TAXI & BEFORE T/O

PF	PNF

1. TAXI INITIATION

PF	PNF
	Before Taxiing:
	NW STRG DISC……..CHECK not displayed on right ECAM MEMO
	TAXI CLEARANCE..…………………..…..OBTAIN
When Taxi clearance obtained:	
NOSE LIGHT..……………………..…………TAXI	ELAPSED TIME ....…………….…..AS RQRD
PARKING BRAKE...............………...……OFF	
THRUST LEVERS.…………………...AS RQRD	
ANNOUNCE…………….………."BRAKE CHECK"	
BRAKE PEDAL.…………………….………PRESS	BRAKE PRESSURE.....………....CHECK ZERO
	ANNOUNCE………………..."PRESSURE ZERO"
FLT CTL.…………………………………CHECK ℹ️	FLT CTL.……………………………………CHECK

➢ **Observe ECAM MEMO :**

PARK BRK
PRED W/S OFF
TCAS STBY

➢　

PARKING BRAKE release →

(Slight residual pressure may be indicated for a short period of time)
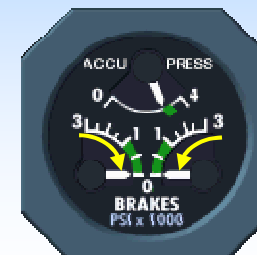
2. TAXI : CLEARANCE CONFIRMATION

When ATC clearance obtained:

ATC CLEARANCE……………………..CONFIRM ⓘ

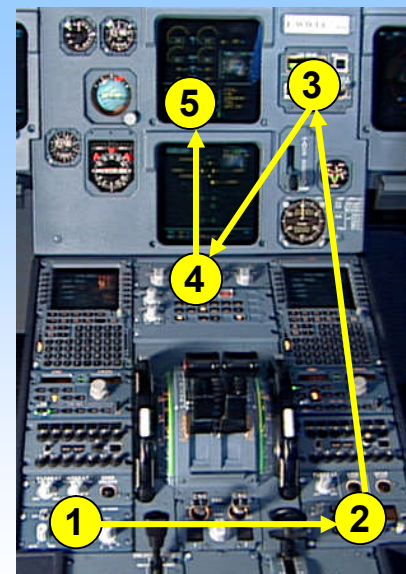TERR ON ND……………………………AS RQRD ⓘ

1. RADAR / PWS………………….....ON / AUTO ⓘ

2. ATC…………………………………………...SET ⓘ

3. AUTOBRAKE…………………….………MAX ⓘ

4. T/O CONFIG……………………………..PRESS ⓘ

5. T/O MEMO…………………….CHECK NO BLUE

PF	PNF

3. TAXI CHECKS

PF:

FCU ALT…….……………………….....CHECK

If ATC requests to maintain runway heading or in case of a radar vector procedure :

HDG…….……………………….…..…....SET ℹ️

FLIGHT INSTRUMENTS……………….…CHECK

PNF:

FLIGHT INSTRUMENTS……………….…CHECK

CABIN REPORT…………….……RECEIVE (CM1)

T/O BRIEFING……………………….....CONFIRM ℹ️

BEFORE T/O C/L down to the line

4. BEFORE TAKE OFF

If brake fans running:

    BRAKE TEMP BELOW 150°C…….CHECK

    BRAKE FANS……………………………OFF

APPROACH PATH CLEAR OF TRAFFIC.…CHECK   TAKE OFF/LINE UP CLEARANCE…..…OBTAIN

CABIN CREW……………………………….ADVISE   ENGINE MODE SEL………………......AS RQRD

     TCAS………………………………...TA or TA/RA

EXTERIOR LIGHTS……………………….....SET   PACKS 1 + 2…………………………...AS RQRD

SLIDING TABLE…………………………......STOW   SLIDING TABLE……………………..…….STOW

BEFORE T/O C/L below the line

EXT LT

LDG LT

minimize bird strike hazard during takeoff

THE END...

