



AIRBUS

A330

MODEL: A330-243F

US

AIRPLANE FLIGHT MANUAL

ALL FLIGHTS MUST BE DONE IN ACCORDANCE
WITH THE LIMITATIONS INCLUDED IN THIS MANUAL

APPROVED BY: **EASA**

Date: 04 MAY 10

Reference: 2010 (D) 52161

AIRBUS SAS
CUSTOMER SERVICES DIRECTORATE
31707 BLAGNAC CEDEX
FRANCE

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1204. - 2017012593
Medellín, 08 de abril de 2017

Capitán SANTIAGO MARTÍNEZ
TAMPA CARGO
AEROPUERTO INTERNACIONAL JOSÉ MARÍA CÓRDOVA, ZONA DE CARGA
RIONEGRO

Asunto: ACEPTACIÓN MANUALES OPERACIONALES

En respuesta a sus radicados No. 2017024691 y 2017024689 del 29-03-17 me permito aceptar las siguientes publicaciones respectivamente:

- 1) AIRPLANE FLIGHT MANUAL del equipo A-330 200F, revisión de fecha 28 de febrero de 2017.
- 2) FLIGHT CREW OPERATING MANUAL (FCOM) & A-330 QUICK REFERENCE HANDBOOK (QRH), revision de fecha 06 de marzo de 2017.

Favor enterar las tripulaciones y actualizar la documentación en las aeronaves, simulador y bibliotecas correspondientes.

CAP. JUAN C. ESCALANTE M.
INSPECTOR DE SEGURIDAD AÉREA
SECRETARÍA SEGURIDAD AÉREA U.A.E.A.C.

CAP. JUAN CARLOS ESCALANTE MORA
POI TAMPA

Ruta electrónica: \\bog7\AD\Externo\2017012593



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AIRPLANE FLIGHT MANUAL

TRANSMITTAL LETTER

Issue date: 28 FEB 17

This is the AIRPLANE FLIGHT MANUAL at issue date 28 FEB 17 for the A330-243F and replacing last issue dated 05 JAN 17





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Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	28 FEB 17
PLP-LEDU LIST OF EFFECTIVE DOCUMENTARY UNITS	ALL	28 FEB 17
PLP-LETR LIST OF EFFECTIVE TEMPORARY REVISIONS	ALL	28 FEB 17
PLP-LAR LIST OF APPROVAL REFERENCES	ALL	28 FEB 17
APPRO-PLP-TOC TABLE OF CONTENTS	ALL	28 FEB 17
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APPRO-TR TEMPORARY REVISIONS	ALL	28 FEB 17
GEN-PLP-TOC TABLE OF CONTENTS	ALL	28 FEB 17
GEN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	28 FEB 17
GEN-ABB ABBREVIATIONS	ALL	28 FEB 17
EMER-PLP-TOC TABLE OF CONTENTS	ALL	28 FEB 17
EMER-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	28 FEB 17
EMER-21 AIR COND / PRESS / VENT	ALL	28 FEB 17
EMER-26 FIRE / SMOKE	ALL	28 FEB 17
EMER-29 HYDRAULIC	ALL	28 FEB 17
EMER-32 LANDING GEAR	ALL	28 FEB 17
EMER-70 POWER PLANT	ALL	28 FEB 17
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ABN-21 AIR COND / PRESS / VENT	ALL	28 FEB 17
ABN-24 ELECTRICAL POWER	ALL	28 FEB 17
ABN-27 FLIGHT CONTROLS	ALL	28 FEB 17
ABN-28 FUEL	ALL	28 FEB 17
ABN-34 NAVIGATION	ALL	28 FEB 17
ABN-36 PNEUMATIC	ALL	28 FEB 17
ABN-52 DOORS	ALL	28 FEB 17
ABN-70 POWER PLANT	ALL	28 FEB 17
ABN-90 MISCELLANEOUS	ALL	28 FEB 17
NORM-PLP-TOC TABLE OF CONTENTS	ALL	28 FEB 17
NORM-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	28 FEB 17
NORM-22-PA Precision Approach	ALL	28 FEB 17
MCDL-PLP-TOC TABLE OF CONTENTS	ALL	28 FEB 17
MCDL-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	28 FEB 17
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APPRO APPROVAL DATA

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LIM LIMITATIONS

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ABN ABNORMAL PROCEDURES

NORM NORMAL PROCEDURES

PERF PERFORMANCE

APP APPENDICES AND SUPPLEMENTS

MCDL MASTER CONFIGURATION DEVIATION LIST

SPERF SUPPLEMENTARY PERFORMANCE



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	GEN-DEF	WORDING DEFINITIONS	17 SEP 14
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	LIM-22-FGS	Flight Guidance System	05 NOV 15
	LIM-23	COMMUNICATIONS	18 AUG 15
	LIM-28	FUEL	17 JUL 14
	LIM-29	HYDRAULIC	18 SEP 12
	LIM-32	LANDING GEAR	18 SEP 12
	LIM-34	NAVIGATION	08 NOV 16
	LIM-46	INFORMATION SYSTEMS	22 JAN 14
	LIM-49	AUXILIARY POWER UNIT	18 SEP 12
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R	EMER-21	AIR COND / PRESS / VENT	28 FEB 17
	EMER-24	ELECTRICAL POWER	05 JAN 17
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R	ABN-24	ELECTRICAL POWER	28 FEB 17
R	ABN-27	FLIGHT CONTROLS	28 FEB 17
R	ABN-28	FUEL	28 FEB 17
	ABN-29	HYDRAULIC	22 JAN 14
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	ABN-31	INDICATING / RECORDING SYSTEM	13 MAR 13
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R	ABN-34	NAVIGATION	28 FEB 17
R	ABN-36	PNEUMATIC	28 FEB 17
R	ABN-52	DOORS	28 FEB 17
R	ABN-70	POWER PLANT	28 FEB 17
R	ABN-90	MISCELLANEOUS	28 FEB 17
	NORM-GEN	GENERAL	18 SEP 12
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	NORM-TO	TAKEOFF	22 JAN 14
	NORM-FLT	FLIGHT	08 DEC 16
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	APP-N1-GEN	GENERAL	18 SEP 12
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	APP-N1-NORM	NORMAL PROCEDURES	18 SEP 12
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	MCDL-GEN-LIM	LIMITATIONS	18 SEP 12
	MCDL-GEN-PERF	PERFORMANCE	22 JAN 14
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	MCDL-21-02	Ram Air Outlet Flap	22 JAN 14
	MCDL-23-01	Static Discharger	19 JUL 16
	MCDL-27-02	Slat Track Closing Plate	18 SEP 12
	MCDL-27-03	Rubber Seal under Slats	18 SEP 12
	MCDL-27-04	Aileron Rubber Seal	17 SEP 14
	MCDL-27-05	Aileron Servo Actuator Fairing	18 SEP 12
	MCDL-27-06	Slat End Blade Seal	17 SEP 14
	MCDL-27-07	Flap Blade Seal and Triangular Cushion Seal	18 SEP 12
	MCDL-27-08	Slat End Filling	22 JAN 14
	MCDL-27-10	Inner Aileron Seal (Upper and Lower)	18 SEP 12
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	MCDL-28-04	Fuel Pump Fairing	13 APR 16
	MCDL-29-01	Ground Green Hydraulic Connection Access Door	18 SEP 12
	MCDL-29-02	Ground Blue Hydraulic Connection Access Door	18 SEP 12
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	MCDL-30-01	Icing Indicator	18 SEP 12
	MCDL-32-01	Center Landing Gear Door Ground Opening Access Door	18 SEP 12
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	MCDL-32-06	Main Landing Gear Wheel Hubcap	22 JAN 14
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	MCDL-33-03	Runway Turnoff Light	22 JAN 14
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	MCDL-33-05	Rear Navigation/Strobe Lights Glazing	18 SEP 12
	MCDL-33-06	Upper Anti-Collision (Beacon) Light Cover	22 JAN 14
	MCDL-33-07	Lower Anti-Collision (Beacon) Light Cover	22 JAN 14
	MCDL-51-02	Passenger Door Scuff Plate	18 SEP 12
	MCDL-51-03	Bulk Door Scuff Plate	18 SEP 12
	MCDL-51-04	Passenger Door Gutter	18 SEP 12
	MCDL-52-02	Forward Cargo Loading Operation Control Panel Door	18 SEP 12
	MCDL-52-03	Aft Cargo Door Control Panel Access Door	18 SEP 12
	MCDL-52-04	Aft Cargo Loading Operation Control Panel Door	18 SEP 12
	MCDL-52-07	Potable Water Service Door	22 JAN 14
	MCDL-52-08	Vacuum Toilet Service Door	22 JAN 14
	MCDL-52-09	Fuel Center Tank Water Drain Access Door	13 APR 16
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	MCDL-52-11	Potable Water Forward Drain Panel Access Door	18 SEP 12
	MCDL-52-12	Forward Cargo Door Access Cover Panel	19 JUL 16
	MCDL-52-13	Aft Cargo Door Access Cover Panel	19 JUL 16
	MCDL-52-14	Passenger Door and Emergency Exits Upper Cover Plate	18 SEP 12
	MCDL-53-01	"Dog House" Closing Panel	18 SEP 12
	MCDL-53-02	Belly Fairing Sliding Panel	18 SEP 12
	MCDL-53-03	Flap Valve Assy	18 SEP 12
	MCDL-53-04	Belly Fairing Seal	18 SEP 12
	MCDL-54-03	Spring Plate	18 SEP 12
	MCDL-54-04	Pylon Access Panel	17 JUL 14
	MCDL-55-01	Slidelip of the Apron Fairing Parts	08 NOV 16
	MCDL-57-01	Underwing Plug for Jacking Point	18 SEP 12
	MCDL-57-02	Winglet	22 JAN 14
	MCDL-57-04	Flap Track Fairing	17 SEP 14
	MCDL-57-05	Access Panel to Slat Actuator Overtorque Indicator Flag	13 APR 16
	MCDL-57-07	Flap Track Fairing Cover	13 APR 16
	MCDL-57-08	Flap to Movable Flap Track Fairing Seal	18 SEP 12
	MCDL-57-09	Cover on Flap Track Fixed Fairing	13 APR 16
	MCDL-71-05	Fan Cowl Door Hoist Point Plug	18 SEP 12
	MCDL-71-06	Fan Cowl Door Hold Open Rod	22 JAN 14
	MCDL-71-07	Nacelle Hoist Point Plug Nose Cowl	18 SEP 12
	MCDL-78-08	Thrust Reverser Hoist Point Plug	18 SEP 12
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	MCDL-78-10	Thrust Reverser "C" Duct Actuation System	22 JAN 14
	MCDL-78-11	Thrust Reverser Front and Rear Hold Open Rod	22 JAN 14
	MCDL-78-12	Thrust Reverser Hinge Access Cover	22 JAN 14
	MCDL-78-13	Thrust Reverser Bavette Fairing	22 JAN 14
	MCDL-78-14	Thrust Reverser Door Actuator Pit Fairing	22 JAN 14
	MCDL-78-15	Thrust Reverser Pivot Door Access Panel	18 SEP 12
	MCDL-78-16	Thrust Reverser Rectangular Movable Panel	22 JAN 14
	MCDL-78-17	Thrust Reverser Triangular Movable Panel	22 JAN 14
	MCDL-78-18	Common Nozzle Assembly Hoist Point Plug	18 SEP 12
	MCDL-78-19	Common Nozzle Assembly Pylon Fairing Trailing Edge	22 JAN 14
	MCDL-78-20	Latch Number 4 Access Panel	18 SEP 12
	SPERF-CONT-GEN	GENERAL	18 SEP 12
	SPERF-CONT-LIM	LIMITATIONS	18 SEP 12
	SPERF-CONT-PERF	PERFORMANCE	18 SEP 12

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved



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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
R	PLP-LEDU		List of Effective Documentary Units Approved by Airbus under the authority of DOA ref. EASA. 21J.031		28 FEB 17
	APPRO-HEAD		Heading Approval A330-243F US Approval reference: 2010 (D) 52161 Approved by EASA	00005052.0016002	04 MAY 10
	Criteria: 330-243F Specific to: FAA Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APPRO-TR	x	Towbarless operations Approval reference: 10055093 Approved by EASA	00017236.0001001	13 OCT 15
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 Impacted DU: NONE				
	APPRO-TR	x	Landing distance determination in case of in-flight failure Approval reference: 10051606 Approved by EASA	00015798.0001001	11 DEC 14
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 Impacted DU: NONE				
	APPRO-TR	x	SATCOM Voice system Approval reference: 10052695 Approved by EASA	00010330.0003001	23 MAR 15
	Criteria: ((330-200 or 330-200F or 330-300) and 200593) Applicable to: MSN 1368, 1380, 1428, 1448, 1534 Impacted DU: NONE				
	APPRO-TR	x	Autoland Databases with Honeywell ADIRU Approval reference: 10055269 Approved by EASA	00014122.0003001	03 NOV 15
	Criteria: (A330 and (200064 or 202164 or 202791 or 203869 or 203870 or 55346 or 56497 or 56609 or 56720 or 58415)) Applicable to: MSN 1368, 1380, 1428, 1448, 1534 Impacted DU: NONE				
	APPRO-TR	x	DISPLAY UNIT FAILURE Approval reference: 10043877 Approved by EASA	00014697.0001001	01 MAR 13
	Criteria: (A330 and 200024) Applicable to: MSN 1368, 1380, 1428, 1448, 1534 Impacted DU: NONE				
	APPRO-TR	x	Inertial Reference System (IRS) Approval reference: 10054062 Approved by EASA	00014739.0001001	16 JUL 15
	Criteria: (A330 and (203206 or 51096 or 51144)) Applicable to: MSN 1368, 1380, 1428, 1448, 1534 Impacted DU: NONE				

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	APPRO-TR	x	A330 MCDL 32.08 NOSE LANDING GEAR DOOR SEAL	00016169.0001001	03 JUN 15
	Approval reference: 10053530		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: NONE</i>				
	APPRO-TR	x	Abnormal V Alpha Prot	00015959.0001001	08 MAY 15
	Approval reference: 10053264		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: NONE</i>				
	APPRO-TR	x	MCDL 55-01 Slidelip of the Apron Fairing Parts	00015972.0001001	25 MAR 15
	Approval reference: 10052741		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: NONE</i>				
	APPRO-TR	x	MCDL 23-01 Static Discharger	00016526.0001001	04 APR 16
	Approval reference: 10057663		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: NONE</i>				
	APPRO-TR	x	High-speed Tape Inspection for A330	00017264.0001001	22 MAR 16
	Approval reference: 10057334		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: NONE</i>				
	APPRO-TR	x	Complementary Performance Data File	00019767.0001001	09 AUG 16
	Approval reference: 10059075		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: NONE</i>				
	GEN-INTR		Introduction	00005876.0001001	11 OCT 16
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	GEN-DESC		Approved AFM Format	00014235.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	GEN-DESC		Customized AFM	00005878.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	GEN-DESC		Organization of the Manual	00005879.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	GEN-DESC		Documentary Unit (DU)	00005880.0001001	11 OCT 16
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	GEN-DESC		Identification Strip	00005881.0001002	18 NOV 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Specific to: FAA				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	GEN-DESC		Approval Information	00020276.0001001	11 OCT 16
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	GEN-DESC		AFM Revision	00008475.0001001	11 OCT 16
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	GEN-DESC		Temporary Revision (TR)	00005882.0001001	11 OCT 16
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	GEN-DEF		Warning Definition	00005883.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	GEN-DEF		Caution Definition	00005884.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	GEN-DEF		Note Definition	00005885.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
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	GEN-DEF		LAND ASAP Definition	00005211.0001001	25 JUL 14
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
R	GEN-ABB		Abbreviations	00009715.0001001	28 FEB 17
	Approval reference: LR03D17006026		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	GEN-UNIT		Correspondence between Units	00005886.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	GEN-VIEW		3-View Drawing	00005209.0004001	28 NOV 16
	Approval reference: LR00FM1606155		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: 330-200F				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-GEN		Introduction	00005442.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-GEN		Kind of Operations	00005446.0002001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: 330-200F				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-GEN		Minimum Flight Crew	00005447.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-GEN		Maximum Operating Altitude	00005448.0002001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and 52536)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-GEN		Maneuver Limit Load Factors	00005449.0001001	25 JUL 14
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-GEN		Icing Conditions Definition	00005140.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-GEN		Carriage of occupants in courier area	00009979.0001002	23 MAR 11
	Approval reference: 10059726		Approved by EASA		
	Criteria: 330-200F Specific to: FAA Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-WGHT		Weight Limitations	00005162.0066001	25 JUL 14
	Approval reference: 10059726		Approved by EASA		
	Criteria: ((330-223F or 330-243F) and 200989) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-WGHT		Center of Gravity Envelope	00005141.0157001	25 JUL 14
	Approval reference: 10059726		Approved by EASA		
	Criteria: ((330-223F and 200989) or (330-243F and 200989)) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-WGHT		Performance Limitations	00005683.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-WGHT		Loading	00005684.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-SPD		VMO/MMO	00006064.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-SPD		VA	00008345.0001001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-200 or 330-200F) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-SPD		VFE	00005224.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-SPD		VLO/MLO and VLE/MLE	00005241.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-OPS		Environmental Envelope	00005456.0003001	28 FEB 11
	Approval reference: 10059726		Approved by EASA		

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	Criteria: ((330-301 or 330-321 or 330-322 or 330-323 or 330-341 or 330-342 or 330-343 or 330-200 or 330-200F) and 52536) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-OPS		Crosswind	00005967.0001001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-OPS		Tailwind	00005458.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-OPS		Runway Slope	00005460.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-09		Maneuvers on Ground	00005491.0002001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: ((330-302 or 330-303 or 330-323 or 330-342 or 330-343 or 330-200 or 330-200F) and (43029 and 47701)) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-09	x	Towbarless Operations	00017235.0001001	13 OCT 15
	Approval reference: 10055093		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: 00005493 Towbarless Operations</i>				
	LIM-09		Towbarless Operations	00005493.0001001	28 FEB 11
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted by TDU: 00017235 Towbarless Operations</i>				
	LIM-21		Cabin Pressurization	00005486.0002001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: ((330-301 or 330-302 or 330-303 or 330-323 or 330-342 or 330-343 or 330-200 or 330-200F) and 48980) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-22-FMS		General	00008415.0002001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and (44308 or 44339 or 46572 or 46893)) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-22-FMS		Airworthiness Standard Compliance	00008416.0006001	25 JUL 14
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and ((48765 or 48766 or 57320 or 57910) and (44308 or 44339 or 46572 or 46893))) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	LIM-22-FMS		Navigation Performance	00008417.0010001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and 200624)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-22-FMS		Use of NAV Mode	00008428.0002001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and (44308 or 44339 or 46572 or 46893))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-22-FMS		Approaches	00008429.0006001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and ((44308 or 44339 or 46572 or 46893) and (47457 or 47462 or 48765 or 48766 or 54096)))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-22-FGS		Airworthiness Standard Compliance	00008719.0001002	18 NOV 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Specific to: FAA				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-22-FGS	x	Autoland Databases with Honeywell ADIRU	00009353.0007001	03 NOV 15
	Approval reference: 10055269		Approved by EASA		
	Criteria: (A330 and (200064 or 202164 or 202791 or 203869 or 203870 or 55346 or 56497 or 56609 or 56720 or 58415))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	<i>Impacted DU: NONE</i>				
	LIM-22-FGS		Autoland	00008419.0006001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-200F and (57545 or 57547))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-22-FGS		Minimum Height for Use of the Autopilot	00008423.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-22-FGS		CAT II / CAT III Operations	00008425.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-23	x	SATCOM Voice system	00010328.0003001	23 MAR 15
	Approval reference: 10052695		Approved by EASA		
	Criteria: ((330-200 or 330-200F or 330-300) and 200593)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	<i>Impacted DU: NONE</i>				

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	LIM-23		SATCOM Voice system	00014205.0001001	19 JUN 13
			Approval reference: 10059726	Approved by EASA	
Criteria: (A330 and 200593)					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	LIM-28		Fuel and Additive Specifications	00005472.0003001	19 JUN 13
			Approval reference: 10059726	Approved by EASA	
Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	LIM-28		Usable Fuel	00005474.0003001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
Criteria: ((330-301 and 51806) or (330-200F and 58623))					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	LIM-28		Fuel Imbalance	00005478.0002001	16 APR 10
			Approval reference: 10059726	Approved by EASA	
Criteria: 330-200F					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	LIM-28		Fuel Temperature Limits	00005480.0003001	28 FEB 11
			Approval reference: 10059726	Approved by EASA	
Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	LIM-29		Hydraulic Fluid	00005489.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	LIM-32		Tire Speed	00010874.0001001	02 JUL 10
			Approval reference: 10059726	Approved by EASA	
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	LIM-34	x	Inertial Reference System (IRS)	00014738.0002001	16 JUL 15
			Approval reference: 10054062	Approved by EASA	
Criteria: (A330 and (203206 or 51096 or 51144))					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
<i>Impacted DU: 00005500 Inertial Reference System (IRS)</i>					
	LIM-34		Inertial Reference System (IRS)	00005500.0002001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
Criteria: (A330 and (51096 or 51144 or 55346))					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
<i>Impacted by TDU: 00014738 Inertial Reference System (IRS)</i>					
	LIM-34		Reduced Vertical Separation Minimum (RVSM)	00005496.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Criteria: (A330 and 43537) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-34		Mode S - EHS Enhanced Surveillance	00005504.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and 54227) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-46		FANS - ATC Datalink Application System	00005509.0006001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and (200859 and 200860 and 52426)) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-49		Auxiliary Power Unit (APU)	00005485.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-70		Main Engines	00005464.0009001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-70		Engine Parameters	00005465.0003001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-70		Crosswind	00005461.0001001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-70		Reverse Thrust	00005466.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-70		Oil	00005467.0003001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-70		Reduced Thrust Takeoff	00005468.0007001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: ((330-243 or 330-243F or 330-343) and 55212) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	LIM-70		Operations in Icing Conditions	00005469.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-GEN		Introduction	00005704.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-GEN	x	Landing Distance Determination in case of In-flight Failure	00014413.0002001	11 DEC 14
	Approval reference: 10051606		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: NONE</i>				
	EMER-GEN		Landing Distance Determination in case of In-Flight Failure	00014576.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-GEN		FIRE/SMOKE	00005705.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-21		CAB PR - EXCESS CAB ALT	00005759.0004001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
E	Criteria: 330-200F Applicable to: MSN 1448, 1534				
N	EMER-21		CAB PR - EXCESS CAB ALT	00005759.0007001	05 JAN 17
	Approval reference: G01M16014405		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (330-200F and 204449) Applicable to: MSN 1368, 1380, 1428				
	EMER-21		CAB PR - EXCESS RESIDUAL PR	00008430.0002001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: 330-200F Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-24		ELEC - EMER CONFIG	00005218.0002001	20 DEC 16
	Approval reference: G01M16014101		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (A330 and 47930) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-26		ENG FIRE (In Flight)	00005711.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-26		ENG FIRE (On Ground)	00005713.0005001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: 330-200F Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-26		APU FIRE	00005713.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-26		SMOKE - LD FWD, LD AFT or BULK SMOKE	00014238.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-200F and 200590) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-26		SMOKE - MD SMOKE	00014239.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-200F and 200590) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-26		SMOKE - AVNCS VENT SMOKE	00005716.0002001	25 JUL 14
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-200F and 200590) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-26		SMOKE - LAVATORY SMOKE	00008422.0002001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: 330-200F Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-26		SMOKE - STOWAGE SMOKE	00010225.0001001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: 330-200F Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-26		SMOKE/FUMES/AVNCS/MD SMOKE	00014240.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-200F and 200590) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
R	EMER-26		REMOVAL OF SMOKE/FUMES	00005219.0003001	28 FEB 17
	Approval reference: LR03D17006026		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (330-200F and 200590) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	EMER-27		F/CTL - FLAP LVR NOT ZERO	00005757.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-27		F/CTL - L+R ELEV FAULT	00005758.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-28		FUEL - EXCESS AFT CG	00005756.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-29		HYD - G+B SYS LO PR	00005726.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-29		HYD - B+Y SYS LO PR	00005727.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-29		HYD - G+Y SYS LO PR	00005728.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
E	Applicable to: MSN 1448, 1534				
N	EMER-29		HYD - G+Y SYS LO PR	00005728.0004001	05 JAN 17
	Approval reference: G01M16014405		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (A330 and 204449)				
	Applicable to: MSN 1368, 1380, 1428				
	EMER-32		L/G - GEAR NOT DOWNLOCKED	00005725.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
E	Applicable to: MSN 1448, 1534				
N	EMER-32		L/G - GEAR NOT DOWNLOCKED	00005725.0002001	05 JAN 17
	Approval reference: G01M16014405		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (A330 and 204449)				
	Applicable to: MSN 1368, 1380, 1428				
	EMER-32		LOSS OF BRAKING	00009839.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				

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	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-34	x	Abnormal V Alpha Prot	00015960.0001001	08 MAY 15
	Approval reference: 10053264		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	<i>Impacted DU: NONE</i>				
N	EMER-70		ENG - ALL ENGINES FAILURE	00020344.0004001	05 JAN 17
	Approval reference: G01M16014405		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (330-200F and 204449)				
	Applicable to: MSN 1368, 1380, 1428				
	EMER-70		ENG - ALL ENG FLAME OUT	00005706.0002001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: 330-200F				
E	Applicable to: MSN 1448, 1534				
	EMER-70		ENG - N1 (N2) (N3) OVERLIMIT	00005707.0003001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-70		ENG - TURBINE OVHT	00005708.0001001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-70		ENG - OIL LO PR	00005710.0002001	02 JUL 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and 58751)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-90		EMER DESCENT	00005222.0002001	20 DEC 16
	Approval reference: G01M16014101		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: 330-200F				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-90		DITCHING	00005215.0005001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: 330-200F				
E	Applicable to: MSN 1448, 1534				
N	EMER-90		DITCHING	00005215.0008001	05 JAN 17
	Approval reference: G01M16014405		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (330-200F and 204449)				
	Applicable to: MSN 1368, 1380, 1428				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	EMER-90		FORCED LANDING	00005213.0005001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: 330-200F				
E	Applicable to: MSN 1448, 1534				
N	EMER-90		FORCED LANDING	00005213.0008001	05 JAN 17
	Approval reference: G01M16014405		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (330-200F and 204449)				
	Applicable to: MSN 1368, 1380, 1428				
	EMER-90		EMERGENCY EVACUATION	00005796.0004001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: 330-200F				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	EMER-90		STALL RECOVERY	00013149.0001001	28 FEB 11
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-GEN		Introduction	00008347.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-GEN	x	Landing Distance Determination in case of In-Flight Failure	00014414.0002001	11 DEC 14
	Approval reference: 10051606		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	<i>Impacted DU: NONE</i>				
	ABN-GEN		Landing Distance Determination in case of In-Flight Failure	00014577.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-OEI-TO		Engine Failure before V1 (Rejected Takeoff)	00005371.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-OEI-TO		Engine Failure between V1 and V2	00005121.0001001	25 JUL 14
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 or (330-243F or 330-301 or 330-341 or 330-342))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	ABN-OEI-TO		Engine Failure during Initial Climb Out	00005372.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-OEI-LDG		Approach and Landing	00005374.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-OEI-LDG		Missed Approach (from Intermediate Approach Configuration)	00005375.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-OEI-LDG		Balked Landing	00005377.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-21		AIR - PACK 1 + 2 FAULT	00005691.0001001	28 FEB 11
	Approval reference: 10059726		Approved by EASA		
E	Criteria: A330				
	Applicable to: MSN 1448, 1534				
N	ABN-21		AIR - PACK 1 + 2 FAULT	00005691.0002001	09 JAN 17
	Approval reference: 10060569		Approved by EASA		
	Criteria: ((330-200 and 204817) or (A330 and 204449))				
	Applicable to: MSN 1368, 1380, 1428				
	ABN-21		VENT - OVBD VALVE FAULT	00005692.0001001	28 FEB 11
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
E	Applicable to: MSN 1448, 1534				
N	ABN-21		VENT - OVBD VALVE FAULT	00005692.0002001	09 JAN 17
	Approval reference: 10060569		Approved by EASA		
	Criteria: ((330-200 and 204817) or (A330 and 204449))				
	Applicable to: MSN 1368, 1380, 1428				
	ABN-21		VENT - BLOWING FAULT	00005693.0002001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and 56729)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-21		CAB PR - SYS 1 + 2 FAULT	00005137.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	ABN-21		CAB PR - SAFETY VALVE OPEN	00005694.0003001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and (56551 or 56729))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-AUTOFLT		AUTO FLT - FM 1+2 FAULT	00005414.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		Multiple Failures or Warnings (CATII)	00008350.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		Altitude Loss with Autopilot Malfunction (CAT II)	00009853.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		Failure Leading to Slats/Flaps less than CONF 3 (CAT II)	00008352.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		Antiskid System and/or Nosewheel Steering Failure (CAT II)	00008353.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		Alpha Floor Activation (CAT II)	00008354.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		One Engine Failure (CAT II)	00008355.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		Red "RA" on two PFDs (CAT II)	00008356.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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	ABN-22-CATII		Amber "CHECK ATT" on two PFDs (CAT II)	00008357.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		Red "ATT" on one PFD (CAT II)	00008358.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		Diagonal Line or "INVALID DATA" on one PFD and ND (CAT II)	00008359.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		Amber "CHECK HDG" on two NDs and two PFDs (CAT II)	00008360.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		Red "HDG" on one ND and one PFD (CAT II)	00008361.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		Red "SPD" on one PFD (CAT II)	00008362.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		"AP OFF" Warnings (CAT II)	00008363.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		Loss of "CAT II" (CAT II)	00008351.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		LOC or G/S Excessive Deviation on PFD (CAT II)	00008364.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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	ABN-22-CATII		"AUTOLAND" Light (CAT II)	00008365.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		A/THR Fault (CAT II)	00008366.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		No "LAND" at 350 ft (CAT II)	00008367.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		Incorrect Selected Course at 350 ft > 5 deg (CAT II)	00008368.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATII		No "FLARE" at 30 ft (CAT II)	00008369.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIIIDH		Multiple Failures or Warnings (CAT III DH)	00008370.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIIIDH		Failure Leading SLATS/FLAPS less than CONF 3 (CAT III DH)	00008371.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIIIDH		Nosewheel Steering Failure (CAT III DH)	00008373.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIIIDH		Antiskid Failure (CAT III DH)	00008372.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIIIDH		Alpha Floor Activation (CAT III DH)	00008374.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATI IIDH		One Engine Failure (CAT III DH)	00008375.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATI IIDH		Autocallout RA Failure (CAT III DH)	00008376.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATI IIDH		Red "RA" Flag (Radio Altimeter) on two PFDs (CAT III DH)	00008377.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATI IIDH		Amber "CHECK ATT" Flag on two PFDs (CAT III DH)	00008378.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATI IIDH		Red "ATT" Flag on one PFD (CAT III DH)	00008379.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATI IIDH		Amber "CHECK HDG" on two NDs and on two PFDs (CAT III DH)	00008380.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATI IIDH		Red "HDG" Flag on one ND and one PFD (CAT III DH)	00008383.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATI IIDH		Red "SPD" Flag on one PFD (CAT III DH)	00008384.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATI IIDH		"AP OFF" Warnings (CAT III DH)	00008385.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIIIDH		Capability Decrease (except if due to A/THR loss) (CAT III DH).	00008386.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIIIDH		Total loss of A/THR ("CAT III" decreases to "CAT II") (CAT III DH)	00008387.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIIIDH		LOC or G/S Excessive Deviation on PFD (CAT III DH)	00008388.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIIIDH		"AUTOLAND" Light (CAT III DH)	00008389.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIIIDH		No "LAND" at 350 ft (CAT III DH)	00008390.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIIIDH		Incorrect Selected Course at 350 ft > 5 deg (CAT III DH)	00008391.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIIIDH		No "FLARE" at 30ft (CAT III DH)	00008392.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIIInoDH		Multiple Failures or Warnings (CAT III no DH)	00008395.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIIInoDH		Failure Leading SLATS/FLAPS less than CONF 3 (CAT III no DH)	00008393.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIII no DH		Nosewheel Steering Failure (CAT III no DH)	00008396.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIII no DH		Antiskid Failure (CAT III no DH)	00008397.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIII no DH		Alpha Floor Activation (CAT III no DH)	00008398.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIII no DH		One Engine Failure (CAT III no DH)	00008399.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIII no DH		Autocallout RA Failure (CAT III no DH)	00008400.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIII no DH		Red "RA" (Radio Altimeter) Flag on two PFDs (CAT III no DH)	00008401.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIII no DH		Amber "CHECK ATT" on two PFDs (CAT III no DH)	00008402.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIII no DH		Red "ATT" on one PFD (CAT III no DH)	00008403.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CATIII no DH		Amber "CHECK HDG" on two NDs and two PFDs (CAT III no DH)	00008404.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	ABN-22-CATIII no DH		Red "HDG" on one ND and one PFD (CAT III no DH)	00008405.0001001	26 NOV 09
Approval reference: 10059726			Approved by EASA		
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	ABN-22-CATIII no DH		Red "SPD" on one PFD (CAT III no DH)	00008406.0001001	26 NOV 09
Approval reference: 10059726			Approved by EASA		
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	ABN-22-CATIII no DH		"AP OFF" Warnings (CAT III no DH)	00008407.0001001	26 NOV 09
Approval reference: 10059726			Approved by EASA		
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	ABN-22-CATIII no DH		Capability Decrease (except if due to A/THR loss) (CAT III no DH)	00008408.0001001	26 NOV 09
Approval reference: 10059726			Approved by EASA		
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	ABN-22-CATIII no DH		Total Loss of A/THR ("CAT III" decrease to "CAT II") (CAT III no DH)	00008409.0001001	26 NOV 09
Approval reference: 10059726			Approved by EASA		
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	ABN-22-CATIII no DH		LOC or G/S Excessive Deviation on PFD (CAT III no DH)	00008410.0001001	26 NOV 09
Approval reference: 10059726			Approved by EASA		
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	ABN-22-CATIII no DH		"AUTOLAND" Light (CAT III no DH)	00008411.0001001	26 NOV 09
Approval reference: 10059726			Approved by EASA		
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	ABN-22-CATIII no DH		NO "LAND" at 350 ft (CAT III no DH)	00008412.0001001	26 NOV 09
Approval reference: 10059726			Approved by EASA		
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	ABN-22-CATIII no DH		Incorrect Selected Course at 350 ft >5 deg (CAT III no DH)	00008413.0001001	26 NOV 09
Approval reference: 10059726			Approved by EASA		
Criteria: A330					

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-22-CAT III no DH	No "FLARE" at 30 ft (CAT III no DH)		00008414.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-24	ELEC - AC BUS 1 FAULT		00005681.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
E	Applicable to: MSN 1448, 1534				
N	ABN-24	ELEC - AC BUS 1 FAULT		00005681.0002001	05 JAN 17
	Approval reference: G01M16014405		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (330-200F and 204449)				
	Applicable to: MSN 1368, 1380, 1428				
	ABN-24	ELEC - AC BUS 2 FAULT		00005682.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
E	Applicable to: MSN 1448, 1534				
N	ABN-24	ELEC - AC BUS 2 FAULT		00005682.0002001	05 JAN 17
	Approval reference: G01M16014405		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (330-200F and 204449)				
	Applicable to: MSN 1368, 1380, 1428				
	ABN-24	ELEC - AC ESS BUS FAULT		00005685.0002001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and ((47524 or 50616) and (51790 or 54786)))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-24	ELEC - DC BUS 2 FAULT		00005686.0002001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and 49632)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-24	ELEC - DC BUS 1+2 FAULT		00005687.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-300 or (330-200F and 58623))				
E	Applicable to: MSN 1448, 1534				
	ABN-24	ELEC - DC ESS BUS FAULT		00005688.0002001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and 49632)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-24	ELEC - DC ESS BUS SHED		00005689.0003001	16 APR 10
	Approval reference: 10059726		Approved by EASA		

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	Criteria: 330-200F Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL - FLAPS FAULT	00005412.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL - FLAPS LOCKED	00005122.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
E	Criteria: A330 Applicable to: MSN 1448, 1534				
N	ABN-27		F/CTL - FLAPS LOCKED	00005122.0002001	05 JAN 17
	Approval reference: G01M16014405 Approved by Airbus under the authority of DOA ref. EASA. 21J.031				
	Criteria: (A330 and 204449) Applicable to: MSN 1368, 1380, 1428				
	ABN-27		F/CTL - SLATS FAULT	00005417.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL - SLATS LOCKED	00005124.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		Approach Speed Increment and Landing Distance Correction	00005123.0001001	19 JUN 13
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		Performance Limitation for Landing in Clean Configuration	00005418.0004001	02 JUL 10
	Approval reference: 10059726 Approved by EASA				
	Criteria: (330-200 or 330-200F) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL - SPD BRK DISAGREE	00005421.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL RUDDER TRIM RUNAWAY	00005422.0003001	16 APR 10
	Approval reference: 10059726 Approved by EASA				
	Criteria: ((330-301 or 330-302 or 330-303 or 330-323 or 330-343 or 330-200 or 330-200F) and ((49193 or 54786) and (51802 or 51805 or 51806)))				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL RUDDER JAM	00005423.0002001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: ((330-301 or 330-302 or 330-303 or 330-323 or 330-343 or 330-200 or 330-200F) and (51802 or 51805 or 51806))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL - RUD NORM CTL FAULT	00008583.0002001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: ((330-301 or 330-302 or 330-303 or 330-323 or 330-343 or 330-200 or 330-200F) and ((51790 or 54786) and (51802 or 51805 or 51806)))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL - RUDDER FAULT	00008594.0002001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: ((330-301 or 330-302 or 330-303 or 330-323 or 330-343 or 330-200 or 330-200F) and ((56551 or 56729) and (51802 or 51805 or 51806)))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL RUD PEDAL FAULT	00008595.0001001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: ((330-301 or 330-302 or 330-303 or 330-323 or 330-343 or 330-200 or 330-200F) and ((49193 or 51790 or 54786) and (51802 or 51805 or 51806)))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL - SPLR FAULT	00005127.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL - GND SPLR FAULT	00005424.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL - L(R) ELEV FAULT	00005425.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL - ELEV REDUND LOST	00005426.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
E	Applicable to: MSN 1448, 1534				
N	ABN-27		F/CTL - ELEV REDUND LOST	00005426.0002001	09 JAN 17
	Approval reference: 10060569		Approved by EASA		
	Criteria: ((330-200 and 204817) or (A330 and 204449))				
	Applicable to: MSN 1368, 1380, 1428				

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	ABN-27		F/CTL - FCDC 1+2 FAULT	00005428.0002001	16 APR 10
			Approval reference: 10059726	Approved by EASA	
	Criteria: ((330-301 or 330-302 or 330-303 or 330-323 or 330-343 or 330-200 or 330-200F) and ((49193 or 54786) and (51802 or 51805 or 51806)))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL - PRIM FAULT	00005430.0001001	19 JUN 13
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL - STAB CTL FAULT	00005221.0001001	19 JUN 13
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL - ALTN LAW (PROT LOST)	00005125.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-27		F/CTL - DIRECT LAW (PROT LOST)	00005126.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
N	ABN-28		FUEL - CTR TK XFR FAULT	00020386.0001001	09 JAN 17
			Approval reference: 10060569	Approved by EASA	
	Criteria: ((330-200 and 204817) or (A330 and 204449))				
	Applicable to: MSN 1368, 1380, 1428				
	ABN-28		FUEL - CELL NOT FULL	00010060.0001001	02 JUL 10
			Approval reference: 10059726	Approved by EASA	
	Criteria: (A330 and (200004 and 58751))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-28		FUEL - FUEL LO TEMP	00005388.0002001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: (A330 and (55191 or 55982))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-28		FUEL - APU AFT PUMP FAULT	00005390.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-28		FUEL - ABNORM MAN FWD XFR	00005391.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	ABN-28		FUEL - WING X FEED FAULT	00005392.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-28		FUEL - L (R) WING PUMPS LO PR	00005393.0003001	02 JUL 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and (201430 or 58751))				
	Applicable to: MSN 1448				
	ABN-28		FUEL - L (R) WING PUMPS LO PR	00005393.0004001	25 JUL 14
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and 202363)				
E	Applicable to: MSN 1534				
N	ABN-28		FUEL - L (R) WING PUMPS LO PR	00005393.0006001	05 JAN 17
	Approval reference: G01M16014405		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (A330 and 204449)				
	Applicable to: MSN 1368, 1380, 1428				
	ABN-28		FUEL IMBALANCE	00005132.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-28		FUEL GRAVITY FEEDING	00005133.0002001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-28		FUEL - ENG FEEDLINE BURST	00009200.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and (56551 or 56729))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-28		FUEL - L (R) WING TK LO LVL	00015261.0005001	25 JUL 14
	Approval reference: 10059726		Approved by EASA		
	Criteria: ((330-300 and 200590) or (330-200F and (200590 and 58623)))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-28		FUEL - L+R WING TK LO LVL	00005395.0003001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: ((330-300 and 56729) or (330-200F and (56729 and 58623)))				
E	Applicable to: MSN 1448, 1534				
N	ABN-28		FUEL - L+R WING TK LO LVL	00005395.0007001	20 FEB 17
	Approval reference: FM1700474		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: ((330-300 and 204449) or (330-200F and (58623 and 204449)))				

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	Applicable to: MSN 1368, 1380, 1428				
R	ABN-28		FUEL - FCMC 1+2 FAULT	00005396.0001001	20 FEB 17
	Approval reference: FM1700474		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (330-300 or (330-200F and 58623))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-28		FUEL - OUTR TO INR FAULT	00005397.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-300 or (330-200F and 58623))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-28		FUEL - T TANK XFR FAULT	00005398.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-300 or (330-200F and 58623))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-28		TRIM TANK FUEL UNUSABLE	00005135.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-300 or (330-200F and 58623))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-28		FUEL LEAK	00005134.0004001	28 FEB 11
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-200F and 58623)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-28		FUEL LOSS REDUCTION PROCEDURE	00005136.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-300 or (330-200F and 58623))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-29		HYD - G SYS LEAK	00005690.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-29		HYD - RSVR LO AIR PR	00005729.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-29		HYD - RSVR OVHT	00005730.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-29		HYD - RSVR LO LVL	00005731.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				

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M ⁽⁷⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-29		HYD - G SYS LO PR	00005130.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-29		HYD - B SYS LO PR	00005118.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-29		HYD - Y SYS LO PR	00005119.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-30		A.ICE - L INR (R INR) (L OUTR) (R OUTR) WING LO PR	00005406.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-30		A.ICE - WING VLVE NOT OPEN	00005407.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-30		A.ICE - ENG VALVE CLOSED	00005408.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-30		A.ICE - WAI SYS FAULT or OFF	00005120.0002001	20 DEC 16
	Approval reference: G01M16014101		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (A330 and 58751)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-30		A.ICE - L (R) (L INR) (R INR) (L OUTR) (R OUTR) WING OPEN	00005409.0002001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and 200590)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-30		A.ICE - CAPT (F/O) (STBY) PITOT (AOA) (L STAT) (R STAT) HEAT FAULT	00005410.0003001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and (51790 or 54786))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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	ABN-30		A.ICE - CAPT (F/O) (STBY) PROBES HEAT FAULT	00005411.0003001	26 NOV 09
Approval reference: 10059726 Approved by EASA Criteria: (A330 and (51790 or 54786)) Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	ABN-30		DOUBLE AOA (STAT) (PITOT) HEAT FAULT	00005413.0001001	26 NOV 09
Approval reference: 10059726 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	ABN-30		A.ICE - CAPT + F/O (CAPT + STBY) (F/O + STBY) PITOT HEAT FAULT	00008717.0002001	26 NOV 09
Approval reference: 10059726 Approved by EASA Criteria: (A330 and (51790 or 54786)) Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	ABN-30		A.ICE - ALL PITOT HEAT FAULT	00008718.0002001	26 NOV 09
Approval reference: 10059726 Approved by EASA Criteria: (A330 and (51790 or 54786)) Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	ABN-31	x	DISPLAY UNIT FAILURE	00014121.0001001	01 MAR 13
Approval reference: 10043877 Approved by EASA Criteria: (A330 and 200024) Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: 00005415 DISPLAY UNIT FAILURE</i>					
	ABN-31		DISPLAY UNIT FAILURE	00005415.0002001	26 NOV 09
Approval reference: 10059726 Approved by EASA Criteria: (A330 and (47524 or 50616)) Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted by TDU: 00014121 DISPLAY UNIT FAILURE</i>					
	ABN-31		FWS - SDAC 1+2 FAULT	00005416.0001001	26 NOV 09
Approval reference: 10059726 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	ABN-32		L/G GRAVITY EXTENSION	00005129.0001001	19 JUN 13
Approval reference: 10059726 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	ABN-32		BRAKES - ANTI SKID FAULT or A/SKID N/W/S OFF	00005131.0001001	19 JUN 13
Approval reference: 10059726 Approved by EASA Criteria: A330					

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-32		BRAKES - BRAKES HOT	00005376.0002001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and 49632)				
	Applicable to: MSN 1448				
	ABN-32		BRAKES - BRAKES HOT	00005376.0003001	25 JUL 14
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and 202363)				
	Applicable to: MSN 1368, 1380, 1428, 1534				
	ABN-32		AUTOBRAKE	00005378.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-32		BRAKES - RELEASED	00005379.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-32		L/G - LGCIU FAULT	00005380.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-32		L/G - LGCIU 1 + 2 FAULT	00005381.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-32		L/G - DOORS NOT CLOSED	00005382.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-32		BRAKES - RESIDUAL BRAKING	00008647.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and (51790 or 54786))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-32		L/G - GEAR NOT UNLOCKED	00005384.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-32		L/G - RETRACTION FAULT	00005385.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	ABN-32		L/G - GEAR UPLOCK FAULT	00005386.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-32		L/G - L(R) LENGTHENING FAULT	00005387.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-34		NAV - RA 1+2 FAULT	00014755.0002001	25 JUL 14
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and 202363)				
	Applicable to: MSN 1368, 1380, 1428, 1534				
	ABN-34		NAV - RA 1+2 (1) (2) FAULT	00005399.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
E	Criteria: A330				
	Applicable to: MSN 1448				
	ABN-34		NAV - IR 1 (2) (3) FAULT	00005400.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
E	Criteria: A330				
	Applicable to: MSN 1448, 1534				
N	ABN-34		NAV - IR 1 (2) (3) FAULT	00005400.0003001	05 JAN 17
	Approval reference: G01M16014405		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (A330 and 204449)				
	Applicable to: MSN 1368, 1380, 1428				
	ABN-34		NAV - IR 1+2 (2+3) (1+3) FAULT	00005401.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
E	Criteria: A330				
	Applicable to: MSN 1448, 1534				
N	ABN-34		NAV - IR 1+2 (2+3) (1+3) FAULT	00005401.0003001	05 JAN 17
	Approval reference: G01M16014405		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (A330 and 204449)				
	Applicable to: MSN 1368, 1380, 1428				
	ABN-34		NAV - IR DISAGREE	00008668.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and (49193 or 55982))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-34		NAV - ADR 1 (2) (3) FAULT	00005402.0002001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and (51790 or 54786))				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
R	ABN-34		NAV - ADR 1+2 FAULT	00005403.0002001	20 FEB 17
	Approval reference: FM1700474		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (A330 and (51790 or 54786)) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
R	ABN-34		NAV - ADR 1+3 (2+3) FAULT	00005404.0002001	20 FEB 17
	Approval reference: FM1700474		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (A330 and (51790 or 54786)) Applicable to: MSN 1448, 1534				
E					
N	ABN-34		NAV - ADR 1+3 (2+3) FAULT	00005404.0003001	05 JAN 17
	Approval reference: G01M16014405		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (A330 and 204449) Applicable to: MSN 1368, 1380, 1428				
R	ABN-34		NAV - ADR DISAGREE	00008712.0001001	20 FEB 17
	Approval reference: FM1700474		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (A330 and (49193 or 54786)) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-34		UNRELIABLE AIRSPEED INDICATION	00005138.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-36		AIR - ENG BLEED FAULT	00005117.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1448, 1534				
E					
N	ABN-36		AIR - ENG BLEED FAULT	00005117.0002001	05 JAN 17
	Approval reference: G01M16014405		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (A330 and 204449) Applicable to: MSN 1368, 1380, 1428				
	ABN-36		AIR - ENG 1+2 BLEED FAULT	00015227.0001001	25 JUL 14
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and 202363) Applicable to: MSN 1534				
E					
N	ABN-36		AIR - ENG 1+2 BLEED FAULT	00015227.0002001	09 JAN 17
	Approval reference: 10060569		Approved by EASA		
	Criteria: ((330-200 and 204817) or (A330 and 204449))				

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	Applicable to: MSN 1368, 1380, 1428				
	ABN-36		AIR - X BLEED FAULT	00005695.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-36		AIR - BLEED LO TEMP	00005696.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-36		AIR - L (R) WING LEAK	00005697.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
E	Applicable to: MSN 1448, 1534				
N	ABN-36		AIR - L (R) WING LEAK	00005697.0002001	05 JAN 17
	Approval reference: G01M16014405		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (A330 and 204449)				
	Applicable to: MSN 1368, 1380, 1428				
	ABN-36		AIR - ENG BLEED LEAK	00005698.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
E	Applicable to: MSN 1448, 1534				
N	ABN-36		AIR - ENG BLEED LEAK	00005698.0002001	05 JAN 17
	Approval reference: G01M16014405		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (A330 and 204449)				
	Applicable to: MSN 1368, 1380, 1428				
	ABN-36		AIR - APU BLEED LEAK	00005699.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and (51790 or 54786))				
E	Applicable to: MSN 1448, 1534				
N	ABN-36		AIR - APU BLEED LEAK	00005699.0002001	05 JAN 17
	Approval reference: G01M16014405		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (A330 and 204449)				
	Applicable to: MSN 1368, 1380, 1428				
	ABN-52		DOOR - FWD CABIN	00010453.0001001	28 FEB 11
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
E	Applicable to: MSN 1448, 1534				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
N	ABN-52		DOOR - FWD CABIN	00010453.0002001	09 JAN 17
			Approval reference: 10060569	Approved by EASA	
	Criteria: ((330-200 and 204817) or (A330 and 204449))				
	Applicable to: MSN 1368, 1380, 1428				
	ABN-52		DOOR - MAIN CARGO	00010451.0001001	28 FEB 11
			Approval reference: 10059726	Approved by EASA	
	Criteria: 330-200F				
E	Applicable to: MSN 1448, 1534				
N	ABN-52		DOOR - MAIN CARGO	00010451.0002001	05 JAN 17
			Approval reference: G01M16014405	Approved by Airbus under the authority of DOA ref. EASA. 21J.031	
	Criteria: (330-200F and 204449)				
	Applicable to: MSN 1368, 1380, 1428				
	ABN-52		DOOR - LOWER CARGO (AFT or FWD)	00010450.0001001	28 FEB 11
			Approval reference: 10059726	Approved by EASA	
	Criteria: 330-200F				
E	Applicable to: MSN 1448, 1534				
N	ABN-52		DOOR - LOWER CARGO (AFT or FWD)	00010450.0002001	05 JAN 17
			Approval reference: G01M16014405	Approved by Airbus under the authority of DOA ref. EASA. 21J.031	
	Criteria: (330-200F and 204449)				
	Applicable to: MSN 1368, 1380, 1428				
	ABN-52		DOOR - AVIONIC or BULK CARGO	00010449.0001001	28 FEB 11
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
E	Applicable to: MSN 1448, 1534				
N	ABN-52		DOOR - AVIONIC or BULK CARGO	00010449.0002001	09 JAN 17
			Approval reference: 10060569	Approved by EASA	
	Criteria: ((330-200 and 204817) or (A330 and 204449))				
	Applicable to: MSN 1368, 1380, 1428				
	ABN-70		ENG - FAIL	00005265.0006001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: (((330-243 or 330-341 or 330-342 or 330-343) and 49632) or ((330-243 or 330-243F or 330-341 or 330-342 or 330-343) and (56551 or 56729)))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
R	ABN-70		ENG - SHUTDOWN	00005267.0002001	20 FEB 17
			Approval reference: FM1700474	Approved by Airbus under the authority of DOA ref. EASA. 21J.031	
	Criteria: (A330 and (56551 or 56729))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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	ABN-70		ENG - REV UNLOCKED	00005368.0002001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and 49632)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
R	ABN-70		ENG - REV PRESSURIZED	00005359.0001001	20 FEB 17
	Approval reference: FM1700474		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-70		ENG - FADEC FAULT	00005360.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-70		ENG - FADEC OVHT	00005361.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-70		ENG - EPR MODE FAULT	00008553.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-223 or 330-223F or 330-243 or 330-243F or 330-321 or 330-322 or 330-323 or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-70		ENG - OIL HI TEMP	00005362.0002001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-70		ENG - EGT OVERLIMIT	00005363.0001001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-201 or 330-202 or 330-203 or 330-243 or 330-243F or 330-301 or 330-302 or 330-303 or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
R	ABN-70		ENG - THR LEVER FAULT	00005364.0001001	20 FEB 17
	Approval reference: FM1700474		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
R	ABN-70		ENG - THR LEVER DISAGREE	00005365.0002001	20 FEB 17
	Approval reference: FM1700474		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (A330 and 49632)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	ABN-70		ENG RELIGHT IN FLIGHT	00005116.0002001	25 JUL 14
			Approval reference: 10059726	Approved by EASA	
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-70		ENG - XWIND PROT FAULT	00008560.0001001	16 APR 10
			Approval reference: 10059726	Approved by EASA	
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-70		ENG - START VALVE FAULT (NOT CLOSED)	00005369.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-70		ENG - START VALVE FAULT (NOT OPEN)	00005370.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-70		ENG - THRUST LIMITED	00013096.0001001	28 FEB 11
			Approval reference: 10059726	Approved by EASA	
	Criteria: (((330-243 or 330-341 or 330-342 or 330-343) and 58751) or 330-243F)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-90		TAIL STRIKE	00009202.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
E	Applicable to: MSN 1448, 1534				
N	ABN-90		TAIL STRIKE	00009202.0002001	09 JAN 17
			Approval reference: 10060569	Approved by EASA	
	Criteria: ((330-200 and 204817) or (A330 and 204449))				
	Applicable to: MSN 1368, 1380, 1428				
	ABN-90		OVERWEIGHT LANDING	00005383.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-90		REJECTED TAKEOFF WITH ALL ENGINES OPERATIVE	00005389.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	ABN-90		BOMB ON BOARD	00005596.0004001	28 FEB 11
			Approval reference: 10059726	Approved by EASA	

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	Criteria: 330-200F Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-GEN		Introduction	00005798.0001001	28 FEB 11
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-PFLT		Batteries	00005799.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-PFLT		ECAM Alerts	00005800.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-PFLT		Cockpit Door	00005801.0002002	04 MAY 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: 330-200F Specific to: FAA Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-TO		Takeoff Procedure	00005804.0004001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: ((330-243 or 330-243F or 330-341 or 330-342 or 330-343) and 46874) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-FLT		Buffet Onset	00005806.0001001	02 JUL 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-FLT		Severe Turbulence	00005809.0002001	16 NOV 16
	Approval reference: G01FM1605798		Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	Criteria: (330-200 or 330-200F) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-LDG		Normal Landing	00005810.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-LDG		Balked Landing (All Engines Operating)	00005811.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	NORM-LDG		Reverse Thrust	00005812.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-LDG		Autobrake	00005813.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-22-CONF		AP/FD, Speed Modes, Autothrust	00008431.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-22-CONF		Takeoff	00008432.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-22-CONF		Climb, Cruise, Descent	00008433.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-22-CONF		Non Precision Approach	00008434.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-22-CONF		CAT I ILS Approach	00008435.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-22-CONF		CAT II ILS Approach	00008436.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-22-CONF		CAT I/III ILS Approach and Automatic Landing	00008437.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-22-CONF		Go-Around	00008438.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	NORM-22-CONF		Altitude Loss After Automatic Go-Around Initiation	00005821.0001001	26 NOV 09
Approval reference: 10059726 Approved by EASA					
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	NORM-22-CONF		Maximum Encountered Wind During Flight Tests (CAT II or Cat III)	00008272.0001001	26 NOV 09
Approval reference: 10059726 Approved by EASA					
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	NORM-22-NPA		General	00008439.0001001	19 JUN 13
Approval reference: 10059726 Approved by EASA					
Criteria: (330-200 or 330-300)					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	NORM-22-NPA		Instrument Approach Using NAV Mode or FINAL APP Mode	00008445.0007001	19 JUN 13
Approval reference: 10059726 Approved by EASA					
Criteria: (A330 and ((44308 or 44339 or 46572 or 46893) and 200309))					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	NORM-22-PA		CAT II and CAT III Approach and/or Automatic Landing	00008441.0001001	28 FEB 11
Approval reference: 10059726 Approved by EASA					
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
R	NORM-22-PA		Required Equipment for CAT II and CAT III Approach and Landing	00008444.0002001	28 FEB 17
Approval reference: LR03D17006026 Approved by Airbus under the authority of DOA ref. EASA. 21J.031					
Criteria: ((330-301 or 330-302 or 330-303 or 330-323 or 330-343 or 330-200 or 330-200F) and (51802 or 51805 or 51806))					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	NORM-23		Communications	00005817.0001001	26 NOV 09
Approval reference: 10059726 Approved by EASA					
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	NORM-28		Fuel System	00008270.0002001	16 APR 10
Approval reference: 10059726 Approved by EASA					
Criteria: (330-201 or 330-202 or 330-203 or 330-243 or 330-243F)					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	NORM-30		Operations in Icing Conditions	00005814.0001001	19 JUN 13
Approval reference: 10059726 Approved by EASA					

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	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-30		Ground Ice Shedding Procedure	00008271.0001001	19 JUN 13
	Approval reference: 10059726 Approved by EASA				
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-30		Rain Repellent (If Activated)	00005816.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-34		Ground Proximity Warning System (GPWS)	00005818.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-34		Inertial Reference System (IRS)	00005819.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-34		Integrated Standby Instrument System (ISIS)	00005820.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: (A330 and 47244) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-34		Windshear Warning and Guidance System	00005824.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-34		Traffic Alert and Collision Avoidance System (TCAS)	00008285.0004001	19 JUN 13
	Approval reference: 10059726 Approved by EASA				
	Criteria: (A330 and (57609 or 58449)) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-34		Reduced Vertical Separation Minimum (RVSM)	00005825.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: (A330 and 43537) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	NORM-49		Auxiliary Power Unit (APU)	00005815.0002001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				

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	Criteria: (A330 and 52536) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-GEN		Introduction	00005827.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-GEN		Aircraft Configuration	00005829.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-GEN		Maximum Demonstrated Crosswind at Takeoff and Landing	00005830.0004001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: ((330-243 or 330-243F) and 51802) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-CAL-TO		Speed Corrections in Ground Effect	00005832.0002001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-200 or 330-200F) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-CAL-TO		Speed Corrections out of Ground Effect	00008442.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-CAL-TO		Altitude Corrections	00008443.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-CAL-CRU		Speed and Mach Corrections	00005836.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-CAL-CRU		Altitude Corrections	00005837.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-CAL-LDG		Speed Corrections	00005839.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-CAL-LDG		Altitude Corrections	00005840.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-TO		Speeds Definitions	00005845.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-TO		Distances Definitions	00005846.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-TO		Takeoff Performance	00005847.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-TO		Takeoff Flight Path	00005848.0001001	02 JUL 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-FLT		In-Flight Performance	00008394.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-LDG		Approach Climb and Landing Climb	00005164.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-LDG		Approach and Landing Speeds Definition	00005852.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-LDG		Landing Distance Definitions	00005853.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-LDG		Landing Performance	00005854.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-LDG		Autoland Landing Distance Increment	00009381.0001001	02 JUL 10
	Approval reference: 10059726		Approved by EASA		

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	Criteria: (330-243 or 330-243F) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-OCTO	x	General	00019768.0001001	09 AUG 16
	Approval reference: 10059075 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: NONE</i>				
	PERF-OCTO		Performance Database	00005244.0049001	25 JUL 14
	Approval reference: 10059726 Approved by EASA				
	Criteria: 330-243F Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-OCTO	x	Complementary Performance Data File	00019769.0001001	09 AUG 16
	Approval reference: 10059075 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: NONE</i>				
	PERF-ENG		Engine Management Takeoff Thrust	00005841.0007001	16 APR 10
	Approval reference: 10059726 Approved by EASA				
	Criteria: ((330-243 or 330-243F or 330-343) and 55212) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-ENG		Engine Management Maximum Continuous Thrust	00005842.0005001	16 APR 10
	Approval reference: 10059726 Approved by EASA				
	Criteria: (330-243 or 330-243F or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	PERF-ENG		Engine Management Go-Around Thrust	00005843.0005001	16 APR 10
	Approval reference: 10059726 Approved by EASA				
	Criteria: (330-243 or 330-243F or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-NOI		General	00005206.0002002	18 NOV 13
	Approval reference: 10059726 Approved by EASA				
	Criteria: (330-223 or 330-243 or 330-321 or 330-322 or 330-323 or 330-341 or 330-342 or 330-343 or 330-200F) Specific to: FAA Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-NOI		External Noise	00008555.0037001	25 JUL 14
	Approval reference: 10059726 Approved by EASA				
	Criteria: 330-243F Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-INOP		General	00005139.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-INOP		Performance	00005537.0002001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-ETOPS		General	00005538.0005002	18 NOV 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: 330-200F				
	Specific to: FAA				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-ETOPS		Limitations	00005539.0006002	18 NOV 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: 330-200F				
	Specific to: FAA				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-ETOPS		Procedures	00005541.0001002	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Specific to: FAA				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-ETOPS		Performance	00005542.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-N1-GEN		General	00005564.0001001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: ((330-223 or 330-223F or 330-321 or 330-322 or 330-323 or 330-341 or 330-342) or ((330-243 or 330-243F or 330-343) and 46874))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-N1-LIM		Limitations	00005565.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: ((330-223 or 330-223F or 330-321 or 330-322 or 330-323 or 330-341 or 330-342) or ((330-243 or 330-243F or 330-343) and 46874))				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-N1-NORM		Takeoff Procedure	00005566.0003001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: ((330-243 or 330-243F or 330-341 or 330-342 or 330-343) and 46874)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-N1-PERF		Performance	00005567.0001001	16 APR 10
	Approval reference: 10059726		Approved by EASA		

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	Criteria: ((330-223 or 330-223F or 330-321 or 330-322 or 330-323 or 330-341 or 330-342) or ((330-243 or 330-243F or 330-343) and 46874)) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-N1-PERF		Engine Management Takeoff Thrust	00005568.0003001	16 APR 10
	Approval reference: 10059726 Approved by EASA				
	Criteria: (330-243 or 330-243F or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-N1-PERF		Engine Management Maximum Continuous Thrust	00005569.0003001	16 APR 10
	Approval reference: 10059726 Approved by EASA				
	Criteria: (330-243 or 330-243F or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-N1-PERF		Engine Management Go-Around Thrust	00005570.0003001	16 APR 10
	Approval reference: 10059726 Approved by EASA				
	Criteria: (330-243 or 330-243F or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-N1-APP		Appendices and Supplements	00005571.0001001	16 APR 10
	Approval reference: 10059726 Approved by EASA				
	Criteria: ((330-223 or 330-223F or 330-321 or 330-322 or 330-323 or 330-341 or 330-342) or ((330-243 or 330-243F or 330-343) and 46874)) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	APP-TAWS		General	00005590.0001001	25 JUL 14
	Approval reference: 10059726 Approved by EASA				
	Criteria: (A330 and (46324 or 52992 or 53919 or 58449)) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-GEN-INTR	x	Introduction	00017267.0001001	22 MAR 16
	Approval reference: 10057334 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: 00008851 Introduction</i>				
	MCDL-GEN-INTR		Introduction	00008851.0001001	19 JUN 13
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted by TDU: 00017267 Introduction</i>				
	MCDL-GEN-LIM		Limitations	00008852.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-GEN-PERF		Performance Determination Method	00008853.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-GEN-PERF		Performance Penalties Published in the Airplane Flight Manual MCDL Chapter	00008854.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-GEN-PERF		Performance Penalties Calculated with AFM_OCTO Software	00008855.0001001	19 JUN 13
	Approval reference: 10059726 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-21-01		Ram Air Inlet Flap	00009315.0001001	19 JUN 13
	Approval reference: 10059726 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-21-01		Illustration Ram Air Inlet Flap	00009316.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-21-02		Ram Air Outlet Flap	00009317.0001001	19 JUN 13
	Approval reference: 10059726 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-21-02		Illustration Ram Air Outlet Flap	00009318.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-23-01	x	Static Discharger	00016527.0001001	04 APR 16
	Approval reference: 10057663 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: 00008858 Static Discharger</i>				
	MCDL-23-01		Static Discharger	00008858.0001001	19 JUN 13
	Approval reference: 10059726 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted by TDU: 00016527 Static Discharger</i>				
	MCDL-23-01		Illustration Static Discharger	00008859.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-02		Slat Track Closing Plate	00008862.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				

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	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-02		Illustration Slat Track Closing Plate	00008863.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-03		Rubber Seal under Slats	00008864.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-03		Illustration Rubber Seal under Slats	00008865.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-04		Aileron Rubber Seal	00008866.0001001	25 JUL 14
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-04		Illustration Aileron Rubber Seal	00008867.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-05		Aileron Servo Actuator Fairing	00008868.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-05		Illustration Aileron Servo Actuator Fairing	00008869.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-06		Slat End Blade Seal	00008870.0001001	25 JUL 14
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-06		Illustration Slat End Blade Seal	00008871.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-07		Flap Blade Seal and Triangular Cushion Seal	00008873.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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	MCDL-27-07		Illustration Flap Blade Seal and Triangular Cushion Seal	00008875.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-08		Slat End Filling	00008877.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-08		Illustration Slat End Filling	00008878.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-10		Inner Aileron Seal (Upper and Lower)	00008880.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-10		Illustration Inner Aileron Seal (Upper and Lower)	00008881.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-11		Inner Aileron Large Seal	00008882.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-27-11		Illustration Inner Aileron Large Seal	00008883.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-28-01		Refuel/Defuel Coupling Cap	00009002.0002001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (A330 and 40176) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-28-01		Illustration Refuel/Defuel Coupling Cap	00009003.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-28-02		Refuel/Defuel Control Panel Access Door on Belly Fairing	00009004.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-28-02		Illustration Refuel/Defuel Control Panel Access Door on Belly Fairing	00009005.0001001	26 NOV 09
	Criteria: A330				

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Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-28-04	x	Fuel Pump Fairing	00017268.0001001	22 MAR 16
Approval reference: 10057334			Approved by EASA		
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
<i>Impacted DU: 00009011 Fuel Pump Fairing</i>					
	MCDL-28-04		Fuel Pump Fairing	00009011.0001001	19 JUN 13
Approval reference: 10059726			Approved by EASA		
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
<i>Impacted by TDU: 00017268 Fuel Pump Fairing</i>					
	MCDL-28-04		Illustration Fuel Pump Fairing	00009012.0001001	26 NOV 09
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-29-01		Ground Green Hydraulic Connection Access Door	00009022.0001001	26 NOV 09
Approval reference: 10059726			Approved by EASA		
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-29-01		Illustration Ground Green Hydraulic Connection Access Door	00009023.0001001	26 NOV 09
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-29-02		Ground Blue Hydraulic Connection Access Door	00009024.0001001	26 NOV 09
Approval reference: 10059726			Approved by EASA		
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-29-02		Illustration Ground Blue Hydraulic Connection Access Door	00009025.0001001	26 NOV 09
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-29-03		Ground Yellow Hydraulic Connection Access Door	00009026.0001001	26 NOV 09
Approval reference: 10059726			Approved by EASA		
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-29-03		Illustration Ground Yellow Hydraulic Connection Access Door	00009027.0001001	26 NOV 09
Criteria: A330					
Applicable to: MSN 1368, 1380, 1428, 1448, 1534					

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M ⁽⁷⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	MCDL-30-01		Icing Indicator	00009028.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-30-01		Illustration Icing Indicator	00009029.0001001	26 NOV 09
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-32-01		Center Landing Gear Door Ground Opening Access Door	00010871.0001001	02 JUL 10
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-32-01		Illustration Center Landing Gear Door Ground Opening Access Door	00010872.0001001	02 JUL 10
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-32-02		Main Landing Gear Door Seal	00009441.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-32-02		Illustration Main Landing Gear Door Seal	00009442.0001001	26 NOV 09
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-32-03		Main Landing Gear Leg Door and Hinged Door Rubber Seal	00009030.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-32-03		Illustration Main Landing Gear Leg Door and Hinged Door Rubber Seal	00009031.0001001	26 NOV 09
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-32-04		Nose Fitting Towing	00009032.0001001	19 JUN 13
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-32-04		Illustration Nose Fitting Towing	00009033.0001001	26 NOV 09
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-32-05		Nose Landing Gear Wheel Hubcap	00010862.0001001	19 JUN 13
			Approval reference: 10059726	Approved by EASA	

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Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-32-05		Illustration Nose Landing Gear Wheel Hubcap	00010863.0001001	02 JUL 10
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-32-06		Main Landing Gear Wheel Hubcap	00010879.0001001	19 JUN 13
Approval reference: 10059726 Approved by EASA					
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-32-06		Illustration Main Landing Gear Wheel Hubcap	00010880.0001001	02 JUL 10
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-32-08	x	Nose Landing Gear Door Seal	00016165.0001001	03 JUN 15
Approval reference: 10053530 Approved by EASA					
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: NONE</i>					
	MCDL-32-08	x	Illustration Nose Landing Gear Door Seal	00016166.0001001	03 JUN 15
Approval reference: 10053530 Approved by EASA					
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: NONE</i>					
	MCDL-33-01		Wing/Landing Light Glazing	00009035.0001001	19 JUN 13
Approval reference: 10059726 Approved by EASA					
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-33-01		Illustration Wing/Landing Light Glazing	00009036.0001001	26 NOV 09
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-33-02		Taxi/Takeoff Light	00009037.0001001	19 JUN 13
Approval reference: 10059726 Approved by EASA					
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-33-02		Illustration Taxi/Takeoff Light	00009038.0001001	26 NOV 09
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-33-03		Runway Turnoff Light	00009039.0001001	19 JUN 13
Approval reference: 10059726 Approved by EASA					

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-33-03		Illustration Runway Turnoff Light	00009040.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-33-04	x	Logo Light Lens	00017604.0001001	22 MAR 16
	Approval reference: 10057334		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: 00009041 Logo Light Lens</i>				
	MCDL-33-04		Logo Light Lens	00009041.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted by TDU: 00017604 Logo Light Lens</i>				
	MCDL-33-04		Illustration Logo Light Lens	00009042.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-33-05		Rear Navigation/Strobe Lights Glazing	00009043.0001001	28 FEB 11
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-33-05		Illustration Rear Navigation/Strobe Lights Glazing	00009044.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-33-06		Upper Anti-Collision (Beacon) Light Cover	00009046.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-33-06		Illustration Upper Anti-Collision (Beacon) Light Cover	00009047.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-33-07		Lower Anti-Collision (Beacon) Light Cover	00009048.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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	MCDL-33-07		Illustration Lower Anti-Collision (Beacon) Light Cover	00009049.0001001	26 NOV 09
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-51-02		Passenger Door Scuff Plate	00009052.0002001	16 APR 10
Approval reference: 10059726 Approved by EASA					
Criteria: 330-200F Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-51-02		Illustration Passenger Door Scuff Plate	00009053.0002001	16 APR 10
Criteria: 330-200F Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-51-03		Bulk Door Scuff Plate	00009054.0001001	26 NOV 09
Approval reference: 10059726 Approved by EASA					
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-51-03		Illustration Bulk Door Scuff Plate	00009055.0001001	26 NOV 09
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-51-04		Passenger Door Gutter	00009056.0002001	16 APR 10
Approval reference: 10059726 Approved by EASA					
Criteria: 330-200F Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-51-04		Illustration Passenger Door Gutter	00009057.0002001	16 APR 10
Criteria: 330-200F Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-52-02		Forward Cargo Loading Operation Control Panel Door	00009059.0001001	26 NOV 09
Approval reference: 10059726 Approved by EASA					
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-52-02		Illustration Forward Cargo Loading Operation Control Panel Door	00009060.0001001	26 NOV 09
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-52-03		Aft Cargo Door Control Panel Access Door	00009061.0001001	26 NOV 09
Approval reference: 10059726 Approved by EASA					
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	MCDL-52-03		Illustration Aft Cargo Door Control Panel Access Door	00009062.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-52-04		Aft Cargo Loading Operation Control Panel Door	00009063.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-52-04		Illustration Aft Cargo Loading Operation Control Panel Door	00009064.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-52-07		Potable Water Service Door	00009069.0002001	19 JUN 13
	Approval reference: 10059726 Approved by EASA				
	Criteria: 330-200F Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-52-07		Illustration Potable Water Service Door	00009070.0002001	19 JUN 13
	Criteria: 330-200F Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-52-08		Vacuum Toilet Service Door	00009071.0002001	19 JUN 13
	Approval reference: 10059726 Approved by EASA				
	Criteria: 330-200F Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-52-08		Illustration Vacuum Toilet Service Door	00009072.0002001	19 JUN 13
	Criteria: 330-200F Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-52-09	x	Fuel Center Tank Water Drain Access Door	00017605.0001001	22 MAR 16
	Approval reference: 10057334 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: 00009073 Fuel Center Tank Water Drain Access Door</i>				
	MCDL-52-09		Fuel Center Tank Water Drain Access Door	00009073.0001001	19 JUN 13
	Approval reference: 10059726 Approved by EASA				
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted by TDU: 00017605 Fuel Center Tank Water Drain Access Door</i>				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	MCDL-52-09		Illustration Fuel Center Tank Water Drain Access Door	00009074.0001001	26 NOV 09
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-52-10		Cargo Door Indicator Flag	00009075.0001001	19 JUN 13
Approval reference: 10059726 Approved by EASA					
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-52-10		Illustration Cargo Door Indicator Flag	00009076.0001001	26 NOV 09
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-52-11		Potable Water Forward Drain Panel Access Door	00009077.0001001	26 NOV 09
Approval reference: 10059726 Approved by EASA					
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-52-11		Illustration Potable Water Forward Drain Panel Access Door	00009078.0001001	26 NOV 09
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-52-12		Forward Cargo Door Access Cover Panel	00009079.0001001	26 NOV 09
Approval reference: 10059726 Approved by EASA					
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-52-12		Illustration Forward Cargo Door Access Cover Panel	00009080.0001001	28 JUN 16
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-52-13		Aft Cargo Door Access Cover Panel	00009081.0001001	26 NOV 09
Approval reference: 10059726 Approved by EASA					
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-52-13		Illustration Aft Cargo Door Access Cover Panel	00009082.0001001	28 JUN 16
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-52-14		Passenger Door and Emergency Exits Upper Cover Plate	00009083.0002001	28 FEB 11
Approval reference: 10059726 Approved by EASA					
Criteria: 330-200F					

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-52-14		Illustration Passenger Door and Emergency Exits Upper Cover Plate	00009084.0002001	12 SEP 11
	Criteria: 330-200F Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-53-01		"Dog House" Closing Panel	00009091.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-53-01		Illustration "Dog House" Closing Panel	00009092.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-53-02		Belly Fairing Sliding Panel	00009094.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-53-02		Illustration Belly Fairing Sliding Panel	00009095.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-53-03		Flap Valve Assy	00009097.0001001	28 FEB 11
	Approval reference: 10059726 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-53-03		Illustration Flap Valve Assy	00009098.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-53-04		Belly Fairing Seal	00009099.0001001	26 NOV 09
	Approval reference: 10059726 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-53-04		Illustration Belly Fairing Seal	00009100.0001001	26 NOV 09
	Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-54-03		Spring Plate	00009111.0001001	16 APR 10
	Approval reference: 10059726 Approved by EASA Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-54-03		Illustration Spring Plate	00009112.0001001	16 APR 10
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	MCDL-54-04		Pylon Access Panel	00009113.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-54-04		Illustration Pylon Access Panel	00009114.0001001	26 NOV 09
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-55-01	x	Slidelist of the Apron Fairing Parts	00015919.0001001	25 MAR 15
	Approval reference: 10052741		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	<i>Impacted DU: NONE</i>				
	MCDL-55-01	x	Illustration of Slidelist of the Apron Fairing Parts	00015920.0001001	25 MAR 15
	Approval reference: 10052741		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	<i>Impacted DU: NONE</i>				
	MCDL-57-01		Underwing Plug for Jacking Point	00009115.0001001	26 NOV 09
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-57-01		Illustration Underwing Plug for Jacking Point	00009116.0001001	26 NOV 09
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-57-02		Winglet	00009117.0002001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-201 or 330-202 or 330-203 or 330-223 or 330-243 or 330-302 or 330-303 or 330-323 or 330-343 or 330-200F)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-57-02		Illustration Winglet	00009118.0001001	26 NOV 09
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-57-04		Flap Track Fairing	00009119.0001001	25 JUL 14
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-57-04		Illustration Flap Track Fairing	00009120.0001001	26 NOV 09
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	MCDL-57-05	x	Access Panel to Slat Actuator Overtorque Indicator Flag	00017606.0001001	22 MAR 16
Approval reference: 10057334 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: 00009121 Access Panel to Slat Actuator Overtorque Indicator Flag</i>					
	MCDL-57-05		Access Panel to Slat Actuator Overtorque Indicator Flag	00009121.0001001	25 JUL 14
Approval reference: 10059726 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted by TDU: 00017606 Access Panel to Slat Actuator Overtorque Indicator Flag</i>					
	MCDL-57-05		Illustration Access Panel to Slat Actuator Overtorque Indicator Flag	00009122.0001001	02 JUL 10
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-57-07	x	Flap Track Fairing Cover	00017269.0001001	22 MAR 16
Approval reference: 10057334 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted DU: 00009123 Flap Track Fairing Cover</i>					
	MCDL-57-07		Flap Track Fairing Cover	00009123.0001001	19 JUN 13
Approval reference: 10059726 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534 <i>Impacted by TDU: 00017269 Flap Track Fairing Cover</i>					
	MCDL-57-07		Illustration Flap Track Fairing Cover	00009124.0001001	26 NOV 09
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-57-08		Flap to Movable Flap Track Fairing Seal	00009125.0001001	26 NOV 09
Approval reference: 10059726 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-57-08		Illustration Flap to Movable Flap Track Fairing Seal	00009126.0001001	26 NOV 09
Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-57-09	x	Cover on Flap Track Fixed Fairing	00017270.0001001	22 MAR 16
Approval reference: 10057334 Approved by EASA Criteria: A330 Applicable to: MSN 1368, 1380, 1428, 1448, 1534					

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	<i>Impacted DU: 00010877 Cover on Flap Track Fixed Fairing</i>				
	MCDL-57-09		Cover on Flap Track Fixed Fairing	00010877.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	<i>Impacted by TDU: 00017270 Cover on Flap Track Fixed Fairing</i>				
	MCDL-57-09		Illustration Cover on Flap Track Fixed Fairing	00010878.0001001	02 JUL 10
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-71-05		Fan Cowl Door Hoist Point Plug	00009309.0001001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-71-05		Illustration Fan Cowl Door Hoist Point Plug	00009310.0001001	16 APR 10
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-71-06		Fan Cowl Door Hold Open Rod	00009311.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-71-06		Illustration Fan Cowl Door Hold Open Rod	00009312.0001001	16 APR 10
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-71-07		Nacelle Hoist Point Plug Nose Cowl	00009313.0001001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-71-07		Illustration Nacelle Hoist Point Plug Noise Cowl	00009314.0001001	28 FEB 11
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-78-08		Thrust Reverser Hoist Point Plug	00009403.0001001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-78-08		Illustration Thrust Reverser Hoist Point Plug	00009404.0001001	16 APR 10
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-78-09		Thrust Reverser Cinching Device	00009405.0001001	16 APR 10
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-78-09		Illustration Thrust Reverser Cinching Device	00009406.0001001	16 APR 10
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-78-10		Thrust Reverser "C" Duct Actuation System	00009407.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-78-10		Illustration Thrust Reverser "C" Duct Actuation System	00009408.0001001	16 APR 10
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-78-11		Thrust Reverser Front and Rear Hold Open Rod	00009409.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-78-11		Illustration Thrust Reverser Front and Rear Hold Open Rod	00009410.0001001	16 APR 10
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-78-12		Thrust Reverser Hinge Access Cover	00009411.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-78-12		Illustration Thrust Reverser Hinge Access Cover	00009412.0001001	16 APR 10
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-78-13		Thrust Reverser Bavette Fairing	00009413.0001001	19 JUN 13
	Approval reference: 10059726		Approved by EASA		
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	MCDL-78-13		Illustration Thrust Reverser Bavette Fairing	00009414.0001001	16 APR 10
Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-78-14		Thrust Reverser Door Actuator Pit Fairing	00009415.0001001	19 JUN 13
Approval reference: 10059726 Approved by EASA					
Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-78-14		Illustration Thrust Reverser Door Actuator Pit Fairing	00009416.0001001	16 APR 10
Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-78-15		Thrust Reverser Pivot Door Access Panel	00009417.0001001	16 APR 10
Approval reference: 10059726 Approved by EASA					
Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-78-15		Illustration Thrust Reverser Pivot Door Access Panel	00009418.0001001	16 APR 10
Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-78-16		Thrust Reverser Rectangular Movable Panel	00009419.0001001	19 JUN 13
Approval reference: 10059726 Approved by EASA					
Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-78-16		Illustration Thrust Reverser Rectangular Movable Panel	00009420.0001001	16 APR 10
Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-78-17		Thrust Reverser Triangular Movable Panel	00009421.0001001	19 JUN 13
Approval reference: 10059726 Approved by EASA					
Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534					
	MCDL-78-17		Illustration Thrust Reverser Triangular Movable Panel	00009422.0001001	16 APR 10
Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343) Applicable to: MSN 1368, 1380, 1428, 1448, 1534					

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	MCDL-78-18		Common Nozzle Assembly Hoist Point Plug	00009423.0001001	16 APR 10
			Approval reference: 10059726	Approved by EASA	
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-78-18		Illustration Common Nozzle Assembly Hoist Point Plug	00009424.0001001	16 APR 10
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-78-19		Common Nozzle Assembly Pylon Fairing Trailing Edge	00009425.0001001	19 JUN 13
			Approval reference: 10059726	Approved by EASA	
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-78-19		Illustration Common Nozzle Assembly Pylon Fairing Trailing Edge	00009426.0001001	16 APR 10
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-78-20		Latch Number 4 Access Panel	00009427.0001001	16 APR 10
			Approval reference: 10059726	Approved by EASA	
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	MCDL-78-20		Illustration Latch Number 4 Access Panel	00009428.0001001	16 APR 10
	Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	SPERF-CONT-GEN		General	00005593.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	SPERF-CONT-LIM		Limitations	00005594.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	SPERF-CONT-PERF		Aircraft Configuration	00005850.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	SPERF-CONT-PERF		Takeoff and Landing Performance	00005595.0001001	26 NOV 09
			Approval reference: 10059726	Approved by EASA	
	Criteria: A330				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

(1) Evolution code : N=New, R=Revised, E=Effectivity

(2) Temporary information



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M⁽¹⁾	TR identification	TR approval date	TR Title	Deleted by
	TR306 issue 1	01 MAR 13	DISPLAY UNIT FAILURE	
	Approval reference: 10043877		Approved by EASA	
	Criteria: (A330 and 200024)			
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	TR311 issue 2	16 JUL 15	Inertial Reference System (IRS)	
	Approval reference: 10054062		Approved by EASA	
	Criteria: (A330 and (203206 or 51096 or 51144))			
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	TR457 issue 1	11 DEC 14	Landing distance determination in case of in-flight failure	
	Approval reference: 10051606		Approved by EASA	
	Criteria: A330			
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	TR477 issue 1	23 MAR 15	SATCOM Voice system	
	Approval reference: 10052695		Approved by EASA	
	Criteria: ((330-200 or 330-200F or 330-300) and 200593)			
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	TR528 issue 2	08 MAY 15	Abnormal V Alpha Prot	
	Approval reference: 10053264		Approved by EASA	
	Criteria: A330			
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	TR531 issue 1	25 MAR 15	MCDL 55-01 Slidelip of the Apron Fairing Parts	
	Approval reference: 10052741		Approved by EASA	
	Criteria: A330			
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	TR597 issue 1	03 JUN 15	A330 MCDL 32.08 NOSE LANDING GEAR DOOR SEAL	
	Approval reference: 10053530		Approved by EASA	
	Criteria: A330			
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	TR608 issue 2	04 APR 16	MCDL 23-01 Static Discharger	
	Approval reference: 10057663		Approved by EASA	
	Criteria: A330			
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	TR677 issue 1	03 NOV 15	Autoland Databases with Honeywell ADIRU	MOD 203206 or 203871 or 203712
	Approval reference: 10055269		Approved by EASA	
	Criteria: (A330 and (200064 or 202164 or 202791 or 203869 or 203870 or 55346 or 56497 or 56609 or 56720 or 58415))			
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			

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	TR687 issue 1	13 OCT 15	Towbarless operations	
	Approval reference: 10055093		Approved by EASA	
	Criteria: A330			
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	TR692 issue 1	22 MAR 16	High-speed Tape Inspection for A330	
	Approval reference: 10057334		Approved by EASA	
	Criteria: A330			
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	TR732 issue 1	09 AUG 16	Complementary Performance Data File	
	Approval reference: 10059075		Approved by EASA	
	Criteria: A330			
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			

(1) Evolution code : N=New, R=Revised, E=Effectivity



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Approval Date	Approval Reference	Approved By
28 FEB 17	LR03D17006026	Airbus under the authority of DOA ref. EASA. 21J.031
20 FEB 17	FM1700474	Airbus under the authority of DOA ref. EASA. 21J.031
09 JAN 17	10060569	EASA
05 JAN 17	G01M16014405	Airbus under the authority of DOA ref. EASA. 21J.031
20 DEC 16	G01M16014101	Airbus under the authority of DOA ref. EASA. 21J.031
28 NOV 16	LR00FM1606155	Airbus under the authority of DOA ref. EASA. 21J.031
16 NOV 16	G01FM1605798	Airbus under the authority of DOA ref. EASA. 21J.031
11 OCT 16	10059726	EASA
11 OCT 16	10059726	EASA



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M⁽¹⁾	MODIFICATION	Linked SB	Incorp. Date	Title
	40176		22 JAN 14	FUEL-REFUEL COUPLING-INSTALL ON THE LEFT WING
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	43029		18 SEP 12	LANDING GEAR - MAIN GEAR - FIT STRENGTHENED MAIN LANDING GEAR FOR GROWTH A/C
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	43537		18 SEP 12	NAVIGATION - ADIRS - FIT REDUCED VERTICAL SEPARATION MINIMUM (RVSM)
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	46324		22 JAN 14	NAVIGATION - GPWS - ACTIVATE ENHANCED GPWS
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	46874		18 SEP 12	ENGINE AND FUEL CONTROL-FADEC- ACTIVATE FUNCTION MODIFIED ENGINE ACCELERATION SCHEDULE FOR TAKE-OFF (MEASTO)
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	46893		18 SEP 12	NAVIGATION - MMR - INSTALL COLLINS MULTI-MODE RECEIVERS P/N 822-1152-121
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	47244		18 SEP 12	NAVIGATION-STANDBY NAVIGATION SYSTEMS- INSTALL SEXTANT AVIONICS INTEGRATED STANDBY INSTRUMENT SYSTEM (ISIS)
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	47462		18 SEP 12	AUTO FLIGHT - FMGEC - INSTALL FMGEC P1-CD7 FOR RR OR PW ENGINES
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	47524		18 SEP 12	INDICATING/RECORDING SYSTEMS-ELECTRONIC INSTRUMENT SYSTEM - INSTALL NEW DISPLAY SYSTEM (EIS2) EQTS (DMC/DU/DISKETTES)
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	47701		18 SEP 12	LANDING GEAR - NOSE GEAR DOORS - CHANGE MARKINGS FOR MAXIMUM TOWING/PUSHBACK TURNING ANGLE
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	47930		18 SEP 12	FUEL - FCMS - INSTALL FCMC STAGE 9.0
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	48765		18 SEP 12	AUTO FLIGHT - FMGES - INSTALL FMGEC SEXTANT FOR PW/RR ENGINES
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	48980		18 SEP 12	FUSELAGE - GENERAL - REAR FUSELAGE INTRODUCE CFRP PRESSURE BULKHEAD FRAME
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				

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M⁽¹⁾	MODIFICATION	Linked SB	Incorp. Date	Title
	49193		18 SEP 12	INDICATING/RECORDING SYSTEMS - FWC - INSTALL NEW STANDARD K7
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	49632		18 SEP 12	INDICATING/RECORDING SYSTEMS - FWC - REPLACE THE EXISTING STANDARD FWC BY A NEW STD K6 FOR A330 - FAR 121-344
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	50616		18 SEP 12	INDICATING/RECORDING SYSTEMS - EIS - INTALL NEW EIS2 STANDARD L4 ON A330/A340 ENHANCED
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	51144		18 SEP 12	NAVIGATION - ADIRS- INSTALL 4MCU ADIRS HONEYWELL (AE21)
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	51790		18 SEP 12	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER - INSTALL NEW FWC STANDARD K8 ON A330
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	51802		18 SEP 12	GENERAL-DESIGN WEIGHTS-CERTIFY A330-200 WV050 MTOW 230T, MLW 180T, MZFW 168T WITH REVISED A/C DESIGN SERVICE GOAL
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	52426		18 SEP 12	INFORMATION SYSTEMS - GENERAL - CERTIFY FANS A+ CONFIGURATIONS (OVERALL MODIFICATION)
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	52536		18 SEP 12	GENERAL-TECHNICAL INFO ,WEIGHT AND GC - INCREASE MAXIMUM OPERATING ALTITUDE FROM 41100 TO 41450 FEET
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	53919		22 JAN 14	NAVIGATION - EGPWS - USE LATERAL GPS POSITION WITH AUTOMATIC DESELECTION
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	54096		22 JAN 14	AUTO-FLIGHT - FMGEC - INSTALL NEW PERFORMANCE DATA BASE THALES ON FMS2
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	54227		08 NOV 16	NAVIGATION - ATC - CERTIFY EHS FUNCTION
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	55191		18 SEP 12	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER - INSTALL FWC STANDARD K9-486 ON A330
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			

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M⁽¹⁾	MODIFICATION	Linked SB	Incorp. Date	Title
	55212		18 SEP 12	CERTIFICATION DOCUMENTS - GENERAL - CERTIFY THE FLEX TEMPERATURE EXTENTION FOR A330
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	55346		10 APR 13	NAVIGATION-AIR DATA INERTIAL REFERENCE SYSTEM (ADIRS) - INSTALL HONEYWELL ADIRS -AE23
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	55982		18 SEP 12	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD T1-0
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	56720		05 NOV 15	NAVIGATION - ADIRU - INSTALL NEW HONEYWELL ADIRU BLOCK III STANDARD L3.5
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	56729		18 SEP 12	INDICATING / RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD T2-0.
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	57545		22 JAN 14	AUTO FLIGHT - FMGEC - INSTALL FMGEC P4HJ1 WITH GENEPI HARDWARE AND FMS HONEYWELL RELEASE 1A ON A330 WITH PW/RR
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	57609		18 SEP 12	NAVIGATION - TCAS - INSTALL TCAS HONEYWELL TPA-100B CHANGE 7.1 CAPABLE OF ATSAW
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	57910		22 JAN 14	AUTO FLIGHT -FMGEC -INSTALL FMGEC T2HJ0 WITH GENEPI HARDWARE ON A330 WITH PW/RR ENGINES
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	58415		05 NOV 15	NAVIGATION - ADIRU - INSTALL NEW HARDWARE ADIRU HONEYWELL BLOCK III BE03
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	58623		18 SEP 12	FUEL-TANKS- REMOVE OF THE CENTRE TANK CAPABILITY
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	58751		18 SEP 12	INDICATING/RECORDING SYSTEMS - FWC - INSTALL FWC STANDARD T3-0 ON LR A/C
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			
	200004		18 SEP 12	FUEL-FUEL CONTROL AND MONITORING SYSTEM (FCMS)-UPDATE FCMC SOFTWARE TO STAGE 12
	Applicable to: MSN 1368, 1380, 1428, 1448, 1534			

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M⁽¹⁾	MODIFICATION	Linked SB	Incorp. Date	Title
	200024		13 MAR 13	INDICATING/RECORDING SYSTEMS - DMC - INSTALL ENHANCED DU INSTEAD OF EIS2 LCDU
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	200064		05 NOV 15	NAVIGATION - ADIRS - INSTALL SPECIFIC OPERATIONAL SOFTWARE FOR ADIRU BASELINE
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	200309		27 FEB 13	AUTO FLIGHT - FLIGHT MANAGEMENT (FM) ACTIVATE BARO RADIO SETTING FUNCTION WITH OPC OPTION
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	200590		18 SEP 12	INDICATING/RECORDING SYSTEMS - FWC - INTRODUCE NEW FWC STANDARD T4 ON LR A/C
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	200593		22 JAN 14	COMMUNICATIONS - SATELLITE COMMUNICATION - CERTIFY: USE OF SATCOM COCKPIT VOICE FOR ATC
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	200624		18 SEP 12	NAVIGATION - GENERAL - FLIGHT MANUAL EXTENSION TO RNP AR 0.3 CAPABILITY - A330 CONFIGURATION
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	200859		18 SEP 12	INFORMATION SYSTEMS - ATIMS - INSTALL NEW ATC ARINC 623 FOR DATALINK RECORDING FUNCTION
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	200860		18 SEP 12	INFORMATION SYSTEMS - ATIMS - INSTALL NEW ATC FANS A+ APPLICATIONS FOR FANS A+ AND DATALINK RECORDING FUNCTIONS
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	200989		18 SEP 12	MISCELLANEOUS - DESIGN WEIGHTS- CERTIFY A330-200F LINEAR VARIATION OF MTOW/MZFW ,VV002
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	202164		05 NOV 15	NAVIGATION-AIR DATA/INERTIAL REFERENCE SYSTEM-INSTALL NEW ADIRU HONEYWELL STD L4.2 (HYBRID FPA WITHIN BLOCK III ADIRU
Applicable to: MSN 1368, 1380, 1428, 1448, 1534				
	202363		16 DEC 14	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INTRODUCE NEW FWC STANDARD T5
Applicable to: MSN 1368, 1380, 1428, 1534				

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M⁽¹⁾	MODIFICATION	Linked SB	Incorp. Date	Title
	204449		04 AUG 16	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INTRODUCE FWC STANDARD T6
Applicable to: MSN 1368, 1380, 1428				

(1) Evolution code : N=New, R=Revised, E=Effectivity



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Localization Title	Toc Index	ID	Reason
APPRO-PLP-TOC TEMPORARY REVISIONS		1	Documentation update: Deletion of the "00016958 A330-200F FWC T6" table of content entry.
			Documentation update: Deletion of the "00016378 A330 FWC T6 " table of content entry.
			Documentation update: Deletion of the "00016686 Flight Warning Computer T6 (A330-200F)" table of content entry.
			Documentation update: Deletion of the "00016699 FWC T6 " table of content entry.
			Documentation update: Deletion of the "00020056 FWC T2 - LWR STOWAGE SMOKE" table of content entry.
			Documentation update: Deletion of the "00016958.0001001 A330-200F FWC T6" documentary unit.
			Documentation update: Deletion of the "00016378.0001001 A330 FWC T6" documentary unit.
			Documentation update: Deletion of the "00016686.0001001 A330-200F FWC T6 - All Engines Failure and Ditching/Forced Landing" documentary unit.
			Documentation update: Deletion of the "00016699.0002001 A330-200F FWC T6 without Center Tank" documentary unit.
			Documentation update: Deletion of the "00020056.0001001 A330 FWC T2 - LWR STOWAGE SMOKE" documentary unit.
			TR incorporation
			Incorporation of TR



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TR687 Issue 1
TOWBARLESS OPERATIONS

Ident.: TDU / APPRO-TR-00017236.0001001 / 13 OCT 15

APPROVED

Criteria: A330

Impacted DU: NONE

APPROVAL REFERENCE

APPROVED BY: EASA

Approval date: 13 OCT 15

Approval reference: 10055093

Do not remove this Temporary Revision until instructed to do so.

