



**A330**

QUICK REFERENCE HANDBOOK

# NORMAL PROCEDURES

**FOR FLIGHT SIM  
USE ONLY**

01 Mar 16

## BEFORE START

COCKPIT PREP..... COMPLETED (BOTH)  
 GEAR PINS and COVERS..... REMOVED  
 SIGNS..... ON/AUTO  
 ADIRS..... NAV  
 FUEL QUANTITY..... KG.LB  
 TO DATA ..... SET  
 BARO REF..... SET (BOTH)

WINDOWS/DOORS..... CLOSED (BOTH)  
 BEACON..... ON  
 THR LEVERS ..... IDLE  
 PARKING BRAKE..... AS RQRD

## AFTER START

ANTI ICE..... AS RQRD  
 ECAM STATUS..... CHECKED  
 PITCH TRIM..... SET  
 RUDDER TRIM ..... ZERO

## BEFORE TAKEOFF

FLIGHT CONTROLS..... CHECKED (BOTH)  
 FLT INST..... CHECKED (BOTH)  
 BRIEFING..... CONFIRMED  
 FLAP SETTING..... CONF \_\_\_\_ (BOTH)  
 V1. VR. V2/FLX TEMP..... (BOTH)  
 ATC..... SET  
 ECAM MEMO..... TO NO BLUE

- SIGNS ON
- CABIN READY
- SPLRS ARMED
- FLAPS TO
- AUTO BRK MAX
- TO CONFIG NORM

TAKEOFF RWY..... CONFIRM (BOTH)  
 CABIN CREW ..... ADVISED  
 TCAS..... TA OR TA / RA  
 ENGINE START SEL..... AS RQRD  
 PACKS..... AS RQRD

## AFTER TAKE OFF / CLIMB

LDG GEAR..... UP  
 FLAPS..... RETRACTED  
 PACKS..... ON  
 BARO REF..... SET (BOTH)

## APPROACH

BRIEFING..... CONFIRMED  
 ECAM STATUS..... CHECKED  
 SEAT BELTS..... ON  
 BARO REF..... SET (BOTH)  
 MINIMUM..... SET (BOTH)  
 ENG START SEL..... AS RQRD

## LANDING

A/THR..... SPEED/OFF  
 AUTOBRAKE..... AS RQRD  
 ECAM MEMO..... LDG NO BLUE

- SIGNS ON
- CABIN READY
- LDG GEAR DN
- FLAPS LDG
- SPLRS ARMED

## AFTER LANDING

FLAPS..... RETRACTED  
 SPOILERS..... DISARMED  
 APU..... AS RQRD  
 RADAR..... OFF/STBY  
 PREDICTIVE WINDSHEAR SYSTEM ..... OFF

## PARKING

APU BLEED ..... ON  
 ENGINES ..... OFF  
 SEAT BELTS..... OFF  
 EXT LT..... AS RQRD  
 FUEL PUMPS..... OFF  
 PARK BRK AND CHOCKS..... AS RQRD

## SECURING THE AIRCRAFT

ADIRS..... OFF  
 OXYGEN..... OFF  
 APU BLEED..... OFF  
 EMER EXIT LT..... OFF  
 SIGNS..... OFF  
 APU AND BAT..... OFF  
 Consider COLD WEATHER



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# SUPPLEMENTARY PROCEDURES

**FOR FLIGHT SIM USE ONLY**

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These compacted procedures are offered for operational use. However flight crew **must** be familiar with the expanded procedures and associated cautions, warnings and limitations found under the given reference in the FCOM prior to their usage. The recommendations of the FCTM\_NO\_010 TASK SHARING FOR SUPPLEMENTARY PROCEDURES apply.