FLIGHT CONTROLS CHECK ℹ️

➤ **PF moves the flight controls**

➤ **PNF announces :**

Both elevators

ELEV   **"FULL UP"**

ELEV   **"FULL DOWN"**

ELEV   **"NEUTRAL"**

ailerons

"FULL LEFT"

"FULL RIGHT"

"NEUTRAL"

Rudder check

"FULL LEFT"

"FULL RIGHT"

"NEUTRAL"

➤ **PF checks that PNF calls are in accordance with the sidestick orders**

➤ **PNF applies full sidestick deflections and silently checks full travels and correct sense**

PF	PNF

2. TAXI : CLEARANCE CONFIRMATION

When ATC clearance obtained: ATC CLEARANCE……………………...CONFIRM ℹ️

If _takeoff data / ATC clearance has changed_, (or in case of RWY change)…

…_update_ takeoff data and FMGS :

TAKEOFF DATA updates

- Gross Weight and CG on FUEL PRED
- F-PLN (runway in use)
- Flaps levers (Take-off position)
- V1,VR,V2 (reinsert)
- FLEX T/O temperature (reinsert)

FMGS updates

- F-PLN
- Initial climb and speed limit
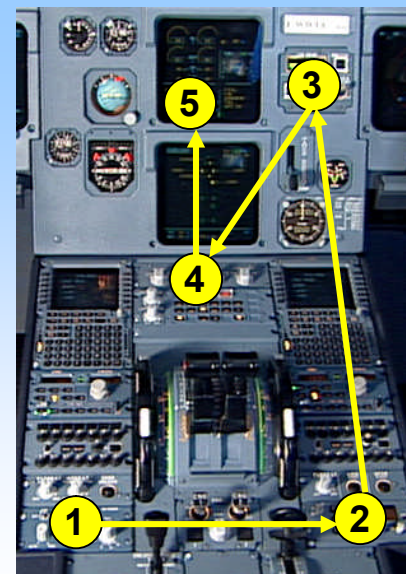
PF	**PNF**

2. TAXI : CLEARANCE CONFIRMATION

When ATC clearance obtained:

If use of radar is required, consider selecting the radar display on the PF side, and TERR ON ND on the PNF side only.

ATC CLEARANCE……………………..CONFIRM ℹ️

TERR ON ND……………………………AS RQRD ℹ️

1. RADAR / PWS………………….....ON / AUTO ℹ️

2. ATC………………………………………....SET ℹ️

3. AUTOBRAKE……………………….……MAX ℹ️

4. T/O CONFIG…………………………..PRESS ℹ️

5. T/O MEMO…………………CHECK NO BLUE

PF	PNF

2. TAXI : CLEARANCE CONFIRMATION

When ATC clearance obtained:

➤ **Switch the Radar ON and the PWS to AUTO as late as possible to avoid hazardous emissions to ground staff**
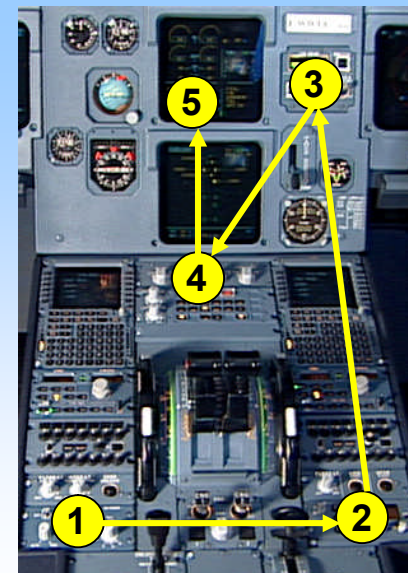
ATC CLEARANCE…………………...CONFIRM ⓘ