Reason for issue: This Temporary Revision is issued to cover the new WISE ISI reference on towbarless operations.

Applicable to: A330 aircraft

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00017236.0001001/13 OCT 15

LIM-09-00017235.0001001/13 OCT 15



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TR457 Issue 1

LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE

Ident.: TDU / APPRO-TR-00015798.0001001 / 11 DEC 14

APPROVED

Criteria: A330

Impacted DU: NONE

APPROVAL REFERENCE

APPROVED BY: EASA

Approval date: 11 DEC 14

Approval reference: 10051606

Do not remove this Temporary Revision until instructed to do so.

Reason for issue: This Temporary Revision is issued to provide new failure database (LLRC02.fail) for in flight landing distance determination for A330. The file LLRB01.fail is no longer applicable.

Applicable to: All A330.

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00015798.0001001/11 DEC 14

ABN-GEN-00014414.0002001/11 DEC 14

EMER-GEN-00014413.0002001/11 DEC 14



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TR477 Issue 1
SATCOM VOICE SYSTEM

Ident.: TDU / APPRO-TR-00010330.0003001 / 23 MAR 15
Criteria: ((330-200 or 330-200F or 330-300) and 200593)
Impacted DU: NONE

APPROVED

APPROVAL REFERENCE

APPROVED BY: EASA

Approval date: 23 MAR 15

Approval reference: 10052695

Do not remove this Temporary Revision until instructed to do so.

Reason for issue: This Temporary Revision (TR) provides the compliance to the FAA AC 20-150A.

Applicable to: A330 aircraft fitted with MOD 200593.

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00010330.0003001/23 MAR 15

LIM-23-00010328.0003001/23 MAR 15



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TR677 Issue 1
AUTOLAND DATABASES WITH HONEYWELL ADIRU

Ident.: TDU / APPRO-TR-00014122.0003001 / 03 NOV 15

APPROVED

Criteria: (A330 and (200064 or 202164 or 202791 or 203869 or 203870 or 55346 or 56497 or 56609 or 56720 or 58415))

Impacted DU: NONE

APPROVAL REFERENCE

APPROVED BY: EASA

Approval date: 03 NOV 15

Approval reference: 10055269

Do not remove this Temporary Revision until instructed to do so.

Reason for issue: This TR is issued because some Honeywell ADIRU magnetic variation databases are obsolete since 2005. The guaranteed value for the magnetic heading accuracy is no longer respected in some areas of the world. Some operational limitations have been assessed when the error between the magnetic heading and the QFU is greater than 3 °.

Applicable to: A330 aircraft with Honeywell ADIRUs.

Cancelled by: MOD 203206 or 203871 or 203712

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00014122.0003001/03 NOV 15

LIM-22-FGS-00009353.0007001/03 NOV 15



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TR306 Issue 1
DISPLAY UNIT FAILURE

Ident.: TDU / APPRO-TR-00014697.0001001 / 01 MAR 13
Criteria: (A330 and 200024)
Impacted DU: NONE

APPROVED

APPROVAL REFERENCE

APPROVED BY: EASA

Approval date: 01 MAR 13

Approval reference: 10043877

Do not remove this Temporary Revision until instructed to do so.

Reason for issue: This TR introduces a temporary procedure in the case of Display Unit (DU) brightness reduction to the minimum.

Applicable to: A330 aircraft that have the Enhanced Display Unit (MOD 200024).

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00014697.0001001/01 MAR 13

ABN-31-00014121.0001001/01 MAR 13



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TR311 Issue 2
INERTIAL REFERENCE SYSTEM (IRS)

Ident.: TDU / APPRO-TR-00014739.0001001 / 16 JUL 15
Criteria: (A330 and (203206 or 51096 or 51144))
Impacted DU: NONE

APPROVED

APPROVAL REFERENCE

APPROVED BY: EASA

Approval date: 16 JUL 15

Approval reference: 10054062

Do not remove this Temporary Revision until instructed to do so.

Reason for issue: This TR provides the new limitations to use IRS.
Issue2: the validity is extended to old ADIRS that are capable to keep the position accuracy during 24 h.

Applicable to: A330 aircraft fitted with ADIRS capable to keep the position accuracy during 24 h.

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00014739.0001001/16 JUL 15

LIM-34-00014738.0002001/16 JUL 15



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TR597 Issue 1
A330 MCDL 32.08 NOSE LANDING GEAR DOOR SEAL

Ident.: TDU / APPRO-TR-00016169.0001001 / 03 JUN 15
Criteria: A330
Impacted DU: NONE

APPROVED

APPROVAL REFERENCE

APPROVED BY: EASA

Approval date: 03 JUN 15

Approval reference: 10053530

Do not remove this Temporary Revision until instructed to do so.

Reason for issue: This TR provides the dispatch conditions of the MCDL item 32-08 Nose Landing Gear Door Seal.

Applicable to: A330 aircraft.

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00016169.0001001/03 JUN 15

MCDL-32-08-00016166.0001001/03 JUN 15

MCDL-32-08-00016165.0001001/03 JUN 15



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TR528 Issue 2
ABNORMAL V ALPHA PROT

Ident.: TDU / APPRO-TR-00015959.0001001 / 08 MAY 15

APPROVED

Criteria: A330

Impacted DU: NONE

APPROVAL REFERENCE

APPROVED BY: EASA

Approval date: 08 MAY 15

Approval reference: 10053264

Do not remove this Temporary Revision until instructed to do so.

Reason for issue: Issue 2: This Temporary Revision is revised in order to modify the condition that is based on Alpha Prot strip display on the PFD.
Issue 1: This Temporary Revision is issued to provide the Abnormal V Alpha Prot procedure.

Applicable to: All A330 aircraft.

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00015959.0001001/08 MAY 15

EMER-34-00015960.0001001/08 MAY 15



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TR531 Issue 1
MCDL 55-01 SLIDELIP OF THE APRON FAIRING PARTS

Ident.: TDU / APPRO-TR-00015972.0001001 / 25 MAR 15
Criteria: A330
Impacted DU: NONE

APPROVED

APPROVAL REFERENCE

APPROVED BY: EASA

Approval date: 25 MAR 15

Approval reference: 10052741

Do not remove this Temporary Revision until instructed to do so.

Reason for issue: This Temporary Revision is issued to provide new MCDL item 55-01 that covers the slidelip of the apron fairing parts.

Applicable to: A330 aircraft

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00015972.0001001/25 MAR 15

MCDL-55-01-00015920.0001001/25 MAR 15

MCDL-55-01-00015919.0001001/25 MAR 15



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TR608 Issue 2
MCDL 23-01 STATIC DISCHARGER

Ident.: TDU / APPRO-TR-00016526.0001001 / 04 APR 16
Criteria: A330
Impacted DU: NONE

APPROVED

APPROVAL REFERENCE

APPROVED BY: EASA

Approval date: 04 APR 16

Approval reference: 10057663

Do not remove this Temporary Revision until instructed to do so.

Reason for revision:

The issue 2 of this Temporary Revision introduces the following modifications:

- Removal of the quantity of static dischargers in the MCDL item 23.01
- Addition of a note which refers to the Illustrated Part Catalog (IPC) for the exact number of static dischargers installed.

Reason for issue:

This Temporary Revision introduces the quantity of static dischargers by aircraft areas.

Applicable to:

A330 aircraft.

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00016526.0001001/04 APR 16

MCDL-23-01-00016527.0001001/04 APR 16



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TR692 Issue 1
HIGH-SPEED TAPE INSPECTION FOR A330

Ident.: TDU / APPRO-TR-00017264.0001001 / 22 MAR 16

APPROVED

Criteria: A330

Impacted DU: NONE

APPROVAL REFERENCE

APPROVED BY: EASA

Approval date: 22 MAR 16

Approval reference: 10057334

Do not remove this Temporary Revision until instructed to do so.

Reason for issue: This Temporary Revision (TR) is issued to update the CDL in order to clarify the High Speed Tape inspection interval.

Applicable to: A330 aircraft.

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00017264.0001001/22 MAR 16
MCDL-GEN-INTR-00017267.0001001/22 MAR 16
MCDL-28-04-00017268.0001001/22 MAR 16
MCDL-33-04-00017604.0001001/22 MAR 16

MCDL-52-09-00017605.0001001/22 MAR 16
MCDL-57-05-00017606.0001001/22 MAR 16
MCDL-57-07-00017269.0001001/22 MAR 16
MCDL-57-09-00017270.0001001/22 MAR 16



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TR732 Issue 1
COMPLEMENTARY PERFORMANCE DATA FILE

Ident.: TDU / APPRO-TR-00019767.0001001 / 09 AUG 16
Criteria: A330
Impacted DU: NONE

APPROVED

APPROVAL REFERENCE

APPROVED BY: EASA

Approval date: 09 AUG 16

Approval reference: 10059075

Do not remove this Temporary Revision until instructed to do so.

Reason for issue: This Temporary Revision is issued to introduce the Complementary Performance Data File.

Applicable to: A330 Aircraft.

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00019767.0001001/09 AUG 16

PERF-OCTO-00019769.0001001/09 AUG 16

PERF-OCTO-00019768.0001001/09 AUG 16

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SUMMARY OF HIGHLIGHTS

Localization Title	Toc Index	ID	Reason
GEN-ABB Abbreviations	A	1	The abbreviation "PNF" is replaced by "PM" (Pilot Monitoring). No other technical change.



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**GENERAL
INTRODUCTION**

INTRODUCTION

Ident.: GEN-INTR-00005876.0001001 / 11 OCT 16

APPROVED

Criteria: A330

This Airplane Flight Manual (AFM) is a reference document published in English. It is not established as an operational document to be used directly by the crew in flight.

Flight crew documents available in flight must include an Operational Manual, with appropriate contents and language as required by the National Regulations.

Note: Any Flight Crew Operating Manual (FCOM) reference within the AFM must be considered as advisory information, the FCOM being a not approved document.

This AFM is specific to a given certified aircraft model, which is specified in the Heading Approval Documentary Unit (*Refer to APPRO-HEAD Heading Approval*).

It was approved by the Direction Générale de l'Aviation Civile (DGAC) prior to 28 September 2003 and is since approved by the European Aviation Safety Agency (EASA), or by Airbus under Design Organisation Approval (DOA) reference EASA .21J.031 for AFM minor changes. When applicable, it is approved by the EASA on behalf and according to the requirements of the importing Authority, e.g. the US Federal Aviation Administration (FAA) for US registered aircraft.



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GENERAL AFM DESCRIPTION

APPROVED AFM FORMAT

Ident.: GEN-DESC-00014235.0001001 / 19 JUN 13
Criteria: A330

APPROVED

The AFM is approved in both PDF and Ops Library Browser (OLB) formats.

Note: OLB version 5.1 or higher must be used to consult the AFM in OLB format.

CUSTOMIZED AFM

Ident.: GEN-DESC-00005878.0001001 / 26 NOV 09
Criteria: A330

APPROVED

The customized airline AFM:

- Is extracted from a non customized aircraft model envelope AFM
- Is an approved document related to an operator's/owner's fleet
- Takes into account the specific configuration of each aircraft of the concerned fleet.

Airbus will provide a manual which reflects the aircraft configuration at delivery, and the necessary revisions to reflect configuration changes due to Airbus approved modifications. The operator/owner must inform Airbus without delay of the effective changes to the aircraft delivery configuration made through Airbus Service Bulletin (SB). This allows Airbus to provide AFM revisions/updates to the operator/owner.

Airbus will not provide revisions, and will not take responsibility for any effect on the AFM:

- Due to modifications installed by third parties without an Airbus SB, and/or
- Due to modifications installed through an Airbus SB , if Airbus is not informed of the SB embodiment.

ORGANIZATION OF THE MANUAL

Ident.: GEN-DESC-00005879.0001001 / 26 NOV 09
Criteria: A330

APPROVED

The AFM is divided into 11 chapters:

- Approval data
- General
- Limitations
- Emergency procedures
- Abnormal procedures
- Normal procedures
- Performance (dry and wet runway)
- Appendices and supplements
- Master Configuration Deviation List (MCDL)

- Supplementary performance (contaminated runway)
- Regulatory differences (when applicable).

DOCUMENTARY UNIT (DU)Ident.: GEN-DESC-00005880.0001001 / 11 OCT 16
Criteria: A330**APPROVED**

The AFM is made of Documentary Units (DU). The DU is the smallest part of information with a technical content.

The DU s are listed in the "List of Effective Documentary Unit" (LEDU).

The LEDU is produced and approved by Airbus under the authority of DOA reference EASA.21J.031.

IDENTIFICATION STRIPIdent.: GEN-DESC-00005881.0001002 / 18 NOV 13
Criteria: A330
Specific: FAA**APPROVED**

Below the title of the DU , an identification strip is provided with each DU and consists of:

- Ident.: Each DU is identified by its own unique identification number
- The approval date of the DU
- The approval marking

Note: For non approved DU, this field is replaced by the label: FOR INFORMATION ONLY.

- Criteria: This field provides the type of aircraft and associated configuration for which the DU is applicable

Note: This field is not customized for a specific approval authority. Therefore, when there is more than one modification / aircraft model in the list, some of the modifications / aircraft models may not be approved by the FAA.

- Specific: When necessary, this field provides the code of the specific regulation applicable to the DU
- Impacted by TDU : When applicable, this field provides the identification number and the title of the Temporary Documentary Unit (TDU) impacting the DU
- Belonging to: When applicable, this field provides the number of the TR to which the TDU belongs
- Impacted DU: When applicable, this field provides the identification number and the title of the DU impacted by the TDU.



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APPROVAL INFORMATION

Ident.: GEN-DESC-00020276.0001001 / 11 OCT 16
Criteria: A330

APPROVED

For each DU , the following information is provided in the LEDU:

- The approval reference of the DU
- The authority/organization that approved the DU
- The approval date of the DU.

AFM REVISION

Ident.: GEN-DESC-00008475.0001001 / 11 OCT 16
Criteria: A330

APPROVED

For each revision, a new LEDU is issued.

The LEDU contains:

- The DU identification and title
- The approval information (*Refer to GEN-DESC Approval Information*)
- The "M" field that may provide the following Evolution Code:
 - The "R" letter indicates a revised DU : The content of the DU is updated by the revision. A vertical line in the margin of the DU locates the modified part
 - The "N" letter indicates a new DU introduced by the revision
 - The "E" letter indicates an aircraft validity change for the DU : The list of MSN s for which the DU is effective has been changed compared to the previous LEDU , by addition or deletion of one or several MSN.
- The "T" field (Temporary Information) that contains a cross if the associated DU is a TDU
- Other fields that contain the list of MSN s to which the DU applies.

The holder of the AFM must check that the manual is in accordance with the LEDU of the latest approved revision.

The aircraft model envelope AFM is continuously updated with new or revised technical information. A revision of the operator/owner AFM is issued based on the latest approved aircraft model envelope AFM.

In addition, an operator/owner AFM revision may be issued following a fleet modification or an SB embodiment.

TEMPORARY REVISION (TR)

Ident.: GEN-DESC-00005882.0001001 / 11 OCT 16
Criteria: A330

APPROVED

A Temporary Revision (TR) is related to temporary amendments of the AFM . A TR is made of Temporary Documentary Units (TDU).



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AFM DESCRIPTION

The TR s are identified with a dedicated layout and are listed in the "List of Effective Temporary Revisions" (LETR).

A TR always has priority over the AFM content modified by the TR (a TDU always has priority over the content of the impacted DU).

WARNING DEFINITIONIdent.: GEN-DEF-00005883.0001001 / 26 NOV 09
Criteria: A330**APPROVED**

The following is the official definition of a WARNING, taken directly from the CS -25 (Chapter AMC 25.1581, paragraph 3-e) and applicable to Airbus flight operational documentation:

WARNING An operating procedure, technique, etc... which may result in personal injury or loss of life if not carefully followed.

CAUTION DEFINITIONIdent.: GEN-DEF-00005884.0001001 / 26 NOV 09
Criteria: A330**APPROVED**

The following is the official definition of a CAUTION, taken directly from the CS -25 (Chapter AMC 25.1581, paragraph 3-e) and applicable to Airbus flight operational documentation:

CAUTION An operating procedure, technique, etc... which may result in damage to equipment if not carefully followed.

NOTE DEFINITIONIdent.: GEN-DEF-00005885.0001001 / 26 NOV 09
Criteria: A330**APPROVED**

The following is the official definition of a NOTE, taken directly from the CS -25 (Chapter AMC 25.1581, paragraph 3-e) and applicable to Airbus flight operational documentation:

Note: An operating procedure, technique, etc... considered essential to emphasize. Information contained in notes may also be safety related.

LAND ASAP DEFINITIONIdent.: GEN-DEF-00005211.0001001 / 25 JUL 14
Criteria: A330**APPROVED****LAND ASAP (red)**

Land as soon as possible at the nearest airport at which a safe landing can be made.

Note: **LAND ASAP (red)** information is applicable to a time-critical situation.

LAND ASAP (amber)

Consider landing at the nearest suitable airport.

Note: The suitability criteria should be defined in accordance with the Operator's policy.



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WORDING DEFINITIONS

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ABBREVIATIONS

Ident.: GEN-ABB-00009715.0001001 / 28 FEB 17

APPROVED

Criteria: A330

A

Abbreviation	Term
A/C	Aircraft
A/THR	Autothrust
AC	Advisory Circular
	Alternative Current
ACARS	ARINC Communication Addressing and Reporting System
ACD	Airworthiness Compliance Document
ACJ	Advisory Circular-Joint
ADIRU	Air Data Inertial Reference Unit
ADR	Air Data Reference
ADS-B	Automatic Dependant Surveillance - Broadcast
ADS-C	Automatic Dependant Surveillance - Contract
AFM	Airplane Flight Manual
AGL	Above Ground Level
AIME	Autonomous Integrity Monitoring Extrapolation
AINS	Aircraft Information Network System
AIRB	Airborne
ALT	Altitude
AMC	Acceptable Means of Compliance
AMJ	Advisory Material-Joint
AMM	Aircraft Maintenance Manual
ANSU	Aircraft Network Server Unit
AOA	Angle of Attack
AOC	Airlines Operational Control
AP	Autopilot
APU	Auxiliary Power Unit
AR	Authorization Required
ARINC	Aeronautical Radio INC
ASD	Accelerate Stop Distance
ASDA	Accelerate Stop Distance Available
ASI	Airspeed Indicator
ATA	Air Transport Association
ATC	Air Traffic Control
ATSU	Air Traffic Service Unit
ATSAW	Airborne Traffic Situational Awareness
AWO	All Weather Operations

B

Abbreviation	Term
BC	Back Course
BSCU	Braking and Steering Control Unit

C

Abbreviation	Term
CAA	Civil Aviation Authority
CCOM	Cabin Crew Operating Manual
CDL	Configuration Deviation List
CDLS	Cockpit Door Locking System
CFR	Code of Federal Regulations
CG	Center of Gravity
CIS	Commonwealth of Independent States
CLB	Climb
CML	Consumable Material List
CMP	Configuration, Maintenance and Procedures
CPDLC	Controller Pilot Datalink Communication
CS	Certification Specifications
CSM/G	Constant Speed Motor Generator
CWY	Clearway

D

Abbreviation	Term
D-ATIS	Digital Automatic Terminal Information Service
DA	Decision Altitude
DC	Direct Current
DCL	Departure Clearance
DGAC	Direction Générale de l'Aviation Civile
DH	Decision Height
DMC	Display Management Computer
DME	Distance Measuring Equipment
DNA	Dirección Nacional de Aeronavegabilidad
DNAR	Dirección Nacional de Aeronavegabilidad Regulations
DO	Document Order (RTCA)
DU	Display Unit Documentary Unit

E

Abbreviation	Term
EASA	European Aviation Safety Agency
ECAM	Electronic Centralized Aircraft Monitoring
ED	EUROCAE Document
EDTO	Extended Diversion Time Operations
EFIS	Electronic Flight Instrument System
EGPWS	Enhanced Ground Proximity Warning System
EGT	Exhaust Gas Temperature
EHS	Enhanced Surveillance
ELT	Emergency Locator Transmitter
ENG	Engine
EPR	Engine Pressure Ratio
ETOPS	Extended Range Operations for Two Engine Aeroplanes (EASA)
	Extended Operations (FAA)
EWD	Engine Warning Display

F

Abbreviation	Term
F-PLN	Flight Plan
FAA	Federal Aviation Administration
FADEC	Full Authority Digital Engine Control
FAF	Final Approach Fix
FANS	Future Air Navigation System
FAP	Final Approach Point
FAR	Federal Aviation Regulations
FCMC	Fuel Control and Monitoring Computer
FCOM	Flight Crew Operating Manual
FCU	Flight Control Unit
FD	Flight Director
FLS	FMS Landing System
FM	Flight Management
FMA	Flight Mode Annunciator
FMGEC	Flight Management and Guidance Envelope Computer
FMGES	Flight Management and Guidance Envelope System
FMS	Flight Management System
FOB	Fuel on Board
FPA	Flight Path Angle
FQI	Fuel Quantity Indication
FU	Fuel Used
FWC	Flight Warning Computer

G

Abbreviation	Term
G/S	Glide Slope
GEN	Generator
GLS	GNSS (Global Navigation Satellite System) Landing System
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
GPWS	Ground Proximity Warning System

H

Abbreviation	Term
HF	High Frequency
HI	High
HKCAD	Hong Kong Civil Aviation Department
HUD	Head Up Display

I

Abbreviation	Term
IAS	Indicated Airspeed
ICAO	International Civil Aviation Organization
IDG	Integrated Drive Generator
IFR	Instrument Flight Rules
IGN	Ignition
IL	Information Leaflet
ILS	Instrument Landing System
IR	Inertial Reference
IRS	Inertial Reference System
ISA	International Standard Atmosphere
ISIS	Integrated Standby Instrument System
ISPSS	In-Seat Power Supply System
ITP	In-Trail Procedure

J

Abbreviation	Term
JAA	Joint Aviation Authorities
JAR	Joint Aviation Regulations

L

Abbreviation	Term
LDA	Localizer Directional Aid
LEDU	List of Effective Documentary Units

Continued on the following page

Continued from the previous page

Abbreviation	Term
LETR	List of Effective Temporary Revisions
LGCIU	Landing Gear Control and Indicator Unit
LNAV	Lateral Navigation
LOC	Localizer
LRBL	Least Risk Bomb Location
LS	Landing System

M

Abbreviation	Term
MAC	Mean Aerodynamic Chord
MAP	Missed Approach Point
MAPSC	Maximum Approved Passenger Seating Capacity
MASPS	Minimum Aviation System Performance Standards
MAX	Maximum
MCDL	Master Configuration Deviation List
MCDU	Multipurpose Control and Display Unit
MCPSC	Maximum Certificated Passenger Seating Capacity
MCT	Maximum Continuous Thrust
MDA	Minimum Descent Altitude
MDCC	Main Deck Cargo Compartment
MDH	Minimum Descent Height
MEA	Minimum En route Altitude
MLE	Maximum Landing Gear Extended Mach
MLO	Maximum Landing Gear Operating Mach
MLS	Microwave Landing System
MLW	Maximum Landing Weight
MMEL	Master Minimum Equipment List
MMO	Maximum Operating Mach
MOD	Modification
MOPS	Minimum Operational Performance Standards
MORA	Minimum Off Route Altitude
MSA	Minimum Safe Altitude
MSN	Manufacturer Serial Number
MTOW	Maximum Takeoff Weight
MZFW	Maximum Zero Fuel Weight

N

Abbreviation	Term
N1	Low Pressure Rotor Speed
N2	Intermediate Pressure Rotor Speed (in %) for Rolls Royce engines/High Pressure Rotor Speed (in %) for General Electric or Pratt and Whitney engines
N3	High Pressure Rotor Speed (Rolls Royce engines)
ND	Navigation Display
NDB	Non-Directional Beacon
NORM	Normal
NSA	Norme Sud Aviation

O

Abbreviation	Term
OAT	Outside Air Temperature
OCL	Oceanic Clearance
OIT	Onboard Information Terminal
OLB	OPS Library Browser
OLD	Operational Landing Distance
OMTS	On-Board Mobile Telephony System
OVHT	Overheat
OW	Operational Weight

P

Abbreviation	Term
PC	Personal Computer
PED	Portable Electronic Devices
PF	Pilot Flying
PFD	Primary Flight Display
PM	Pilot Monitoring
POS	Position
PRIM	Flight Control Primary Computer
PVI	Paravision Indicator

Q

Abbreviation	Term
QFE	Field Elevation Atmosphere Pressure
QFU	Runway Heading
QNH	Sea Level Atmosphere Pressure

R

Abbreviation	Term
RA	Radio Altitude
	Resolution Advisory
RAAC	Regulaciones Argentinas de Aviación Civil
RAIM	Receiver Autonomous Integrity Monitoring
RAT	Ram Air Turbine
RBS	Radio Beacon System
RF	Radial to Fix
RLD	Required Landing Distance
RMP	Radio Management Panel
RNAV	Area Navigation
RNP	Required Navigation Performance
RPM	Revolution Per Minute
RVR	Runway Visual Range
RVSM	Reduced Vertical Separation Minima

S

Abbreviation	Term
SAAAR	Special Aircrew and Aircraft Authorization Required
SAT	Static Air Temperature
SATCOM	Satellite Communication
SB	Service Bulletin
SD	System Display
SDF	Simplified Directional Facility
SEC	Flight Control Secondary Computer
SIL	Service Information Letter
SRS	Speed Reference System
STBY	Standby
SWY	Stopway

T

Abbreviation	Term
T.COR	Temperature Corrected
TA	Traffic Advisory
TAS	True Airspeed
TAT	Total Air Temperature
TAWS	Terrain Awareness and Warning System
TCAS	Traffic Alert and Collision Avoidance System
TDU	Temporary Documentary Unit
TGL	Temporary Guidance Leaflet

Continued on the following page

Continued from the previous page

Abbreviation	Term
TO	Takeoff
TOD	Takeoff Distance
TODA	Takeoff Distance Available
TOGA	Takeoff Go-Around
TOR	Takeoff Run
TORA	Takeoff Run Available
TPIS	Tire Pressure Indicating System
TR	Temporary Revision

U

Abbreviation	Term
USSR	Union of Soviet Socialist Republics

V

Abbreviation	Term
V/DEV	Vertical Deviation
V1	Takeoff Decision Speed
V2	Takeoff Safety Speed
VA	Maximum Design Maneuvering Speed
VALPHAMAX	Speed at Alpha-Max
VAPP	Final Approach Speed
VC	Design Cruise Speed
VFE	Maximum Flaps Extended Speed
VFR	Visual Flight Rules
VHF	Very High Frequency
VLE	Maximum Landing Gear Extended Speed
VLO	Maximum Landing Gear Operating Speed
VLOF	Liftoff Speed
VLS	Lowest Selectable Speed
VMC	Visual Meteorological Conditions
VMCL	Minimum Control Speed during Approach and Landing
VMIN 1G	Minimum Operating Speed under 1g Load Factor
VMIN	Minimum Operating Speed
VMO	Maximum Operating Speed
VNAV	Vertical Navigation
VOR	VHF Omnidirectional Range
VR	Rotation Speed
VREF	Landing Reference Speed
VS1G	Stall Speed under 1g Load Factor
VSA	Visual Separation on Approach
VSW	Stall Warning Speed



A330
AIRPLANE FLIGHT MANUAL

**GENERAL
ABBREVIATIONS**

W

Abbreviation	Term
WBM	Weight and Balance Manual
WGS	World Geodetic System
WV	Weight Variant

Z

Abbreviation	Term
ZFCG	Zero Fuel Center of Gravity
ZFW	Zero Fuel Weight



A330
AIRPLANE FLIGHT MANUAL

GENERAL
ABBREVIATIONS

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CORRESPONDENCE BETWEEN UNITS

Ident.: GEN-UNIT-00005886.0001001 / 26 NOV 09
Criteria: A330

APPROVED

METRIC TO US

	METRIC	US
LENGTH	1 mm	0.0394 in
	1 m	3.281 ft
	1 m	1.094 yd
	1 km	0.540 NM
SPEED	1 m/s	3.281 ft/s
	1 km/h	0.540 kt
WEIGHT	1 g	0.0353 oz
	1 kg	2.204623 lb
	1 t	2 204.623 lb
FORCE	1 N	0.2248 lb
	1 daN	2.248 lb
PRESSURE	1 bar	14.505 PSI
	1 mbar	0.0145 PSI
VOLUME	1 l	0.2642 US Gal
	1 m³	264.2 US Gal
MOMENTUM	1 daN.m	88.50 lb.in
TEMPERATURE	$t (^{\circ}\text{F}) = t (^{\circ}\text{C}) \times 1.8 + 32$	

US TO METRIC

	US	METRIC
LENGTH	1 in	25.4 mm
	1 ft	0.3048 m
	1 yd	0.914 m
	1 NM	1.852 km
SPEED	1 ft/s	0.3048 m/s
	1 kt	1.852 km/h
WEIGHT	1 oz	28.35 g
	1 lb	0.45359 kg
	1 lb	0.0004536 t
FORCE	1 lb	4.448 N
	1 lb	0.4448 daN
PRESSURE	1 PSI	0.0689 bar
	1 PSI	68.947 mbar
VOLUME	1 US Gal	3.785 l
	1 US Gal	0.003785 m³

Continued on the following page



A330
AIRPLANE FLIGHT MANUAL

GENERAL
UNITS

Continued from the previous page

	US	METRIC
MOMENTUM	1 lb.in	0.0113 daN.m
TEMPERATURE	$t (^{\circ}\text{C}) = \frac{5}{9} \{t (^{\circ}\text{F}) - 32\}$	

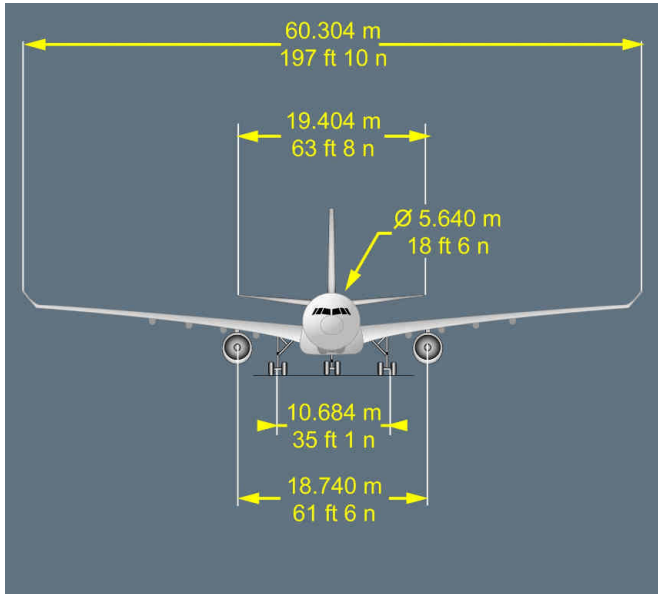
3-VIEW DRAWING

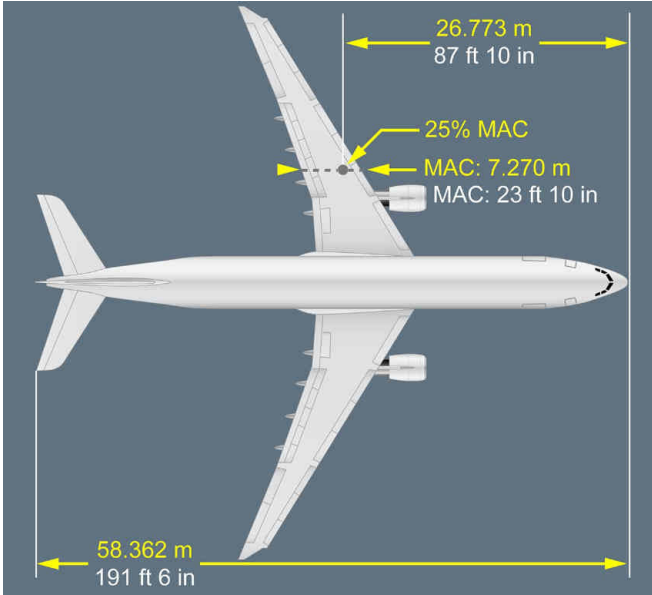
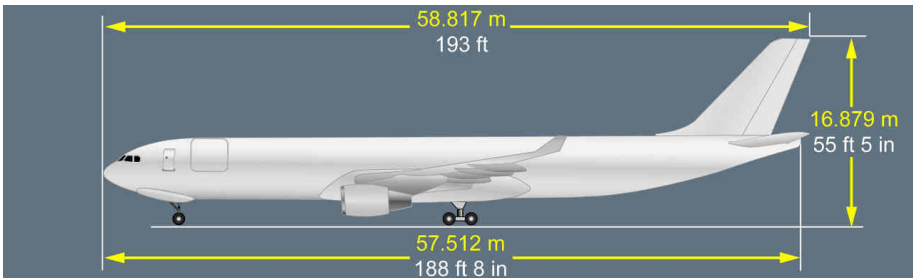
Ident.: GEN-VIEW-00005209.0004001 / 28 NOV 16

APPROVED

Criteria: 330-200F

Front View



GENERAL
3-VIEW DRAWING
Top View

Side View


	WING	
Reference Area	363.1 m ²	3 908 ft ² 54 in ²
Root Chord	10.553 m	34 ft 7 in
MAC (LA)	7.270 m	23 ft 10 in
Aspect Ratio	9.26	



A330
AIRPLANE FLIGHT MANUAL

GENERAL
3-VIEW DRAWING

	HORIZONTAL TAIL	
Reference Area	71.45 m ²	769 ft ² 12 in ²
MAC (LH)	3.932 m	12 ft 11 in
Aspect Ratio	5.27	
Distance from 25 % LA to 25 % LH	26.854 m	88 ft 1 in

	VERTICAL TAIL	
Reference Area	51.4 m ²	553 ft ² 38 in ²
MAC (LV)	6.268 m	20 ft 7 in
Aspect Ratio	1.509	
Distance from 25 % LA to 25 % LV	25.524 m	83 ft 9 in



A330
AIRPLANE FLIGHT MANUAL

GENERAL
3-VIEW DRAWING


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LIMITATIONS

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AD 2014-0267-E

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EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	AD No.: 2014-0267-E	
	Date: 09 December 2014 Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.	
This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].		
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A330 and A340 aeroplanes	
TCDS Number: EASA.A.004 and EASA.A.015		
Foreign AD: Not applicable		
Supersedure: None		
ATA	Airplane Flight Manual – Undue Activation of Alpha Protection – Emergency Procedure	
Manufacturer(s):	Airbus (formerly Airbus Industrie)	
Applicability:	Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers (MSN). Airbus A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, A340-542, A340-642 and A340-643 aeroplanes, all MSN.	
Reason:	<p>An occurrence was reported where an Airbus A321 aeroplane encountered a blockage of two Angle Of Attack (AOA) probes during climb, leading to activation of the Alpha Protection (Alpha Prot) while the Mach number increased. The flight crew managed to regain full control and the flight landed uneventfully.</p> <p>When Alpha Prot is activated due to blocked AOA probes, the flight control laws order a continuous nose down pitch rate that, in a worst case scenario, cannot be stopped with backward sidestick inputs, even in the full backward position. If the Mach number increases during a nose down order, the AOA value of the Alpha Prot will continue to decrease. As a result, the flight control laws will continue to order a nose down pitch rate, even if the speed is above minimum selectable speed, known as VLS.</p> <p>This condition, if not corrected, could result in loss of control of the aeroplane.</p> <p>As the same systems are installed on A330 and A340 aeroplanes, to address this unsafe condition, Airbus have developed a specific Aircraft Flight Manual (AFM) procedures, which has been published in AFM Temporary Revision (TR)</p>	

	<p>N° 528 for A330 aeroplanes and AFM TR N° 529 for A340 aeroplanes, as applicable to aeroplane type and model.</p> <p>For the reasons described above, this AD requires amendment of the applicable AFM.</p> <p>This is considered to be an interim action and further AD action may follow.</p>
Effective Date:	11 December 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before next flight after the effective date of this AD, amend the applicable AFM by inserting a copy of Airbus AFM A330 TR 528 “Abnormal V alpha Prot”, issue 1 or AFM A340 TR 529 “Abnormal V alpha Prot”, issue 1, as applicable to aeroplane type and model.</p> <p>Alternatively, amending the applicable AFM can be accomplished by inserting of a copy of Appendix 1 – AFM A330 Procedure of this AD or Appendix 2 – AFM A340 Procedure of this AD, as applicable to aeroplane type and model, into the Section Emergency Procedures.</p> <p>(2) Concurrent with the AFM amendment as required by paragraph (1) of this AD, inform all flight crews and, thereafter, operate the aeroplane accordingly.</p>
Ref. Publications:	<p>Airbus AFM A330 TR 528 issue 1, EASA approved 05 December 2014.</p> <p>Airbus AFM A340 TR 529 issue 1, EASA approved 05 December 2014.</p> <p>The use of later approved revisions of these documents are acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAL; E-mail: airworthiness.A330-A340@airbus.com.

Appendix 1 – AFM A330 Procedure

ABNORMAL V ALPHA PROT			
Ident.: TDU / EMER-34-00015960.0001001 / 05 DEC 14 Criteria: A330 Impacted DU: NONE Belongs to TR528 Issue 1	EASA APPROVED		
<ul style="list-style-type: none"> ● If the Alpha Prot strip (black and amber) completely and permanently hides the VLS strip (amber) in a stabilized wings-level flight path (without an increase in the load factor): Keep on one ADR. Turn off two ADRs. <i>In case of dispatch with one ADR inoperative, switch only one ADR to OFF.</i> <table border="1" style="width: 100%;"> <tr> <td style="background-color: #FFD700; padding: 2px;">CAUTION</td> <td style="padding: 2px;">RISK OF ERRONEOUS DISPLAY OF THE VSW STRIP (RED AND BLACK) AND RISK OF UNDUE STALL WARNING</td> </tr> </table> <ul style="list-style-type: none"> Do not increase speed. Consider using the Flight Path Vector (FPV). Recover affected DU by using associated DMC switching. When at or above safety altitude, level off. <ul style="list-style-type: none"> ● At any time, with a speed above VLS, if the aircraft goes to a continuous nose down pitch rate that cannot be stopped with backward sidestick inputs, immediately: Keep on one ADR. Turn off two ADRs. 		CAUTION	RISK OF ERRONEOUS DISPLAY OF THE VSW STRIP (RED AND BLACK) AND RISK OF UNDUE STALL WARNING
CAUTION	RISK OF ERRONEOUS DISPLAY OF THE VSW STRIP (RED AND BLACK) AND RISK OF UNDUE STALL WARNING		

Appendix 2 – AFM A340 Procedure

ABNORMAL V ALPHA PROT

Ident.: TDU / EMER-34-00015962.0001001 / 05 DEC 14

EASA APPROVED

Criteria: A340

Impacted DU: NONE

Belongs to TR529 Issue 1

- **If the Alpha Prot strip (black and amber) completely and permanently hides the VLS strip (amber) in a stabilized wings-level flight path (without an increase in the load factor):**

Keep on one ADR.

Turn off two ADRs.

In case of dispatch with one ADR inoperative, switch only one ADR to OFF.

CAUTION	RISK OF ERRONEOUS DISPLAY OF THE VSW STRIP (RED AND BLACK) AND RISK OF UNDUE STALL WARNING
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Do not increase speed.

Consider using the Flight Path Vector (FPV).

Recover affected DU by using associated DMC switching.

When at or above safety altitude, level off.

- **At any time, with a speed above VLS, if the aircraft goes to a continuous nose down pitch rate that cannot be stopped with backward sidestick inputs, immediately:**

Keep on one ADR.

Turn off two ADRs.

AD 2014-25-52 EMERGENCY

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FAA
Aviation Safety

EMERGENCY

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/

DATE: December 10, 2014

AD #: 2014-25-52

Emergency Airworthiness Directive (AD) 2014-25-52 is sent to owners and operators of Airbus Model A330-200 Freighter, -200, and -300 series airplanes and Model A340-200, -300, -500, and -600 series airplanes.

Background

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued Emergency Airworthiness Directive 2014-0267-E, dated December 9, 2014 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition on all Airbus Model A330-200 Freighter, -200, and -300 series airplanes and Model A340-200, -300, -500, and -600 series airplanes. The MCAI states:

An occurrence was reported where an Airbus A321 aeroplane encountered a blockage of two Angle of Attack (AoA) probes during climb, leading to activation of the Alpha Protection (Alpha Prot) while the Mach number increased. The flightcrew managed to regain full control and the flight landed uneventfully.

When Alpha Prot is activated due to blocked AoA probes, the flight control laws order a continuous nose down pitch rate that, in a worst case scenario, cannot be stopped with backward sidestick inputs, even in the full backward position. If the Mach number increases during a nose down order, the AoA value of the Alpha Prot will continue to decrease. As a result, the flight control laws will continue to order a nose down pitch rate, even if the speed is above minimum selectable speed, known as VLS.

This condition, if not corrected, could result in loss of control of the aeroplane.

As the same systems are installed on A330 and A340 airplanes, to address this unsafe condition, Airbus *** [has] developed a specific Aircraft Flight Manual (AFM) procedure, which has been published in AFM Temporary Revision (TR) No. 528 for A330 aeroplanes and AFM TR No. 529 for A340 aeroplanes, as applicable to aeroplane type and model.

For the reasons described above, this AD requires amendment of the applicable AFM [to advise the flightcrew of emergency procedures for abnormal Alpha Prot].

This is considered to be an interim action and further [EASA] AD action may follow.

FAA’s Determination and AD Requirements

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI and service information referenced above. We are issuing this AD because we evaluated all pertinent information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual AD

We are issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

2014-25-52 Airbus: Directorate Identifier 2014-NM-229-AD.

(a) Effective Date

This Emergency AD is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus airplanes, certificated in any category, identified in paragraphs (c)(1) through (c)(6) of this AD.

- (1) All Model A330-223F and -243F airplanes.
- (2) All Model A330-201, -202, -203, -223, and -243 airplanes.
- (3) All Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.
- (4) All Model A340-211, -212, and -213 airplanes.
- (5) All Model A340-311, -312, and -313 airplanes.
- (6) All Model A340-541 and A340-642 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 34, Navigation.

(e) Unsafe Condition

This AD was prompted by a report of Angle of Attack (AoA) probes jamming on an in-service Airbus Model A321 airplane. Jamming of the two AoA probes during climb is attributed to water freezing under the AoA vane slinger, and led to activation of the Alpha Protection (Alpha Prot) while the Mach number increased, which resulted in an airplane pitch down per design. We are issuing this AD to ensure the flightcrew has procedures to counteract the pitch down order due to abnormal activation of the Alpha Prot. An abnormal Alpha Prot, if not corrected, could result in loss of control of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Revision of Airplane Flight Manual (AFM)

Within 2 days after receipt of this AD, revise the AFM to incorporate procedures to address undue activation of Alpha Prot by inserting the text specified in figure 1 to paragraph (g) of this AD into the Emergency Procedures section of the applicable AFM, to advise the flightcrew of emergency procedures for abnormal Alpha Prot. This may be accomplished by inserting a copy of this AD into the AFM. When a statement identical to the text specified in figure 1 to paragraph (g) of this AD is included in the general revisions of the AFM, the general revisions may be inserted in the AFM, and the text specified in figure 1 to paragraph (g) of this AD may be removed.

Figure 1 to paragraph (g) of this AD – AFM Procedure

- **If the Alpha Prot strip (black and amber) completely and permanently hides the VLS strip (amber) in a stabilized wings-level flight path (without an increase in the load factor):**
Keep on one ADR.
Turn off two ADRs.
In case of dispatch with one ADR inoperative, switch only one ADR to OFF.

CAUTION RISK OF ERRONEOUS DISPLAY OF THE VSW STRIP (RED AND BLACK) AND RISK OF UNDUE STALL WARNING

Do not increase speed.
Consider using the Flight Path Vector (FPV).
Recover affected DU by using associated DMC switching.
When at or above safety altitude, level off.
- **At any time, with a speed above VLS, if the aircraft goes to a continuous nose down pitch rate that cannot be stopped with backward sidestick inputs, immediately:**
Keep on one ADR.
Turn off two ADRs.

(h) Special Flight Permits

Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are not allowed.

(i) Other FAA Provisions

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1138; fax 425-227-1149. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(j) Related Information

(1) For further information about this AD, contact: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1138; fax 425-227-1149.


(2) For service information referenced in this AD, contact Airbus SAS, Airworthiness Office – EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email airworthiness.A330-A340@airbus.com; Internet <http://www.airbus.com>. You may view this referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA.

Issued in Renton, Washington, on December 10, 2014.

Original signed by:
Jeffrey E. Duven,
Manager,
Transport Airplane Directorate,
Aircraft Certification Service.

AD 2014-0281

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EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0281</p> <p>Date: 22 December 2014</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: AIRBUS</p>	<p>Type/Model designation(s): A330 aeroplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.004</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>This AD supersedes EASA AD 2014-0273 dated 17 December 2014.</p>	
<p>ATA 24</p>	<p>Electrical Power – Alternating Current Emergency Generation – Operational Procedure</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>Airbus A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342 and A330-343 aeroplanes, all manufacturer serial numbers.</p>	
<p>Reason:</p>	<p>The Constant Speed Motor/Generator (CSM/G), as installed on Airbus A330 aeroplanes, is qualified for an overload condition of 9.5kVA for 30 minutes. This duration is sufficient to perform safe landing and a GO-AROUND. However, electrical load analysis revealed that the hydraulic power might not be sufficient to supply the CSM/G during slat/flap extension, when only one engine is running.</p> <p>This condition, if not corrected, and in conjunction with the loss of main electrical system, could lead to the scenario, where the crew is not clearly warned that the electrical system has switched on the battery and thus has a limited duration that would allow a safe landing.</p> <p>To address this potential unsafe condition, Airbus issued an Aircraft Flight Manual (AFM) Temporary Revision (TR) on A330 aeroplane to update the electrical emergency configuration “ELEC EMER CONFIG” procedure to require the pilot to deploy the ram air turbine manually before setting the Landing Recovery to ON position to provide sufficient hydraulic power and avoid CSM/G shedding under worst-case operational conditions.</p> <p>Consequently, EASA issued AD 2014-0273 to require amendment of the AFM</p>	

	<p>by incorporating the applicable Airbus TR.</p> <p>After that AD was issued, EASA became aware that the reference to Airbus modification (mod) 47930 was insufficient to define which AFM TR is applicable to which aeroplane (configuration), as this mod can be embodied in service with Airbus Service Bulletin (SB) A330-28-3067.</p> <p>For the reason described above, this AD retains the requirements of EASA AD 2014-0273, which is superseded, and corrects the information included in Table 1.</p>						
Effective Date:	05 January 2015						
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 15 days after the effective date of this AD, amend the emergency procedures section of Airbus A330 AFM to incorporate the updated "ELEC - EMER CONFIG" procedure by inserting the AFM TR as defined in Table 1 of this AD, depending on aeroplane configuration.</p> <p style="text-align: center;">Table 1</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Aeroplane configuration</th> <th>AFM TR</th> </tr> </thead> <tbody> <tr> <td>A330 Pre-mod 47930; A330 Pre-SB A330-28-3067.</td> <td>TR 427 issue 1</td> </tr> <tr> <td>A330 Post-mod 47930; A330 Post-SB A330-28-3067.</td> <td>TR 428 issue 1</td> </tr> </tbody> </table> <p>Amending the applicable AFM to incorporate a later revision which includes the AFM TR as required by this AD, is acceptable to comply with the requirements of paragraph (1) of this AD.</p> <p>(2) Concurrent with the AFM amendment as required by paragraph (1) of this AD, inform all flight crews and, thereafter, operate the aeroplane accordingly.</p>	Aeroplane configuration	AFM TR	A330 Pre-mod 47930; A330 Pre-SB A330-28-3067.	TR 427 issue 1	A330 Post-mod 47930; A330 Post-SB A330-28-3067.	TR 428 issue 1
Aeroplane configuration	AFM TR						
A330 Pre-mod 47930; A330 Pre-SB A330-28-3067.	TR 427 issue 1						
A330 Post-mod 47930; A330 Post-SB A330-28-3067.	TR 428 issue 1						
Ref. Publications:	<p>Airbus A330 AFM TR 427 Issue 1 EASA approved on 14 October 2014, Airbus A330 AFM TR 428 Issue 1 EASA approved on 14 October 2014, Airbus A330 SB A330-28-3067 Original issue dated 23 March 2001, or Revision 1 dated 16 July 2001.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>						
Remarks:	<ol style="list-style-type: none"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – Airworthiness Office – EAL. E-mail: airworthiness.A330-A340@airbus.com. 						

AD 2015-02-17

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[Federal Register Volume 80, Number 19 (Thursday, January 29, 2015)]
[Rules and Regulations]
[Pages 4762-4764]
From the Federal Register Online via the Government Printing Office [www.gpo.gov]
[FR Doc No: 2015-01178]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2015-0078; Directorate Identifier 2014-NM-235-AD; Amendment 39-18084; AD 2015-02-17]

RIN 2120-AA64

Airworthiness Directives; Airbus Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for all Airbus Model A330-200, A330-200 Freighter, and A330-300 series airplanes. This AD requires revising the electrical emergency configuration procedure in the Emergency Procedures section of the airplane flight manual (AFM) to include procedures for deploying the ram air turbine manually to provide sufficient hydraulic power and avoid constant speed motor/generator (CSM/G) shedding. This AD was prompted by an electrical load analysis that revealed that hydraulic power might not be sufficient to supply the CSM/G during slat/flap extension when only one engine is running. We are issuing this AD to prevent such a condition which, in conjunction with the loss of the main electrical system, could lead to the scenario where the flightcrew is not clearly warned that the electrical system has switched on the battery and thus has a limited duration that would allow a safe landing.

DATES: This AD becomes effective February 13, 2015.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of February 13, 2015.

We must receive comments on this AD by March 16, 2015.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.
- Fax: 202-493-2251.
- Mail: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

- Hand Delivery: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD, contact Airbus SAS, Airworthiness Office–EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email airworthiness.A330-A340@airbus.com; Internet <http://www.airbus.com>. You may view this referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-0078; or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone 800-647-5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1138; fax 425-227-1149.

SUPPLEMENTARY INFORMATION:

Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Airworthiness Directive 2014-0281, dated December 22, 2014 (referred to after this as the Mandatory Continuing Airworthiness Information, or "the MCAI"), to correct an unsafe condition on all Airbus Model A330-200, A330-200 Freighter, and A330-300 series airplanes. The MCAI states:

The Constant Speed Motor/Generator (CSM/G), as installed on Airbus A330 aeroplanes, is qualified for an overload condition of 9.5kVA [kilovolt-ampere] for 30 minutes. This duration is sufficient to perform safe landing and a GO-AROUND. However, electrical load analysis revealed that the hydraulic power might not be sufficient to supply the CSM/G during slat/flap extension when only one engine is running.

This condition, if not corrected, and in conjunction with the loss of main electrical system, could lead to the scenario where the crew is not clearly warned that the electrical system has switched on the battery and thus has a limited duration that would allow a safe landing.

To address this potential unsafe condition, Airbus issued an Aircraft Flight Manual (AFM) Temporary Revision (TR) on A330 aeroplane to update the electrical emergency configuration "ELEC EMER CONFIG" procedure to require the pilot to deploy the ram air turbine manually before setting the Landing Recovery to ON position to provide sufficient hydraulic power and avoid CSM/G shedding under worst-case operational conditions.

Consequently, EASA issued AD 2014-0273 (http://ad.easa.europa.eu/blob/easa_ad_2014_0273_superseded.pdf/AD_2014-0273_1) to require amendment of the AFM by incorporating the applicable Airbus TR.

After that [EASA] AD was issued, EASA became aware that the reference to Airbus modification (mod) 47930 was insufficient to define which AFM TR is applicable to which aeroplane (configuration), as this mod can be embodied in service with Airbus Service Bulletin (SB) A330-28-3067.

For the reason described above, this [EASA] AD retains the requirements of EASA AD 2014-0273, which is superseded, and corrects the information included in Table 1.

You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-0078.

Related Service Information

Airbus has issued A330/A340 Airplane Flight Manual (AFM) Temporary Revision (TR) TR427, UPDATE OF ELEC-EMER CONFIG PROCEDURE, Issue 1.0, dated November 7, 2014 (for airplanes in Airbus pre-modification 47930 configuration or pre-Airbus Service Bulletin A330-28-3067 configuration); and A330/A340 AFM TR TR428, UPDATE OF ELEC-EMER CONFIG PROCEDURE, Issue 1.0, dated November 7, 2014 (for airplanes in Airbus post-modification 47930 configuration or post-Airbus Service Bulletin A330-28-3067 configuration). This service information describes updated electrical emergency configuration procedures in the AFM. You can find this information at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-0078.

FAA's Determination and Requirements of This AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI and service information referenced above. We are issuing this AD because we evaluated all pertinent information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

FAA's Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because hydraulic power might not be sufficient to supply the CSM/G during slat/flap extension when only one engine is running. This condition, in conjunction with the loss of the main electrical system, could lead to the scenario where the flightcrew is not clearly warned that the electrical system has switched on the battery and thus has a limited duration that would allow a safe landing. Therefore, we determined that notice and opportunity for public comment before issuing this AD are impracticable and that good cause exists for making this amendment effective in fewer than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the ADDRESSES

section. Include "Docket No. FAA-2015-0078; Directorate Identifier 2014-NM-235-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD based on those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this AD.

Costs of Compliance

We estimate that this AD affects 91 airplanes of U.S. registry.

We also estimate that it will take about 1 work-hour per product to comply with the basic requirements of this AD. The average labor rate is \$85 per work-hour. Based on these figures, we estimate the cost of this AD on U.S. operators to be \$7,735, or \$85 per product.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. "Subtitle VII: Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, Section 44701: General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979);
3. Will not affect intrastate aviation in Alaska; and
4. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39–AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):



2015-02-17 Airbus: Amendment 39-18084. Docket No. FAA-2015-0078; Directorate Identifier 2014-NM-235-AD.

(a) Effective Date

This AD becomes effective February 13, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category, all manufacturer serial numbers.

(1) Airbus Model A330-201, -202, -203, -223, -223F, -243, and -243F airplanes.

(2) Airbus Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 24, Electrical Power.

(e) Reason

This AD was prompted by an electrical load analysis that revealed that hydraulic power might not be sufficient to supply the constant speed motor/generator (CSM/G) during slat/flap extension when only one engine is running. We are issuing this AD to prevent such a condition which, in conjunction with the loss of the main electrical system, could lead to the scenario where the flightcrew is not clearly warned that the electrical system has switched on the battery and thus has a limited duration that would allow a safe landing.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Revise Airplane Flight Manual (AFM)

Within 15 days after the effective date of this AD, revise the Emergency Procedures section of the Airbus A330 AFM to include the information in the applicable Airbus temporary revision (TR) specified in paragraph (g)(1) or (g)(2) of this AD. This may be done by inserting a copy of the applicable TR specified in paragraph (g)(1) or (g)(2) of this AD into the AFM. Operate the airplane according to the procedures in the applicable TR. When the information in the applicable TR has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, provided the relevant information in the general revision is identical to that in the TR, and the TR may be removed.

(1) For airplanes in Airbus pre-modification 47930 configuration and pre-Airbus Service Bulletin A330-28-3067 configuration: Airbus A330/A340 AFM TR TR427, UPDATE OF ELEC-EMER CONFIG PROCEDURE, Issue 1.0, dated November 7, 2014.

(2) For airplanes in Airbus post-modification 47930 configuration or post-Airbus Service Bulletin A330-28-3067 configuration: Airbus A330/A340 AFM TR TR428, UPDATE OF ELEC-EMER CONFIG PROCEDURE, Issue 1.0, dated November 7, 2014.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1138; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(i) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0281, dated December 22, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-0078.

(j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) Airbus A330/A340 Airplane Flight Manual (AFM) Temporary Revision TR427, UPDATE OF ELEC-EMER CONFIG PROCEDURE, Issue 1.0, dated November 7, 2014.

(ii) Airbus A330/A340 AFM Temporary Revision TR428, UPDATE OF ELEC-EMER CONFIG PROCEDURE, Issue 1.0, dated November 7, 2014.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office-EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email airworthiness.A330-A340@airbus.com; Internet <http://www.airbus.com>.

(4) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on January 9, 2015.
Jeffrey E. Duven,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.



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LIMITATIONS GENERAL

INTRODUCTION

Ident.: LIM-GEN-00005442.0001001 / 26 NOV 09
Criteria: A330

APPROVED

This aircraft must be operated in compliance with the limitations given in this chapter. When operating in accordance with an approved appendix or supplement to this AFM, these limitations apply, unless amended by such appendix or supplement.

KIND OF OPERATIONS

Ident.: LIM-GEN-00005446.0002001 / 16 APR 10
Criteria: 330-200F

APPROVED

The aircraft is certified in the public transport category (freight) for day and night operations, in the following conditions, when the appropriate equipment and instruments required by the airworthiness and operating regulations are approved, installed and in an operable condition:

- VFR and IFR
- Extended overwater flight
- Flight in icing conditions.

MINIMUM FLIGHT CREW

Ident.: LIM-GEN-00005447.0001001 / 26 NOV 09
Criteria: A330

APPROVED

Minimum flight crew: 2 pilots.

MAXIMUM OPERATING ALTITUDE

Ident.: LIM-GEN-00005448.0002001 / 26 NOV 09
Criteria: (A330 and 52536)

APPROVED

Slats and flaps retracted: 41 450 ft.

This is the maximum altitude at which it is possible to maintain cabin pressure altitude below 8 000 ft.

Slats and/or flaps extended: 20 000 ft.

MANEUVER LIMIT LOAD FACTORS

Ident.: LIM-GEN-00005449.0001001 / 25 JUL 14
Criteria: A330

APPROVED

Slats and flaps retracted: -1 g to +2.5 g.

Slats and/or flaps extended: 0 g to +2.0 g.



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LIMITATIONS GENERAL

ICING CONDITIONS DEFINITION

Ident.: LIM-GEN-00005140.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Icing conditions exist when OAT on the ground and for takeoff, or TAT in flight is 10 °C or below and visible moisture in any form is present (such as clouds, fog with visibility of one mile or less, rain, snow, sleet or ice crystals).

Icing conditions also exist when the OAT on the ground and for takeoff is 10 °C or below when operating on ramps, taxiways, or runways where surface snow, ice, standing water or slush may be ingested by the engines or freeze on engines, nacelles or engine sensor probes.

CARRIAGE OF OCCUPANTS IN COURIER AREA

Ident.: LIM-GEN-00009979.0001002 / 23 MAR 11

APPROVED

Criteria: 330-200F

Specific: FAA

A maximum of twelve supernumeraries may occupy the courier area located aft of the flight-deck compartment. The total occupancy of the airplane is limited to sixteen persons, including the flight crew (two on-duty flightcrew members, and up to fourteen off-duty flightcrew members, observers or supernumeraries).

- The operator must determine that each supernumerary is physically capable and trained to accomplish the necessary emergency procedures.
- When authorized by the certificate holder, the following persons, but no others, may be carried aboard:
 1. A crewmember
 2. A company employee
 3. An FAA air carrier inspector, a Department of Defense commercial air carrier evaluator or, an authorized representative of the National Transportation Safety Board, who is performing official duties
 4. A person necessary for:
 - The safety of the flight
 - The safe handling of animals
 - The safe handling of hazardous materials
 - The security of valuable or confidential cargo
 - The preservation of fragile or perishable cargo
 - Experiments on, or testing of, cargo containers or cargo handling devices;
 - The operation of special equipment for loading or unloading cargo; and
 - The loading or unloading of outsize cargo.
 5. A person described in the above paragraph 4 when travelling to or from his assignment
 6. A person performing duty as an honor guard accompanying a shipment made by or under the authority of the United States
 7. A military courier, military route supervisor, military cargo contract coordinator, or a flight crew member of another military cargo contract air carrier or commercial operator, carried by a military cargo contract air carrier or commercial operator in operations under a military cargo contract, if that carriage is specifically authorized by the appropriate armed forces.
- Prior to each flight, a flight crew member must brief the supernumeraries on the following:
 - The use of exits, including instructions to inspect the ground to determine whether a safe evacuation can be achieved before using an assist means
 - Location and use of emergency equipment
 - The lavatory visual decompression-alerting system and what supernumerary actions are required
 - The aural and visual turbulence-alerting system and the requirement that persons must return to their seats
 - The fire or smoke visual-alerting system, and what supernumerary actions are required.

If a cockpit door is installed, at least one occupant must be briefed by a flight crew member on the means of cockpit door opening in the event of a flight crew incapacitation.



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LIMITATIONS WEIGHTS AND LOADING

WEIGHT LIMITATIONS

Ident.: LIM-WGHT-00005162.0066001 / 25 JUL 14

APPROVED

Criteria: ((330-223F or 330-243F) and 200989)

Weight Variant : WV 02 - Dynamic Payload			
Maximum Taxi Weight		233 900 kg	515 661 lb
Maximum Takeoff Weight (MTOW)		233 000 kg	513 676 lb
Maximum Landing Weight (MLW)		187 000 kg	412 264 lb
Maximum Zero Fuel Weight (MZFW)		178 000 kg 173 000 kg	392 422 lb 381 399 lb
Minimum Weight for takeoff		116 000 kg	255 737 lb
Minimum Weight for flight and landing	Aircraft CG<25 %	109 000 kg	240 304 lb
	Aircraft CG≥25 %	116 000 kg	255 737 lb

- Note:
1. Refer to LIM-WGHT Center of Gravity Envelope.
 2. The maximum weight limits also depend on the center of gravity and may be lower than the values given in the above table.

CENTER OF GRAVITY ENVELOPE

Ident.: LIM-WGHT-00005141.0157001 / 25 JUL 14

APPROVED

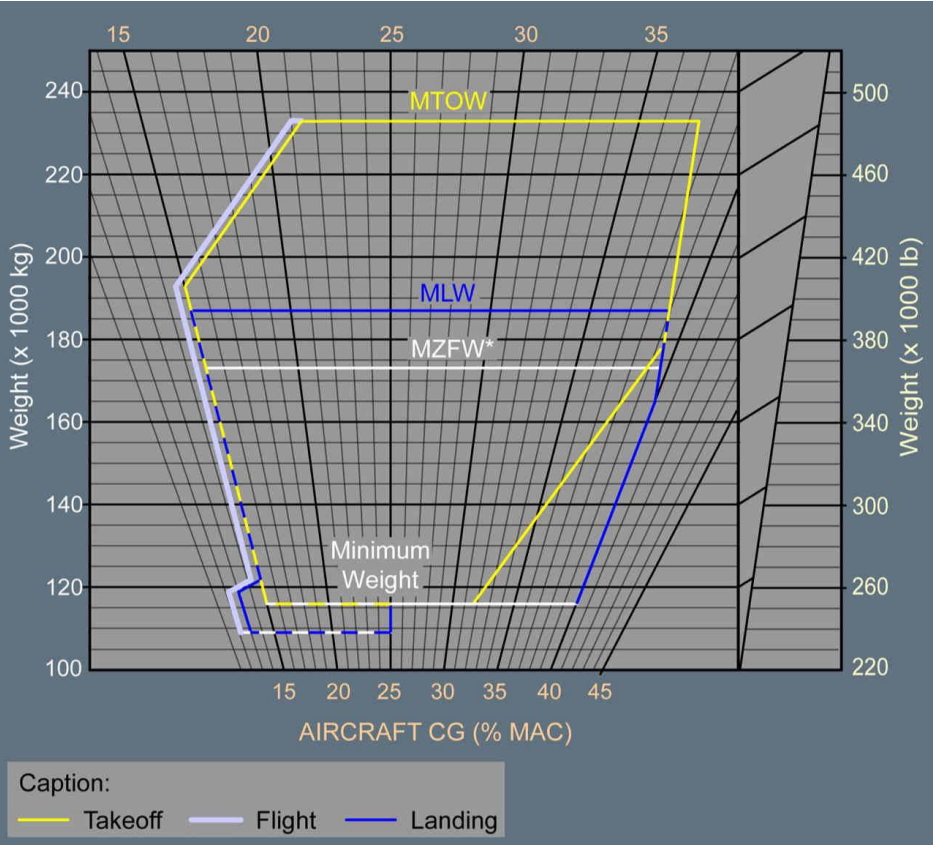
Criteria: ((330-223F and 200989) or (330-243F and 200989))

For Mean Aerodynamic Chord (MAC) and datum, see 3-View Drawing. *Refer to GEN-VIEW 3-View Drawing.*

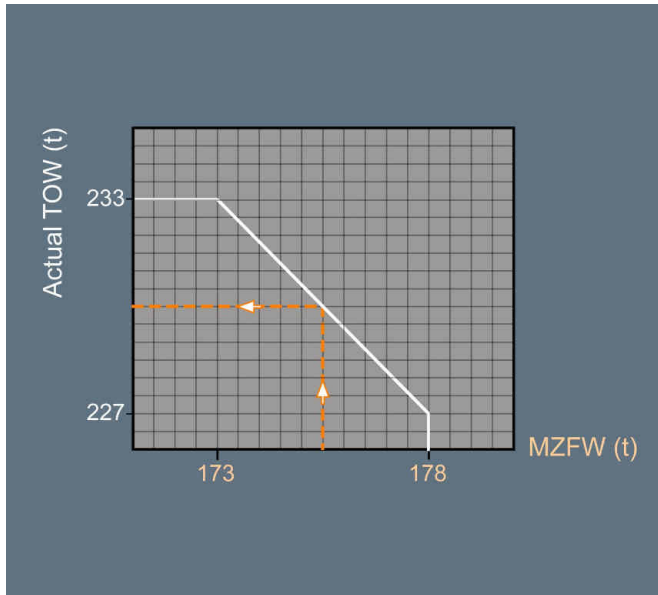
Takeoff and landing CG limits are given for landing gear down configuration.

Flight CG limits are given for landing gear up configuration.

CG Envelope WV 02 - Dynamic Payload



(*) Maximum Zero Fuel Weight (MZFW) can be increased provided Actual Takeoff Weight is decreased as shown in the following graph.

**EXAMPLE**

- Data:
 - MZFW = 175.5 t
- Results:
 - Actual TOW = 230 t



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AIRPLANE FLIGHT MANUAL

LIMITATIONS WEIGHTS AND LOADING

PERFORMANCE LIMITATIONS

Ident.: LIM-WGHT-00005683.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Maximum Takeoff Weight (MTOW) and Maximum Landing Weight (MLW) may be reduced by performance requirements of PERFORMANCE and/or SUPPLEMENTARY PERFORMANCE chapters of this AFM related to:

- Climb performance (first and second segment, final takeoff, en route, approach and landing)
- Available runway length (takeoff and landing)
- Obstacle clearance (takeoff and en route)
- Brake energy limit (observe brake temperature warning (300 °C))
- Tire speed.

LOADING

Ident.: LIM-WGHT-00005684.0001001 / 26 NOV 09

APPROVED

Criteria: A330

The aircraft must be loaded in accordance with the loading instructions given in the Weight and Balance Manual (WBM) chapter 1-10.

The maximum FCMC rearward CG target has been established assuming a possible margin for loading operational procedure inaccuracies of 2 % MAC at Zero Fuel Weight (ZFW) in the value of Zero Fuel Center of Gravity (ZFCG) inserted in the MCDU before flight. This value is defined with landing gear down.

VMO/MMO

Ident.: LIM-SPD-00006064.0001001 / 26 NOV 09

APPROVED

Criteria: A330

MAXIMUM OPERATING LIMIT SPEED (VMO/MMO)

VMO = 330 kt IAS

MMO = M 0.86

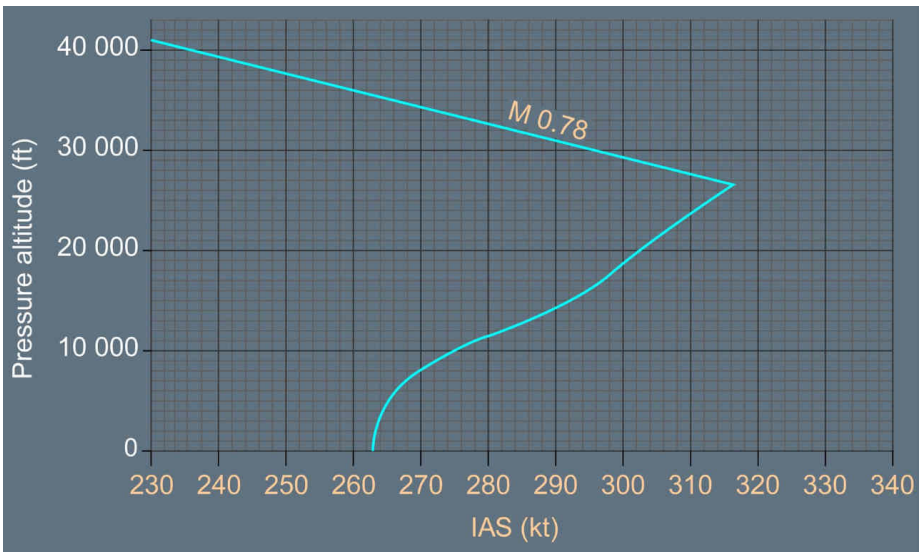
This limit must not be intentionally exceeded in any flight regime.

VA

Ident.: LIM-SPD-00008345.0001001 / 16 APR 10

APPROVED

Criteria: (330-200 or 330-200F)

MAXIMUM DESIGN MANEUVERING SPEED (VA)*Note: This limitation only applies in alternate or direct flight control laws.***VA**

If alternate or direct law is active:

- Full ailerons and rudder application should be confined to speeds below VA
- Maneuvers involving angle of attack near stall should be confined to speeds below VA.

LIMITATIONS**AIRSPEEDS****CAUTION**

Rapid and large alternating control inputs, especially in combination with large changes in pitch, roll, or yaw (e.g. large sideslip angles) may result in structural failures at any speed, even below VA.

VFEIdent.: LIM-SPD-00005224.0001001 / 26 NOV 09
Criteria: A330**APPROVED****MAXIMUM SLATS/FLAPS EXTENDED SPEEDS OR OPERATING SPEEDS (VFE)**

Flight Phase	Flaps Lever Position	VFE
Intermediate approach	1	240 kt IAS
Takeoff 1+F	1	215 kt IAS
Approach and takeoff	2	196 kt IAS
Approach, takeoff and landing	3	186 kt IAS
Landing	FULL	180 kt IAS

VLO/MLO AND VLE/MLEIdent.: LIM-SPD-00005241.0001001 / 26 NOV 09
Criteria: A330**APPROVED****MAXIMUM SPEED WITH LANDING GEAR OPERATING (EXTENSION AND RETRACTION, VLO/MLO)**

VLO/MLO = 250 kt IAS / M 0.55

MAXIMUM SPEED WITH LANDING GEAR LOCKED DOWN (VLE/MLE)

VLE/MLE = 250 kt IAS / M 0.55

MAXIMUM SPEED FOR GRAVITY EXTENSION OF THE LANDING GEAR (VLO/VLE)

VLO/VLE = 200 kt IAS

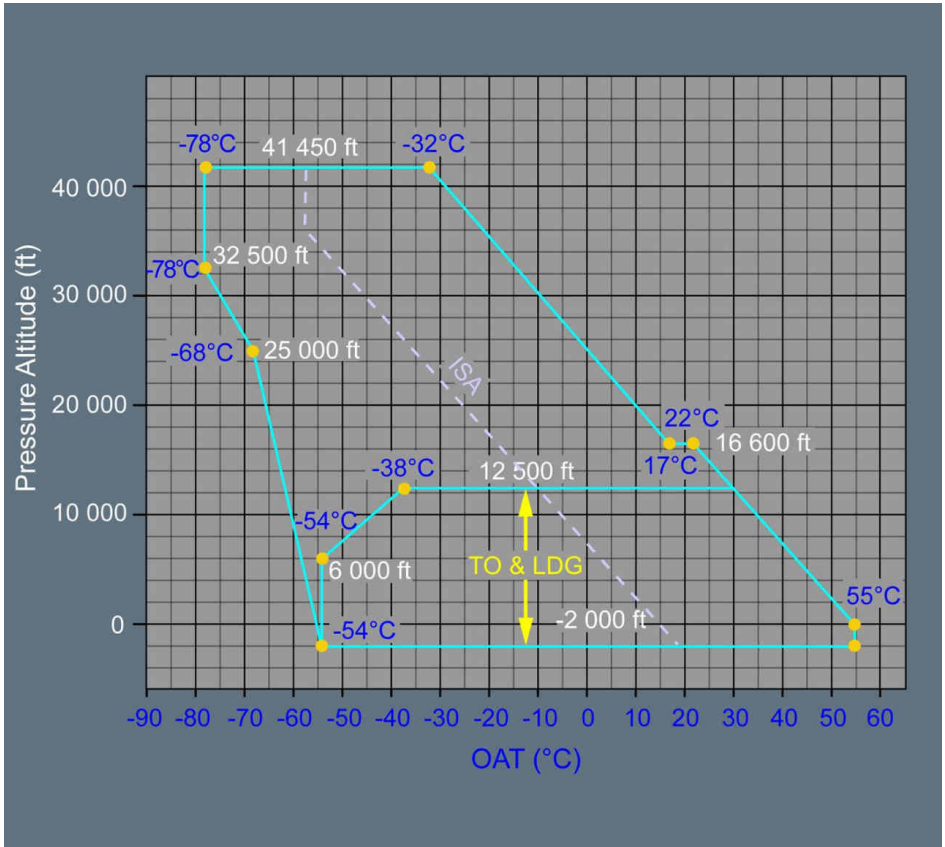
ENVIRONMENTAL ENVELOPE

Ident.: LIM-OPS-00005456.0003001 / 28 FEB 11

APPROVED

Criteria: ((330-301 or 330-321 or 330-322 or 330-323 or 330-341 or 330-342 or 330-343 or 330-200 or 330-200F) and 52536)

Environmental Envelope



Minimum TAT: -53 °C.

CROSSWIND

Ident.: LIM-OPS-00005967.0001001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

Engines operations are limited in high crosswind.



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
OPERATIONAL PARAMETERS

Refer to LIM-70 Crosswind.

TAILWIND

Ident.: LIM-OPS-00005458.0001001 / 26 NOV 09
Criteria: A330

APPROVED

Maximum tailwind for takeoff and landing: 10 kt.

RUNWAY SLOPE

Ident.: LIM-OPS-00005460.0001001 / 26 NOV 09
Criteria: A330

APPROVED

Maximum mean runway slope: ± 2 %.



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS TOWING AND TAXIING

MANEUVERS ON GROUND

Ident.: LIM-09-00005491.0002001 / 16 APR 10

APPROVED

Criteria: ((330-302 or 330-303 or 330-323 or 330-342 or 330-343 or 330-200 or 330-200F) and (43029 and 47701))

During towing: $\pm 65^\circ$ of nosewheel travel must not be exceeded.

Note: *Mechanical stop is designed at $\pm 95^\circ$ of nosewheel travel.*

TOWBARLESS OPERATIONS

Ident.: TDU / LIM-09-00017235.0001001 / 13 OCT 15

APPROVED

Criteria: A330

Impacted DU: 00005493 Towbarless Operations

Belongs to TR687 Issue 1

Towbarless operations on nose landing gear (towing and pushback) are approved:

- For aircraft fitted with an active oversteer warning system or
- Provided the towbarless towing operations are performed in compliance with appropriate operational requirements, using towbarless towing vehicles that are qualified and operated to preclude damage to the aircraft nosewheel steering system, or which provide a reliable and unmistakable warning when damage to the steering system may have occurred.

Towbarless towing vehicles that are specifically accepted for the Airbus A330 aircraft are listed in Airbus WISE In-Service Information ISI 09.11.00001.

TOWBARLESS OPERATIONS

Ident.: LIM-09-00005493.0001001 / 28 FEB 11

APPROVED

Criteria: A330

Impacted by TDU: 00017235 Towbarless Operations

Towbarless operations on nose landing gear (towing and pushback) are approved:

- For aircraft fitted with an active oversteer warning system or
- Provided the towbarless towing operations are performed in compliance with appropriate operational requirements, using towbarless towing vehicles that are qualified and operated to preclude damage to the aircraft nosewheel steering system, or which provide a reliable and unmistakable warning when damage to the steering system may have occurred.

Towbarless towing vehicles that are specifically accepted for the Airbus A330 aircraft are listed in Airbus Service Information Letter SIL 09-002.



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
TOWING AND TAXIING

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A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
AIR COND / PRESS / VENT

CABIN PRESSURIZATION

Ident.: LIM-21-00005486.0002001 / 16 APR 10

APPROVED

Criteria: ((330-301 or 330-302 or 330-303 or 330-323 or 330-342 or 330-343 or 330-200 or 330-200F) and 48980)

Safety relief valve setting: 8.85 PSI (610 hPa).

Maximum negative differential pressure: -0.73 PSI (-50 hPa).

Note: *The ram air inlet must only be opened when the cabin differential pressure is less than +1 PSI (69 hPa)*



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
AIR COND / PRESS / VENT

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A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
AUTO FLIGHT SYSTEM
FLIGHT MANAGEMENT SYSTEM

GENERAL

Ident.: LIM-22-FMS-00008415.0002001 / 19 JUN 13

APPROVED

Criteria: (A330 and (44308 or 44339 or 46572 or 46893))

The FMGES lateral and vertical navigation has been certified for after takeoff, en route and terminal area operations and for instrument approach procedures (except ILS , LOC, LOC-BC , LDA , SDF and GLS) and missed approach procedures.

Approval of the FMGES is based on the assumption that the navigation database has been validated for intended use. The airworthiness approval does not account for database accuracy or compatibility.

Obstacle clearance and adherence to airspace constraints remains a flight crew responsibility.

Fuel, time predictions/performance information is provided for advisory purpose only.

For instrument procedures not coded in the WGS -84 coordinate system, the GPS must be deselected, unless the shift between the local coordinate system and the WGS-84 is found acceptable for the intended operation.

Note: 1. *The assessment of this shift can be done:*

- *In flight, monitoring the navaid raw data in non RNAV procedures*
- *On ground, performing a GPS survey of the procedure waypoints.*

2. *RNAV (GNSS) approach procedures require WGS-84 coordinates and GPS PRIMARY.*

AIRWORTHINESS STANDARD COMPLIANCE

Ident.: LIM-22-FMS-00008416.0006001 / 25 JUL 14

APPROVED

Criteria: (A330 and ((48765 or 48766 or 57320 or 57910) and (44308 or 44339 or 46572 or 46893)))

The FMGES has been demonstrated to comply with applicable airworthiness requirements, including FAA AC 20-130A, for a navigation system integrating multiple navigation sensors, when operating with aircraft position based on:

- IRS position and GPS update, or
- IRS position and radio navaid update, or
- IRS position only.

The FMGES also complies with the airworthiness part of:

- EASA AMC 20-4 (JAA TGL 2 REV 1) for Basic RNAV
- EASA AMC 20-27 for RNP APPROACH (RNP APCH) operations with or without APV BARO-VNAV operations.

- FAA AC 90-105 for:
 - RNP1 operations in Terminal area with or without RF leg
 - RNP APCH operations with or without APV BARO-VNAV Operations in final approach segment
 - RNP APCH operations with or without RF leg capability in the initial, the intermediate and the missed approach segments.

Note: 1. RNP APCH without APV BARO-VNAV operation corresponds to RNAV (GNSS) approach with LNAV Minimum.
 2. RNP APCH with APV BARO-VNAV operation corresponds to RNAV (GNSS) approach with LNAV/VNAV Minimum.

- JAA TGL 10 for Precision RNAV (compliance with paragraph 8.2 has not been demonstrated)
- FAA Advisory Circular 90-100A for terminal and en route RNAV operations
- FAA Advisory Circular 20-129 for baro VNAV
- FAA Order 8400.33 for RNP 4 in oceanic and remote area.
- FAA Order 8400.12A for RNP 10 in oceanic and remote area.

RNP 10 oceanic/remote area operations are approved:

- with GPS PRIMARY
- without GPS PRIMARY (GPS deselected or inoperative), provided time limitations in IRS only navigation, acceptable to the operational authorities, are established.

Note: Compliance with the applicable airworthiness requirements does not constitute an operational approval.
 Such authorization must be obtained by the operator from the appropriate authorities.

NAVIGATION PERFORMANCE

Ident.: LIM-22-FMS-00008417.0010001 / 19 JUN 13

APPROVED

Criteria: (A330 and 200624)

● **With GPS PRIMARY:**

The FMGES is certified in accordance with the performance requirements of MASPS ED -75/DO -236 for RNP operations.

The RNP accuracy with GPS PRIMARY has been demonstrated to be:

	With AP ON in NAV	With AP OFF and FD ON in NAV	With AP OFF and FD OFF
En route	1 NM	1 NM	1.1 NM
In terminal area	0.5 NM	0.51 NM	0.51 NM
In approach	0.3 NM	0.3 NM	Not authorized

● For RNP AR (SAAAR or equivalent):

The aircraft is capable of conducting RNP AR /SAAAR operations to a minimum RNP accuracy value of 0.3 when operated in accordance with the recommendations provided in the Airbus Airworthiness Compliance Document (ACD) reference G34D09030292 issue 2 or higher, Flight Crew Operating Manual (FCOM) and bulletins.

RNP AR 0.3 has been demonstrated with AP ON in normal and non normal conditions, based on the operational assumptions of the ACD for the following modes:

- Departure in NAV mode
- Initial approach in NAV or APP NAV modes
- Final approach in FINAL APP mode
- Missed approach in NAV mode.

Note: For navigation performance and recommendations regarding RNP AR 0.3 operations with AP OFF / FD ON, see ACD.

The aircraft is compliant with the aircraft qualification requirements of FAA AC 90-101 appendix 2.

● Without GPS PRIMARY:

The FMGES is certified in accordance with the accuracy requirements and assumptions of MASPS ED -75/DO -236 for RNP operations provided the appropriate RNP value is checked or entered on the MCDU and HIGH accuracy is displayed.

Without GPS PRIMARY (GPS deselected or inoperative) the navigation accuracy is a function of ground radio navaid infrastructure or elapsed time since last radio update.

USE OF NAV MODE

Ident.: LIM-22-FMS-00008428.0002001 / 19 JUN 13

APPROVED

Criteria: (A330 and (44308 or 44339 or 46572 or 46893))

NAV mode may be used:

- After takeoff provided:
 - GPS PRIMARY is available, or
 - FMGES takeoff updating has been checked.
- In terminal area provided:
 - GPS PRIMARY is available, or
 - HIGH accuracy is displayed and the appropriate RNP is checked or entered on the MCDU, or
 - FMS navigation is cross-checked with navaid raw data.

NAV, or NAV and APP NAV and FINAL APP mode may be used for VOR , VOR /DME , NDB , NDB /DME or RNAV (GNSS) approach but not for ILS , LOC , LOC-BC , LDA , SDF final approach.



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
AUTO FLIGHT SYSTEM
FLIGHT MANAGEMENT SYSTEM

APPROACHES

Ident.: LIM-22-FMS-00008429.0006001 / 19 JUN 13

APPROVED

Criteria: (A330 and ((44308 or 44339 or 46572 or 46893) and (47457 or 47462 or 48765 or 48766 or 54096)))

VOR , VOR /DME , NDB or NDB /DME approach procedures may be performed, in NAV, or NAV and APP NAV and FINAL APP mode, provided AP or FD is used and:

- GPS PRIMARY is available. In this case: the reference navaid may be unserviceable, or the airborne radio equipment may be inoperative, or not installed, provided an operational approval is obtained.
- GPS PRIMARY is not available. In this case: the reference navaid and the corresponding airborne equipment are serviceable, tuned and monitored during the approach.

RNAV (GNSS) approaches may be performed, in NAV, or NAV and APP NAV and FINAL APP mode, provided GPS PRIMARY is available and with AP or FD engaged.

RNAV (GNSS) approaches with LNAV /VNAV Minimum must be performed in FINAL APP mode.



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
AUTO FLIGHT SYSTEM
FLIGHT GUIDANCE SYSTEM

AIRWORTHINESS STANDARD COMPLIANCE

Ident.: LIM-22-FGS-00008719.0001002 / 18 NOV 13

APPROVED

Criteria: A330

Specific: FAA

The FMGES with the associated equipment has been found to meet the airworthiness requirement and performance criteria of:

- AC 25.1329 for automatic flight system
- AC 20.57 for autoland
- AC 120-29 for Category II
- AC 120-28 C appendix 1 for CAT III including roll out

Note: *Compliance with the standards noted above does not constitute an approval to conduct category II or III operations. Such authorization must be obtained by the operator from the appropriate authorities.*

AUTOLAND DATABASES WITH HONEYWELL ADIRU

Ident.: TDU / LIM-22-FGS-00009353.0007001 / 03 NOV 15

APPROVED

Criteria: (A330 and (200064 or 202164 or 202791 or 203869 or 203870 or 55346 or 56497 or 56609 or 56720 or 58415))

Impacted DU: NONE

Belongs to TR677 Issue 1

The below table provides for each concerned airport, the dates when the following limitations begin:

- Autoland is not allowed
- Rollout is not allowed.

CAT II approaches without Autoland are still allowed.

Airport Code	Airport Location	Month/Year
PAFA	FAIRBANKS INTL AK USA	September 2016
PANC	ANCHORAGE INTL AK USA	June 2018

Note: *This TR is applicable until end of 2020. From 2021, without a revision of this TR, Autoland and Rollout will not be allowed on any airport.*

The above limitations do not apply if three new ADIRU with updated magnetic variation tables are installed and Operators ensure previous standards are not installed.

The following Honeywell ADIRU standards will cancel the limitations of this Temporary Revision:

- ADIRU 4 MCU P/N HG2030AE24 installed by modification 203206
- ADIRU 4 MCU P/N HG2030AE44 installed by modification 203871
- ADIRU 4 MCU P/N HG2030B03 L.4.3 installed by modification 203712
- Or any later approved standard.



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
AUTO FLIGHT SYSTEM
FLIGHT GUIDANCE SYSTEM

AUTOLAND

Ident.: LIM-22-FGS-00008419.0006001 / 19 JUN 13

APPROVED

Criteria: (330-200F and (57545 or 57547))

Autoland has been demonstrated:

- with CAT II and CAT III ILS beam, with ILS slope angle inside a range from -2.5° to -3.25° .
- for airport altitude up to 9 200 ft.

