Single Engine Taxi Procedures

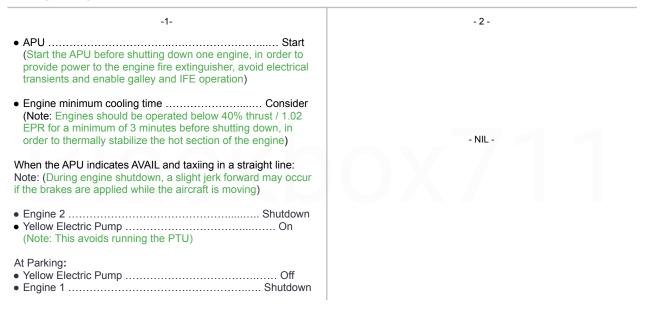
Single Engine Taxi - General

In order to save brake life and fuel it is advisable to taxi with one engine, except in operational circumstances like uphill slopes, high aircraft gross weights and slippery taxiways.

Before applying this procedure, the flight crew should be aware of the following:

- Taxi with one engine shut down may require higher thrust than normal.
- Caution must therefore be exercised to avoid excessive jet-blast and the risk of Foreign Object Damage (FOD) • Slow or tight turns in the direction of the operating engine may not be possible at high gross weights
- When performing a single engine taxi-out, remember that there may be an engine warm up time to be applied.

Single Engine Taxi - At Arrival



Single Engine Taxi - At Departure

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	Before Take Off
Brake Accu Pressure Check (If necessary, use Y-Electric Pump to pressurize the Brake Accumulator) Engine 1 Start	• Engine Warmup time before takeoff Consider (The second engine must be started soon enough before takeoff, in order to take into account the engine start time and ensure the applicable engine warm-up time - CFM
(Note: Engine 1 pressurizes the green hydraulic system, providing normal braking)	usually 2 minutes, IAE and NEO's 5 minutes)
• X-Bleed Open (Note: Open the crossbleed valve to supply both packs with engine 1)	Engine 2 Start (Note: For engine 2 start, the parking brake must be set) Yellow Electric Pump Off (Note: The yellow electric pump must be set to OFF to enable PTU automatic test during engine 2 start)
Apply the "AFTER START" NORMAL PROCEDURE, however:	• APU - Bleed On
• Keep the APU running and switch the APU BLEED to OFF. The APU generator provides power to the engine fire extinguisher, prevents electrical transients and enables galley and IFE operation. Closing the APU BLEED prevents engine exhaust gases ingestion in the air conditioning system.	 APO - bleed
 Delay the ECAM STATUS check and the wing anti-ice setting until all engines are started. 	After Engine 2 Started
Yellow Electric Pump On (Note: This pressurizes the yellow hydraulic system, providing nosewheel steering without using the PTU)	APU As required X-Bleed Auto
Apply the "TAXI" NORMAL PROCEDURE, however:	Apply the "AFTER START" Normal Procedure including
 Delay the flight controls check until all engines are started Arm the autobrake after the flight controls check. 	- ECAM Status Check - Selection of Engine 2 Anti-Ice and Wing Anti-Ice as required
	After Start Checklist

ONLY for Flight-Simulation!