TERR ON ND……………………………AS RQRD ⓘ

1. RADAR / PWS…………………....ON / AUTO ⓘ

2. ATC………………………………………...SET ⓘ

3. AUTOBRAKE…………………….………MAX ⓘ

4. T/O CONFIG…………………………..PRESS ⓘ

5. T/O MEMO…………………CHECK NO BLUE

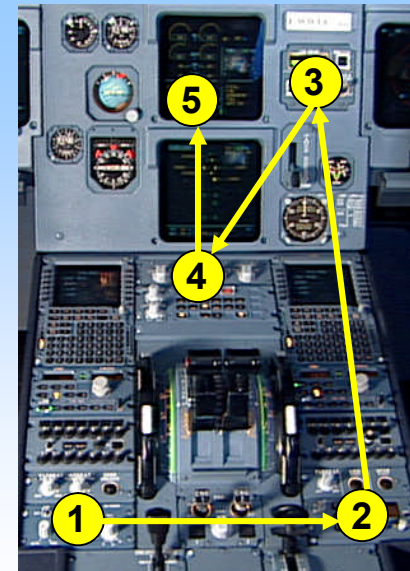| PF	PNF

2. TAXI : CLEARANCE CONFIRMATION

When ATC clearance obtained:

Set the appropriate ATC configuration for takeoff:

- ➤ **ATC: AUTO**
- ➤ **ALT RPTG: ON**
- ➤ **ATC code set**
- ➤ **TCAS: TA or TA/RA**
- ➤ **Traffic sel: ABV**

ATC CLEARANCE…………………...CONFIRM ℹ️

TERR ON ND……………………………AS RQRD ℹ️

1. RADAR / PWS………………….....ON / AUTO ℹ️

2. ATC……………………………………...SET ℹ️

3. AUTOBRAKE……………………………MAX ℹ️

4. T/O CONFIG…………………………...PRESS ℹ️

5. T/O MEMO…………………CHECK NO BLUE

PF	PNF

2. TAXI : CLEARANCE CONFIRMATION

When ATC clearance obtained:	ATC CLEARANCE……………………..CONFIRM 🛈
	TERR ON ND……………………………AS RQRD 🛈
	1. RADAR / PWS…………………....ON / AUTO 🛈
	2. ATC……………………………………...SET 🛈
	3. AUTOBRAKE……………………………MAX 🛈

➢ **Autobrake may be armed with PARKING BRK ON.**

➢
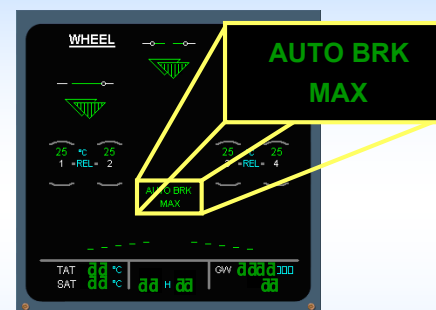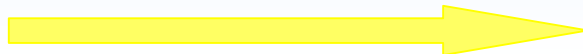
ECAM WHEEL page

2. TAXI : CLEARANCE CONFIRMATION

When ATC clearance obtained:

➢ **Check that ECAM upper display shows "T.O CONFIG NORMAL"**

```
T.O  AUTO BRK MAX
     SIGNS ON
     CABIN READY
     SPLRS ARM
     FLAPS T.O
     T.O CONFIG NORMAL
```
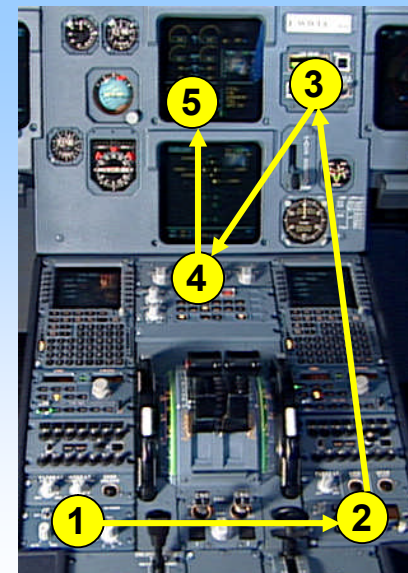
ATC CLEARANCE……………………..CONFIRM ⓘ

TERR ON ND……………………………AS RQRD ⓘ

1. RADAR / PWS………………….....ON / AUTO ⓘ

2. ATC………………………………………...SET ⓘ

3. AUTOBRAKE……………………….……MAX ⓘ

4. T/O CONFIG………………………….....PRESS ⓘ

5. T/O MEMO…………………CHECK NO BLUE

This disarms NAV mode.

Then RWY TRK will engage at 30 ft RA and will keep the aircraft on the current TRK.