Performance of ROLL OUT mode has been demonstrated on dry and wet runways.

Minimum aircraft weight: 116 000 kg (255 737 lb).

Autoland must not be used with an aircraft CG forward of 15 % MAC.

One autopilot at least must be engaged in APPR mode and CAT 2 or CAT 3 SINGLE or CAT 3 DUAL capability must be displayed on FMA.

MINIMUM HEIGHT FOR USE OF THE AUTOPILOT

Ident.: LIM-22-FGS-00008423.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- | | | |
|--|---|--|
| At takeoff | : | 100 ft AGL and at least 5 s after lift-off. |
| In non precision straight-in approach | : | MDA /MDH (or DA for LNAV /VNAV approach). |
| In circling approach | : | MDA /MDH -100 ft. |
| In ILS approach if CAT 2 or CAT 3 capability is not displayed on FMA | : | 160 ft AGL. |
| In ILS approach when CAT 2 or CAT 3 capability is displayed on FMA | : | <i>Refer to LIM-22-FGS CAT II / CAT III Operations</i> |
| After a manual go-around | : | 100 ft AGL. |
| In all other flight phases | : | 500 ft AGL. |

The use of AP and FD in OPEN DES and DES mode is not permitted if FCU altitude set below MDA /MDH or 500 ft AGL whichever is higher.

CAT II / CAT III OPERATIONS

Ident.: LIM-22-FGS-00008425.0001001 / 26 NOV 09

APPROVED

Criteria: A330

CATEGORY II AUTOMATIC APPROACH WITHOUT AUTOMATIC LANDING

Minimum decision height: 100 ft.

One autopilot at least must be engaged in APPR mode and CAT 2 or CAT 3 SINGLE or CAT 3 DUAL capability must be displayed on FMA.

Minimum height for AP disconnection: 80 ft.

CATEGORY II AUTOMATIC APPROACH WITH AUTOMATIC LANDING

Minimum decision height: 100 ft.

One autopilot at least must be engaged in APPR mode and CAT 2 or CAT 3 SINGLE, or CAT 3 DUAL capability must be displayed on FMA.

CATEGORY III FAIL PASSIVE (SINGLE) AUTOMATIC APPROACH AND AUTOMATIC LANDING

Minimum decision height: 50 ft.

One autopilot at least must be engaged in APPR mode and CAT 3 SINGLE or CAT 3 DUAL capability must be displayed on FMA.

CATEGORY III FAIL OPERATIONAL (DUAL) AUTOMATIC APPROACH AND AUTOMATIC LANDING

Alert height: 200 ft.

● CAT III with DH:

The 2 autopilots must be engaged in APPR mode and CAT 3 DUAL capability must be displayed on FMA.

● CAT III without DH:

The 2 autopilots must be engaged in APPR mode and CAT 3 DUAL capability must be displayed on FMA.

Minimum Runway Visual Range (RVR): 75 m.

MAXIMUM WIND CONDITIONS FOR CAT II OR CAT III AUTOMATIC APPROACH OR AUTOMATIC LANDING AND AUTOMATIC ROLL OUT

Headwind : 35 kt.

Tailwind : 10 kt.

Crosswind : 20 kt.



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS

AUTO FLIGHT SYSTEM

FLIGHT GUIDANCE SYSTEM

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A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS COMMUNICATIONS

SATCOM VOICE SYSTEM

Ident.: TDU / LIM-23-00010328.0003001 / 23 MAR 15
Criteria: ((330-200 or 330-200F or 330-300) and 200593)
Impacted DU: NONE
Belongs to TR477 Issue 1

APPROVED

The SATCOM Voice system has been demonstrated to comply with airworthiness requirements contained in FAA AC 20-150A for the use as a supplement to HF and VHF communications systems for Air Traffic Services Communications (ATSC).

Note: *Compliance with the applicable airworthiness requirement does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.*

SATCOM VOICE SYSTEM

Ident.: LIM-23-00014205.0001001 / 19 JUN 13
Criteria: (A330 and 200593)

APPROVED

The SATCOM Voice system has been demonstrated to comply with airworthiness requirements contained in FAA AC 20-150 for the use as a supplement to HF and VHF communications systems for Air Traffic Services Communications (ATSC).

Note: *Compliance with the applicable airworthiness requirement does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.*



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
COMMUNICATIONS

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A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS

FUEL

FUEL AND ADDITIVE SPECIFICATIONS

Ident.: LIM-28-00005472.0003001 / 19 JUN 13

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

The fuel system has been certified with:

- JET A, JET A1, JP5, JP8, N° 3 JET, RT and TS-1
- JET B and JP4 provided the trim tank is empty and isolated throughout the flight.

Note: 1. See Rolls Royce Operating Instruction Appendix latest issue.
2. See Airbus Consumable Material List (CML) Part 1 / S01-Fuels at the latest issue for approved fuel specifications.

USABLE FUEL

Ident.: LIM-28-00005474.0003001 / 26 NOV 09

APPROVED

Criteria: ((330-301 and 51806) or (330-200F and 58623))

Fuel loading varies with specific fuel gravity without any fuel weight limitation.

Tanks	Fuel Quantity	
2 Inner Tanks	84 000 l	22 192 US Gal
2 Outer Tanks	7 300 l	1 928 US Gal
1 Trim Tank	6 230 l	1 646 US Gal
TOTAL	97 530 l	25 766 US Gal

Tanks	Fuel Specific Gravity	
	0.80 kg/l	6.676 lb/US Gal
Fuel Weight		
2 Inner Tanks	67 200 kg	148 154 lb
2 Outer Tanks	5 840 kg	12 871 lb
1 Trim Tank	4 984 kg	10 989 lb
TOTAL	78 024 kg	172 014 lb

Note: When the quantity indications reach "zero" the remaining fuel cannot safely be used.

FUEL IMBALANCE

Ident.: LIM-28-00005478.0002001 / 16 APR 10

APPROVED

Criteria: 330-200F

Note: For asymmetrically loaded cargo, refer to Weight and Balance Manual.

The following tables give the maximum allowed wing fuel imbalance at takeoff, in flight and at landing, in either inner or outer tanks.

LIMITATIONS**FUEL****INNER TANKS (OUTER BALANCED)**

Tank Fuel Quantity (Heavier Tank)	Maximum Asymmetry
Full	2 900 kg (6 400 lb)
17 000 kg (37 480 lb)	4 800 kg (10 580 lb)
7 500 kg (16 530 lb)	7 500 kg (16 530 lb)

With linear variation between these values (No limitation below 7 500 kg/16 530 lb)

OUTER TANKS (INNER BALANCED)

Tank Fuel Quantity (Heavier Tank)	Maximum Asymmetry
Full	1 480 kg (3 260 lb)
2 400 kg (5 290 lb)	1 580 kg (3 480 lb)
1 730 kg (3 810 lb)	1 730 kg (3 810 lb)

With linear variation between these values (No limitation below 1 730 kg/3 810 lb)

FUEL TEMPERATURE LIMITS

Ident.: LIM-28-00005480.0003001 / 28 FEB 11

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

MINIMUM

Fuel temperature must not be less than the highest of:

- Fuel freezing point in any tank or
- -44 °C in inner tanks when operating below 30 000 ft or
- -54 °C in inner tanks when operating at or above 30 000 ft.

MAXIMUM

JET A, JET A1, JP5, JP8, N° 3 JET, RT and TS-1: +55 °C.
JP4 and JET B: +49 °C.



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
HYDRAULIC

HYDRAULIC FLUID

Ident.: LIM-29-00005489.0001001 / 26 NOV 09

Criteria: A330

APPROVED

FLUID SPECIFICATIONS

Refer to NSA 307-110.



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
HYDRAULIC

Intentionally left blank



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
LANDING GEAR

TIRE SPEED

Ident.: LIM-32-00010874.0001001 / 02 JUL 10

Criteria: A330

APPROVED

Maximum tire speed: 204 kt (ground speed).



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
LANDING GEAR

Intentionally left blank

INERTIAL REFERENCE SYSTEM (IRS)

Ident.: TDU / LIM-34-00014738.0002001 / 16 JUL 15

APPROVED

Criteria: (A330 and (203206 or 51096 or 51144))

Impacted DU: 00005500 Inertial Reference System (IRS)

Belongs to TR311 Issue 2

The IRS are compliant with the position accuracy criteria of AC 25-4 and FAR 121 Appendix G for a flight time up to 24 h (i.e. in excess of the aircraft range).

The ground alignment of the IRS has been demonstrated to be acceptable between 82 ° North and 82 ° South.

■ If all ADIRUs have the same magnetic variation table:

In MAGNETIC reference, flights using the NAV mode are prohibited:

- North of 73 ° North, between 90 ° West and 120 ° West (magnetic polar region), and
- North of 82 ° North, and
- South of 60 ° South.

When flying at latitudes beyond these limits, TRUE reference must be selected.

■ If one ADIRU has a different magnetic variation table:

Flights using the NAV mode are prohibited:

- North of 60 ° North, between 30 ° West and 160 ° West, and
- North of 75 ° North, and
- South of 55 ° South.

INERTIAL REFERENCE SYSTEM (IRS)

Ident.: LIM-34-00005500.0002001 / 26 NOV 09

APPROVED

Criteria: (A330 and (51096 or 51144 or 55346))

Impacted by TDU: 00014738 Inertial Reference System (IRS)

The IRS has been demonstrated to comply with the position accuracy criteria of AC 25-4 and FAR 121 Appendix G for flight time up to 24 h (i.e. in excess of the aircraft range).

Ground alignment of the IRS is possible up to 82 ° of latitude.

In the NAV mode the IR will not provide valid magnetic heading:

- North of 82 ° North
- North of 73 ° North between 90 ° and 120 ° West (magnetic polar region)
- South of 60 ° South.

When flying at latitudes beyond these limits, TRUE reference must be selected.



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
NAVIGATION

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Ident.: LIM-34-00005496.0001001 / 26 NOV 09

APPROVED

Criteria: (A330 and 43537)

Aircraft have been certified capable to participate in RVSM operations according to JAA TGL 6 and FAA 91-RVSM requirements.

Note: *Compliance with the standards noted above does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.*

MODE S - EHS ENHANCED SURVEILLANCE

Ident.: LIM-34-00005504.0001001 / 26 NOV 09

APPROVED

Criteria: (A330 and 54227)

The transponder mode S Enhanced Surveillance (EHS) has been demonstrated to comply with airworthiness requirements contained in ICAO Doc 7030/4 for enhanced surveillance in designated European airspace.

Note: *No credit should be taken from extended squitter functionality until it has been granted airworthiness and/or operational approval as applicable.*

FANS - ATC DATALINK APPLICATION SYSTEM

Ident.: LIM-46-00005509.0006001 / 19 JUN 13

APPROVED

Criteria: (A330 and (200859 and 200860 and 52426))

The ATC datalink communications system and its applications comply with airworthiness requirements contained in ED -100A/DO -258A and in FAA AC 20-140 for:

- Controller Pilot Datalink Communication (CPDLC)
- Automatic Dependent Surveillance-Contract (ADS-C) or CPDLC position reporting in a non ADS-C environment.

The ARINC 623 applications comply with airworthiness requirements contained in ED -85A, in ED -89A and in ED-106A:

- Departure Clearance (DCL) complying with ED -85A, requested by AMC 20-09
- Oceanic Clearance (OCL) complying with ED-106A
- D-ATIS complying with ED -89A, requested by AMC 20-10.

This approval is based on assumptions and requirements contained in FANS A+ Airworthiness Approval Summary document reference 00F460P0211/C02 for:

- The Air Traffic Control (ATC) environment and procedures
- The end to end system interoperability, safety and performance.

- Note:**
1. Voice communication must be available as a backup to datalink communication.
 2. The datalink function is not available when there is no VHF /HF /SATCOM coverage. HF datalink is used as a supplementary mode of operation.
 3. Compliance with the above does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
INFORMATION SYSTEMS

Intentionally left blank



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
AUXILIARY POWER UNIT

AUXILIARY POWER UNIT (APU)

Ident.: LIM-49-00005485.0001001 / 26 NOV 09

Criteria: A330

APPROVED

One Garrett GTCP 331-350 C.

APU PARAMETERS

Maximum EGT: 650 °C (Maximum for start: 1 250 °C).

Maximum rotor speed: 107 %.

OIL SPECIFICATIONS


See GARRETT maintenance manual.



A330
AIRPLANE FLIGHT MANUAL

LIMITATIONS
AUXILIARY POWER UNIT

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 A330 AIRPLANE FLIGHT MANUAL	LIMITATIONS POWER PLANT
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MAIN ENGINES

Ident.: LIM-70-00005464.0009001 / 16 APR 10 APPROVED
 Criteria: (330-243 or 330-243F or 330-341 or 330-343)

Two Rolls Royce Trent 772B.

ENGINE PARAMETERS

Ident.: LIM-70-00005465.0003001 / 16 APR 10 APPROVED
 Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

Operating Condition	Time Limit	ENG Indicated EGT Limit	Maximum Rotor Speed			
			N1	N2	N3	
Starting	None	700 °C				
		850 °C <small>(1)</small>	----	----	----	
Maximum Continuous	None	850 °C	----	----	----	
Takeoff and Go-around	Normal	5 min	920 °C <small>(2)</small>	99.0 %	103.3 %	100.0 %
	One ENG Out	10 min				

(1) For airstart only.

(2) 920 °C or greater than 900 °C for more than 20 s.

Note: Power management tables in EPR, given in PERFORMANCE chapter of the AFM, limit RPM as a function of ambient conditions and air bleed.

CROSSWIND

Ident.: LIM-70-00005461.0001001 / 16 APR 10 APPROVED
 Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

Engine maximum crosswind for takeoff: 32 kt (gust included).

REVERSE THRUST

Ident.: LIM-70-00005466.0001001 / 26 NOV 09 APPROVED
 Criteria: A330

In flight, intentional selection of reverse thrust is prohibited.
 On ground, backing the aircraft with use of reverse thrust is not permitted.



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AIRPLANE FLIGHT MANUAL

LIMITATIONS POWER PLANT

OIL

Ident.: LIM-70-00005467.0003001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

SPECIFICATION

Rolls Royce Operating Instruction Appendix latest issue.

MINIMUM PRESSURE

25 PSI.

MAXIMUM TEMPERATURE

190 °C.

REDUCED THRUST TAKEOFF

Ident.: LIM-70-00005468.0007001 / 16 APR 10

APPROVED

Criteria: ((330-243 or 330-243F or 330-343) and 55212)

Takeoff at reduced thrust is allowed only if the aircraft meets all performance requirements at the takeoff weight, with the operating engines at the thrust available for the flex temperature.

Takeoff at reduced thrust is allowed with any inoperative item affecting the performance only if the associated performance shortfall has been applied to meet the above requirements.

Note: Allowed inoperative items may be identified through DISPATCH WITH INOPERATIVE ITEMS chapter of the AFM (Refer to APP-INOP General) or through MMEL.

Takeoff at reduced thrust is not allowed on contaminated runways.

The flex temperature must not be:

- Higher than ISA + 60
- Lower than the flat rating temperature or actual OAT.

Takeoff at reduced thrust is not allowed unless the operator establishes a means to verify the availability of takeoff thrust, to ensure that engine deterioration does not exceed authorized limits.

OPERATIONS IN ICING CONDITIONS

Ident.: LIM-70-00005469.0001001 / 26 NOV 09

APPROVED

Criteria: A330

The engine anti-ice must be ON during all ground and flight operations when icing conditions exist or are anticipated, except during climb and cruise when the temperature is below -40 °C SAT.

The engine anti-ice must be ON prior to and during descent in icing conditions, including temperatures below -40 °C SAT.

Note: Do not rely on airframe visual icing cues to turn engine anti-ice on. Use the temperature and visual moisture criteria specified in the icing conditions definition (Refer to LIM-GEN Icing Conditions Definition).
Delaying the use of engine anti-ice until buildup is visible from the cockpit may result in severe engine damage and/or flameout.



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AIRPLANE FLIGHT MANUAL

LIMITATIONS
POWER PLANT

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EMERGENCY PROCEDURES

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AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES

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Localization Title	Toc Index	ID	Reason
EMER-PLP-TOC AIR COND / PRESS / VENT		1	Documentation update: Deletion of the "00016685 CAB PR - EXCESS CAB ALT" table of content entry.
			Documentation update: Deletion of the "00016685.0002001 CAB PR - EXCESS CAB ALT" documentary unit.
			TR incorporation
EMER-PLP-TOC FIRE / SMOKE		2	Documentation update: Deletion of the "00020055 SMOKE - LWR STOWAGE SMOKE" table of content entry.
			Documentation update: Deletion of the "00020055.0001001 SMOKE - LWR STOWAGE SMOKE" documentary unit.
			Incorporation of TR
EMER-PLP-TOC HYDRAULIC		3	Documentation update: Deletion of the "00009789 HYD - G+Y SYS LO PR" table of content entry.
			Documentation update: Deletion of the "00009789.0006001 HYD - G+Y SYS LO PR" documentary unit.
			TR incorporation
EMER-PLP-TOC LANDING GEAR		4	Documentation update: Deletion of the "00016533 L/G - GEAR NOT DOWNLOCKED" table of content entry.
			Documentation update: Deletion of the "00016533.0001001 L/G - GEAR NOT DOWNLOCKED" documentary unit.
			TR incorporation
EMER-PLP-TOC POWER PLANT		5	Documentation update: Deletion of the "00016969 ALL ENGINES FAILURE" table of content entry.
			Documentation update: Deletion of the "00016969.0003001 ALL ENGINES FAILURE" documentary unit.
			TR incorporation
EMER-PLP-TOC MISCELLANEOUS		6	Documentation update: Deletion of the "00016964 DITCHING" table of content entry.
			Documentation update: Deletion of the "00016965 FORCED LANDING" table of content entry.
			Documentation update: Deletion of the "00016964.0005001 DITCHING" documentary unit.
			Documentation update: Deletion of the "00016965.0005001 FORCED LANDING" documentary unit.
			TR incorporation
EMER-21 CAB PR - EXCESS CAB ALT	A	1	Documentation update: Addition of "CAB PR - EXCESS CAB ALT" documentary unit
EMER-26 REMOVAL OF SMOKE/FUMES	J	1	The abbreviation "PNF" is replaced by "PM" (Pilot Monitoring). No other technical change.
EMER-29 HYD - G+Y SYS LO PR	C	1	Documentation update: Addition of "HYD - G+Y SYS LO PR" documentary unit

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EMERGENCY PROCEDURES

PRELIMINARY PAGES

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Localization Title	Toc Index	ID	Reason
EMER-32 L/G - GEAR NOT DOWNLOCKED	A	1	Documentation update: Addition of "L/G - GEAR NOT DOWNLOCKED" documentary unit
EMER-70 ENG - ALL ENGINES FAILURE	A	1	Documentation update: Addition of "ENG - ALL ENGINES FAILURE" documentary unit
EMER-90 DITCHING	B	1	Documentation update: Addition of "DITCHING" documentary unit
EMER-90 FORCED LANDING	C	2	Documentation update: Addition of "FORCED LANDING" documentary unit

INTRODUCTION

Ident.: EMER-GEN-00005704.0001001 / 19 JUN 13

APPROVED

Criteria: A330

The procedures contained in this chapter have been established and are recommended by the aircraft manufacturer for application in the event of a serious failure.

The following important remarks apply :

1. It is assumed that, in general, all failures are indicated by the operation of specific system warning and/or by direct observation.
2. The actions recommended may result in the loss of certain systems not associated with the failure.
3. For a definition of LAND ASAP, *Refer to GEN-DEF LAND ASAP Definition.*

When actions depend on a condition, a black dot (•) or a black square (■) identifies this condition. The black square is used when there is a choice between one or more conditions and only one is applicable.

These procedures are approved by the Airworthiness Authorities as acceptable procedures for operation of the aircraft. This approval does not prevent the operator from developing equivalent procedures, provided these procedures are approved by appropriate operational authorities. In case of discrepancy between procedures displayed on the ECAM and procedures stated in this AFM , the AFM procedures always have precedence.

Unless otherwise specified in the procedures, the minimum speed to be used for approach and landing is the VLS corresponding to the configuration requested by the procedure.

Note: *VLS , when mentioned in a procedure, is the one corresponding to the configuration requested by the procedure (e.g. if the procedure requests to use FLAPS 2, take VLS of CONF 2).*

LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE

Ident.: TDU / EMER-GEN-00014413.0002001 / 11 DEC 14

APPROVED

Criteria: A330

Impacted DU: NONE

Belongs to TR457 Issue 1

RUNWAY CONDITION DETERMINATION

Landing distance determination must not only be based on Estimated Surface Friction (Mu) or Pilot Reports of Braking Action (PiRep) or similar qualitative information.

The flight crew shall obtain the runway condition or/and the depth and type of runway contaminant to make the basic assessment of actual condition.

Landing distance determination must not consider a better Braking Action than the one related to the runway condition.

Runway Condition	Max Reported Braking Action
Dry	6 - DRY
Wet	5 - GOOD
Compacted Snow	4 - GOOD to MEDIUM
More than 3 mm of Dry or Wet Snow	3 - MEDIUM
More than 3 mm of Standing Water or Slush	2 - MEDIUM to POOR
Ice	1 - POOR

LANDING DISTANCE DETERMINATION

The landing distance to be applied in case of failure is the Operational Landing Distance (OLD). The OLD can be determined by selecting the failure case in the IN-FLIGHT FAILURE field of the AFM_OCTO interface, using the database given in the PERFORMANCE chapter of this manual (*Refer to PERF-OCTO Performance Database*), combined with the LLRC02.fail file using the AFM_OCTO approved FM module at revision 30 or higher.

LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE

Ident.: EMER-GEN-00014576.0001001 / 19 JUN 13

APPROVED

Criteria: A330

RUNWAY CONDITION DETERMINATION

Landing distance determination must not only be based on Estimated Surface Friction (Mu) or Pilot Reports of Braking Action (PiRep) or similar qualitative information.

The flight crew shall obtain the runway condition or/and the depth and type of runway contaminant to make the basic assessment of actual condition.

Landing distance determination must not consider a better Braking Action than the one related to the runway condition.

Runway Condition	Max Reported Braking Action
Dry	6 - DRY
Wet	5 - GOOD
Compacted Snow	4 - GOOD to MEDIUM
More than 3 mm of Dry or Wet Snow	3 - MEDIUM
More than 3 mm of Standing Water or Slush	2 - MEDIUM to POOR
Ice	1 - POOR

LANDING DISTANCE DETERMINATION

The landing distance to be applied in case of failure is the Operational Landing Distance (OLD). The OLD can be determined by selecting the failure case in the IN-FLIGHT FAILURE field of the

AFM_OCTO interface, using the database given in the PERFORMANCE chapter of this manual (*Refer to PERF-OCTO Performance Database*), combined with:

- the LLRB01.fail file using the AFM_OCTO approved FM module at revision 28.
- the LLRC01.fail file using the AFM_OCTO approved FM module at revision 30 or higher.

FIRE/SMOKE

Ident.: EMER-GEN-00005705.0001001 / 26 NOV 09
Criteria: A330

APPROVED

Whenever fire is encountered on the aircraft, landing at the nearest suitable airport is recommended. After conducting any fire suppression/smoke evacuation procedure, even though smoke has dissipated, if it has not or cannot be visibly verified that the fire has been put out, immediately land at the nearest suitable airport.

The flight crew should always go to 100 % oxygen whenever a hand held fire extinguisher is to be discharged in the cockpit or when required because of smoke accumulation.



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AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES

GENERAL

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CAB PR - EXCESS CAB ALT

Ident.: EMER-21-00005759.0004001 / 19 JUN 13

APPROVED

Criteria: 330-200F

● If above FL 100:

Use crew oxygen masks.

Initiate a descent.

Maximum flight level is the higher one of: FL 100 or MEA-MORA.

● If above FL 160:Apply emergency descent procedure. *Refer to EMER-90 EMER DESCENT.***● If cabin altitude above 14 000 ft:**

Manually confirm courier area occupants oxygen masks on.

CAB PR - EXCESS CAB ALT

Ident.: EMER-21-00005759.0007001 / 05 JAN 17

APPROVED

Criteria: (330-200F and 204449)

● If above FL 100:

Use crew oxygen masks.

Notify the cabin.

Initiate a descent.

Maximum flight level is the higher one of: FL 100 or MEA-MORA

● If above FL 160:Apply emergency descent procedure. *Refer to EMER-90 EMER DESCENT.***● If cabin altitude above 14 000 ft:**

Manually confirm courier area occupants oxygen masks on.

CAB PR - EXCESS RESIDUAL PR

Ident.: EMER-21-00008430.0002001 / 16 APR 10

APPROVED

Criteria: 330-200F

Turn off both packs.

Alert courier area occupants.



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AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES

AIR COND / PRESS / VENT

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LAND ASAP

Manually confirm emergency electrical power on if EMER GEN not automatically coupled.
Turn off then on all generators one after the other.

● If no generator reset successful:

Set BUS TIE to OFF.

Attempt a further all generators reset (one after the other).

● If still unsuccessful:

- Note:
1. The cockpit door locking system (CDLS) is inoperative.
 2. For communications, only VHF 1 and ATC 1 are available.
 3. If EMER GEN is supplied by RAT, ATC 1 is not available.
 4. Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST)

Set ventilation extract to OVRD.

Do not use speed brakes.

Note: If fuel imbalance, turn off fuel L PUMP 2.

● Just before slats extension:

Set manually RAT to ON.

Minimum RAT speed : 140 kt

Set LAND RECOVERY to ON.

Note: Engines are fed by gravity.

● For approach and landing:

Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

Use FLAPS 3.

Note: Slats and flaps extend slowly.

Use manual pitch trim.

Apply necessary landing performance corrections.

Note: 1. Half spoilers are inoperative.

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A330
AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES
ELECTRICAL POWER

Continued from the previous page ELEC - EMER CONFIG

2. Nosewheel steering is inoperative.

ENG FIRE (IN FLIGHT)

Ident.: EMER-26-00005711.0001001 / 26 NOV 09

APPROVED

Criteria: A330

LAND ASAP

Shut down affected engine.

Push relevant FIRE pushbutton.

Turn off affected side engine bleed (if not automatically done).

Turn off APU bleed (if left side affected only).

Close crossbleed valve.

Discharge AGENT 1 after 10 s.

Notify ATC.

● **If fire not extinguished after 30 s :**

Discharge AGENT 2.

Note: *Wing anti-ice is inoperative. Refer to ABN-30 A.ICE - WAI SYS FAULT or OFF.*

ENG FIRE (ON GROUND)

Ident.: EMER-26-00005712.0005001 / 16 APR 10

APPROVED

Criteria: 330-200F

Set all thrust levers to idle.

● When aircraft stopped :

Set parking brake to ON.

Notify ATC.

Alert courier area occupants.

Shut down affected engine.

Push relevant FIRE pushbutton.

Discharge all fire agents of the affected engine.

● If MAN CAB PR has been used:

Check cabin differential pressure at zero before opening the doors.

Shut down other engine.

Push other engine FIRE pushbutton.

■ If evacuation required :

Initiate evacuation.

Shut down APU.

Turn off all batteries.

■ If evacuation not required :

Notify courier area occupants to remain seated.

APU FIRE

Ident.: EMER-26-00005713.0001001 / 26 NOV 09

APPROVED

Criteria: A330

LAND ASAP

Press APU FIRE pushbutton.

Discharge agent after 10 s.

Shut down APU.



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EMERGENCY PROCEDURES

FIRE / SMOKE

SMOKE - LD FWD, LD AFT OR BULK SMOKE

Ident.: EMER-26-00014238.0001001 / 19 JUN 13

Criteria: (330-200F and 200590)

APPROVED

LAND ASAP

Turn off affected cargo compartment isolation valves (as installed).

- **If affected cargo door(s) closed:**

Discharge affected cargo compartment agent.

Turn off cabin fans.

- **On ground:**

Disembark courier area occupants before opening the cargo doors.

SMOKE - MD SMOKE

Ident.: EMER-26-00014239.0001001 / 19 JUN 13

Criteria: (330-200F and 200590)

APPROVED

Refer to EMER-26 SMOKE/FUMES/AVNCS/MD SMOKE.

SMOKE - AVNCS VENT SMOKE

Ident.: EMER-26-00005716.0002001 / 25 JUL 14

Criteria: (330-200F and 200590)

APPROVED

Refer to EMER-26 SMOKE/FUMES/AVNCS/MD SMOKE.

SMOKE - LAVATORY SMOKE

Ident.: EMER-26-00008422.0002001 / 16 APR 10

Criteria: 330-200F

APPROVED

Turn off galley and lavatory fans.

Establish communication between cockpit and courier area.



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AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES

FIRE / SMOKE

SMOKE - STOWAGE SMOKE

Ident.: EMER-26-00010225.0001001 / 16 APR 10

APPROVED

Criteria: 330-200F

- Turn off cabin fans, galley, and lavatory fans.
- Close stowage doors.
- Establish communication between cockpit and courier area.

SMOKE/FUMES/AVNCS/MD SMOKE

Ident.: EMER-26-00014240.0001001 / 19 JUN 13

Criteria: (330-200F and 200590)

APPROVED**LAND ASAP**

Use crew oxygen masks, if required.

Turn off cabin fans, galley, and lavatory fans.

Establish communication between cockpit and courier area.

Ensure that doors between main deck cargo compartment and courier area compartment are closed.

Turn on cabin signs.

Try to identify and isolate faulty equipment.

● If smoke source not immediately isolated:

Initiate a diversion.

Initiate a descent to FL 200 or MEA-MORA, whichever is higher.

● At any time of the procedure, if smoke/fumes becomes the greatest threat:

Consider applying the removal of smoke/fumes procedure and setting Electrical Emergency Configuration. *Refer to EMER-26 REMOVAL OF SMOKE/FUMES.*

Note: To set Electrical Emergency Configuration, set EMER ELEC PWR to MAN ON then, when EMER GEN is available, turn off GEN 1, GEN 2, and APU GEN.

Apply the Electrical Emergency Configuration procedure without performing generator reset. Refer to EMER-24 ELEC - EMER CONFIG.

3 min or 2 000 ft before landing, set ATT HDG switching to F/O ON 3 and restore normal electrical supply for landing: turn on all generators.

When aircraft is stopped, turn off all generators.

● At any time of the procedure, if situation becomes unmanageable:

Consider landing immediately.

● If main deck cargo smoke:**■ If pack 2 not faulty:**

Turn off pack 1.

■ If pack 2 faulty:

Turn off pack 2.

Set ventilation extract to AUTO.

Turn off all cargo isolation valves (as installed).

Continued on the following page

Continued from the previous page SMOKE/FUMES/AVNCS/MD SMOKE

Notify courier area occupants.

Turn on emergency exit lights.

Turn off COMMERCIAL.

Use crew oxygen masks.

Provide courier area occupants with oxygen masks.

Use manual pressurization mode.

Set cabin altitude to 20 000 ft.

Notify ATC.

Initiate a descent to FL 200 or MEA whichever is higher.

● **If remaining oxygen pressure close to minimum:**

Consider descending to FL 140 or MEA whichever is higher.

Consider turning off the oxygen supply in courier area.

Consider applying the removal of smoke/fumes procedure. *Refer to EMER-26 REMOVAL OF SMOKE/FUMES.*

● **If air conditioning smoke suspected:**

Turn off APU bleed.

Set ventilation extract to AUTO.

Turn off all cargo compartment isolation valves (as installed).

Turn off pack 1.

● **If smoke continues:**

Turn on pack 1.

Turn off pack 2.

● **If smoke still continues.**

Turn on pack 2.

Turn off pack 1.

Consider applying the removal of smoke/fumes procedure. *Refer to EMER-26 REMOVAL OF SMOKE/FUMES.*

● **If courier area equipment smoke suspected:**

● **If smoke continues:**

Set ventilation extract to OVRD.

Turn on emergency exit lights.

Continued on the following page

Continued from the previous page SMOKE/FUMES/AVNCS/MD SMOKE

Turn off COMMERCIAL.

Check smoke dissipation.

● **If smoke still continues:**

Set ventilation extract to AUTO.

Consider applying the removal of smoke/fumes procedure. *Refer to EMER-26 REMOVAL OF SMOKE/FUMES.*

● **If smoke source cannot be determined and still continues or avionics/electrical smoke suspected:**

Set ventilation extract to OVRD.

Isolate AC BUS channels side by side and check smoke dissipation.

● **If smoke continues:**

Recover normal AC BUS configuration.

Consider applying the removal of smoke/fumes procedure and setting Electrical Emergency Configuration. *Refer to EMER-26 REMOVAL OF SMOKE/FUMES.*

Note: To set Electrical Emergency Configuration, set EMER ELEC PWR to MAN ON then, when EMER GEN is available, turn off GEN 1, GEN 2, and APU GEN. Apply the Electrical Emergency Configuration procedure without performing generator reset. Refer to EMER-24 ELEC - EMER CONFIG. 3 min or 2 000 ft before landing, set ATT HDG switching to F/O ON 3 and restore normal electrical supply for landing: turn on all generators. When aircraft is stopped, turn off all generators.

REMOVAL OF SMOKE/FUMES

Ident.: EMER-26-00005219.0003001 / 28 FEB 17

Criteria: (330-200F and 200590)

APPROVED

1 Turn on emergency exit lights.
Notify courier area occupants.
Manually confirm courier area occupants oxygen masks on.
Use manual pressurization mode.
Set cabin altitude to 20 000 ft.
Notify ATC.
Initiate a descent to the higher one of: FL 200 or MEA -MORA.
While descending, continue applying the appropriate steps of the smoke/fumes/avn/cs/md smoke procedure. *Refer to EMER-26 SMOKE/FUMES/AVNCS/MD SMOKE.*

● When at FL 200 or MEA-MORA:

Turn off pack 1.
Manually confirm pack 2 on.
Use manual pressurization mode.
Maintain the cabin vertical speed switch in the UP position.

● If smoke persists and PM cockpit window opening required:

Respect maximum speed 230 kt.
Open cockpit door (if installed).
Put headsets on.
Open PM cockpit window.

● When window open:

Continue applying the appropriate steps of the smoke/fumes/avn/cs/md smoke procedure.
Refer to EMER-26 SMOKE/FUMES/AVNCS/MD SMOKE.

● If remaining flight time more than 30 min:

Monitor remaining oxygen pressure.
Consider a descent to the higher one of: FL 100 or MEA-MORA.

CAUTION Due to the increased noise level, pay particular attention to visual warnings.



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EMERGENCY PROCEDURES
FLIGHT CONTROLS

F/CTL - FLAP LVR NOT ZERO

Ident.: EMER-27-00005757.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Set flaps lever to 0.

F/CTL - L+R ELEV FAULT

Ident.: EMER-27-00005758.0001001 / 19 JUN 13

APPROVED

Criteria: A330

- Note:
1. Pitch mechanical back up.
 2. Roll is in direct law.

Do not use speed brakes.

Maximum speed: 305 kt /M 0.80

Use manual pitch trim.

Maneuver with care.

● **If CG above 32 %:**

Manually perform a forward fuel transfer from the trim tank.

Note: *If trim tank pump is not available, do not perform manual forward fuel transfer while speed is at or below 270 kt or while in climb.*

Turn off GPWS flap mode.

Use FLAPS 2 for landing.

Approach speed = VLS + 10 kt

Apply necessary landing performance corrections.



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AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES
FLIGHT CONTROLS

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FUEL - EXCESS AFT CG

Ident.: EMER-28-00005756.0001001 / 26 NOV 09

Criteria: A330

APPROVED

Manually perform a forward fuel transfer from the trim tank.

- **If trim tank pump failed :**

Keep aircraft pitch attitude below 3 °.



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AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES

FUEL

Intentionally left blank

LAND ASAP

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Consider manual RAT use.

Minimum RAT speed: 140 kt.

Turn off associated hydraulic pumps (electrical and engine).

Do not use speed brakes.

Maneuver with care.

● For approach and landing:

Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

● If hydraulic not recovered:**■ If slats position below 2:**

Turn off GPWS flap mode.

Use FLAPS 2 for landing.

Note: Flaps extend slowly.

■ If slats position below 1:

Approach speed = VREF + 30 kt

Apply necessary landing performance corrections.

■ If slats position at or above 1:

Approach speed = VREF + 25 kt

Apply necessary landing performance corrections.

■ If slats position at or above 2:

Use FLAPS 3 for landing.

Note: Flaps extend slowly.

Approach speed = VREF + 15 kt

Apply necessary landing performance corrections.

Note: 1. Slats are inoperative.

2. Antiskid is inoperative. Refer to ABN-32 BRAKES - ANTI SKID FAULT or A/SKID N/W
OFF.

3. Brakes are on BLUE ACCU. Only 7 full brakes applications are available.

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Continued from the previous page HYD - G+B SYS LO PR

4. Most spoilers and one elevator are inoperative.

HYD - B+Y SYS LO PR

Ident.: EMER-29-00005727.0001001 / 19 JUN 13

APPROVED

Criteria: A330

LAND ASAP

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Turn off associated hydraulic pumps (electrical and engine).

Maneuver with care.

● **If trim locked above 8 ° UP:**

Maximum speed : 180 kt.

● **For approach and landing:**

Turn off GPWS flap mode.

Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

Use FLAPS 2 for landing.

Note: Slats and flaps extend slowly.

Approach speed = VREF + 20 kt.

Apply necessary landing performance corrections.

Note: 1. Most spoilers are inoperative.
2. Stabilizer control is inoperative. Refer to ABN-27 F/CTL - STAB CTL FAULT.

LAND ASAP

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Consider manual RAT use.

Minimum RAT speed: 140 kt.

Turn off associated hydraulic pumps (electrical and engine).

Use rudder for turn coordination.

Do not use speed brakes.

Maneuver with care.

● For approach and landing:

Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

● If hydraulic not recovered:**■ If flaps position below 3:**

Turn off GPWS flap mode.

Use FLAPS 2 for landing.

Note: Slats extend slowly.

■ If flaps position below 1 + F:

Approach speed = VREF + 30 kt

Apply necessary landing performance corrections.

■ If flaps position at or above 1 +F and below 2:

Approach speed = VREF + 20 kt

Apply necessary landing performance corrections.

■ If flaps position at or above 2:

Approach speed = VREF + 20 kt

Apply necessary landing performance corrections.

■ If flaps position at 3:

Use FLAPS 3 for landing.

Note: Slats extend slowly.

Approach speed = VREF + 15 kt

Continued on the following page

Continued from the previous page HYD - G+Y SYS LO PR

Apply necessary landing performance corrections.

■ **If flaps position above 3:**

Use FLAPS FULL for landing.

Note: *Slats extend slowly.*

Approach speed = VREF + 10 kt

Apply necessary landing performance corrections.

- Note:
1. *Flaps are inoperative.*
 2. *Most spoilers and one elevator are inoperative.*

LAND ASAP

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST) .

Consider manual RAT use.

Minimum RAT speed: 140 kt

Turn off associated hydraulic pumps (electrical and engine).

Use rudder for turn coordination.

Do not use speed brakes.

Maneuver with care.

● For approach and landing:

Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

● If hydraulic not recovered:**■ If flaps position below 3:**

Turn off GPWS flap mode.

Use FLAPS 2 for landing.

Note: Slats extend slowly.

■ If flaps position below 1 + F:

Approach speed = VREF + 30 kt

Apply necessary landing performance corrections.

■ If flaps position at or above 1 +F and below 2:

Approach speed = VREF + 20 kt

Apply necessary landing performance corrections.

■ If flaps position at or above 2:

Approach speed = VREF + 20 kt

Apply necessary landing performance corrections.

■ If flaps position at 3:

Use FLAPS 3 for landing.

Note: Slats extend slowly.

Approach speed = VREF + 15 kt

Continued on the following page

Continued from the previous page HYD - G+Y SYS LO PR

Apply necessary landing performance corrections.

■ **If flaps position above 3:**

● **If flaps position below full:**

Turn off GPWS flap mode.

Use FLAPS FULL for landing.

Note: Slats extend slowly.

Approach speed = VREF + 10 kt

Apply necessary landing performance corrections.

- Note:
1. Flaps are inoperative.
 2. Most spoilers and one elevator are inoperative.
 3. Nosewheel steering is inoperative.

L/G - GEAR NOT DOWNLOCKED

Ident.: EMER-32-00005725.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Recycle landing gear.

● **If unsuccessful :**Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*● **If warning persists after 40 s :**

Reset the landing gear gravity extension switch.

Pull up landing gear lever.

Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.***L/G - GEAR NOT DOWNLOCKED**¹Ident.: EMER-32-00005725.0002001 / 05 JAN 17APPROVED

Criteria: (A330 and 204449)

Recycle landing gear.

● **If unsuccessful :**

Wait 120 s

Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*● **If warning persists after 40 s :**

Reset the landing gear gravity extension switch.

Pull up landing gear lever.

Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

LOSS OF BRAKING

Ident.: EMER-32-00009839.0001001 / 26 NOV 09

APPROVED

Criteria: A330

● If autobrake selected:

Take over brake control with brake pedals.

● If no braking available:

Apply maximum reverse thrust.

Release brake pedals.

Turn off antiskid.

Press brake pedals.

Apply maximum brake pressure 1 000 PSI.

● If still no braking:

Use short and successive applications of the parking brake.

ABNORMAL V ALPHA PROT

Ident.: TDU / EMER-34-00015960.0001001 / 08 MAY 15

APPROVED

Criteria: A330

Impacted DU: NONE

Belongs to TR528 Issue 2

- **When the Mach increases, if the Alpha Prot strip (black and amber) continuously increases and exceeds Green Dot (GD) speed in a stabilized wings-level flight path (without an increase in the load factor):**

Keep on one ADR.

Turn off two ADRs.

*In case of dispatch with one ADR inoperative, switch only one ADR to OFF.***CAUTION****RISK OF ERRONEOUS DISPLAY OF THE VSW STRIP (RED AND BLACK)
AND RISK OF UNDUE STALL WARNING**

Do not increase speed.

Consider using the Flight Path Vector (FPV).

Recover affected DU by using associated DMC switching.

When at or above safety altitude, level off.

- **At any time, with a speed above VLS, if the aircraft goes to a continuous nose down pitch rate that cannot be stopped with backward sidestick inputs, immediately:**

Keep on one ADR.

Turn off two ADRs.



A330
AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES
NAVIGATION

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ENG - ALL ENGINES FAILURE¹ Ident.: EMER-70-00020344.0004001 / 05 JAN 17

Criteria: (330-200F and 204449)

APPROVED**LAND ASAP**

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST) .

Manually confirm RAT on.

Manually confirm emergency electrical power on.

Optimum relight speed: 300 kt / M 0.82

Start APU when below FL 250.

Set all thrust levers to idle.

Gliding distance in no wind condition: 2 NM / 1 000 ft

Note: Gliding distance may be adjusted by use of speed brakes.

Initiate the diversion.

Note: For communication, only VHF 1 is available.

Notify ATC.

Notify courier area occupants.

Turn on cabin signs.

Use crew oxygen masks above FL 100.

Check fuel quantity.

■ If engine relight can be attempted:

Set ENG START selector to IGN START.

● At or below FL 300:

Set all engine master levers to OFF during 30 s then ON.

Try regularly engines relight.

● If APU available and windmill not successful below FL 200:

Set all engine master levers to OFF.

Optimum speed: green dot.

Turn off wing anti-ice.

Turn on APU bleed.

Re-attempt engine relight (only 1 at a time).

Try regularly engines relight.

Continued on the following page

Continued from the previous page ENG - ALL ENGINES FAILURE

■ **If engine relight cannot be attempted:**

- Optimum speed: green dot.
- Turn off wing anti-ice.
- Turn on APU bleed.

● **When below 10 000 ft AGL:**

- Prepare courier area and cockpit.
- Turn on RAM AIR.
- Set barometric reference (if available).
- Turn off COMMERCIAL.
- Turn on Emergency Locator Transmitter (ELT) (if installed), when conditions permit.
- Use rudder with care.

● **For approach and landing:**

- Minimum RAT speed : 140 kt
- Turn off TAWS - GPWS.
- Use FLAPS 2 for landing.
- For slats extension: Set LAND RECOVERY to ON.

Note:

1. Slats extend slowly.
2. At slats extension, electrical power is supplied by batteries only.
3. Most spoilers are inoperative.

■ **If ditching anticipated:**

- Keep landing gear up.
- Approach speed:

Weight (t)	120 t	140 t	160 t	180 t	200 t	220 t	240 t
Weight (klb)	265 klb	310 klb	355 klb	400 klb	440 klb	485 klb	530 klb
VAPP	150 kt	150 kt	153 kt	160 kt	167 kt	173 kt	180 kt

● **At 2 000 ft AGL:**

- Notify courier area occupants for ditching.
- Set DITCHING pushbutton to ON.

● **At 500 ft AGL:**

- Order brace for impact.

Continued on the following page

Continued from the previous page ENG - ALL ENGINES FAILURE

Note: Touchdown should be made at 11 ° pitch attitude with minimum aircraft vertical speed.

● **At touchdown:**

Confirm all engine master levers to OFF.

Shut down the APU.

● **After ditching:**

Notify ATC with VHF 1.

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

Initiate evacuation.

Turn off all batteries.

■ **If forced landing anticipated:**

Approach speed:

Weight (t)	120 t	140 t	160 t	180 t	200 t	220 t	240 t
Weight (klb)	265 klb	310 klb	355 klb	400 klb	440 klb	485 klb	530 klb
VAPP	150 kt	150 kt	153 kt	160 kt	167 kt	173 kt	180 kt

Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

Arm ground spoilers.

Apply maximum brake pressure 1 000 PSI.

● **At 2 000 ft AGL :**

Notify courier area occupants for landing.

● **At 500 ft AGL :**

Order brace for impact.

● **At touchdown :**

Confirm all engine master levers to OFF.

Shut down the APU.

Note: Antiskid is inoperative.

● **When aircraft stopped :**

Set parking brake to ON.

Notify ATC with VHF 1.

Push all FIRE pushbuttons (engines and APU).

Continued on the following page

Continued from the previous page ENG - ALL ENGINES FAILURE

Discharge all fire agents (engines and APU).

■ **If evacuation required :**

Initiate evacuation.

Turn off all batteries.

■ **If evacuation not required :**

Notify courier area occupants to remain seated.

ENG - ALL ENG FLAME OUT

Ident.: EMER-70-00005706.0002001 / 16 APR 10

APPROVED

Criteria: 330-200F

LAND ASAP

- Note: 1. *Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*
2. *Wing anti-ice is inoperative. Refer to ABN-30 A.ICE - WAI SYS FAULT or OFF.*

Manually confirm RAT on.

Set ENG START selector to IGN START.

Set all thrust levers to idle.

Determine landing strategy.

Manually confirm emergency electrical power on if EMER GEN not automatically coupled.

Note: *For communications, only VHF 1 is available.*

Notify ATC.

■ If there is fuel remaining on board:

Attempt engines relight with optimum relight speed 300 kt /M 0.82.

*Refer to ABN-70 ENG RELIGHT IN FLIGHT.***● If no engine relight after 30 s:**

Set both engine master levers to OFF during 30 s then ON.

● If engine relight unsuccessful:

Use crew oxygen masks above FL 100.

Start APU when below FL 250.

Then, when below FL 200, turn off wing anti-ice and re-attempt engines relight (one at a time) using APU bleed.

● If engine relight still unsuccessful:

Optimum speed: green dot.

Prepare courier area and cockpit.

Turn on cabin signs.

Turn off COMMERCIAL.

Use rudder with care.

Turn on RAM AIR when below FL 150.

■ If no fuel on board:

Optimum speed : 230 kt then green dot.

Continued on the following page

Continued from the previous page ENG - ALL ENG FLAME OUT

Use crew oxygen masks above FL 100.

Prepare courier area and cockpit.

Turn on cabin signs.

Turn off COMMERCIAL.

Use rudder with care.

Turn on RAM AIR when below FL 150.

● **For approach and landing:**

Minimum RAT speed : 140 kt.

Use FLAPS 1 for landing.

For slats extension: Set LAND RECOVERY to ON.

Note: 1. Slats extend slowly.
2. At slats extension, electrical power is supplied by batteries only.

Approach speed : 170 kt.

● **If forced landing anticipated:**

Apply forced landing procedure. *Refer to EMER-90 FORCED LANDING.*

● **If ditching anticipated:**

Apply ditching procedure. *Refer to EMER-90 DITCHING.*

Note: 1. Antiskid is inoperative. *Refer to ABN-32 BRAKES - ANTI SKID FAULT or A/SKID N/W S OFF.*
2. Most spoilers are inoperative.

ENG - N1 (N2) (N3) OVERLIMIT

Ident.: EMER-70-00005707.0003001 / 16 APR 10

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

APPROVED

● **If N1 (N2) (N3) rotor speed is above red line:**

Move affected engine thrust lever to reduce N1 (N2) (N3) below limit.

● **If overlimit persists after thrust lever back to idle position:**

Shut down affected engine.

ENG - TURBINE OVHT

Ident.: EMER-70-00005708.0001001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

Set affected engine thrust lever to idle.

● **If warning persists :**

Shut down affected engine.

ENG - OIL LO PR

Ident.: EMER-70-00005710.0002001 / 02 JUL 10

APPROVED

Criteria: (A330 and 58751)

Set affected engine thrust lever to idle.

● **If warning persists:**

Shut down affected engine.



A330
AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES
POWER PLANT

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EMER DESCENT

Ident.: EMER-90-00005222.0002001 / 20 DEC 16

APPROVED

Criteria: 330-200F

Use crew oxygen masks.

Turn on cabin signs.

Initiate an emergency descent.

Set all thrust levers to idle (if autothrust is not active).

Extend full speed brakes.

Descend at maximum appropriate speed to the higher one of: FL 100 or MEA -MORA.

CAUTION

If structural damage suspected, reduce speed as appropriate and maneuver with care.

Set ENG START selector to IGN START.

Notify ATC of the nature of the emergency.

Notify the courier area occupants of emergency descent.

Consider squawk 7700 on ATC transponder.

Maximum flight level is the higher one of: FL 100 or MEA -MORA.

● If cabin altitude above 14 000 ft:

Manually confirm courier area occupants oxygen masks on.

DITCHING

Ident.: EMER-90-00005215.0005001 / 19 JUN 13

Criteria: 330-200F

APPROVED

Notify ATC and courier area occupants of the nature of emergency or use transponder (if available) as required.

Prepare cockpit and courier area.

Turn off TAWS -GPWS.

Turn on cabin signs.

Turn on emergency exit lights.

Turn off COMMERCIAL.

Set landing elevation to sea level.

● **If time and conditions permit:**

Turn on Emergency Locator Transmitter (ELT) (if installed).

● **For approach:**

Keep landing gear up.

Use maximum available slats/flaps.

Note: In case of all engine failure, set **LAND RECOVERY** to **ON** and use **FLAPS 1**.

● **At 2 000 ft AGL:**

Check CAB PR MODE SEL is in **AUTO** position.

Turn off all bleeds (engines and APU).

Notify courier area occupants for ditching.

Set ditching to **ON**.

Note: Touchdown should be made at 11 ° pitch attitude with minimum aircraft vertical speed.

● **At 500 ft AGL:**

Order brace for impact.

● **At touchdown:**

Set both engine master levers to **OFF**.

Shut down APU.

● **After ditching:**

Notify ATC with **VHF 1**.

Push all **FIRE** pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

Continued on the following page



A330
AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES
MISCELLANEOUS

Continued from the previous page DITCHING

- Initiate evacuation.
- Turn off all batteries.
- Check ELT is emitting (if installed).

DITCHING

Ident.: EMER-90-00005215.0008001 / 05 JAN 17
Criteria: (330-200F and 204449)

APPROVED

Notify ATC and courier area occupants of the nature of emergency or use transponder (if available) as required.

Prepare cockpit and courier area.

Turn off TAWS -GPWS.

Turn on cabin signs.

Turn on emergency exit lights.

Turn off COMMERCIAL.

Set landing elevation to sea level.

Turn on Emergency Locator Transmitter (ELT) (if installed), when conditions permit.

● **For approach:**

Keep landing gear up.

Use maximum available slats/flaps.

● **At 2 000 ft AGL:**

Check CAB PR MODE SEL is in AUTO position.

Turn off all bleeds (engines and APU).

Notify courier area occupants for ditching.

Set DITCHING pushbutton to ON.

Note: Touchdown should be made at 11 ° pitch attitude with minimum aircraft vertical speed.

● **At 500 ft AGL:**

Order brace for impact.

● **At touchdown:**

Set both engine master levers to OFF.

Shut down the APU.

● **After ditching:**

Notify ATC with VHF 1.

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

Initiate evacuation.

Turn off all batteries.

FORCED LANDING

Ident.: EMER-90-00005213.0005001 / 19 JUN 13

APPROVED

Criteria: 330-200F

Notify ATC and courier area occupants of the nature of emergency or use transponder (if available) as required.

Prepare cockpit and courier area.

Turn off TAWS - GPWS.

Turn on cabin signs.

Turn on emergency exit lights.

Turn off COMMERCIAL.

Manually set the landing elevation.

● **If time and conditions permit:**

Turn on Emergency Locator Transmitter (ELT) (if installed).

● **For approach :**

Turn on RAM AIR.

Extend landing gear.

Note: In case of all engine failure, set LAND RECOVERY to ON and extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

Use maximum available slats/flaps.

Note: In case of all engine failure, use FLAPS 1.

Arm ground spoilers.

Apply maximum brake pressure 1 000 PSI.

● **At 2 000 ft AGL :**

Notify courier area occupants for landing.

● **At 500 ft AGL :**

Order brace for impact.

● **At touchdown :**

Set both engine master levers to OFF.

Shut down APU.

● **After landing :**

● **When aircraft stopped :**

Set parking brake to ON.

Continued on the following page

Continued from the previous page FORCED LANDING

Notify ATC with VHF 1.

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

■ **If evacuation required :**

Initiate evacuation.

Turn off all batteries.

■ **If evacuation not required :**

Notify courier area occupants to remain seated.

Check ELT is emitting (if installed).

FORCED LANDING

Ident.: EMER-90-00005213.0008001 / 05 JAN 17

Criteria: (330-200F and 204449)

APPROVED

Notify ATC and courier area occupants of the nature of emergency or use transponder (if available) as required.

Prepare cockpit and courier area.

Turn off TAWS - GPWS.

Turn on cabin signs.

Turn on emergency exit lights.

Turn off COMMERCIAL.

Manually set the landing elevation.

Turn on Emergency Locator Transmitter (ELT) (if installed), when conditions permit.

● **For approach :**

Turn on RAM AIR.

Extend landing gear.

Use maximum available slats/flaps.

Arm ground spoilers.

Apply maximum brake pressure 1 000 PSI.

● **At 2 000 ft AGL :**

Notify courier area occupants for landing.

● **At 500 ft AGL :**

Order brace for impact.

● **At touchdown :**

Set both engine master levers to OFF.

Shut down the APU.

● **After landing :**

● **When aircraft stopped :**

Set parking brake to ON.

Notify ATC with VHF 1.

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

Continued on the following page

Continued from the previous page FORCED LANDING

■ **If evacuation required :**

Initiate evacuation.

Turn off all batteries.

■ **If evacuation not required :**

Notify courier area occupants to remain seated.

EMERGENCY EVACUATION

Ident.: EMER-90-00005796.0004001 / 16 APR 10
Criteria: 330-200F

APPROVED

● **When aircraft stopped:**

Set parking brake to ON.

Notify ATC with VHF 1.

Alert courier area occupants.

● **If MAN CAB PR has been used:**

Check cabin differential pressure at zero before opening the doors.

Set both engine master levers to OFF.

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU) as required.

■ **If evacuation required:**

Initiate evacuation.

Turn off all batteries.

■ **If evacuation not required:**

Notify courier area occupants to remain seated.

STALL RECOVERY

Ident.: EMER-90-00013149.0001001 / 28 FEB 11

APPROVED

Criteria: A330

Apply nose down pitch control.
Use lateral control to level wings.

● When out of stall:

Smoothly increase thrust as needed.
Check that speed brakes are retracted.
Smoothly recover the flight path.

● If in clean configuration and below 20 000 ft:

Select FLAPS 1.



A330
AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES
MISCELLANEOUS

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ABNORMAL PROCEDURES

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ABN-GEN GENERAL

Introduction.....	A
Landing Distance Determination in case of In-Flight Failure.....	B
Landing Distance Determination in case of In-Flight Failure.....	C

ABN-OEI ONE ENGINE INOPERATIVE PROCEDURES**ABN-OEI-TO TAKEOFF**

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Engine Failure between V1 and V2.....	B
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ABN-OEI-LDG APPROACH AND LANDING

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1 ABN-21 AIR COND / PRESS / VENT

AIR - PACK 1 + 2 FAULT.....	A
VENT - OVBD VALVE FAULT.....	B
VENT - BLOWING FAULT.....	C
CAB PR - SYS 1 + 2 FAULT.....	D
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ABN-22 AUTO FLIGHT SYSTEM**ABN-22-AUTOFLT FM 1+2 FAULT**

AUTO FLT - FM 1+2 FAULT.....	A
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ABN-22-CATII FAILURES OR WARNINGS DURING A CAT II APPROACH WITH OR WITHOUT AUTOMATIC LANDING

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Altitude Loss with Autopilot Malfunction (CAT II).....	B
Failure Leading to Slats/Flaps less than CONF 3 (CAT II).....	C
Antiskid System and/or Nosewheel Steering Failure (CAT II).....	D
Alpha Floor Activation (CAT II).....	E
One Engine Failure (CAT II).....	F
Red "RA" on two PFDs (CAT II).....	G
Amber "CHECK ATT" on two PFDs (CAT II).....	H
Red "ATT" on one PFD (CAT II).....	I
Diagonal Line or "INVALID DATA" on one PFD and ND (CAT II).....	J
Amber "CHECK HDG" on two NDs and two PFDs (CAT II).....	K
Red "HDG" on one ND and one PFD (CAT II).....	L

Continued on the following page

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Red "SPD" on one PFD (CAT II).....	M
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Loss of "CAT II" (CAT II).....	O
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ABN-22-CATIIIDH FAILURES OR WARNINGS DURING A CAT III APPROACH WITH DH

Multiple Failures or Warnings (CAT III DH).....	A
Failure Leading SLATS/FLAPS less than CONF 3 (CAT III DH).....	B
Nosewheel Steering Failure (CAT III DH).....	C
Antiskid Failure (CAT III DH).....	D
Alpha Floor Activation (CAT III DH).....	E
One Engine Failure (CAT III DH).....	F
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Red "RA" Flag (Radio Altimeter) on two PFDs (CAT III DH).....	H
Amber "CHECK ATT" Flag on two PFDs (CAT III DH).....	I
Red "ATT" Flag on one PFD (CAT III DH).....	J
Amber "CHECK HDG" on two NDs and on two PFDs (CAT III DH).....	K
Red "HDG" Flag on one ND and one PFD (CAT III DH).....	L
Red "SPD" Flag on one PFD (CAT III DH).....	M
"AP OFF" Warnings (CAT III DH).....	N
Capability Decrease (except if due to A/THR loss) (CAT III DH).....	O
Total loss of A/THR ("CAT III" decreases to "CAT II") (CAT III DH).....	P
LOC or G/S Excessive Deviation on PFD (CAT III DH).....	Q
"AUTOLAND" Light (CAT III DH).....	R
No "LAND" at 350 ft (CAT III DH).....	S
Incorrect Selected Course at 350 ft > 5 deg (CAT III DH).....	T
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ABN-22-CATIIInoDH FAILURES OR WARNINGS DURING A CAT III APPROACH WITH NO DH

Multiple Failures or Warnings (CAT III no DH).....	A
Failure Leading SLATS/FLAPS less than CONF 3 (CAT III no DH).....	B
Nosewheel Steering Failure (CAT III no DH).....	C
Antiskid Failure (CAT III no DH).....	D
Alpha Floor Activation (CAT III no DH).....	E
One Engine Failure (CAT III no DH).....	F
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Red "HDG" on one ND and one PFD (CAT III no DH).....	L
Red "SPD" on one PFD (CAT III no DH).....	M
"AP OFF" Warnings (CAT III no DH).....	N
Capability Decrease (except if due to A/THR loss) (CAT III no DH).....	O
Total Loss of A/THR ("CAT III" decrease to "CAT II") (CAT III no DH).....	P
LOC or G/S Excessive Deviation on PFD (CAT III no DH).....	Q
"AUTOLAND" Light (CAT III no DH).....	R
NO "LAND" at 350 ft (CAT III no DH).....	S
Incorrect Selected Course at 350 ft >5 deg (CAT III no DH).....	T
No "FLARE" at 30 ft(CAT III no DH).....	U

2 ABN-24 ELECTRICAL POWER

ELEC - AC BUS 1 FAULT.....	A
ELEC - AC BUS 2 FAULT.....	B
ELEC - AC ESS BUS FAULT.....	C
ELEC - DC BUS 2 FAULT.....	D
ELEC - DC BUS 1+2 FAULT.....	E
ELEC - DC ESS BUS FAULT.....	F
ELEC - DC ESS BUS SHED.....	G

3 ABN-27 FLIGHT CONTROLS

F/CTL - FLAPS FAULT.....	A
F/CTL - FLAPS LOCKED.....	B
F/CTL - SLATS FAULT.....	C
F/CTL - SLATS LOCKED.....	D
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SUMMARY OF HIGHLIGHTS

Localization Title	Toc Index	ID	Reason
ABN-PLP-TOC AIR COND / PRESS / VENT		1	Documentation update: Deletion of the "00016756 AIR - PACK 1 + 2 FAULT" table of content entry.
			Documentation update: Deletion of the "00016757 VENT - OVBD VALVE FAULT" table of content entry.
			Documentation update: Deletion of the "00016756.0001001 AIR - PACK 1 + 2 FAULT" documentary unit.
			Documentation update: Deletion of the "00016757.0001001 VENT - OVBD VALVE FAULT" documentary unit.
			TR incorporation
ABN-PLP-TOC ELECTRICAL POWER		2	Documentation update: Deletion of the "00017002 ELEC - AC BUS 1 FAULT" table of content entry.
			Documentation update: Deletion of the "00017003 ELEC - AC BUS 2 FAULT" table of content entry.
			Documentation update: Deletion of the "00011169 ELEC - DC BUS 1+2 FAULT" table of content entry.
			Documentation update: Deletion of the "00017002.0001001 ELEC - AC BUS 1 FAULT" documentary unit.
			Documentation update: Deletion of the "00017003.0001001 ELEC - AC BUS 2 FAULT" documentary unit.
			Documentation update: Deletion of the "00011169.0010001 ELEC - DC BUS 1+2 FAULT" documentary unit.
			TR incorporation
Incorporation of TR			
ABN-PLP-TOC FLIGHT CONTROLS		3	Documentation update: Deletion of the "00017098 F/CTL - FLAPS LOCKED" table of content entry.
			Documentation update: Deletion of the "00016758 F/CTL - ELEV REDUND LOST" table of content entry.
			Documentation update: Deletion of the "00017098.0001001 F/CTL - FLAPS LOCKED" documentary unit.
			Documentation update: Deletion of the "00016758.0001001 F/CTL - ELEV REDUND LOST" documentary unit.
			TR incorporation
ABN-PLP-TOC FUEL		4	Documentation update: Deletion of the "00016541 FUEL CTR TK XFR FAULT" table of content entry.
			Documentation update: Deletion of the "00016693 FUEL - L (R) WING PUMPS LO PR" table of content entry.
			Documentation update: Deletion of the "00016694 FUEL - L+R WING TK LO LVL" table of content entry.
			Documentation update: Deletion of the "00016541.0001001 FUEL CTR TK XFR FAULT" documentary unit.

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Localization Title	Toc Index	ID	Reason
			Documentation update: Deletion of the "00016693.0001001 FUEL - L (R) WING PUMPS LO PR" documentary unit. Documentation update: Deletion of the "00016694.0002001 FUEL - L+R WING TK LO LVL" documentary unit. TR incorporation Incorporation of TR
ABN-PLP-TOC NAVIGATION		5	Documentation update: Deletion of the "00017009 NAV - IR 1 (2) (3) FAULT" table of content entry. Documentation update: Deletion of the "00017010 NAV - IR 1+2 (2+3) (1+3) FAULT" table of content entry. Documentation update: Deletion of the "00017009.0001001 NAV - IR 1 (2) (3) FAULT" documentary unit. Documentation update: Deletion of the "00017010.0001001 NAV - IR 1+2 (2+3) (1+3) FAULT" documentary unit. TR incorporation
ABN-PLP-TOC PNEUMATIC		6	Documentation update: Deletion of the "00016652 AIR - ENG BLEED FAULT" table of content entry. Documentation update: Deletion of the "00016766 AIR - ENG 1+2 BLEED FAULT" table of content entry. Documentation update: Deletion of the "00016653 AIR - L (R) WING LEAK" table of content entry. Documentation update: Deletion of the "00016654 AIR - ENG BLEED LEAK" table of content entry. Documentation update: Deletion of the "00016655 AIR - APU BLEED LEAK" table of content entry. Documentation update: Deletion of the "00016652.0001001 AIR - ENG BLEED FAULT" documentary unit. Documentation update: Deletion of the "00016766.0001001 AIR - ENG 1+2 BLEED FAULT" documentary unit. Documentation update: Deletion of the "00016653.0001001 AIR - L (R) WING LEAK" documentary unit. Documentation update: Deletion of the "00016654.0001001 AIR - ENG BLEED LEAK" documentary unit. Documentation update: Deletion of the "00016655.0001001 AIR - APU BLEED LEAK" documentary unit. TR incorporation
ABN-PLP-TOC DOORS		7	Documentation update: Deletion of the "00016759 DOOR - FWD CABIN" table of content entry. TR incorporation

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Localization Title	Toc Index	ID	Reason
			Documentation update: Deletion of the "00016760 DOOR - MAIN CARGO" table of content entry.
			Documentation update: Deletion of the "00016761 DOOR - LOWER CARGO (AFT or FWD)" table of content entry.
			Documentation update: Deletion of the "00016762 DOOR - AVIONIC or BULK CARGO" table of content entry.
			Documentation update: Deletion of the "00016759.0001001 DOOR - FWD CABIN" documentary unit.
			Documentation update: Deletion of the "00016760.0001001 DOOR - MAIN CARGO" documentary unit.
			Documentation update: Deletion of the "00016761.0001001 DOOR - LOWER CARGO (AFT or FWD)" documentary unit.
			Documentation update: Deletion of the "00016762.0001001 DOOR - AVIONIC or BULK CARGO" documentary unit.
ABN-PLP-TOC MISCELLANEOUS		8	Documentation update: Deletion of the "00016767 TAIL STRIKE" table of content entry.
			Documentation update: Deletion of the "00016767.0001001 TAIL STRIKE" documentary unit.
			TR incorporation
ABN-21 AIR - PACK 1 + 2 FAULT	A	1	Documentation update: Addition of "AIR - PACK 1 + 2 FAULT" documentary unit
ABN-21 VENT - OVBD VALVE FAULT	B	2	Documentation update: Addition of "VENT - OVBD VALVE FAULT" documentary unit
ABN-24 ELEC - AC BUS 1 FAULT	A	1	Documentation update: Addition of "ELEC - AC BUS 1 FAULT" documentary unit
ABN-24 ELEC - AC BUS 2 FAULT	B	2	Documentation update: Addition of "ELEC - AC BUS 2 FAULT" documentary unit
ABN-27 F/CTL - FLAPS LOCKED	B	1	Documentation update: Addition of "F/CTL - FLAPS LOCKED" documentary unit
ABN-27 F/CTL - ELEV REDUND LOST	P	2	Documentation update: Addition of "F/CTL - ELEV REDUND LOST" documentary unit
ABN-28 FUEL - CTR TK XFR FAULT	A	1	Documentation update: Addition of "FUEL - CTR TK XFR FAULT" documentary unit
ABN-28 FUEL - L (R) WING PUMPS LO PR	G	2	Documentation update: Addition of "FUEL - L (R) WING PUMPS LO PR" documentary unit
ABN-28 FUEL - L+R WING TK LO LVL	L	3	Documentation update: Addition of "FUEL - L+R WING TK LO LVL" documentary unit
ABN-28 FUEL - FCMC 1+2 FAULT	M	4	Homogenization of the wording for the go-around.

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ABN-34 NAV - IR 1 (2) (3) FAULT	C	1	Documentation update: Addition of "NAV - IR 1 (2) (3) FAULT" documentary unit
ABN-34 NAV - IR 1+2 (2+3) (1+3) FAULT	D	2	Documentation update: Addition of "NAV - IR 1+2 (2+3) (1+3) FAULT" documentary unit
ABN-34 NAV - ADR 1+2 FAULT	G	3	Homogenization of the wording for the go-around.
ABN-34 NAV - ADR 1+3 (2+3) FAULT	H	4	Homogenization of the wording for the go-around.
ABN-34 NAV - ADR 1+3 (2+3) FAULT	H	5	Documentation update: Addition of "NAV - ADR 1+3 (2+3) FAULT" documentary unit
ABN-34 NAV - ADR DISAGREE	I	6	Homogenization of the wording for the go-around.
ABN-36 AIR - ENG BLEED FAULT	A	1	Documentation update: Addition of "AIR - ENG BLEED FAULT" documentary unit
ABN-36 AIR - ENG 1+2 BLEED FAULT	B	2	Documentation update: Addition of "AIR - ENG 1+2 BLEED FAULT" documentary unit
ABN-36 AIR - L (R) WING LEAK	E	3	Documentation update: Addition of "AIR - L (R) WING LEAK" documentary unit
ABN-36 AIR - ENG BLEED LEAK	F	4	Documentation update: Addition of "AIR - ENG BLEED LEAK" documentary unit
ABN-36 AIR - APU BLEED LEAK	G	5	Documentation update: Addition of "AIR - APU BLEED LEAK" documentary unit
ABN-52 DOOR - FWD CABIN	A	1	Documentation update: Addition of "DOOR - FWD CABIN" documentary unit
ABN-52 DOOR - MAIN CARGO	B	2	Documentation update: Addition of "DOOR - MAIN CARGO" documentary unit
ABN-52 DOOR - LOWER CARGO (AFT or FWD)	C	3	Documentation update: Addition of "DOOR - LOWER CARGO (AFT or FWD)" documentary unit
ABN-52 DOOR - AVIONIC or BULK CARGO	D	4	Documentation update: Addition of "DOOR - AVIONIC or BULK CARGO" documentary unit
ABN-70 ENG - SHUTDOWN	B	1	Homogenization of the wording for the go-around.
ABN-70 ENG - REV PRESSURIZED	D	2	Homogenization of the wording for the go-around.
ABN-70 ENG - THR LEVER FAULT	J	3	Homogenization of the wording for the go-around.
ABN-70 ENG - THR LEVER DISAGREE	K	4	Homogenization of the wording for the go-around.
ABN-90 TAIL STRIKE	A	1	Documentation update: Addition of "TAIL STRIKE" documentary unit

INTRODUCTIONIdent.: **ABN-GEN-00008347.0001001 / 19 JUN 13****APPROVED**

Criteria: A330

The procedures contained in this chapter have been established and are recommended by the aircraft manufacturer.

The following important remarks apply:

1. These procedures give information related to system and operational requirements and cover the actions to be followed in the case of failures that are not considered as emergency cases (these cases are covered in EMERGENCY PROCEDURES chapter).
2. Only particular operations that are considered useful to highlight are presented. The procedures that are considered to be "basic airmanship" are therefore not covered.
3. For a definition of LAND ASAP, *Refer to GEN-DEF LAND ASAP Definition.*

When actions depend on a condition, a black dot (•) or a black square (■) identifies this condition. The black square is used when there is a choice between one or more conditions and only one is applicable.

These procedures are approved by the Airworthiness Authorities as acceptable procedures for operation of the aircraft. This approval does not prevent the operator from developing equivalent procedures provided these procedures are approved by appropriate operational authorities. In case of discrepancy between procedures displayed on the ECAM and procedures stated in this AFM, the AFM procedures always have precedence.

Unless otherwise specified in the procedures, the minimum speed to be used for approach and landing is the VLS corresponding to the configuration requested by the procedure.

Note: *VLS, when mentioned in a procedure, is the one corresponding to the configuration requested by the procedure (e.g. if the procedure requests to use FLAPS 2, take VLS of CONF 2).*

LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILUREIdent.: **TDU / ABN-GEN-00014414.0002001 / 11 DEC 14****APPROVED**

Criteria: A330

Impacted DU: NONE

Belongs to TR457 Issue 1

RUNWAY CONDITION DETERMINATION

Landing distance determination must not only be based on Estimated Surface Friction (Mu) or Pilot Reports of Braking Action (PiRep) or similar qualitative information.

The flight crew shall obtain the runway condition or/and the depth and type of runway contaminant to make the basic assessment of actual condition.

Landing distance determination must not consider a better Braking Action than the one related to the runway condition.

Runway Condition	Max Reported Braking Action
Dry	6 - DRY
Wet	5 - GOOD
Compacted Snow	4 - GOOD to MEDIUM
More than 3 mm of Dry or Wet Snow	3 - MEDIUM
More than 3 mm of Standing Water or Slush	2 - MEDIUM to POOR
Ice	1 - POOR

LANDING DISTANCE DETERMINATION

The landing distance to be applied in case of failure is the Operational Landing Distance (OLD). The OLD can be determined by selecting the failure case in the IN-FLIGHT FAILURE field of the AFM_OCTO interface, using the database given in the PERFORMANCE chapter of this manual (*Refer to PERF-OCTO Performance Database*), combined with the LLRC02.fail file using the AFM_OCTO approved FM module at revision 30 or higher.

LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE

Ident.: ABN-GEN-00014577.0001001 / 19 JUN 13
Criteria: A330

APPROVED

RUNWAY CONDITION DETERMINATION

Landing distance determination must not only be based on Estimated Surface Friction (μ) or Pilot Reports of Braking Action (PiRep) or similar qualitative information. The flight crew shall obtain the runway condition or/and the depth and type of runway contaminant to make the basic assessment of actual condition. Landing distance determination must not consider a better Braking Action than the one related to the runway condition.

Runway Condition	Max Reported Braking Action
Dry	6 - DRY
Wet	5 - GOOD
Compacted Snow	4 - GOOD to MEDIUM
More than 3 mm of Dry or Wet Snow	3 - MEDIUM
More than 3 mm of Standing Water or Slush	2 - MEDIUM to POOR
Ice	1 - POOR

LANDING DISTANCE DETERMINATION

The landing distance to be applied in case of failure is the Operational Landing Distance (OLD). The OLD can be determined by selecting the failure case in the IN-FLIGHT FAILURE field of the

AFM_OCTO interface, using the database given in the PERFORMANCE chapter of this manual (*Refer to PERF-OCTO Performance Database*), combined with:

- the LLRB01.fail file using the AFM_OCTO approved FM module at revision 28.
- the LLRC01.fail file using the AFM_OCTO approved FM module at revision 30 or higher.



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AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
GENERAL

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ENGINE FAILURE BEFORE V1 (REJECTED TAKEOFF)

Ident.: ABN-OEI-TO-00005371.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Immediately reduce all thrust levers to idle.

Monitor autobrake operation.

Take over brake control with brake pedals if necessary.

- Note:**
- 1. If autobrake is not used, maximum brakes must be applied simultaneously with reduction of thrust levers.*
 - 2. If the takeoff is rejected above 100 kt, it is recommended that maximum reverse thrust is selected.*
 - 3. It is mandatory to use the maximum reverse thrust when the performance takes benefit of the reverse thrust effect.*

ENGINE FAILURE BETWEEN V1 AND V2

Ident.: ABN-OEI-TO-00005121.0001001 / 25 JUL 14

Criteria: (A330 or (330-243F or 330-301 or 330-341 or 330-342))

APPROVED**● If the engine failure occurs before VR:**

Use rudder conventionally to maintain runway centerline.

● At VR:

Rotate the aircraft with a positive sidestick input to achieve a normal and continuous rotation rate to a pitch attitude of 12.5 °.

● Once airborne and with a positive rate of climb:

Retract landing gear.

SRS guidance should be followed when FD pitch order has established.

Maintain airspeed not below V2.

Use rudder to prevent yaw. Shortly after lift off, the β target will appear. Adjust rudder position to zero the β target. Control heading conventionally with bank, keeping the β target zeroed with the rudder.

● At acceleration height:

Level off.

● If aircraft in configuration 2 or 3:

Accelerate up to F speed and select configuration 1.

Accelerate up to S speed and select configuration 0.

At slats zero, β target will disappear: center the sideslip indication conventionally.

Accelerate up to green dot speed and start climbing at this speed.

Reduce thrust to maximum continuous (if already in the FLX/MCT detent, move thrust lever to CL and back to MCT).

Note: *In the case of takeoff performed with reduced thrust, even if the one engine out takeoff performance is always met with reduced thrust, selection of full takeoff thrust may be done after engine failure.*



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AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
ONE ENGINE INOPERATIVE PROCEDURES

TAKEOFF

ENGINE FAILURE DURING INITIAL CLIMB OUT

Ident.: ABN-OEI-TO-00005372.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Proceed as for takeoff with engine failure between V1 and V2 (*Refer to ABN-OEI-TO Engine Failure between V1 and V2*). However, if the failure occurs above V2 it is recommended to maintain the speed reached after recovery, or SRS commanded attitude. In any case, the speed must not be below V2.



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AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
ONE ENGINE INOPERATIVE PROCEDURES

TAKEOFF

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APPROACH AND LANDING

Ident.: ABN-OEI-LDG-00005374.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Set ENG START selector to IGN START.

Use FLAPS 3 for landing.

Minimum final approach and landing speed : 1.23 VS1G of the landing configuration.

- Note:
1. Check ECAM F/CTL page to confirm good directional trim.
 2. Automatic approach has been demonstrated with one engine inoperative in CONF 3.

MISSED APPROACH (FROM INTERMEDIATE APPROACH CONFIGURATION)

Ident.: ABN-OEI-LDG-00005375.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Set GO AROUND thrust.

Rotate the aircraft to achieve a positive rate of climb.

Establish the required pitch attitude as directed by SRS pitch command bar.

Maintain intermediate approach speed.

Use rudder to prevent yaw. Adjust rudder position to zero the β target. Control heading conventionally with bank, keeping β target zeroed with the rudder.

● **At acceleration height:**

Level off.

● **If aircraft in configuration 2 or 3:**

Accelerate up to F speed and select configuration 1.

Accelerate up to S speed and select configuration 0.

At slats zero, β target will disappear: center the sideslip indication conventionally.

Accelerate up to green dot speed and start climbing at this speed.

Reduce thrust to maximum continuous.

BALKED LANDING

Ident.: ABN-OEI-LDG-00005377.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Set GO AROUND thrust.

Rotate the aircraft to achieve a positive rate of climb.

Establish the required pitch attitude as directed by SRS pitch command bar.

Retract flaps one step.

Maintain final approach and landing speed.

● **When positive rate of climb established:**

Retract landing gear.

If necessary maintain a speed above the required speed to comply with approach climb gradient. *Refer to PERF-LDG Approach Climb and Landing Climb*

Use rudder to prevent yaw. Adjust rudder position to zero the β target. Control heading conventionally with bank, keeping β target zeroed with the rudder.

● **At acceleration height:**

Level off.

● **If aircraft in configuration 2 or 3:**

Accelerate up to F speed and select configuration 1.

Accelerate up to S speed and select configuration 0.

At slats zero, β target will disappear: center the sideslip indication conventionally.

Accelerate up to green dot speed and start climbing at this speed.

Reduce thrust to maximum continuous.

AIR - PACK 1 + 2 FAULT

Ident.: ABN-21-00005691.0001001 / 28 FEB 11

Criteria: A330

APPROVED

Turn off both packs.

Descend to the higher one of: FL 100 or MEA.

Note: *If only one pack was overheated, recover the affected pack once overheat has disappeared.*

● When at FL 100 or MEA and cabin differential pressure below 1 PSI:

Turn on RAM AIR.

AIR - PACK 1 + 2 FAULT¹ Ident.: ABN-21-00005691.0002001 / 09 JAN 17

Criteria: ((330-200 and 204817) or (A330 and 204449))

APPROVED

Turn off both packs.

Descend to the higher one of: FL 100 or MEA -MORA.

Note: *If only one pack was overheated, recover the affected pack once overheat has disappeared.*

● When at FL 100 or MEA-MORA and cabin differential pressure below 1 PSI:

Turn on RAM AIR.

VENT - OVBD VALVE FAULT

Ident.: ABN-21-00005692.0001001 / 28 FEB 11

Criteria: A330

APPROVED

Set ventilation extract to OVRD.

● If overboard valve still full open:

Maximum flight level is the higher one of: FL 100 or MEA.

Use manual pressurization mode.

Maintain the cabin vertical speed switch in the UP position.

VENT - OVBD VALVE FAULT

Ident.: ABN-21-00005692.0002001 / 09 JAN 17
Criteria: ((330-200 and 204817) or (A330 and 204449))

APPROVED

Set ventilation extract to OVRD.

● If overboard valve still full open:

Maximum flight level is the higher one of: FL 100 or MEA-MORA.

Use manual pressurization mode.

Maintain the cabin vertical speed switch in the UP position.

VENT - BLOWING FAULT

Ident.: ABN-21-00005693.0002001 / 26 NOV 09
Criteria: (A330 and 56729)

APPROVED

Set pack flow to HI.

Turn on cabin fans if no smoke alert requires to turn off cabin fans.

Decrease cockpit and cabin temperature.

● If warning persists after 5 min:

Maximum flight time: 5 h.

CAB PR - SYS 1 + 2 FAULT

Ident.: ABN-21-00005137.0001001 / 26 NOV 09
Criteria: A330

APPROVED

Use manual pressurization mode.

Monitor cabin altitude and cabin differential pressure are within limits.

During final approach, maintain the cabin vertical speed switch in the UP position.

Check cabin differential pressure at zero before opening doors.



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ABNORMAL PROCEDURES
AIR COND / PRESS / VENT

CAB PR - SAFETY VALVE OPEN

Ident.: ABN-21-00005694.0003001 / 26 NOV 09

Criteria: (A330 and (56551 or 56729))

APPROVED

■ **If cabin differential pressure below 0 PSI:**

Expect high cabin rate.

Reduce vertical speed.

■ **If cabin differential pressure above 8.7 PSI:**

Use manual pressurization mode.

Monitor cabin altitude and cabin differential pressure are within limits.

● **If unsuccessful:**

Reduce aircraft altitude.

During final approach, maintain the cabin vertical speed switch in the UP position.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AIR COND / PRESS / VENT

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A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FM 1+2 FAULT

AUTO FLT - FM 1+2 FAULT

Ident.: ABN-22-AUTOFLT-00005414.0001001 / 26 NOV 09

Criteria: A330

APPROVED

- Set FM SOURCE to NORM.
- Use RMP for navaid tuning.
- Manually set the landing elevation.
- Use MCDU back up navigation.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FM 1+2 FAULT

Intentionally left blank



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT II
APPROACH WITH OR WITHOUT AUTOMATIC LANDING

MULTIPLE FAILURES OR WARNINGS (CAT II)

Ident.: ABN-22-CATII-00008350.0001001 / 26 NOV 09

APPROVED

Criteria: A330

In the case of multiple failures or warnings, the most limiting applies.

ALTITUDE LOSS WITH AUTOPILOT MALFUNCTION (CAT II)

Ident.: ABN-22-CATII-00009853.0001001 / 26 NOV 09

APPROVED

Criteria: A330

DEMONSTRATED ALTITUDE LOSS BELOW GLIDE SLOPE WITH AUTOPILOT MALFUNCTION:

In approach one AP engaged in APPR mode, with take over 1 s after failure recognition, the path is negligible.

FAILURE LEADING TO SLATS/FLAPS LESS THAN CONF 3 (CAT II)

Ident.: ABN-22-CATII-00008352.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If alert appears above 200 ft:**

Revert to CAT I minima and disconnect the autopilot not later than 500 ft.

ANTISKID SYSTEM AND/OR NOSEWHEEL STEERING FAILURE (CAT II)

Ident.: ABN-22-CATII-00008353.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Disconnect the autopilot at touchdown or when the failure occurs during landing roll.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT II
APPROACH WITH OR WITHOUT AUTOMATIC LANDING

ALPHA FLOOR ACTIVATION (CAT II)

Ident.: ABN-22-CATII-00008354.0001001 / 26 NOV 09

APPROVED

Criteria: A330

■ **If activation occurs above 1 000 ft:**

Check speed.

Disengage autothrust mode (TOGA LK) and reengage autothrust.

■ **If activation occurs below 1 000 ft:**

Go around if visual references are not sufficient.

Note: *Alpha floor protection is inhibited below 100 ft at landing.*

ONE ENGINE FAILURE (CAT II)

Ident.: ABN-22-CATII-00008355.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Note: *Automatic approach, landing and rollout have been demonstrated in CONF 3 with one engine inoperative before initiating the approach.*

■ **If failure occurs above 1 000 ft:**

Select CONF 3.

■ **If failure occurs between 1 000 ft and DH:**

Go around if insufficient visual references.

■ **If failure occurs below DH:**

Land if external visual references are sufficient.

RED "RA" ON TWO PFDS (CAT II)

Ident.: ABN-22-CATII-00008356.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If warning appears above 1 000 ft:**
Revert to basic modes minima (CAT I).
- **If warning appears between 1 000 ft and DH:**
Go around if insufficient visual references.
- **If warning appears below DH:**
Land if external visual references are sufficient.

Note: AP /FD is not available in APPR mode.

AMBER "CHECK ATT" ON TWO PFDS (CAT II)

Ident.: ABN-22-CATII-00008357.0001001 / 26 NOV 09

APPROVED

Criteria: A330

CAUTION Do not make any switching below 1 000 ft.

Note: Below 1 000 ft, perform a manual go-around using STBY horizon.

- **If alert appears above 1 000 ft:**
Check aircraft attitude with standby horizon.
Use switching to recover valid data.
 - **If alert disappears:**
A CAT II is still possible.
 - **If alert persists:**
Revert to CAT I minima.
- **If alert appears between 1 000 ft and DH:**
Go around if visual references are not sufficient using standby horizon.
- **If alert appears below DH:**
Land if external visual references are sufficient.

RED "ATT" ON ONE PFD (CAT II)

Ident.: ABN-22-CATII-00008358.0001001 / 26 NOV 09

APPROVED

Criteria: A330

CAUTION Do not make any switching below 1 000 ft.

- **If warning appears above 1 000 ft:**
Use switching to recover valid data.
 - **If warning disappears:**
A CAT II approach is still possible.
 - **If warning persists:**
Revert to CAT I minima.
- **If warning appears between 1 000 ft and DH:**
Go around if insufficient visual references.
- **If warning appears below DH:**
Land if external visual references are sufficient.

DIAGONAL LINE OR "INVALID DATA" ON ONE PFD AND ND (CAT II)

Ident.: ABN-22-CATII-00008359.0001001 / 26 NOV 09

APPROVED

Criteria: A330

CAUTION Do not make any switching below 1 000 ft.

- **If alert appears above 1 000 ft:**
Use switching to recover valid data.
 - **If alert disappears:**
A CAT II approach is still possible.
 - **If alert persists:**
Revert to CAT I minima.
- **If alert appears between 1 000 ft and DH:**
Go around if insufficient visual references.
- **If alert appears below DH:**
Land if external visual references are sufficient.

AMBER "CHECK HDG" ON TWO NDS AND TWO PFDS (CAT II)

Ident.: ABN-22-CATII-00008360.0001001 / 26 NOV 09

Criteria: A330

APPROVED**CAUTION** Do not make any switching below 1 000 ft.

- **If alert appears above 1 000 ft:**
 - Check heading with standby compass.
 - Use switching to recover valid data.
 - **If alert disappears:**
 - A CAT II approach is still possible.
 - **If alert persists:**
 - Revert to CAT I minima.
- **If alert appears between 1 000 ft and DH:**
 - Go around if insufficient visual references.
- **If alert appears below DH:**
 - Land if external visual references are sufficient.

ABNORMAL PROCEDURES**AUTO FLIGHT SYSTEM**FAILURES OR WARNINGS DURING A CAT II
APPROACH WITH OR WITHOUT AUTOMATIC LANDING**RED "HDG" ON ONE ND AND ONE PFD (CAT II)**

Ident.: ABN-22-CATII-00008361.0001001 / 26 NOV 09

APPROVED

Criteria: A330

CAUTION Do not make any switching below 1 000 ft.

- **If warning appears above 1 000 ft:**
Use switching to recover valid data.
 - **If warning disappears:**
A CAT II approach is still possible.
 - **If warning persists:**
Revert to CAT I minima.
- **If warning appears between 1 000 ft and DH:**
Go around if insufficient visual references.
- **If warning appears below DH:**
Land if external visual references are sufficient.

RED "SPD" ON ONE PFD (CAT II)

Ident.: ABN-22-CATII-00008362.0001001 / 26 NOV 09

APPROVED

Criteria: A330

CAUTION Do not make any switching below 1 000 ft.

- **If warning appears above 1 000 ft:**
Use switching to recover valid data.
 - **If warning disappears:**
A CAT II approach is still possible.
 - **If warning persists:**
Revert to CAT I minima.
- **If warning appears between 1 000 ft and DH:**
Go around if insufficient visual references.
- **If warning appears below DH:**
Land if external visual references are sufficient.

"AP OFF" WARNINGS (CAT II)

Ident.: ABN-22-CATII-00008363.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If warning appears above 1 000 ft:**
Try to reengage autopilot.
 - **If unsuccessful:**
Revert to CAT I minima.
- **If warning appears between 1 000 ft and DH:**
Go around if insufficient visual references.
- **If warning appears below DH:**
Land manually if external visual references are sufficient.

LOSS OF "CAT II" (CAT II)

Ident.: ABN-22-CATII-00008351.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If CAT II not displayed on FMA above 1 000 ft:**
Try to recover.
 - **If no recovery:**
Revert to CAT I minima.
- **If CAT II disappears on FMA between 1 000 ft and DH:**
Go around if insufficient visual references.
- **If CAT II disappears on FMA below DH:**
Land.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT II
APPROACH WITH OR WITHOUT AUTOMATIC LANDING

LOC OR G/S EXCESSIVE DEVIATION ON PFD (CAT II)

Ident.: ABN-22-CATII-00008364.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If deviation appears above 200 ft:**
Monitor ILS tracking.
- **If deviation appears between 200 ft and DH:**
Go around if visual references are not sufficient.
- **If deviation appears below DH:**
Land manually if external references are sufficient.

"AUTOLAND" LIGHT (CAT II)

Ident.: ABN-22-CATII-00008365.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If warning appears between 200 ft and DH:**
Go around if insufficient visual references.
- **If warning appears below DH:**
Land if external visual references are sufficient.

A/THR FAULT (CAT II)

Ident.: ABN-22-CATII-00008366.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If alert appears above 1 000 ft:**
Change over autopilot and try to reengage autothrust.
 - **If unsuccessful:**
Control the thrust manually.
- **If alert appears between 1 000 ft and DH:**
Control the thrust manually.
- **If alert appears below DH:**
Land if external visual references are sufficient.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT II
APPROACH WITH OR WITHOUT AUTOMATIC LANDING

NO "LAND" AT 350 FT (CAT II)

Ident.: ABN-22-CATII-00008367.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Go around or perform a manual landing if sufficient visual references.

