A32X FCN

BAVirtual

Issue Date:	24th March 2024	Origin:	James Coombe & Elliott Fowler
Effective:	24th March 2024	Position:	Chief Pilots Airbus LHR and Euroflyer LGW
Number:	3/24	Authority:	Lucas Hanman
Incorporated:	Revision 1	Position:	Director of Flight Operations

ONE ENGINE TAXI DEPARTURE

Introduction

With the rise in traffic at our London bases in recent weeks we have seen generally longer taxi times leading to excessive taxi fuel burn prior to departure which is also then seeing an increase in flights arriving at destinations with less than minimum fuel onboard.

We ask all crews to take traffic considerations into account when preparing flights and reflecting this in their fuel planning.

Crews are also reminded to consider if the use of One Engine Taxi Out Procedures is appropriate for the flight as this can have great benefit not only in preserving fuel but also reducing engine wear and tear.

Procedures for One Engine Taxi Out can be found in the FCOM on pages 67 to 69 but key considerations are detailed below: (FCOM Can be found here: https://forum.bavirtual.co.uk/files/file/7-a318a319a320a321-flight-crew-operating-manual-fcom/)

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

- Taxi with one engine shut down may require higher thrust than usual. 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 one engine taxi is planned, pay particular attention to the fuel imbalance limitation for take-off.

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.
- GEN 1 or IDG1 or APU or APU BLEED or APU GEN inoperative.
- Y ELEC Pump inoperative.

- Any problem requiring a manual or X BLEED Engine start

For A320 NEO and A321 NEO Aircraft:

BRAKE ACCU PRESS - **CHECK**

If necessary, use the Y ELEC PUMP to pressurize the brake accumulator.

ENGINE 1 - **START**

Use Engine 1 for taxiing because it pressurizes the green hydraulic system, providing normal braking.

APPLY THE “AFTER START” NORMAL PROCEDURE, BUT: - On neo aircraft it is not recommended to open the X-BLEED to supply both packs due to a large increase in idle thrust.

The APU can be kept running. In that case, switch the APU BLEED to OFF. The APU generator provides power to prevent electrical transients and enable galley and IFE operation. Closing the APU BLEED prevents engine exhaust gases ingestion in the air conditioning system. - Delay the wing anti-ice setting until all engines are started.

Note: CAT3 DUAL INOP will be displayed on the STS page with only ENG 1 running.

For A319, A320 and A321 CEO Aircraft:

BRAKE ACCU PRESS - **CHECK**

If necessary, use the Y ELEC PUMP to pressurize the brake accumulator.

ENGINE 1 - **START**

Use Engine 1 for taxiing because it pressurizes the green hydraulic system, providing normal braking.

AFTER START X BLEED - **AS REQD**

If environmental conditions require, the X BLEED may be opened to supply both packs from Engine 1.

Apply the normal “AFTER START” procedures, but: - 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 gally operation. Closing the APU BLEED prevents engine exhaust gases ingestion in the air conditioning system. - Delay the wing anti-ice setting until all engines are started.

Note: CAT 3 DUAL INOP will be displayed on the STS PAGE with only ENG 1 running.

BEFORE RELEASING THE PARKING BRAKE

Y ELEC PUMP - **ON**

This pressurizes the yellow hydraulic system. Apply the normal "TAXI" procedures, but: - Perform the Flight Controls checks after both engines have been started.

Do not arm the Auto Brake system before the Flight Controls checks have been completed

BEFORE TAKE OFF (All A32X Family Aircraft)

Do not start ENG 2 crossing or back tracking an active RWY.

In the event of an abnormal start or other technical malfunction it is recommended to stop the aircraft (if moving and circumstances permit), set the park brake and action ECAM.

ENGINE WARM-UP TIME BEFORE TAKEOFF (remaining engine) - **CONSIDER**

The second engine must be started soon enough before takeoff, in order to take in to account the engine start time and ensure the applicable engine warm-up time.

Y ELEC PUMP - **OFF**

Correct operation of the PTU will be checked during Engine 2 start. The yellow electric pump must be set to OFF to enable PTU automatic test during engine 2 start.

APU BLEED - **ON**

ENG 2 - **START**

AFTER ENG 2 START:

ENG MODE SEL - **NORM**
APU BLEED – **AS RQRD**
X BLEED – **AUTO**
ENG ANTI ICE – **AS RQRD**
APU MASTER SWITCH – **AS RQRD**
ECAM STATUS – **CHECK AND ANNOUNCE**

TAXI:

FLIGHT CONTROL – **CHECK**
AUTO BRK – **MAX**

Normal flows and procedures resume from this point

Please direct any questions relating to this FCN to Fleet Chief Pilots or training staff for the A320X fleets (Mainline or Euroflyer).