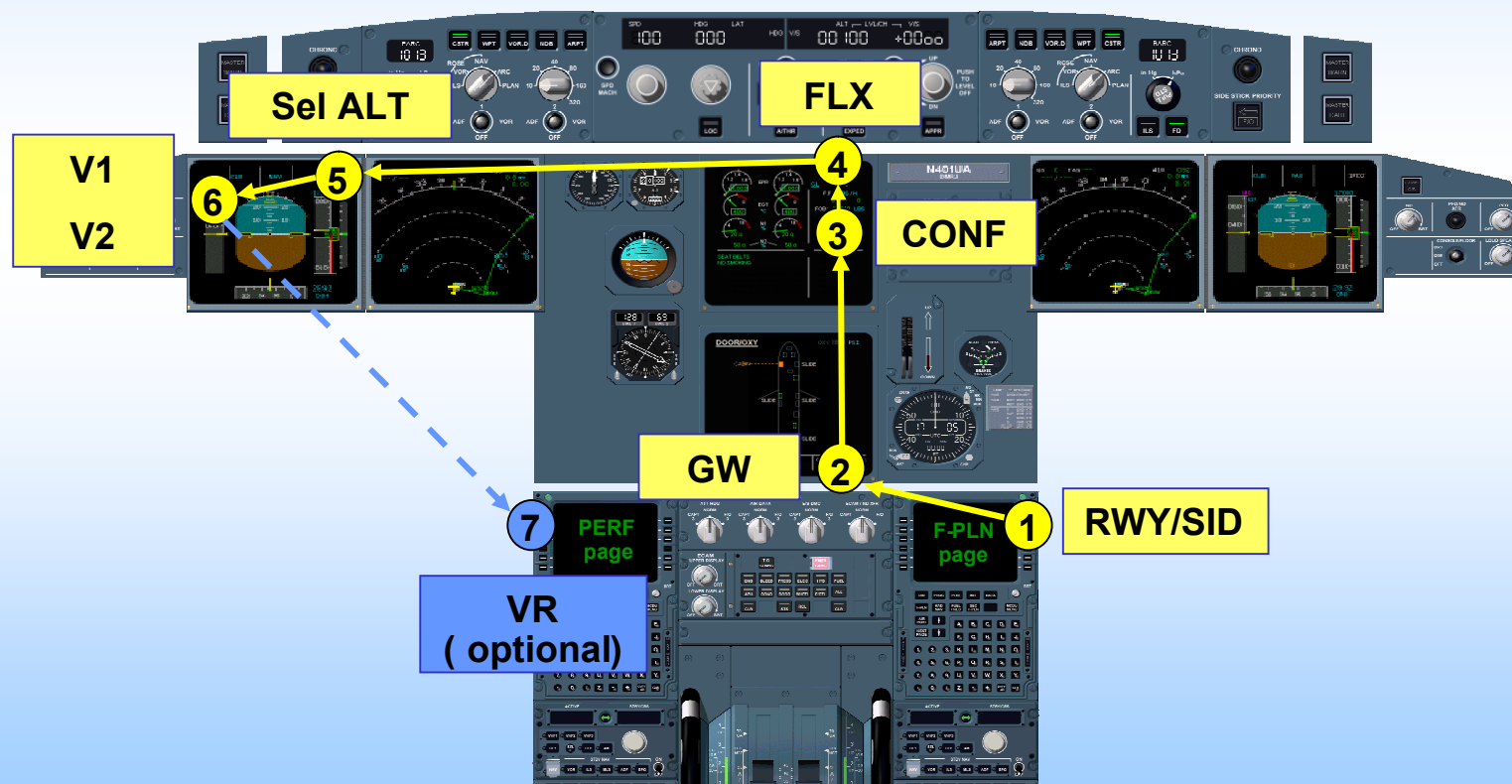| FMA |
|---|
| ➢ **Usual case :** |
| CLB   NAV |
| ➢ **If HDG preset :** |
| OP CLB |