INCORRECT SELECTED COURSE AT 350 FT > 5 DEG (CAT II)

Ident.: ABN-22-CATII-00008368.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Continue the landing and disconnect autopilot at 50 ft at the latest.

NO "FLARE" AT 30 FT (CAT II)

Ident.: ABN-22-CATII-00008369.0001001 / 19 JUN 13

APPROVED

Criteria: A330

Disconnect autopilot and continue the landing manually.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT II
APPROACH WITH OR WITHOUT AUTOMATIC LANDING

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A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT III APPROACH WITH DH

MULTIPLE FAILURES OR WARNINGS (CAT III DH)

Ident.: ABN-22-CATIIIDH-00008370.0001001 / 26 NOV 09

APPROVED

Criteria: A330

In the case of multiple failures or warnings, the most limiting applies.

FAILURE LEADING SLATS/FLAPS LESS THAN CONF 3 (CAT III DH)

Ident.: ABN-22-CATIIIDH-00008371.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If failure appears above 200 ft:**
 - Revert to CAT I minima.
 - Disconnect the autopilot not later than 500 ft.

NOSEWHEEL STEERING FAILURE (CAT III DH)

Ident.: ABN-22-CATIIIDH-00008373.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If failure occurs above 350 ft:**
 - Revert to CAT III with DH 50 ft.
- **If failure occurs between 350 ft and 200 ft:**
 - Go around if visual references are not sufficient.
- **If failure occurs below 200 ft:**
 - Continue the landing.

Note: A go-around must be performed if visual references are insufficient at 50 ft for a CAT III single or at CAT II DH as appropriate.

Disconnect the autopilot at touchdown, or when the failure appears during landing roll.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT III APPROACH WITH DH

ANTISKID FAILURE (CAT III DH)

Ident.: ABN-22-CATIIDH-00008372.0001001 / 26 NOV 09

APPROVED

Criteria: A330

■ **If failure occurs above 350 ft:**

Revert to CAT III Single minima.

■ **If failure occurs between 350 ft and 200 ft:**

Go around if visual references are not sufficient.

■ **If failure occurs below 200 ft:**

Continue the landing.

Note: A go-around must be performed if visual references are insufficient at 50 ft for a CAT III single or at CAT II DH as appropriate.

Disconnect autopilot at touchdown, or when the failure appears during landing roll.

ALPHA FLOOR ACTIVATION (CAT III DH)

Ident.: ABN-22-CATIIDH-00008374.0001001 / 26 NOV 09

APPROVED

Criteria: A330

■ **If activation occurs above 1 000 ft:**

Check speed.

Disengage autothrust mode (TOGA LK) and reengage autothrust.

■ **If activation occurs below 1 000 ft:**

Go around if visual references are not sufficient.

Note: Alpha floor protection is inhibited below 100 ft at landing.

ONE ENGINE FAILURE (CAT III DH)

Ident.: ABN-22-CATIIDH-00008375.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Note: *Automatic approach, landing and rollout have been demonstrated in CONF 3 with one engine inoperative before initiating the approach.*

■ If failure occurs above 1 000 ft:

Select CONF 3.

Revert to CAT III SINGLE minima.

■ If failure occurs between 1 000 ft and 200 ft:

Go around if visual references are not sufficient.

■ If failure occurs below 200 ft:

Continue the landing.

Note: *A go-around must be performed if visual references are insufficient at 50 ft for CAT III SINGLE or CAT III DH as appropriate.*

AUTOCALLOUT RA FAILURE (CAT III DH)

Ident.: ABN-22-CATIIDH-00008376.0001001 / 26 NOV 09

APPROVED

Criteria: A330

■ If failure occurs between 1 000 ft and 200 ft:

Go around if visual references are not sufficient.

■ If failure occurs below 200 ft:

Continue the landing.

Note: *A go-around must be performed if visual references are insufficient at 50 ft for CAT III SINGLE or CAT III DH as appropriate.*

RED "RA" FLAG (RADIO ALTIMETER) ON TWO PFDS (CAT III DH)

Ident.: ABN-22-CATIIDH-00008377.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Note: AP /FD is not available in APPR mode.

- **If warning appears above 1 000 ft:**
Revert to CAT I minima.
- **If warning appears between 1 000 ft and DH:**
Go around if visual references are not sufficient.
- **If warning appears below DH:**
Land if external visual references are sufficient.

AMBER "CHECK ATT" FLAG ON TWO PFDS (CAT III DH)

Ident.: ABN-22-CATIIDH-00008378.0001001 / 26 NOV 09

APPROVED

Criteria: A330

CAUTION Do not make any switching below 1 000 ft.

- **If alert appears above 1 000 ft:**
Check aircraft attitude with standby horizon.
Use switching to recover valid data.
 - **If alert disappears:**
A CAT III SINGLE is still possible.

In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching.
 - **If alert persists:**
Revert to CAT I minima.
- **If alert appears between 1 000 ft and 200 ft:**
Go around if visual references are not sufficient using standby horizon.
- **If alert appears below 200 ft:**
Land if external visual references are sufficient.

RED "ATT" FLAG ON ONE PFD (CAT III DH)

Ident.: ABN-22-CATIIIDH-00008379.0001001 / 26 NOV 09

APPROVED

Criteria: A330

CAUTION Do not make any switching below 1 000 ft.**■ If warning appears above 1 000 ft:**

Use switching to recover valid data.

■ If warning disappears:

A CAT III SINGLE is still possible.

In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching.

■ If warning persists:

Revert to CAT I minima.

■ If warning appears between 1 000 ft and 200 ft:

Go around if visual references are not sufficient.

■ If warning appears below 200 ft:

Continue the landing.

Note: A go-around must be performed if visual references are insufficient at 50 ft for CAT III SINGLE or CAT III DH as appropriate.

AMBER "CHECK HDG" ON TWO NDS AND ON TWO PFDS (CAT III DH)

Ident.: ABN-22-CATIIDH-00008380.0001001 / 26 NOV 09

APPROVED

Criteria: A330

CAUTION Do not make any switching below 1 000 ft.**■ If alert appears above 1 000 ft:**

Check heading with standby compass.

Use switching to recover valid data.

■ If alert disappears:

A CAT III SINGLE is still possible.

In case of diagonal line or "INVALID DATA" on one PFD and ND due to DMC failure, a CAT III DUAL is still possible after DMC switching.

■ If alert persists:

Revert to CAT I minima.

■ If alert appears between 1 000 ft and 200 ft:

Go around if visual references are not sufficient.

■ If alert appears below 200 ft:

Land if external visual references are sufficient.

Note: A go-around must be performed if visual references are insufficient at 50 ft for a CAT III SINGLE or a CAT II DH as appropriate.

RED "HDG" FLAG ON ONE ND AND ONE PFD (CAT III DH)

Ident.: ABN-22-CATIIIDH-00008383.0001001 / 26 NOV 09

Criteria: A330

APPROVED**CAUTION** Do not make any switching below 1 000 ft.**■ If warning appears above 1 000 ft:**

Use switching to recover valid data.

■ If warning disappears:

A CAT III SINGLE is still possible.

In case of diagonal line or "INVALID DATA" on one PFD and ND due to DMC failure, a CAT III DUAL is still possible after DMC switching.

■ If warning persists:

Revert to CAT I minima.

■ If warning appears between 1 000 ft and 200 ft:

Go around if visual references are not sufficient.

■ If warning appears below 200 ft:

Continue the landing.

Note: *A go-around must be performed if visual references are insufficient at 50 ft for CAT III SINGLE or CAT III DH as appropriate.*

RED "SPD" FLAG ON ONE PFD (CAT III DH)

Ident.: ABN-22-CATIIDH-00008384.0001001 / 26 NOV 09

APPROVED

Criteria: A330

CAUTION Do not make any switching below 1 000 ft.**■ If warning appears above 1 000 ft:**

Use switching to recover valid data.

■ If warning disappears:

A CAT III SINGLE is still possible.

In case of diagonal line or "INVALID DATA" on one PFD and ND due to DMC failure, a CAT III DUAL is still possible after DMC switching.

■ If warning persists:

Revert to CAT I minima.

■ If warning appears between 1 000 ft and 200 ft:

Go around if visual references if are not sufficient.

■ If warning appears below 200 ft:

Continue the landing.

Note: A go-around must be performed if visual references are insufficient at 50 ft for CAT III SINGLE or CAT III DH as appropriate.

"AP OFF" WARNINGS (CAT III DH)

Ident.: ABN-22-CATIIDH-00008385.0001001 / 26 NOV 09

APPROVED

Criteria: A330

■ If warning appears above 1 000 ft:

Try to reengage autopilot.

● If unsuccessful:

Revert to the available capability.

■ If warning appears between 1 000 ft and DH:

Go around if visual references are not sufficient.

■ If warning appears below DH:

Land manually if external visual references are sufficient.

CAPABILITY DECREASE (EXCEPT IF DUE TO A/THR LOSS) (CAT III DH).

Ident.: ABN-22-CATI IIDH-00008386.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If alert appears above 1 000 ft:**
 - Try to recover.
 - **If unsuccessful:**
 - Revert to the available capability.
- **If alert appears between 1 000 ft and 200 ft:**
 - Go around if insufficient visual references.

TOTAL LOSS OF A/THR ("CAT III" DECREASES TO "CAT II") (CAT III DH)

Ident.: ABN-22-CATI IIDH-00008387.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If failure appears above 1 000 ft:**
 - Disconnect AP 1 (or change over if only one autopilot is engaged) and try to reengage autothrust.
 - **If recovery:**
 - Continue to CAT III SINGLE minima.
 - **If no recovery:**
 - Continue to CAT II minima and control thrust manually.
- **If failure appears between 1 000 ft and 200 ft:**
 - Continue to CAT II minima.
 - Control thrust manually.
- **If failure appears below 200 ft:**
 - Continue the landing.
 - Control thrust manually.

Note: A go-around must be performed if visual references are insufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT III APPROACH WITH DH

LOC OR G/S EXCESSIVE DEVIATION ON PFD (CAT III DH)

Ident.: ABN-22-CATIIIDH-00008388.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If failure occurs above 200 ft:**
Monitor ILS tracking.
- **If failure occurs between 200 ft and DH:**
Go around if visual references are not sufficient.
- **If failure occurs below DH:**
Land if external visual references are sufficient.

"AUTOLAND" LIGHT (CAT III DH)

Ident.: ABN-22-CATIIIDH-00008389.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If warning appears between 200 ft and DH:**
Go around if visual references are not sufficient.
- **If warning appears below DH:**
Land if external visual references are sufficient.

NO "LAND" AT 350 FT (CAT III DH)

Ident.: ABN-22-CATIIIDH-00008390.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Go around or perform a manual landing if visual references are sufficient.

INCORRECT SELECTED COURSE AT 350 FT > 5 DEG (CAT III DH)

Ident.: ABN-22-CATIIIDH-00008391.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Revert to CAT II minima.
Disconnect autopilot at 50 ft at the latest.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT III APPROACH WITH DH

NO "FLARE" AT 30FT (CAT III DH)

Ident.: ABN-22-CATIIIDH-00008392.0001001 / 26 NOV 09

Criteria: A330

APPROVED

- **If visual references are sufficient:**
Disconnect autopilot and land manually.
- **If visual references are insufficient:**
Execute a go-around.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT III APPROACH WITH DH

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A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT III APPROACH WITH NO DH

MULTIPLE FAILURES OR WARNINGS (CAT III NO DH)

Ident.: ABN-22-CATIII^{noDH}-00008395.0001001 / 26 NOV 09

APPROVED

Criteria: A330

In the case of multiple failures or warnings, the most limiting applies.

FAILURE LEADING SLATS/FLAPS LESS THAN CONF 3 (CAT III NO DH)

Ident.: ABN-22-CATIII^{noDH}-00008393.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If alert appears above 200 ft:**

Revert to CAT I minima.

Disconnect the autopilot not later than 500 ft.

NOSEWHEEL STEERING FAILURE (CAT III NO DH)

Ident.: ABN-22-CATIII^{noDH}-00008396.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If failure occurs above 350 ft:**

Revert to CAT III with DH 50 ft.

- **If failure occurs between 350 ft and 200 ft:**

Go around if visual references are not sufficient.

- **If failure occurs below 200 ft:**

Continue the landing.

Disconnect autopilot at touchdown, or when the failure appears during landing roll.

ANTISKID FAILURE (CAT III NO DH)Ident.: ABN-22-CATIII_{noDH}-00008397.0001001 / 26 NOV 09**APPROVED**

Criteria: A330

- **If failure occurs above 350 ft:**
Revert to CAT III single minima.
- **If failure occurs between 350 ft and 200 ft:**
Go around if insufficient visual references.
- **If failure occurs below 200 ft:**
Continue the landing.

Disconnect autopilot at touchdown, or when the failure appears during landing roll.

ALPHA FLOOR ACTIVATION (CAT III NO DH)Ident.: ABN-22-CATIII_{noDH}-00008398.0001001 / 26 NOV 09**APPROVED**

Criteria: A330

- **If activation occurs above 1 000 ft:**
Check speed.
Disengage autothrust mode (TOGA LK) and reengage autothrust.
- **If activation occurs below 1 000 ft:**
Go around if visual references are not sufficient.

Note: Alpha floor protection is inhibited below 100 ft at landing.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT III APPROACH WITH NO DH

ONE ENGINE FAILURE (CAT III NO DH)

Ident.: ABN-22-CATIII^{noDH}-00008399.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If failure occurs above 1 000 ft:**
Select CONF 3.
Revert to CAT III SINGLE minima.
- **If failure occurs between 1 000 ft and 200 ft:**
Go around if visual references are not sufficient.
- **If failure occurs below 200 ft:**
Continue the landing.

AUTOCALLOUT RA FAILURE (CAT III NO DH)

Ident.: ABN-22-CATIII^{noDH}-00008400.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If failure occurs between 1 000 ft and 200 ft:**
Go around if visual references are not sufficient.
- **If failure occurs below 200 ft:**
Continue the landing.

RED "RA" (RADIO ALTIMETER) FLAG ON TWO PFDS (CAT III NO DH)

Ident.: ABN-22-CATIII^{noDH}-00008401.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If warning appears above 1 000 ft:**
Revert to basic modes minima (CAT I).
- **If warning appears below 1 000 ft:**
Go around if visual references are not sufficient.

Note: AP /FD is not available in APPR mode.

AMBER "CHECK ATT" ON TWO PFDS (CAT III NO DH)Ident.: ABN-22-CATIII_{noDH}-00008402.0001001 / 26 NOV 09APPROVED

Criteria: A330

CAUTION Do not make any switching below 1 000 ft.*Note:* Below 1 000 ft, perform a manual go-around using STBY horizon.**■ If alert appears above 1 000 ft:**

Check aircraft attitude with standby horizon.

Use switching to recover valid data.

■ If alert disappears:

A CAT III SINGLE is still possible.

In case of diagonal line or "INVALID DATA" on one PFD and ND due to DMC failure, a CAT III DUAL is still possible after DMC switching.

■ If alert persists:

Revert to CAT I minima.

■ If alert appears between 1 000 ft and 200 ft:

Go around if visual references are not sufficient.

■ If alert appears below 200 ft:

Continue the landing.

RED "ATT" ON ONE PFD (CAT III NO DH)Ident.: ABN-22-CATIII_{noDH}-00008403.0001001 / 26 NOV 09APPROVED

Criteria: A330

CAUTION Do not make any switching below 1 000 ft.**■ If warning appears above 1 000 ft:**

Use switching to recover valid data.

■ If warning disappears:

A CAT III SINGLE is still possible.

In case of diagonal line or "INVALID DATA" on one PFD and ND due to DMC failure, a CAT III DUAL is still possible after DMC switching.

■ If warning persists:

Revert to CAT I minima.

■ If warning appears between 1 000 ft and 200 ft:

Go around if visual references are not sufficient using standby horizon.

■ If warning appears below 200 ft:

Continue the landing.

AMBER "CHECK HDG" ON TWO NDS AND TWO PFDS (CAT III NO DH)Ident.: ABN-22-CATIII_{noDH}-00008404.0001001 / 26 NOV 09APPROVED

Criteria: A330

CAUTION Do not make any switching below 1 000 ft.**■ If alert appears above 1 000 ft:**

Check heading with standby compass.

Use switching to recover valid data.

■ If alert disappears:

A CAT III SINGLE is still possible.

In case of diagonal line or "INVALID DATA" on one PFD and ND due to DMC failure, a CAT III DUAL is still possible after DMC switching.

■ If alert persists:

Revert to CAT I minima.

■ If alert appears between 1 000 ft and 200 ft:

Go around if visual references are not sufficient using standby compass.

■ If alert appears below 200 ft:

Continue the landing.

RED "HDG" ON ONE ND AND ONE PFD (CAT III NO DH)Ident.: ABN-22-CATIII_{noDH}-00008405.0001001 / 26 NOV 09APPROVED

Criteria: A330

CAUTION Do not make any switching below 1 000 ft.**■ If warning appears above 1 000 ft:**

Use switching to recover valid data.

■ If warning disappears:

A CAT III SINGLE is still possible.

In case of diagonal line or "INVALID DATA" on one PFD and ND due to DMC failure, a CAT III DUAL is still possible after DMC switching.

■ If warning persists:

Revert to CAT I minima.

■ If warning appears between 1 000 ft and 200 ft:

Go around if visual references are not sufficient using standby compass.

■ If warning appears below 200 ft:

Continue the landing.

RED "SPD" ON ONE PFD (CAT III NO DH)Ident.: ABN-22-CATIII_{noDH}-00008406.0001001 / 26 NOV 09**APPROVED**

Criteria: A330

CAUTION Do not make any switching below 1 000 ft.**■ If warning appears above 1 000 ft:**

Use switching to recover valid data.

■ If warning disappears:

A CAT III SINGLE is still possible.

In case of diagonal line or "INVALID DATA" on one PFD and ND due to DMC failure, a CAT III DUAL is still possible after DMC switching.

■ If warning persists:

Revert to CAT I minima.

■ If warning appears between 1 000 ft and 200 ft:

Go around if visual references are not sufficient.

■ If warning appears below 200 ft:

Continue the landing.

"AP OFF" WARNINGS (CAT III NO DH)Ident.: ABN-22-CATIII_{noDH}-00008407.0001001 / 26 NOV 09**APPROVED**

Criteria: A330

■ If warning appears above 1 000 ft:

Try to reengage autopilot.

● If unsuccessful:

Revert to the available capability.

■ If warning appears below 1 000 ft:

Go around if visual references are not sufficient.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT III APPROACH WITH NO DH

CAPABILITY DECREASE (EXCEPT IF DUE TO A/THR LOSS) (CAT III NO DH)

Ident.: ABN-22-CATIII_{noDH}-00008408.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If alert appears above 1 000 ft:**
 - Try to recover.
 - **if no recovery:**
 - Revert to the available capability.
- **If alert appears between 1 000 ft and 200 ft:**
 - Go around if visual references are not sufficient.

TOTAL LOSS OF A/THR ("CAT III" DECREASE TO "CAT II") (CAT III NO DH)

Ident.: ABN-22-CATIII_{noDH}-00008409.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If failure appears above 1 000 ft:**
 - Disengage AP 1 (or change over if only one autopilot is engaged) and try to reengage autothrust.
 - **If successful:**
 - Continue to CAT III SINGLE minima.
 - **If unsuccessful:**
 - Continue to CAT II minima and control thrust manually.
- **If failure appears between 1 000 ft and 200 ft:**
 - Continue to CAT II minima.
 - Control thrust manually.
- **If failure appears below 200 ft:**
 - Continue the landing.
 - Control thrust manually.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT III APPROACH WITH NO DH

LOC OR G/S EXCESSIVE DEVIATION ON PFD (CAT III NO DH)

Ident.: ABN-22-CATIII_{noDH}-00008410.0001001 / 26 NOV 09

APPROVED

Criteria: A330

■ **If failure occurs above 200 ft:**

Monitor ILS tracking.

■ **If failure occurs below 200 ft:**

Go around if visual references are not sufficient.

"AUTOLAND" LIGHT (CAT III NO DH)

Ident.: ABN-22-CATIII_{noDH}-00008411.0001001 / 26 NOV 09

APPROVED

Criteria: A330

● **If warning appears below 200 ft:**

Go around if visual references are not sufficient.

NO "LAND" AT 350 FT (CAT III NO DH)

Ident.: ABN-22-CATIII_{noDH}-00008412.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Go around or perform a manual landing if visual references are sufficient.

INCORRECT SELECTED COURSE AT 350 FT >5 DEG (CAT III NO DH)

Ident.: ABN-22-CATIII_{noDH}-00008413.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Revert to CAT II minima.

Disconnect autopilot at 50 ft at the latest.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT III APPROACH WITH NO DH

NO "FLARE" AT 30 FT(CAT III NO DH)

Ident.: ABN-22-CATIII_{noDH}-00008414.0001001 / 26 NOV 09

Criteria: A330

APPROVED

- **If visual references are sufficient:**
Disconnect autopilot and land manually.
- **If visual references are insufficient:**
Execute a go-around.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT III APPROACH WITH NO DH

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A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
ELECTRICAL POWER

ELEC - AC BUS 1 FAULT

Ident.: ABN-24-00005681.0001001 / 26 NOV 09
Criteria: A330

APPROVED

Set ventilation extract to OVRD.
Set pack flow to HI.

ELEC - AC BUS 1 FAULT

¹Ident.: ABN-24-00005681.0002001 / 05 JAN 17
Criteria: (330-200F and 204449)

APPROVED

Set ventilation extract to OVRD.

- **If right cab fan is inoperative:**
Set pack flow to HI.

ELEC - AC BUS 2 FAULT

Ident.: ABN-24-00005682.0001001 / 26 NOV 09
Criteria: A330

APPROVED

Set pack flow to HI.

ELEC - AC BUS 2 FAULT

²Ident.: ABN-24-00005682.0002001 / 05 JAN 17
Criteria: (330-200F and 204449)

APPROVED

- **If left cab fan is inoperative:**
Set pack flow to HI.

ELEC - AC ESS BUS FAULT

Ident.: ABN-24-00005685.0002001 / 26 NOV 09

APPROVED

Criteria: (A330 and ((47524 or 50616) and (51790 or 54786)))

Set AC ESS FEED to ALTN.

● **If unsuccessful:**

Set CAPT EFIS DMC to 3.

Set AIR DATA switching to CAPT ON 3.

ELEC - DC BUS 2 FAULT

Ident.: ABN-24-00005686.0002001 / 19 JUN 13

APPROVED

Criteria: (A330 and 49632)

Note: *The cockpit door locking system (CDLS) is inoperative.*

Set AIR DATA switching to F/O ON 3.

Set FM SOURCE to BOTH ON 1.

Keep SEC 2 on.

● **If dual PRIM failure:**

Do not use speed brakes.

● **If trim tank not empty and CG above 32 %:**

Manually perform a forward fuel transfer from the trim tank.

Note: *Do not perform manual forward fuel transfer while speed is at or below 270 kt or while in climb.*

Apply necessary landing performance corrections.

Note:

1. Slats and flaps extend slowly.
2. Half spoilers are inoperative.

ELEC - DC BUS 1+2 FAULTIdent.: **ABN-24-00005687.0001001 / 19 JUN 13**

Criteria: (330-300 or (330-200F and 58623))

APPROVED

- Note:
1. For communications, only VHF 1 is available.
 2. For navaid tuning, only RMP 1 is available.
 3. The cockpit door locking system (CDLS) is inoperative.

Open wing crossfeed valves.

Set FM SOURCE to BOTH ON 1.

Keep SEC 2 on.

Monitor fuel imbalance.

● If trim tank not empty and CG above 32 %:

Manually perform a forward fuel transfer from the trim tank.

- Note: Do not perform manual forward fuel transfer while speed is at or below 270 kt or while in climb.

Do not use speed brakes.

● For approach and landing:Extend landing gear by gravity. Refer to *ABN-32 L/G GRAVITY EXTENSION*.

Apply necessary landing performance corrections.

- Note:
1. Slats and flaps extend slowly.
 2. Half spoilers are inoperative.

ELEC - DC ESS BUS FAULTIdent.: **ABN-24-00005688.0002001 / 26 NOV 09**

Criteria: (A330 and 49632)

APPROVED

- Note:
1. Wing anti-ice is inoperative. Refer to *ABN-30 A.ICE - WAI SYS FAULT* or *OFF*.
 2. For communications, only VHF 2 or VHF 3, and ATC 2 are available.

Set ECAM DMC switching to 3.

Turn off GPWS.

Trim tank fuel is trapped, apply trim tank fuel unusable procedure. Refer to *ABN-28 TRIM TANK FUEL UNUSABLE*

- Note: Slats extend slowly.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
ELECTRICAL POWER

ELEC - DC ESS BUS SHED

Ident.: ABN-24-00005689.0003001 / 16 APR 10

APPROVED

Criteria: 330-200F

Note: *Wing anti-ice is inoperative. Refer to ABN-30 A.ICE - WAI SYS FAULT or OFF.*

Set FM SOURCE to BOTH ON 2.

Turn off GPWS flap mode.

Note: *Flaps extend slowly.*

F/CTL - FLAPS FAULTIdent.: **ABN-27-00005412.0001001 / 26 NOV 09****APPROVED**

Criteria: A330

Speed is limited to the VFE corresponding to the next more extended flaps configuration.

Refer to LIM-SPD VFE.

● **When speed below VFE:**

Recycle flaps lever.

● **If unsuccessful:**

Apply flaps locked procedure. *Refer to ABN-27 F/CTL - FLAPS LOCKED.*

F/CTL - FLAPS LOCKEDIdent.: **ABN-27-00005122.0001001 / 26 NOV 09****APPROVED**

Criteria: A330

Speed is limited to the VFE corresponding to the next more extended flaps configuration.

Refer to LIM-SPD VFE.

■ **If flaps position below 3:**

Use FLAPS 2 for landing.

Turn off GPWS flap mode.

■ **If flaps position at 3:**

Use FLAPS 3 for landing.

■ **If flaps position above 3:**

Use FLAPS FULL for landing.

Apply necessary approach speed and landing performance corrections. *Refer to ABN-27 Approach Speed Increment and Landing Distance Correction.*

F/CTL - FLAPS LOCKEDIdent.: ABN-27-00005122.0002001 / 05 JAN 17
Criteria: (A330 and 204449)**APPROVED**

Speed is limited to the VFE corresponding to the next more extended flaps configuration.

Refer to LIM-SPD VFE.

■ If flaps position below 3:

Use FLAPS 2 for landing.

Turn off GPWS flap mode.

■ If flaps position at 3:

Use FLAPS 3 for landing.

■ If flaps position above 3:**● If flaps position below full:**

Turn off GPWS flap mode.

Use FLAPS FULL for landing.

Apply necessary approach speed and landing performance corrections. *Refer to ABN-27 Approach Speed Increment and Landing Distance Correction.*

F/CTL - SLATS FAULTIdent.: ABN-27-00005417.0001001 / 26 NOV 09
Criteria: A330**APPROVED**

Speed is limited to the VFE corresponding to the next more extended slats configuration.

Refer to LIM-SPD VFE.

● When speed below VFE:

Recycle flaps lever.

● If unsuccessful:

Apply slats locked procedure. *Refer to ABN-27 F/CTL - SLATS LOCKED.*

F/CTL - SLATS LOCKED

Ident.: ABN-27-00005124.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Speed is limited to the VFE corresponding to the next more extended slats configuration.

Refer to LIM-SPD VFE.

■ **If slats position below 2:**

Use FLAPS 2 for landing.

Turn off GPWS flap mode.

■ **If slats position at or above 2:**

Use FLAPS 3 for landing.

Apply necessary approach speed and landing performance corrections. *Refer to ABN-27 Approach Speed Increment and Landing Distance Correction.*

APPROACH SPEED INCREMENT AND LANDING DISTANCE CORRECTION

Ident.: ABN-27-00005123.0001001 / 19 JUN 13

APPROVED

Criteria: A330

APPROACH SPEED INCREMENT					
	Flaps at or above 0 and below 1 + F	Flaps at or above 1 + F and below 2	Flaps at or above 2 and below 3	Flaps at or above 3 and below FULL	Flaps FULL
Slats at or above 0 and below 1	VREF + 50 ⁽¹⁾	VREF + 40	VREF + 30	VREF + 25	VREF + 25
Slats at or above 1 and below 2	VREF + 30	VREF + 20	VREF + 15	VREF + 10	VREF + 10
Slats at or above 2	VREF + 30	VREF + 15	VREF + 10	VREF + 5	VREF

⁽¹⁾ At 300 ft reduce speed to obtain VREF + 45 at touchdown.

For the landing distance apply necessary landing performance corrections.

PERFORMANCE LIMITATION FOR LANDING IN CLEAN CONFIGURATION

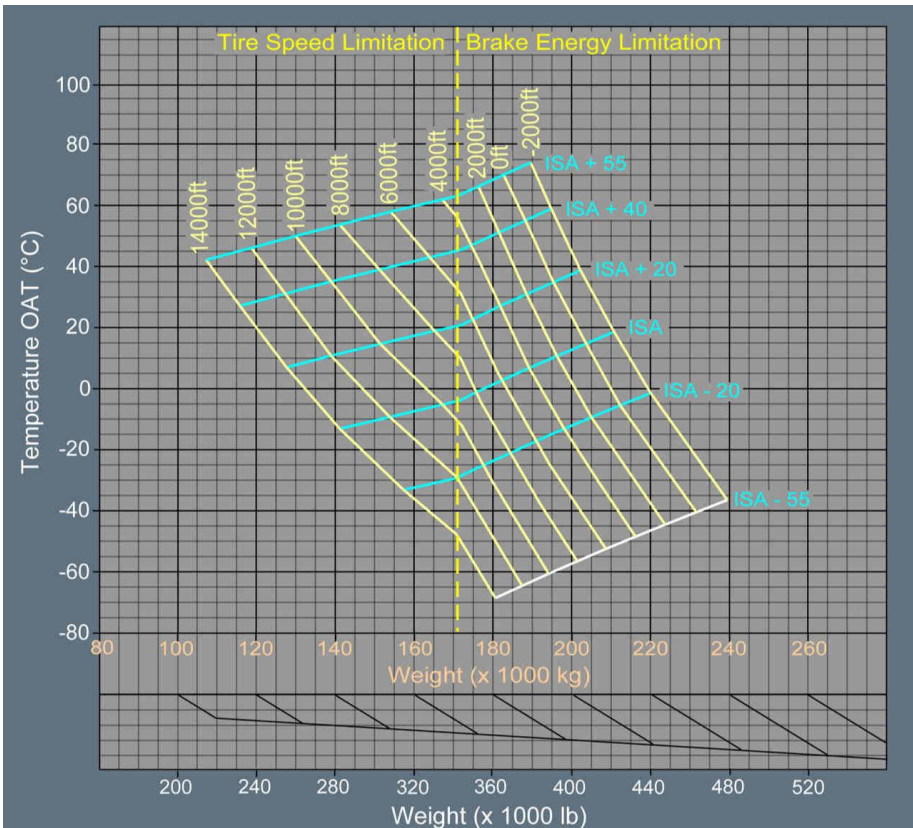
Ident.: ABN-27-00005418.0004001 / 02 JUL 10
Criteria: (330-200 or 330-200F)

APPROVED

The following graph gives information on compatibility between weight, maximum tire speed, and maximum brake energy for landing in clean configuration.

Maximum tire speed: *Refer to LIM-32 Tire Speed*

Landing in Clean Configuration



Wind effect on determined weight:

- Headwind: Add 0.4 t (882 lb) per kt of headwind

Continued on the following page

Continued from the previous page Performance Limitation for Landing in Clean Configuration

- Tailwind: Subtract 4 kt (8 818 lb) per kt of tailwind

F/CTL - SPD BRK DISAGREE

Ident.: **ABN-27-00005421.0001001 / 26 NOV 09**
Criteria: A330

APPROVED

Retract and do not use speed brakes.

F/CTL RUDDER TRIM RUNAWAY

Ident.: **ABN-27-00005422.0003001 / 16 APR 10**

Criteria: ((330-301 or 330-302 or 330-303 or 330-323 or 330-343 or 330-200 or 330-200F) and ((49193 or 54786) and (51802 or 51805 or 51806)))

APPROVED

Use lateral control to level wings.
Center the rudder and maintain it central.

F/CTL RUDDER JAM

Ident.: **ABN-27-00005423.0002001 / 19 JUN 13**

Criteria: ((330-301 or 330-302 or 330-303 or 330-323 or 330-343 or 330-200 or 330-200F) and (51802 or 51805 or 51806))

APPROVED

● **For approach and landing:**

Avoid crosswind from the side where the rudder is deflected.

Use FLAPS 2 with ground spoilers armed for landing.

Turn off GPWS flap mode.

Stabilize speed and trajectory as soon as possible.

Approach speed = VLS + 10 kt.

Apply necessary landing performance corrections.

Note: ● **If one engine inoperative:**

Approach and go-around speed: 170 kt

Apply necessary landing performance corrections.

Use differential braking if necessary as soon as main gears are on ground.

Do not use asymmetric reverse thrust.

Below 100 kt, consider using nosewheel steering handle.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
FLIGHT CONTROLS

F/CTL - RUD NORM CTL FAULT

Ident.: **ABN-27-00008583.0002001 / 16 APR 10**

APPROVED

Criteria: ((330-301 or 330-302 or 330-303 or 330-323 or 330-343 or 330-200 or 330-200F) and ((51790 or 54786) and (51802 or 51805 or 51806)))

Use rudder for turn coordination.
Use rudder with care above 160 kt.

F/CTL - RUDDER FAULT

Ident.: **ABN-27-00008594.0002001 / 19 JUN 13**

APPROVED

Criteria: ((330-301 or 330-302 or 330-303 or 330-323 or 330-343 or 330-200 or 330-200F) and ((56551 or 56729) and (51802 or 51805 or 51806)))

Maximum crosswind for landing: 15 kt.
Turn off GPWS flap mode.

Note: If one engine inoperative, autopilot and autothrust have to be disconnected.

Use FLAPS 2 for landing.
Apply necessary landing performance corrections.

Note: If one engine inoperative, approach and go-around speed: 170 kt

Use differential braking if necessary as soon as main gears are on ground.

F/CTL RUD PEDAL FAULT

Ident.: **ABN-27-00008595.0001001 / 16 APR 10**

APPROVED

Criteria: ((330-301 or 330-302 or 330-303 or 330-323 or 330-343 or 330-200 or 330-200F) and ((49193 or 51790 or 54786) and (51802 or 51805 or 51806)))

Maximum crosswind for landing: 15 kt.
Use differential braking if necessary as soon as main gears are on ground.

F/CTL - SPLR FAULT

Ident.: **ABN-27-00005127.0001001 / 19 JUN 13**

APPROVED

Criteria: A330

Apply necessary landing performance corrections.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
FLIGHT CONTROLS

F/CTL - GND SPLR FAULT

Ident.: ABN-27-00005424.0001001 / 26 NOV 09
Criteria: A330

APPROVED

Refer to ABN-27 F/CTL - SPLR FAULT.

F/CTL - L(R) ELEV FAULT

Ident.: ABN-27-00005425.0001001 / 19 JUN 13
Criteria: A330

APPROVED

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST) .

Do not use speed brakes.

Use FLAPS 2 for landing.

Turn off GPWS flap mode.

Approach speed = VLS + 10 kt

Apply necessary landing performance corrections.

F/CTL - ELEV REDUND LOST

Ident.: ABN-27-00005426.0001001 / 26 NOV 09
Criteria: A330

APPROVED

Do not use speed brakes.

■ **If ailerons preset upwards:**

Maximum flight level: FL 350.

Maximum speed: M 0.80

■ **If ailerons not preset:**

Maximum flight level: FL 300.

Maximum speed: M 0.75

Manually perform a forward fuel transfer from the trim tank.

Note: If trim tank pump is not available, do not perform manual forward fuel transfer while speed is at or below 270 kt or while in climb.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
FLIGHT CONTROLS

F/CTL - ELEV REDUND LOST

Ident.: **ABN-27-00005426.0002001 / 09 JAN 17**
Criteria: ((330-200 and 204817) or (A330 and 204449))

APPROVED

Do not use speed brakes.

■ **If ailerons preset upwards:**

Maximum flight level: FL 350.

Maximum speed: M 0.80.

■ **If ailerons not preset:**

Maximum flight level is the higher one of: FL 300 or MORA.

Maximum speed: M 0.75.

Manually perform a forward fuel transfer from the trim tank.

Note: *If trim tank pump is not available, do not perform manual forward fuel transfer while speed is at or below 270 kt or while in climb.*

F/CTL - FCDC 1+2 FAULT

Ident.: **ABN-27-00005428.0002001 / 16 APR 10**

Criteria: ((330-301 or 330-302 or 330-303 or 330-323 or 330-343 or 330-200 or 330-200F) and ((49193 or 54786) and (51802 or 51805 or 51806)))

APPROVED

Do not use speed brakes above FL 200.

Monitor flight controls overhead panel.

F/CTL - PRIM FAULT

Ident.: ABN-27-00005430.0001001 / 19 JUN 13

Criteria: A330

APPROVED

Turn off then on affected PRIM.

● **If reset not successful:**

Turn off affected PRIM.

● **If dual PRIM failure:**

Do not use speed brakes.

● **If CG above 32 %:**

Manually perform a forward fuel transfer from the trim tank.

Note: *If trim tank pump is not available, do not perform manual forward fuel transfer while speed is at or below 270 kt or while in climb.*

● **If PRIM 1+3 or PRIM 2+3 failure:**

Apply necessary landing performance corrections.

Note: *Half spoilers are inoperative.*

● **If triple PRIM failure:**

Use FLAPS 3 for landing.

Apply necessary landing performance corrections.

Note: *Most spoilers are inoperative.*



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
FLIGHT CONTROLS

F/CTL - STAB CTL FAULT

Ident.: ABN-27-00005221.0001001 / 19 JUN 13

APPROVED

Criteria: A330

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST)

■ **If manual pitch trim available:**

Use manual pitch trim to maintain elevator at zero position (indication on ECAM F/CTL page).

■ **If manual pitch trim not available:**

● **If stabilizer jammed at more than 8 ° UP:**

Maximum speed: 180 kt.

Minimize speed variations.

Pitch authority is reduced. Start the flare slightly earlier. More stick deflection may be needed to achieve the flare.

Use FLAPS 2 for landing.

Turn off GPWS flap mode.

Approach speed = VLS + 10 kt

Apply necessary landing performance corrections.

F/CTL - ALTN LAW (PROT LOST)

Ident.: ABN-27-00005125.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Maximum speed: 330 kt/M 0.82

Use FLAPS 3 for landing.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
FLIGHT CONTROLS

F/CTL - DIRECT LAW (PROT LOST)

Ident.: ABN-27-00005126.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Do not use speed brakes.

Maximum speed: 330 kt/M 0.80

Use manual pitch trim.

Maneuver with care.

● **If CG above 32 %:**

Manually perform a forward fuel transfer from the trim tank.

Note: If trim tank pump is not available, do not perform manual forward fuel transfer while speed is at or below 270 kt or while in climb.

Use FLAPS 3 for landing.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
FLIGHT CONTROLS

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FUEL - CTR TK XFR FAULT

1 Ident.: ABN-28-00020386.0001001 / 09 JAN 17
Criteria: ((330-200 and 204817) or (A330 and 204449))

APPROVED

Turn off center tank pumps.

- **If trim tank is not empty:**

Manually perform a forward fuel transfer from the trim tank.

- **When trim tank is empty:**

Interrupt manual transfer.

Turn on the center tank pumps to transfer fuel from the center tank to the inner tanks.

Turn off the center tank pumps when the center tank is empty.

FUEL - CELL NOT FULL

Ident.: ABN-28-00010060.0001001 / 02 JUL 10
Criteria: (A330 and (200004 and 58751))

APPROVED

- **If engine feedline not broken and if no fuel leak:**

Open wing crossfeed valve.

- **If one collector cell is depleting and the wing crossfeed valve is not fully open, or if both collector cells are depleting:**

Avoid negative g load factor.

FUEL - FUEL LO TEMP

Ident.: ABN-28-00005388.0002001 / 26 NOV 09
Criteria: (A330 and (55191 or 55982))

APPROVED

Check fuel freezing point.

Manually perform a fuel transfer of the affected tank(s).

Increase TAT if necessary.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

FUEL

FUEL - APU AFT PUMP FAULT

Ident.: ABN-28-00005390.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If APU required and trim tank not empty:**

Maximum flight level: FL 250.

FUEL - ABNORM MAN FWD XFR

Ident.: ABN-28-00005391.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If speed below 270 kt or in climb:**

Use automatic trim tank fuel transfer mode.

- **If speed at or above 270 kt and not in climb:**

Manually perform a forward fuel transfer from the trim tank.

FUEL - WING X FEED FAULT

Ident.: ABN-28-00005392.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If wing crossfeed valve failed open:**

Monitor fuel imbalance.

- **If wing crossfeed valve failed closed:**

Apply fuel imbalance procedure. *Refer to ABN-28 FUEL IMBALANCE.*

FUEL - L (R) WING PUMPS LO PR

Ident.: ABN-28-00005393.0003001 / 02 JUL 10

Criteria: (A330 and (201430 or 58751))

APPROVED**■ If engine feedline broken:**

Do not open wing crossfeed valve.

Apply fuel gravity feeding procedure. *Refer to ABN-28 FUEL GRAVITY FEEDING.*

Turn off affected pumps.

Note: *The affected inner tank fuel is partly unusable.***■ If engine feedline not broken:**

Open wing crossfeed valve.

Turn off affected pumps.

● When L (R) tank fuel required:Apply fuel gravity feeding procedure. *Refer to ABN-28 FUEL GRAVITY FEEDING.*Note: *The unusable fuel quantity of the affected inner tank is 2 t (4 409 lb).***FUEL - L (R) WING PUMPS LO PR**

Ident.: ABN-28-00005393.0004001 / 25 JUL 14

Criteria: (A330 and 202363)

APPROVED**■ If engine feedline broken:**

Do not open wing crossfeed valve.

Apply fuel gravity feeding procedure. *Refer to ABN-28 FUEL GRAVITY FEEDING.*

Turn off affected pumps.

Note: *The affected inner tank fuel is partly unusable.***■ If engine feedline not broken:**

Open wing crossfeed valve.

Turn off affected pumps.

Apply fuel gravity feeding procedure. *Refer to ABN-28 FUEL GRAVITY FEEDING.*Note: *The unusable fuel quantity of the affected inner tank is 2 t (4 409 lb).*

FUEL - L (R) WING PUMPS LO PR

Ident.: ABN-28-00005393.0006001 / 05 JAN 17

Criteria: (A330 and 204449)

APPROVED**■ If engine feedline broken:**

Do not open wing crossfeed valve.

Apply fuel gravity feeding procedure. *Refer to ABN-28 FUEL GRAVITY FEEDING.*

Turn off affected pumps.

Note: *The affected inner tank fuel is partly unusable.*

■ If engine feedline not broken:**● If no fuel leak:**

Open wing crossfeed valve.

Turn off affected pumps.

Apply fuel gravity feeding procedure. *Refer to ABN-28 FUEL GRAVITY FEEDING.*

Note: *The unusable fuel quantity of the affected inner tank is 2 t (4 409 lb).*

FUEL IMBALANCE

Ident.: ABN-28-00005132.0001001 / 26 NOV 09

Criteria: A330

APPROVED

Compare FOB + FU with the FOB at departure.

If the difference is significant, or if FOB + FU decreases, suspect a fuel leak.

CAUTION Do not apply this procedure if a leak is suspected. *Refer to ABN-28 FUEL LEAK.*

Open wing crossfeed valve.

■ If wing crossfeed valve open:

Turn off all wing pumps (standby then normal) on the lighter side.

● When fuel balanced:

Turn on all wing pumps (normal then standby).

Close wing crossfeed valve.

■ If wing crossfeed valve failed closed:

Manually perform a fuel transfer from the outer tanks.

Fly with a bank angle of 3 ° wing down on the lighter side and use rudder trim to get constant course and neutral stick.

FUEL GRAVITY FEEDING

Ident.: ABN-28-00005133.0002001 / 16 APR 10

Criteria: (330-243 or 330-243F)

APPROVED

Descend to gravity feed ceiling (if applicable).

Flight conditions at the time of gravity feeding	Gravity feed ceiling
FUEL DEAERATED (Flight time from takeoff greater than 30 min)	20 000 ft
FUEL NON DEAERATED (Flight time from takeoff lower than 30 min)	15 000 ft (*) (*) 7 000 ft if JP4, JET B is used

● When reaching gravity feed ceiling:

Close wing crossfeed valve.

Set ENG START selector to IGN START.

Avoid negative g load factor.

FUEL - ENG FEEDLINE BURSTIdent.: **ABN-28-00009200.0001001 / 26 NOV 09****APPROVED**

Criteria: (A330 and (56551 or 56729))

LAND ASAP

Do not open wing crossfeed valve.

Continue applying fuel gravity feeding procedure if not yet completed.

Confirm ENG START selector to IGN START.

Set affected thrust lever to idle.

Confirm affected pumps off.

- **If no engine relight after 30 s:**

Set affected engine master lever to OFF.

- **At gravity feed ceiling:**

Consider engine relight.

- **If engine relight unsuccessful:**

Apply engine shutdown procedure. *Refer to ABN-70 ENG - SHUTDOWN.*

FUEL - L (R) WING TK LO LVLIdent.: **ABN-28-00015261.0005001 / 25 JUL 14****APPROVED**

Criteria: ((330-300 and 200590) or (330-200F and (200590 and 58623)))

CAUTION Do not apply this procedure if a leak is suspected. *Refer to ABN-28 FUEL LEAK.*

Manually perform a fuel transfer from the outer and trim tanks.

- **If fuel imbalance:**

- **If engine feedline not broken on both sides:**

Open the wing crossfeed valve.

- **If engine feedline not broken on the opposite side and if both main fuel pumps are operative in the opposite tank:**

Turn off the fuel pumps of the affected side.

FUEL - L+R WING TK LO LVLIdent.: **ABN-28-00005395.0003001 / 26 NOV 09****APPROVED**

Criteria: ((330-300 and 56729) or (330-200F and (56729 and 58623)))

LAND ASAP

Manually perform a fuel transfer from the outer and trim tanks.

● **If engine feedline not broken:**

Turn on all wing pumps.

Open wing crossfeed valve.

● **If one engine feedline broken:**

Turn on opposite side pumps.

FUEL - L+R WING TK LO LVL³ Ident.: **ABN-28-00005395.0007001 / 20 FEB 17****APPROVED**

Criteria: ((330-300 and 204449) or (330-200F and (58623 and 204449)))

LAND ASAP

Manually perform a fuel transfer from the outer and trim tanks.

● **If engine feedline not broken:**

Turn on all wing pumps.

● **If no fuel leak:**

Open wing crossfeed valve.

● **If one engine feedline broken:**

Turn on opposite side pumps.

FUEL - FCMC 1+2 FAULT

Ident.: ABN-28-00005396.0001001 / 20 FEB 17

Criteria: (330-300 or (330-200F and 58623))

APPROVED

4 Reset both FCMCs.

■ If successful:

Re-initialize weight and CG data.

■ If unsuccessful:

Determine Fuel on Board (FOB) from engine start fuel quantity minus Fuel Used (FU) quantity indication.

● If CG above 32 %:

Manually perform a forward fuel transfer from the trim tank.

Note: If trim tank pump is not available or not installed, do not perform manual forward fuel transfer while speed is at or below 270 kt or while in climb.

● When FOB below 60 t (132 277 lb):

Manually perform a fuel transfer from the outer tanks.

● When below FL 250 in descent:

Manually perform a forward fuel transfer from the trim tanks.

Note: If trim tank pump is not available or not installed, do not perform manual forward fuel transfer while speed is at or below 270 kt.

For go-around, set thrust levers to TOGA.

FUEL - OUTR TO INR FAULT

Ident.: ABN-28-00005397.0001001 / 26 NOV 09

Criteria: (330-300 or (330-200F and 58623))

APPROVED**● If any outer tank not empty:**

Manually perform a fuel transfer from the outer tanks.

● When both outer tanks empty:

Interrupt manual transfer.

FUEL - T TANK XFR FAULT

Ident.: ABN-28-00005398.0001001 / 26 NOV 09

Criteria: (330-300 or (330-200F and 58623))

APPROVED

Manually perform a forward fuel transfer from the trim tank.

Note: *If trim tank pump is not available or not installed, do not perform manual forward fuel transfer while speed is at or below 270 kt or while in climb.*

- **If either aft transfer valve failed open:**

Monitor fuel imbalance.

- **If trim tank fuel quantity not decreasing:**

Interrupt manual transfer.

Note: *Trim tank fuel is unusable.*

- **When trim tank empty:**

Interrupt manual transfer.

- **If trim tank fuel unusable:**

Apply trim tank fuel unusable procedure. *Refer to ABN-28 TRIM TANK FUEL UNUSABLE.*

TRIM TANK FUEL UNUSABLE

Ident.: ABN-28-00005135.0001001 / 19 JUN 13

Criteria: (330-300 or (330-200F and 58623))

APPROVED

Manually perform a forward fuel transfer from the trim tank.

- **If trim tank fuel still unusable:**

Manually perform a fuel transfer from the outer tanks.

- **For landing:**

- **If CG above certified limit - 2 %:**

Approach speed = VLS + 10 kt.

Apply necessary landing performance corrections.

FUEL LEAK

Ident.: ABN-28-00005134.0004001 / 28 FEB 11

Criteria: (330-200F and 58623)

APPROVED

A fuel leak may be detected if:

- The sum of the FOB and the FU is significantly less than the FOB at engine start, or decreases, or
- An occupant observes fuel spray from engine/pylon or wing tip, or
- The total fuel quantity decreases at an abnormal rate, or
- A fuel imbalance develops, or
- The fuel quantity of a tank decreases too fast (leak from engine/pylon or a hole in a tank), or
- A tank overflows (due to a pipe rupture in a tank), or
- Fuel flow is excessive (leak from engine), or
- Fuel is smelt in the courier area or main deck cargo compartment.

If possible and if visibility permits, a visual check from the main deck cargo compartment may enable identification of the leak source.

● When a leak is confirmed:**LAND ASAP****■ If leak from engine/pylon confirmed:**

Shut down affected engine.

Note: If the leak stops, the wing crossfeed valve can now be selected open to re-balance the fuel quantity or to enable use of fuel from both wings. Do not restart the engine.

■ If leak from engine/pylon not confirmed or leak not located:

Keep wing crossfeed valve closed.

CAUTION Do not open the wing crossfeed valve, even if requested by another ECAM procedure.

Set trim tank feed to ISOL.

Monitor inner tank fuel quantities and look for one tank depleting faster.

■ If one inner tank depletes faster than the other by at least 500 kg (1 102 lb) in less than 30 min:

Shut down affected engine and monitor the fuel leak.

■ If the leak stops:

Set trim tank feed to AUTO.

Continued on the following page

Continued from the previous page FUEL LEAK

Note: The wing crossfeed valve can now be selected open to re-balance the fuel quantity, or to enable use of fuel from both wings. Do not restart the engine.

■ **If the leak continues after engine shutdown:**

Suspect leak from wing.

Consider restarting the engine and applying the fuel loss reduction procedure.

Refer to ABN-28 FUEL LOSS REDUCTION PROCEDURE.

Note: The wing crossfeed valve can be selected open.

■ **If both inner tanks deplete at a similar rate:**

Note: The wing crossfeed valve can be selected open.

■ **If fuel smell in the courier area or in the main deck cargo compartment:**

Shut down APU if running.

Keep trim tank feed at ISOL.

■ **If no fuel smell in the courier area or in the main deck cargo compartment:**

Consider applying the fuel loss reduction procedure. *Refer to ABN-28 FUEL LOSS REDUCTION PROCEDURE.*

● **For landing:**

CAUTION	Do not use reverse
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FUEL LOSS REDUCTION PROCEDURE

Ident.: **ABN-28-00005136.0001001 / 26 NOV 09**

APPROVED

Criteria: (330-300 or (330-200F and 58623))

● **When required by the fuel leak procedure and if trim tank not empty:**

Set trim tank feed to AUTO.

Set trim tank mode to FWD.

● **When the trim tank is empty:**

Set trim tank mode back to AUTO.

Set trim tank feed back to ISOL.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

FUEL

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HYD - G SYS LEAK

Ident.: ABN-29-00005690.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Monitor leak rate.

● If level decreases:

Turn off green hydraulic and electric pumps.

HYD - RSVR LO AIR PR

Ident.: ABN-29-00005729.0001001 / 26 NOV 09

APPROVED

Criteria: A330

● If pressure fluctuates:

Turn off associated hydraulic and electric pumps.

● If green hydraulic system affected:Apply green hydraulic system low pressure procedure. *Refer to ABN-29 HYD - G SYS LO PR.***● If blue hydraulic system affected:**Apply blue hydraulic system low pressure procedure. *Refer to ABN-29 HYD - B SYS LO PR.***● If yellow hydraulic system affected:**Apply yellow hydraulic system low pressure procedure. *Refer to ABN-29 HYD - Y SYS LO PR.**Note: System may be recovered at low altitude.*

HYD - RSVR OVHT

Ident.: ABN-29-00005730.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Turn off associated hydraulic and electric pumps.

● If green hydraulic system affected:

Apply green hydraulic system low pressure procedure. *Refer to ABN-29 HYD - G SYS LO PR.*

● If blue hydraulic system affected:

Apply blue hydraulic system low pressure procedure. *Refer to ABN-29 HYD - B SYS LO PR.*

● If yellow hydraulic system affected:

Apply yellow hydraulic system low pressure procedure. *Refer to ABN-29 HYD - Y SYS LO PR.*

Note: System may be recovered if OVHT indication has disappeared.

HYD - RSVR LO LVL

Ident.: ABN-29-00005731.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Turn off associated hydraulic and electric pumps.

● If green hydraulic system affected:

Apply green hydraulic system low pressure procedure. *Refer to ABN-29 HYD - G SYS LO PR.*

● If blue hydraulic system affected:

Apply blue hydraulic system low pressure procedure. *Refer to ABN-29 HYD - B SYS LO PR.*

● If yellow hydraulic system affected:

Apply yellow hydraulic system low pressure procedure. *Refer to ABN-29 HYD - Y SYS LO PR.*

HYD - G SYS LO PR

Ident.: ABN-29-00005130.0001001 / 19 JUN 13

APPROVED

Criteria: A330

● For approach and landing:Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

Apply necessary landing performance corrections.

Note: 1. Slats and flaps extend slowly.
2. Spoilers are partially inoperative.

HYD - B SYS LO PR

Ident.: ABN-29-00005118.0001001 / 19 JUN 13

APPROVED

Criteria: A330

● If green system supplied by RAT:**LAND ASAP**Turn off antiskid. *Refer to ABN-32 BRAKES - ANTI SKID FAULT or A/SKID N/W/S OFF.*

Apply necessary landing performance corrections.

Note: 1. Slats extend slowly.
2. Spoilers are partially inoperative.

HYD - Y SYS LO PR

Ident.: ABN-29-00005119.0001001 / 19 JUN 13

APPROVED

Criteria: A330

● If green system supplied by RAT:**LAND ASAP**

Apply necessary landing performance corrections.

Note: 1. Flaps extend slowly.
2. Spoilers are partially inoperative.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
HYDRAULIC

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A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
ICE AND RAIN PROTECTION

A.ICE - L INR (R INR) (L OUTR) (R OUTR) WING LO PR

Ident.: **ABN-30-00005406.0001001 / 26 NOV 09**

APPROVED

Criteria: A330

Increase engine thrust.

Note: *If unsuccessful, wing anti-ice is inoperative. Refer to ABN-30 A.ICE - WAI SYS FAULT or OFF.*

A.ICE - WING VLVE NOT OPEN

Ident.: **ABN-30-00005407.0001001 / 26 NOV 09**

APPROVED

Criteria: A330

Note: *Wing anti-ice is inoperative. Refer to ABN-30 A.ICE - WAI SYS FAULT or OFF.*

A.ICE - ENG VALVE CLOSED

Ident.: **ABN-30-00005408.0001001 / 26 NOV 09**

APPROVED

Criteria: A330

Avoid icing conditions.

A.ICE - WAI SYS FAULT OR OFF

Ident.: ABN-30-00005120.0002001 / 20 DEC 16

Criteria: (A330 and 58751)

APPROVED

Turn off wing anti-ice.
Avoid icing conditions.

● If severe ice accretion:

Minimum speed: VLS +10/G DOT.

● For landing:

Apply necessary landing performance corrections.

Maneuver with care.

Note: *In case of severe ice accretion, with anti-ice failed, the AOA protections are still efficient. However, if full back stick is maintained several seconds, while at max AOA, a divergent roll oscillation may appear. Releasing slightly the stick will stop this oscillation.*

A.ICE - L (R) (L INR) (R INR) (L OUTR) (R OUTR) WING OPEN

Ident.: ABN-30-00005409.0002001 / 19 JUN 13

Criteria: (A330 and 200590)

APPROVED

Turn off wing anti-ice.
Close crossbleed valve.

● On ground:

Turn off affected side engine bleed.

● If left wing affected :

Turn off APU bleed.

● In flight:

Turn on affected side engine bleed (if not already done).

Set crossbleed to AUTO or OPEN, depending on bleed state.

Set wing anti-ice as required.

A.ICE - CAPT (F/O) (STBY) PITOT (AOA) (L STAT) (R STAT) HEAT FAULT

Ident.: ABN-30-00005410.0003001 / 26 NOV 09

APPROVED

Criteria: (A330 and (51790 or 54786))

Use AIR DATA switching as appropriate.

- **If pitot heat fault and non-related ADRs faulty or off:**

- **If icing conditions expected:**

- Apply unreliable airspeed procedure. *Refer to ABN-34 UNRELIABLE AIRSPEED INDICATION.*

A.ICE - CAPT (F/O) (STBY) PROBES HEAT FAULT

Ident.: ABN-30-00005411.0003001 / 26 NOV 09

APPROVED

Criteria: (A330 and (51790 or 54786))

Turn on probe and window heat.

- **If unsuccessful:**

- Use AIR DATA switching as appropriate.

- **If non-related ADR faulty or off:**

- **If icing conditions expected:**

- Apply unreliable airspeed procedure. *Refer to ABN-34 UNRELIABLE AIRSPEED INDICATION.*

DOUBLE AOA (STAT) (PITOT) HEAT FAULT

Ident.: ABN-30-00005413.0001001 / 26 NOV 09

APPROVED

Criteria: A330

- **If icing conditions cannot be avoided:**

- Turn off one of affected ADRs.

A.ICE - CAPT + F/O (CAPT + STBY) (F/O + STBY) PITOT HEAT FAULT

Ident.: ABN-30-00008717.0002001 / 26 NOV 09

APPROVED

Criteria: (A330 and (51790 or 54786))

● If all probes (STAT, AOA and PITOT) of one related channel affected:

Turn on probe and window heat.

● If unsuccessful:**■ If non-related ADR on and operative:**

Turn off one of affected ADRs.

■ If non-related ADR faulty or off:**● If icing conditions expected:**

Turn off one of affected ADRs.

Apply unreliable airspeed procedure. *Refer to ABN-34 UNRELIABLE AIRSPEED INDICATION.***A.ICE - ALL PITOT HEAT FAULT**

Ident.: ABN-30-00008718.0002001 / 26 NOV 09

APPROVED

Criteria: (A330 and (51790 or 54786))

● If all probes (STAT, AOA and PITOT) of one related channel affected:

Turn on probe and window heat.

● If unsuccessful:

Turn off one of appropriate affected ADRs.

● If icing conditions expected:

Turn off another one of appropriate affected ADRs.

Apply unreliable airspeed procedure. *Refer to ABN-34 UNRELIABLE AIRSPEED INDICATION.*

DISPLAY UNIT FAILURE

Ident.: TDU / ABN-31-00014121.0001001 / 01 MAR 13

APPROVED

Criteria: (A330 and 200024)

Impacted DU: 00005415 DISPLAY UNIT FAILURE

Belongs to TR306 Issue 1

● Affected DU blank or display distorted or DU brightness reduces to the minimum:

Turn off then on affected DU

Note: The display will recover after 10 s.**● If unsuccessful:**

Turn off affected DU as required.

● If ECAM DUs affected:

Use ECAM/ND SEL.

● If EFIS DUs affected:

Use PFD/ND XFR.

● "INVALID DISPLAY UNIT" message displayed:

Wait more than 40 s for automatic DU recovery.

● If unsuccessful:

Turn off non-recovered DU as required.

● "INVALID DATA" message on affected DU (not on all DUs):

Attempt to recover affected DU by using associated DMC switching.

● If unsuccessful:

Turn off then on affected DU.

● "INVALID DATA" message on all DUs:

Wait more than 40 s for automatic DUs recovery.

● If one or more DUs not recovered:

Turn off non-recovered DUs for 40 s.

Turn on non-recovered DUs in sequence.

● If "INVALID DATA" message reappears on all DUs when turning a given DU on:

Re-apply the procedure.

Leave this specific DU permanently off.

Continued on the following page

Continued from the previous page DISPLAY UNIT FAILURE

- **Inversion of EWD and SD displays:**
Turn off then on ECAM upper display.

DISPLAY UNIT FAILURE

Ident.: ABN-31-00005415.0002001 / 26 NOV 09

Criteria: (A330 and (47524 or 50616))

Impacted by TDU: 00014121 DISPLAY UNIT FAILURE

APPROVED

- **Affected DU blank or display distorted:**
Turn off affected DU as required.
 - **If ECAM DUs affected:**
Use ECAM/ND SEL.
 - **If EFIS DUs affected:**
Use PFD/ND XFR.
- **"INVALID DISPLAY UNIT" message displayed:**
Wait more than 40 s for automatic DU recovery.
 - **If unsuccessful:**
Turn off non-recovered DU as required.
- **"INVALID DATA" message on affected DU (not on all DUs):**
Attempt to recover affected DU by using associated DMC switching.
 - **If unsuccessful:**
Turn off then on affected DU.
- **"INVALID DATA" message on all DUs:**
Wait more than 40 s for automatic DUs recovery.
 - **If one or more DUs not recovered:**
Turn off non-recovered DUs for 40 s.
Turn on non-recovered DUs in sequence.
 - **If "INVALID DATA" message reappears on all DUs when turning a given DU on:**
Re-apply the procedure.
Leave this specific DU permanently off.
- **Inversion of EWD and SD displays:**
Turn off then on ECAM upper display.



A330
AIRPLANE FLIGHT MANUAL

**ABNORMAL PROCEDURES
INDICATING / RECORDING SYSTEM**

FWS - SDAC 1+2 FAULT

Ident.: ABN-31-00005416.0001001 / 26 NOV 09

Criteria: A330

APPROVED

Monitor overhead panel.

Note: Only ECAM ENG, FUEL, F/CTL, WHEEL, PRESS, C/B pages are available.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
INDICATING / RECORDING SYSTEM

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L/G GRAVITY EXTENSION

Ident.: ABN-32-00005129.0001001 / 19 JUN 13

APPROVED

Criteria: A330

Maximum speed: VLO /MLO.

Refer to LIM-SPD VLO/MLO and VLE/MLE.

Set the landing gear gravity extension switch to DOWN.

When the landing gear is downlocked, pull down the landing gear lever.

Confirm landing gear locked down.

*Note: Nosewheel steering is inoperative.***BRAKES - ANTI SKID FAULT OR A/SKID N/WS OFF**

Ident.: ABN-32-00005131.0001001 / 19 JUN 13

APPROVED

Criteria: A330

Apply maximum brake pressure 1 000 PSI.

Note: Nosewheel steering is inoperative.

Apply necessary landing performance corrections.

BRAKES - BRAKES HOT

Ident.: ABN-32-00005376.0002001 / 26 NOV 09

APPROVED

Criteria: (A330 and 49632)

■ On ground:

Turn on brake fans (if installed).

Note: For parking, prefer chocks.

Delay takeoff for cooling.

■ In flight after takeoff:

If performance permits, keep landing gear down for cooling.

Maximum speed: VLE/MLE.

Refer to LIM-SPD VLO/MLO and VLE/MLE.

BRAKES - BRAKES HOT

Ident.: ABN-32-00005376.0003001 / 25 JUL 14

APPROVED

Criteria: (A330 and 202363)

■ On ground:

Turn on brake fans (if installed).

Note: For parking, prefer chocks.

Delay takeoff for cooling.

■ In flight after takeoff:

Maximum speed: VLE/MLE.

Refer to LIM-SPD VLO/MLO and VLE/MLE.

If performance permits, keep landing gear down for cooling.

AUTOBRAKE

Ident.: ABN-32-00005378.0001001 / 26 NOV 09

APPROVED

Criteria: A330

In the case of malfunction, take over brake control with brake pedals. If green DECEL light (corresponding to the selected mode) fails to illuminate, disarm autobraking and proceed as circumstances dictate.

BRAKES - RELEASED

Ident.: ABN-32-00005379.0001001 / 19 JUN 13

APPROVED

Criteria: A330

Apply necessary landing performance corrections.

L/G - LGCIU FAULT

Ident.: ABN-32-00005380.0001001 / 26 NOV 09

APPROVED

Criteria: A330

● If LGCIU 1 affected:

Turn off GPWS.

L/G - LGCIU 1 + 2 FAULT

Ident.: ABN-32-00005381.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Turn off GPWS.

Try normal landing gear extension.

● If unsuccessful:Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.***L/G - DOORS NOT CLOSED**

Ident.: ABN-32-00005382.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Maximum speed: VLO /MLO.

*Refer to LIM-SPD VLO/MLO and VLE/MLE.***● When speed below VLO/MLO:**

Recycle landing gear.

BRAKES - RESIDUAL BRAKING

Ident.: ABN-32-00008647.0001001 / 26 NOV 09

APPROVED

Criteria: (A330 and (51790 or 54786))

Keep antiskid on.

Press brake pedals several times.

● If residual braking remains:

Select appropriate autobrake mode for landing.

● If autobrake not available:

Apply pedal braking just after touchdown.

L/G - GEAR NOT UNLOCKED

Ident.: ABN-32-00005384.0001001 / 26 NOV 09

APPROVED

Criteria: A330

■ If landing gear doors not closed:

Maximum speed: VLO/MLO.

*Refer to LIM-SPD VLO/MLO and VLE/MLE.***● When speed below VLO/MLO:**

Recycle landing gear.

● If unsuccessful:

Pull down landing gear lever.

■ If landing gear doors closed and landing gear not downlocked:

Avoid excessive g load factor.

L/G - RETRACTION FAULT

Ident.: ABN-32-00005385.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Maximum speed: VLO /MLO.

*Refer to LIM-SPD VLO/MLO and VLE/MLE.***● When speed below VLO/MLO:**

Recycle landing gear.

● If unsuccessful:

Keep landing gear down.

L/G - GEAR UNLOCK FAULT

Ident.: ABN-32-00005386.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Maximum speed: VLO /MLO.

Refer to LIM-SPD VLO/MLO and VLE/MLE.

Keep landing gear down.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
LANDING GEAR

L/G - L(R) LENGTHENING FAULT

Ident.: ABN-32-00005387.0001001 / 26 NOV 09

Criteria: A330

APPROVED

Maximum speed: VLO /MLO.

Refer to LIM-SPD VLO/MLO and VLE/MLE.

Keep landing gear down.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
LANDING GEAR

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NAV - RA 1+2 FAULT

Ident.: ABN-34-00014755.0002001 / 25 JUL 14

APPROVED

Criteria: (A330 and 202363)

● When landing gear down and autopilot off:

Use manual pitch trim.

Note: Flight controls are in flare law.**NAV - RA 1+2 (1) (2) FAULT**

Ident.: ABN-34-00005399.0001001 / 26 NOV 09

APPROVED

Criteria: A330

● If RA 1 inoperative:

Turn off GPWS.

● If both RAs inoperative:**● When landing gear down and autopilot off:**

Use manual pitch trim.

Note: Flight controls are in flare law.**NAV - IR 1 (2) (3) FAULT**

Ident.: ABN-34-00005400.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Use ATT HDG switching as appropriate.

■ If affected IR available in ATT mode:

Set affected IR mode to ATT.

■ If affected IR not available in ATT mode:

Turn off affected IR.

NAV - IR 1 (2) (3) FAULTIdent.: ABN-34-00005400.0003001 / 05 JAN 17
Criteria: (A330 and 204449)**APPROVED**

Use ATT HDG switching as appropriate.

■ If affected IR available in ATT mode:

Set affected IR mode to ATT.

■ If affected IR not available in ATT mode:

Turn off affected IR.

■ If IR 1 inoperative:

Set ATC/XPDR to SYS 2.

■ If IR 2 inoperative:

Set ATC/XPDR to SYS 1.

NAV - IR 1+2 (2+3) (1+3) FAULTIdent.: ABN-34-00005401.0001001 / 26 NOV 09
Criteria: A330**APPROVED**

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Use ATT HDG switching as appropriate.

■ If an affected IR available in ATT mode:

Set affected IR mode to ATT.

■ If an affected IR not available in ATT mode:

Turn off affected IR.

Do not use speed brakes.

● If CG above 32 %:

Manually perform a forward fuel transfer from the trim tank.

Note: If trim tank pump is not available, do not perform manual forward fuel transfer while speed is at or below 270 kt or while in climb.

NAV - IR 1+2 (2+3) (1+3) FAULT

Ident.: ABN-34-00005401.0003001 / 05 JAN 17

Criteria: (A330 and 204449)

APPROVED

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST) .

Use ATT HDG switching as appropriate.

■ **If an affected IR available in ATT mode:**

Set affected IR mode to ATT.

■ **If an affected IR not available in ATT mode:**

Turn off affected IR.

■ **If IR (1+3) inoperative:**

Set ATC/XPDR to SYS 2.

■ **If IR (2+3) inoperative:**

Set ATC/XPDR to SYS 1.

Do not use speed brakes.

● **If CG above 32 %:**

Manually perform a forward fuel transfer from the trim tank.

Note: If trim tank pump is not available, do not perform manual forward fuel transfer while speed is at or below 270 kt or while in climb.

NAV - IR DISAGREEIdent.: **ABN-34-00008668.0001001 / 26 NOV 09****APPROVED**

Criteria: (A330 and (49193 or 55982))

Note: *Flight controls are in direct law.*

Use standby horizon to determine faulty IR.

■ If disagree confirmed:

Turn off faulty IR.

Turn off then on PRIM 3.

Turn off then on PRIM 2.

Turn off then on PRIM 1.

Note: *Flight controls revert to alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

■ If disagree not confirmed:

Flight controls remain in direct law. *Refer to ABN-27 F/CTL - DIRECT LAW (PROT LOST).*

NAV - ADR 1 (2) (3) FAULTIdent.: **ABN-34-00005402.0002001 / 26 NOV 09****APPROVED**

Criteria: (A330 and (51790 or 54786))

Use AIR DATA switching as appropriate.

Turn off affected ADR.

NAV - ADR 1+2 FAULTIdent.: **ABN-34-00005403.0002001 / 20 FEB 17****APPROVED**

Criteria: (A330 and (51790 or 54786))

Note: *Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

Set AIR DATA switching to CAPT ON 3.

Turn off ADR 1 and ADR 2.

For go-around, set thrust levers to TOGA.

NAV - ADR 1+3 (2+3) FAULTIdent.: **ABN-34-00005404.0002001 / 20 FEB 17****APPROVED**

Criteria: (A330 and (51790 or 54786))

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Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Set AIR DATA switching to NORM.

Turn off affected ADRs.

Use ATC SYS as appropriate.

For go-around, set thrust levers to TOGA.

NAV - ADR 1+3 (2+3) FAULT

5

Ident.: **ABN-34-00005404.0003001 / 05 JAN 17****APPROVED**

Criteria: (A330 and 204449)

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Set AIR DATA switching to NORM.

Turn off affected ADRs.

● **If ADR (1+3) inoperative:**

Set ATC/XPDR to SYS 2

● **If ADR (2+3) inoperative:**

Set ATC/XPDR to SYS 1

For go-around, set thrust levers to TOGA.

NAV - ADR DISAGREEIdent.: **ABN-34-00008712.0001001 / 20 FEB 17****APPROVED**

Criteria: (A330 and (49193 or 54786))

6

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Use both PFD s and standby airspeed indicator to determine the faulty ADR.

Turn off faulty ADR.

For go-around, set thrust levers to TOGA.

UNRELIABLE AIRSPEED INDICATION

Ident.: ABN-34-00005138.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Note: Unreliable airspeed indication may be caused by a radome destruction or obstructed pitots. If the failure is due to radome destruction, the drag will be increased and therefore N1 must be increased by 3 % in cruise or 1.5 % in approach.

● If the safe conduct of the flight is impacted:

Disconnect autopilot.

Turn off flight directors.

Disconnect autothrust.

■ If below thrust reduction altitude:

Apply TOGA thrust.

Set pitch attitude to 15 °.

■ If above thrust reduction altitude:

Apply CLB thrust.

■ When below FL 100:

Set pitch attitude to 10 °.

■ When above FL 100:

Set pitch attitude to 5 °.

Maintain flaps/slats in current configuration.

Check that speed brakes are retracted.

● When airborne:

Retract landing gear.

Note: Respect stall warning.

● When flight path stabilized:

Turn on probe and window heat.

Adjust pitch attitude and thrust regarding flight phase and aircraft configuration to obtain and maintain target speed.

AIR - ENG BLEED FAULTIdent.: **ABN-36-00005117.0001001 / 26 NOV 09**

Criteria: A330

APPROVED

Turn off affected side engine bleed (if not automatically done).
Open crossbleed valve.

■ If wing anti-ice off:

Set pack flow to low.

Set forward cargo cooling to OFF (if installed).

■ If wing anti-ice on or engine failure:

Turn off affected side pack.

AIR - ENG BLEED FAULT¹Ident.: **ABN-36-00005117.0002001 / 05 JAN 17**

Criteria: (A330 and 204449)

APPROVED

Turn off then on affected side engine bleed.

● If unsuccessful:

Turn off affected side engine bleed.

Open crossbleed valve.

■ If wing anti-ice off:

Set pack flow to low.

Set forward cargo cooling to OFF (if installed).

■ If wing anti-ice on or engine failure:

Turn off affected side pack.

AIR - ENG 1+2 BLEED FAULT

Ident.: ABN-36-00015227.0001001 / 25 JUL 14

Criteria: (A330 and 202363)

APPROVED**NO LEAK**

Set crossbleed valve to auto.

Turn off then on both engine bleeds.

● If no engine bleed reset successful:

Turn off both engine bleeds.

Turn off APU bleed.

Initiate a descent to the higher of: FL 100 or MEA

Start APU.

Turn off PACK 2 if PACK 1 is operative.

Turn off wing anti-ice.

Avoid icing conditions.

● When at or below FL 220 and APU available:

Turn on APU bleed.

■ If APU bleed available:

Turn on PACK 2.

Turn on both engine bleeds.

Turn off APU bleed.

● If no engine bleed reset successful:

Turn on APU bleed.

Turn off PACK 2 if PACK 1 is operative.

Turn off both engine bleeds.

Maximum flight level: FL 220

■ If APU bleed not available:

Continue descent to the higher of: FL 100 or MEA

Turn off APU bleed.

● When at or below FL 100 or MEA:

Turn on PACK 2.

Turn on both engine bleeds.

Continued on the following page

Continued from the previous page AIR - ENG 1+2 BLEED FAULT

- **If no engine bleed reset successful:**
 - Turn off both engine bleeds.
 - Maximum flight level is the higher of: FL 100 or MEA
- **When cabin differential pressure below 1 PSI:**
 - Turn on RAM AIR.
- **If severe ice accretion:**
 - **If FLAPS 0:**
 - Minimum speed: green dot
 - **If FLAPS above 0:**
 - Minimum speed: VLS + 10 kt
- **For landing:**
 - Apply necessary landing performance corrections.

LEFT LEAK

Close crossbleed valve.
Turn off engine 1 bleed.
Turn off then on engine 2 bleed.

- **If engine 2 bleed reset unsuccessful:**
 - Turn off engine 2 bleed.
 - Turn off APU bleed.
 - Initiate a descent to the higher of: FL 100 or MEA
 - Turn off wing anti-ice.
 - Avoid icing conditions.
- **When at or below FL 100 or MEA:**
 - Turn on engine 2 bleed.
 - **If engine 2 bleed reset unsuccessful:**
 - Turn off engine 2 bleed.
 - Maximum flight level is the higher of: FL 100 or MEA
 - **When cabin differential pressure below 1 PSI:**
 - Turn on RAM AIR.

Continued on the following page

Continued from the previous page AIR - ENG 1+2 BLEED FAULT

- **If severe ice accretion:**
 - **If FLAPS 0:**
Minimum speed: green dot
 - **If FLAPS above 0:**
Minimum speed: VLS + 10 kt
- **For landing:**
Apply necessary landing performance corrections.

RIGHT LEAK

Close crossbleed valve.
Turn off then on engine 1 bleed.
Turn off engine 2 bleed.

- **If engine 1 bleed reset unsuccessful:**
Turn off engine 1 bleed.
Turn off APU bleed.
Initiate a descent to the higher of: FL 100 or MEA
Start APU.
Turn off wing anti-ice.
Avoid icing conditions.
- **When at or below FL 220 and APU available:**
Turn on APU bleed.
 - **If APU bleed available:**
Turn on engine 1 bleed.
Turn off APU bleed.
 - **If engine 1 bleed reset unsuccessful:**
Turn on APU bleed.
Turn off engine 1 bleed.
Maximum flight level: FL 220
 - **If APU bleed not available:**
Continue descent to the higher of: FL 100 or MEA
Turn off APU bleed.

Continued on the following page

Continued from the previous page AIR - ENG 1+2 BLEED FAULT

- **When at or below FL 100 or MEA:**
 - Turn on engine 1 bleed.
- **If engine 1 bleed reset unsuccessful:**
 - Turn off engine 1 bleed.
 - Maximum flight level is the higher of: FL 100 or MEA
- **When cabin differential pressure below 1 PSI:**
 - Turn on RAM AIR.
- **If severe ice accretion:**
 - **If FLAPS 0:**
 - Minimum speed: green dot
 - **If FLAPS above 0:**
 - Minimum speed: VLS + 10 kt
- **For landing:**
 - Apply necessary landing performance corrections.

LEFT LEAK AND RIGHT LEAK

Close crossbleed valve.
Turn off both engine bleeds.
Turn off APU bleed.
Initiate a descent to the higher of: FL 100 or MEA
Turn off wing anti-ice.
Avoid icing conditions.

- **When at or below FL 100 or MEA and cabin differential pressure below 1 PSI:**
 - Turn on RAM AIR.
- **If severe ice accretion:**
 - **If FLAPS 0:**
 - Minimum speed: green dot
 - **If FLAPS above 0:**
 - Minimum speed: VLS + 10 kt
- **For landing:**
 - Apply necessary landing performance corrections.

AIR - ENG 1+2 BLEED FAULT

Ident.: ABN-36-00015227.0002001 / 09 JAN 17
Criteria: ((330-200 and 204817) or (A330 and 204449))

APPROVED**NO LEAK**

Set crossbleed valve to auto.
Turn off then on both engine bleeds.

● If no engine bleed reset successful:

Turn off both engine bleeds.
Turn off APU bleed.
Initiate a descent to the higher of: FL 100 or MEA-MORA.
Start APU.
Turn off PACK 2 if PACK 1 is operative.
Turn off wing anti-ice.
Avoid icing conditions.

● When at or below FL 220 and APU available:

Turn on APU bleed.

■ If APU bleed available:

Turn on PACK 2.
Turn on both engine bleeds.
Turn off APU bleed.

● If no engine bleed reset successful:

Turn on APU bleed.
Turn off PACK 2 if PACK 1 is operative.
Turn off both engine bleeds.
Maximum flight level: FL 220.

■ If APU bleed not available:

Continue descent to the higher of: FL 100 or MEA-MORA.
Turn off APU bleed.

● When at or below FL 100 or MEA-MORA:

Turn on PACK 2.
Turn on both engine bleeds.

Continued on the following page

Continued from the previous page AIR - ENG 1+2 BLEED FAULT

- **If no engine bleed reset successful:**
Turn off both engine bleeds.
Maximum flight level is the higher of: FL 100 or MEA-MORA.
- **When cabin differential pressure below 1 PSI:**
Turn on RAM AIR.
- **If severe ice accretion:**
 - **If FLAPS 0:**
Minimum speed: green dot.
 - **If FLAPS above 0:**
Minimum speed: VLS + 10 kt.
- **For landing:**
Apply necessary landing performance corrections.

LEFT LEAK

Close crossbleed valve.
Turn off engine 1 bleed.
Turn off then on engine 2 bleed.

- **If engine 2 bleed reset unsuccessful:**
Turn off engine 2 bleed.
Turn off APU bleed.
Initiate a descent to the higher of: FL 100 or MEA-MORA.
Turn off wing anti-ice.
Avoid icing conditions.
- **When at or below FL 100 or MEA-MORA:**
Turn on engine 2 bleed.
 - **If engine 2 bleed reset unsuccessful:**
Turn off engine 2 bleed.
Maximum flight level is the higher of: FL 100 or MEA-MORA.
 - **When cabin differential pressure below 1 PSI:**
Turn on RAM AIR.

Continued on the following page

Continued from the previous page AIR - ENG 1+2 BLEED FAULT

- **If severe ice accretion:**
 - **If FLAPS 0:**

Minimum speed: green dot.
 - **If FLAPS above 0:**

Minimum speed: VLS + 10 kt.
- **For landing:**

Apply necessary landing performance corrections.

RIGHT LEAK

Close crossbleed valve.
Turn off then on engine 1 bleed.
Turn off engine 2 bleed.

- **If engine 1 bleed reset unsuccessful:**

Turn off engine 1 bleed.
Turn off APU bleed.
Initiate a descent to the higher of: FL 100 or MEA-MORA.
Start APU.
Turn off wing anti-ice.
Avoid icing conditions.

- **When at or below FL 220 and APU available:**

Turn on APU bleed.

- **If APU bleed available:**

Turn on engine 1 bleed.
Turn off APU bleed.

- **If engine 1 bleed reset unsuccessful:**

Turn on APU bleed.
Turn off engine 1 bleed.
Maximum flight level: FL 220.

- **If APU bleed not available:**

Continue descent to the higher of: FL 100 or MEA-MORA.
Turn off APU bleed.

Continued on the following page

Continued from the previous page AIR - ENG 1+2 BLEED FAULT

- **When at or below FL 100 or MEA-MORA:**
Turn on engine 1 bleed.
- **If engine 1 bleed reset unsuccessful:**
Turn off engine 1 bleed.
Maximum flight level is the higher of: FL 100 or MEA-MORA.
- **When cabin differential pressure below 1 PSI:**
Turn on RAM AIR.
- **If severe ice accretion:**
 - **If FLAPS 0:**
Minimum speed: green dot.
 - **If FLAPS above 0:**
Minimum speed: VLS + 10 kt.
- **For landing:**
Apply necessary landing performance corrections.

LEFT LEAK AND RIGHT LEAK

Close crossbleed valve.
Turn off both engine bleeds.
Turn off APU bleed.
Initiate a descent to the higher of: FL 100 or MEA -MORA.
Turn off wing anti-ice.
Avoid icing conditions.

- **When at or below FL 100 or MEA-MORA and cabin differential pressure below 1 PSI:**
Turn on RAM AIR.
- **If severe ice accretion:**
 - **If FLAPS 0:**
Minimum speed: green dot.
 - **If FLAPS above 0:**
Minimum speed: VLS + 10 kt.
- **For landing:**
Apply necessary landing performance corrections.

AIR - X BLEED FAULT

Ident.: ABN-36-00005695.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Use crossbleed valve manual control.

Note: If crossbleed valve failed closed and one bleed inoperative, wing anti-ice is inoperative.
Refer to ABN-30 A.ICE - WAI SYS FAULT or OFF.

AIR - BLEED LO TEMP

Ident.: ABN-36-00005696.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Increase affected engine thrust.

● **If unsuccessful:**● **If one bleed low temperature:**

Turn off affected side engine bleed. Refer to ABN-36 AIR - ENG BLEED FAULT.

Note: If both bleeds low temperature, wing anti-ice is inoperative. Refer to ABN-30 A.ICE -
WAI SYS FAULT or OFF.

AIR - L (R) WING LEAK

Ident.: ABN-36-00005697.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Turn off affected side engine bleed (if not automatically done).

● **If left wing leak:**

Turn off APU bleed (if not automatically done).

Close crossbleed valve (if not automatically done).

Note: Wing anti-ice is inoperative. Refer to ABN-30 A.ICE - WAI SYS FAULT or OFF.

AIR - L (R) WING LEAK³Ident.: ABN-36-00005697.0002001 / 05 JAN 17

Criteria: (A330 and 204449)

APPROVED

Turn off affected side engine bleed.

● **If left wing leak:**

Turn off APU bleed (if not automatically done).

Close crossbleed valve (if not automatically done).

Note: *Wing anti-ice is inoperative. Refer to ABN-30 A.ICE - WAI SYS FAULT or OFF.***AIR - ENG BLEED LEAK**

Ident.: ABN-36-00005698.0001001 / 26 NOV 09

Criteria: A330

APPROVED

Turn off affected side engine bleed (if not automatically done).

● **If engine 1 pylon leak:**

Turn off APU bleed (if not automatically done).

Close crossbleed valve (if not automatically done).

Note: *Wing anti-ice is inoperative. Refer to ABN-30 A.ICE - WAI SYS FAULT or OFF.***AIR - ENG BLEED LEAK**⁴Ident.: ABN-36-00005698.0002001 / 05 JAN 17

Criteria: (A330 and 204449)

APPROVED

Turn off affected side engine bleed.

● **If engine 1 pylon leak:**

Turn off APU bleed (if not automatically done).

Close crossbleed valve (if not automatically done).

Note: *Wing anti-ice is inoperative. Refer to ABN-30 A.ICE - WAI SYS FAULT or OFF.*

AIR - APU BLEED LEAK

Ident.: ABN-36-00005699.0001001 / 26 NOV 09

Criteria: (A330 and (51790 or 54786))

APPROVED**■ If APU leak fed by APU:**

Turn off APU bleed (if not automatically done).

■ If APU leak fed by engine:

Turn off engine 1 bleed (if not automatically done).

Close crossbleed valve (if not automatically done).

Note: *Wing anti-ice is inoperative. Refer to ABN-30 A.ICE - WAI SYS FAULT or OFF.***AIR - APU BLEED LEAK**

5 Ident.: ABN-36-00005699.0002001 / 05 JAN 17

Criteria: (A330 and 204449)

APPROVED**■ If APU leak fed by APU:**

Turn off APU bleed (if not automatically done).

■ If APU leak fed by engine:

Turn off engine 1 bleed.

Close crossbleed valve (if not automatically done).

Note: *Wing anti-ice is inoperative. Refer to ABN-30 A.ICE - WAI SYS FAULT or OFF.*

DOOR - FWD CABIN

Ident.: ABN-52-00010453.0001001 / 28 FEB 11

APPROVED

Criteria: A330

- **If cabin vertical speed is abnormal:**
Maximum flight level is the higher one of: FL 100 or MEA.

DOOR - FWD CABIN¹Ident.: ABN-52-00010453.0002001 / 09 JAN 17APPROVED

Criteria: ((330-200 and 204817) or (A330 and 204449))

- **If cabin vertical speed is abnormal:**
Maximum flight level is the higher one of: FL 100 or MEA-MORA.

DOOR - MAIN CARGO

Ident.: ABN-52-00010451.0001001 / 28 FEB 11

APPROVED

Criteria: 330-200F

- **If cabin vertical speed is abnormal:**
Maximum flight level is the higher one of: FL 100 or MEA.

DOOR - MAIN CARGO²Ident.: ABN-52-00010451.0002001 / 05 JAN 17APPROVED

Criteria: (330-200F and 204449)

- **If cabin vertical speed is abnormal:**
Maximum flight level is the higher one of: FL 100 or MEA-MORA

DOOR - LOWER CARGO (AFT OR FWD)

Ident.: ABN-52-00010450.0001001 / 28 FEB 11

APPROVED

Criteria: 330-200F

- **If cabin vertical speed is abnormal:**
Maximum flight level is the higher one of: FL 100 or MEA.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

DOORS

DOOR - LOWER CARGO (AFT OR FWD)

³ Ident.: ABN-52-00010450.0002001 / 05 JAN 17
Criteria: (330-200F and 204449)

APPROVED

- **If cabin vertical speed is abnormal:**

Maximum flight level is the higher one of: FL 100 or MEA-MORA

DOOR - AVIONIC OR BULK CARGO

Ident.: ABN-52-00010449.0001001 / 28 FEB 11
Criteria: A330

APPROVED

- **If cabin vertical speed is abnormal:**

Maximum flight level is the higher one of: FL 100 or MEA.

DOOR - AVIONIC OR BULK CARGO

⁴ Ident.: ABN-52-00010449.0002001 / 09 JAN 17
Criteria: ((330-200 and 204817) or (A330 and 204449))

APPROVED

- **If cabin vertical speed is abnormal:**

Maximum flight level is the higher one of: FL 100 or MEA-MORA.

ENG - FAILIdent.: **ABN-70-00005265.0006001 / 26 NOV 09****APPROVED**

Criteria: (((330-243 or 330-341 or 330-342 or 330-343) and 49632) or ((330-243 or 330-243F or 330-341 or 330-342 or 330-343) and (56551 or 56729)))

■ If shaft failure:

Shut down affected engine.

Push relevant FIRE pushbutton and discharge AGENT 1 after 10 s.

Turn on both inner tank splits.

Check FQI to detect a possible leak.

● If no evidence of a leak:

Turn off both inner tank splits.

■ If other failure:

Attempt an immediate engine relight setting ENG START selector to IGN START and affected engine thrust lever to idle.

● If no engine relight after 30 s:

Shut down affected engine.

■ If engine damage:

Push relevant FIRE pushbutton and discharge AGENT 1 after 10 s.

Turn on both inner tank splits.

Check FQI to detect a possible leak.

● If no evidence of a leak:

Turn off both inner tank splits.

■ If no engine damage:Consider engine relight. *Refer to ABN-70 ENG RELIGHT IN FLIGHT.*

ENG - SHUTDOWN

Ident.: ABN-70-00005267.0002001 / 20 FEB 17

Criteria: (A330 and (56551 or 56729))

APPROVED**LAND ASAP**

Set ENG START selector to IGN START.

● If engine feedline not broken:

Monitor fuel imbalance.

● If no fuel leak:

Turn off both inner tank splits.

Apply engine bleed fault procedure. *Refer to ABN-36 AIR - ENG BLEED FAULT.***● If engine 1 affected:**Apply blue hydraulic system low pressure procedure. *Refer to ABN-29 HYD - B SYS LO PR.***● If engine 2 affected:**Apply yellow hydraulic system low pressure procedure. *Refer to ABN-29 HYD - Y SYS LO PR.***● If engine 1(2) feedline broken and L(R) tank fuel required:**

Manually perform a fuel transfer from the outer tanks.

● During straight flight legs:

Fly with a bank angle of 3 ° wing down on the engine operative/lighter side.

