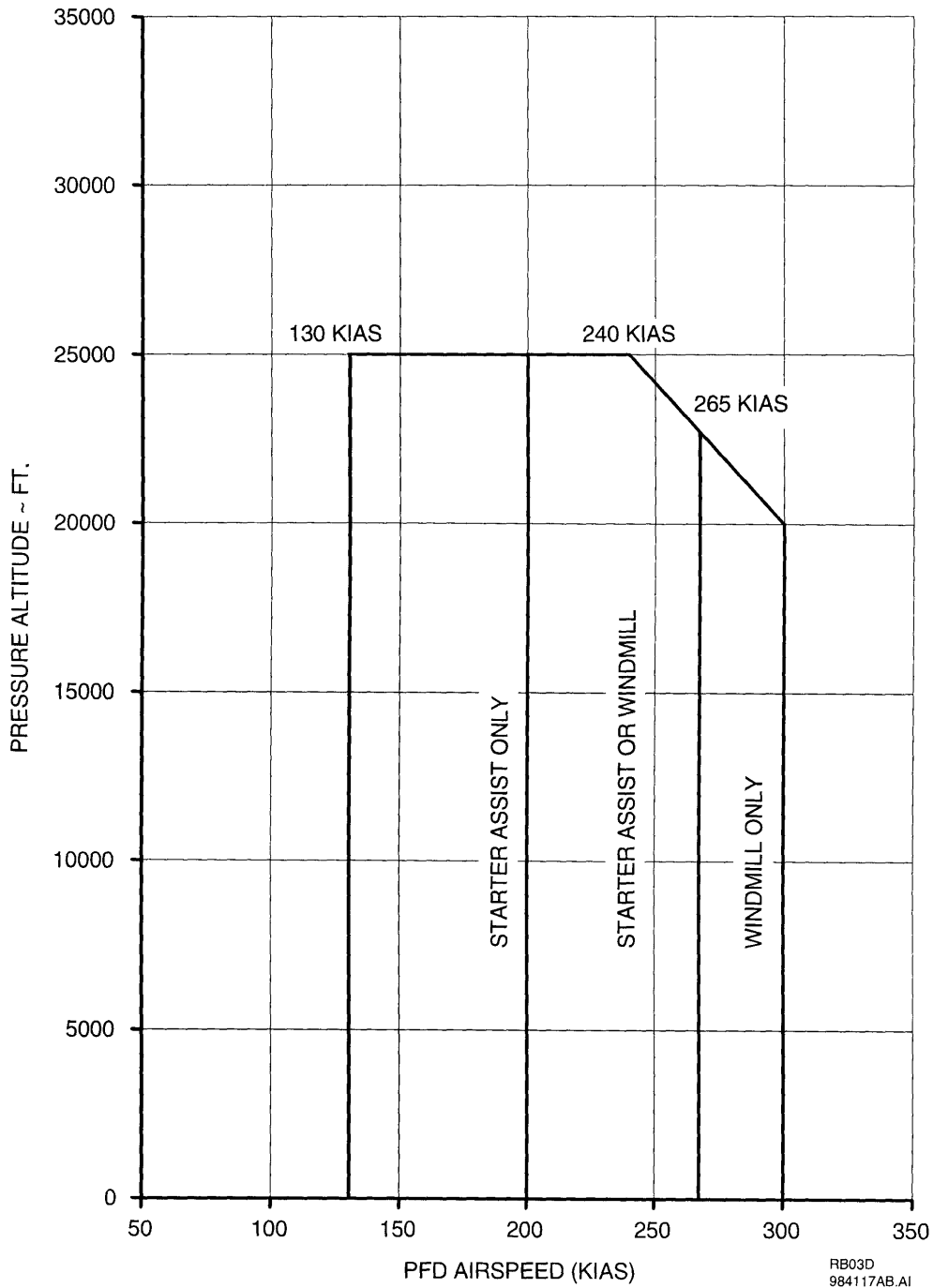


Do not attempt to restart an engine that has been shut down due to obvious mechanical failures or fire.

PRE-START CHECK (INOPERATIVE ENGINE)

- 1. Thrust Lever CUTOFF
- 2. ECU CYCLE OFF, THEN ON
- 3. ECU FAIL Annunciator VERIFY EXTINGUISHED
- 4. Ignition ON
- 5. Boost Pump ON
- 6. Bleed Air OPERATIVE ENGINE
- 7. Engine and Wing Anti-ice OFF
- 8. Airspeed and Altitude WITHIN LIMITS

AIRSTART ENVELOPE



AIRSTART ENVELOPE

STARTER ASSISTED START (INOPERATIVE ENGINE)

- 1. Engine Start Switch PUSH
- 2. Thrust Lever IDLE AT 8% to 16% N₂

NOTE

If in MANUAL mode, thrust lever may be advanced beyond the IDLE position to obtain light-off and/or improve acceleration after light-off.

- 3. Engine Instruments WITHIN LIMITS

If the Engine Does Not Start Within 10 Seconds:

- 4. Thrust Lever CUTOFF
- 5. Engine Start Disc Switch PUSH

WINDMILLING START (INOPERATIVE ENGINE)

- 1. Thrust Lever IDLE AT 8% TO 16% N₂

NOTE

If in MANUAL mode, thrust lever may be advanced beyond the IDLE position to obtain light-off and/or improve acceleration after light-off.

- 2. Engine Instruments WITHIN LIMITS

If the Engine Does Not Start Within 10 Seconds:

- 3. Thrust Lever CUTOFF

POST-START CHECK (AFFECTED ENGINE)

- 1. Thrust AS REQUIRED
- 2. Bleed Air NORM OR HI
- 3. Engine Anti-ice AS REQUIRED
- 4. Wing Anti-ice AS REQUIRED
- 5. Generator RESET/ON
- 6. Boost Pump AUTO
- 7. Ignition ARM
- 8. Engine Sync ON
- 9. TCAS TA/RA