

4.3 Taxi

Objective

To safely maneuver the aircraft from stand to runway while maintaining full control, situational awareness and ground crew safety.

Taxi Phase Definition

The taxi phase begins when:

- Pushback is completed
 - **OR**
 - Aircraft starts moving under its own power (self-maneuvering stand)
-

Taxi Clearance

PF: Requests taxi clearance

PM: Handles ATC communication

Taxi Procedure

PF:

- Releases parking brake
 - Applies **minimum thrust required** to initiate movement
-

Thrust Management

- Use **IDLE thrust whenever possible**
 - Apply thrust only to start movement
 - Avoid continuous thrust application
-

Steering

- Nose wheel steering via tiller (PF)
 - Rudder pedals for small corrections
 - Use smooth and controlled inputs
-

Speed Control

- Standard taxi speed: **~20 kt**
 - Outside apron: **max 30 kt**
 - Tight turns: **max 15 kt**
-

Brake Usage

- Apply brakes smoothly
 - Avoid aggressive braking
 - Maintain passenger comfort
-

Self Maneuvering / 180° Turns

At stands where no pushback is used and a **self-turn (e.g. 180°)** is required:

Procedure

PF:

- Release parking brake
 - Use **minimum thrust only**
 - Initiate slow, controlled turn
-

Speed & Control

- Maintain very low speed
 - Avoid tight or aggressive steering
 - Aircraft should roll smoothly through the turn
-

Lighting Policy (Ground Safety)

During initial movement (nose still facing stand/apron):

- Taxi Lights → OFF
 - Runway Turnoff Lights → OFF
-

Once aligned with taxi direction:

- Taxi Lights → TAXI
 - Runway Turnoff Lights → ON
-

Purpose

- Prevent blinding ground personnel
 - Increase apron safety
 - Ensure professional operation
-

Taxi Lights Configuration

During normal taxi:

- Taxi Lights → TAXI
 - Runway Turnoff Lights → ON
 - Landing Lights → OFF
-

Monitoring (PM)

- Brake temperature
 - Taxi route
 - External traffic
 - Clearance compliance
-

Flight Control Check

Performed during taxi:

PF: “Flight Controls Check”

PM monitors ECAM:

- Full and free movement
 - Correct deflection
-

Before Takeoff Preparation

- Complete Before Takeoff Checklist
 - Verify aircraft configuration
-

Key Principles

- Maintain situational awareness at all times

- Taxi with low energy and high precision
 - Protect ground crew through proper light usage
-

Core Rule

“Taxi is a low-energy phase - precision over speed.”

Outcome

A correct taxi ensures:

- Safe ground operations
 - Reduced workload before takeoff
 - Proper aircraft positioning
-

Second Engine Start (Single Engine Taxi Operations)

Objective

To ensure both engines are available and stabilized prior to takeoff.

Timing

☐ The second engine must be started:

- **At latest 5 minutes before expected takeoff**
-

Procedure

- Start remaining engine according to **Engine Start SOP (4.2)**
 - Ensure full stabilization before runway entry
-

Monitoring

- Confirm engine parameters stable
 - Verify no abnormal indications
 - Complete required after start flow
-

Operational Note

- Plan engine start early enough to avoid:
 - Time pressure
 - Delays at holding point
-

Core Rule

“Be ready before the runway - not on it.”

Revision #4

Created 2026-03-23 15:54:05 UTC by Jonas

Updated 2026-03-28 08:37:58 UTC by Jonas