

Taxi Out

Do the following, conditions permitting, to minimize sand and dust ingestion by the engines and to improve visibility during taxi :

- Use all engines during taxi and taxi at low speed . Limit ground speed to 10 knots and maintain thrust below 40% N1 whenever possible to avoid creating a vortex during ground operations.
- Maintain a greater than normal separation from other aircraft while taxiing and avoid the ingestion of another engine's wake.
- Avoid engine overhang of unprepared surfaces.
- Minimize thrust on the outboard side of the turn during 180° turns.
- In the event of a crosswind during 180° turns, turn away from the wind if possible to minimize sand and dust ingestion.
- Whenever possible, avoid situations that would require the airplane to be brought to a complete stop.
- Avoid excessive braking. The presence of sand or dust will increase brake wear.

Take off

Do the following to minimize sand and dust ingestion by the engines during takeoff :

- Use the maximum fixed derate and/or assumed temperature thrust reduction that meets performance requirements.
- Prior to takeoff, allow sand and dust to settle.
- Do not take off into a sand or dust cloud.
- Use a rolling take off. Whenever possible avoid setting high thrust at low speed.
- When visible sand and dust exist, consider delaying flap retraction until above the dust cloud, if operation permit.
- Use maximum climb power to minimize time spent in dusty conditions.

Landing

Do the following to minimize sand and dust ingestion by the engines during landing:

- Use autobrakes on landing to help minimize the need for reverse thrust
- Performance permitting, minimize the use of reverse thrust to prevent ingestion of dust and sand and to prevent reduction of visibility. Reverse thrust is most effective at high speed.

After Landing Procedure

Do the normal After Landing Procedure with the following modifications:

Note: Use the external power and ground air carts as much as possible.

Start the APU only if it is needed to provide electrical power or bleed air after engine shutdown.

If the APU must be started:

APU bleed air switch OFF
APU START

Note : Run the APU for one full minute before using it as bleed air source.

APU bleed air switch ON