| ENGINE START WITH EXTERNAL PNEUMATIC POWER   | ONE ENG TAXI – AT DEPARTURE  |                           |   |                                      |
|--|--|---------------------------|---|--------------------------------------|
| <p><i>Refer to FCOM, if ENG 2 will be started first and/or if external pneumatic PWR is used to start second ENG</i></p> <p><b>Before connecting external pneumatic PWR:</b></p> <p>PACKS 1 and 2 .....OFF</p> <p><b>Before start:</b></p> <p>APU BLEED .....CHECK OFF</p> <p>ENG BLEED (Both engines) ..... OFF</p> <p>X BLEED .....OPEN</p> <p><b>Cleared to start and min. 25 PSI air pressure</b></p> <p>ENG 1 .....START</p> <p><b>External pneumatic PWR unit removed:</b></p> <p>ENG 1 BLEED ..... ON</p> <p>PACKS 1 and 2 ..... ON</p> <p>CROSSBLEED ENG START Proc for ENG2..Apply</p> <p>FCOM_PRO_SUP_70 POWER PLANT_ENGINE START WITH EXTERNAL PNEUMATIC POWER</p>  | <p>ENG 1 .....START</p> <p>X BLEED ..... OPEN</p> <p><b>After ENG 1 start apply normal procedure except</b></p> <p>APU..... KEEP ON</p> <p>APU BLEED.....OFF</p> <p>WING ANTI-ICE .....DELAY</p> <p><b>For TAXI apply normal procedure except</b></p> <p>FLIGHT CONTROL CHECK..... DELAY</p> <p>AUTO BRAKES.....ARM AFTER FLT CHECK</p>  |                           |   |                                      |
| <p><b>CROSSBLEED ENGINE START</b></p> <p><b>Caution:</b> Simultaneous use of ENG bleed &amp; external pneumatic PWR supply is prohibited</p> <p>APU BLEED..... OFF</p> <p>ENG BLEED (running engine)..... ON</p> <p>ENG BLEED (receiving engine).....OFF</p> <p>X- BLEED.....OPEN</p> <p><b>Cleared to start:</b></p> <p><i>Confirm area is clear of obstacles &amp; ensure increased power jet wake does not constitute any hazard to people or installation behind the aircraft</i></p> <p>THRUST LEVER (supplying engine)..... ADJUST</p> <p><i>Adjust initially to 30 PSI &amp; min. 25 PSI during start.</i></p> <p>RECEIVING ENG ..... START</p> <p><b>After start:</b></p> <p>THRUST LEVER (supplying engine)..... IDLE</p> <p>X-BLEED.....AUTO</p> <p>ENG BLEED (receiving engine)..... ON</p> <p>PACKS .....Check ON</p> <p>FCOM_PRO_SUP_70 POWER PLANT_CROSSBLEED ENGINE START</p> | <p><b>Start ENG 2 not less than 5min. before takeoff</b></p> <p>APU BLEED..... ON</p> <p>ENG 2 .....START</p> <p><b>After ENG 2 start:</b></p> <p>APU .....AS RQRD</p> <p>X BLEED.....AUTO</p> <p>ECAM STATUS .....CHECK</p> <p>ENG / WING ANTI-ICE ..... AS RQRD</p> <p><b>Proceed with AFTER START CHECKLIST</b></p> <p>FLIGHT CONTROLS.....CHECK</p> <p>AUTO BRAKE .....MAX</p> <p><b>Proceed with BEFORE TAKEOFF CHECKLIST</b></p> |                           |   |                                      |
| <p>FCOM_PRO_SUP_70 POWER PLANT_CROSSBLEED ENGINE START</p>   | <p>FCOM_PRO_SUP_93_20_AT DEPARTURE</p> <tr> <th data-bbox="788 1877 1511 1937">ONE ENG TAXI – AT ARRIVAL</th> </tr> <tr> <td data-bbox="788 1944 1511 2094"> <p>APU ..... START</p> <p><b>After minimum cooling period of 5 min., APU AVAIL and taxi in a straight line</b></p> <p>ENG 2.....SHUT DOWN</p> </td> </tr> <tr> <td data-bbox="788 2101 1511 2170"> <p>FCOM_PRO_SUP_93_20_AT ARRIVAL</p> </td> </tr>                       | ONE ENG TAXI – AT ARRIVAL | <p>APU ..... START</p> <p><b>After minimum cooling period of 5 min., APU AVAIL and taxi in a straight line</b></p> <p>ENG 2.....SHUT DOWN</p> | <p>FCOM_PRO_SUP_93_20_AT ARRIVAL</p> |
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