

# Single Engine Taxi Procedures

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## 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

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-1-

- APU ..... Start  
(Start the APU before shutting down one engine, in order to provide power to the engine fire extinguisher, avoid electrical transients and enable galley and IFE operation)

- Engine minimum cooling time ..... Consider  
(Note: Engines should be operated below 40% thrust / 1.02 EPR for a minimum of 3 minutes before shutting down, in order to thermally stabilize the hot section of the engine)

When the APU indicates AVAIL and taxiing in a straight line:  
Note: (During engine shutdown, a slight jerk forward may occur if the brakes are applied while the aircraft is moving)

- Engine 2 ..... Shutdown
- Yellow Electric Pump ..... On  
(Note: This avoids running the PTU)

At Parking:

- Yellow Electric Pump ..... Off
- Engine 1 ..... Shutdown

- 2 -

- NIL -

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## Single Engine Taxi - At Departure

-1-

- Brake Accu Pressure ..... Check  
(If necessary, use Y-Electric Pump to pressurize the Brake Accumulator)
  - Engine 1 ..... Start  
(Note: Engine 1 pressurizes the green hydraulic system, providing normal braking)
  - X-Bleed ..... Open  
(Note: Open the crossbleed valve to supply both packs with engine 1)
- Apply the "AFTER START" NORMAL PROCEDURE, however:
- 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.
  - Delay the ECAM STATUS check and the wing anti-ice setting until all engines are started.
  - Yellow Electric Pump ..... On  
(Note: This pressurizes the yellow hydraulic system, providing nosewheel steering without using the PTU)

Apply the "TAXI" NORMAL PROCEDURE, however:

- Delay the flight controls check until all engines are started
- Arm the autobrake after the flight controls check.

- 2 -

### Before Take Off

- 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 usually 2 minutes, IAE and NEO's 5 minutes)
- 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)
- APU - Bleed ..... On  
(Note: The yellow electric pump must be set to OFF to enable PTU automatic test during engine 2 start)
- After 10 seconds ..... Engine 2 Start  
(Note: Wait 10 s before the ENG 2 start, in order to ensure that the bleed system valves are no longer in transit. This time delay will prevent ENG 1 stall)

### After Engine 2 Started

- APU ..... As required
- X-Bleed ..... Auto

Apply the "AFTER START" Normal Procedure including

- ECAM Status Check
- Selection of Engine 2 Anti-Ice and Wing Anti-Ice as required
- After Start Checklist ..... Complete
- Flight Controls ..... Check
- Auto Brakes ..... Max

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