➢ **Address any changes in the clearance**

➢ **Make as extensive use as possible of the displays**

TO BRIEFING CONFIRMATION FLOW

Sel ALT

FLX

V1

V2

5

6

4

3

CONF

GW

2

7 PERF page

1 F-PLN page

RWY/SID

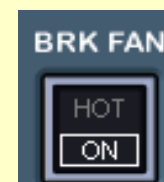VR (optional)

BRAKE TEMPERATURE LIMITATION

limitation: 300°C
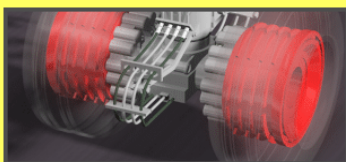
auto ignition temperature of the hydraulic fluid

Without brake fan: Rely on HOT BRAKE ECAM caution (triggered at 300°C)
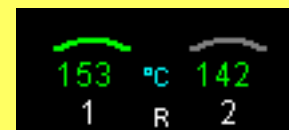
With brake fans running:

The fans blow on the temperature sensor, and modifies the indication

BRK FAN
HOT
ON

Actual Brake temperature :
300° C

⟷

Indication on ECAM : **150° C**

153 °C 142
1   R   2

The crew cannot rely on the ECAM caution (linked to indicated value).

➢ **Brake temperature must be checked**

➢ **If indicated value is above 150°C: delay takeoff**

PF	PNF

4. BEFORE TAKE OFF

<table>
<tr><td></td><td><i>If brake fans running:</i> 🛈</td></tr>
<tr><td></td><td>BRAKE TEMP BELOW 150°C…….CHECK</td></tr>
<tr><td></td><td>BRAKE FANS…………………………OFF</td></tr>
<tr><td>APPROACH PATH CLEAR OF TRAFFIC.…CHECK</td><td>TAKE OFF/LINE UP CLEARANCE…....OBTAIN</td></tr>
<tr><td>CABIN CREW……………………………ADVISE</td><td>ENGINE MODE SEL………………....AS RQRD 🛈</td></tr>
</table>

➢ **Conditions for selecting IGN/START prior to takeoff :**

	CFM	IAE
Runway with standing water	✕	
Heavy rain or severe turbulences expected after takeoff	✕	✕

➢ **ENG ANTI ICE ON** → **automatically** → IGNITION

➢ <u>**Consider igniter's wear**</u> **in case of continuous ignition**

PF	PNF

4. BEFORE TAKE OFF

If brake fans running: ℹ️

BRAKE TEMP BELOW 150°C.......CHECK

BRAKE FANS…………………………OFF

APPROACH PATH CLEAR OF TRAFFIC.…CHECK   TAKE OFF/LINE UP CLEARANCE…...…OBTAIN

CABIN CREW……………………………ADVISE   ENGINE MODE SEL…………………....AS RQRD ℹ️

TCAS……………………………………...TA or TA/RA ℹ️

➤ **Known nearby traffic, in visual contact**

➤ **Significant potential for unwanted or inappropriate resolution advisories**

The FAA recommends selecting _TA mode_

PF	PNF

4. BEFORE TAKE OFF

PF	PNF
	If brake fans running: ℹ️
	BRAKE TEMP BELOW 150°C…….CHECK
	BRAKE FANS…………………………OFF
APPROACH PATH CLEAR OF TRAFFIC….CHECK	TAKE OFF/LINE UP CLEARANCE…..…OBTAIN
CABIN CREW………………………………ADVISE	ENGINE MODE SEL…………………....AS RQRD ℹ️
	TCAS…………………………………...TA or TA/RA ℹ️
EXTERIOR LIGHTS…………………………...SET	PACKS 1 + 2…………………………….AS RQRD ℹ️

➢

Consider selecting packs OFF or APU bleed ON
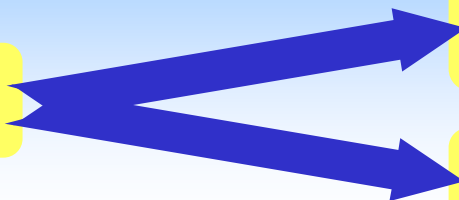
→ **Improved performance (TOGA)**

→ **Reduced EGT (FLEX)**

➢ Use of APU bleed is not allowed, if wing anti-ice is to be used.