Maintain heading by using the rudder.

Use rudder trim as necessary.

● When fuel transferred:

Interrupt manual transfer.

Return to normal wing level attitude.

Use rudder trim normally.

Use FLAPS 3 for landing.

Apply necessary landing performance corrections.

For go-around, set thrust levers to TOGA.

ENG - REV UNLOCKED

Ident.: ABN-70-00005368.0002001 / 19 JUN 13

APPROVED

Criteria: (A330 and 49632)

Set affected engine thrust lever to idle.

Maximum speed: 300 kt/M 0.82

Use FLAPS 3 for landing.

■ If buffet:

Reduce speed to 250 kt/M 0.70 and shut down affected engine.

Use FLAPS 2 for landing.

Turn off GPWS flap mode.

Approach speed = VLS + 15 kt

Apply necessary landing performance corrections.

■ If no buffet:

Use FLAPS 3 for landing.

ENG - REV PRESSURIZED

Ident.: ABN-70-00005359.0001001 / 20 FEB 17

APPROVED

Criteria: A330

- 2** For go-around, use TOGA thrust.
Set affected engine thrust lever to idle.

ENG - FADEC FAULT

Ident.: ABN-70-00005360.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Confirm engine status using other ECAM system pages (ELEC, HYD, BLEED).

● If abnormal engine operation:

Shut down affected engine.

ENG - FADEC OVHT

Ident.: ABN-70-00005361.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Confirm engine status using other ECAM system pages (ELEC, HYD, BLEED).

- **If abnormal engine operation:**

Shut down affected engine.

ENG - EPR MODE FAULT

Ident.: ABN-70-00008553.0001001 / 19 JUN 13

APPROVED

Criteria: (330-223 or 330-223F or 330-243 or 330-243F or 330-321 or 330-322 or 330-323 or 330-341 or 330-342 or 330-343)

Turn on both engines N1 mode.

- **If degraded N1 mode active:**

Align the affected engine N1 on the N1 engine in rated mode.

- **If ECAM caution recalled (EPR mode recoverable):**

Turn off both engines N1 mode.

ENG - OIL HI TEMP

Ident.: ABN-70-00005362.0002001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

- **If oil temperature above limit:**

Move affected engine thrust lever to reduce oil temperature below limit.

- **If overlimit persists after throttle back to idle position:**

Shut down affected engine.

ENG - EGT OVERLIMIT

Ident.: ABN-70-00005363.0001001 / 16 APR 10

APPROVED

Criteria: (330-201 or 330-202 or 330-203 or 330-243 or 330-243F or 330-301 or 330-302 or 330-303 or 330-341 or 330-342 or 330-343)

Move affected engine thrust lever to reduce EGT below limit.

- **If overlimit persists for more than 5 s after throttle back to idle position:**

Shut down affected engine.

ENG - THR LEVER FAULT

Ident.: ABN-70-00005364.0001001 / 20 FEB 17

APPROVED

Criteria: A330

3 LAND ASAP

Engage autothrust (if not already engaged).

At slats or landing gear extension, the engine is automatically set to idle.

Use FLAPS 3 for landing.

For go-around, set thrust levers to TOGA.

ENG - THR LEVER DISAGREE

Ident.: ABN-70-00005365.0002001 / 20 FEB 17

APPROVED

Criteria: (A330 and 49632)

4 LAND ASAP

Engage autothrust (if not already engaged).

At landing gear extension, the engine is automatically set to idle.

Use FLAPS 3 for landing.

For go-around, set thrust levers to TOGA.

ENG RELIGHT IN FLIGHT

Ident.: ABN-70-00005116.0002001 / 25 JUL 14

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

APPROVED

Maximum flight level: FL 300

Set affected engine master lever to OFF.

Set affected engine thrust lever to idle.

Set ENG MODE selector to IGN START.

Open crossbleed valve if necessary.

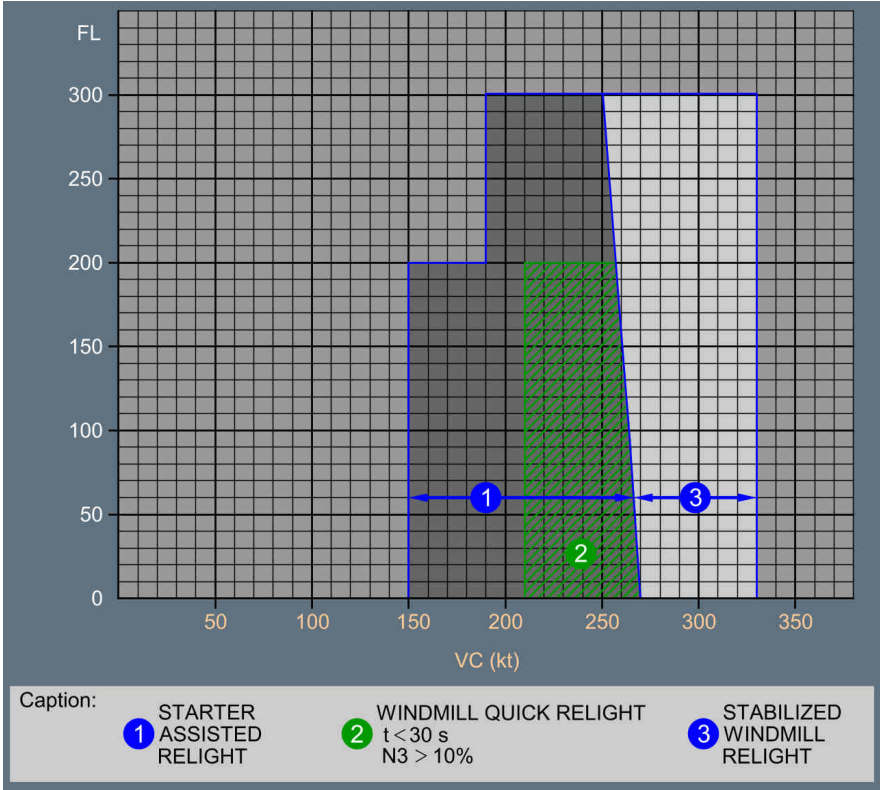
Set engine master lever to ON.

Note: Engine light up should be achieved within 30 s after fuel flow increases.**● When idle reached:**

Set ENG MODE selector to NORM.

Continued on the following page

Continued from the previous page ENG RELIGHT IN FLIGHT



ENG - XWIND PROT FAULT

Ident.: ABN-70-00008560.0001001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

If the warning occurs on the ground (the automatic rolling takeoff logic is inoperative) then the takeoff thrust must be set slowly.

Note: The slow setting of the takeoff thrust may be achieved as follows:

- Release brakes.
- Apply 1.1 EPR on both engines.
- When thrust is stable, increase thrust progressively to get FLX/TOGA thrust at 60 kt ground speed to ensure symmetrical acceleration on both engines.

ENG - START VALVE FAULT (NOT CLOSED)

Ident.: ABN-70-00005369.0001001 / 26 NOV 09

APPROVED

Criteria: A330

● If engine 1 start valve not closed and APU available:

Turn off APU bleed.

● If opposite engine running or APU available on opposite wing:

Close crossbleed valve.

Turn off affected side engine bleed.

● On ground:

Turn off affected engine manual start.

Set affected engine master lever to OFF.

Note: In flight, wing anti-ice is inoperative. Refer to ABN-30 A.ICE - WAI SYS FAULT or OFF.

ENG - START VALVE FAULT (NOT OPEN)

Ident.: ABN-70-00005370.0001001 / 26 NOV 09

APPROVED

Criteria: A330

● If start valve stuck closed:

Attempt a windmill relight.

● If windmill relight not successful:

Turn off affected engine manual start.

Set affected engine master lever to OFF.

● If no starter air pressure:

Open crossbleed valve.

*Note: Do not open crossbleed valve if commanded closed because of a previous failure.***● If no other engine bleed available:**

Turn on APU bleed.

Attempt a windmill relight.

● If windmill relight not successful:

Turn off affected engine manual start.

Set affected engine master lever to OFF.

ENG - THRUST LIMITED

Ident.: ABN-70-00013096.0001001 / 28 FEB 11

APPROVED

Criteria: (((330-243 or 330-341 or 330-342 or 330-343) and 58751) or 330-243F)

● If warning persists after 10 min:

Set affected engine thrust lever to idle.



A330
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
POWER PLANT

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TAIL STRIKE

Ident.: ABN-90-00009202.0001001 / 26 NOV 09

Criteria: A330

APPROVED**LAND ASAP**

Maximum flight level: FL 100/MSA.

TAIL STRIKE¹Ident.: ABN-90-00009202.0002001 / 09 JAN 17

Criteria: ((330-200 and 204817) or (A330 and 204449))

APPROVED**LAND ASAP**

Maximum flight level is the higher one of: FL 100 or MEA -MORA.

OVERWEIGHT LANDING

Ident.: ABN-90-00005383.0001001 / 26 NOV 09

Criteria: A330

APPROVED

If circumstances dictate, landing may be made at a weight corresponding to the maximum structural takeoff weight.

- **If the overweight landing procedure follows a failure requesting to land in FLAPS 3 or below:**

Use the requested FLAPS setting for landing.

- **For go-around:**

Select FLAPS 1.

- **Otherwise :**

- **If approach climb performance requirement is met in CONF 3:**

Use FLAPS FULL for landing and select FLAPS 3 in case of go-around.

- **If approach climb performance requirement is not met in CONF 3:**

Use FLAPS 3 for landing and select FLAPS 1 in case of go-around.

Note:

1. At this weight the maximum touchdown vertical speed should not exceed 360 ft/min.
2. Air conditioning should be turned off or supplied by APU.
3. Approach climb requirement must be checked.

REJECTED TAKEOFF WITH ALL ENGINES OPERATIVE

Ident.: ABN-90-00005389.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Immediately reduce all thrust levers to idle.

Monitor autobrake operation.

Take over brake control with brake pedals if necessary.

- Note:
- 1. If autobrake is not used, maximum brakes must be applied simultaneously with reduction of thrust levers.*
 - 2. If the takeoff is rejected above 100 kt, it is recommended that maximum reverse thrust is selected.*
 - 3. It is mandatory to use the maximum reverse thrust when the performance takes benefit of the reverse thrust effect.*

BOMB ON BOARD

Ident.: ABN-90-00005596.0004001 / 28 FEB 11

APPROVED

Criteria: 330-200F

FLIGHT CREW PROCEDURES

Establish communication between cockpit and courier area.

■ If landing and evacuation possible within 30 min:

Notify ATC / Company.

Land and initiate evacuation.

■ If not possible:

Level off.

Manually control the cabin pressure in order not to increase the cabin altitude.

Notify ATC / Company.

Descend the aircraft in order to reach aircraft altitude equal to the higher one of: cabin altitude + 2 500 ft or MEA.

Avoid sharp maneuvers.

Maximum cabin differential pressure: 1 PSI.

● When aircraft altitude equal to cabin altitude + 2 500 ft or MEA:

Maintain cabin differential pressure at 1 PSI.

Turn off COMMERCIAL.

*Note: Turn on emergency exit light before turning off COMMERCIAL.***● If fuel permits:**

Use at least FLAPS 1.

Extend landing gear.

● For approach and landing:

Set cabin altitude mode to AUTO.

Reduce the differential pressure to zero.

■ If evacuation required:

Initiate evacuation.

Turn off all batteries.

■ If evacuation not required:

Notify courier area occupants.



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AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES
MISCELLANEOUS

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NORMAL PROCEDURES

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NORMAL PROCEDURES

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PRELIMINARY PAGES

SUMMARY OF HIGHLIGHTS

Localization Title	Toc Index	ID	Reason
NORM-22-PA Required Equipment for CAT II and CAT III Approach and Landing	B	1	The abbreviation "PNF" is replaced by "PM" (Pilot Monitoring). No other technical change.



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AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES

PRELIMINARY PAGES

SUMMARY OF HIGHLIGHTS

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AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES
GENERAL

INTRODUCTION

Ident.: **NORM-GEN-00005798.0001001 / 28 FEB 11**

APPROVED

Criteria: A330

The procedures contained in this chapter have been established and are recommended by the aircraft manufacturer.

Only particular operations which are considered useful to highlight are presented. The procedures which are considered to be “basic airmanship” are therefore not covered.

When actions depend on a condition, a black dot (●) or a black square (■) identifies this condition. The black square is used when there is a choice between one or more conditions and only one is applicable.

These procedures are approved by the Airworthiness Authorities as acceptable procedures for a convenient use of the aircraft. This approval does not prevent the operator from developing equivalent procedures provided these procedures are approved by appropriate operational authorities.



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AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES

GENERAL

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AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES
PREFLIGHT CHECKS

BATTERIES

Ident.: **NORM-PFLT-00005799.0001001 / 26 NOV 09**

APPROVED

Criteria: A330

- **If the batteries have been at rest for at least 6 h:**

Check the batteries condition.

BATTERIES CONDITION CHECK:

While all batteries (1 + 2 + APU) are OFF, check batteries voltage is at least 25 V.

Perform a charging cycle of about 20 min, if batteries voltage is below 25 V.

ECAM ALERTS

Ident.: **NORM-PFLT-00005800.0001001 / 26 NOV 09**

APPROVED

Criteria: A330

Before each flight, recall all ECAM warnings by depressing RECALL pushbutton for at least 3 s and check warnings are compatible with MMEL.

COCKPIT DOOR

Ident.: **NORM-PFLT-00005801.0002002 / 04 MAY 10**

APPROVED

Criteria: 330-200F

Specific: FAA

A test of the Cockpit Door Locking System (CDLS) must be made daily, if cockpit door is installed.



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AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES
PREFLIGHT CHECKS

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TAKEOFF PROCEDUREIdent.: **NORM-TO-00005804.0004001 / 19 JUN 13**

Criteria: ((330-243 or 330-243F or 330-341 or 330-342 or 330-343) and 46874)

APPROVED

Set slats, flaps and horizontal stabilizer as required.
Perform flight controls checks using the pedals and each sidestick.
Arm ground spoilers and select maximum autobrake.
Set ENG START selector as required.

■ If crosswind at or below 20 kt and no tailwind:

Apply 1.1 EPR on both engines with brakes on.

Note: Brakes may be released so as to perform a rolling takeoff.

Then release brakes with stick half forward.

Apply thrust up to FLX/TOGA thrust whilst maintaining stick half forward up to 80 kt.

■ If crosswind above 20 kt or tailwind:

Release brakes with stick full forward.

Apply FLX/TOGA thrust whilst maintaining stick close to full forward up to 80 kt.

Then release stick progressively to reach neutral at 100 kt.

Note: Once throttle is set to FLX MCT gate, any change to FLEX TEMP setting will not be taken into account by FADEC for EPR TARGET computation.

Check takeoff EPR is set prior to reaching 80 kt.

● At VR:

Rotate the aircraft with a positive sidestick input to achieve a normal and continuous rotation rate to the pitch attitude necessary to maintain an airspeed at or above $V_2 + 10$ kt.

● Once airborne and with a positive rate of climb:

Retract landing gear.

SRS guidance can be followed when FD pitch order has stabilized.

● At safe height:

Perform acceleration and slats/flaps retraction.

Disarm ground spoilers.

Note: If takeoff is performed with packs off, pack 1 should be selected ON after thrust reduction to CLB.



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AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES

TAKEOFF

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BUFFET ONSETIdent.: **NORM-FLT-00005806.0001001 / 02 JUL 10**

Criteria: A330

APPROVED

At any flight conditions it is possible to determine maneuvering margins before buffet onset occurs, by reference to the following graphs.

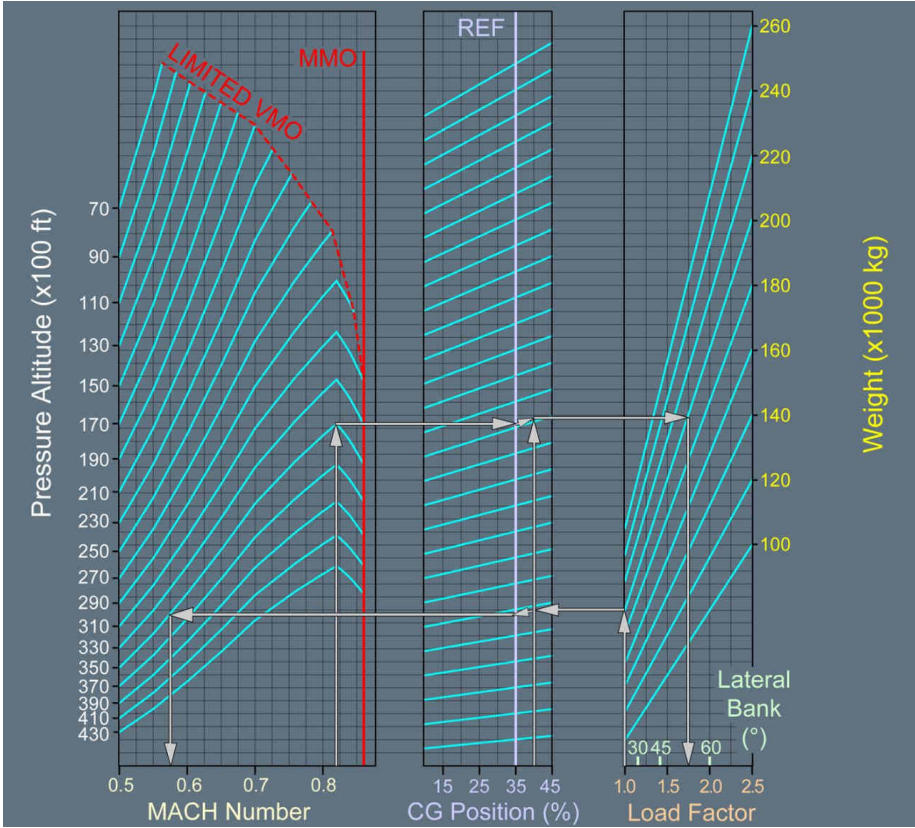
Example 1 (Weight in kg):

- Data:
 - M = 0.82
 - Flight Level = 350
 - CG = 40 %
 - Weight = 200 t
- Results: Buffet onset at
 - M = 0.82 at 1.75 g
 - Low Speed (1 g): M = 0.58

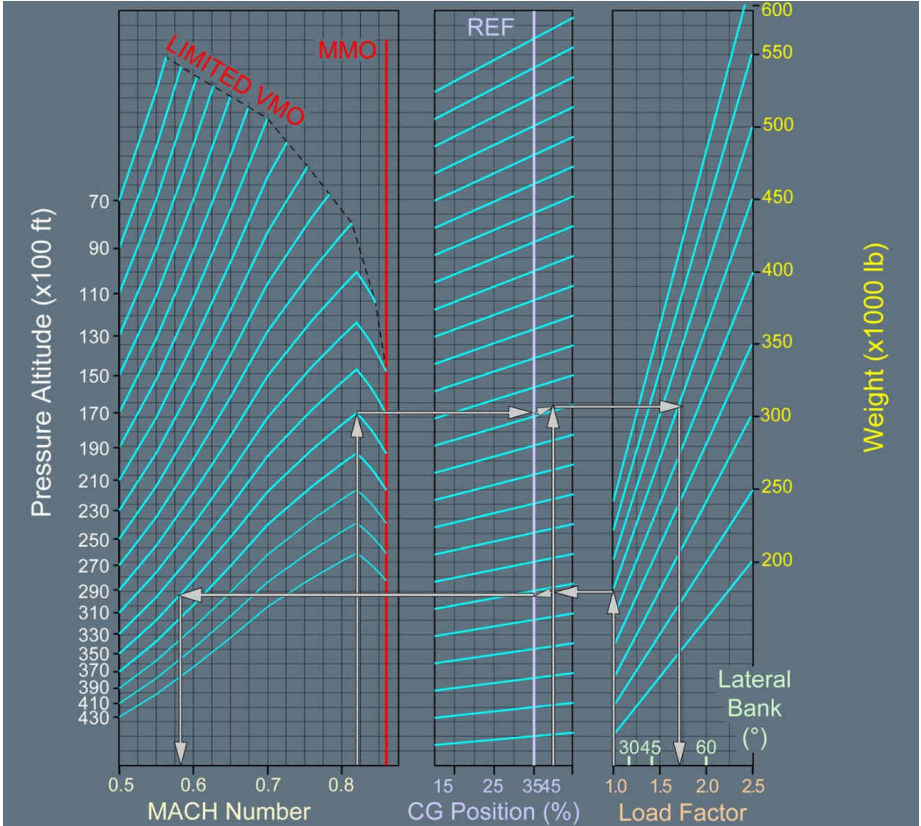
Example 2 (Weight in lb):

- Data:
 - M = 0.82
 - Flight Level = 350
 - CG = 40 %
 - Weight = 450 000 lb
- Results: Buffet onset at
 - M = 0.82 at 1.70 g
 - Low Speed (1 g): M = 0.58

Buffet Onset (Weight in kg)



Buffet Onset (Weight in lb)

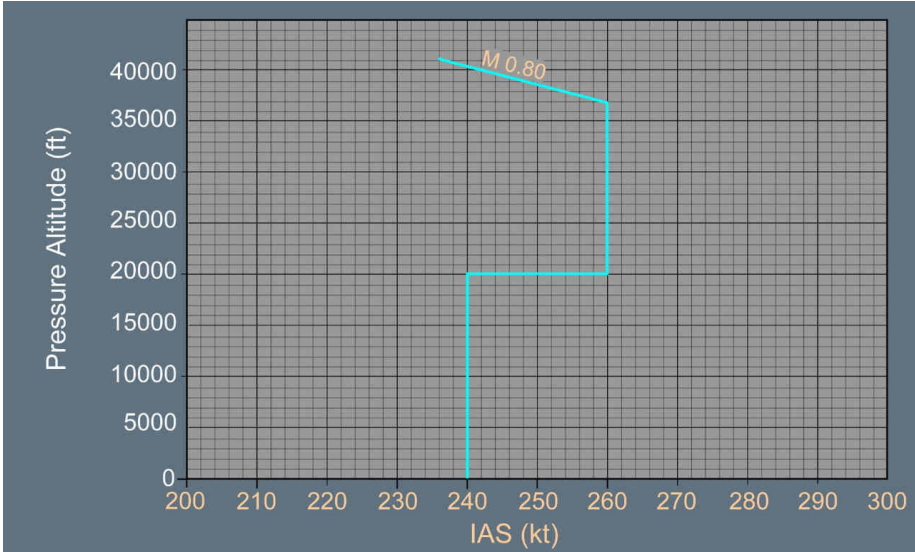


SEVERE TURBULENCE

Ident.: **NORM-FLT-00005809.0002001 / 16 NOV 16**
Criteria: (330-200 or 330-200F)

APPROVED

- Turn on seat belts signs.
- Disconnect autothrust.
- Respect the following recommended speed:

Recommended Speed in Severe Turbulence



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AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES APPROACH AND LANDING

NORMAL LANDING

Ident.: NORM-LDG-00005810.0001001 / 26 NOV 09

APPROVED

Criteria: A330

The minimum final approach speed is 1.23 VS1G of the landing configuration.
Set engine ignition as required.

Note: *The flare height should be increased for landing at high altitude airports particularly with high approach speeds or for approaches with increased glide slope or to uphill sloping runways.*

BALKED LANDING (ALL ENGINES OPERATING)

Ident.: NORM-LDG-00005811.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Apply go-around thrust.
Rotate to achieve a positive rate of climb and establish the required pitch attitude as directed by SRS pitch command bar.
Retract the flaps one step and maintain the final approach speed.

● **When a positive rate of climb is established:**

Retract landing gear.

REVERSE THRUST

Ident.: NORM-LDG-00005812.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Maximum reverse thrust may be applied down to 70 kt IAS.

AUTOBRAKE

Ident.: NORM-LDG-00005813.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Autobrake may be used provided the available landing distance is compatible with the performance of the associated selected automatic mode.

Its use does not relieve the pilot of the responsibility to achieve a safe stop within the available runway length, if necessary by taking over brake control with brake pedals.

Disengagement of automatic braking system may be done either by firm action on the brake pedals or by pressing the pushbutton of the armed mode.



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AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES
APPROACH AND LANDING

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A330
AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES

AUTO FLIGHT SYSTEM

DEMONSTRATED SYSTEM CONFIGURATION

AP /FD, SPEED MODES, AUTOTHURST

Ident.: **NORM-22-CONF-00008431.0001001 / 26 NOV 09**

APPROVED

Criteria: A330

All AP /FD modes may be used with or without autothrust, except if specified.
Autothrust may be used with or without AP /FD, in selected or managed speed/Mach.

TAKEOFF

Ident.: **NORM-22-CONF-00008432.0001001 / 26 NOV 09**

APPROVED

Criteria: A330

Autopilot engagement is approved with use of SRS + (HDG, TRK, RWY, RWY TRK or NAV) modes at or above 100 ft AGL and at least 5 s after liftoff.
Use of FD is approved in the same modes after the rotation.

CLIMB, CRUISE, DESCENT

Ident.: **NORM-22-CONF-00008433.0001001 / 26 NOV 09**

APPROVED

Criteria: A330

The use of AP or FD in the following modes is approved:

- Lateral modes: HDG, TRK, NAV
- Vertical modes: V/S, FPA, ALT*, ALT, ALT CRZ, ALT CSTR, OP CLB, OP DES, CLB, DES.

NON PRECISION APPROACH

Ident.: **NORM-22-CONF-00008434.0001001 / 26 NOV 09**

APPROVED

Criteria: A330

The following modes are approved to be used with AP and/or FD:

- Lateral modes: LOC, LOC*, LOC-BC, LOC-BC*, HDG, TRK, NAV, APP NAV
- Vertical modes: ALT*, ALT, V/S, FPA, FINAL APP.

CAT I ILS APPROACH

Ident.: **NORM-22-CONF-00008435.0001001 / 26 NOV 09**

APPROVED

Criteria: A330

The use of AP and/or FD with or without autothrust is approved in APPR modes (GS*, LOC*, GS, LOC, LAND).
Dual AP engagement is approved.



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AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES

AUTO FLIGHT SYSTEM

DEMONSTRATED SYSTEM CONFIGURATION

CAT II ILS APPROACH

Ident.: NORM-22-CONF-00008436.0001001 / 26 NOV 09

APPROVED

Criteria: A330

The use of AP with or without FD with or without A/THR is approved in APPR modes (GS*, LOC*, GS, LOC, LAND).

Dual AP engagement is approved.

One engine may be inoperative.

Note: Compliance with CAT II approach criteria has been demonstrated with CAT II and CAT III performance quality ILS beam only.

CAT II/III ILS APPROACH AND AUTOMATIC LANDING

Ident.: NORM-22-CONF-00008437.0001001 / 26 NOV 09

APPROVED

Criteria: A330

The use of AP with or without FD, with autothrust for CAT III and with or without autothrust for CAT II is approved using APPR modes (GS*, LOC*, GS, LOC, LAND, FLARE, ROLL OUT) in CONF FULL and CONF 3.

Dual AP engagement is approved.

*Note: 1. CAT III DUAL approach is not available with one engine inoperative.
2. Compliance with CAT II and CAT III approach and landing criteria has been demonstrated with CAT II and CAT III performance quality ILS beam only.*

GO-AROUND

Ident.: NORM-22-CONF-00008438.0001001 / 26 NOV 09

APPROVED

Criteria: A330

The use of AP and/or FD is approved with use of SRS + (GA TRK, HDG, TRK or NAV) modes.

Dual AP use is approved.

ALTITUDE LOSS AFTER AUTOMATIC GO-AROUND INITIATION

Ident.: NORM-22-CONF-00005821.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Initiation Height (ft)	Height Loss (ft)
60 ft to 100 ft	31 ft
50 ft	26 ft
40 ft	21 ft
30 ft	16 ft
20 ft	11 ft



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AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES

AUTO FLIGHT SYSTEM

DEMONSTRATED SYSTEM CONFIGURATION

MAXIMUM ENCOUNTERED WIND DURING FLIGHT TESTS (CAT II OR CAT III)

Ident.: NORM-22-CONF-00008272.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Maximum encountered wind during flight tests for CAT II or CAT III automatic approach or automatic landing and rollout:

- Headwind: 37 kt
- Tailwind: 13 kt
- Crosswind: 23 kt



A330
AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES

AUTO FLIGHT SYSTEM

DEMONSTRATED SYSTEM CONFIGURATION

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GENERALIdent.: **NORM-22-NPA-00008439.0001001 / 19 JUN 13****APPROVED**

Criteria: (330-200 or 330-300)

The final approach (FAF or FAP to runway or MAP), as extracted from the navigation database and inserted in the primary F-PLN including altitude constraints, must not be modified by the crew. Before starting the approach, the crew must check the lateral and vertical profile of the FMS approach against the published approach chart.

INSTRUMENT APPROACH USING NAV MODE OR FINAL APP MODEIdent.: **NORM-22-NPA-00008445.0007001 / 19 JUN 13****APPROVED**

Criteria: (A330 and ((44308 or 44339 or 46572 or 46893) and 200309))

■ For approach procedure with A/C in GPS PRIMARY**● If GPS PRIMARY LOST indication appears on ND during the approach**

Discontinue the approach unless:

- GPS PRIMARY is lost on only one FMGEC , the approach can be continued using AP /FD associated to the other FMGEC , or
- GPS is not required and navigation accuracy is confirmed against the radio navaid raw data.

● If FM/GPS POS DISAGREE ECAM caution is triggered during the approach:

Discontinue the approach unless radio navaid raw data is available and indicates correct navigation to continue the approach using selected FMGES modes.

● For RNAV(GNSS) approaches with LNAV/VNAV Minimum:

Between the FAP and the DA, discontinue the approach as soon as the deviation below the vertical path exceed 75 ft unless external visual references are sufficient.

■ For approach procedure without GPS PRIMARY

Before starting the approach, check FM position accuracy with radio navaid raw data.

● If HIGH accuracy is lost during a VOR, VOR/DME, NDB or NDB/DME instrument approach procedure:

The approach can be continued in NAV mode if the navigation accuracy is confirmed against the radio navaid raw data.



A330
AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES
AUTO FLIGHT SYSTEM
NON PRECISION APPROACH

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CAT II AND CAT III APPROACH AND/OR AUTOMATIC LANDING

Ident.: NORM-22-PA-00008441.0001001 / 28 FEB 11

APPROVED

Criteria: A330

● Before the approach:

Select DH (or « NO » DH if applicable).

Note: For automatic landing in CAT I or better weather condition, select appropriate MDA.

● During interception of final approach:

Arm APPR mode.

Check approach phase is active on MCDU PERF page.

Engage second autopilot if available.

Engage autothrust (not required for CAT II).

Note: Approach speed is VLS + wind correction (minimum wind correction: 5 kt maximum wind correction: 15 kt)

Check desired capability on PFD.

Note: If APPR is selected at high altitude, CAT 1 only will be displayed initially on FMA. The valid capability will be displayed at lower altitude.

● During final approach and landing:

At 350 ft RA, check "LAND" on PFD and ILS course on heading scale.

At 30 ft, check "FLARE" on PFD.

At 10 ft, reduce thrust levers to idle.

At touchdown, check "ROLL OUT" on PFD.

At the latest when leaving the runway, disconnect the autopilot.

- Note:
1. For CAT II automatic approach, the autopilot should be disconnected at or before 80 ft if manual landing is intended.
 2. For CAT III A automatic approach and landing, the autopilot may be disconnected at touchdown if external visual references are sufficient.
 3. A callout (indicating that a flight parameter is exceeded) must be made if:
 - speed goes below VAPP -5 kt or above VAPP +10 kt
 - pitch attitude goes below 0 ° or above +10 ° nose up
 - bank angle goes above 7 °
 - descent rate goes above 1 000 ft/min
 - excessive LOC or GLIDE deviation occurs.
 4. For CAT II approach climb performance, refer to FCOM Go Around Performance chapter (Refer to FCOM/PER-GOA-GEN PROCEDURE).
 5. Whenever the required landing distance for automatic landing is higher than the required landing distance for manual landing, corrections to be added to the required landing distance for manual landing (provided by the Performance Engineer's Programs/AFM_OCTO at the latest approved revision reported in the PERFORMANCE chapter of this AFM) are given in Automatic Landing Distance Increment chapter (Refer to PERF-LDG Autoland Landing Distance Increment). The required landing distance for automatic landing is calculated with the same braking conditions as for manual landing (i.e. full pilot braking at main landing gear touchdown) but with a lower multiplicative coefficient (1.15 instead of 1.66).

REQUIRED EQUIPMENT FOR CAT II AND CAT III APPROACH AND LANDING

Ident.: **NORM-22-PA-00008444.0002001 / 28 FEB 17**

APPROVED

Criteria: ((330-301 or 330-302 or 330-303 or 330-323 or 330-343 or 330-200 or 330-200F) and (51802 or 51805 or 51806))

Required Equipment	CAT II	CAT III Single	CAT III Dual
AP	1 AP engaged	1 AP engaged	2 AP engaged
AP disconnect Pushbutton	2	2	2
Autothrust	0	1	1
ILS Receiver	2	2	2
Attitude Indication	N°1+N°2+STBY	N°1+N°2+STBY	N°1+N°2+STBY
PFD /ND Displays	2/1	2/2	2/2
Radio Altimeter	1 (But two displays)	2	2
Auto Callout Radio Altimeter	1 ⁽³⁾	1	1
DH Indication	1 ⁽¹⁾	1 ⁽¹⁾	1 ⁽¹⁾
Flight Warning Computer	1	1	2
"AP OFF" Warning	1	1	2

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Required Equipment	CAT II	CAT III Single	CAT III Dual
"AUTOLAND" Light	1	1	1
Rain Repellent (if activated) or Windshield Wipers	1 ⁽²⁾	1 ⁽²⁾	1 ⁽²⁾
L or R Windshield Heat	1 ⁽²⁾	1 ⁽²⁾	1 ⁽²⁾
Nosewheel Steering	1 ⁽⁴⁾	1 ⁽⁴⁾	1
Antiskid	1 ⁽⁴⁾	1 ⁽⁴⁾	1
BSCU Channel	1 ⁽⁴⁾	1 ⁽⁴⁾	1
Beam Excessive Deviation	1 ⁽¹⁾	2	2
FMA	1	2	2
"A/THR OFF" Caution	0	1	1
PRIM	1	1	(N°1+N°2) or (N°1+N°3)
SEC	1	1	2
ADR /IR	2/2	2/2	3/3
Hydraulic Circuit	2	2	3
FMGEC Electrical Supply Split	0	0	1
Rudder Trim	1	1	2

- (1) One unit required for the PM.
- (2) One unit required for PF.
- (3) Required only for autoland.
- (4) Required only for automatic rollout.

Note: 1. Compliance with CAT II approach and landing criteria has been demonstrated with CAT II and CAT III performance quality ILS beam only.
 2. Compliance with CAT III approach and landing criteria has been demonstrated with CAT II and CAT III performance quality ILS beam only.



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AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES

AUTO FLIGHT SYSTEM

PRECISION APPROACH

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AIRPLANE FLIGHT MANUAL

**NORMAL PROCEDURES
COMMUNICATIONS**

COMMUNICATIONS

Ident.: NORM-23-00005817.0001001 / 26 NOV 09

Criteria: A330

APPROVED

For aircraft fitted with ACARS , use only VHF 1 or VHF 2 for communications with ATC.



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AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES
COMMUNICATIONS

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AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES
FUEL

FUEL SYSTEM

Ident.: **NORM-28-00008270.0002001 / 16 APR 10**

Criteria: (330-201 or 330-202 or 330-203 or 330-243 or 330-243F)

APPROVED

APU FEEDING

- **When using JET B/JP4 fuel:**

APU feeding is possible up to 25 000 ft.

FUEL TRANSFER

- **When using JET B/JP4 fuel:**

Fuel transfer from center tank to inner tanks with center tank pumps operative is possible up to 20 000 ft.



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AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES

FUEL

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OPERATIONS IN ICING CONDITIONSIdent.: **NORM-30-00005814.0001001 / 19 JUN 13****APPROVED**

Criteria: A330

For icing conditions definition: *Refer to LIM-GEN Icing Conditions Definition.***● When icing conditions are encountered:**

Turn on engine anti-ice.

Set wing anti-ice as required.

● If there is evidence of significant ice accretion and to take into account ice accretion on non heated structure:**■ If flaps position at 0:**

Minimum speed: VLS + 15 kt.

■ If flaps position above 0:

Minimum speed: VLS + 5 kt.

CAUTION

1. Extended flight in icing conditions with slats extended should be avoided.
2. Apply performance adjustments according to note of Approach Climb and Landing Climb (*Refer to PERF-LDG Approach Climb and Landing Climb*).

GROUND ICE SHEDDING PROCEDUREIdent.: **NORM-30-00008271.0001001 / 19 JUN 13****APPROVED**

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

When taxiing in icing conditions, in temperature lower than +1 °C (34 °F):

■ If there is no freezing fog:

Inform ATC.

Set the parking brake to ON or brake with pedals.

- If ground surface conditions and the environment permit**, accelerate the engines to 50 % N1 for 10 s at least every hour of engine ground running time.

CAUTION

If, during thrust increase, the aircraft starts to move, immediately retard the thrust levers to IDLE

■ If there is freezing fog:

Compute the cumulative taxi time (previous flight's taxi-in time plus current flight's taxi-out time, with the engines running).

■ If the cumulative taxi time is being longer than 45 min:

Perform the following actions within a cumulative taxi time of 45 min and at least every 45 min:

■ If $-7^{\circ}\text{C} < \text{OAT} < 1^{\circ}\text{C}$:

Inform ATC.

Set the parking brake to ON or brake with pedals.

- **If ground surface conditions and the environment permit**, accelerate the engines to 50 % N1 for 1 min.

CAUTION

If, during thrust increase, the aircraft starts to move, immediately retard the thrust levers to IDLE

■ If $-20^{\circ}\text{C} < \text{OAT} \leq -7^{\circ}\text{C}$:

Inform ATC.

Set the parking brake to ON or brake with pedals.

- **If ground surface conditions and the environment permit**, accelerate the engines one after the other, each to 70 % N1 for 50 s.

CAUTION

If, during thrust increase, the aircraft starts to move, immediately retard the thrust levers to IDLE

■ If $\text{OAT} \leq -20^{\circ}\text{C}$, or surface conditions not permitting the application of previous procedures:

Delay takeoff and request maintenance action for manual engine de-icing.

■ If the cumulative taxi time is being 45 min or less:

Inform ATC.

Set the parking brake to ON or brake with pedals.

- **If ground surface conditions and the environment permit**, accelerate the engines to 50 % N1 for 10 s.

CAUTION

If, during thrust increase, the aircraft starts to move, immediately retard the thrust levers to IDLE

RAIN REPELLENT (IF ACTIVATED)

Use rain repellent in the case of heavy rain only.

GROUND PROXIMITY WARNING SYSTEM (GPWS)Ident.: **NORM-34-00005818.0001001 / 26 NOV 09****APPROVED**

Criteria: A330

● When a warning occurs:

Pull up using full back stick.

Apply takeoff thrust and climb until the warning ceases.

Warnings may be considered cautionary during daylight VMC conditions provided the cause of the warning can be identified immediately.

● When a caution occurs:

Adjust the flight path/configuration so that the alert ceases.

INERTIAL REFERENCE SYSTEM (IRS)Ident.: **NORM-34-00005819.0001001 / 26 NOV 09****APPROVED**

Criteria: A330

Ensure IRS alignment is complete and all IR are in the NAV mode before the aircraft is moved.

● When an IR is in the ATT mode:

Magnetic heading will drift after initialization in a manner similar to a directional gyro and requires crew monitoring and periodic manual heading updates to ensure adequate accuracy.

INTEGRATED STANDBY INSTRUMENT SYSTEM (ISIS)Ident.: **NORM-34-00005820.0001001 / 26 NOV 09****APPROVED**

Criteria: (A330 and 47244)

Whenever the Integrated Standby Instrument System (ISIS) is used as the primary means for indicating the basic parameters for aircraft piloting, do not use the Bugs pushbutton.

WINDSHEAR WARNING AND GUIDANCE SYSTEMIdent.: **NORM-34-00005824.0001001 / 26 NOV 09****APPROVED**

Criteria: A330

Windshear detection is available below 1 300 ft at takeoff, approach and go-around.

In the case of warning, TOGA power application provides guidance in SRS mode, using FD or AP at takeoff.

If engaged AP may be used for go-around.

FD guidance may lead to speeds of VALPHAMAX.

The aircraft configuration should not be changed before end of windshear conditions.

TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM (TCAS)

Ident.: **NORM-34-00008285.0004001 / 19 JUN 13**
Criteria: (A330 and (57609 or 58449))

APPROVED

GENERAL

TCAS Traffic Advisory (TA) and Resolution Advisory (RA) modes can be used without any restriction when operating within the certified limits of the aircraft flight envelope.

The TCAS complies with TCAS II change 7.1 Minimum Operational Performance Standards (DO -185B MOPS).

PROCEDURES

For normal TCAS operation, select:

- Transponder: ON or Auto
- ALT report: ON
- TCAS: TA/RA.

Select TA for:

- Dispatch with landing gear down
- Engine failure
- Operation near closely spaced parallel runway (less than 1 200 ft).

Maneuvers must not be based solely on information presented on the traffic display.

Compliance with a TCAS II RA is always required unless the pilot considers it unsafe to do so.

Compliance with a RA is required even if there is a conflict between the RA and an Air Traffic Control (ATC) instruction to maneuver.

Go-around procedure must be performed when a RA "Climb" or "Increase Climb" is triggered on final approach.

CAUTION

Once an RA has been issued, safe separation could be compromised if current vertical speed is changed, except as necessary to comply with the RA . This is because TCAS II-to-TCAS II coordination may be in progress with the intruder aircraft, and any change in vertical speed that does not comply with the RA may negate the effectiveness of the other aircraft's compliance with the RA.

Note: Following a TCAS II "Clear of Conflict" advisory, the pilot should expeditiously return to the applicable ATC clearance unless otherwise directed by ATC.



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AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES
NAVIGATION

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Ident.: **NORM-34-00005825.0001001 / 26 NOV 09**

APPROVED

Criteria: (A330 and 43537)

The following table gives the minimum equipment/functions required to begin RVSM operation.

Required Equipment/Functions	Quantity
ADR	2
ATC Transponder	1
Flight Warning Computer (for ALTITUDE ALERT function)	1
Autopilot	1
PFD function (for altitude indication)	2
FCU (for altitude target selection and OP CLB/OP DES mode engagement)	1

Minimum Equipment/Functions Required to Begin RVSM Operation



A330
AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES
NAVIGATION

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AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES
AUXILIARY POWER UNIT

AUXILIARY POWER UNIT (APU)

Ident.: NORM-49-00005815.0002001 / 26 NOV 09

APPROVED

Criteria: (A330 and 52536)

STARTING IN FLIGHT

Use main electrical power supply up to 41 450 ft.

In the case of APU TR not available use APU battery below 25 000 ft.

AIR BLEED EXTRACTION IN FLIGHT

Air bleed extraction in flight: up to 22 500 ft.

Note: Air bleed extraction for wing anti-ice is not permitted.

FLIGHT WITH APU REMOVED

Flight with APU removed is authorized in accordance with SIL 49-009 revision 7 (or higher).



A330
AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES
AUXILIARY POWER UNIT

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PERFORMANCE

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AIRPLANE FLIGHT MANUAL

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A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
GENERAL

INTRODUCTION

Ident.: PERF-GEN-00005827.0001001 / 26 NOV 09
Criteria: A330

APPROVED

In compliance with airworthiness regulations, an aircraft is cleared to take off from any airport if the weight allows it to achieve the takeoff, "en route", and landing performance included in this chapter.

Note: *The performance and speeds of the lowest weight at which the Performance Engineer's Programs/AFM_OCTO approved FM module is able to give results can be considered as valid from this weight down to the certified minimum weight.*

The considered atmosphere is the international standard atmosphere.

Performance are related to VS1G.

Wind speed is measured at the height of 10 m (32.8 ft).

The results provided by the Performance Engineer's Programs/AFM_OCTO approved FM module must be used in conjunction with the gross weight, operational and environmental limitations given in the LIMITATIONS chapter of this AFM.



A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
GENERAL

AIRCRAFT CONFIGURATION

Ident.: PERF-GEN-00005829.0001001 / 26 NOV 09

APPROVED

Criteria: A330

The performance has been established in the following configuration:

	Slats / Flaps	Engine Thrust	Remarks
Takeoff	1+F	Takeoff thrust	Ground spoilers armed. <u>Dry runway</u> Acceleration Stop Distance (ASD) made using only wheel brakes, brakes supplied by green hydraulic system, antiskid ON and ground spoilers. <u>Wet runway</u> Acceleration Stop Distance (ASD) made using only wheel brakes, brakes supplied by green hydraulic system, antiskid ON, ground spoilers and with or without thrust reversers.
	2		
	3		
En route	0	Maximum Continuous Thrust (MCT)	
Go-around	2	Go-around thrust taking Mach number into account	
	3		
Landing	3 FULL		Landing distances established with brake pedals depressed upon main landing gear touchdown, brakes supplied by green hydraulic system, antiskid ON and using ground spoilers.

Systems which may be ON or OFF:

- Air conditioning
- Wing anti-ice or engine anti-ice.

Note: For normal operation, use of thrust reversers is recommended.

MAXIMUM DEMONSTRATED CROSSWIND AT TAKEOFF AND LANDING

Ident.: PERF-GEN-00005830.0004001 / 16 APR 10

APPROVED

Criteria: ((330-243 or 330-243F) and 51802)

- At takeoff: 45 kt (gust included).

Note: The demonstrated crosswind value at takeoff exceeds the maximum crosswind value allowed for Rolls-Royce engines at takeoff as defined in the LIMITATIONS chapter. Refer to LIM-70 Crosswind.

- At landing: 45 kt (gust included).

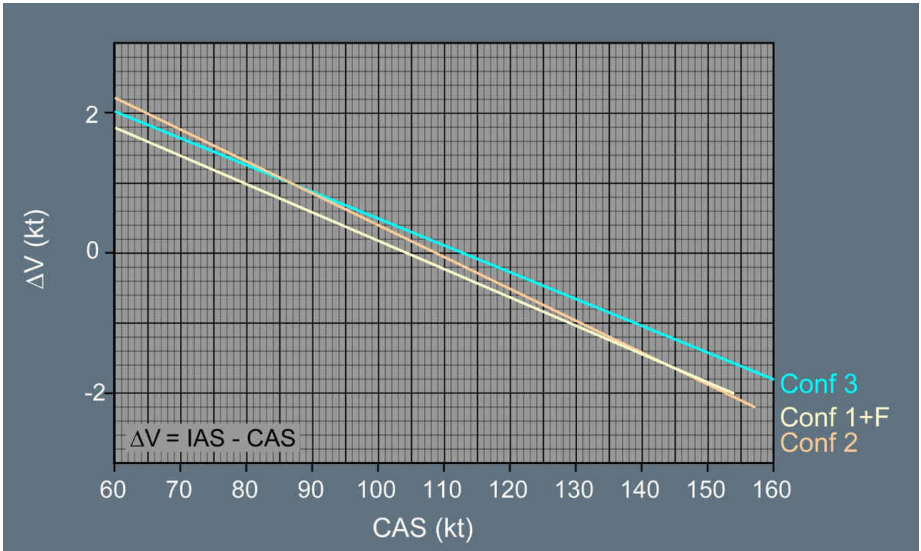
SPEED CORRECTIONS IN GROUND EFFECT

Ident.: PERF-CAL-TO-00005832.0002001 / 16 APR 10

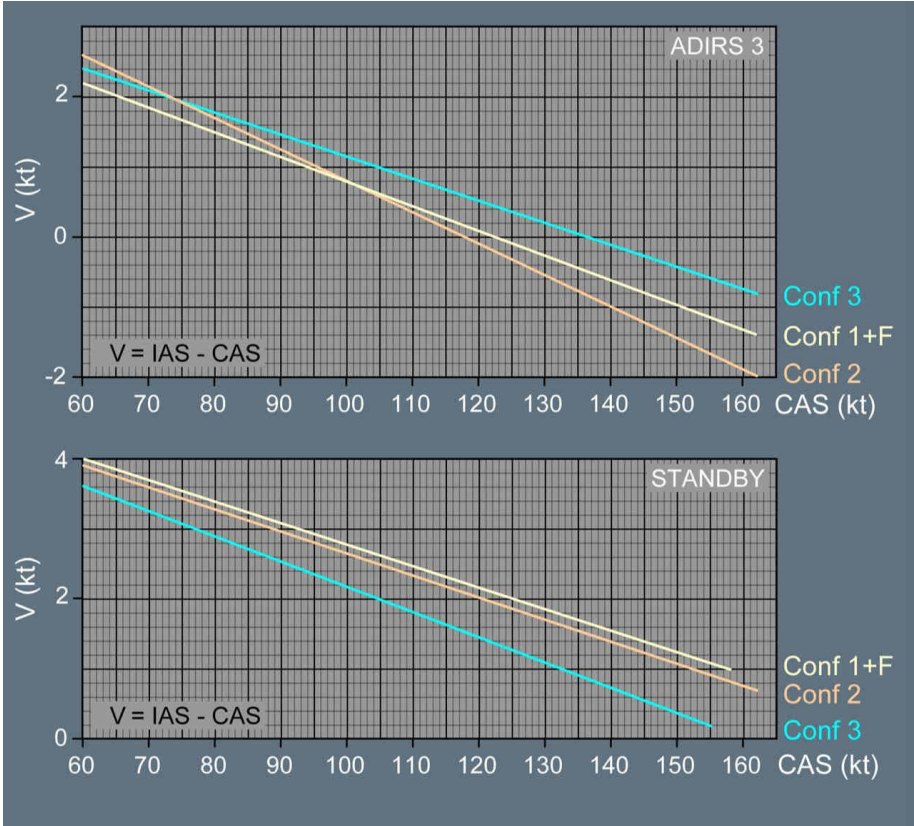
APPROVED

Criteria: (330-200 or 330-200F)

SPEED CORRECTION - PILOT AND COPILOT ADIRS 1 OR 2 IN GROUND EFFECT



SPEED CORRECTION - ADIRS 3 OR STANDBY AIRSPEED INDICATOR IN GROUND EFFECT



SPEED CORRECTIONS OUT OF GROUND EFFECT

Ident.: PERF-CAL-TO-00008442.0001001 / 26 NOV 09
Criteria: A330

APPROVED

Negligible



A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
AIRSPEED AND ALTITUDE CALIBRATION
TAKEOFF

ALTITUDE CORRECTIONS

Ident.: PERF-CAL-TO-00008443.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Lower than ± 20 ft



A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
AIRSPEED AND ALTITUDE CALIBRATION

TAKEOFF

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A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
AIRSPEED AND ALTITUDE CALIBRATION
CRUISE (CLEAN CONFIGURATION)

SPEED AND MACH CORRECTIONS

Ident.: PERF-CAL-CRU-00005836.0001001 / 26 NOV 09
Criteria: A330

APPROVED

Negligible

ALTITUDE CORRECTIONS

Ident.: PERF-CAL-CRU-00005837.0001001 / 26 NOV 09
Criteria: A330

APPROVED

Lower than ± 20 ft



A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
AIRSPEED AND ALTITUDE CALIBRATION
CRUISE (CLEAN CONFIGURATION)

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A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
AIRSPEED AND ALTITUDE CALIBRATION
LANDING

SPEED CORRECTIONS

Ident.: PERF-CAL-LDG-00005839.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Lower than ± 2 kt

ALTITUDE CORRECTIONS

Ident.: PERF-CAL-LDG-00005840.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Lower than 10 ft



A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
AIRSPEED AND ALTITUDE CALIBRATION

LANDING

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A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
TAKEOFF PERFORMANCE

SPEEDS DEFINITIONS

Ident.: **PERF-TO-00005845.0001001 / 26 NOV 09**

APPROVED

Criteria: A330

V1

V1 is the highest speed at which the decision must be made:

- To continue the takeoff, or
- To stop the aircraft.

VR

VR is the speed at which rotation is initiated to reach V2 before an altitude of 35 ft.

V2

V2 is the takeoff safety speed reached before the altitude of 35 ft with one engine failed and providing not less than the minimum second segment gradient (2.4 %).



A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
TAKEOFF PERFORMANCE

DISTANCES DEFINITIONS

Ident.: PERF-TO-00005846.0001001 / 26 NOV 09

APPROVED

Criteria: A330

STOPWAY (SWY)

Extension to runway, adequate for deceleration of the aircraft in the case of aborted takeoff.

CLEARWAY (CWY)

Area beyond the runway which can be taken into account for TOD calculation.

TAKEOFF DISTANCE AVAILABLE (TODA)

Sum of the TORA and the CWY available.

TAKEOFF RUN AVAILABLE (TORA)

Length of runway available and suitable for the ground run of an aircraft taking off.

ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)

Sum of the TORA and the SWY available.

TAKEOFF DISTANCE (TOD)

Distance covered from the brake release to a point at which the aircraft is at the 35 ft height (15 ft height on wet runway). The TOD must not exceed the TODA.

TAKEOFF RUN (TOR)

Distance covered from the brake release to a point at which the aircraft is half of the segment between the liftoff speed (VLOF) and 35 ft height (15 ft height on wet runway). The TOR must not exceed the TORA.

ACCELERATE-STOP DISTANCE (ASD)

Distance necessary to accelerate the aircraft to V1, reject the takeoff at V1 and come to a full stop. The ASD must not exceed the ASDA.



A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
TAKEOFF PERFORMANCE

TAKEOFF PERFORMANCE

Ident.: **PERF-TO-00005847.0001001 / 26 NOV 09**
Criteria: A330

APPROVED

For takeoff performance determination on dry and wet runways, the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database.*

CAUTION

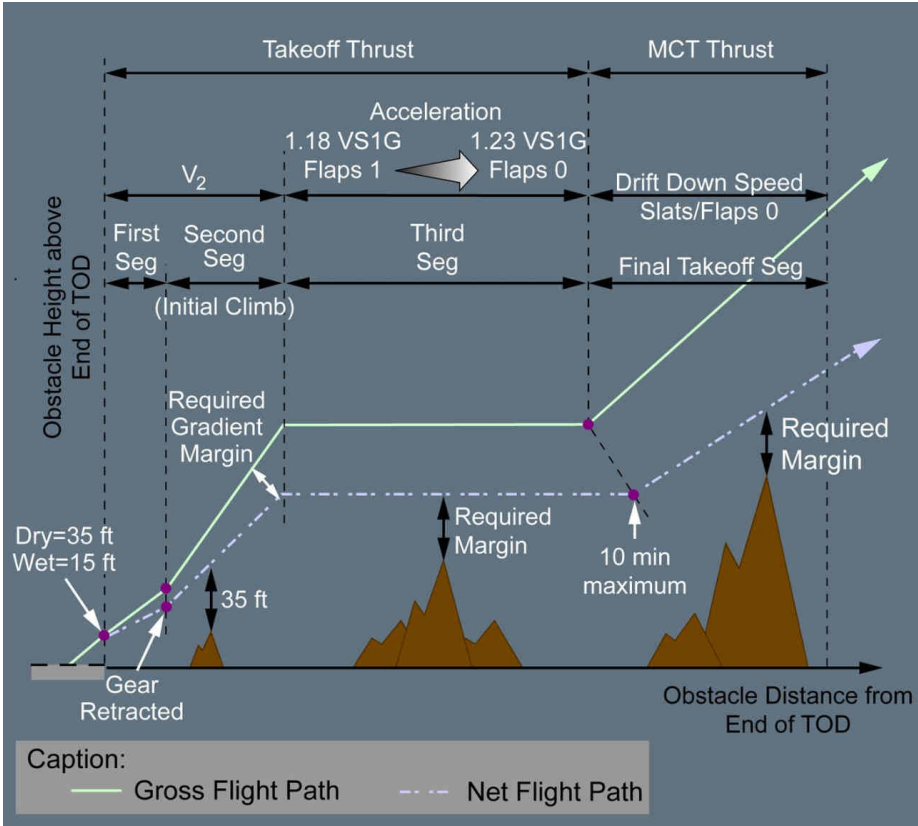
For takeoff performance on wet runways, the takeoff weight must be the lowest of the computed one on dry runways and the computed one on wet runways.

TAKEOFF FLIGHT PATH

Ident.: PERF-TO-00005848.0001001 / 02 JUL 10

APPROVED

Criteria: A330





A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
IN-FLIGHT PERFORMANCE

IN-FLIGHT PERFORMANCE

Ident.: PERF-FLT-00008394.0001001 / 19 JUN 13

APPROVED

Criteria: A330

For en route net flight path (single engine cruise) performance determination, the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database.*

Note: *If severe icing conditions are encountered, ice accretion may build up on non-heated structure and therefore:*

- *The one engine inoperative net ceiling will be reduced by 2 500 ft.*



A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
IN-FLIGHT PERFORMANCE

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APPROACH CLIMB AND LANDING CLIMBIdent.: PERF-LDG-00005164.0001001 / 19 JUN 13
Criteria: A330**APPROVED**

The approach climb speed is at least 1.23 VS1G of the approach configuration, approach speed up to 1.41 VS1G is permitted.

For approach and landing climb limiting weight determination, the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database.*

Note: *When icing conditions are predicted during the flight and TAT is below 10 °C and there is evidence of significant ice accretion, to take into account ice accretion on the non-heated structure:*

- *Decrease the approach/landing climb limiting weight by 5 %*
- *The minimum approach speed is VLS + 5 kt*
- *For landing distance determination select ice accretion in the AFM_OCTO input data interface.*

APPROACH AND LANDING SPEEDS DEFINITIONIdent.: PERF-LDG-00005852.0001001 / 26 NOV 09
Criteria: A330**APPROVED**

The final approach speed (landing speed) is the minimum recommended speed at 50 ft height for normal landing. It is equal to 1.23 VS1G of the landing configuration.

LANDING DISTANCE DEFINITIONSIdent.: PERF-LDG-00005853.0001001 / 26 NOV 09
Criteria: A330**APPROVED****LANDING DISTANCE**

The landing distance represents the distance from the 50 ft height point to complete stop on a smooth, dry, hard-surfaced runway. It is determined with brake pedals depressed at main landing gear touchdown, and assumes the use of ground spoilers and antiskid. In normal operation, the use of thrust reversers is recommended.

REQUIRED LANDING DISTANCE (RLD)

The Required Landing Distance (RLD) is the landing distance divided by 0.6 assuming the surface is dry.

Under wet runway conditions, the Required Landing Distance (RLD) is increased by 15 %.



A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
LANDING PERFORMANCE

LANDING PERFORMANCE

Ident.: **PERF-LDG-00005854.0001001 / 26 NOV 09**

APPROVED

Criteria: A330

For landing distance determination, the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database.*

AUTOLAND LANDING DISTANCE INCREMENT

Ident.: **PERF-LDG-00009381.0001001 / 02 JUL 10**

APPROVED

Criteria: (330-243 or 330-243F)

The required landing distance in automatic landing is below the required landing distance calculated by the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision (*Refer to PERF-OCTO Performance Database*). Therefore no increment on the required landing distance must be applied.

GENERAL

Ident.: TDU / PERF-OCTO-00019768.0001001 / 09 AUG 16

APPROVED

Criteria: A330

Impacted DU: NONE

Belongs to TR732 Issue 1

The aircraft performance database is provided in the Performance Engineer's Program (PEP)/AFM_OCTO Approved FM module. The aircraft performance database provides the performance data applicable to an aircraft model, *Refer to PERF-OCTO Performance Database.*

The aircraft performance database must be combined with the following applicable data files:

- The in-flight failure data file for landing that provides the performance impact for landing in the case of an aircraft system failure, *Refer to EMER-GEN Landing Distance Determination in case of In-Flight Failure* and *Refer to ABN-GEN Landing Distance Determination in case of In-Flight Failure.*
- The MCDL performance penalties data file that provides the performance impact related to the MCDL items *Refer to MCDL-GEN-PERF Performance Penalties Calculated with AFM_OCTO Software,*
- The complementary performance data file (CPDF) that provides the complementary performance data, *Refer to PERF-OCTO Complementary Performance Data File.*

Note: *The three above-listed data files are applicable to an aircraft type.*

PERFORMANCE DATABASE

Ident.: PERF-OCTO-00005244.0049001 / 25 JUL 14

APPROVED

Criteria: 330-243F

Takeoff, final takeoff, en route net flight path (single engine cruise), go-around and landing performance are provided in the Performance Engineer's Programs/AFM_OCTO approved FM module:

- At the revision 27.0 or higher using approved aircraft database reference **AB243G01**, or
- At the revision 27.0 or higher using approved aircraft database reference **AB243G03**.

Note: *1. Only the PC version of this program is approved.*

*2. For operations with Minimum Weight below 123 000 kg (271 169 lb) only the approved database reference **AB243G03** must be used.*

Launch PEP.



A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
PERFORMANCE DATABASE

COMPLEMENTARY PERFORMANCE DATA FILE

Ident.: TDU / PERF-OCTO-00019769.0001001 / 09 AUG 16

APPROVED

Criteria: A330

Impacted DU: NONE

Belongs to TR732 Issue 1

In addition to the aircraft performance database, the Complementary Performance Data File (CPDF) provides complementary performance data. The CPDF is applicable to the A330 Family and contains:

- Approved data and
- Not approved data.

Note: Only the approved version of the CPDF database is referenced in the AFM.

The performance data listed in the table below (i.e. Performance Data Column) requires the approved Complementary Performance Data File (CPDF) to be used for aircraft operations.

Approved CPDF	Required version of PEP/AFM_OCTO FM module	Performance Data ⁽¹⁾
CP330A01	V34 or higher	- Computerized performance penalties in the case of ice accretion

⁽¹⁾ Only the performance data that is inserted between two successive CPDF files is listed. The most recent version of the CPDF combines all the listed Performance Data.



A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
ENGINE MANAGEMENT

ENGINE MANAGEMENT TAKEOFF THRUST

Ident.: PERF-ENG-00005841.0007001 / 16 APR 10

APPROVED

Criteria: ((330-243 or 330-243F or 330-343) and 55212)

ROLLS ROYCE TRENT 772B ENGINE MANAGEMENT - TAKEOFF M = 0.0

TRENT772B		TAKEOFF EPR					NO AIR BLEED				MACH = .000	
EPR CORRECTIONS FOR AIR BLEED												
AIR CONDITIONING ON												
ADD -0.008 TO EPR												
NACELLE ANTI ICE ON												
READ AT OAT +0.9 (C)												
NACELLE AND WING ANTI ICE ON												
READ AT OAT +1.70 (C)												
OAT (C)	PRESSURE ALTITUDE (FT)											
	-2000.	-1000.	0.	1000.	2000.	3000.	4000.	5000.	6000.	7000.	8000.	
-60.0	1.540	1.568	1.596	1.609	1.622	1.650	1.670	1.681	1.683	1.685	1.688	
8.0	1.540	1.568	1.596	1.609	1.622	1.650	1.670	1.681	1.683	1.685	1.688	
10.0	1.540	1.568	1.596	1.609	1.622	1.650	1.670	1.681	1.683	1.685	1.688	
12.0	1.540	1.568	1.596	1.609	1.622	1.650	1.670	1.681	1.683	1.685	1.688	
14.0	1.540	1.568	1.596	1.609	1.622	1.650	1.670	1.681	1.683	1.685	1.688	
16.0	1.540	1.568	1.596	1.609	1.622	1.650	1.670	1.681	1.683	1.685	1.688	
18.0	1.540	1.568	1.596	1.609	1.622	1.650	1.670	1.681	1.683	1.682	1.681	
20.0	1.540	1.568	1.596	1.609	1.622	1.650	1.670	1.681	1.680	1.679	1.678	
22.0	1.540	1.568	1.596	1.609	1.622	1.650	1.670	1.677	1.676	1.675	1.675	
24.0	1.540	1.568	1.596	1.609	1.622	1.650	1.670	1.673	1.672	1.670	1.672	
26.0	1.540	1.568	1.596	1.609	1.622	1.650	1.663	1.669	1.665	1.662	1.669	
28.0	1.540	1.568	1.596	1.609	1.622	1.650	1.656	1.659	1.652	1.655	1.659	
30.0	1.540	1.568	1.596	1.609	1.622	1.643	1.644	1.643	1.642	1.644	1.644	
32.0	1.540	1.568	1.596	1.609	1.622	1.630	1.628	1.628	1.629	1.629	1.629	
34.0	1.540	1.568	1.596	1.609	1.615	1.614	1.614	1.613	1.613	1.613	1.613	
36.0	1.540	1.568	1.596	1.602	1.600	1.600	1.599	1.598	1.597	1.597	1.598	
38.0	1.540	1.568	1.590	1.588	1.587	1.585	1.583	1.581	1.581	1.582	1.583	
40.0	1.540	1.561	1.576	1.575	1.570	1.568	1.567	1.565	1.565	1.566	1.569	
42.0	1.532	1.547	1.564	1.560	1.554	1.553	1.551	1.549	1.548	1.552	1.557	
44.0	1.517	1.535	1.549	1.543	1.538	1.537	1.535	1.533	1.535	1.540	1.544	
46.0	1.506	1.522	1.532	1.528	1.523	1.521	1.519	1.519	1.524	1.529	1.532	
48.0	1.495	1.508	1.518	1.513	1.508	1.506	1.506	1.507	1.512	1.517	1.520	
50.0	1.483	1.485	1.504	1.488	1.492	1.492	1.494	1.495	1.501	1.506	1.507	
52.0	1.473	1.483	1.489	1.483	1.479	1.481	1.483	1.484	1.489	1.494	1.495	
54.0	1.462	1.470	1.475	1.471	1.468	1.470	1.472	1.472	1.477	1.483	1.483	
56.0	1.451	1.457	1.462	1.460	1.458	1.459	1.460	1.461	1.466	1.471	1.470	
58.0	1.440	1.446	1.452	1.450	1.447	1.448	1.449	1.449	1.454	1.460	1.458	
60.0	1.430	1.437	1.442	1.439	1.436	1.437	1.438	1.437	1.443	1.448		
62.0	1.421	1.427	1.431	1.429	1.426	1.426	1.426	1.426	1.431			
64.0	1.412	1.417	1.421	1.418	1.415	1.415	1.415	1.414				
66.0	1.403	1.408	1.411	1.408	1.404	1.404	1.404					
68.0	1.394	1.398	1.401	1.397	1.394	1.393						
70.0	1.385	1.388	1.390	1.387	1.383							
72.0	1.376	1.379	1.380	1.376								
74.0	1.367	1.369	1.370									
76.0	1.359	1.360										
78.0	1.350											
80.0												

DATA ABOVE ISA+40. (C) ARE GIVEN FOR FLEX TAKEOFF ONLY



A330
AIRPLANE FLIGHT MANUAL

PERFORMANCE
ENGINE MANAGEMENT

ROLLS ROYCE TRENT 772B ENGINE MANAGEMENT - TAKEOFF M = 0.0

TRENT772B		TAKEOFF EPR			NO AIR BLEED			MACH = .000		
EPR CORRECTIONS FOR AIR BLEED										
AIR CONDITIONING ON							ADD -0.010 TO EPR			
NACELLE ANTI ICE ON							READ AT OAT +1.20 (C)			
NACELLE AND WING ANTI ICE ON							READ AT OAT +2.50 (C)			
OAT (C)	PRESSURE ALTITUDE (FT)									
	0000.	0000.	10000.	11000.	12000.	13000.	14000.	15000.	16000.	
-60.0	1.688	1.699	1.706	1.708	1.709	1.710	1.711	1.712	1.715	
-8.0	1.688	1.699	1.706	1.708	1.709	1.710	1.711	1.712	1.715	
-6.0	1.688	1.699	1.706	1.708	1.709	1.710	1.711	1.712	1.711	
-4.0	1.688	1.699	1.706	1.708	1.709	1.710	1.711	1.709	1.702	
-2.0	1.688	1.699	1.706	1.708	1.709	1.710	1.708	1.701	1.693	
0.0	1.688	1.699	1.706	1.708	1.709	1.707	1.699	1.692	1.685	
2.0	1.688	1.699	1.706	1.708	1.706	1.699	1.691	1.684	1.678	
4.0	1.688	1.699	1.706	1.705	1.698	1.691	1.684	1.677	1.671	
6.0	1.688	1.699	1.704	1.697	1.691	1.683	1.676	1.670	1.664	
8.0	1.688	1.699	1.697	1.690	1.682	1.675	1.669	1.663	1.657	
10.0	1.688	1.698	1.690	1.682	1.674	1.667	1.661	1.655	1.648	
12.0	1.688	1.689	1.681	1.673	1.666	1.659	1.654	1.647	1.639	
14.0	1.688	1.683	1.672	1.664	1.658	1.651	1.644	1.638	1.630	
16.0	1.685	1.677	1.663	1.656	1.649	1.642	1.635	1.628	1.619	
18.0	1.681	1.671	1.654	1.647	1.639	1.632	1.625	1.617	1.607	
20.0	1.678	1.664	1.645	1.637	1.629	1.622	1.615	1.606	1.596	
22.0	1.675	1.658	1.634	1.626	1.618	1.611	1.604	1.595	1.585	
24.0	1.672	1.651	1.623	1.615	1.607	1.600	1.593	1.585	1.574	
26.0	1.669	1.641	1.611	1.603	1.596	1.589	1.582	1.574	1.563	
28.0	1.659	1.627	1.600	1.592	1.585	1.578	1.572	1.564	1.553	
30.0	1.644	1.614	1.588	1.581	1.574	1.567	1.562	1.553	1.542	
32.0	1.629	1.601	1.577	1.570	1.563	1.557	1.551	1.543	1.532	
34.0	1.613	1.588	1.565	1.559	1.553	1.547	1.541	1.533	1.521	
36.0	1.598	1.574	1.554	1.548	1.542	1.536	1.531	1.523	1.511	
38.0	1.583	1.562	1.544	1.537	1.532	1.526	1.521	1.512	1.501	
40.0	1.569	1.550	1.533	1.527	1.521	1.516	1.511	1.502	1.492	
42.0	1.557	1.539	1.522	1.516	1.511	1.506	1.501	1.492	1.483	
44.0	1.544	1.527	1.511	1.506	1.500	1.495	1.490	1.482		
46.0	1.532	1.515	1.501	1.495	1.490	1.485	1.480			
48.0	1.520	1.504	1.490	1.485	1.479	1.475				
50.0	1.507	1.492	1.479	1.474	1.469					
52.0	1.495	1.481	1.468	1.463						
54.0	1.483	1.469	1.458							
56.0	1.470	1.458								
58.0	1.458									
60.0										
62.0										
64.0										

DATA ABOVE ISA+40. (C) ARE GIVEN FOR FLEX TAKEOFF ONLY



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AIRPLANE FLIGHT MANUAL

PERFORMANCE
ENGINE MANAGEMENT

ENGINE MANAGEMENT MAXIMUM CONTINUOUS THRUST

Ident.: PERF-ENG-00005842.0005001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-343)

ROLLS ROYCE TRENT 772B ENGINE MANAGEMENT - MAXIMUM CONTINUOUS - VC = 230 kt

TRENT772B		MAXIMUM CONTINUOUS EPR										AIR COND ON (%)		VC=230 KT	
CORRECTIONS FOR AIR BLEED															
AIR CONDITIONING OFF										ADD 0.019 TO EPR					
NACELLE ANTI-ICE ON										READ AT TAT +1.20(%)					
NACELLE ANTI-ICE AND WING ANTI-ICE ON										READ AT TAT +3.40(%)					
TAT (C)	PRESSURE ALTITUDE (FT)														
	-1000.	3000.	7000.	11000.	15000.	19000.	23000.	27000.	31000.	35000.	39000.				
-60.0	1.447	1.497	1.553	1.620	1.676	1.664	1.643	1.651	1.673	1.704	1.695				
-38.0	1.447	1.497	1.553	1.620	1.676	1.664	1.643	1.651	1.673	1.704	1.695				
-34.0	1.447	1.497	1.553	1.620	1.676	1.664	1.643	1.651	1.673	1.704	1.695				
-30.0	1.447	1.497	1.553	1.620	1.676	1.664	1.643	1.651	1.673	1.704	1.695				
-26.0	1.447	1.497	1.553	1.620	1.676	1.664	1.643	1.651	1.673	1.704	1.695				
-22.0	1.447	1.497	1.553	1.620	1.676	1.664	1.643	1.651	1.673	1.699	1.695				
-18.0	1.447	1.497	1.553	1.620	1.676	1.664	1.643	1.651	1.673	1.676	1.676				
-14.0	1.447	1.497	1.553	1.620	1.676	1.664	1.643	1.651	1.650	1.650	1.650				
-10.0	1.447	1.497	1.553	1.620	1.676	1.664	1.643	1.639	1.624	1.622	1.622				
-6.0	1.447	1.497	1.553	1.620	1.676	1.664	1.642	1.613	1.597	1.595	1.593				
-2.0	1.447	1.497	1.553	1.620	1.676	1.664	1.618	1.597	1.570	1.567	1.565				
2.0	1.447	1.497	1.553	1.620	1.676	1.653	1.593	1.561	1.543	1.539	1.537				
6.0	1.447	1.497	1.553	1.620	1.676	1.628	1.567	1.534	1.516	1.510	1.508				
10.0	1.447	1.497	1.553	1.620	1.654	1.603	1.541	1.508	1.489	1.482	1.479				
14.0	1.447	1.497	1.553	1.615	1.628	1.577	1.516	1.483	1.463						
18.0	1.447	1.497	1.553	1.589	1.602	1.552	1.491	1.457							
22.0	1.447	1.497	1.553	1.585	1.576	1.526	1.466								
28.0	1.447	1.497	1.536	1.540	1.550	1.501									
30.0	1.447	1.497	1.512	1.515	1.523	1.476									
34.0	1.447	1.488	1.489	1.491	1.497										
38.0	1.447	1.465	1.466	1.468											
42.0	1.432	1.443	1.444	1.445											
46.0	1.412	1.422	1.423												
52.0	1.381	1.392													
56.0	1.362	1.372													
60.0	1.343														
64.0	1.325														
68.0															

* One engine inoperative
One pack operative on remaining engine.



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PERFORMANCE
ENGINE MANAGEMENT

ENGINE MANAGEMENT GO-AROUND THRUST

Ident.: PERF-ENG-00005843.0005001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-343)

ROLLS ROYCE TRENT 772B ENGINE MANAGEMENT - GO-AROUND M = 0.225

TRENT772B		GO-AROUND EPR		AIR COND ON		MACH = .225					
CORRECTIONS FOR AIR BLEED											
AIR CONDITIONING OFF						ADD 0.008 TO EPR					
NACELLE ANTI-ICE ON						READ AT TAT +0.90(C)					
NACELLE ANTI-ICE AND WING ANTI-ICE ON						READ AT TAT +1.70(C)					
TAT (C)	PRESSURE ALTITUDE (FT)										
	-2000.	-1000.	0.	1000.	2000.	3000.	4000.	5000.	6000.	7000.	8000.
-60.0	1.540	1.567	1.595	1.609	1.623	1.651	1.671	1.684	1.687	1.690	1.693
10.0	1.540	1.567	1.595	1.609	1.623	1.651	1.671	1.684	1.687	1.690	1.693
12.0	1.540	1.567	1.595	1.609	1.623	1.651	1.671	1.684	1.687	1.690	1.693
14.0	1.540	1.567	1.595	1.609	1.623	1.651	1.671	1.684	1.687	1.690	1.693
16.0	1.540	1.567	1.595	1.609	1.623	1.651	1.671	1.684	1.687	1.690	1.693
18.0	1.540	1.567	1.595	1.609	1.623	1.651	1.671	1.684	1.687	1.690	1.691
20.0	1.540	1.567	1.595	1.609	1.623	1.651	1.671	1.684	1.687	1.688	1.687
22.0	1.540	1.567	1.595	1.609	1.623	1.651	1.671	1.684	1.684	1.683	1.682
24.0	1.540	1.567	1.595	1.609	1.623	1.651	1.671	1.681	1.679	1.678	1.677
26.0	1.540	1.567	1.595	1.609	1.623	1.651	1.671	1.676	1.674	1.673	1.672
28.0	1.540	1.567	1.595	1.609	1.623	1.651	1.669	1.670	1.669	1.665	1.667
30.0	1.540	1.567	1.595	1.609	1.623	1.651	1.660	1.665	1.658	1.656	1.662
32.0	1.540	1.567	1.595	1.609	1.623	1.650	1.651	1.650	1.646	1.648	1.647
34.0	1.540	1.567	1.595	1.609	1.623	1.638	1.636	1.635	1.634	1.634	1.633
36.0	1.540	1.567	1.595	1.609	1.623	1.623	1.622	1.620	1.619	1.619	1.618
38.0	1.540	1.567	1.595	1.609	1.609	1.608	1.607	1.605	1.604	1.604	1.604
40.0	1.540	1.567	1.595	1.596	1.595	1.594	1.593	1.590	1.589	1.589	1.589
42.0	1.540	1.567	1.583	1.582	1.581	1.580	1.577	1.574	1.573	1.574	1.574
44.0	1.540	1.555	1.569	1.569	1.567	1.564	1.561	1.558	1.558	1.559	
46.0	1.528	1.542	1.566	1.553	1.562	1.549	1.546	1.542	1.542		
48.0	1.515	1.529	1.538	1.537	1.536	1.533	1.529	1.526			
50.0	1.502	1.514	1.523	1.522	1.520	1.517	1.513				
52.0	1.480	1.501	1.508	1.507	1.506	1.501					
54.0	1.479	1.488	1.493	1.492	1.489						
56.0	1.467	1.475	1.474	1.476							
58.0	1.456	1.462	1.464								
60.0	1.445	1.449									
62.0	1.434										



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AIRPLANE FLIGHT MANUAL

PERFORMANCE
ENGINE MANAGEMENT

ROLLS ROYCE TRENT 772B ENGINE MANAGEMENT - GO-AROUND M = 0.225

TRENT772B		GO-AROUND EPR			AIR COND ON			MACH=.225		
CORRECTIONS FOR AIR BLEED										
AIR CONDITIONING OFF						ADD 0.010 TO EPR				
NACELLE ANTI-ICE ON						READ AT TAT +1.20(C)				
NACELLE ANTI-ICE AND WING ANTI-ICE ON						READ AT TAT +2.40(C)				
TAT (C)	PRESSURE ALTITUDE (FT)									
	8000.	9000.	10000.	11000.	12000.	13000.	14000.	15000.	16000.0	
-60.0	1.693	1.709	1.723	1.723	1.723	1.723	1.722	1.723	1.724	
-8.0	1.693	1.709	1.723	1.723	1.723	1.723	1.722	1.723	1.724	
-6.0	1.693	1.709	1.723	1.723	1.723	1.723	1.722	1.723	1.724	
-4.0	1.693	1.709	1.723	1.723	1.723	1.723	1.722	1.723	1.724	
-2.0	1.693	1.709	1.723	1.723	1.723	1.723	1.722	1.723	1.714	
0.0	1.693	1.709	1.723	1.723	1.723	1.723	1.722	1.713	1.704	
2.0	1.693	1.709	1.723	1.723	1.723	1.723	1.712	1.703	1.694	
4.0	1.693	1.709	1.723	1.723	1.723	1.713	1.703	1.693	1.683	
6.0	1.693	1.709	1.723	1.723	1.713	1.703	1.692	1.682	1.672	
8.0	1.693	1.709	1.723	1.713	1.703	1.693	1.682	1.671	1.661	
10.0	1.693	1.709	1.713	1.703	1.693	1.682	1.671	1.660	1.649	
12.0	1.693	1.709	1.703	1.693	1.682	1.671	1.660	1.649	1.638	
14.0	1.693	1.701	1.693	1.682	1.671	1.660	1.649	1.638	1.627	
16.0	1.693	1.692	1.682	1.671	1.660	1.649	1.638	1.627	1.616	
18.0	1.691	1.684	1.671	1.660	1.649	1.638	1.628	1.617	1.605	
20.0	1.687	1.677	1.660	1.649	1.638	1.627	1.617	1.605	1.593	
22.0	1.682	1.669	1.649	1.638	1.627	1.617	1.606	1.594	1.582	
24.0	1.677	1.661	1.638	1.627	1.616	1.605	1.594	1.583	1.570	
26.0	1.672	1.653	1.627	1.616	1.605	1.594	1.583	1.571	1.559	
28.0	1.667	1.645	1.616	1.605	1.594	1.583	1.572	1.560		
30.0	1.662	1.632	1.605	1.594	1.583	1.572	1.561			
32.0	1.647	1.619	1.593	1.582	1.571	1.560				
34.0	1.633	1.606	1.582	1.571	1.560					
36.0	1.618	1.593	1.571	1.560						
38.0	1.604	1.580	1.559							
40.0	1.589	1.567								
42.0	1.574									
44.0										
46.0										



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APPENDICES AND SUPPLEMENTS

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APPENDICES AND SUPPLEMENTS

EXTERNAL NOISE

GENERAL

Ident.: APP-NOI-00005206.0002002 / 18 NOV 13

APPROVED

Criteria: (330-223 or 330-243 or 330-321 or 330-322 or 330-323 or 330-341 or 330-342 or 330-343 or 330-200F)

Specific: FAA

NOISE CHARACTERISTICS

No determination has been made by the FAA that the noise levels of this aircraft are or should be acceptable or unacceptable for operation at, into, or out of any airport.

NOISE LEVELS

Noise levels shown in this supplement comply with Part 36, Appendix B, Stage 4 maximum noise level requirements and were obtained by analysis of approved data from noise tests conducted under the provisions of Part 36, Amendment 36-26. The noise measurement and evaluation procedures used to obtain these noise levels are considered by the FAA to be equivalent to the Chapter 4 noise level required by the International Civil Aviation Organization (ICAO) in Annex 16, Volume I, Appendix 2, Amendment 7, effective March 21, 2002. Identification of the maximum takeoff and landing weights applicable to a particular aircraft is provided in the LIMITATIONS chapter of this AFM (*Refer to LIM-WGHT Weight Limitations*).

NOISE CERTIFICATION PROCEDURES

Compliance with EASA CS -36, JAR 36, 14 CFR (FAR) Part 36, and ICAO Annex 16 included the following procedures:

- An all-engine takeoff configuration 1 + F was used with a constant climb speed equal to the all-engine operating speed at 35 ft, which is at least $V_2 + 10$ kt and not greater than $V_2 + 20$ kt, with a thrust cutback procedure initiated prior to over-flight of the flyover noise control point, with APU off, air conditioning system off, mid center of gravity and landing gear retracted
- Landing approach on a 3 ° glide slope, at a speed of $V_{REF} + 10$ kt, was used with APU on, air conditioning system on, forward center of gravity, landing gear extended and configuration FULL.



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APPENDICES AND SUPPLEMENTS
EXTERNAL NOISE

EXTERNAL NOISE

Ident.: APP-NOI-00008555.0037001 / 25 JUL 14

APPROVED

Criteria: 330-243F

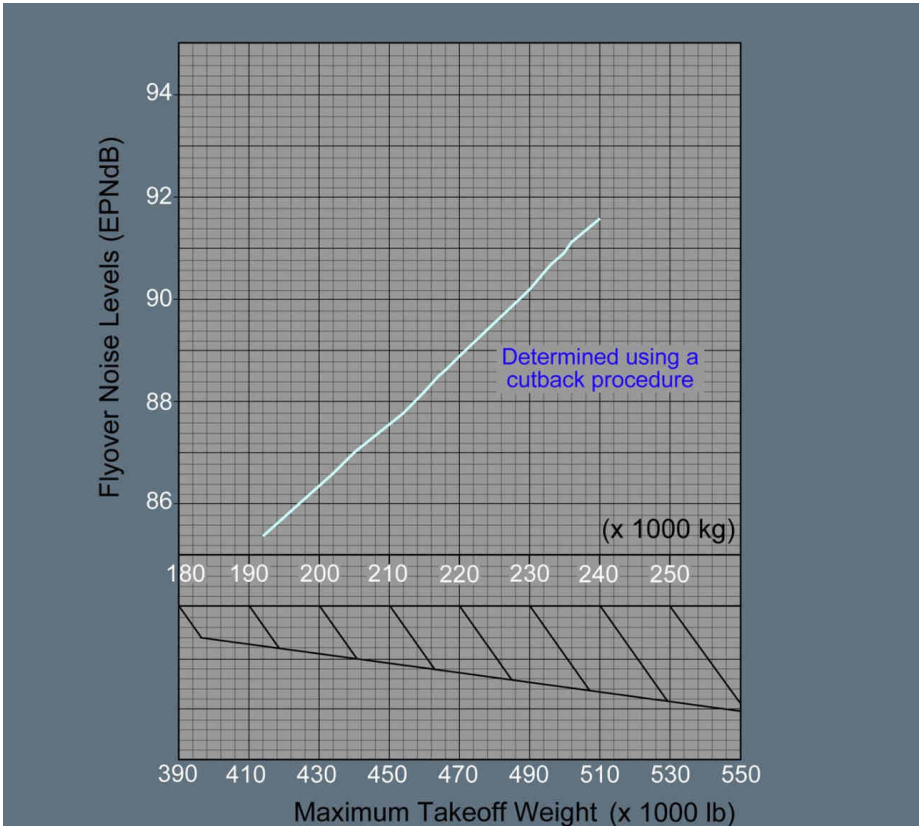
CONFIGURATION

Engines: Rolls Royce Trent 772B – 71 100 lb ideal sea level static thrust.

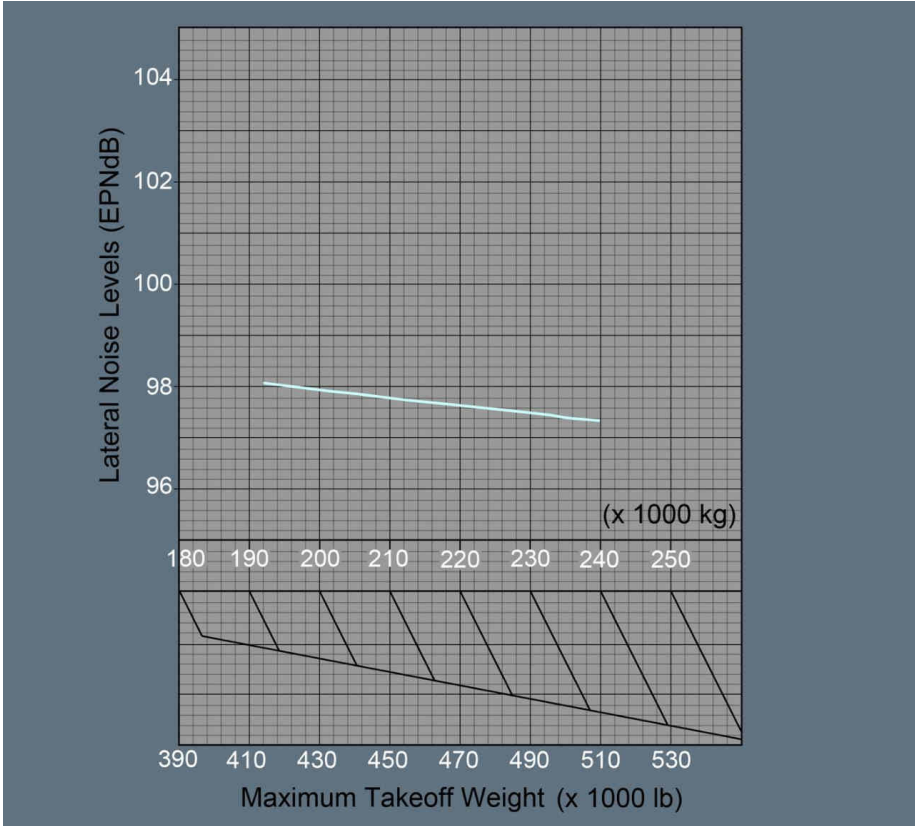
Nacelle treatment: Basic configuration including inlet and fan duct treatments.

CERTIFICATED NOISE LEVELS

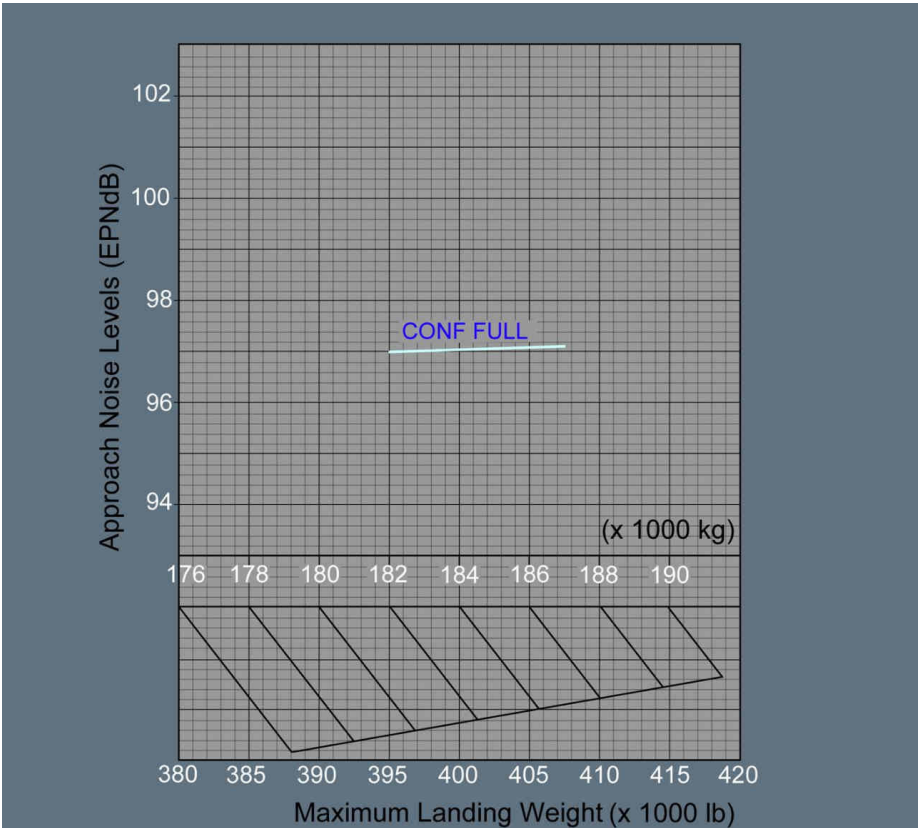
EASA CS -36, JAR 36, 14 CFR (FAR) Part 36 Stage 4, and ICAO Annex 16 Chapter 4 certificated noise levels are determined by entering the following graphs at the maximum weights defined in the LIMITATIONS chapter of this AFM (*Refer to LIM-WGHT Weight Limitations*).

Flyover Noise Levels


Lateral Noise Levels



Approach Noise Levels





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EXTERNAL NOISE

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GENERALIdent.: APP-INOP-00005139.0001001 / 26 NOV 09
Criteria: A330**APPROVED**

This supplement is applicable to dispatch the aircraft with inoperative items affecting the certified AFM performance.

The provision of performance data in this supplement does not constitute authorization to operate the aircraft with the specified items inoperative.

Unless amended in this supplement, all the chapters of this AFM remain applicable.

PERFORMANCEIdent.: APP-INOP-00005537.0002001 / 16 APR 10
Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)**APPROVED**

For takeoff, en route net flight path and landing performance determination, the Performance Engineer's Programs / AFM _OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database.*

Select the relevant failure case in the SPECIAL CASES field of the input data for AFM performance calculation.

