

ONE ENGINE TAXI DEPARTURE

Applicable to: ALL

● **GENERAL**

One Engine Taxi is prohibited in the following circumstances:

- LVOs in force.
- There are steep uphill slopes.
- Freezing precipitation.
- The taxiway is slippery or contaminated (i.e. braking action less than GOOD) or covered with Sand/dust.
- ENG 2 is inadvertently started instead of ENG 1.
- MEL dispatch conditions not being met.
- Any problem requiring a manual or X-bleed Engine start.

Note: On a self-manoeuvring stand when the APU is inoperative and the airport authority does not permit both engines to be started on stand, it is permitted to taxi onto the taxiway to complete a X-BLEED start. The X-BLEED start must be conducted when stopped and park brake set.

● **BEFORE START**

BRAKE ACCU PRESSCHECK

● **ENGINE START**

ENGINE 1 START

● **AFTER START**

Apply the normal AFTER START procedures, but:

Y ELEC PUMPON

● **TAXI**

Apply the normal TAXI procedures, but:

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

● **BEFORE TAKEOFF**

ENGINE WARM-UP TIME BEFORE TAKE OFF (remaining engine)..... CONSIDER

ENG 2 START PROCEDURE

YELLOW ELEC PUMP	OFF
APU BLEED	ON
THR LEVER 2	IDLE
ENG MODE SEL.....	IGN/START
---PRESSURE AT START VALVE---	
ENG MASTER Switch 2.....	CONFIRM / ON

ENG 2 AFTER START PROCEDURE

ENG MODE SEL.....	NORM
APU BLEED	OFF
X-BLEED.....	AUTO
ENG ANTI ICE	()
APU MASTER Switch	()
ECAM STATUS	CHECK & ANNOUNCE