FLEET BULLETIN

Subject: Aborted Start - Manual

Background

As announced in Fleet Bulletin 16-01, the MD-88 fleet is changing the way that the engine ignition system is operated. Fleet Bulletin 16-01 addressed the changes to the Normal Procedures and Checklists. This Fleet Bulletin addresses the changes to the Aborted Start - Manual Non-Normal Checklist (NNC).

Aborted Start Manual Non-Normal Checklist

Because the ignition switch is no longer moved during the normal Engine Start Procedure, it is necessary to ensure the ignition is reselected if a second or subsequent start is to be attempted. To effect this change, a modified Aborted Start - Manual NNC is included in this bulletin. In the case of an Aborted Start, use the NNC in this bulletin. The memory items are unaffected.

Aborted Start - Manual

Condition: During a ground start, an abort engine start condition occurs.

1 Fuel lever . . . . . OFF

2 ENG IGN selector . . . . . OFF

3 **If** START switch is still engaged:

Engine rotation . . . . . Continue

Continue rotation 20 seconds to clear fuel.

START switch . . . . . OFF

Caution! If start was aborted for an EGT exceeding max limit, contact Maintenance prior to attempting another start.

▼ Continued on next page ▼

▼Aborted Start - Manual continued▼

4 **If** another start is to be attempted:

Engine . . . . . Clear

Rotate engine at max motoring for 20 seconds with starter if not previously accomplished.

ENG IGN Selector . . . . . .as reqd

If start aborted due to no N1 rotation:

►►**Go to the No Rotation, N1 checklist on page 7.32**

For no oil pressure, check CBs (A1, A10).

If start aborted due to no indicated N2 rotation:

►►**Go to the No Rotation, N2 - START VALVE OPEN checklist on page 7.33**

If start aborted due to rapid EGT rise toward limit, allow engine to cool below 100°C EGT prior to FUEL lever ON.

If start aborted due to no ignition, select opposite system.

Circuit Breakers . . . . . Check for no ignition

(K26, L26, C18*)

For hung start,

►►**Go to the Hung Start checklist on page 7.26**

Use normal start procedure.

■ ■ ■ ■

Conclusion

Managing engine ignition correctly during any engine start is essential for avoiding tailpipe fires. Pilots must use the NNC in this bulletin to ensure that the ignition is selected appropriately for a start attempt following an aborted start.

Approved By:

Dave Short	**Jim Hamilton**	**Wendy Davison**
MD-88/90 Fleet Captain	MD-88/90 Chief Line Check Pilot	MD-88/90 Technical Manager