The following table summarizes all the permitted dispatch cases and gives the affected AFM performance:

	Dispatch Case	Affected Performance
ATA 27	One or two pairs (surfaces 1 and 2) of spoilers inoperative in the retracted position	- Accelerate Stop Distance (ASD) and decision speed limited by max brakes energy - Landing distance
	Ground spoiler system inoperative	- Accelerate Stop Distance (ASD) and decision speed limited by max brakes energy - Landing distance
ATA 32	One brake inoperative on one or both main landing gears	- Accelerate Stop Distance (ASD) and decision speed limited by max brakes energy - Landing distance
	One tachometer inoperative	- Accelerate Stop Distance (ASD) and decision speed limited by max brakes energy - Landing distance
ATA 70	Ground idle system inoperative	- Accelerate Stop Distance (ASD) - Landing distance



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APPENDICES AND SUPPLEMENTS
DISPATCH WITH INOPERATIVE ITEMS

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AIRPLANE FLIGHT MANUAL

APPENDICES AND SUPPLEMENTS EXTENDED OPERATIONS (ETOPS)

GENERAL

Ident.: APP-ETOPS-00005538.0005002 / 18 NOV 13

Criteria: 330-200F

Specific: FAA

APPROVED

This supplement is applicable to extended operations (ETOPS) as per FAA 14 CFR paragraph 121.161.

The type-design reliability and performance of this airplane-engine combination has been evaluated under 14 CFR 25.1535 and found suitable for 180 min extended operations (ETOPS) when the configuration, maintenance, and procedures standards contained in FAA approved Airbus ETOPS CMP document reference "LR2/FAA : 14 CFR 25.1535/CMP" at the latest applicable revision are met.

The actual maximum approved diversion time for this airplane may be less based on its most limiting system time capability.

This finding does not constitute operational approval to conduct ETOPS. Such authorization must be obtained by the operator from the appropriate authorities.

Unless amended in this supplement, all the chapters of this AFM remain applicable.

LIMITATIONS

Ident.: APP-ETOPS-00005539.0006002 / 18 NOV 13

Criteria: 330-200F

Specific: FAA

APPROVED

Maximum diversion time at planning may not exceed 180 min at one engine cruising speed, under standard conditions and still air.

The time capability of the cargo fire suppression system is 260 min.

The time capability of all the other ETOPS significant systems exceeds 195 min.

PROCEDURES

Ident.: APP-ETOPS-00005541.0001002 / 26 NOV 09

Criteria: A330

Specific: FAA

APPROVED

The procedures given in the FAA approved Airbus ETOPS CMP document are applicable.

- **In addition to diversion cases covered in EMERGENCY PROCEDURES and ABNORMAL PROCEDURES chapters of this AFM (LAND ASAP, LAND ASAP and fire procedures), diversion becomes mandatory during ETOPS in the case of:**

- Only one generator (either one IDG, APU GEN or CSM/G) remaining available following multiple failure, or
- Only one main generator (either one IDG or APU GEN) remaining available and low level or low pressure or overheat on green hydraulic circuit.

● In the case of failure of one engine or one IDG:

Start APU and use the APU electrical channel.

PERFORMANCE

Ident.: APP-ETOPS-00005542.0001001 / 19 JUN 13

APPROVED

Criteria: A330

For en route net flight path performance determination associated with the speed used for chosen diversion procedure, the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database.*

The following in-flight performance information are provided in the FCOM One engine inoperative chapter (*Refer to FCOM/PER-OEI-GEN-05 INTRODUCTION*):

- Deterioration of performance due to ice accretion on non-heated structure
- Fuel flow.



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APPENDICES AND SUPPLEMENTS
DISPATCH WITH BOTH FADEC IN RATED N1 MODE

GENERAL

GENERAL

Ident.: **APP-N1-GEN-00005564.0001001 / 16 APR 10**

APPROVED

Criteria: ((330-223 or 330-223F or 330-321 or 330-322 or 330-323 or 330-341 or 330-342) or ((330-243 or 330-243F or 330-343) and 46874))

This supplement is applicable to dispatch the aircraft with both FADEC in rated N1 mode.
Unless amended in this supplement, all the chapters of this AFM remain applicable.



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APPENDICES AND SUPPLEMENTS
DISPATCH WITH BOTH FADEC IN RATED N1 MODE

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APPENDICES AND SUPPLEMENTS
DISPATCH WITH BOTH FADEC IN RATED N1 MODE
LIMITATIONS

LIMITATIONS

Ident.: **APP-N1-LIM-00005565.0001001 / 19 JUN 13**

APPROVED

Criteria: ((330-223 or 330-223F or 330-321 or 330-322 or 330-323 or 330-341 or 330-342) or ((330-243 or 330-243F or 330-343) and 46874))

Reduced thrust takeoff is not allowed.

Dispatch in degraded N1 mode (unrated N1 mode) is not allowed.

Note: *Autothrust is inoperative.*



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APPENDICES AND SUPPLEMENTS
DISPATCH WITH BOTH FADEC IN RATED N1 MODE
LIMITATIONS

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TAKEOFF PROCEDURE

Ident.: APP-N1-NORM-00005566.0003001 / 16 APR 10

Criteria: ((330-243 or 330-243F or 330-341 or 330-342 or 330-343) and 46874)

APPROVED

Turn on both engines N1 mode.

Set slats, flaps and horizontal stabilizer as required.

Perform flight controls checks using the pedals and each sidestick.

Arm ground spoilers and select maximum autobrake.

■ **If crosswind at or below 20 kt and no tailwind:**

Release brakes with stick half forward.

Apply 50 % N1 on both engines.

When thrust is stable, increase thrust progressively to get TOGA thrust at 40 kt ground speed, whilst maintaining stick half forward up to 80 kt.

■ **If crosswind above 20 kt or if tailwind:**

Release brakes with stick full forward.

Apply 50 % N1 on both engines.

When thrust is stable, increase thrust progressively to get TOGA thrust at 40 kt ground speed, whilst maintaining stick close to full forward up to 80 kt.

Then release stick progressively to reach neutral at 100 kt.

Check takeoff N1 is set prior to reaching 80 kt.

● **At VR:**

Rotate the aircraft with a positive sidestick input to achieve a normal and continuous rotation rate to the pitch attitude necessary to maintain an airspeed at or above $V_2 + 10$ kt.

● **Once airborne and with a positive rate of climb:**

Retract landing gear.

SRS guidance can be followed when FD pitch order has stabilized.

Disarm ground spoilers.

● **At safe height:**

Perform acceleration and slats/flaps retraction.

Note: If takeoff is performed with packs off, pack 1 should be selected ON after thrust reduction to CLB.



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APPENDICES AND SUPPLEMENTS
DISPATCH WITH BOTH FADEC IN RATED N1 MODE

NORMAL PROCEDURES

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APPENDICES AND SUPPLEMENTS
DISPATCH WITH BOTH FADEC IN RATED N1 MODE
PERFORMANCE

PERFORMANCE

Ident.: **APP-N1-PERF-00005567.0001001 / 16 APR 10**

APPROVED

Criteria: ((330-223 or 330-223F or 330-321 or 330-322 or 330-323 or 330-341 or 330-342) or ((330-243 or 330-243F or 330-343) and 46874))

For takeoff, en route net flight path and landing performance determination, the Performance Engineer's Programs / AFM_OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database.*

Select N1 mode in the SPECIAL CASES field of the input data for AFM performance calculation.



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APPENDICES AND SUPPLEMENTS
DISPATCH WITH BOTH FADEC IN RATED N1 MODE
PERFORMANCE

ENGINE MANAGEMENT TAKEOFF THRUST

Ident.: APP-N1-PERF-00005568.0003001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-343)

ROLLS ROYCE TRENT 772B - TAKEOFF N1 (%) - RATED N1 MODE

TRENT772B	TAKE-OFF N1		NO AIR BLEED								MACH=.000
CORRECTIONS FOR AIR BLEED											
AIR CONDITIONING ON		ADD -0.400 TO N1									
NACELLE ANTI-ICE ON		ADD -0.30 TO N1 ABOVE CORNER POINT TEMPERATURE									
NACELLE ANTI-ICE AND WING ANTI-ICE ON		ADD -0.60 TO N1 ABOVE CORNER POINT TEMPERATURE									
OAT (C)	PRESSURE ALTITUDE (FT)										
	-2000.	-1000.	0.	1000.	2000.	3000.	4000.	5000.	6000.	7000.	8000.
-80.0	71.6	72.8	74.0	74.6	75.1	76.4	77.2	77.7	77.8	77.9	78.0
-12.0	79.2	80.6	81.9	82.6	83.2	84.5	85.5	86.0	86.1	86.2	86.3
-8.0	79.8	81.2	82.6	83.2	83.8	85.2	86.1	86.7	86.8	86.9	87.0
-4.0	80.4	81.8	83.2	83.8	84.4	85.8	86.8	87.3	87.4	87.5	87.7
0.0	81.0	82.4	83.8	84.4	85.1	86.4	87.4	88.0	88.1	88.2	88.3
4.0	81.6	83.0	84.4	85.0	85.7	87.1	88.0	88.6	88.7	88.8	88.9
8.0	82.2	83.6	85.0	85.7	86.3	87.7	88.7	89.2	89.4	89.5	89.6
10.0	82.5	83.9	85.3	86.0	86.6	88.0	89.0	89.6	89.7	89.8	89.9
12.0	82.8	84.2	85.6	86.3	86.9	88.3	89.3	89.9	90.0	90.1	90.2
14.0	83.1	84.5	85.9	86.6	87.2	88.6	89.6	90.2	90.3	90.4	90.5
16.0	83.4	84.8	86.2	86.9	87.5	88.9	89.9	90.5	90.6	90.7	90.7
18.0	83.7	85.1	86.5	87.2	87.8	89.2	90.2	90.8	90.9	90.9	90.8
20.0	83.9	85.4	86.8	87.5	88.1	89.6	90.6	91.1	91.1	91.0	91.0
22.0	84.2	85.7	87.1	87.8	88.4	89.9	90.9	91.2	91.2	91.1	91.1
24.0	84.5	86.0	87.4	88.1	88.7	90.2	91.2	91.3	91.3	91.2	91.3
26.0	84.8	86.2	87.7	88.4	89.0	90.5	91.2	91.4	91.2	91.1	91.4
28.0	85.1	86.5	88.0	88.7	89.3	90.8	91.1	91.2	90.9	91.0	91.2
30.0	85.4	86.8	88.3	88.9	89.6	90.7	90.8	90.7	90.6	90.8	90.7
32.0	85.6	87.1	88.6	89.2	89.9	90.3	90.3	90.2	90.3	90.3	90.3
34.0	85.9	87.4	88.9	89.5	89.8	89.8	89.6	89.8	89.7	89.7	89.8
36.0	86.2	87.7	89.1	89.5	89.4	89.4	89.3	89.2	89.2	89.2	89.2
38.0	86.5	88.0	89.1	89.0	88.9	88.8	88.7	88.7	88.7	88.7	88.7
40.0	86.8	87.9	88.7	88.6	88.4	88.3	88.2	88.1	88.1	88.1	
42.0	86.6	87.4	88.3	88.1	87.8	87.7	87.6	87.5	87.5		
44.0	86.1	87.0	87.8	87.5	87.2	87.2	87.1	86.9			
46.0	85.8	86.6	87.2	86.9	86.7	86.6	86.5				
48.0	85.4	86.1	86.7	86.4	86.1	86.0					
50.0	85.0	85.7	86.2	85.9	85.5						
52.0	84.6	85.2	85.6	85.3							
54.0	84.2	84.7	85.0								
56.0	83.9	84.2									
58.0	83.5										



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APPENDICES AND SUPPLEMENTS
DISPATCH WITH BOTH FADEC IN RATED N1 MODE

PERFORMANCE

ROLLS ROYCE TRENT 772B - TAKEOFF N1 (%) - RATED N1 MODE

TRENT772B		TAKE-OFF N1					NO AIR BLEED			MACH = .000	
CORRECTIONS FOR AIR BLEED											
AIR CONDITIONING ON						ADD -0.700 TO N1					
NACELLE ANTI-ICE ON						ADD -0.40 TO N1 ABOVE CORNER POINT TEMPERATURE					
NACELLE ANTI-ICE AND WING ANTI-ICE ON						ADD -0.70 TO N1 ABOVE CORNER POINT TEMPERATURE					
OAT (C)	PRESSURE ALTITUDE (FT)										
	8000.	9000.	10000.	11000.	12000.	13000.	14000.	15000.	16000.	16000.	
-60.0	78.0	78.5	78.9	79.0	79.0	79.1	79.1	79.2	79.3	79.3	
-26.0	84.0	84.5	85.0	85.0	85.1	85.1	85.2	85.3	85.4	85.4	
-22.0	84.7	85.2	85.6	85.7	85.8	85.8	85.9	86.0	86.1	86.1	
-18.0	85.3	85.9	86.3	86.4	86.4	86.5	86.6	86.7	86.8	86.8	
-14.0	86.0	86.6	87.0	87.1	87.1	87.2	87.2	87.3	87.3	87.5	
-10.0	86.7	87.2	87.7	87.7	87.8	87.8	87.9	88.0	88.1	88.1	
-6.0	87.3	87.9	88.3	88.4	88.5	88.5	88.6	88.7	88.8	88.8	
-4.0	87.7	88.2	88.7	88.7	88.8	88.8	88.9	88.9	88.9	88.9	
-2.0	88.0	88.6	89.0	89.0	89.1	89.2	89.1	88.6	88.2	88.2	
0.0	88.3	88.9	89.3	89.4	89.4	89.3	88.9	88.5	88.2	88.2	
2.0	88.6	89.2	89.6	89.7	89.6	89.2	88.8	88.5	88.2	88.2	
4.0	88.9	89.5	90.0	89.9	89.5	89.1	88.7	88.4	88.1	88.1	
6.0	89.3	89.9	90.1	89.8	89.4	89.0	88.7	88.4	88.1	88.1	
8.0	89.6	90.2	90.0	89.7	89.3	89.0	88.6	88.3	88.0	88.0	
10.0	89.9	90.4	90.0	89.6	89.2	88.9	88.6	88.3	87.9	87.9	
12.0	90.2	90.3	89.9	89.5	89.1	88.8	88.5	88.2	87.8	87.8	
14.0	90.5	90.3	89.8	89.4	89.0	88.7	88.4	88.0	87.6	87.6	
16.0	90.7	90.3	89.6	89.2	88.9	88.5	88.2	87.8	87.3	87.3	
18.0	90.8	90.3	89.5	89.1	88.7	88.3	88.0	87.6	87.1	87.1	
20.0	91.0	90.3	89.3	88.9	88.5	88.1	87.7	87.3	86.8	86.8	
22.0	91.1	90.3	89.0	88.6	88.2	87.9	87.5	87.1	86.5	86.5	
24.0	91.3	90.2	88.8	88.4	88.0	87.6	87.2	86.8			
26.0	91.4	90.0	88.5	88.1	87.7	87.3	87.0				
28.0	91.2	89.6	88.2	87.8	87.4	87.0					
30.0	90.7	89.2	87.9	87.5	87.1						
32.0	90.3	88.8	87.5	87.2							
34.0	89.8	88.4	87.2								
36.0	89.2	88.0									
38.0	88.7										
40.0											

Note: The corner point temperatures for takeoff are:

- ISA +22 °C for altitudes below 2 000 ft
- ISA +15 °C for altitudes between 5 000 ft and 8 000 ft
- ISA +10 °C for altitudes above 10 000 ft.

Between these altitude values, the variation is linear.



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AIRPLANE FLIGHT MANUAL

APPENDICES AND SUPPLEMENTS
DISPATCH WITH BOTH FADEC IN RATED N1 MODE
PERFORMANCE

ENGINE MANAGEMENT MAXIMUM CONTINUOUS THRUST

Ident.: APP-N1-PERF-00005569.0003001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-343)

ROLLS ROYCE TRENT 772B - MAXIMUM CONTINUOUS N1 (%) - RATED N1 MODE

TRENT772B		MAXIMUM CONTINUOUS N1						AIR COND ON (*)		VC=230 KT		
CORRECTIONS FOR AIR BLEED												
AIR CONDITIONING OFF						ADD 0.850 TO N1						
NACELLE ANTI-ICE ON						ADD -0.40 TO N1 ABOVE CORNER POINT TEMPERATURE						
NACELLE ANTI-ICE AND WING ANTI-ICE ON						ADD -1.10 TO N1 ABOVE CORNER POINT TEMPERATURE						
TAT (C)	PRESSURE ALTITUDE (FT)											
	-1000.	3000.	7000.	11000.	15000.	19000.	23000.	27000.	31000.	35000.	39000.	
-60.0	88.6	70.8	73.2	76.2	78.7	79.5	77.8	78.4	79.5	81.1	80.9	
-46.0	70.8	73.1	75.6	78.6	81.3	81.0	80.3	80.9	82.1	83.7	83.5	
-42.0	71.4	73.7	76.2	79.3	82.0	81.7	81.0	81.6	82.8	84.5	84.2	
-38.0	72.0	74.4	76.9	80.0	82.7	82.5	81.7	82.3	83.6	85.2	84.9	
-34.0	72.6	75.0	77.5	80.7	83.4	83.2	82.4	83.0	84.3	85.9	85.7	
-30.0	73.2	75.6	78.2	81.3	84.1	83.8	83.1	83.7	85.0	86.6	86.4	
-26.0	73.8	76.2	78.8	82.0	84.8	84.5	83.8	84.4	85.7	87.3	87.1	
-22.0	74.4	76.8	79.5	82.7	85.5	85.2	84.5	85.1	86.3	87.8	87.6	
-18.0	75.0	77.5	80.1	83.3	86.1	85.9	85.1	85.7	87.0	88.4	87.6	
-14.0	75.6	78.1	80.7	84.0	86.8	86.6	85.8	86.4	87.6	89.0	87.0	
-10.0	76.2	78.7	81.3	84.6	87.5	87.2	86.5	86.5	87.6	89.0	86.3	
-6.0	76.8	79.3	81.9	85.3	88.1	87.9	87.1	85.9	85.3	85.5	85.6	
-2.0	77.3	79.9	82.6	85.9	88.8	88.5	86.5	85.3	84.6	84.8	84.9	
2.0	77.9	80.4	83.2	86.5	89.5	89.5	85.9	84.6	83.9	84.0	84.1	
6.0	78.5	81.0	83.8	87.2	90.1	88.1	85.3	83.9	83.2	83.2	83.3	
10.0	79.0	81.6	84.4	87.8	89.7	87.5	84.6	83.2	82.5	82.5	82.6	
14.0	79.6	82.2	85.0	88.1	89.0	86.8	83.9	82.6	82.0			
18.0	80.1	82.7	85.5	87.5	88.4	86.1	83.3	82.1				
22.0	80.7	83.3	86.1	86.9	87.7	85.4	82.8					
26.0	81.2	83.9	85.8	86.3	87.0	84.8						
30.0	81.8	84.4	85.3	85.6	86.2	84.1						
34.0	82.3	84.5	84.7	84.9	85.4							
38.0	82.9	83.9	84.1	84.4								
42.0	82.6	83.3	83.5	83.8								
46.0	82.0	82.8	83.0									
52.0	81.2	82.0										
56.0	80.6	81.5										
60.0	80.1											
64.0	79.7											
68.0												

* One engine inoperative
One pack operative on remaining engine.

Note: The corner point temperatures for maximum continuous are:
- ISA +15 °C for altitudes below 5 000 ft
- ISA +10 °C for altitudes above 10 000 ft.
Between both altitude values, the variation is linear.



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AIRPLANE FLIGHT MANUAL

APPENDICES AND SUPPLEMENTS
DISPATCH WITH BOTH FADEC IN RATED N1 MODE

PERFORMANCE

ENGINE MANAGEMENT GO-AROUND THRUST

Ident.: APP-N1-PERF-00005570.0003001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-343)

ROLLS ROYCE TRENT 772B - GO-AROUND N1 (%) - RATED N1 MODE

TRENT772B		GO-AROUND N1										AIR COND ON		MACH = .225	
CORRECTIONS FOR AIR BLEED															
AIR CONDITIONING OFF						ADD 0.400 TO N1									
NACELLE ANTI-ICE ON						ADD -0.30 TO N1 ABOVE CORNER POINT TEMPERATURE									
NACELLE ANTI-ICE AND WING ANTI-ICE ON						ADD -0.60 TO N1 ABOVE CORNER POINT TEMPERATURE									
TAT (C)	PRESSURE ALTITUDE (FT)														
	-2000.	-1000.	0.	1000.	2000.	3000.	4000.	5000.	6000.	7000.	8000.				
-60.0	72.1	73.4	74.6	75.2	75.8	77.0	77.9	78.5	78.6	78.7	78.9				
-12.0	79.9	81.2	82.5	83.2	83.9	85.3	86.2	86.8	87.0	87.2	87.3				
-8.0	80.5	81.8	83.2	83.9	84.5	85.9	86.9	87.5	87.7	87.8	88.0				
-4.0	81.1	82.4	83.6	84.5	85.2	86.6	87.5	88.2	88.3	88.5	88.6				
0.0	81.7	83.0	84.4	85.1	85.8	87.2	88.2	88.8	89.0	89.1	89.3				
4.0	82.3	83.7	85.0	85.7	86.4	87.8	88.9	89.5	89.6	89.8	90.0				
8.0	82.9	84.3	85.6	86.4	87.1	88.5	89.5	90.1	90.3	90.4	90.6				
10.0	83.2	84.6	85.9	86.7	87.4	88.8	89.8	90.4	90.6	90.8	90.9				
12.0	83.4	84.9	86.3	87.0	87.7	89.1	90.1	90.7	90.9	91.1	91.2				
14.0	83.7	85.1	86.5	87.3	88.0	89.4	90.4	91.1	91.2	91.4	91.6				
16.0	84.0	85.4	86.8	87.6	88.3	89.7	90.7	91.4	91.5	91.7	91.9				
18.0	84.3	85.7	87.2	87.9	88.6	90.0	91.1	91.7	91.8	92.0	92.1				
20.0	84.6	86.0	87.5	88.2	88.9	90.3	91.4	92.0	92.2	92.2	92.2				
22.0	84.9	86.3	87.8	88.5	89.2	90.6	91.7	92.3	92.4	92.3	92.2				
24.0	85.2	86.6	88.0	88.8	89.5	90.9	92.0	92.5	92.4	92.3	92.3				
26.0	85.5	86.9	88.3	89.1	89.8	91.3	92.3	92.5	92.5	92.4	92.3				
28.0	85.8	87.2	88.6	89.4	90.1	91.6	92.5	92.6	92.5	92.3	92.4				
30.0	86.0	87.5	88.9	89.7	90.4	91.9	92.3	92.6	92.2	92.1	92.5				
32.0	86.3	87.8	89.2	90.0	90.7	92.1	92.2	92.1	91.9	92.0	92.0				
34.0	86.6	88.1	89.5	90.3	91.0	91.8	91.7	91.6	91.6	91.5	91.5				
36.0	86.9	88.3	89.8	90.5	91.3	91.3	91.2	91.1	91.1	91.1	91.0				
38.0	87.2	88.6	90.1	90.8	90.8	90.8	90.7	90.6	90.6	90.6	90.6				
40.0	87.5	88.9	90.4	90.4	90.4	90.3	90.3	90.3	90.3	90.3	90.1				
42.0	87.7	89.2	90.0	90.0	89.9	89.9	89.7	89.5	89.5	89.5	89.5				
44.0	88.0	89.4	89.6	89.6	89.5	89.3	89.1	89.0	89.0	89.0	89.0				
46.0	88.7	89.4	89.2	89.0	88.9	88.8	88.6	88.4	88.4						
48.0	87.2	88.0	88.5	88.4	88.4	88.2	88.0	87.8							
50.0	86.8	87.4	87.9	87.9	87.8	87.6									
52.0	86.4	87.0	87.4	87.3	87.2	87.0									
54.0	86.0	86.5	86.9	86.7	86.6										
56.0	85.6	86.0	86.3	86.1											
58.0	85.2	85.5	85.7												
60.0	84.8	85.0													
62.0	84.4														

ROLLS ROYCE TRENT 772B - GO-AROUND N1 (%) - RATED N1 MODE

TRENT772B		GO-AROUND N1								AIR COND ON	MACH = .225
CORRECTIONS FOR AIR BLEED											
AIR CONDITIONING OFF										ADD 0.700 TO N1	
NACELLE ANTI-ICE ON										ADD -0.40 TO N1 ABOVE CORNER POINT TEMPERATURE	
NACELLE ANTI-ICE AND WING ANTI-ICE ON										ADD -0.70 TO N1 ABOVE CORNER POINT TEMPERATURE	
TAT (C)											
	8000.	9000.	10000.	11000.	12000.	13000.	14000.	15000.	16000.		
-50.0	79.9	79.6	80.3	80.3	80.3	80.2	80.2	80.2	80.3		
-26.0	84.9	85.7	86.4	86.4	86.4	86.4	86.4	86.4	86.4		
-22.0	85.6	86.4	87.1	87.1	87.1	87.1	87.1	87.1	87.1		
-18.0	86.3	87.1	87.8	87.8	87.8	87.8	87.8	87.8	87.8		
-14.0	87.0	87.8	88.5	88.5	88.5	88.5	88.5	88.5	88.5		
-10.0	87.7	88.4	89.2	89.2	89.2	89.2	89.1	89.2	89.2		
-6.0	88.3	89.1	89.9	89.9	89.8	89.8	89.8	89.8	89.8		
-4.0	88.6	89.4	90.2	90.2	90.2	90.2	90.1	90.2	90.2		
-2.0	89.0	89.8	90.5	90.5	90.5	90.5	90.5	90.5	90.0		
0.0	89.3	90.1	90.9	90.9	90.8	90.8	90.8	90.3	89.8		
2.0	89.6	90.4	91.2	91.2	91.2	91.2	90.6	90.1	89.6		
4.0	90.0	90.7	91.5	91.5	91.5	91.0	90.4	89.9	89.4		
6.0	90.3	91.1	91.9	91.9	91.9	90.8	90.2	89.7	89.2		
8.0	90.6	91.4	92.2	91.6	91.1	90.6	90.0	89.5	88.9		
10.0	90.9	91.7	92.0	91.4	90.9	90.3	89.8	89.2	88.7		
12.0	91.2	92.1	91.8	91.2	90.7	90.1	89.5	88.0	88.4		
14.0	91.6	92.0	91.5	91.0	90.4	89.9	89.3	88.8	88.2		
16.0	91.9	91.8	91.3	90.7	90.2	89.6	89.1	88.5	87.9		
18.0	92.1	91.7	91.1	90.5	89.9	89.4	88.8	88.3	87.6		
20.0	92.2	91.7	90.8	90.2	89.7	89.1	88.6	88.0	87.4		
22.0	92.2	91.6	90.5	90.0	89.4	88.9	88.3	87.7	87.1		
24.0	92.3	91.4	90.3	89.7	89.2	88.6	88.0	87.4	86.8		
26.0	92.3	91.3	90.0	89.4	88.9	88.3	87.7	87.1	86.5		
28.0	92.4	91.2	89.7	89.2	88.6	88.0	87.4	86.8			
30.0	92.5	90.9	89.4	88.9	88.3	87.7	87.1				
32.0	92.0	90.5	89.1	88.6	88.0	87.4					
34.0	91.5	90.1	88.8	88.3	87.7						
36.0	91.0	89.7	88.5	87.9							
38.0	90.6	89.3	88.2								
40.0	90.1	88.9									
42.0	89.6										
44.0											
46.0											

Note: The corner point temperatures for go-around are:

- ISA +22 °C for altitudes below 2 000 ft
- ISA +15 °C for altitudes between 5 000 ft and 8 000 ft
- ISA +10 °C for altitudes above 10 000 ft.

Between these altitude values, the variation is linear.



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APPENDICES AND SUPPLEMENTS
DISPATCH WITH BOTH FADEC IN RATED N1 MODE

APPENDICES AND SUPPLEMENTS

APPENDICES AND SUPPLEMENTS

Ident.: **APP-N1-APP-00005571.0001001 / 16 APR 10**

APPROVED

Criteria: ((330-223 or 330-223F or 330-321 or 330-322 or 330-323 or 330-341 or 330-342) or ((330-243 or 330-243F or 330-343) and 46874))

The combination with the following supplement is not allowed:

- Derated Takeoff (if applicable).



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APPENDICES AND SUPPLEMENTS

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APPENDICES AND SUPPLEMENTS

TAWS - GPWS

GENERAL

Ident.: **APP-TAWS-00005590.0001001 / 25 JUL 14**

APPROVED

Criteria: (A330 and (46324 or 52992 or 53919 or 58449))

This supplement is applicable to aircraft fitted with the Terrain Awareness Warning System (TAWS) T2CAS, or with TAWS T3CAS, or with Enhanced Ground Proximity Warning System (EGPWS).

A list of areas where no terrain data are available along the scheduled route should be made available to the flight crew.

Approval of TAWS predictive functions of T2CAS or T3CAS, or of EGPWS enhanced function is based on the assumption that TAWS database (excluding Performance database) are compliant with DO-200A DPAL2.

Unless amended in this supplement, all the chapters of this AFM remain applicable.



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TAWS - GPWS

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SUMMARY OF HIGHLIGHTS

Localization Title	Toc Index	ID	Reason
MCDL-PLP-TOC STRUCTURE		1	00F101AD001/C00: Deletion of MCDL item 51-01
			Documentation update: Deletion of the "FP02580 Radome Conducting Strip" table of content entry.
			Documentation update: Deletion of the "00009050.0001001 Radome Conducting Strip" documentary unit.
			Documentation update: Deletion of the "00009051.0001001 Illustration Radome Conducting Strip" documentary unit.



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INTRODUCTION

Ident.: TDU / MCDL-GEN-INTR-00017267.0001001 / 22 MAR 16

APPROVED

Criteria: A330

Impacted DU: 00008851 Introduction

Belongs to TR692 Issue 1

Operation of the aircraft without certain secondary airframe and engine parts is possible as indicated in this Master Configuration Deviation List (MCDL). Any part not included in this list must be considered as necessary.

It is important to repair the aircraft at the first airport where repairs or replacements may reasonably be made, since additional malfunctions may require the aircraft to be taken out of service.

Letter (m) associated to an item indicates that maintenance action is necessary to permit flight with these parts missing. Refer to the related section of the Aircraft Maintenance Manual (AMM) for this information.

It is the Operator's responsibility to:

- Define the task sharing between the flight and maintenance crews
- Ensure that all maintenance procedures are performed.

When items require high-speed tape, the MCDL dispatch conditions are assessed considering that the tape is in the correct position and in good condition. The Operator must use an appropriate process to ensure that the dispatch conditions are satisfied. The Operator must define this process in accordance with its specific operations.

Note: Unless otherwise specified in the MCDL item or in the relevant AMM task, a visual inspection of the high-speed tape must be made at a regular interval that must not exceed 3 calendar days.

Note:

1. The sign "-" in "Quantity installed" column indicates that the quantity is variable.
2. The illustrations included in this MCDL are given only for information to facilitate location of missing items and must not be considered as approved data.
3. Items numbering is used for item identification only. As a consequence it may appear some gaps in the item numbering sequence of a given aircraft. In such a case, completeness of the MCDL may be checked by referring to the LEDU.

INTRODUCTION

Ident.: MCDL-GEN-INTR-00008851.0001001 / 19 JUN 13

APPROVED

Criteria: A330

Impacted by TDU: 00017267 Introduction

Operation of the aircraft without certain secondary airframe and engine parts is possible as indicated in this Master Configuration Deviation List (MCDL). Any part not included in this list must be considered as necessary.

It is important to repair the aircraft at the first airport where repairs or replacements may reasonably be made, since additional malfunctions may require the aircraft to be taken out of service. Letter (m) associated to an item indicates that some maintenance action is necessary to permit flight with these parts missing. Refer to the related section of the Aircraft Maintenance Manual (AMM) for this information.

When a maintenance action requires high speed tape application, it is necessary to check before each flight that the tape is still in position and in good condition.

- Note:
- 1. The sign "-" in "Quantity installed" column indicates that the quantity is variable.*
 - 2. The illustrations included in this MCDL are given only for information to facilitate location of missing items and must not be considered as approved data.*
 - 3. Items numbering is used for item identification only. As a consequence it may appear some gaps in the item numbering sequence of a given aircraft. In such a case, completeness of the MCDL may be checked by referring to the LEDU.*



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GENERAL

LIMITATIONS

LIMITATIONS

Ident.: MCDL-GEN-LIM-00008852.0001001 / 26 NOV 09

APPROVED

Criteria: A330

No more than one part of one system may be missing except if otherwise specified. Parts of different systems may be simultaneously missing, unless otherwise specified in this list.

When missing part introduces additional limitation(s), this limitation is indicated in the dispatch condition of the item of this list. This limitation comes in addition to the ones of the LIMITATIONS chapter of this AFM. This limitation must be clearly indicated by a placard on the pilot's instrument panel.

When an MCDL dispatch condition refers to the MMEL, the minimum number of equipment required for dispatch is the most limiting of the two documents.



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GENERAL

LIMITATIONS

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GENERAL

PERFORMANCE

PERFORMANCE DETERMINATION METHOD

Ident.: MCDL-GEN-PERF-00008853.0001001 / 26 NOV 09

APPROVED

Criteria: A330

There are two approved ways of determining the performance impact of CDL items missing:

- Using MCDL chapter of the AFM, or
- Using AFM_OCTO software.

The MCDL performance penalties associated to the missing items when published in this chapter are envelope penalties. More accurate penalties can be determined by using AFM_OCTO software. According to the operations, operators can select the most adequate method.

If no performance data are available in AFM_OCTO for a given item listed in this MCDL chapter, the penalties published in this MCDL chapter must be used.

PERFORMANCE PENALTIES PUBLISHED IN THE AIRPLANE FLIGHT MANUAL MCDL CHAPTER

Ident.: MCDL-GEN-PERF-00008854.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Performance penalties are cumulative unless specific penalties for particular combinations of missing items are indicated.

These takeoff, en route and landing penalties apply to the most limiting corresponding weight.

If performance penalties are not indicated for removed items, no more than three of such items can be missing without taking further penalty. If more than three of such items are missing together, the following performance penalties are applicable per additional missing item:

- Takeoff and approach climb performance limiting weights are reduced by 50 kg (111 lb)
- En route performance limiting weight is reduced by 120 kg (265 lb) (i.e. corresponding to a 60 ft decrease of en route net ceiling).



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GENERAL

PERFORMANCE

PERFORMANCE PENALTIES CALCULATED WITH AFM_OCTO SOFTWARE

Ident.: MCDL-GEN-PERF-00008855.0001001 / 19 JUN 13

APPROVED

Criteria: A330

The takeoff, approach climb and en route performance with MCDL items missing can be determined by selecting the missing items in the “CDL item...” menu of the AFM_OCTO interface, using the database given in PERFORMANCE chapter (*Refer to PERF-OCTO Performance Database*) of this AFM associated to:

- the CDL DATA file at issue 6.0 or higher, using AFM_OCTO approved FM module at the revision 26 or higher, or
- the CDLA330.cdl file at issue 1 or higher using AFM_OCTO approved FM module at the revision 31 or higher.

Items for which no performance penalty is indicated in this MCDL chapter are referenced as negligible items. Select the number of negligible items in the “CDL item...” menu to determine performance impact when four or more of such items are missing.

CAUTION

The most limiting performance between the one computed with items missing and the one computed without item missing must be used.



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MASTER CONFIGURATION DEVIATION LIST

AIR CONDITIONING

RAM AIR INLET FLAP

21-01

Ram Air Inlet Flap

Ident.: MCDL-21-01-00009315.0001001 / 19 JUN 13

APPROVED

Criteria: A330

21-01 RAM AIR INLET FLAP	Quantity installed 2
-----------------------------	-------------------------

(m) Refer to AMM Task 21-53-00-040-808

All may be missing.

- Note:
1. May be combined with MCDL item 21-02 (Refer to 21-02 Ram Air Outlet Flap) on one pack only.
 2. System performance in heating mode will be decreased.

• **Performance:**

The following performance penalties are applicable per missing inlet flap:

- Takeoff and approach climb performance limiting weights are reduced by 343 kg (757 lb)
- En route performance limiting weight is reduced by 680 kg (1 500 lb)
- Fuel consumption is increased by 0.50 %.

When combined with MCDL item 21-02 (Refer to 21-02 Ram Air Outlet Flap) of the same pack, the following performance penalties are applicable per affected pack:

- Takeoff and approach climb performance limiting weights are reduced by 515 kg (1 136 lb)
- En route performance limiting weight is reduced by 1 020 kg (2 249 lb)
- Fuel consumption is increased by 0.72 %.

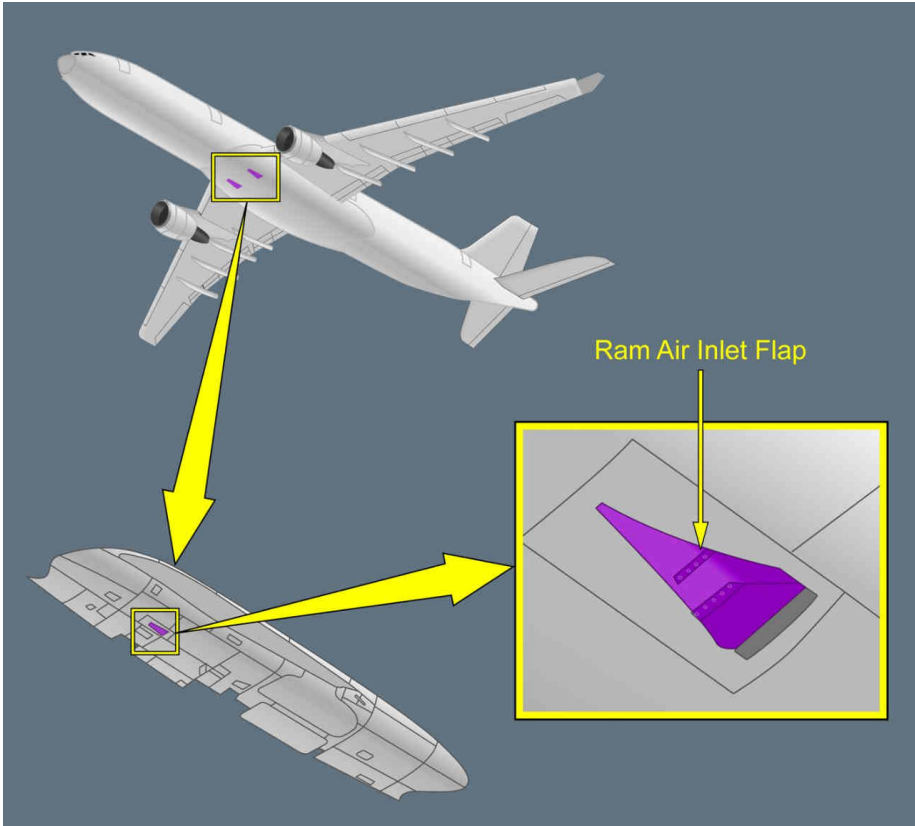
Refer to MCDL-21-01 Illustration Ram Air Inlet Flap

ILLUSTRATION RAM AIR INLET FLAP

Ident.: MCDL-21-01-00009316.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 21-01 Ram Air Inlet Flap.*



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AIR CONDITIONING

RAM AIR OUTLET FLAP

21-02

Ram Air Outlet Flap

Ident.: MCDL-21-02-00009317.0001001 / 19 JUN 13

APPROVED

Criteria: A330

21-02	Quantity installed
RAM AIR OUTLET FLAP	2

(m) Refer to AMM Task 21-53-00-040-808

All may be missing.

- Note:
1. May be combined with MCDL item 21-01 (Refer to 21-01 Ram Air Inlet Flap) on one pack only.
 2. System performance in heating mode will be decreased.

- **Performance:**

When combined with MCDL item 21-01 (Refer to 21-01 Ram Air Inlet Flap) of the same pack, the following performance penalties are applicable per affected pack:

- Takeoff and approach climb performance limiting weights are reduced by 515 kg (1 136 lb)
- En route performance limiting weight is reduced by 1 020 kg (2 249 lb)
- Fuel consumption is increased by 0.72 %.

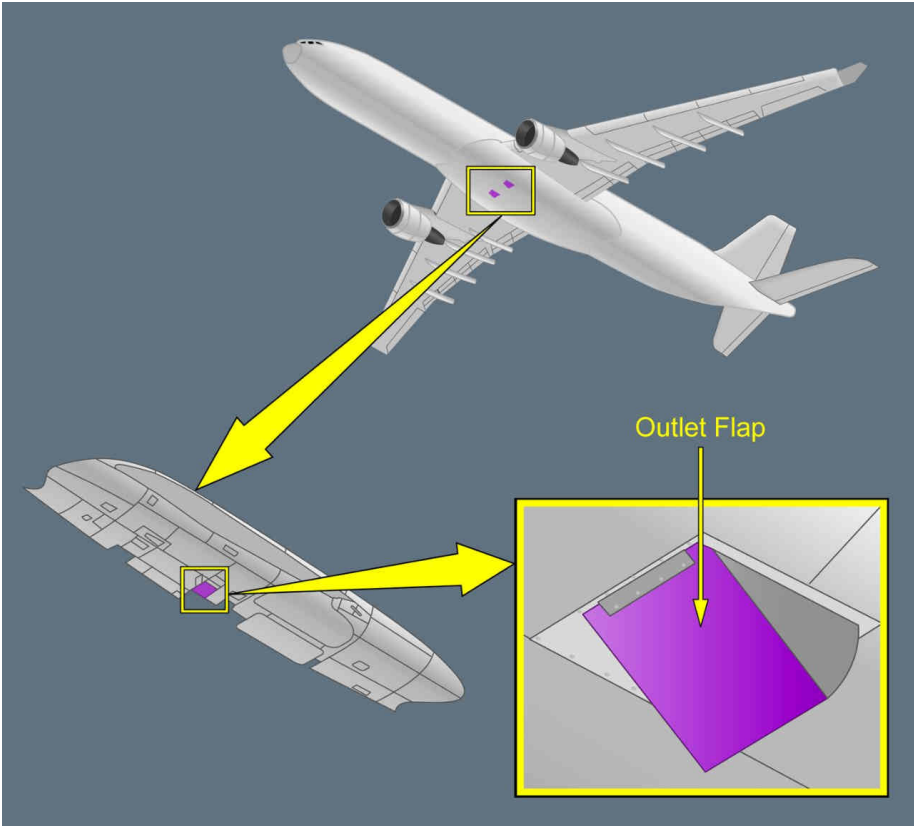
Refer to MCDL-21-02 Illustration Ram Air Outlet Flap

ILLUSTRATION RAM AIR OUTLET FLAP

Ident.: MCDL-21-02-00009318.0001001 / 26 NOV 09

Criteria: A330

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 21-02 Ram Air Outlet Flap.*

23-01**Static Discharger**

Ident.: TDU / MCDL-23-01-00016527.0001001 / 04 APR 16

APPROVED

Criteria: A330

Impacted DU: 00008858 Static Discharger

Belongs to TR608 Issue 2

23-01
STATIC DISCHARGER**Quantity installed**
-

20 % of static dischargers may be missing or defective from each of the following areas:

- Right wing,
- Left wing,
- Vertical stabilizer (including rudder),
- Right horizontal stabilizer (including elevator),
- Left horizontal stabilizer (including elevator).

- Note:
1. Refer to the Illustrated Part Catalog (IPC) for the exact number of static dischargers installed.
 2. If a static discharger is missing or defective on a flap track fairing, the VHF and HF sound quality may be slightly degraded.
 3. When combined with the case of dispatch with a winglet missing, 20 % of the remaining static dischargers of the affected wing are allowed to be missing or defective (Refer to 57-02 Winglet).

Refer to MCDL-23-01 Illustration Static Discharger

23-01**Static Discharger**

Ident.: MCDL-23-01-00008858.0001001 / 19 JUN 13

APPROVED

Criteria: A330

Impacted by TDU: 00016527 Static Discharger

23-01
STATIC DISCHARGER**Quantity installed**
-

20 % of static dischargers may be missing or inoperative from each of the following areas:

- Right wing
- Left wing
- Vertical stabilizer (including rudder)
- Right horizontal stabilizer (including elevator)
- Left horizontal stabilizer (including elevator).

Continued on the following page

Continued from the previous page Static Discharger

- Note:
1. If a static discharger is missing or damaged on a flap track fairing, the VHF and HF sound quality may be slightly degraded.
 2. When combined with the case of dispatch with a winglet missing, 20 % of the remaining static dischargers of the affected wing are allowed to be missing or inoperative (Refer to 57-02 Winglet).

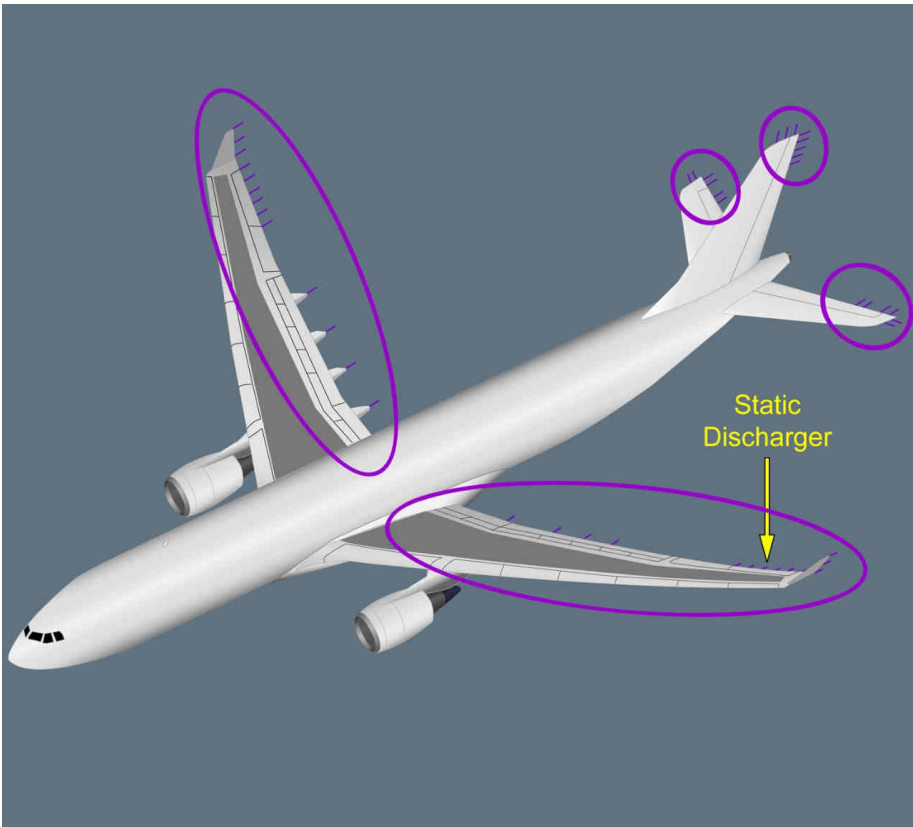
Refer to MCDL-23-01 Illustration Static Discharger

ILLUSTRATION STATIC DISCHARGER

Ident.: MCDL-23-01-00008859.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330





A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

COMMUNICATIONS

STATIC DISCHARGER

For dispatch conditions: *Refer to 23-01 Static Discharger.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST
COMMUNICATIONS
STATIC DISCHARGER

Intentionally left blank



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

FLIGHT CONTROLS

SLAT TRACK CLOSING PLATE

27-02

Slat Track Closing Plate

Ident.: MCDL-27-02-00008862.0001001 / 26 NOV 09

APPROVED

Criteria: A330

27-02 SLAT TRACK CLOSING PLATE	Quantity installed 32
---	--

Two may be missing per wing.

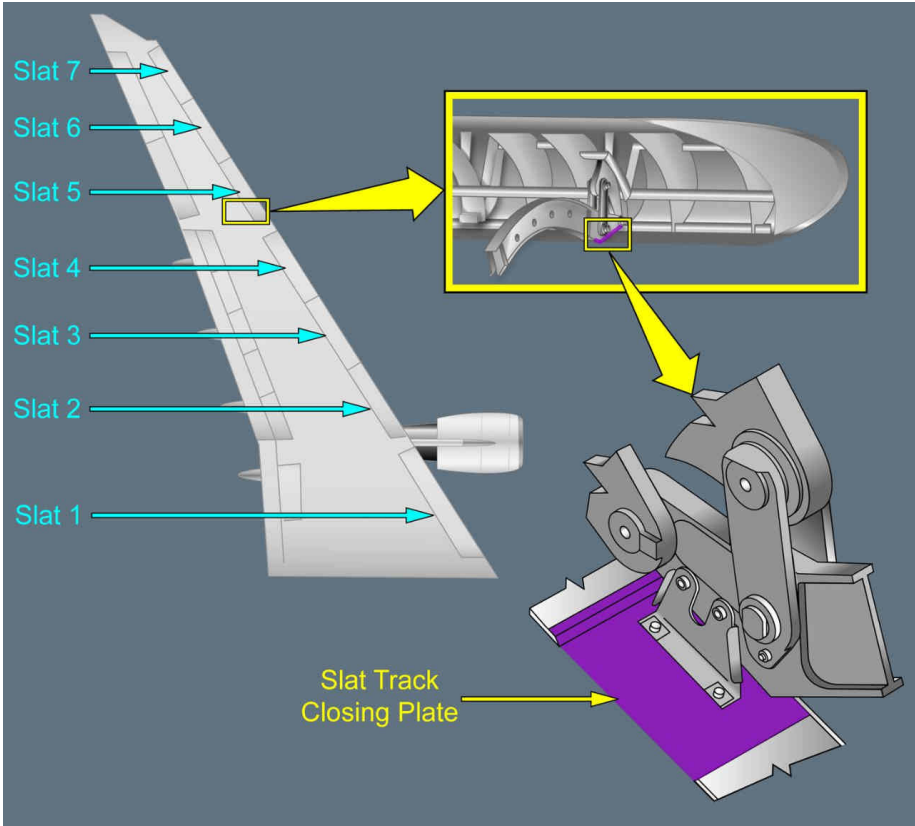
Refer to MCDL-27-02 Illustration Slat Track Closing Plate

ILLUSTRATION SLAT TRACK CLOSING PLATE

Ident.: MCDL-27-02-00008863.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 27-02 Slat Track Closing Plate.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

FLIGHT CONTROLS

RUBBER SEAL UNDER SLATS

27-03

Rubber Seal under Slats

Ident.: MCDL-27-03-00008864.0001001 / 26 NOV 09

APPROVED

Criteria: A330

27-03

RUBBER SEAL UNDER SLATS

Quantity installed

–

One segment of 25 cm (10 in) of rubber seal or one full slat track rubber seal loop may be missing per slat.

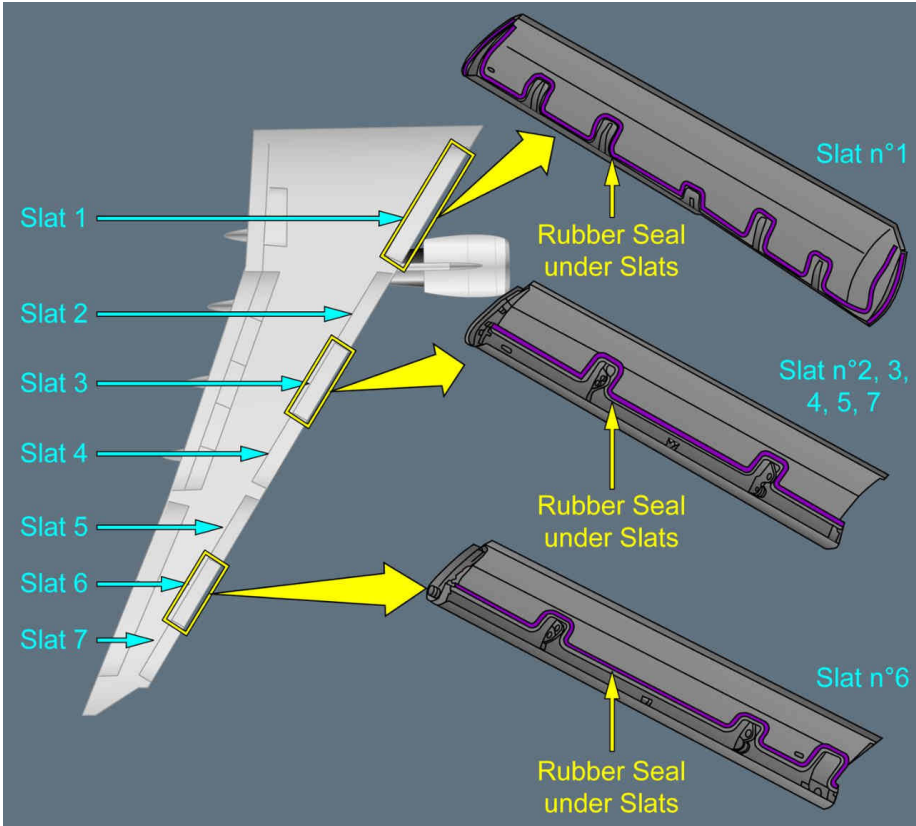
Refer to MCDL-27-03 Illustration Rubber Seal under Slats

ILLUSTRATION RUBBER SEAL UNDER SLATS

Ident.: MCDL-27-03-00008865.0001001 / 26 NOV 09

Criteria: A330

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 27-03 Rubber Seal under Slats.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

FLIGHT CONTROLS

AILERON RUBBER SEAL

27-04

Aileron Rubber Seal

Ident.: MCDL-27-04-00008866.0001001 / 25 JUL 14

APPROVED

Criteria: A330

27-04 AILERON RUBBER SEAL	Quantity installed 16
--	--

(m) *Refer to AMM Task 27-14-41-040-802*

Two may be missing on the same location (upper and lower surface) on each wing.

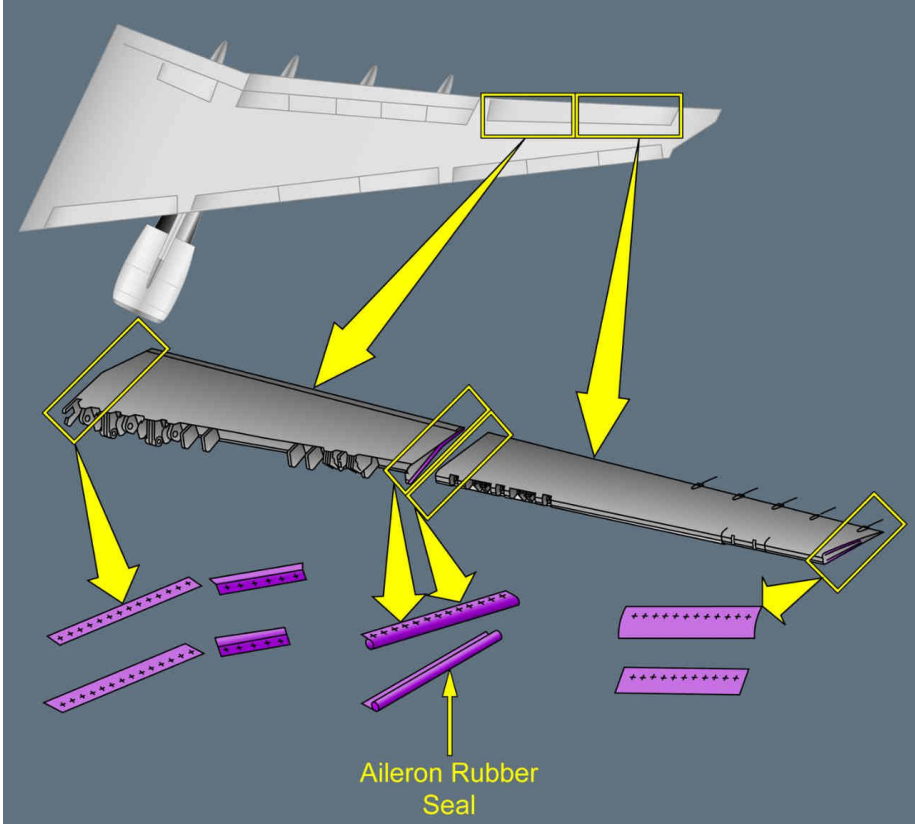
Refer to MCDL-27-04 Illustration Aileron Rubber Seal

ILLUSTRATION AILERON RUBBER SEAL

Ident.: MCDL-27-04-00008867.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 27-04 Aileron Rubber Seal.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST
FLIGHT CONTROLS

AILERON SERVO ACTUATOR FAIRING

27-05

Aileron Servo Actuator Fairing

Ident.: MCDL-27-05-00008868.0001001 / 26 NOV 09

APPROVED

Criteria: A330

27-05 AILERON SERVO ACTUATOR FAIRING	Quantity installed 8
---	---------------------------------------

One may be missing.

- **Performance:**

The following performance penalty is applicable:

- En route performance limiting weight is reduced by 150 kg (331 lb).

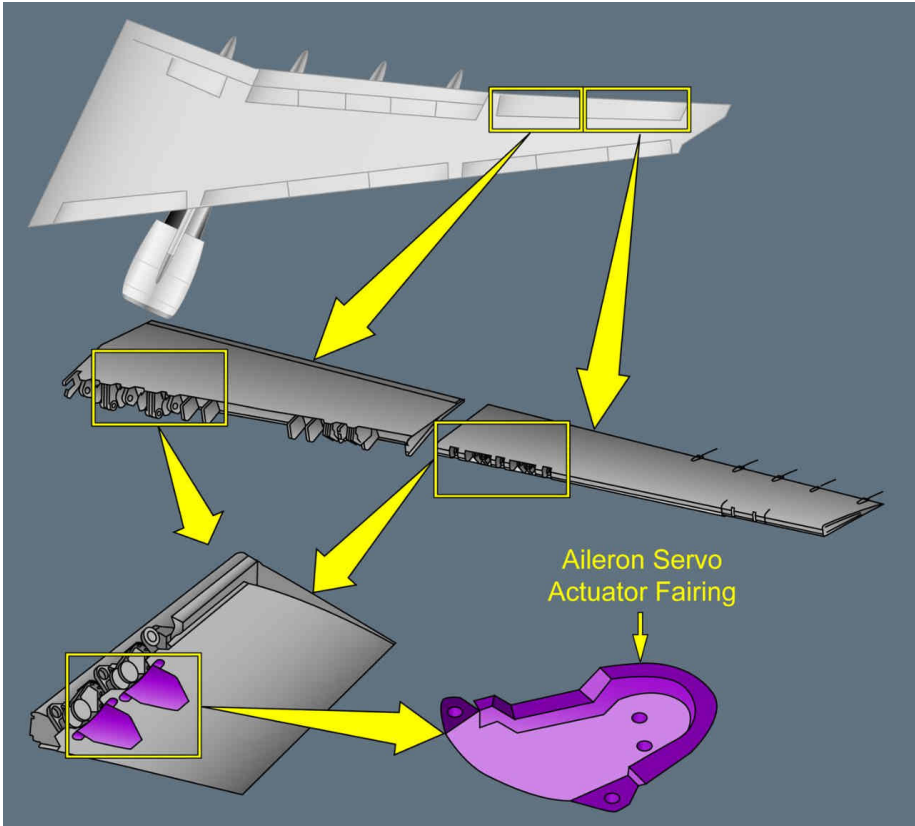
Refer to MCDL-27-05 Illustration Aileron Servo Actuator Fairing

ILLUSTRATION AILERON SERVO ACTUATOR FAIRING

Ident.: MCDL-27-05-00008869.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 27-05 Aileron Servo Actuator Fairing.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

FLIGHT CONTROLS

SLAT END BLADE SEAL

27-06

Slat End Blade Seal

Ident.: MCDL-27-06-00008870.0001001 / 25 JUL 14

APPROVED

Criteria: A330

27-06 SLAT END BLADE SEAL	Quantity installed 8
--	---------------------------------------

Three may be missing per wing or partially missing provided any loose or flapping seal material is cut off.

- **Performance:**

The following performance penalties are applicable:

- En route performance limiting weight is reduced by 170 kg (375 lb) per missing seal
- When two or more seals are missing, fuel consumption is increased by 0.13 % per missing seal.

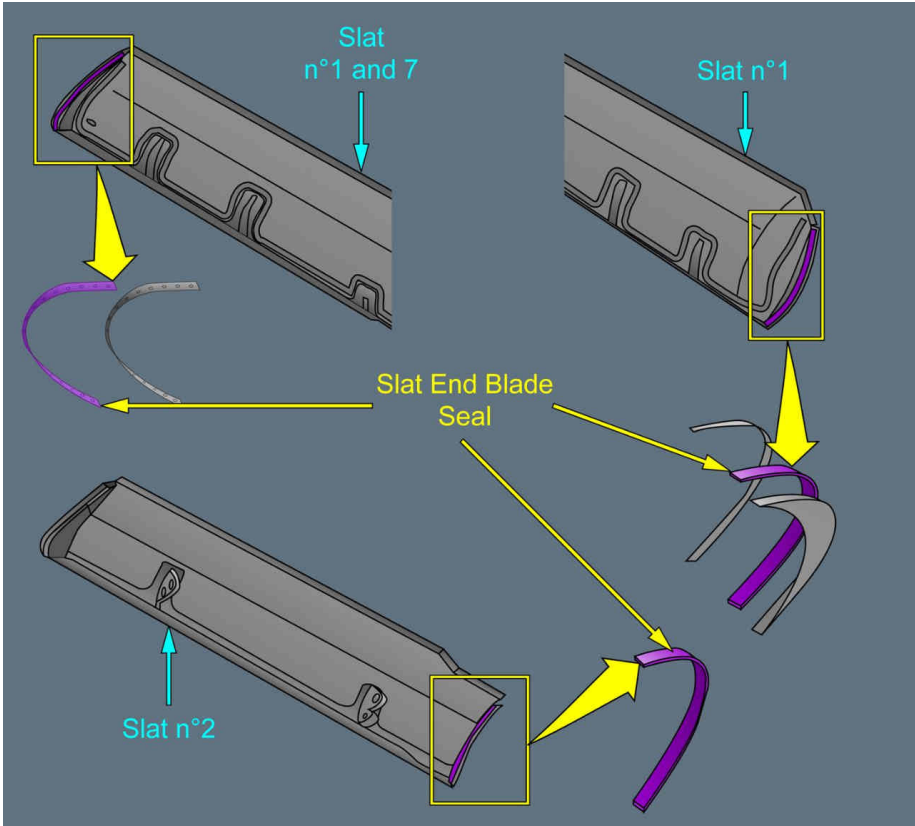
Refer to MCDL-27-06 Illustration Slat End Blade Seal

ILLUSTRATION SLAT END BLADE SEAL

Ident.: MCDL-27-06-00008871.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: Refer to 27-06 Slat End Blade Seal.



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST
FLIGHT CONTROLS

FLAP BLADE SEAL AND TRIANGULAR CUSHION SEAL

27-07

Flap Blade Seal and Triangular Cushion Seal

Ident.: MCDL-27-07-00008873.0001001 / 26 NOV 09

APPROVED

Criteria: A330

27-07	Quantity installed
FLAP BLADE SEAL AND TRIANGULAR CUSHION SEAL	12

Three seals may be missing per wing.

Note: *The cushion seals of the flap leading edge are not allowed missing.*

• **Performance:**

The following performance penalties are applicable per missing seal:

- En route performance limiting weight is reduced by 224 kg (494 lb)
- When two or more seals are missing, fuel consumption is increased by 0.17 %.

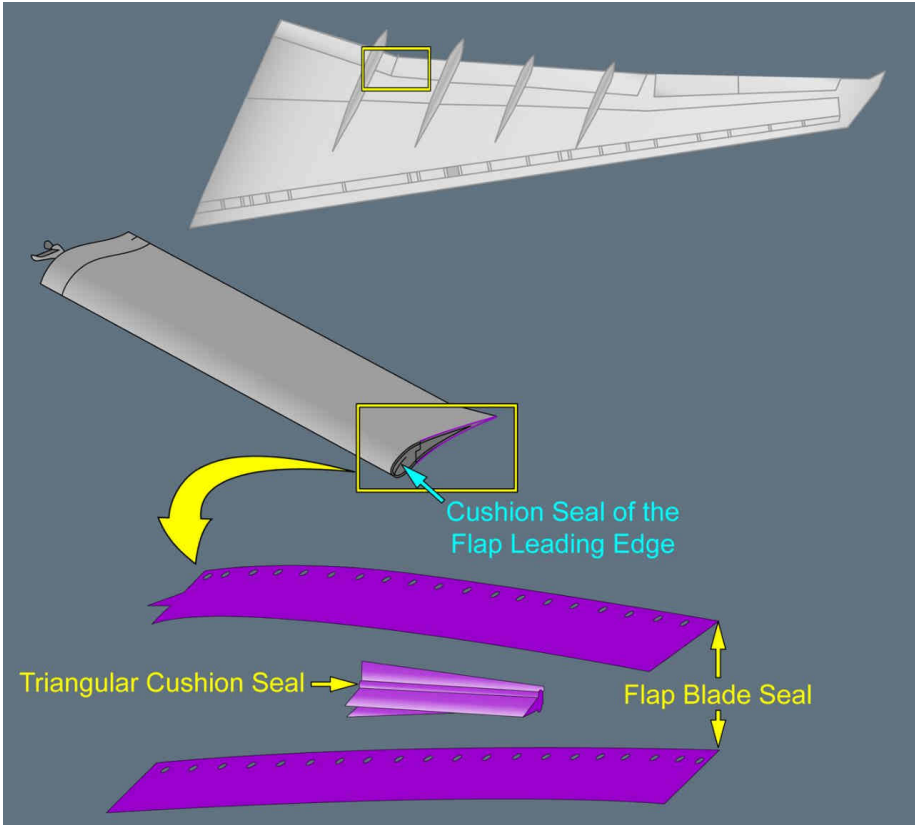
Refer to MCDL-27-07 Illustration Flap Blade Seal and Triangular Cushion Seal

ILLUSTRATION FLAP BLADE SEAL AND TRIANGULAR CUSHION SEAL

Ident.: MCDL-27-07-00008875.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: Refer to 27-07 Flap Blade Seal and Triangular Cushion Seal.



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

FLIGHT CONTROLS

SLAT END FILLING

27-08

Slat End Filling

Ident.: MCDL-27-08-00008877.0001001 / 19 JUN 13

APPROVED

Criteria: A330

27-08	Quantity installed
SLAT END FILLING	2

All may be missing.

- **Procedures:**

Approach speed: VAPP + 5 kt

Landing distance: multiply by 1.08

- **Performance:**

The following performance penalties are applicable:

- When one filling is missing, takeoff performance limiting weight is reduced by 6 130 kg (13 515 lb)

Note: This performance penalty is not applicable if the flight crew can check V2 greater than 1.15 VS1G.

- When both fillings are missing:
 - Takeoff performance limiting weight is reduced by 10 540 kg (23 237 lb)
 - V2 and VR are increased by 1 kt.

Note: These performance penalties are not applicable if the flight crew can check V2 greater than 1.16 VS1G.

- En route performance limiting weight is reduced by 170 kg (375 lb) per missing filling
- When both fillings are missing, fuel consumption is increased by 0.26 %

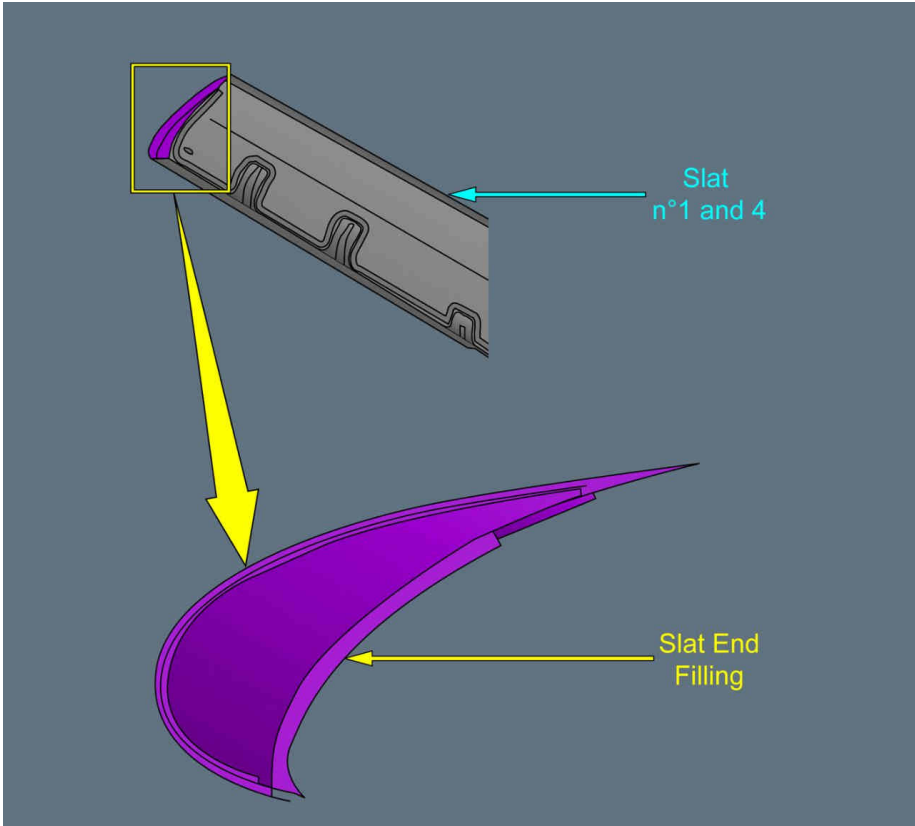
Refer to MCDL-27-08 Illustration Slat End Filling

ILLUSTRATION SLAT END FILLING

Ident.: MCDL-27-08-00008878.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 27-08 Slat End Filling.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST
FLIGHT CONTROLS

INNER AILERON SEAL (UPPER AND LOWER)

27-10

Inner Aileron Seal (Upper and Lower)

Ident.: MCDL-27-10-00008880.0001001 / 26 NOV 09

APPROVED

Criteria: A330

27-10	Quantity installed
INNER AILERON SEAL (UPPER AND LOWER)	4

All may be missing.

Note: May be combined with MCDL item 27-11 (Refer to 27-11 Inner Aileron Large Seal).

• **Performance:**

The following performance penalties are applicable:

- When two or more seals are missing, en route performance limiting weight is reduced by 68 kg (150 lb) per missing seal
- When all seals are missing, fuel consumption is increased by 0.2 %.

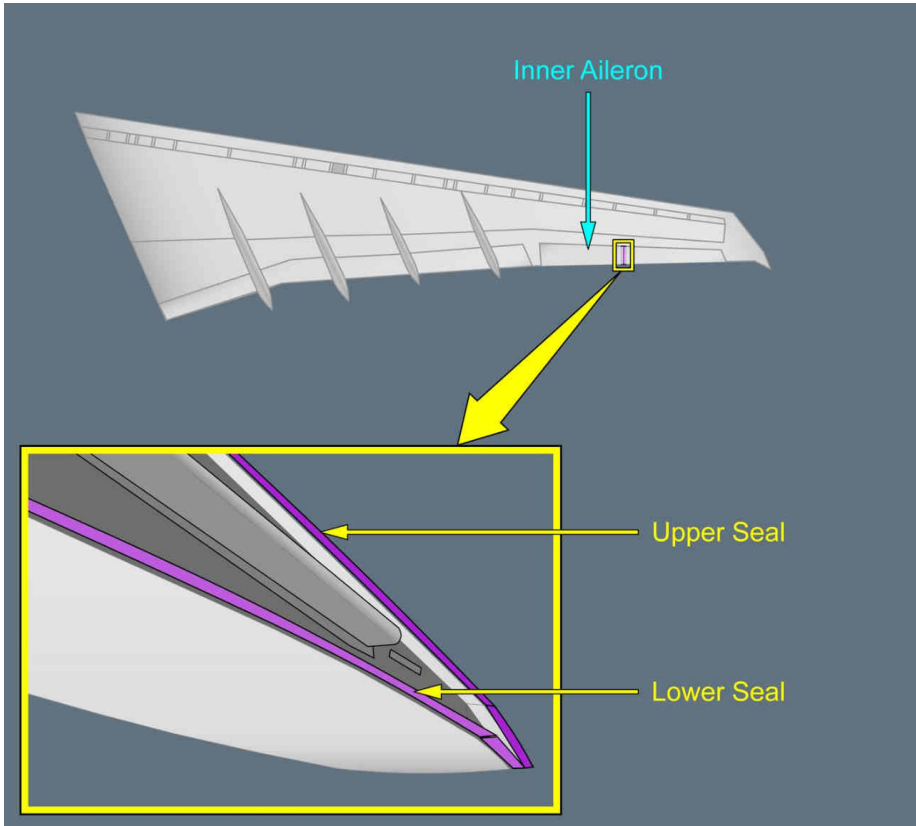
Refer to MCDL-27-10 Illustration Inner Aileron Seal (Upper and Lower)

ILLUSTRATION INNER AILERON SEAL (UPPER AND LOWER)

Ident.: MCDL-27-10-00008881.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 27-10 Inner Aileron Seal (Upper and Lower).*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

FLIGHT CONTROLS

INNER AILERON LARGE SEAL

27-11

Inner Aileron Large Seal

Ident.: MCDL-27-11-00008882.0001001 / 19 JUN 13

APPROVED

Criteria: A330

27-11	Quantity installed
INNER AILERON LARGE SEAL	2

(m) Refer to AMM Task 27-14-41-040-801

All may be missing.

Note: May be combined with MCDL item 27-10 (Refer to 27-10 Inner Aileron Seal (Upper and Lower)).

- **Performance:**

When both seals are missing, the following performance penalty is applicable:

- En route performance limiting weight is reduced by 136 kg (300 lb).

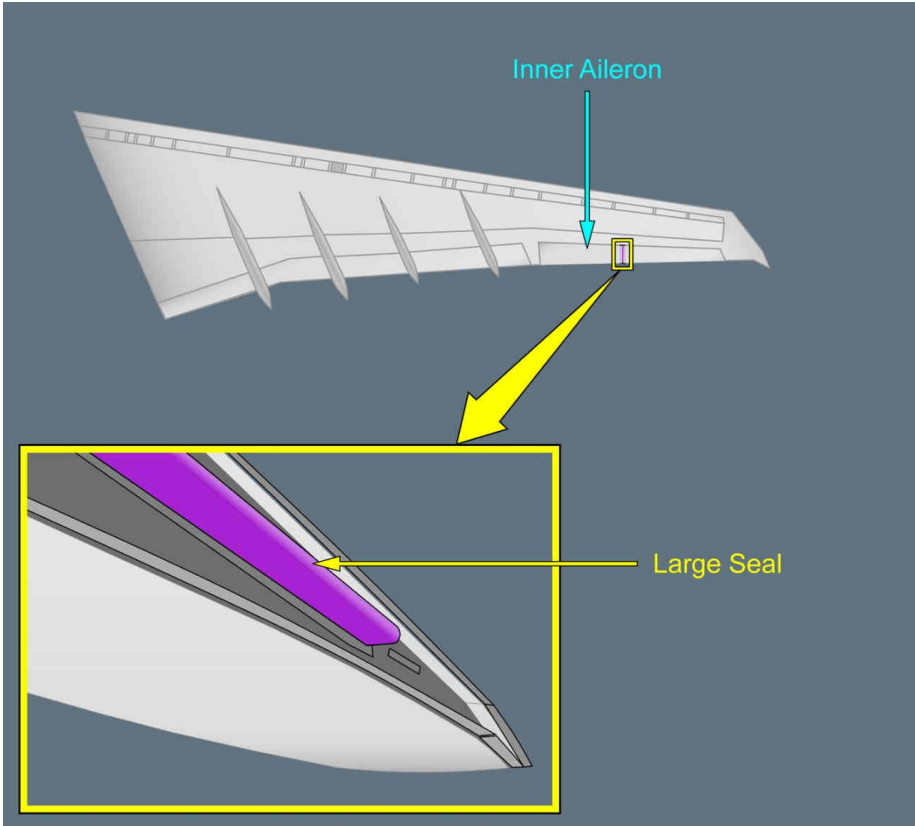
Refer to MCDL-27-11 Illustration Inner Aileron Large Seal

ILLUSTRATION INNER AILERON LARGE SEAL

Ident.: MCDL-27-11-00008883.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 27-11 Inner Aileron Large Seal.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

FUEL SYSTEM

REFUEL/DEFUEL COUPLING CAP

28-01

Refuel/Defuel Coupling Cap

Ident.: MCDL-28-01-00009002.0002001 / 19 JUN 13

APPROVED

Criteria: (A330 and 40176)

28-01	Quantity installed
REFUEL/DEFUEL COUPLING CAP	4

(m) Refer to AMM Task 28-25-00-040-811

All may be missing provided seal integrity of coupling is positively confirmed (i.e. no fuel leak reported).

- Note:
1. If the coupling or O-ring is damaged and the cap cannot be fitted, dispatch is permitted in accordance with this MCDL item provided the cap is removed and coupling integrity is verified.
 2. If only the lanyard is missing, the removal of the cap is not necessary.

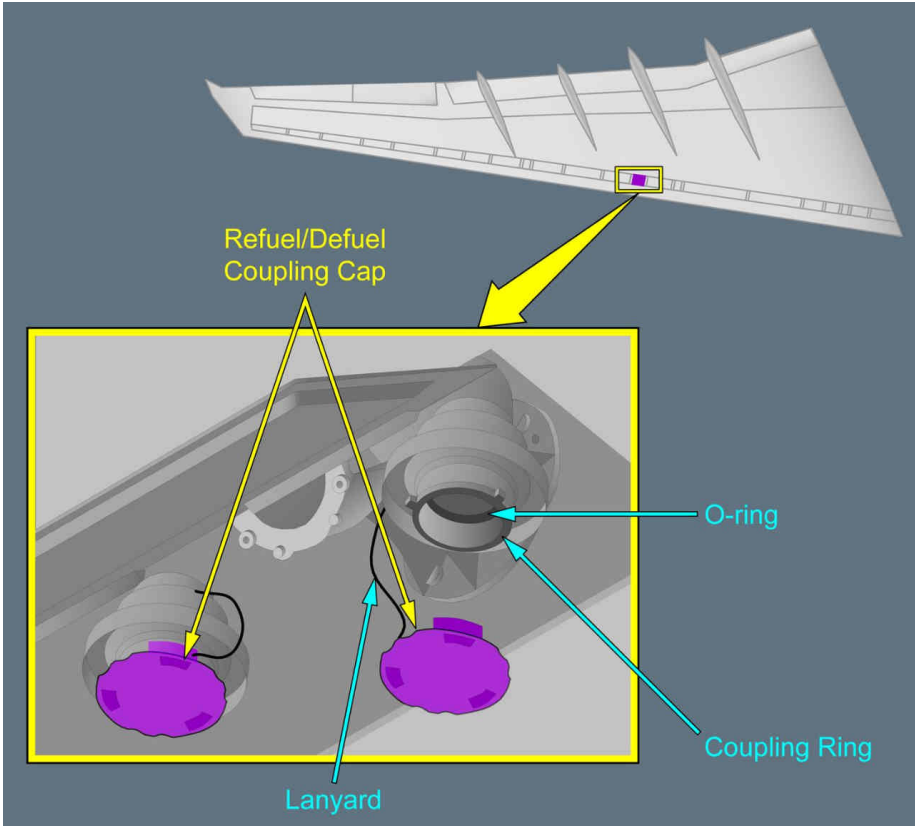
Refer to MCDL-28-01 Illustration Refuel/Defuel Coupling Cap

ILLUSTRATION REFUEL/DEFUEL COUPLING CAP

Ident.: MCDL-28-01-00009003.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 28-01 Refuel/Defuel Coupling Cap.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

FUEL SYSTEM

REFUEL/DEFUEL CONTROL PANEL ACCESS DOOR ON BELLY FAIRING

28-02

Refuel/Defuel Control Panel Access Door on Belly Fairing

Ident.: MCDL-28-02-00009004.0001001 / 19 JUN 13

APPROVED

Criteria: A330

28-02 REFUEL/DEFUEL CONTROL PANEL ACCESS DOOR ON BELLY FAIRING	Quantity installed 1
---	---------------------------------------

(m) *Refer to AMM Task 52-42-00-040-801*

May be missing provided hole is covered.

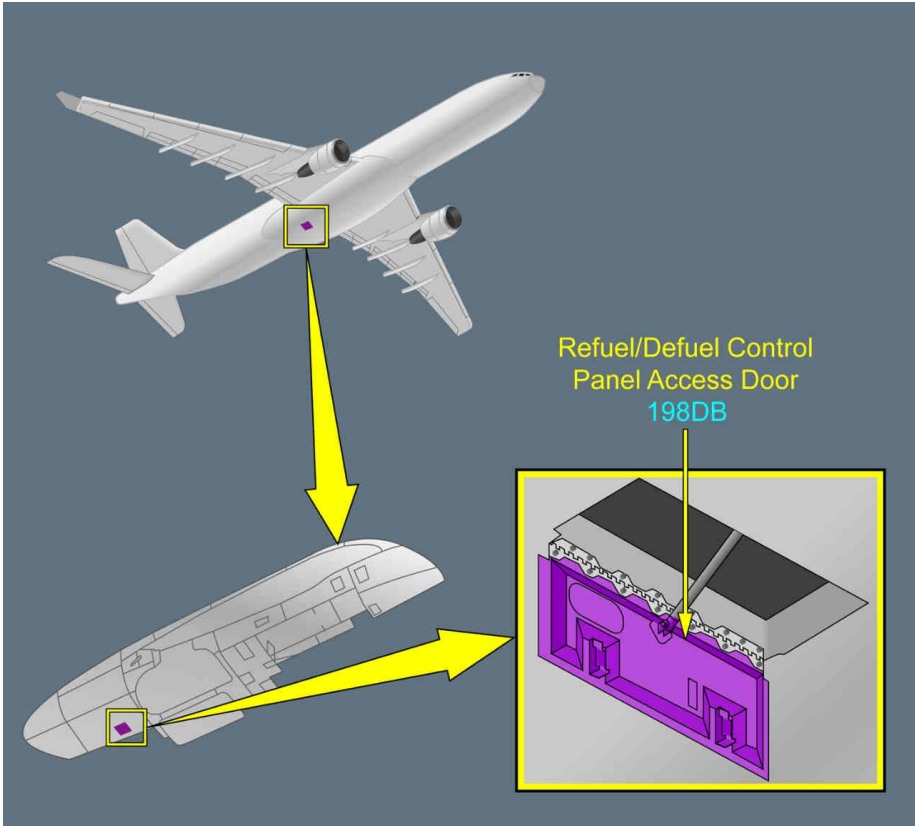
Refer to MCDL-28-02 Illustration Refuel/Defuel Control Panel Access Door on Belly Fairing

ILLUSTRATION REFUEL/DEFUEL CONTROL PANEL ACCESS DOOR ON BELLY FAIRING

Ident.: MCDL-28-02-00009005.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: Refer to 28-02 Refuel/Defuel Control Panel Access Door on Belly Fairing.



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

FUEL SYSTEM

FUEL PUMP FAIRING

28-04

Fuel Pump Fairing

Ident.: TDU / MCDL-28-04-00017268.0001001 / 22 MAR 16

APPROVED

Criteria: A330

Impacted DU: 00009011 Fuel Pump Fairing

Belongs to TR692 Issue 1

28-04
FUEL PUMP FAIRING

Quantity installed
4

(m) Refer to AMM Task 28-21-00-040-802

All may be missing provided that:

- The complete fairing (all sections) is removed
- The visible electrical installation is covered and a visual inspection is performed before each flight.

- **Limitations:**

Avoid forecasted thunderstorm condition.

Refer to MCDL-28-04 Illustration Fuel Pump Fairing

28-04

Fuel Pump Fairing

Ident.: MCDL-28-04-00009011.0001001 / 19 JUN 13

APPROVED

Criteria: A330

Impacted by TDU: 00017268 Fuel Pump Fairing

28-04
FUEL PUMP FAIRING

Quantity installed
4

(m) Refer to AMM Task 28-21-00-040-802

All may be missing provided:

- The complete fairing (all sections) is removed
- Aluminium high speed tape is applied on the visible electrical installation.

- **Limitations:**

Avoid forecasted thunderstorm condition.

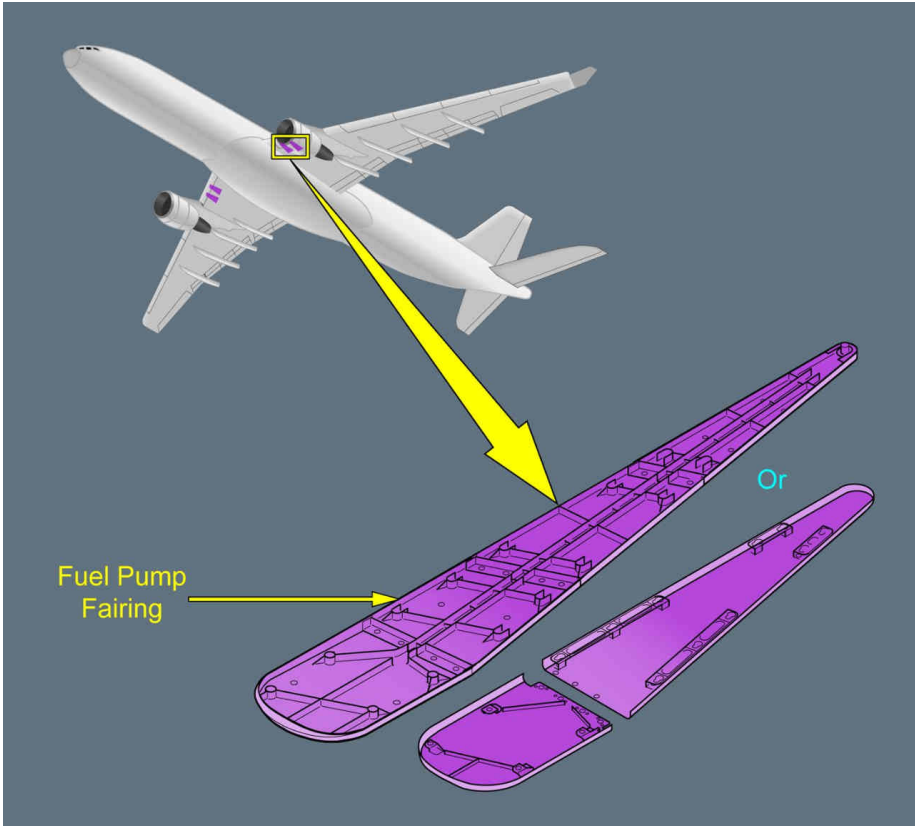
Refer to MCDL-28-04 Illustration Fuel Pump Fairing

ILLUSTRATION FUEL PUMP FAIRING

Ident.: MCDL-28-04-00009012.0001001 / 26 NOV 09

Criteria: A330

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 28-04 Fuel Pump Fairing.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

HYDRAULIC

GROUND GREEN HYDRAULIC CONNECTION ACCESS DOOR

29-01

Ground Green Hydraulic Connection Access Door

Ident.: MCDL-29-01-00009022.0001001 / 26 NOV 09

APPROVED

Criteria: A330

29-01 GROUND GREEN HYDRAULIC CONNECTION ACCESS DOOR	Quantity installed 1
--	---------------------------------------

May be missing.

- **Performance:**

The following performance penalty is applicable:

- Takeoff performance limiting weight is reduced by 51 kg (113 lb).

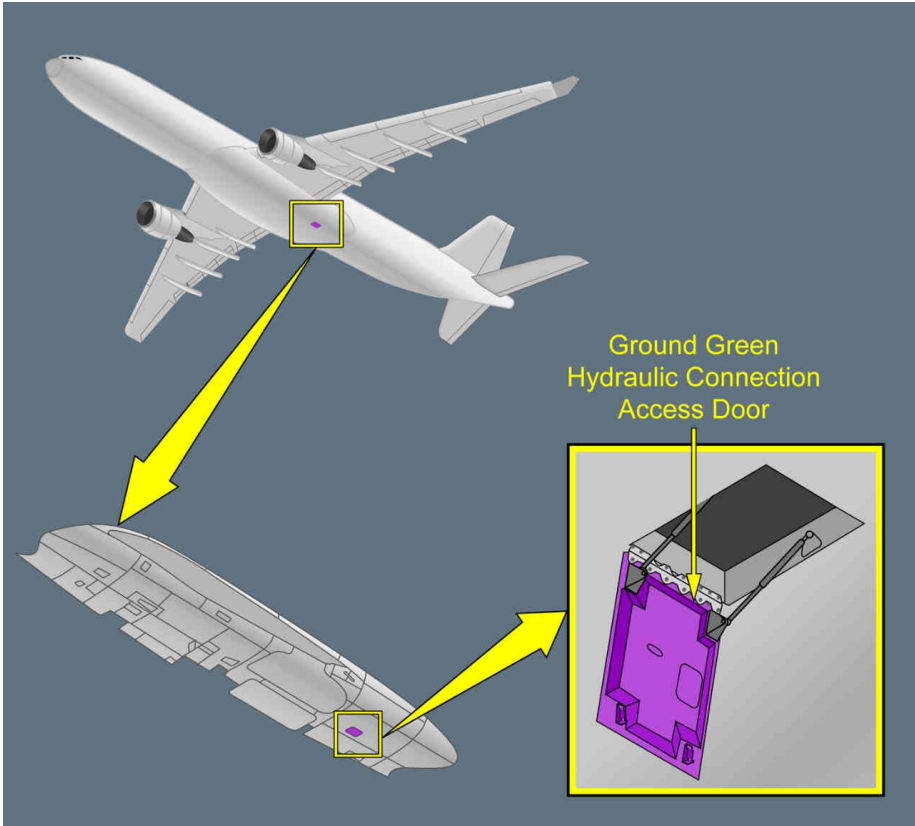
Refer to MCDL-29-01 Illustration Ground Green Hydraulic Connection Access Door

ILLUSTRATION GROUND GREEN HYDRAULIC CONNECTION ACCESS DOOR

Ident.: MCDL-29-01-00009023.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 29-01 Ground Green Hydraulic Connection Access Door.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST
HYDRAULIC

GROUND BLUE HYDRAULIC CONNECTION ACCESS DOOR

29-02

Ground Blue Hydraulic Connection Access Door

Ident.: MCDL-29-02-00009024.0001001 / 26 NOV 09

APPROVED

Criteria: A330

29-02	Quantity installed
GROUND BLUE HYDRAULIC CONNECTION ACCESS DOOR	1

May be missing.

