

IN-FLIGHT START PROCEDURES

ENVELOPE: 30,000 and 250 (decide between A/S or W/M)

NORMAL AIRSTART - AUTOMATIC – Preferred Start

- FADEC decides whether **Air-Assist** (X-Bleed) or **Windmill**
- Option to use APU required (why – possible double eng fail or no air?):
 - Select following OFF:
 - Bleeds x 2 (used to signal APU LCV to open automatically)
 - Packs x 2
 - WAI x 2

Air is available from the APU LCV when the START MASTER is activated. Air will be supplied when ENG START pressed.

MANUAL AIRSTART – STARTER – ASSIST – speed below 250

WHY:

- Used Alternate Start and speed **below 250**

MANUAL AIRSTART – WINDMILLING – speed above 250

WHY:

- Used Alternate Start and speed **above 250**
- Start Valve Overridden on dispatch, therefore will not open.
- Start Valve fails to open in flight
- WING ANTI-ICE is required in AUTOMATIC and STARTER-ASSIST procedures – speed has to be **above 250**