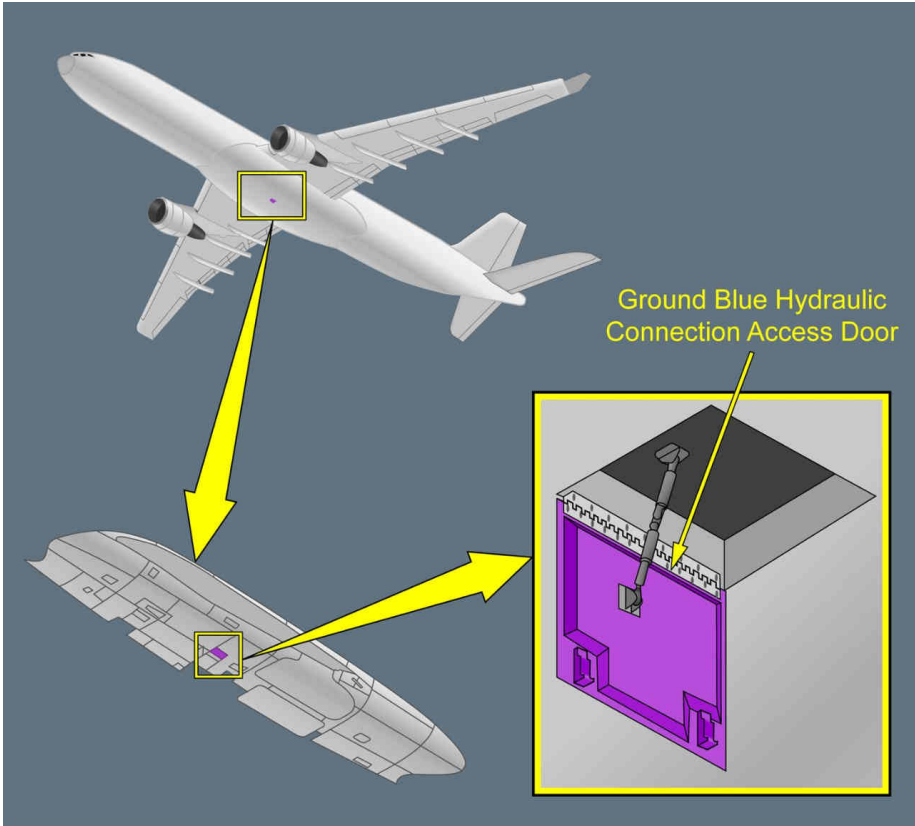
Refer to MCDL-29-02 Illustration Ground Blue Hydraulic Connection Access Door

ILLUSTRATION GROUND BLUE HYDRAULIC CONNECTION ACCESS DOOR

Ident.: MCDL-29-02-00009025.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 29-02 Ground Blue Hydraulic Connection Access Door.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST
HYDRAULIC
GROUND YELLOW HYDRAULIC CONNECTION ACCESS DOOR

29-03

Ground Yellow Hydraulic Connection Access Door

Ident.: MCDL-29-03-00009026.0001001 / 26 NOV 09

APPROVED

Criteria: A330

29-03 GROUND YELLOW HYDRAULIC CONNECTION ACCESS DOOR	Quantity installed 1
---	---------------------------------------

May be missing.

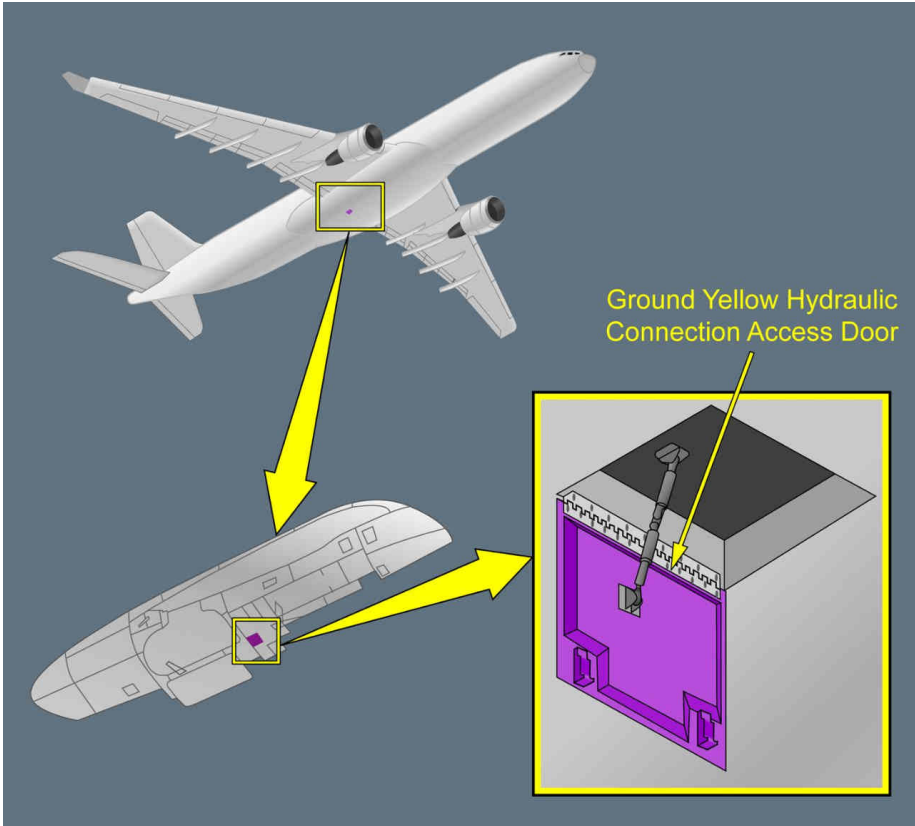
Refer to MCDL-29-03 Illustration Ground Yellow Hydraulic Connection Access Door

ILLUSTRATION GROUND YELLOW HYDRAULIC CONNECTION ACCESS DOOR

Ident.: MCDL-29-03-00009027.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 29-03 Ground Yellow Hydraulic Connection Access Door.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

ICE AND RAIN PROTECTION

ICING INDICATOR

30-01

Icing Indicator

Ident.: MCDL-30-01-00009028.0001001 / 26 NOV 09

APPROVED

Criteria: A330

30-01 ICING INDICATOR	Quantity installed 1
--	---------------------------------------

May be missing.

- **Procedures:**

- **If icing conditions expected:**

- Turn on engine and wing anti-ice (*Refer to LIM-70 Operations in Icing Conditions*)

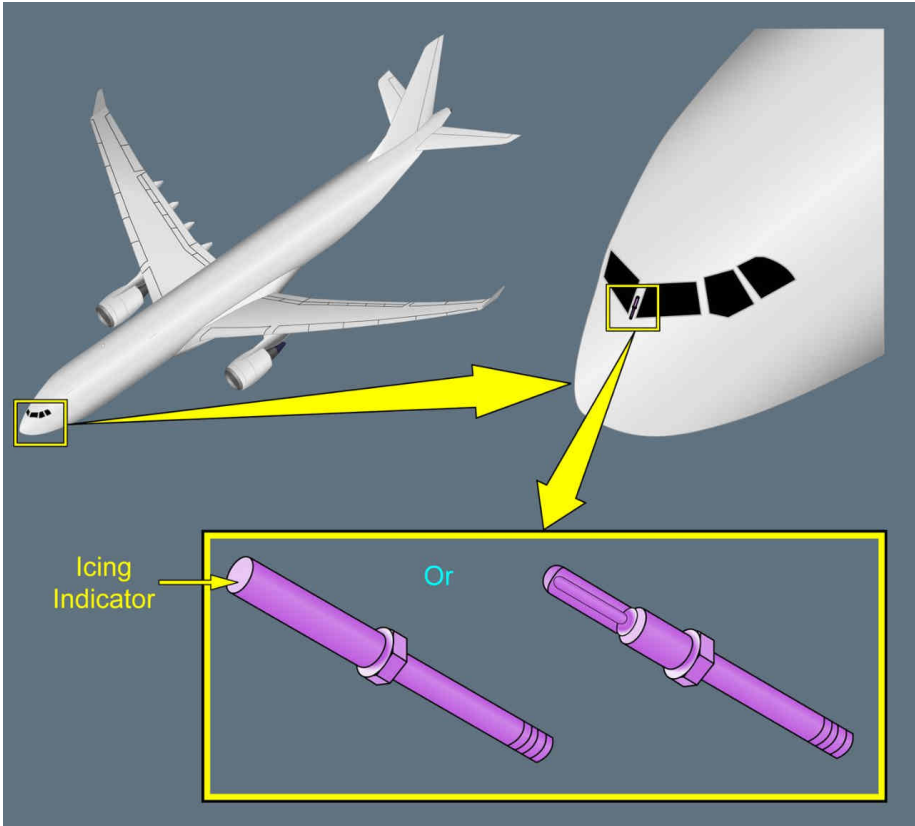
Refer to MCDL-30-01 Illustration Icing Indicator

ILLUSTRATION ICING INDICATOR

Ident.: MCDL-30-01-00009029.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 30-01 Icing Indicator.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

LANDING GEAR

CENTER LANDING GEAR DOOR GROUND OPENING ACCESS DOOR

32-01

Center Landing Gear Door Ground Opening Access Door

Ident.: MCDL-32-01-00010871.0001001 / 02 JUL 10

APPROVED

Criteria: A330

32-01 CENTER LANDING GEAR DOOR GROUND OPENING ACCESS DOOR	Quantity installed 1
--	---------------------------------------

May be missing

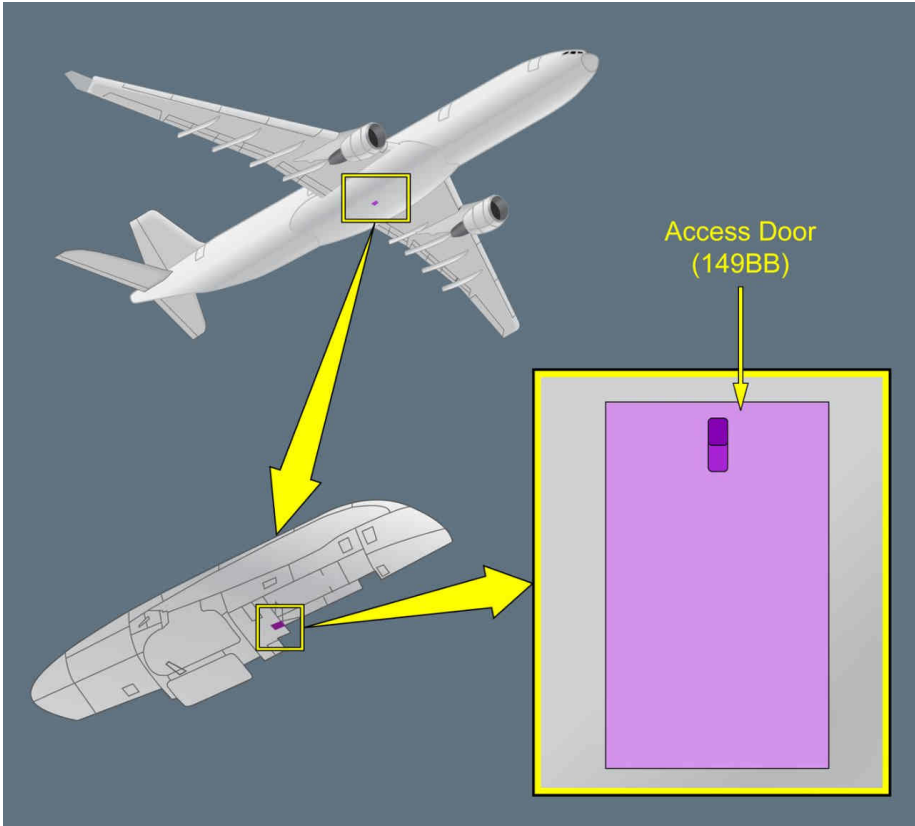
Refer to MCDL-32-01 Illustration Center Landing Gear Door Ground Opening Access Door

ILLUSTRATION CENTER LANDING GEAR DOOR GROUND OPENING ACCESS DOOR

Ident.: MCDL-32-01-00010872.0001001 / 02 JUL 10

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: Refer to 32-01 Center Landing Gear Door Ground Opening Access Door.



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

LANDING GEAR

MAIN LANDING GEAR DOOR SEAL

32-02

Main Landing Gear Door Seal

Ident.: MCDL-32-02-00009441.0001001 / 26 NOV 09

APPROVED

Criteria: A330

32-02

MAIN LANDING GEAR DOOR SEAL

Quantity installed

-

Up to 50 cm (19 in) may be missing per main landing gear door.

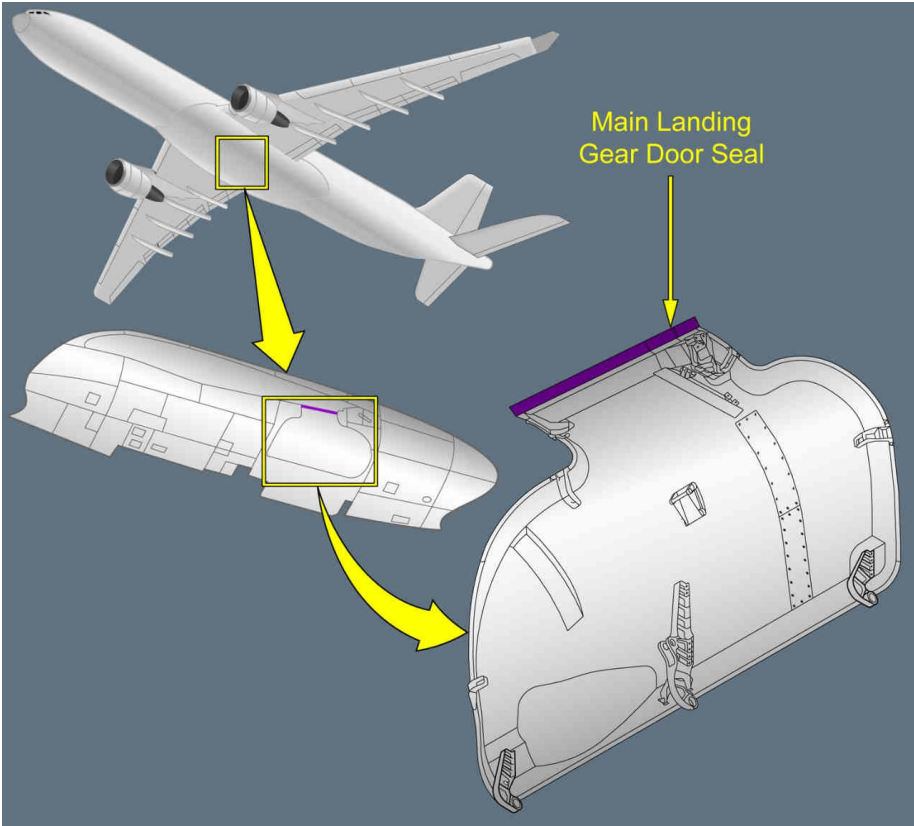
Refer to MCDL-32-02 Illustration Main Landing Gear Door Seal

ILLUSTRATION MAIN LANDING GEAR DOOR SEAL

Ident.: MCDL-32-02-00009442.0001001 / 26 NOV 09

Criteria: A330

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 32-02 Main Landing Gear Door Seal.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

LANDING GEAR

MAIN LANDING GEAR LEG DOOR AND HINGED DOOR RUBBER SEAL

32-03

Main Landing Gear Leg Door and Hinged Door Rubber Seal

Ident.: MCDL-32-03-00009030.0001001 / 26 NOV 09

APPROVED

Criteria: A330

32-03 MAIN LANDING GEAR LEG DOOR AND HINGED DOOR RUBBER SEAL	Quantity installed -
---	--------------------------------

Up to 50 cm (19 in) may be missing per main landing gear.

- **Performance:**

The following performance penalties are applicable per affected landing gear:

- Takeoff and approach climb performance limiting weights are reduced by 62 kg (137 lb)
- En route performance limiting weight is reduced by 122 kg (269 lb).

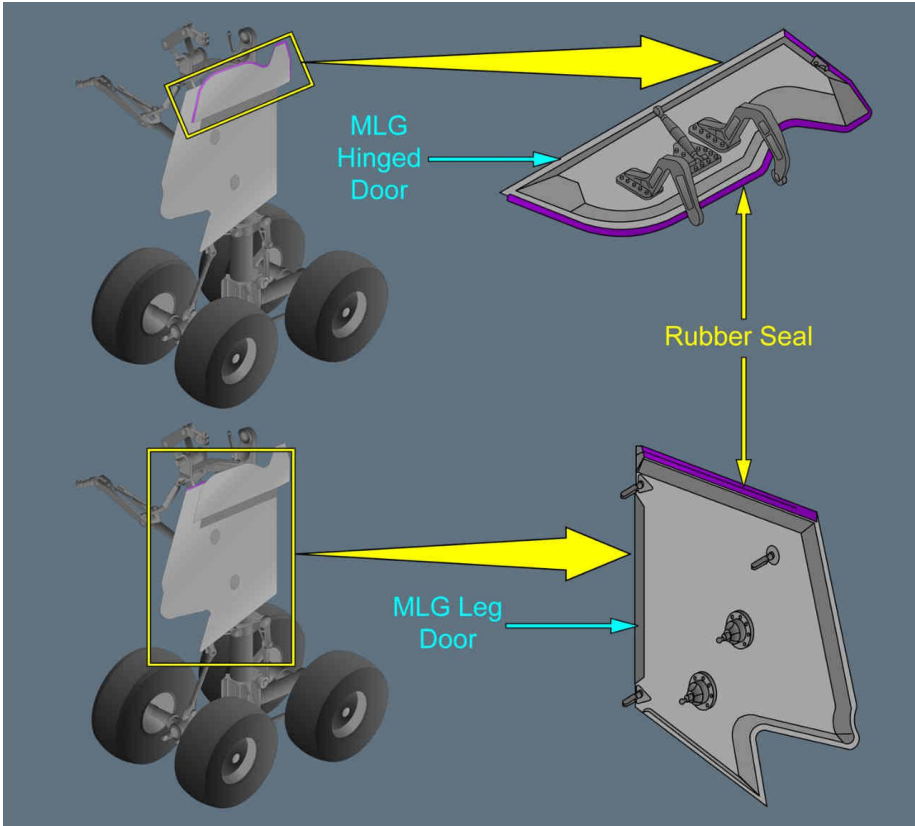
Refer to MCDL-32-03 Illustration Main Landing Gear Leg Door and Hinged Door Rubber Seal

ILLUSTRATION MAIN LANDING GEAR LEG DOOR AND HINGED DOOR RUBBER SEAL

Ident.: MCDL-32-03-00009031.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: Refer to 32-03 Main Landing Gear Leg Door and Hinged Door Rubber Seal.



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

LANDING GEAR

NOSE FITTING TOWING

32-04

Nose Fitting Towing

Ident.: MCDL-32-04-00009032.0001001 / 19 JUN 13

APPROVED

Criteria: A330

32-04	Quantity installed
NOSE FITTING TOWING	-

(m) Refer to AMM Task 32-21-00-040-802

All may be missing.

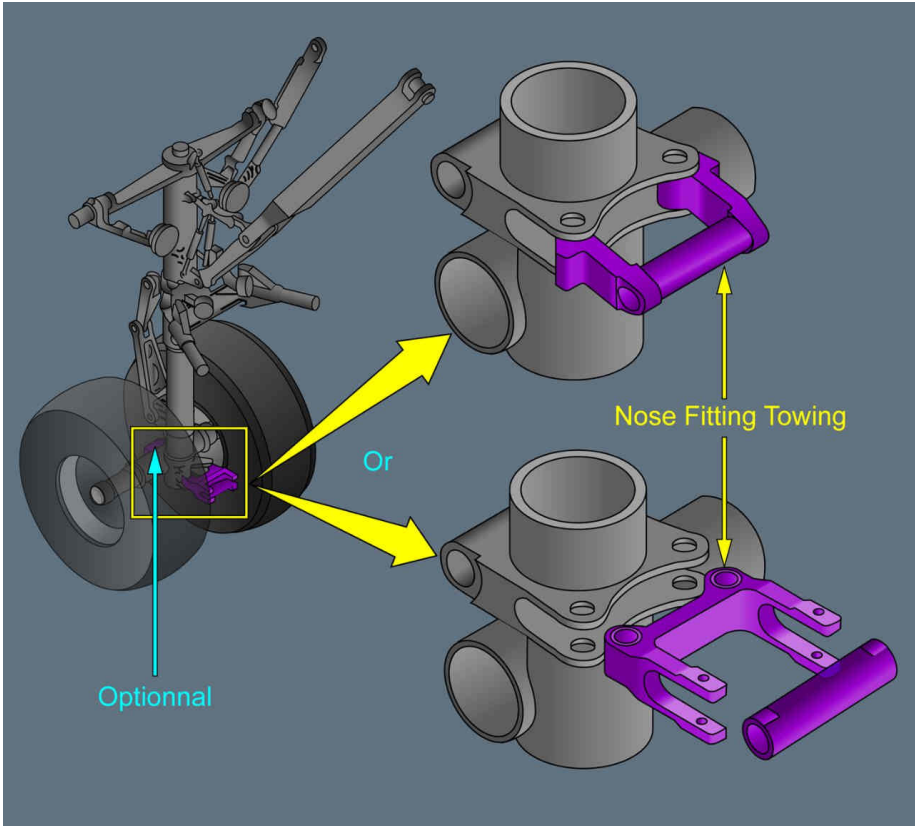
Refer to MCDL-32-04 Illustration Nose Fitting Towing

ILLUSTRATION NOSE FITTING TOWING

Ident.: MCDL-32-04-00009033.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 32-04 Nose Fitting Towing.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

LANDING GEAR

NOSE LANDING GEAR WHEEL HUBCAP

32-05

Nose Landing Gear Wheel Hubcap

Ident.: MCDL-32-05-00010862.0001001 / 19 JUN 13

APPROVED

Criteria: A330

32-05	Quantity installed
NOSE LANDING GEAR WHEEL HUBCAP	2

(m) Refer to AMM Task 32-49-00-040-804

All may be missing for 5 flight cycles.

The wheel Tire Pressure Indication System (TPIS) sensor, if installed, must be considered as inoperative (Refer to MMEL/MI-32-07 Tires Pressure Indication on the WHEEL SD page).

Note: May be combined with item 32-06 (Main Landing Gear Wheel Hubcap) or item 32-07 (Main Landing Gear Debris Guard).

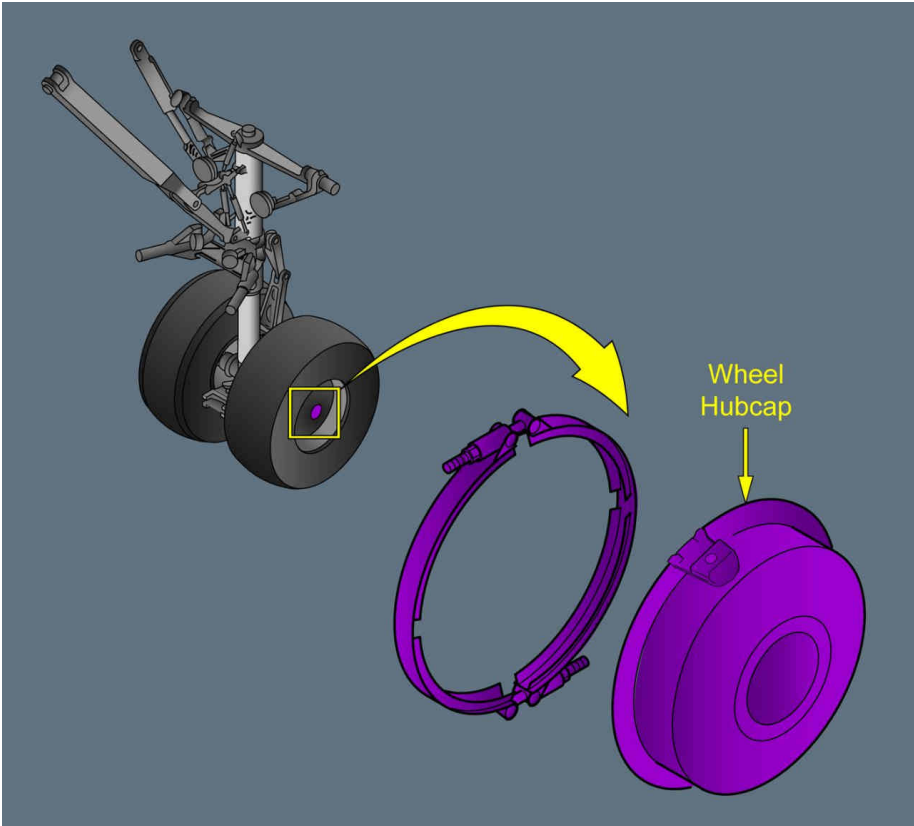
Refer to MCDL-32-05 Illustration Nose Landing Gear Wheel Hubcap

ILLUSTRATION NOSE LANDING GEAR WHEEL HUBCAP

Ident.: MCDL-32-05-00010863.0001001 / 02 JUL 10

Criteria: A330

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 32-05 Nose Landing Gear Wheel Hubcap.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

LANDING GEAR

MAIN LANDING GEAR WHEEL HUBCAP

32-06

Main Landing Gear Wheel Hubcap

Ident.: MCDL-32-06-00010879.0001001 / 19 JUN 13

APPROVED

Criteria: A330

32-06	Quantity installed
MAIN LANDING GEAR WHEEL HUBCAP	8

(m) *Refer to AMM Task 32-49-00-040-804*

One may be missing for 5 flight cycles provided the associated tachometer is considered as inoperative (*Refer to MMEL/MI-32-42 Tachometer*).

The wheel Tire Pressure Indication System (TPIS) sensor, if installed, must be considered as inoperative (*Refer to MMEL/MI-32-07 Tires Pressure Indication on the WHEEL SD page*).

Note: *May be combined with item 32-05 (Refer to 32-05 Nose Landing Gear Wheel Hubcap).*

- **Performance:**

Performance penalties for one tachometer inoperative are applicable (*Refer to APP-INOP Performance*).

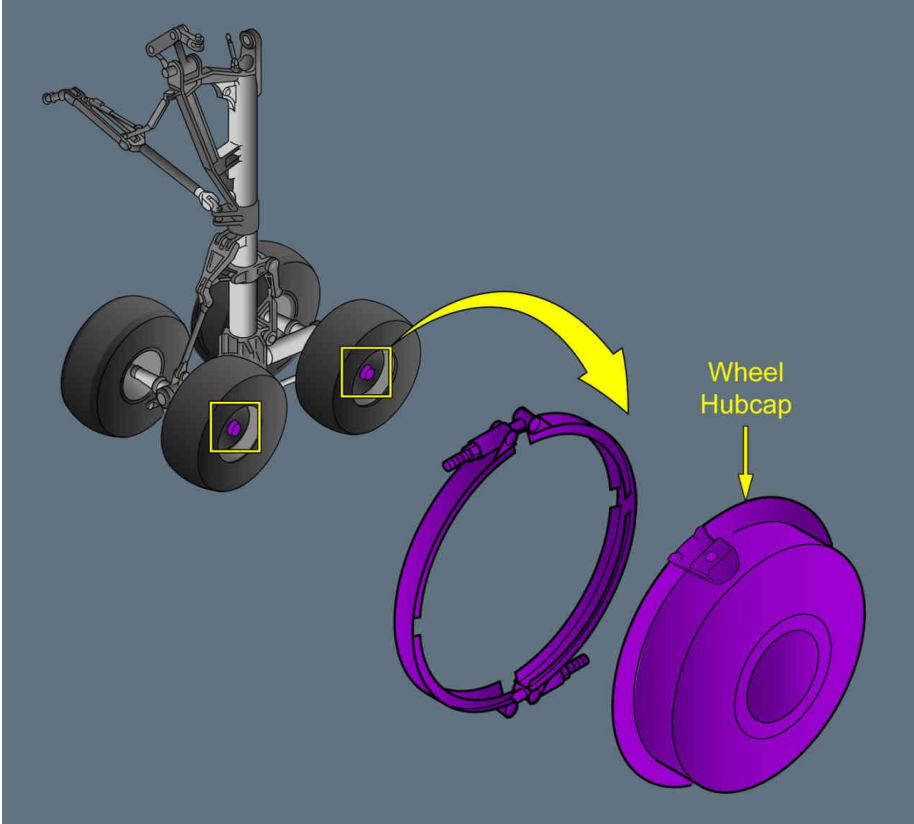
Refer to MCDL-32-06 Illustration Main Landing Gear Wheel Hubcap

ILLUSTRATION MAIN LANDING GEAR WHEEL HUBCAP

Ident.: MCDL-32-06-00010880.0001001 / 02 JUL 10

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 32-06 Main Landing Gear Wheel Hubcap.*

32-08**Nose Landing Gear Door Seal**

Ident.: TDU / MCDL-32-08-00016165.0001001 / 03 JUN 15

APPROVED

Criteria: A330

Impacted DU: NONE

Belongs to TR597 Issue 1

32-08	Quantity installed
NOSE LANDING GEAR DOOR SEAL	10

Up to 5 cm (2 in) may be missing on one or two nose landing gear door seal.

Or, one seal may be missing among:

- The forward door front seal (IPC-CSN 53-19-01-10-070)
- The forward door LH side seal (IPC-CSN 53-19-01-10-160)
- The forward door RH side seal (IPC-CSN 53-19-01-10-170)
- The aft door aft seals (IPC-CSN 53-19-01-11-260, IPC-CSN 53-19-01-11-390).

Or one pair of seals may be missing among:

- Forward door LH side seals (IPC-CSN 53-19-01-10-160), and forward door RH side seals (IPC-CSN 53-19-01-10-170).
- The two entire aft door aft seals (IPC-CSN 53-19-01-11-260, IPC-CSN 53-19-01-11-390).

Refer to MCDL-32-08 Illustration Nose Landing Gear Door Seal

ILLUSTRATION NOSE LANDING GEAR DOOR SEAL

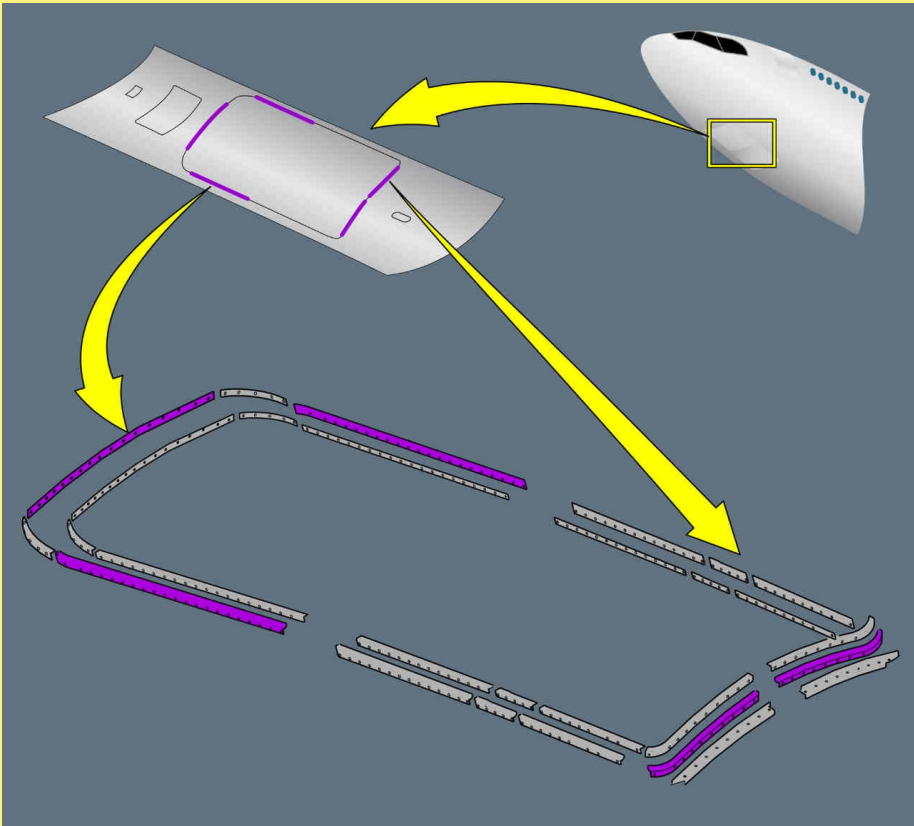
Ident.: TDU / MCDL-32-08-00016166.0001001 / 03 JUN 15

APPROVED

Criteria: A330

Impacted DU: NONE

Belongs to TR597 Issue 1



For dispatch conditions: *Refer to 32-08 Nose Landing Gear Door Seal.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

LIGHTS

WING/LANDING LIGHT GLAZING

33-01

Wing/Landing Light Glazing

Ident.: MCDL-33-01-00009035.0001001 / 19 JUN 13

APPROVED

Criteria: A330

33-01	Quantity installed
WING/LANDING LIGHT GLAZING	2

(m) Refer to AMM Task 57-41-00-040-802

All may be missing provided the hole is covered.

Note: The affected light must be considered inoperative (Refer to MMEL/MI-33-40 Landing light).

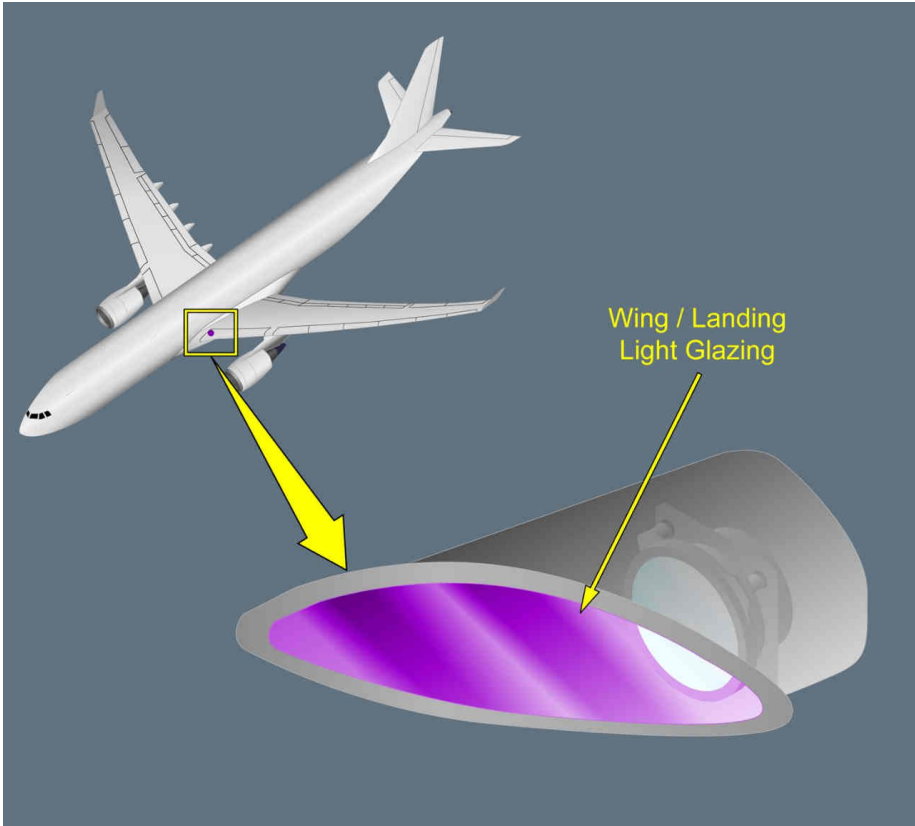
Refer to MCDL-33-01 Illustration Wing/Landing Light Glazing

ILLUSTRATION WING/LANDING LIGHT GLAZING

Ident.: MCDL-33-01-00009036.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 33-01 Wing/Landing Light Glazing.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

LIGHTS

TAXI/TAKEOFF LIGHT

33-02

Taxi/Takeoff Light

Ident.: MCDL-33-02-00009037.0001001 / 19 JUN 13

APPROVED

Criteria: A330

33-02 TAXI/TAKEOFF LIGHT	Quantity installed 2
---	---------------------------------------

(m) Refer to AMM Task 33-46-00-040-801

All may be missing provided the affected light is deactivated (Refer to MMEL/MI-33-40 Taxi and Takeoff light).

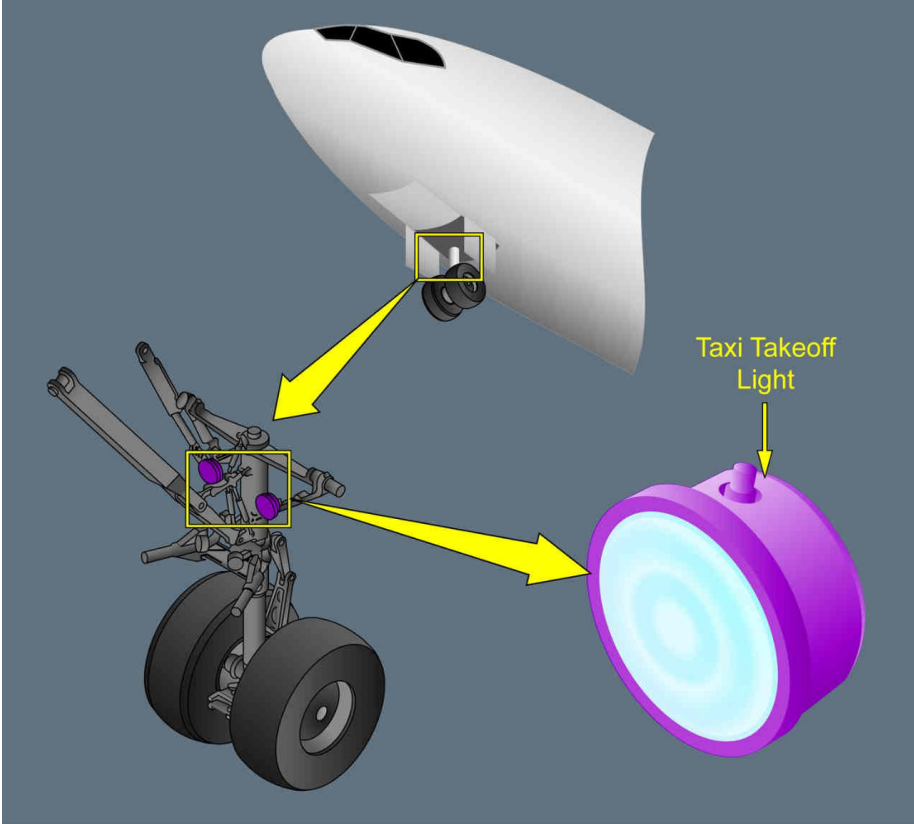
Refer to MCDL-33-02 Illustration Taxi/Takeoff Light

ILLUSTRATION TAXI/TAKEOFF LIGHT

Ident.: MCDL-33-02-00009038.0001001 / 26 NOV 09

Criteria: A330

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 33-02 Taxi/Takeoff Light.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

LIGHTS

RUNWAY TURNOFF LIGHT

33-03

Runway Turnoff Light

Ident.: MCDL-33-03-00009039.0001001 / 19 JUN 13

APPROVED

Criteria: A330

33-03

RUNWAY TURNOFF LIGHT

Quantity installed

2

(m) Refer to AMM Task 33-43-00-040-801

All may be missing provided the affected light is deactivated (Refer to MMEL/MI-33-40

Runway Turnoff light).

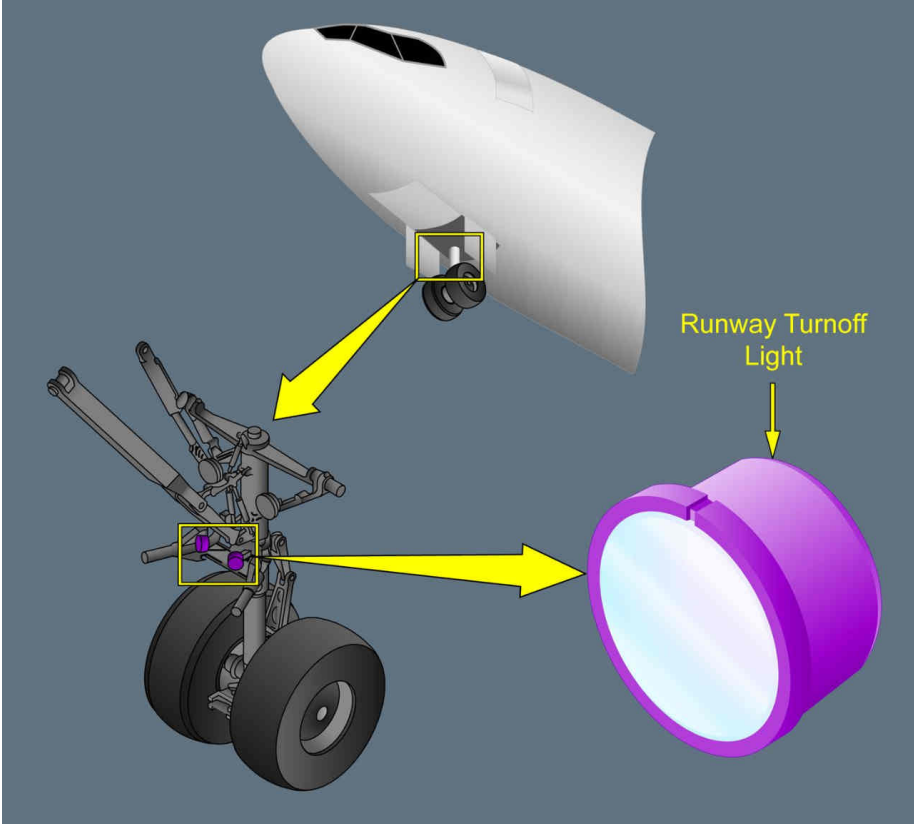
Refer to MCDL-33-03 Illustration Runway Turnoff Light

ILLUSTRATION RUNWAY TURNOFF LIGHT

Ident.: MCDL-33-03-00009040.0001001 / 26 NOV 09

Criteria: A330

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 33-03 Runway Turnoff Light.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

LIGHTS

LOGO LIGHT LENS

33-04

Logo Light Lens

Ident.: TDU / MCDL-33-04-00017604.0001001 / 22 MAR 16

APPROVED

Criteria: A330

Impacted DU: 00009041 Logo Light Lens

Belongs to TR692 Issue 1

33-04	Quantity installed
LOGO LIGHT LENS	2

(m) Refer to AMM Task 33-47-00-040-801

All may be missing provided that the hole is covered.

Note: If non-transparent high speed tape is used, the affected light must be deactivated (Refer to MMEL/MI-33-40 Logo light).

Refer to MCDL-33-04 Illustration Logo Light Lens

33-04

Logo Light Lens

Ident.: MCDL-33-04-00009041.0001001 / 19 JUN 13

APPROVED

Criteria: A330

Impacted by TDU: 00017604 Logo Light Lens

33-04	Quantity installed
LOGO LIGHT LENS	2

(m) Refer to AMM Task 33-47-00-040-801

All may be missing provided hole is covered with high speed tape.

Note: If non-transparent high speed tape is used, the affected light must be deactivated (Refer to MMEL/MI-33-40 Logo light).

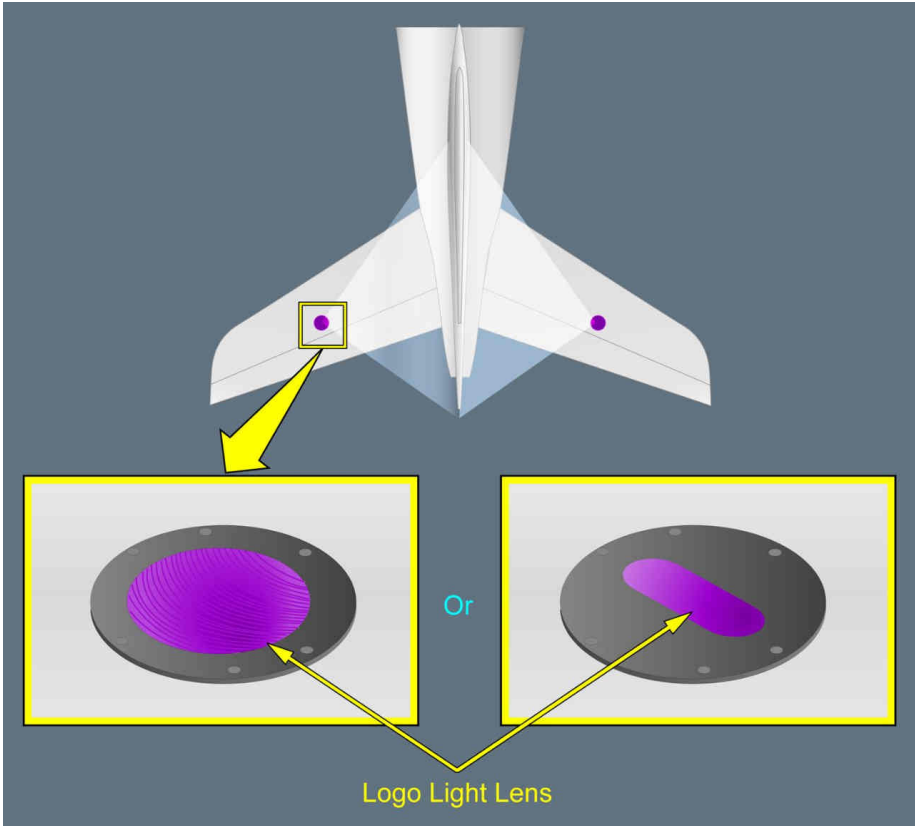
Refer to MCDL-33-04 Illustration Logo Light Lens

ILLUSTRATION LOGO LIGHT LENS

Ident.: MCDL-33-04-00009042.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 33-04 Logo Light Lens.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST
LIGHTS

REAR NAVIGATION/STROBE LIGHTS GLAZING

33-05

Rear Navigation/Strobe Lights Glazing

Ident.: MCDL-33-05-00009043.0001001 / 28 FEB 11

APPROVED

Criteria: A330

33-05	Quantity installed
REAR NAVIGATION/STROBE LIGHTS GLAZING	1

May be missing for up to four flights provided a check is done before each flight to ensure that the strobe light and navigation lights are operative. If inoperative, refer to MMEL (*Refer to MMEL/MI-33-40 Navigation light*).

Note: *APU operation on ground with tailwind could damage strobe light and navigation lights unit.*

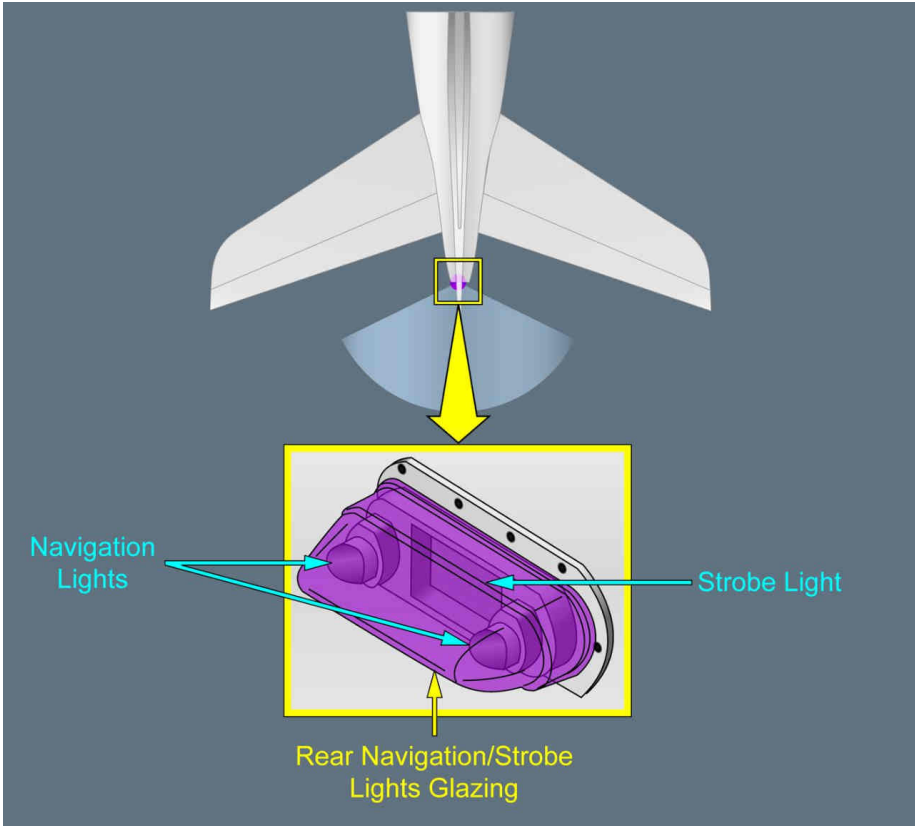
Refer to MCDL-33-05 Illustration Rear Navigation/Strobe Lights Glazing

ILLUSTRATION REAR NAVIGATION/STROBE LIGHTS GLAZING

Ident.: MCDL-33-05-00009044.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 33-05 Rear Navigation/Strobe Lights Glazing.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST
LIGHTS

UPPER ANTI-COLLISION (BEACON) LIGHT COVER

33-06

Upper Anti-Collision (Beacon) Light Cover

Ident.: MCDL-33-06-00009046.0001001 / 19 JUN 13

APPROVED

Criteria: A330

33-06	Quantity installed
UPPER ANTI-COLLISION (BEACON) LIGHT COVER	1

(m) *Refer to AMM Task 33-48-11-040-801*

May be missing provided the hole is covered and the affected light is deactivated (*Refer to MMEL/MI-33-40 Beacon light*).

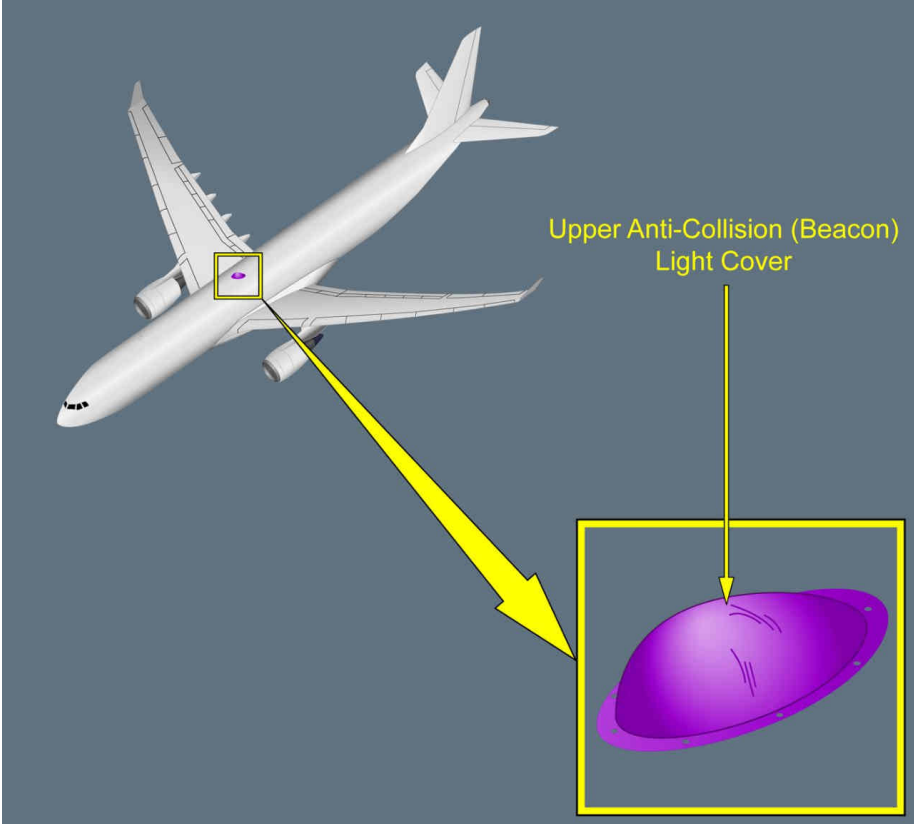
Refer to MCDL-33-06 Illustration Upper Anti-Collision (Beacon) Light Cover

ILLUSTRATION UPPER ANTI-COLLISION (BEACON) LIGHT COVER

Ident.: MCDL-33-06-00009047.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 33-06 Upper Anti-Collision (Beacon) Light Cover.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST
LIGHTS

LOWER ANTI-COLLISION (BEACON) LIGHT COVER

33-07

Lower Anti-Collision (Beacon) Light Cover

Ident.: MCDL-33-07-00009048.0001001 / 19 JUN 13

APPROVED

Criteria: A330

33-07 LOWER ANTI-COLLISION (BEACON) LIGHT COVER	Quantity installed 1
--	---------------------------------------

(m) *Refer to AMM Task 33-48-12-040-801*

May be missing provided the hole is covered and the affected light is deactivated (*Refer to MMEL/MI-33-40 Beacon light*).

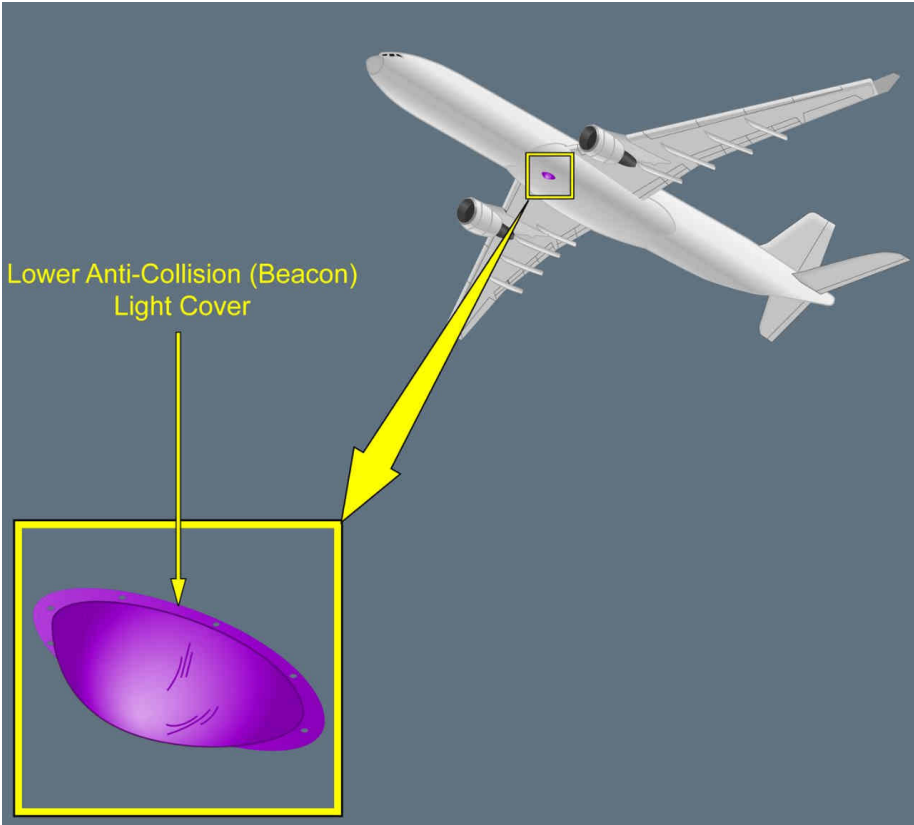
Refer to MCDL-33-07 Illustration Lower Anti-Collision (Beacon) Light Cover

ILLUSTRATION LOWER ANTI-COLLISION (BEACON) LIGHT COVER

Ident.: MCDL-33-07-00009049.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 33-07 Lower Anti-Collision (Beacon) Light Cover.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

STRUCTURE

PASSENGER DOOR SCUFF PLATE

51-02

Passenger Door Scuff Plate

Ident.: MCDL-51-02-00009052.0002001 / 16 APR 10

APPROVED

Criteria: 330-200F

51-02 PASSENGER DOOR SCUFF PLATE	Quantity installed 2
---	---------------------------------------

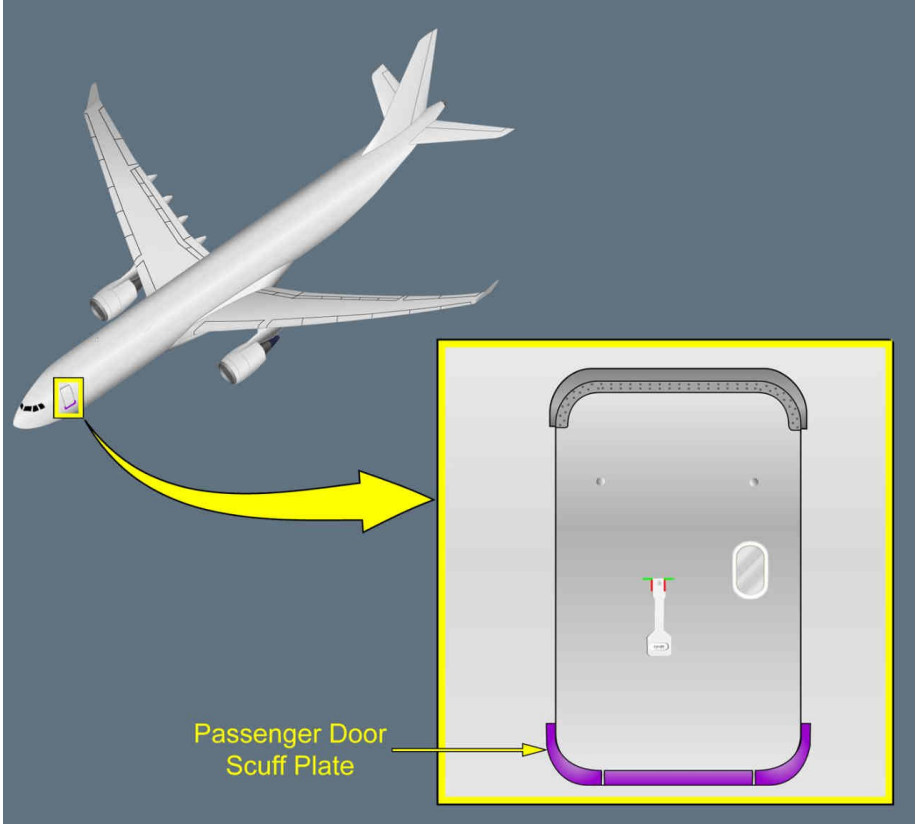
All may be missing.

Refer to MCDL-51-02 Illustration Passenger Door Scuff Plate

ILLUSTRATION PASSENGER DOOR SCUFF PLATE

Ident.: MCDL-51-02-00009053.0002001 / 16 APR 10

Criteria: 330-200F

FOR INFORMATION ONLY

For dispatch conditions: *Refer to 51-02 Passenger Door Scuff Plate.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

STRUCTURE

BULK DOOR SCUFF PLATE

51-03

Bulk Door Scuff Plate

Ident.: MCDL-51-03-00009054.0001001 / 26 NOV 09

APPROVED

Criteria: A330

51-03 BULK DOOR SCUFF PLATE	Quantity installed 1
--	---------------------------------------

May be missing.

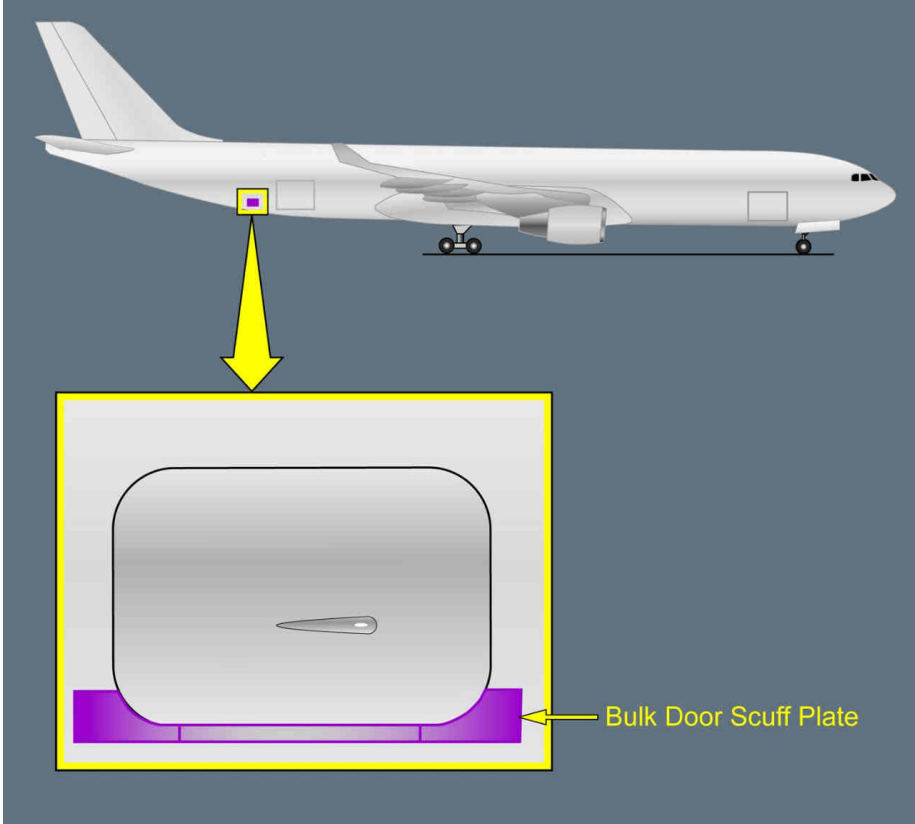
Refer to MCDL-51-03 Illustration Bulk Door Scuff Plate

ILLUSTRATION BULK DOOR SCUFF PLATE

Ident.: MCDL-51-03-00009055.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 51-03 Bulk Door Scuff Plate.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

STRUCTURE

PASSENGER DOOR GUTTER

51-04

Passenger Door Gutter

Ident.: MCDL-51-04-00009056.0002001 / 16 APR 10

APPROVED

Criteria: 330-200F

51-04

PASSENGER DOOR GUTTER

Quantity installed

2

All may be missing.

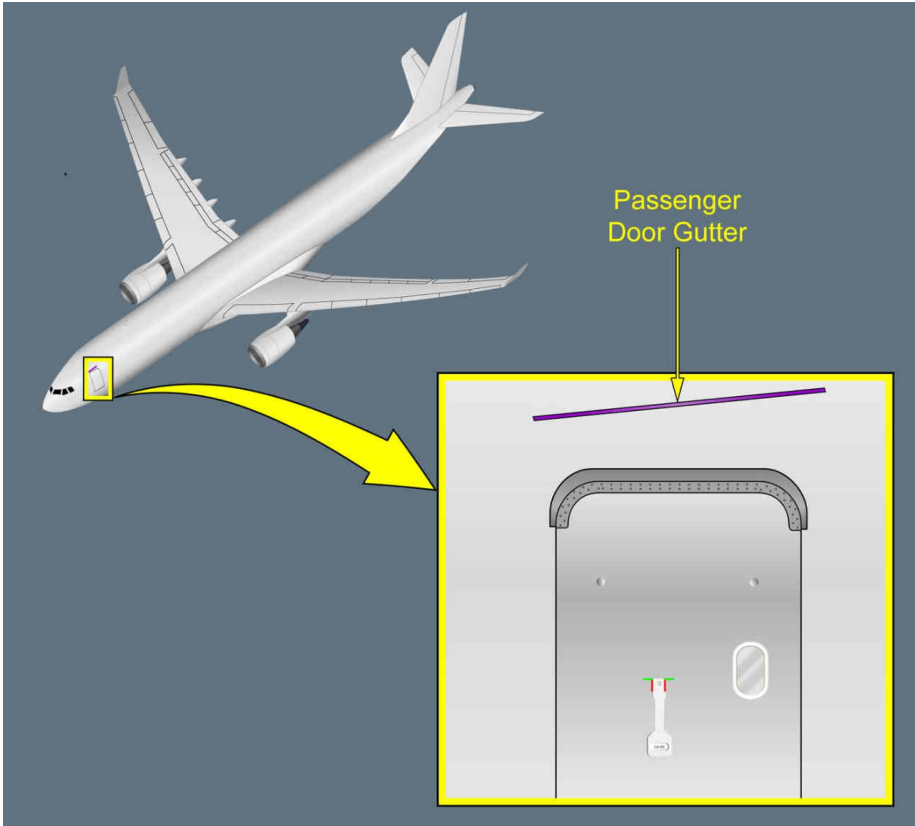
Refer to MCDL-51-04 Illustration Passenger Door Gutter

ILLUSTRATION PASSENGER DOOR GUTTER

Ident.: MCDL-51-04-00009057.0002001 / 16 APR 10

Criteria: 330-200F

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 51-04 Passenger Door Gutter*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

DOORS

FORWARD CARGO LOADING OPERATION CONTROL PANEL DOOR

52-02

Forward Cargo Loading Operation Control Panel Door

Ident.: MCDL-52-02-00009059.0001001 / 26 NOV 09

APPROVED

Criteria: A330

52-02 FORWARD CARGO LOADING OPERATION CONTROL PANEL DOOR	Quantity installed 1
---	---------------------------------------

May be missing.

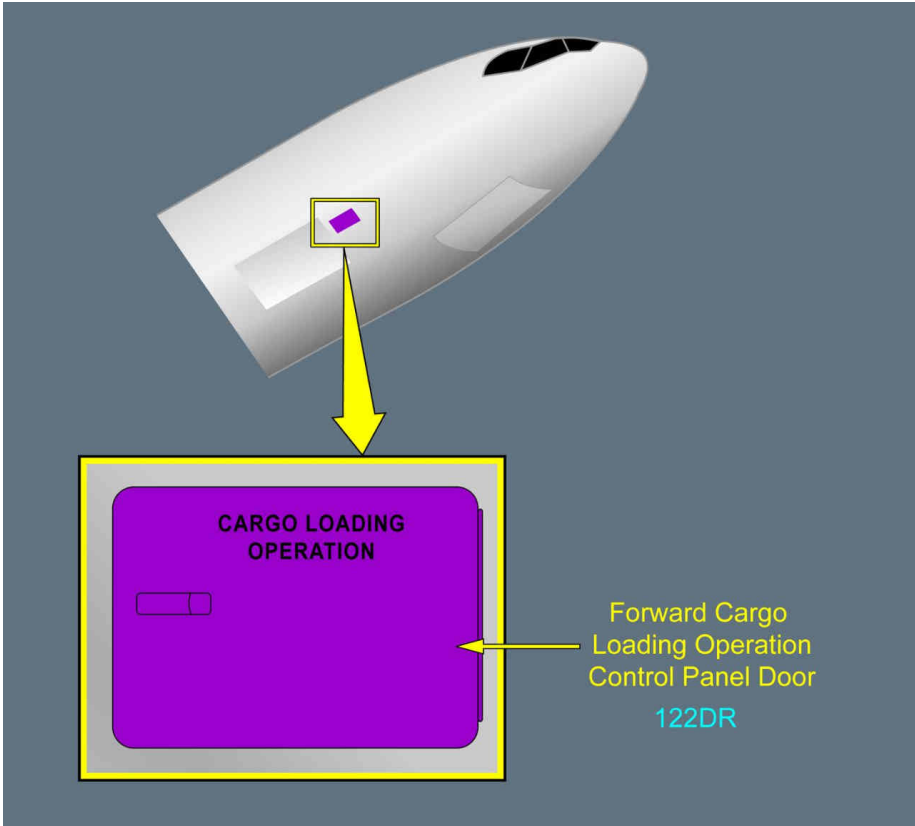
Refer to MCDL-52-02 Illustration Forward Cargo Loading Operation Control Panel Door

ILLUSTRATION FORWARD CARGO LOADING OPERATION CONTROL PANEL DOOR

Ident.: MCDL-52-02-00009060.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 52-02 Forward Cargo Loading Operation Control Panel Door.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST
DOORS

AFT CARGO DOOR CONTROL PANEL ACCESS DOOR

52-03

Aft Cargo Door Control Panel Access Door

Ident.: MCDL-52-03-00009061.0001001 / 26 NOV 09

APPROVED

Criteria: A330

52-03 AFT CARGO DOOR CONTROL PANEL ACCESS DOOR	Quantity installed 1
---	---------------------------------------

May be missing.

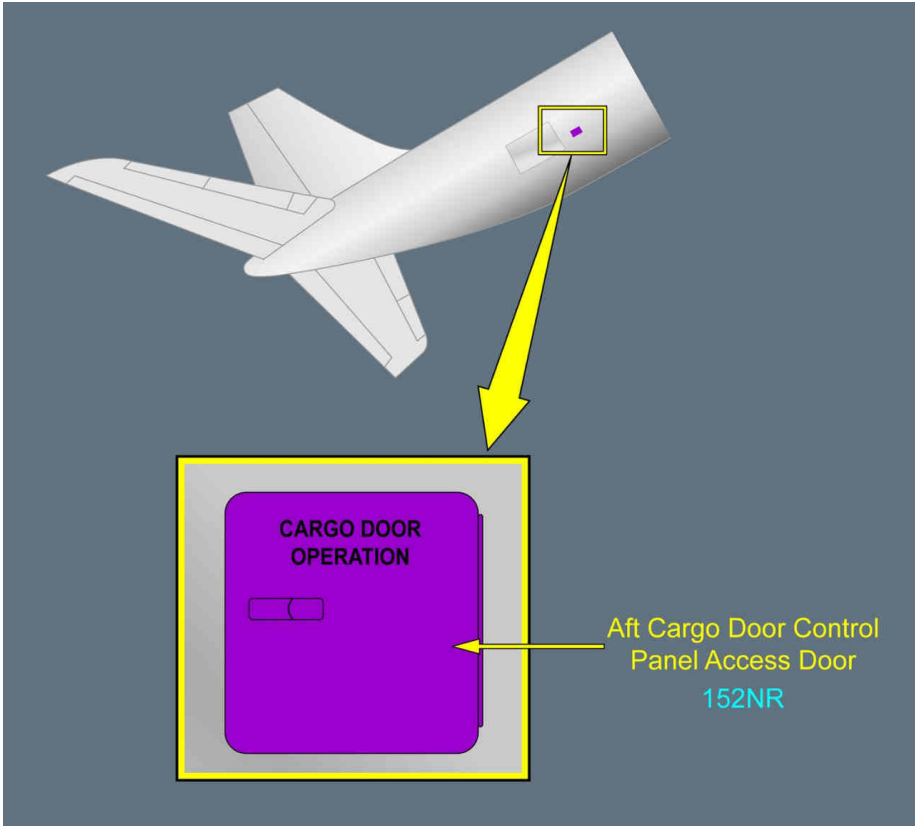
Refer to MCDL-52-03 Illustration Aft Cargo Door Control Panel Access Door

ILLUSTRATION AFT CARGO DOOR CONTROL PANEL ACCESS DOOR

Ident.: MCDL-52-03-00009062.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 52-03 Aft Cargo Door Control Panel Access Door.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

DOORS

AFT CARGO LOADING OPERATION CONTROL PANEL DOOR

52-04

Aft Cargo Loading Operation Control Panel Door

Ident.: MCDL-52-04-00009063.0001001 / 26 NOV 09

APPROVED

Criteria: A330

52-04 AFT CARGO LOADING OPERATION CONTROL PANEL DOOR	Quantity installed 1
---	---------------------------------------

May be missing.

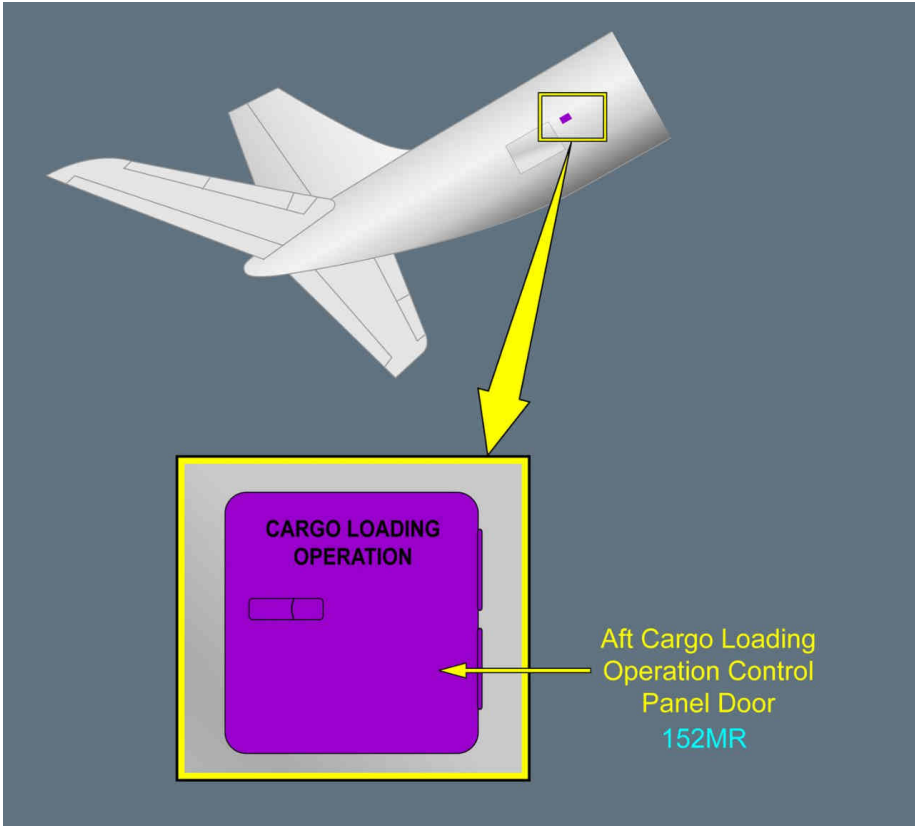
Refer to MCDL-52-04 Illustration Aft Cargo Loading Operation Control Panel Door

ILLUSTRATION AFT CARGO LOADING OPERATION CONTROL PANEL DOOR

Ident.: MCDL-52-04-00009064.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 52-04 Aft Cargo Loading Operation Control Panel Door.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

DOORS

POTABLE WATER SERVICE DOOR

52-07

Potable Water Service Door

Ident.: MCDL-52-07-00009069.0002001 / 19 JUN 13

APPROVED

Criteria: 330-200F

52-07	Quantity installed
POTABLE WATER SERVICE DOOR	1

(m) *Refer to AMM Task 52-42-00-040-806*

May be missing.

- **Performance:**

The following performance penalty is applicable:

- Takeoff performance limiting weight is reduced by 52 kg (115 lb).

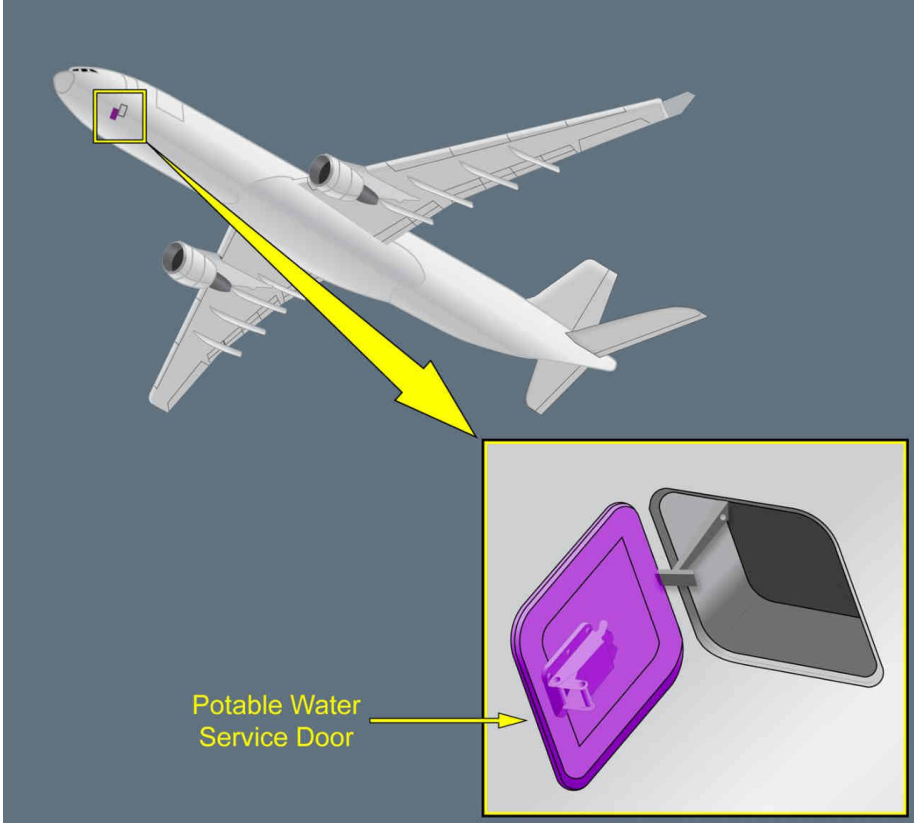
Refer to MCDL-52-07 Illustration Potable Water Service Door

ILLUSTRATION POTABLE WATER SERVICE DOOR

Ident.: MCDL-52-07-00009070.0002001 / 19 JUN 13

FOR INFORMATION ONLY

Criteria: 330-200F



For dispatch conditions: *Refer to 52-07 Potable Water Service Door.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

DOORS

VACUUM TOILET SERVICE DOOR

52-08

Vacuum Toilet Service Door

Ident.: MCDL-52-08-00009071.0002001 / 19 JUN 13

APPROVED

Criteria: 330-200F

52-08	Quantity installed
VACUUM TOILET SERVICE DOOR	1

(m) Refer to AMM Task 52-42-00-040-805

May be missing.

Note: The toilet system is inoperative on ground.

- **Performance:**

The following performance penalties are applicable:

- Takeoff performance limiting weight is reduced by 70 kg (155 lb)
- En route performance limiting weight is reduced by 140 kg (309 lb).

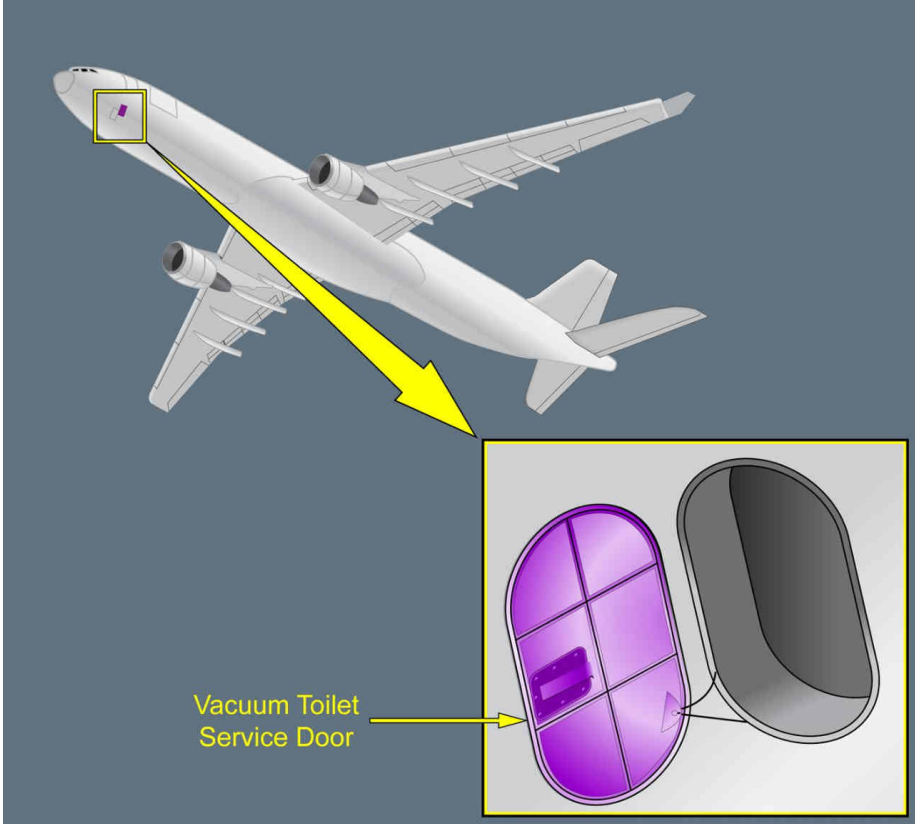
Refer to MCDL-52-08 Illustration Vacuum Toilet Service Door

ILLUSTRATION VACUUM TOILET SERVICE DOOR

Ident.: MCDL-52-08-00009072.0002001 / 19 JUN 13

FOR INFORMATION ONLY

Criteria: 330-200F



For dispatch conditions: *Refer to 52-08 Vacuum Toilet Service Door.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

DOORS

FUEL CENTER TANK WATER DRAIN ACCESS DOOR

52-09

Fuel Center Tank Water Drain Access Door

Ident.: TDU / MCDL-52-09-00017605.0001001 / 22 MAR 16

APPROVED

Criteria: A330

Impacted DU: 00009073 Fuel Center Tank Water Drain Access Door

Belongs to TR692 Issue 1

52-09

FUEL CENTER TANK WATER DRAIN ACCESS DOOR

Quantity installed

2

(m) Refer to AMM Task 52-42-00-040-803

Two may be missing provided that the hole is covered.

Refer to MCDL-52-09 Illustration Fuel Center Tank Water Drain Access Door

52-09

Fuel Center Tank Water Drain Access Door

Ident.: MCDL-52-09-00009073.0001001 / 19 JUN 13

APPROVED

Criteria: A330

Impacted by TDU: 00017605 Fuel Center Tank Water Drain Access Door

52-09

FUEL CENTER TANK WATER DRAIN ACCESS DOOR

Quantity installed

2

(m) Refer to AMM Task 52-42-00-040-803

Two may be missing provided high speed tape is applied.

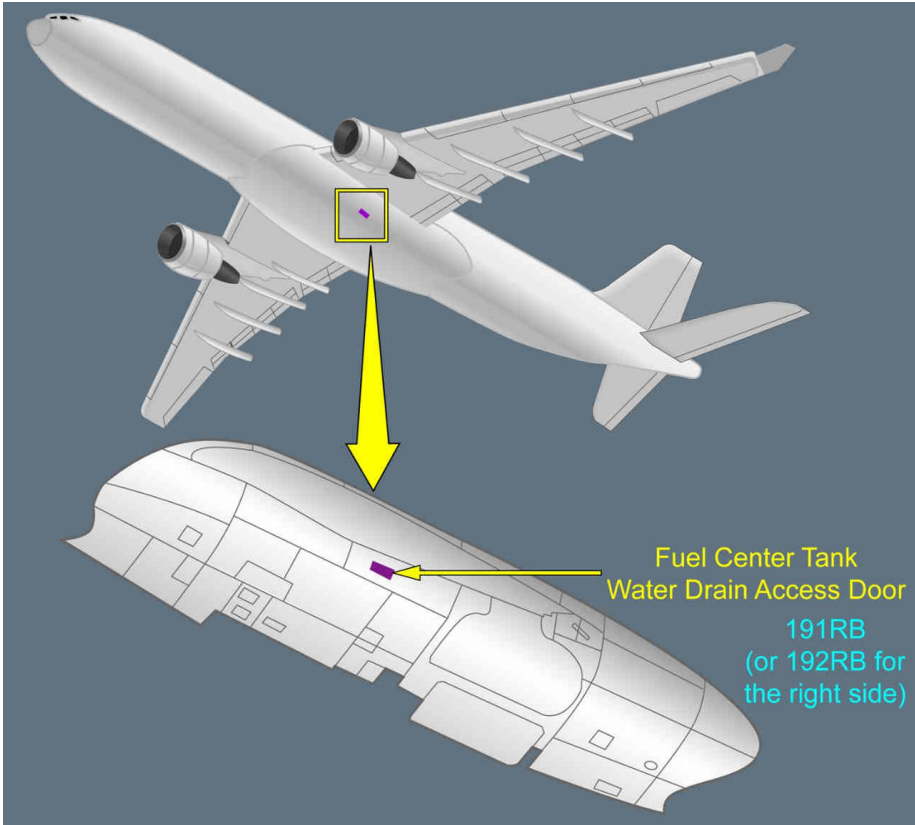
Refer to MCDL-52-09 Illustration Fuel Center Tank Water Drain Access Door

ILLUSTRATION FUEL CENTER TANK WATER DRAIN ACCESS DOOR

Ident.: MCDL-52-09-00009074.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: Refer to 52-09 Fuel Center Tank Water Drain Access Door.



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

DOORS

CARGO DOOR INDICATOR FLAG

52-10

Cargo Door Indicator Flag

Ident.: MCDL-52-10-00009075.0001001 / 19 JUN 13

APPROVED

Criteria: A330

52-10	Quantity installed
CARGO DOOR INDICATOR FLAG	-

(m) *Refer to AMM Task 52-30-00-040-804*

Three may be missing on each door provided all associated latching hooks are checked latched before each flight.

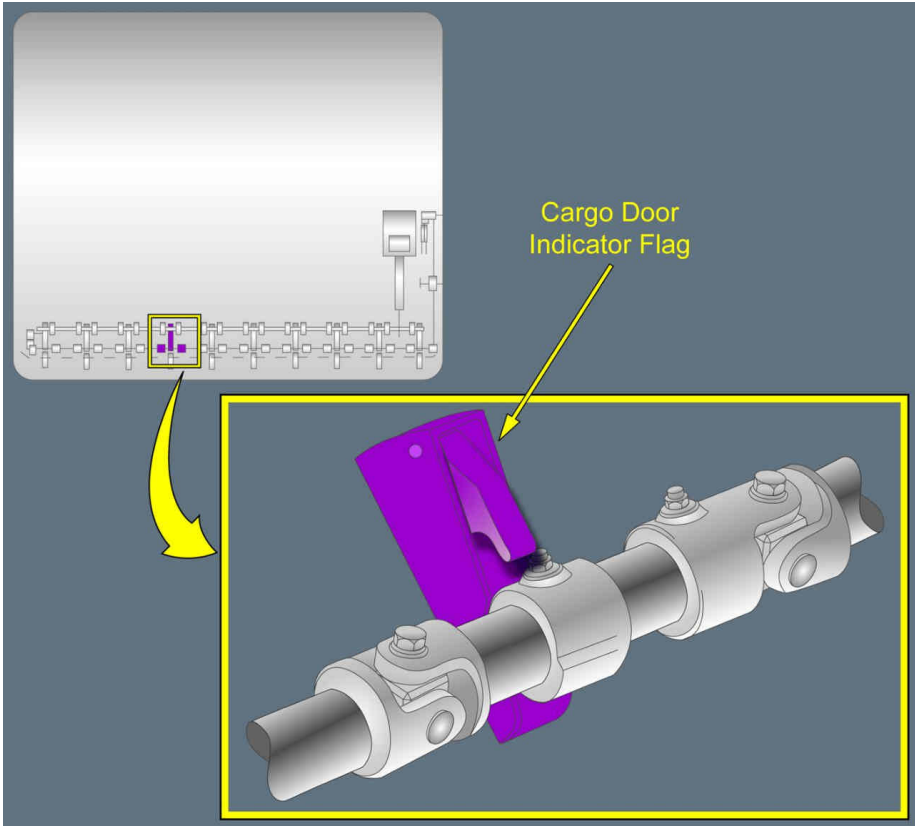
Refer to MCDL-52-10 Illustration Cargo Door Indicator Flag

ILLUSTRATION CARGO DOOR INDICATOR FLAG

Ident.: MCDL-52-10-00009076.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 52-10 Cargo Door Indicator Flag.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

DOORS

POTABLE WATER FORWARD DRAIN PANEL ACCESS DOOR

52-11

Potable Water Forward Drain Panel Access Door

Ident.: MCDL-52-11-00009077.0001001 / 26 NOV 09

APPROVED

Criteria: A330

52-11 POTABLE WATER FORWARD DRAIN PANEL ACCESS DOOR	Quantity installed 1
--	---------------------------------------

May be missing.

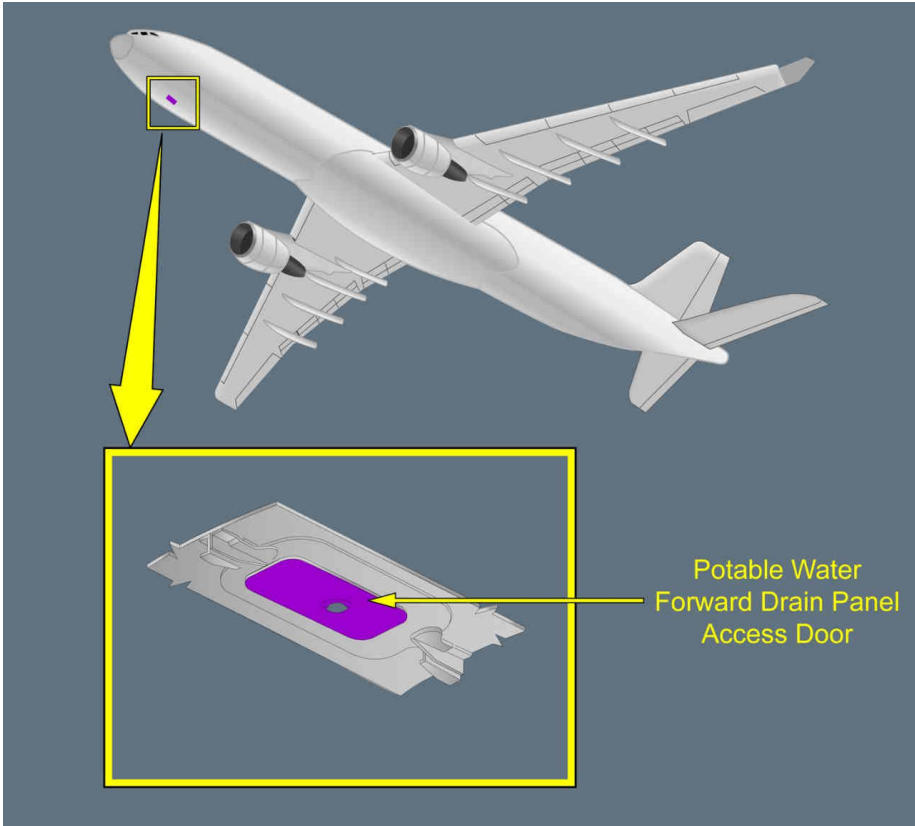
Refer to MCDL-52-11 Illustration Potable Water Forward Drain Panel Access Door

ILLUSTRATION POTABLE WATER FORWARD DRAIN PANEL ACCESS DOOR

Ident.: MCDL-52-11-00009078.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: Refer to 52-11 Potable Water Forward Drain Panel Access Door.



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

DOORS

FORWARD CARGO DOOR ACCESS COVER PANEL

52-12

Forward Cargo Door Access Cover Panel

Ident.: MCDL-52-12-00009079.0001001 / 26 NOV 09

APPROVED

Criteria: A330

52-12	Quantity installed
FORWARD CARGO DOOR ACCESS COVER PANEL	2

All may be missing.

- Note:
1. When the aft panel of the door is missing (821 BR), the forward panel (821 AR) may remain installed.
 2. When the forward panel of the door is missing (821 AR), the aft panel (821 BR) must be removed before next flight.
 3. All associated latching hooks must be checked latched and locked before each flight.

Note: May be combined with MCDL item 52-13 (Refer to 52-13 Aft Cargo Door Access Cover Panel).

• **Performance:**

- When the aft panel is missing, the following performance penalties are applicable:
- Takeoff and approach climb performance limiting weights are reduced by 120 kg (265 lb)
 - En route performance limiting weight is reduced by 238 kg (525 lb).

When the forward and aft panels are missing, the following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 196 kg (433 lb)
- En route performance limiting weight is reduced by 388 kg (856 lb)
- Fuel consumption is increased by 0.29 %.

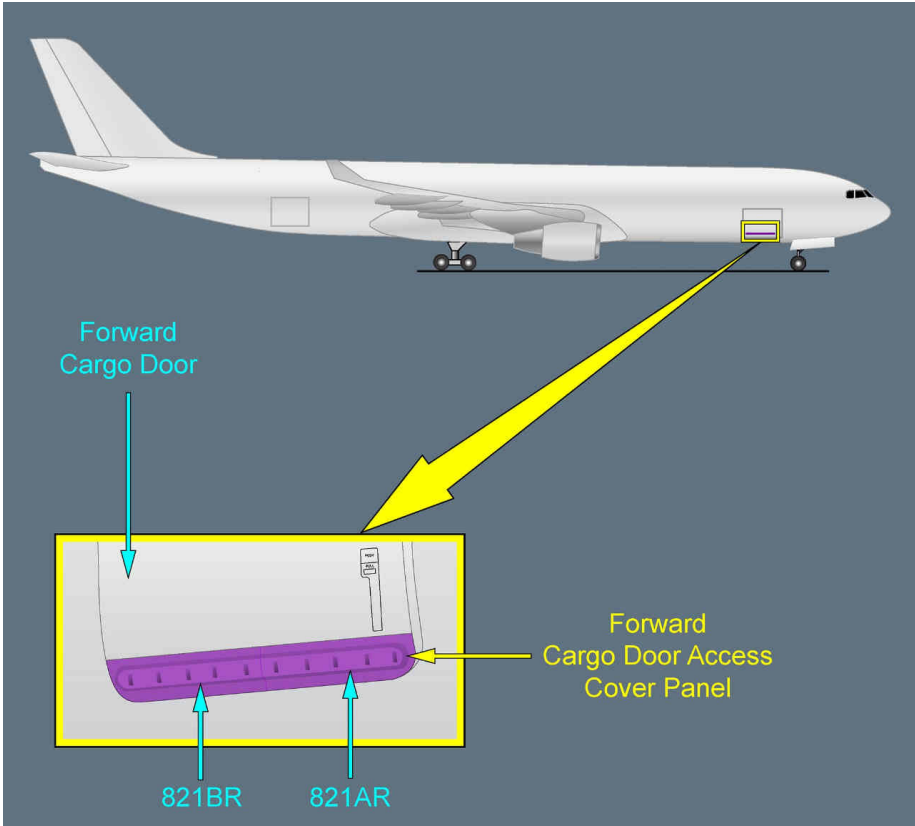
Refer to MCDL-52-12 Illustration Forward Cargo Door Access Cover Panel

ILLUSTRATION FORWARD CARGO DOOR ACCESS COVER PANEL

Ident.: MCDL-52-12-00009080.0001001 / 28 JUN 16

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 52-12 Forward Cargo Door Access Cover Panel.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

DOORS

AFT CARGO DOOR ACCESS COVER PANEL

52-13

Aft Cargo Door Access Cover Panel

Ident.: MCDL-52-13-00009081.0001001 / 26 NOV 09

APPROVED

Criteria: A330

52-13	Quantity installed
AFT CARGO DOOR ACCESS COVER PANEL	2

All may be missing.

- Note:
1. When the aft panel of the door is missing (822 BR), the forward panel (822 AR) may remain installed.
 2. When the forward panel of the door is missing (822 AR), the aft panel (822 BR) must be removed before next flight.
 3. All associated latching hooks must be checked latched and locked before each flight.

Note: May be combined with MCDL item 52-12 (Refer to 52-12 Forward Cargo Door Access Cover Panel).

• **Performance:**

When the aft panel is missing, the following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 99 kg (219 lb)
- En route performance limiting weight is reduced by 198 kg (437 lb)

When the forward and aft panels are missing, the following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 147 kg (325 lb)
- En route performance limiting weight is reduced by 292 kg (644 lb)
- Fuel consumption is increased by 0.22 %.

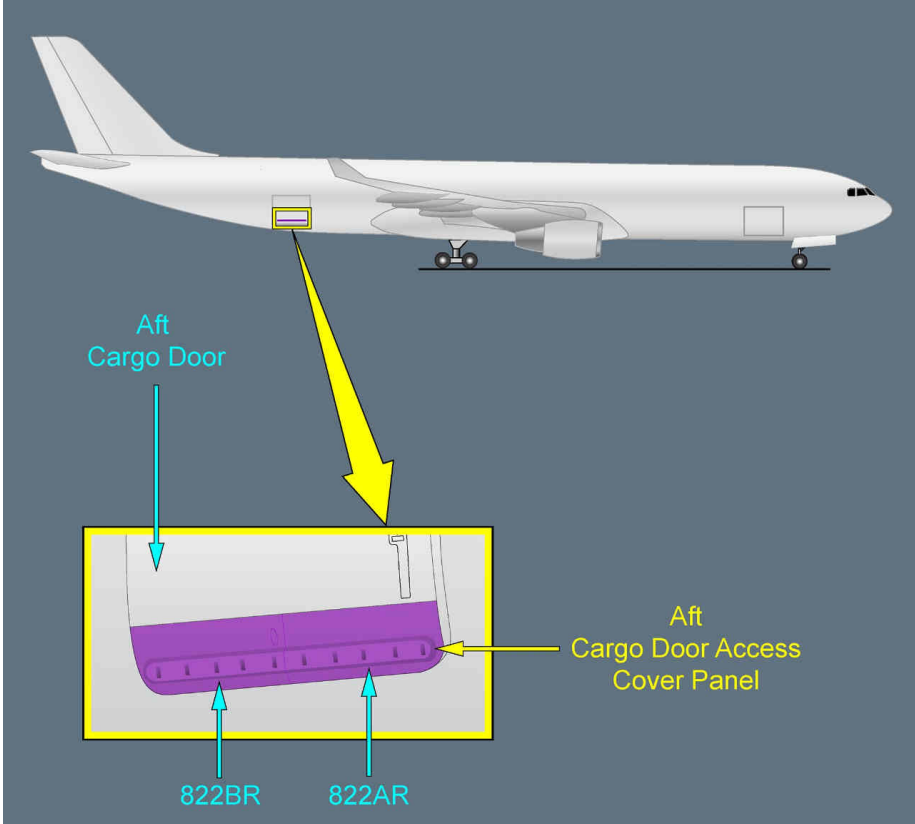
Refer to MCDL-52-13 Illustration Aft Cargo Door Access Cover Panel

ILLUSTRATION AFT CARGO DOOR ACCESS COVER PANEL

Ident.: MCDL-52-13-00009082.0001001 / 28 JUN 16

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 52-13 Aft Cargo Door Access Cover Panel.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

DOORS

PASSENGER DOOR AND EMERGENCY EXITS UPPER COVER PLATE

52-14

Passenger Door and Emergency Exits Upper Cover Plate

Ident.: MCDL-52-14-00009083.0002001 / 28 FEB 11

APPROVED

Criteria: 330-200F

52-14 PASSENGER DOOR AND EMERGENCY EXITS UPPER COVER PLATE	Quantity installed 2
---	---------------------------------------

One may be missing or partially missing provided the affected door is declared inoperative
(Refer to MMEL/MI-52-10 Cabin Door).

- **Performance:**

The following performance penalties are applicable:

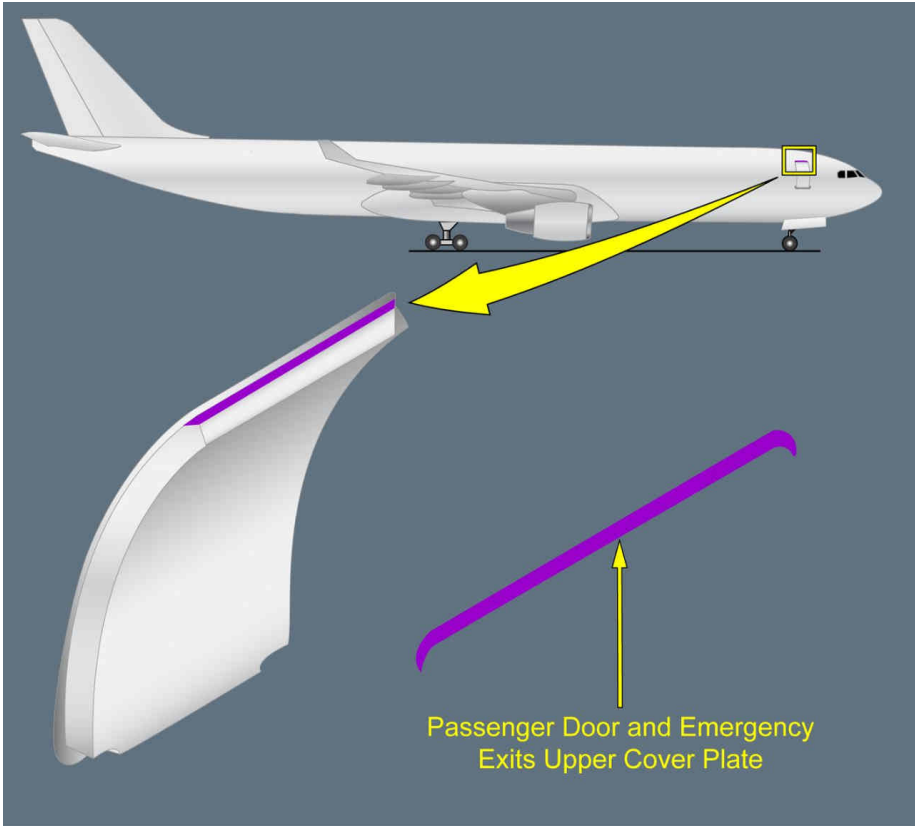
- Takeoff and approach climb performance limiting weights are reduced by 86 kg (190 lb)
- En route performance limiting weight is reduced by 170 kg (375 lb).

Refer to MCDL-52-14 Illustration Passenger Door and Emergency Exits Upper Cover Plate

ILLUSTRATION PASSENGER DOOR AND EMERGENCY EXITS UPPER COVER PLATE

Ident.: MCDL-52-14-00009084.0002001 / 12 SEP 11
Criteria: 330-200F

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 52-14 Passenger Door and Emergency Exits Upper Cover Plate*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

FUSELAGE

"DOG HOUSE" CLOSING PANEL

53-01

"Dog House" Closing Panel

Ident.: MCDL-53-01-00009091.0001001 / 26 NOV 09

APPROVED

Criteria: A330

53-01	Quantity installed
"DOG HOUSE" CLOSING PANEL	2

One may be missing.

- **Limitations:**

VLO = 190 kt

VLE = 190 kt

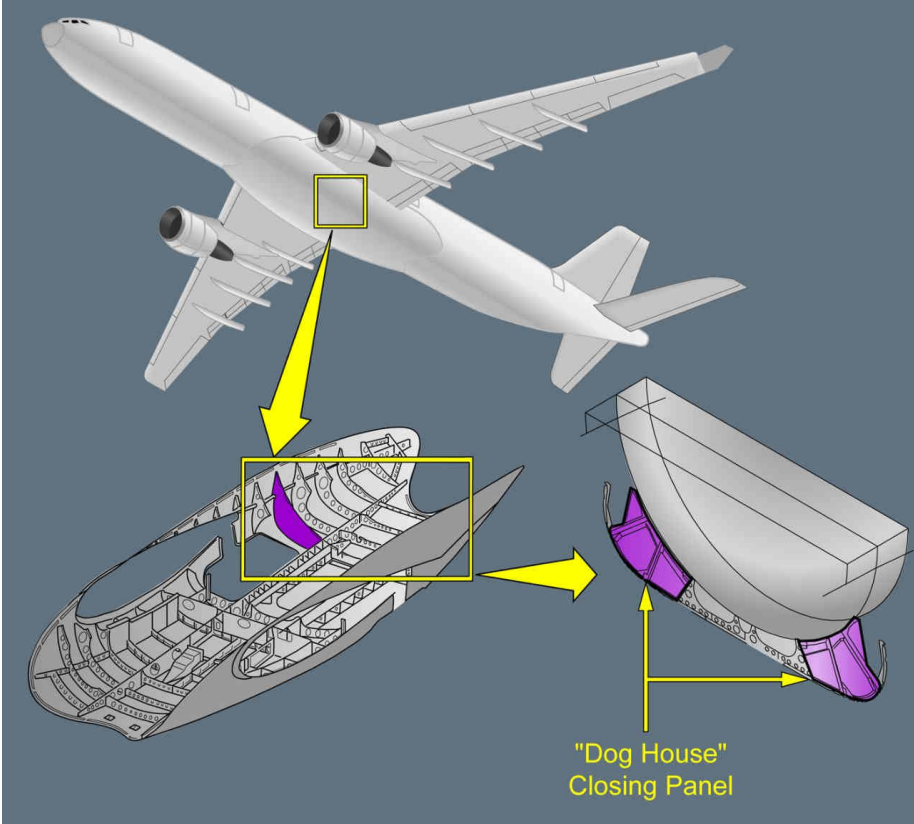
Refer to MCDL-53-01 Illustration "Dog House" Closing Panel

ILLUSTRATION "DOG HOUSE" CLOSING PANEL

Ident.: MCDL-53-01-00009092.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: Refer to 53-01 "Dog House" Closing Panel.



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

FUSELAGE

BELLY FAIRING SLIDING PANEL

53-02

Belly Fairing Sliding Panel

Ident.: MCDL-53-02-00009094.0001001 / 26 NOV 09

APPROVED

Criteria: A330

53-02 BELLY FAIRING SLIDING PANEL	Quantity installed 2
--	---------------------------------------

All may be missing.

Note: *The sliding panels may have one or two broken cables.*

• **Performance:**

The following performance penalties are applicable:

- En route performance limiting weight is reduced by 170 kg (375 lb) per missing panel
- If both panels are missing, fuel consumption is increased by 0.26 %.

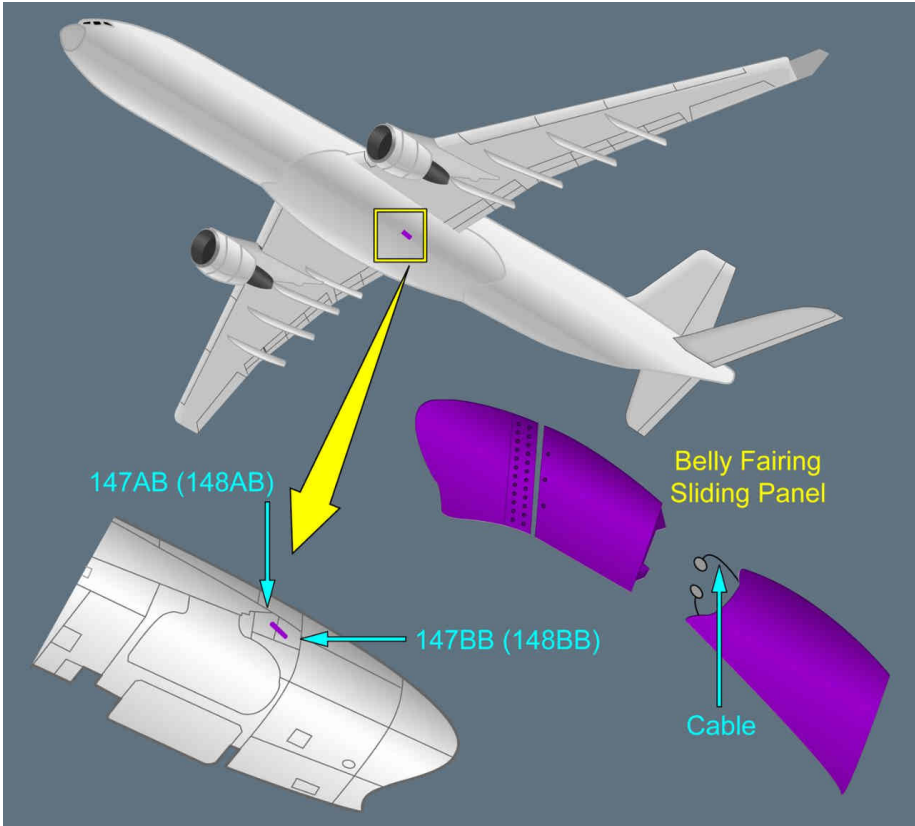
Refer to MCDL-53-02 Illustration Belly Fairing Sliding Panel

ILLUSTRATION BELLY FAIRING SLIDING PANEL

Ident.: MCDL-53-02-00009095.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 53-02 Belly Fairing Sliding Panel.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

FUSELAGE

FLAP VALVE ASSY

53-03

Flap Valve Assy

Ident.: MCDL-53-03-00009097.0001001 / 28 FEB 11

APPROVED

Criteria: A330

53-03 FLAP VALVE ASSY	Quantity installed 2
--	---------------------------------------

One may be missing provided a visual inspection is performed daily to check the surrounding structure integrity.

- **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 69 kg (153 lb)
- En route performance limiting weight is reduced by 136 kg (300 lb).

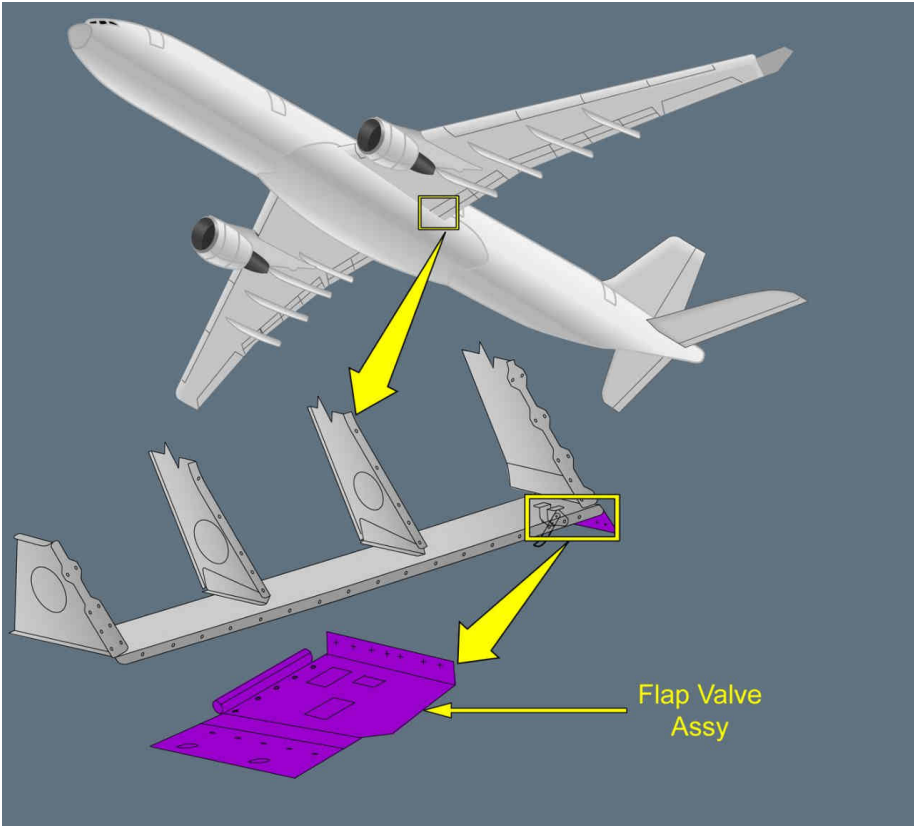
Refer to MCDL-53-03 Illustration Flap Valve Assy

ILLUSTRATION FLAP VALVE ASSY

Ident.: MCDL-53-03-00009098.0001001 / 26 NOV 09

Criteria: A330

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 53-03 Flap Valve Assy.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

FUSELAGE

BELLY FAIRING SEAL

53-04

Belly Fairing Seal

Ident.: MCDL-53-04-00009099.0001001 / 26 NOV 09

APPROVED

Criteria: A330

53-04

BELLY FAIRING SEAL

Quantity installed

2

One may be missing for 5 flight cycles.

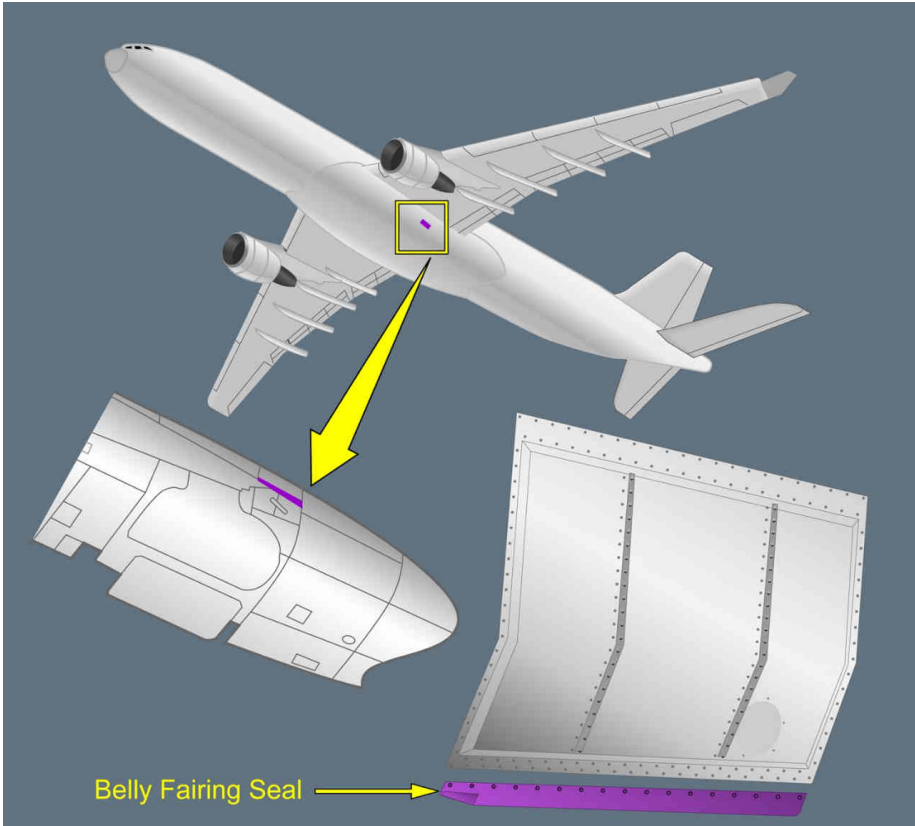
Refer to MCDL-53-04 Illustration Belly Fairing Seal

ILLUSTRATION BELLY FAIRING SEAL

Ident.: MCDL-53-04-00009100.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 53-04 Belly Fairing Seal.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

NACELLE/PYLON

SPRING PLATE

54-03

Spring Plate

Ident.: MCDL-54-03-00009111.0001001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

54-03 SPRING PLATE	Quantity installed 2
-------------------------------------	---------------------------------------

All may be missing.

- **Performance:**

The following performance penalties are applicable per missing plate:

- Takeoff and approach climb performance limiting weights are reduced by 686 kg (1 513 lb)
- En route performance limiting weight is reduced by 272 kg (600 lb)
- Fuel consumption is increased by 0.20 %.

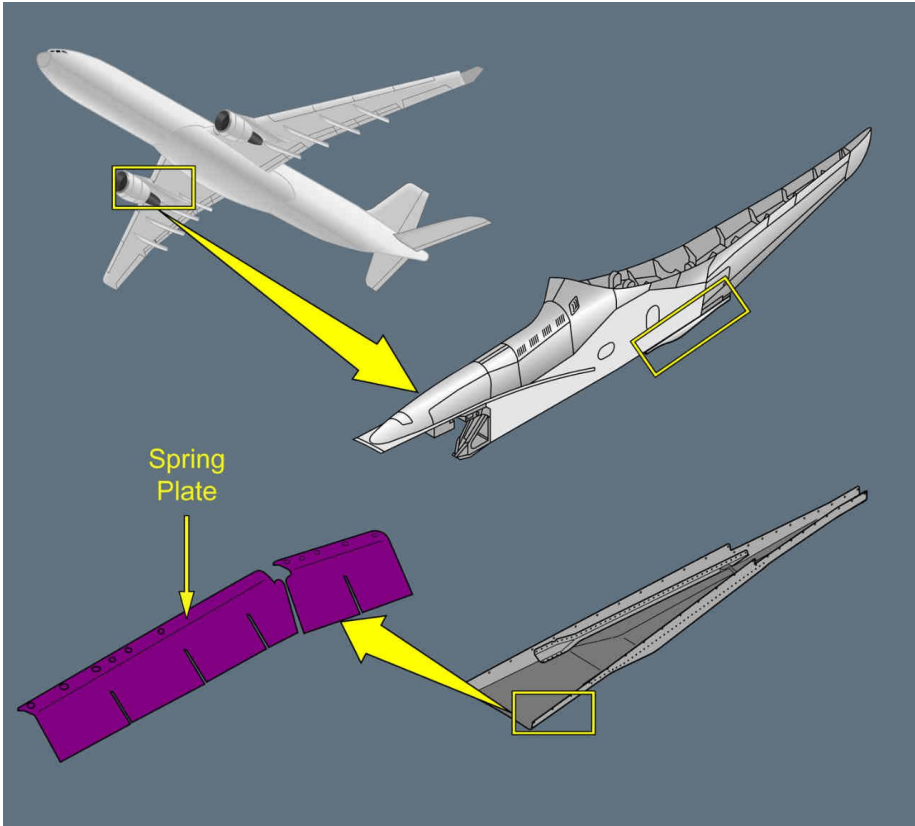
Refer to MCDL-54-03 Illustration Spring Plate

ILLUSTRATION SPRING PLATE

Ident.: MCDL-54-03-00009112.0001001 / 16 APR 10

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 54-03 Spring Plate.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

NACELLE/PYLON

PYLON ACCESS PANEL

54-04

Pylon Access Panel

Ident.: MCDL-54-04-00009113.0001001 / 26 NOV 09

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

54-04	Quantity installed
PYLON ACCESS PANEL	4

One may be missing per pylon.

- **Performance:**

The following performance penalty is applicable per missing panel:

- En route performance limiting weight is reduced by 120 kg (265 lb).

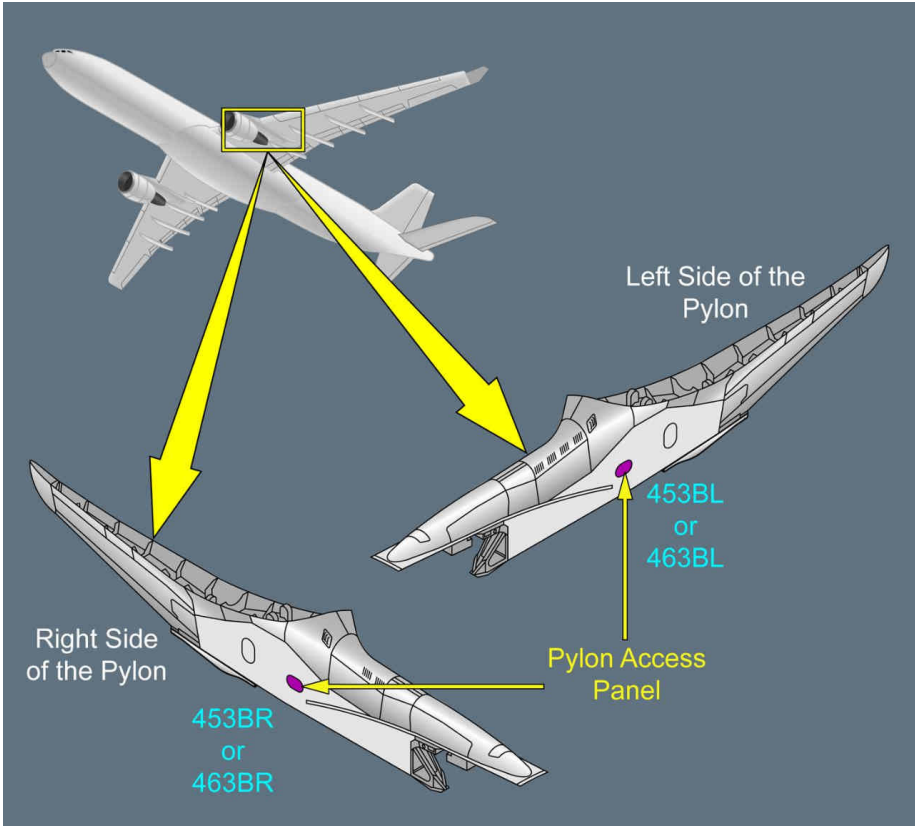
Refer to MCDL-54-04 Illustration Pylon Access Panel

ILLUSTRATION PYLON ACCESS PANEL

Ident.: MCDL-54-04-00009114.0001001 / 26 NOV 09

Criteria: A330

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 54-04 Pylon Access Panel.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

STABILIZERS

SLIDELIP OF THE APRON FAIRING PARTS

55-01

Slidelip of the Apron Fairing Parts

Ident.: TDU / MCDL-55-01-00015919.0001001 / 25 MAR 15

APPROVED

Criteria: A330

Impacted DU: NONE

Belongs to TR531 Issue 1

55-01

SLIDELIP OF THE APRON FAIRING PARTS

Quantity installed

–

(m) *Refer to AMM Task 27-40-00-866-801*

One may be missing on each part of the apron fairing (front, upper, or lower), provided that there is no contact between the carbon fibre of the apron fairing structure and the metallic protection on the fuselage.

Refer to MCDL-55-01 Illustration of Slidelip of the Apron Fairing Parts

ILLUSTRATION OF SLIDELIP OF THE APRON FAIRING PARTS

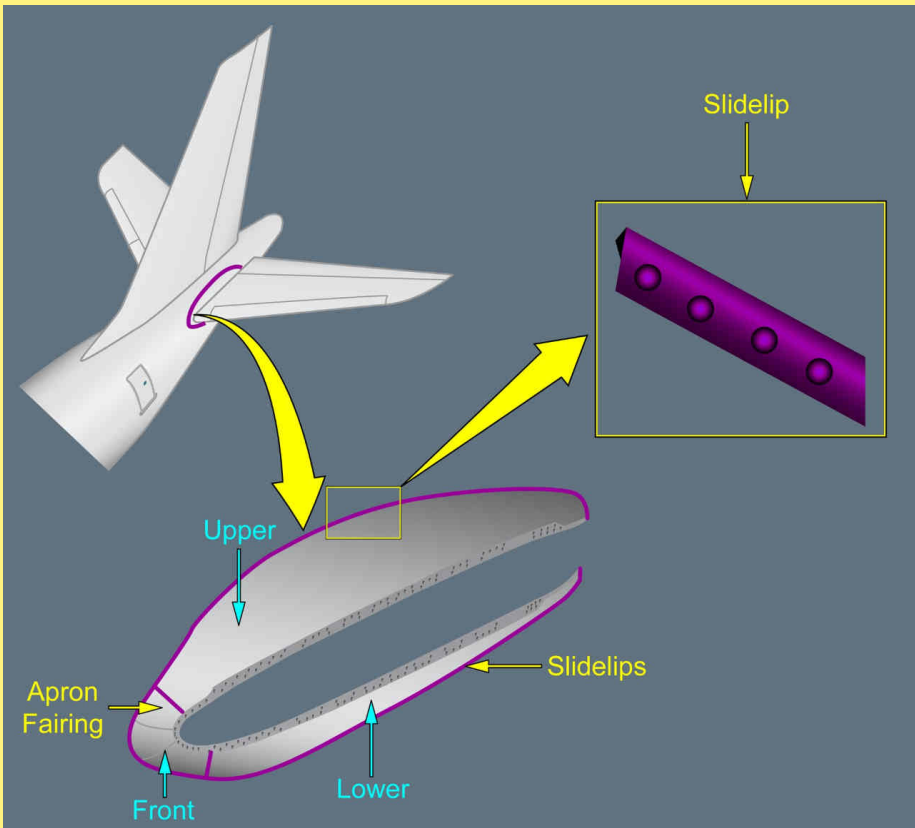
Ident.: TDU / MCDL-55-01-00015920.0001001 / 25 MAR 15

APPROVED

Criteria: A330

Impacted DU: NONE

Belongs to TR531 Issue 1



For dispatch conditions: *Refer to 55-01 Slidelip of the Apron Fairing Parts.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

WINGS

UNDERWING PLUG FOR JACKING POINT

57-01

Underwing Plug for Jacking Point

Ident.: MCDL-57-01-00009115.0001001 / 26 NOV 09

APPROVED

Criteria: A330

57-01 UNDERWING PLUG FOR JACKING POINT	Quantity installed 2
---	-------------------------

One may be missing.

- **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 51 kg (113 lb).

Refer to MCDL-57-01 Illustration Underwing Plug for Jacking Point

ILLUSTRATION UNDERWING PLUG FOR JACKING POINT

Ident.: MCDL-57-01-00009116.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 57-01 Underwing Plug for Jacking Point.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

WINGS

WINGLET

57-02

Winglet

Ident.: MCDL-57-02-00009117.0002001 / 19 JUN 13

APPROVED

Criteria: (330-201 or 330-202 or 330-203 or 330-223 or 330-243 or 330-302 or 330-303 or 330-323 or 330-343 or 330-200F)

57-02 WINGLET	Quantity installed 2
------------------	-------------------------

(m) Refer to AMM Task 57-31-00-040-801

One may be missing provided the hole is covered.

- **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 17 150 kg (37 810 lb)
- En route performance limiting weight is reduced by 1 768 kg (3 898 lb)
- Fuel consumption is increased by 1.20 %.

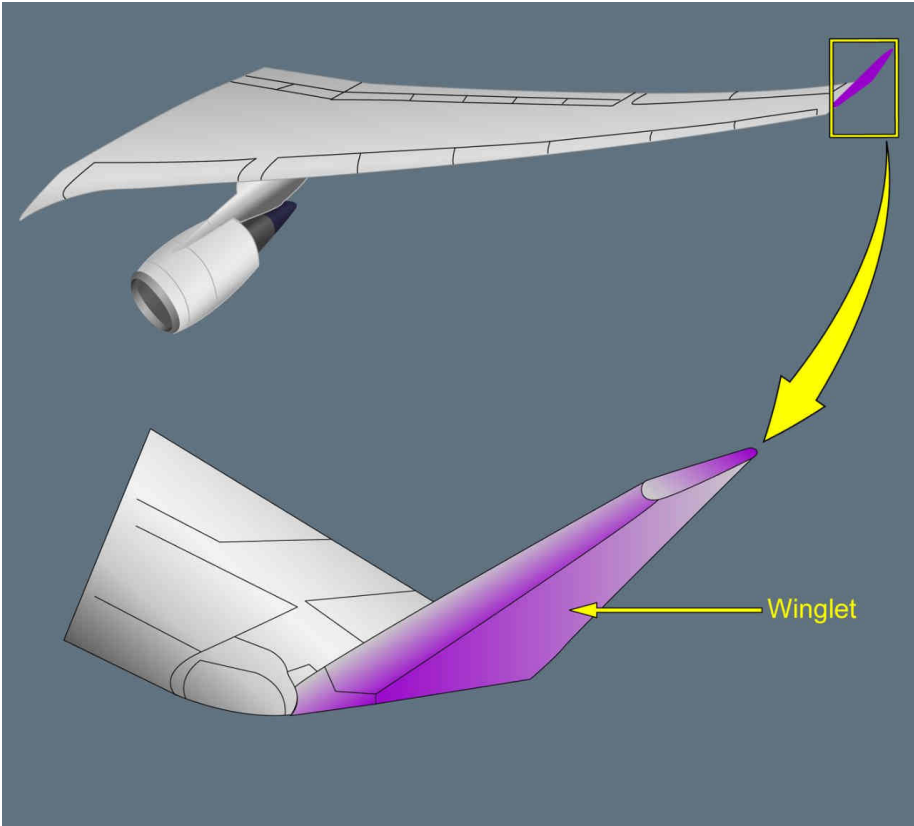
Refer to MCDL-57-02 Illustration Winglet

ILLUSTRATION WINGLET

Ident.: MCDL-57-02-00009118.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330

For dispatch conditions: *Refer to 57-02 Winglet.*

57-04**Flap Track Fairing**

Ident.: MCDL-57-04-00009119.0001001 / 25 JUL 14

APPROVED

Criteria: A330

a)

57-04 FLAP TRACK FAIRING	Quantity installed 8
---	---------------------------------------

(m) Refer to AMM Task 57-56-00-040-801

One may be partially (aft fairing only) or completely (aft and forward fairing) missing.

- Note:
1. When the forward part of the fairing is missing, the aft part must be removed.
 2. When the aft part of the fairing is missing, the forward part may remain installed.
 3. The forward part of fairing 4 on the right wing must remain in place (RAT location).

- **Limitations:**

Do not use jettison system (if installed) when fairing 4 is affected.

- **Procedures:**

Approach speed: VAPP + 5 kt
Landing distance: multiply by 1.08

- **Performance:**

The following performance penalties are applicable:

- En route performance limiting weight is reduced by 5 240 kg (11 553 lb)
- Fuel consumption is increased by 3.42 %.

– or –

b)

57-04 FLAP TRACK FAIRING	Quantity installed 8
---	---------------------------------------

(m) Refer to AMM Task 57-56-00-040-801

One set of rear cover and tail cone may be missing on the same aft flap track fairing.

Note: Rear cover and tail cone must not be missing separately.

- **Limitations:**

Do not use jettison system (if installed) when fairing 4 is affected.

Continued on the following page

*Continued from the previous page Flap Track Fairing***• Performance:**

The following performance penalties are applicable:

- En route performance limiting weight is reduced by 2 450 kg (5 402 lb)
- Fuel consumption is increased by 1.60 %.

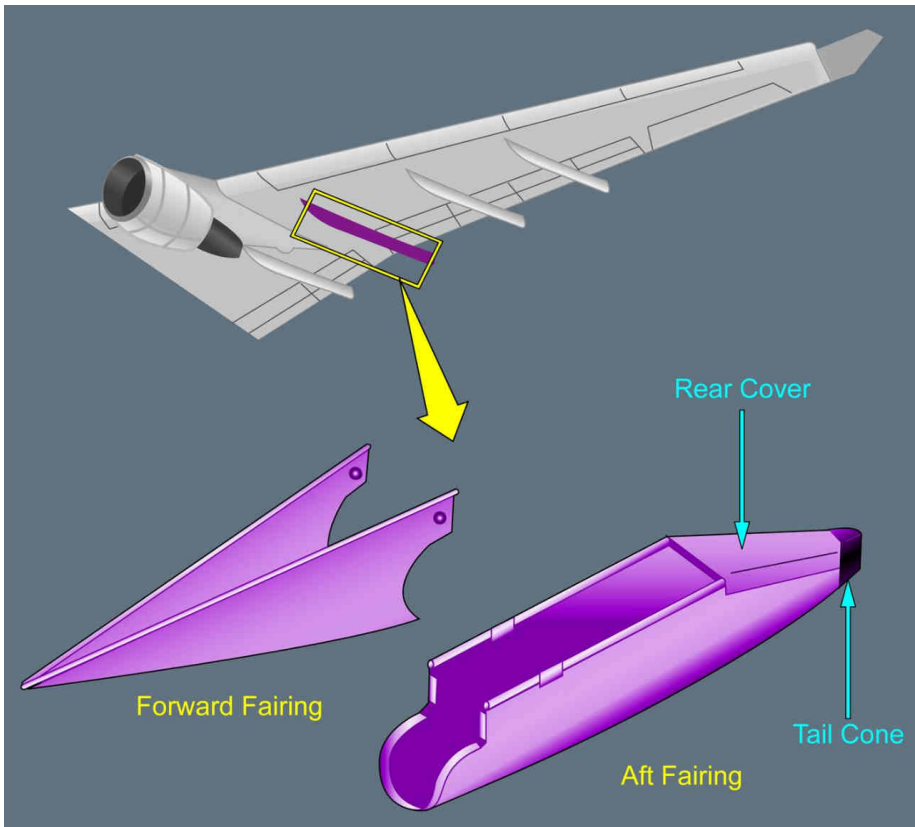
Refer to MCDL-57-04 Illustration Flap Track Fairing

ILLUSTRATION FLAP TRACK FAIRING

Ident.: MCDL-57-04-00009120.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330





A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

WINGS

FLAP TRACK FAIRING

For dispatch conditions: *Refer to 57-04 Flap Track Fairing.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

WINGS

FLAP TRACK FAIRING

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57-05**Access Panel to Slat Actuator Overtorque Indicator Flag**

Ident.: TDU / MCDL-57-05-00017606.0001001 / 22 MAR 16

APPROVED

Criteria: A330

Impacted DU: 00009121 Access Panel to Slat Actuator Overtorque Indicator Flag

Belongs to TR692 Issue 1

a)

57-05 ACCESS PANEL TO SLAT ACTUATOR OVERTORQUE INDICATOR FLAG	Quantity installed 28
--	--

(m) Refer to AMM Task 57-41-00-040-801

If only inboard access panels are missing, all may be missing provided that the hole is covered.

– or –

b)

57-05 ACCESS PANEL TO SLAT ACTUATOR OVERTORQUE INDICATOR FLAG	Quantity installed 28
--	--

(m) Refer to AMM Task 57-42-00-040-801

If outboard access panels are missing, two may be missing per wing provided that the hole is covered.

Note: If inboard access panels are combined with outboard access panels, two may be missing per wing and both maintenance tasks must be applied.

Refer to MCDL-57-05 Illustration Access Panel to Slat Actuator Overtorque Indicator Flag

57-05**Access Panel to Slat Actuator Overtorque Indicator Flag**

Ident.: MCDL-57-05-00009121.0001001 / 25 JUL 14

APPROVED

Criteria: A330

Impacted by TDU: 00017606 Access Panel to Slat Actuator Overtorque Indicator Flag

a)

57-05 ACCESS PANEL TO SLAT ACTUATOR OVERTORQUE INDICATOR FLAG	Quantity installed 28
--	--

(m) Refer to AMM Task 57-41-00-040-801

Continued on the following page

Continued from the previous page Access Panel to Slat Actuator Overtorque Indicator Flag

If only inboard access panels are missing, all may be missing provided the hole is covered with high speed tape.

– or –

b)

57-05 ACCESS PANEL TO SLAT ACTUATOR OVERTORQUE INDICATOR FLAG	Quantity installed 28
--	--

(m) Refer to AMM Task 57-42-00-040-801

If outboard access panels are missing, two may be missing per wing provided the hole is covered with high speed tape.

Note: If inboard access panels are combined with outboard access panels, two may be missing per wing and both maintenance tasks must be applied.

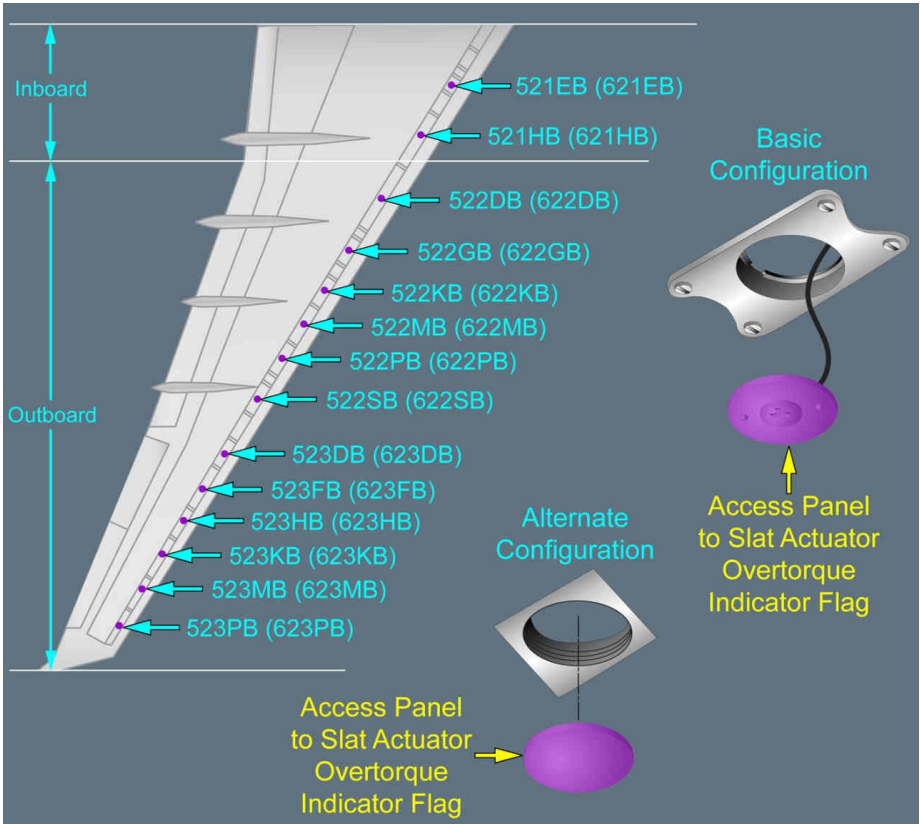
Refer to MCDL-57-05 Illustration Access Panel to Slat Actuator Overtorque Indicator Flag

ILLUSTRATION ACCESS PANEL TO SLAT ACTUATOR OVERTORQUE INDICATOR FLAG

Ident.: MCDL-57-05-00009122.0001001 / 02 JUL 10

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: Refer to 57-05 Access Panel to Slat Actuator Overtorque Indicator Flag.



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

WINGS

ACCESS PANEL TO SLAT ACTUATOR OVERTORQUE INDICATOR FLAG

Intentionally left blank



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

WINGS

FLAP TRACK FAIRING COVER

57-07

Flap Track Fairing Cover

Ident.: TDU / MCDL-57-07-00017269.0001001 / 22 MAR 16

APPROVED

Criteria: A330

Impacted DU: 00009123 Flap Track Fairing Cover

Belongs to TR692 Issue 1

57-07

FLAP TRACK FAIRING COVER

Quantity installed

56

(m) Refer to AMM Task 57-56-11-040-801

Two may be missing per flap track fairing provided that the hole is covered and a visual inspection is performed as specified in the AMM.

Note: May be combined with any other item listed in MCDL-57 chapter.

Refer to MCDL-57-07 Illustration Flap Track Fairing Cover

57-07

Flap Track Fairing Cover

Ident.: MCDL-57-07-00009123.0001001 / 19 JUN 13

APPROVED

Criteria: A330

Impacted by TDU: 00017269 Flap Track Fairing Cover

57-07

FLAP TRACK FAIRING COVER

Quantity installed

56

(m) Refer to AMM Task 57-56-11-040-801

Two may be missing per flap track fairing provided the hole is covered with high speed tape.

Note: May be combined with any other item listed in MCDL-57 chapter.

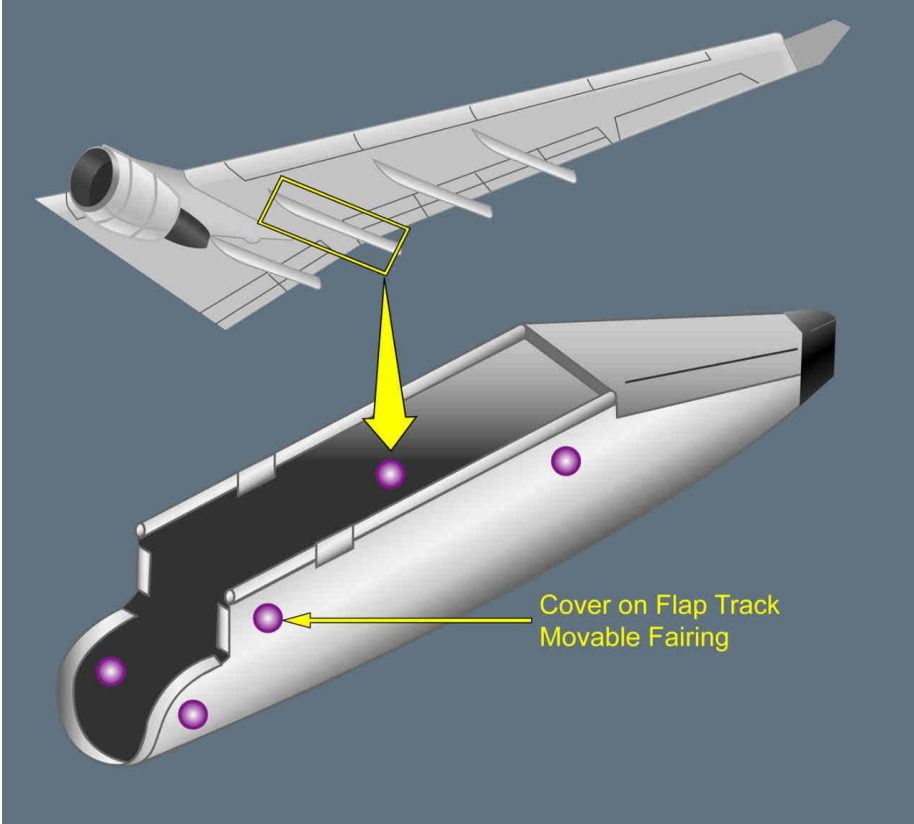
Refer to MCDL-57-07 Illustration Flap Track Fairing Cover

ILLUSTRATION FLAP TRACK FAIRING COVER

Ident.: MCDL-57-07-00009124.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 57-07 Flap Track Fairing Cover.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

WINGS

FLAP TO MOVABLE FLAP TRACK FAIRING SEAL

57-08

Flap to Movable Flap Track Fairing Seal

Ident.: MCDL-57-08-00009125.0001001 / 26 NOV 09

APPROVED

Criteria: A330

57-08	Quantity installed
FLAP TO MOVABLE FLAP TRACK FAIRING SEAL	32

All may be missing.

- **Performance:**

The following performance penalties are applicable:

- When three or more seals are missing, en route performance limiting weight is reduced by 40 kg (89 lb) per missing seal
- When 7 or more seals are missing, fuel consumption is increased by 0.03 % per missing seal.

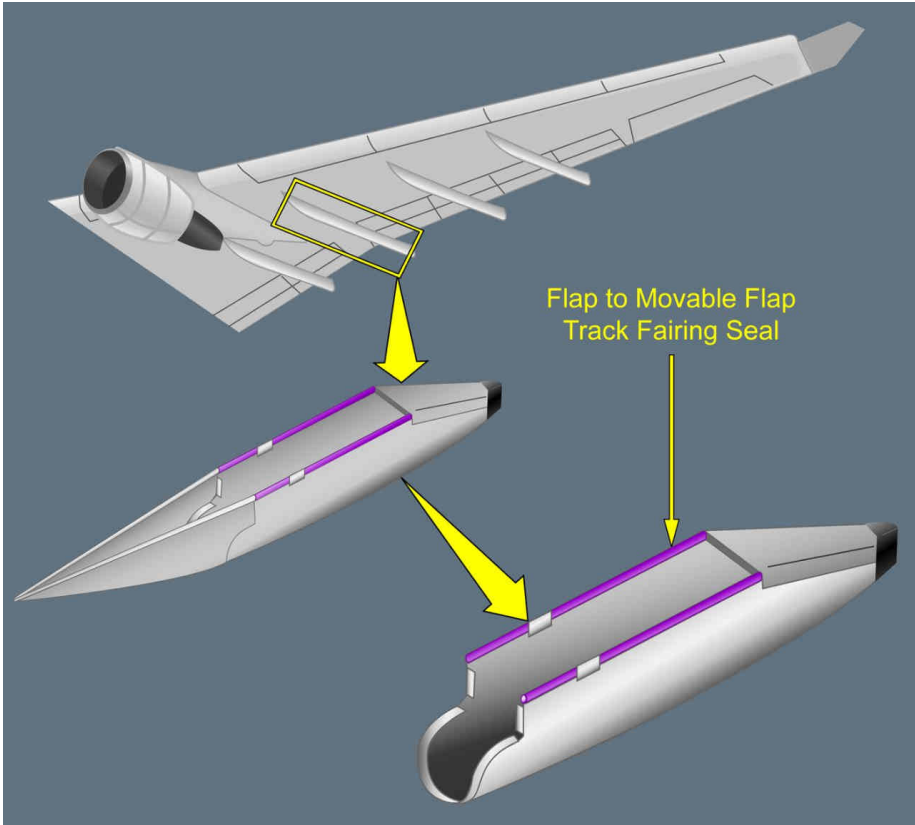
Refer to MCDL-57-08 Illustration Flap to Movable Flap Track Fairing Seal

ILLUSTRATION FLAP TO MOVABLE FLAP TRACK FAIRING SEAL

Ident.: MCDL-57-08-00009126.0001001 / 26 NOV 09

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: Refer to 57-08 Flap to Movable Flap Track Fairing Seal.



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

WINGS

COVER ON FLAP TRACK FIXED FAIRING

57-09

Cover on Flap Track Fixed Fairing

Ident.: TDU / MCDL-57-09-00017270.0001001 / 22 MAR 16

APPROVED

Criteria: A330

Impacted DU: 00010877 Cover on Flap Track Fixed Fairing

Belongs to TR692 Issue 1

57-09

COVER ON FLAP TRACK FIXED FAIRING

Quantity installed

–

(m) *Refer to AMM Task 57-56-11-040-802*

Two may be missing per flap track fairing provided that the hole is covered and a visual inspection is performed as specified in the AMM.

Note: *May be combined with any other item listed in MCDL-57 chapter.*

Refer to MCDL-57-09 Illustration Cover on Flap Track Fixed Fairing

57-09

Cover on Flap Track Fixed Fairing

Ident.: MCDL-57-09-00010877.0001001 / 19 JUN 13

APPROVED

Criteria: A330

Impacted by TDU: 00017270 Cover on Flap Track Fixed Fairing

57-09

COVER ON FLAP TRACK FIXED FAIRING

Quantity installed

–

(m) *Refer to AMM Task 57-56-11-040-802*

Two may be missing per flap track fairing provided the hole is covered with high speed tape.

Note: *May be combined with any other item listed in MCDL-57 chapter.*

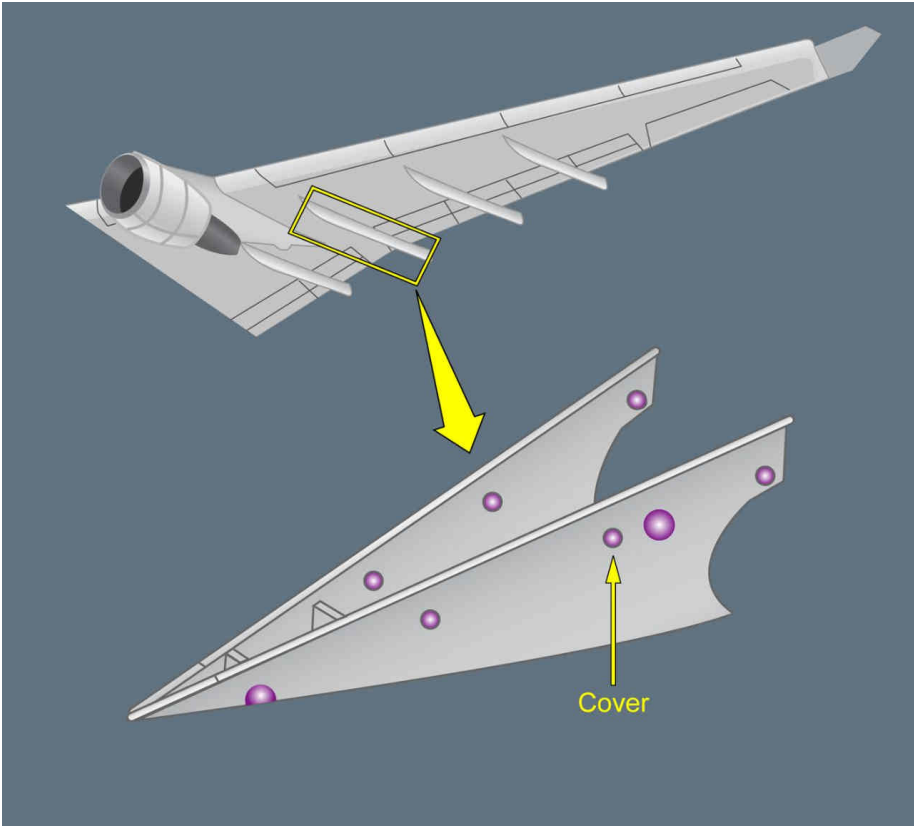
Refer to MCDL-57-09 Illustration Cover on Flap Track Fixed Fairing

ILLUSTRATION COVER ON FLAP TRACK FIXED FAIRING

Ident.: MCDL-57-09-00010878.0001001 / 02 JUL 10

FOR INFORMATION ONLY

Criteria: A330



For dispatch conditions: *Refer to 57-09 Cover on Flap Track Fixed Fairing.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

POWER PLANT

FAN COWL DOOR HOIST POINT PLUG

71-05

Fan Cowl Door Hoist Point Plug

Ident.: MCDL-71-05-00009309.0001001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

71-05

FAN COWL DOOR HOIST POINT PLUG

Quantity installed

8

All may be missing.

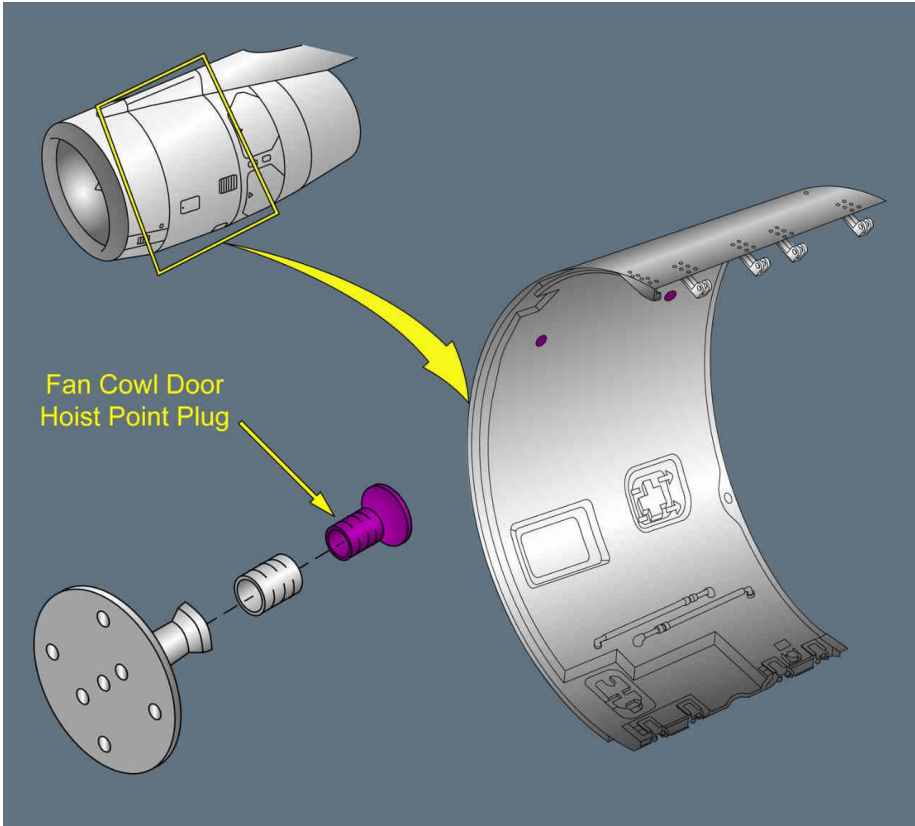
Refer to MCDL-71-05 Illustration Fan Cowl Door Hoist Point Plug

ILLUSTRATION FAN COWL DOOR HOIST POINT PLUG

Ident.: MCDL-71-05-00009310.0001001 / 16 APR 10

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 71-05 Fan Cowl Door Hoist Point Plug.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

POWER PLANT

FAN COWL DOOR HOLD OPEN ROD

71-06

Fan Cowl Door Hold Open Rod

Ident.: MCDL-71-06-00009311.0001001 / 19 JUN 13

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

71-06 FAN COWL DOOR HOLD OPEN ROD	Quantity installed 8
--	---------------------------------------

(m) Refer to AMM Task 71-13-00-040-801

All may be missing.

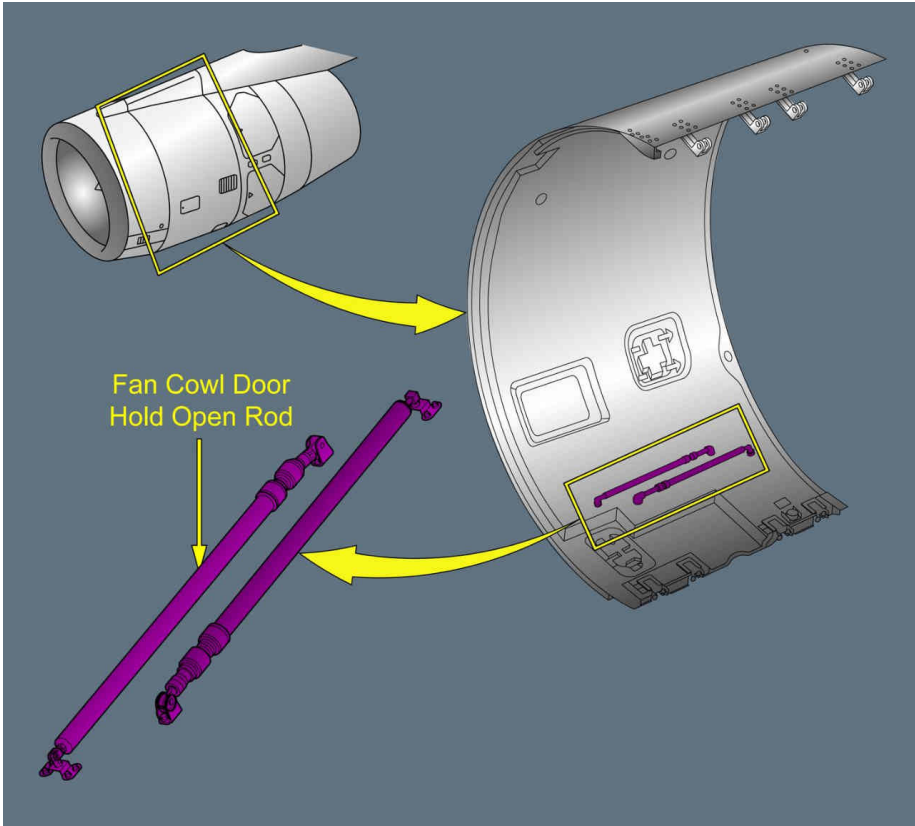
Refer to MCDL-71-06 Illustration Fan Cowl Door Hold Open Rod

ILLUSTRATION FAN COWL DOOR HOLD OPEN ROD

Ident.: MCDL-71-06-00009312.0001001 / 16 APR 10

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 71-06 Fan Cowl Door Hold Open Rod.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

POWER PLANT

NACELLE HOIST POINT PLUG NOSE COWL

71-07

Nacelle Hoist Point Plug Nose Cowl

Ident.: MCDL-71-07-00009313.0001001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

71-07

NACELLE HOIST POINT PLUG NOSE COWL

Quantity installed

8

All may be missing.

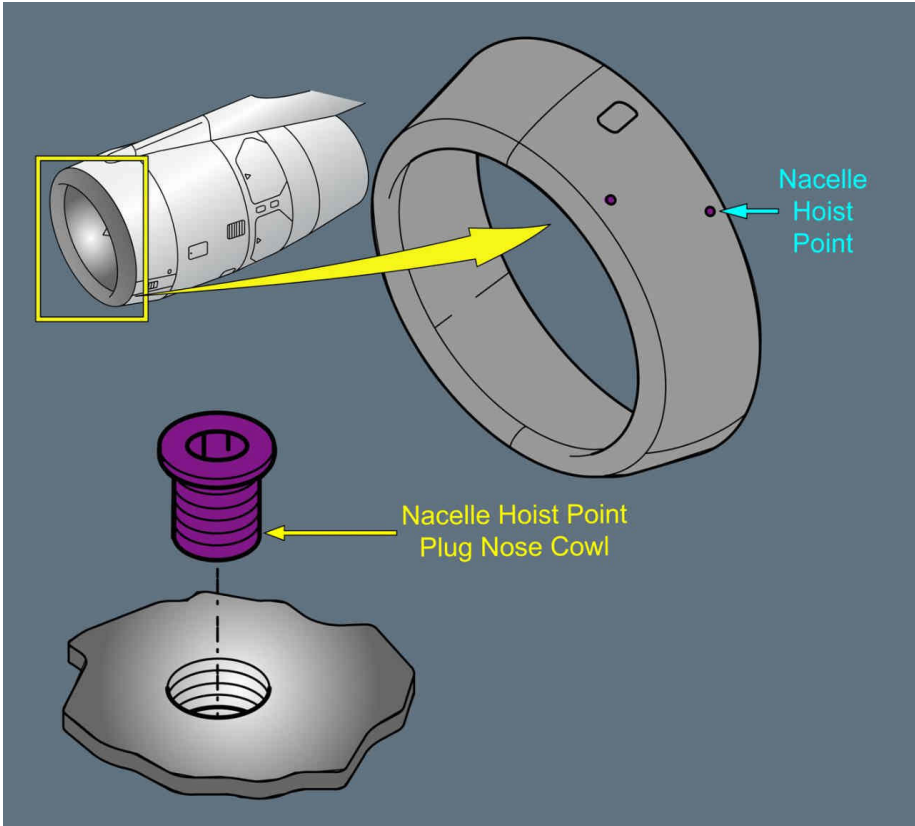
Refer to MCDL-71-07 Illustration Nacelle Hoist Point Plug Nose Cowl

ILLUSTRATION NACELLE HOIST POINT PLUG NOSE COWL

Ident.: MCDL-71-07-00009314.0001001 / 28 FEB 11

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 71-07 Nacelle Hoist Point Plug Nose Cowl.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

EXHAUST

THRUST REVERSER HOIST POINT PLUG

78-08

Thrust Reverser Hoist Point Plug

Ident.: MCDL-78-08-00009403.0001001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

78-08 THRUST REVERSER HOIST POINT PLUG	Quantity installed 32
---	--

All may be missing.

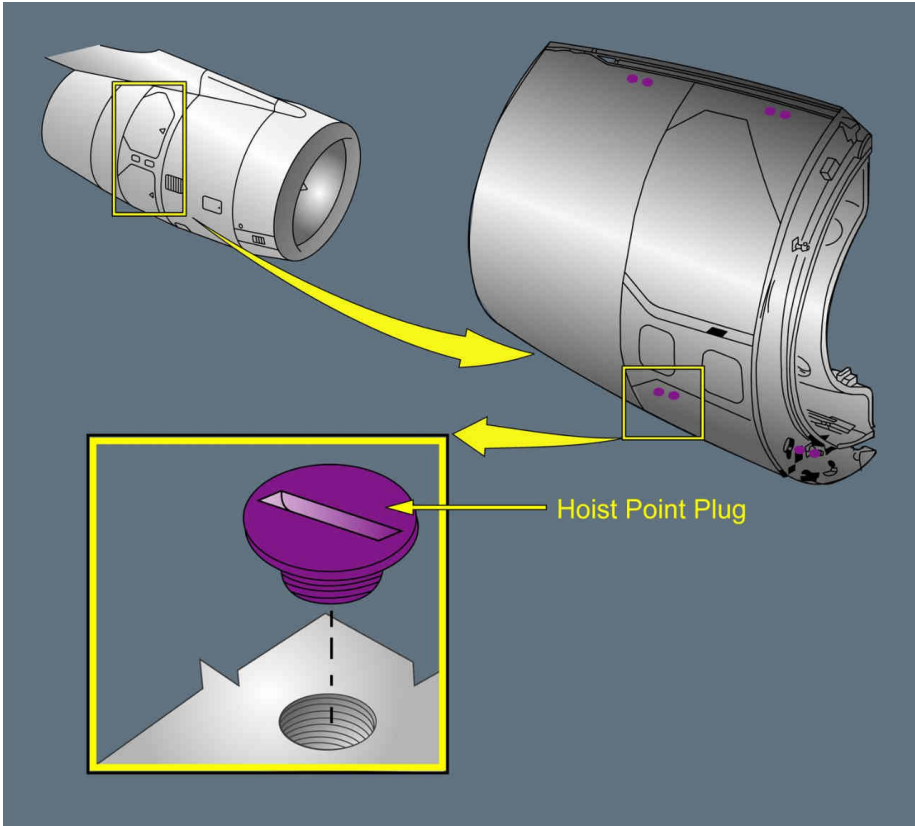
Refer to MCDL-78-08 Illustration Thrust Reverser Hoist Point Plug

ILLUSTRATION THRUST REVERSER HOIST POINT PLUG

Ident.: MCDL-78-08-00009404.0001001 / 16 APR 10

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 78-08 Thrust Reverser Hoist Point Plug.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

EXHAUST

THRUST REVERSER CINCHING DEVICE

78-09

Thrust Reverser Cinching Device

Ident.: MCDL-78-09-00009405.0001001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

78-09

THRUST REVERSER CINCHING DEVICE

Quantity installed

2

All may be missing.

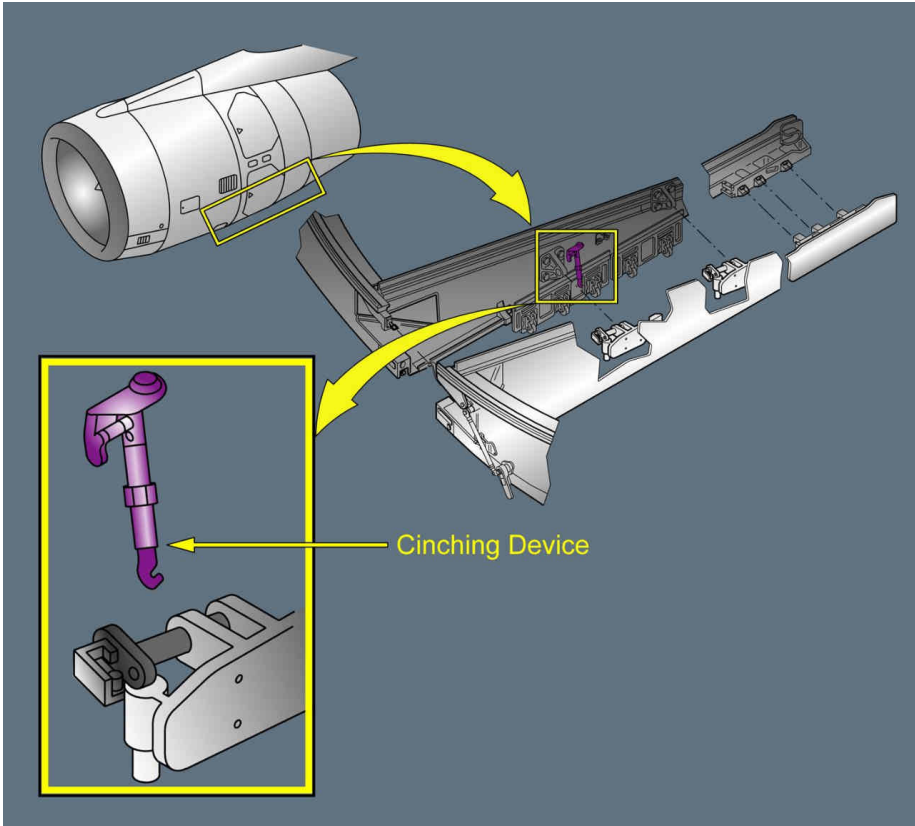
Refer to MCDL-78-09 Illustration Thrust Reverser Cinching Device

ILLUSTRATION THRUST REVERSER CINCHING DEVICE

Ident.: MCDL-78-09-00009406.0001001 / 16 APR 10

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 78-09 Thrust Reverser Cinching Device.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

EXHAUST

THRUST REVERSER "C" DUCT ACTUATION SYSTEM

78-10

Thrust Reverser "C" Duct Actuation System

Ident.: MCDL-78-10-00009407.0001001 / 19 JUN 13

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

78-10 THRUST REVERSER "C" DUCT ACTUATION SYSTEM	Quantity installed 4
--	---------------------------------------

(m) *Refer to AMM Task 78-36-00-040-801*

All may be missing.

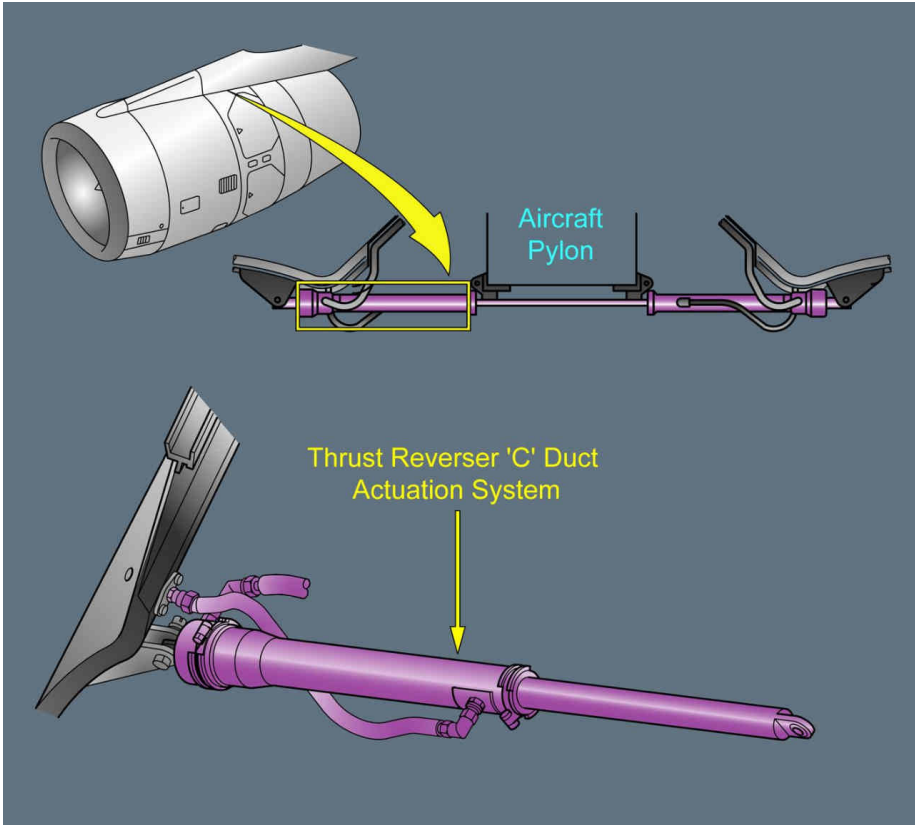
Refer to MCDL-78-10 Illustration Thrust Reverser "C" Duct Actuation System

ILLUSTRATION THRUST REVERSER "C" DUCT ACTUATION SYSTEM

Ident.: MCDL-78-10-00009408.0001001 / 16 APR 10

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

FOR INFORMATION ONLY



For dispatch conditions: Refer to 78-10 Thrust Reverser "C" Duct Actuation System.



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

EXHAUST

THRUST REVERSER FRONT AND REAR HOLD OPEN ROD

78-11

Thrust Reverser Front and Rear Hold Open Rod

Ident.: MCDL-78-11-00009409.0001001 / 19 JUN 13

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

78-11	Quantity installed
THRUST REVERSER FRONT AND REAR HOLD OPEN ROD	8

(m) *Refer to AMM Task 78-36-00-040-802*

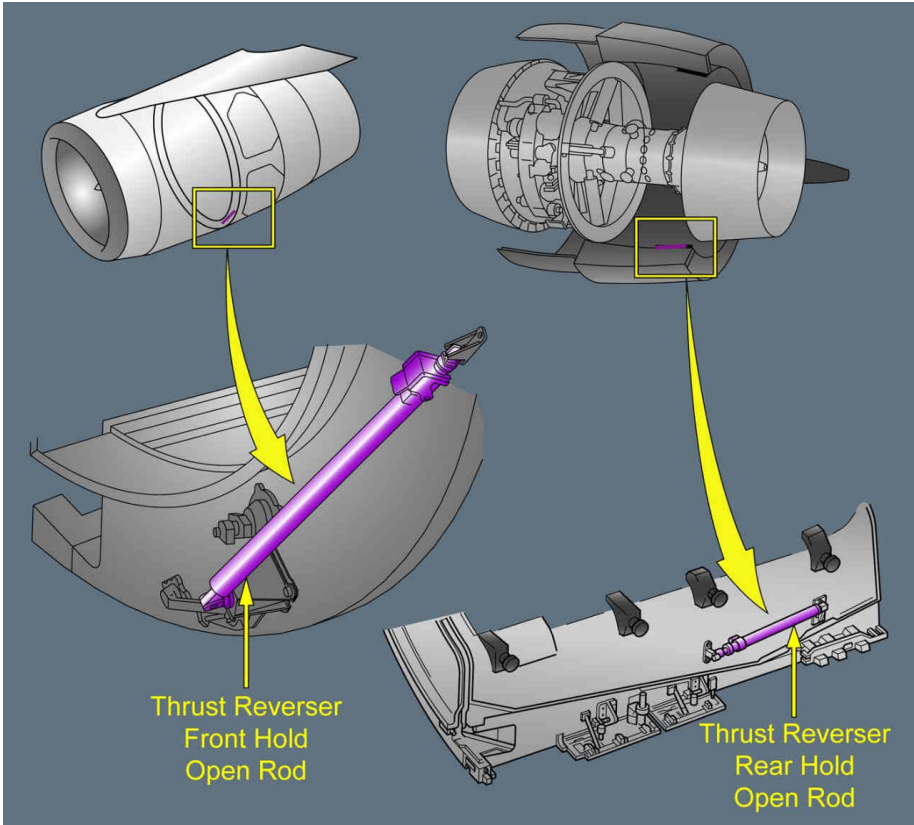
All may be missing.

Refer to MCDL-78-11 Illustration Thrust Reverser Front and Rear Hold Open Rod

ILLUSTRATION THRUST REVERSER FRONT AND REAR HOLD OPEN ROD

Ident.: MCDL-78-11-00009410.0001001 / 16 APR 10

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

FOR INFORMATION ONLY

For dispatch conditions: Refer to 78-11 Thrust Reverser Front and Rear Hold Open Rod.



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

EXHAUST

THRUST REVERSER HINGE ACCESS COVER

78-12

Thrust Reverser Hinge Access Cover

Ident.: MCDL-78-12-00009411.0001001 / 19 JUN 13

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

78-12	Quantity installed
THRUST REVERSER HINGE ACCESS COVER	4

(m) Refer to AMM Task 78-32-00-040-805

All may be missing.

- **Performance:**

The following performance penalties are applicable per missing cover:

- Takeoff and approach climb performance limiting weights are reduced by 256 kg (565 lb)
- En route performance limiting weight is reduced by 716 kg (1 579 lb)
- Fuel consumption is increased by 0.80 %.

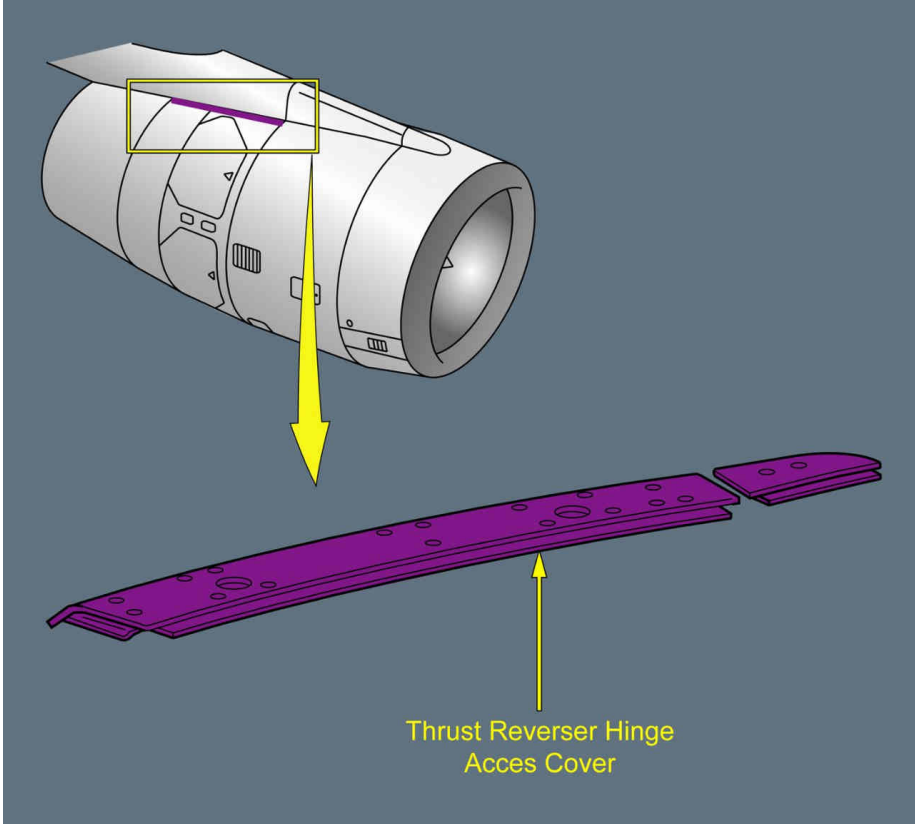
Refer to MCDL-78-12 Illustration Thrust Reverser Hinge Access Cover

ILLUSTRATION THRUST REVERSER HINGE ACCESS COVER

Ident.: MCDL-78-12-00009412.0001001 / 16 APR 10

FOR INFORMATION ONLY

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)



For dispatch conditions: Refer to 78-12 Thrust Reverser Hinge Access Cover.



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

EXHAUST

THRUST REVERSER BAVETTE FAIRING

78-13

Thrust Reverser Bavette Fairing

Ident.: MCDL-78-13-00009413.0001001 / 19 JUN 13

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

78-13	Quantity installed
THRUST REVERSER BAVETTE FAIRING	16

(m) Refer to AMM Task 78-32-00-040-802

Four may be missing.

Note: May be cumulated with MCDL items 78-16 (Refer to 78-16 Thrust Reverser Rectangular Movable Panel) or 78-17 (Refer to 78-17 Thrust Reverser Triangular Movable Panel).

• **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 181 kg (400 lb) per missing fairing
- En route performance limiting weight is reduced by 126 kg (278 lb) per missing fairing
- When three or more fairings are missing, fuel consumption is increased by 0.08 % per missing fairing.

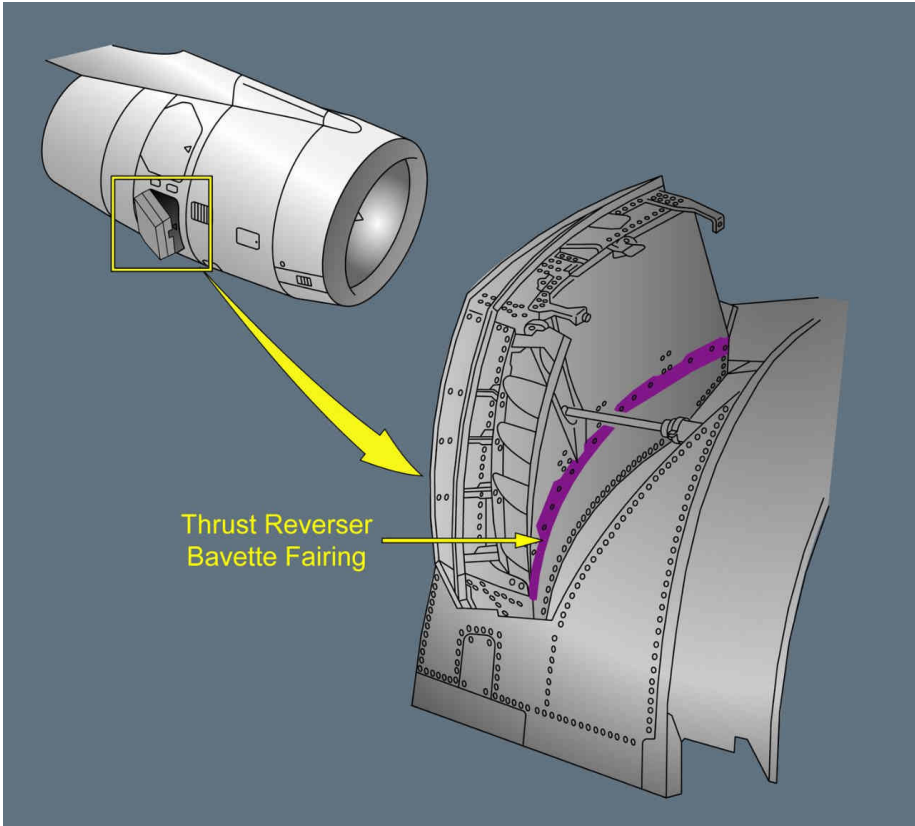
Refer to MCDL-78-13 Illustration Thrust Reverser Bavette Fairing

ILLUSTRATION THRUST REVERSER BAVETTE FAIRING

Ident.: MCDL-78-13-00009414.0001001 / 16 APR 10

FOR INFORMATION ONLY

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)



For dispatch conditions: *Refer to 78-13 Thrust Reverser Bavette Fairing.*



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

EXHAUST

THRUST REVERSER DOOR ACTUATOR PIT FAIRING

78-14

Thrust Reverser Door Actuator Pit Fairing

Ident.: MCDL-78-14-00009415.0001001 / 19 JUN 13

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

78-14	Quantity installed
THRUST REVERSER DOOR ACTUATOR PIT FAIRING	8

(m) *Refer to AMM Task 78-32-00-040-806*

Four may be missing.

• **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 163 kg (360 lb) per missing fairing
- When two or more fairings are missing, en route performance limiting weight is reduced by 114 kg (252 lb) per missing fairing
- When three or more fairings are missing, fuel consumption is increased by 0.08 % per missing fairing.

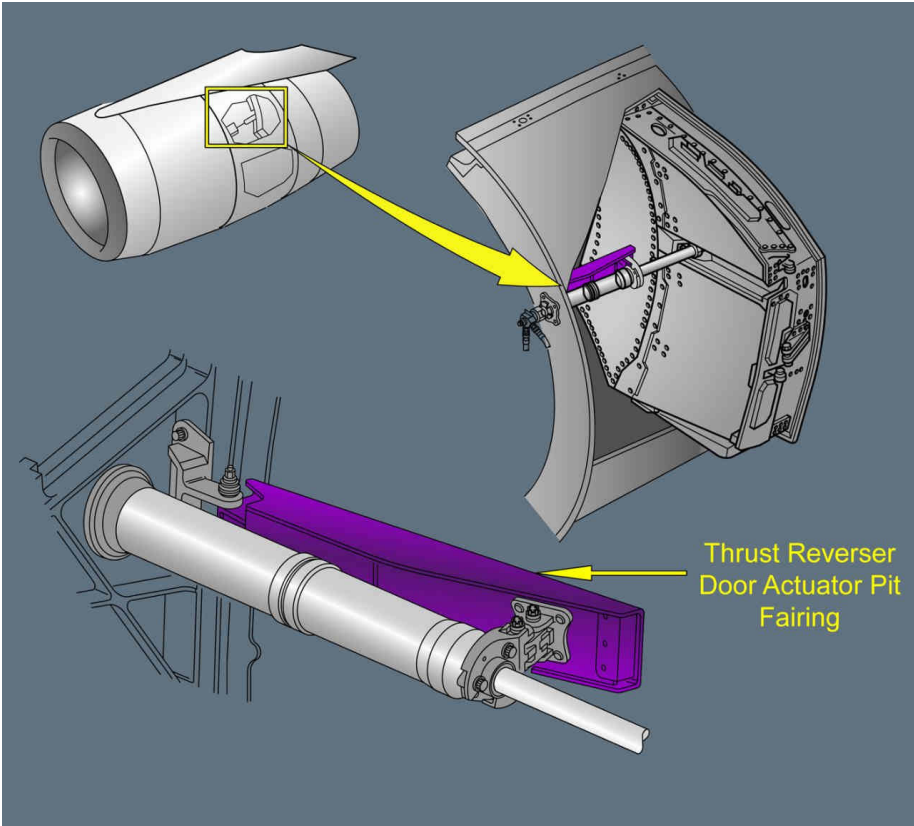
Refer to MCDL-78-14 Illustration Thrust Reverser Door Actuator Pit Fairing

ILLUSTRATION THRUST REVERSER DOOR ACTUATOR PIT FAIRING

Ident.: MCDL-78-14-00009416.0001001 / 16 APR 10

FOR INFORMATION ONLY

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)



For dispatch conditions: Refer to 78-14 Thrust Reverser Door Actuator Pit Fairing.



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AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

EXHAUST

THRUST REVERSER PIVOT DOOR ACCESS PANEL

78-15

Thrust Reverser Pivot Door Access Panel

Ident.: MCDL-78-15-00009417.0001001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

78-15

THRUST REVERSER PIVOT DOOR ACCESS PANEL

Quantity installed

4

All may be missing.

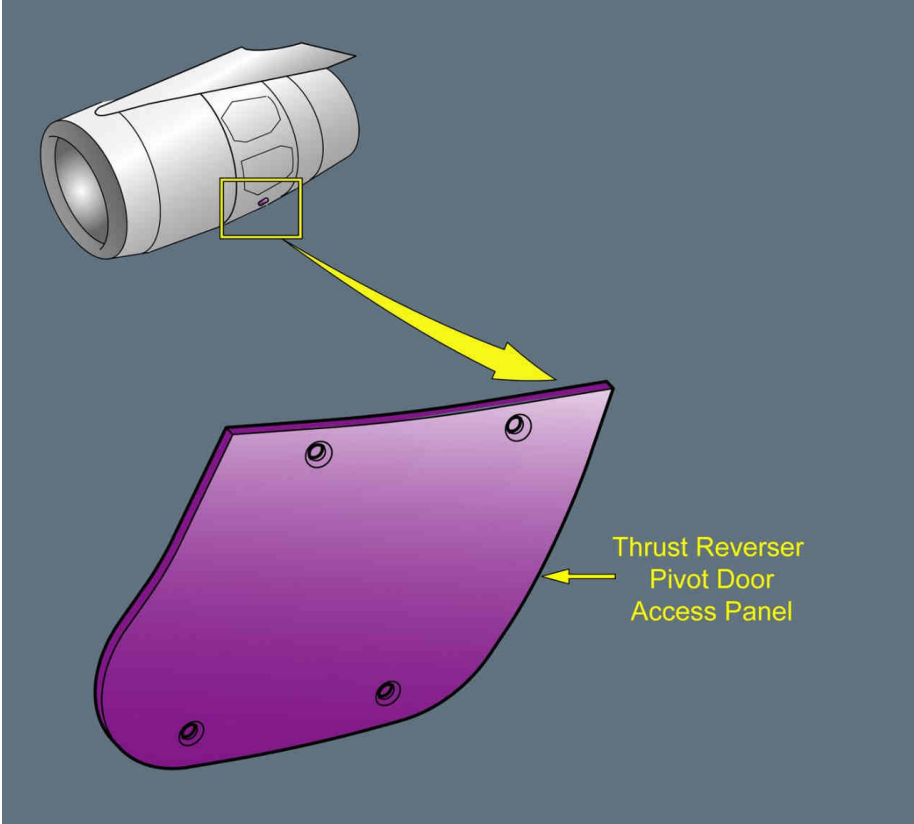
Refer to MCDL-78-15 Illustration Thrust Reverser Pivot Door Access Panel

ILLUSTRATION THRUST REVERSER PIVOT DOOR ACCESS PANEL

Ident.: MCDL-78-15-00009418.0001001 / 16 APR 10

FOR INFORMATION ONLY

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)



For dispatch conditions: *Refer to 78-15 Thrust Reverser Pivot Door Access Panel.*



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AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

EXHAUST

THRUST REVERSER RECTANGULAR MOVABLE PANEL

78-16

Thrust Reverser Rectangular Movable Panel

Ident.: MCDL-78-16-00009419.0001001 / 19 JUN 13

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

78-16	Quantity installed
THRUST REVERSER RECTANGULAR MOVABLE PANEL	8

(m) *Refer to AMM Task 78-32-00-040-803*

One may be missing provided the associated bavette fairing is removed. *Refer to 78-13 Thrust Reverser Bavette Fairing*

Note: *The performance penalties given in this item take into account that the movable panel and the bavette fairing are removed.*

• **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 578 kg (1 275 lb)
- En route performance limiting weight is reduced by 402 kg (887 lb)
- Fuel consumption is increased by 0.28 %.

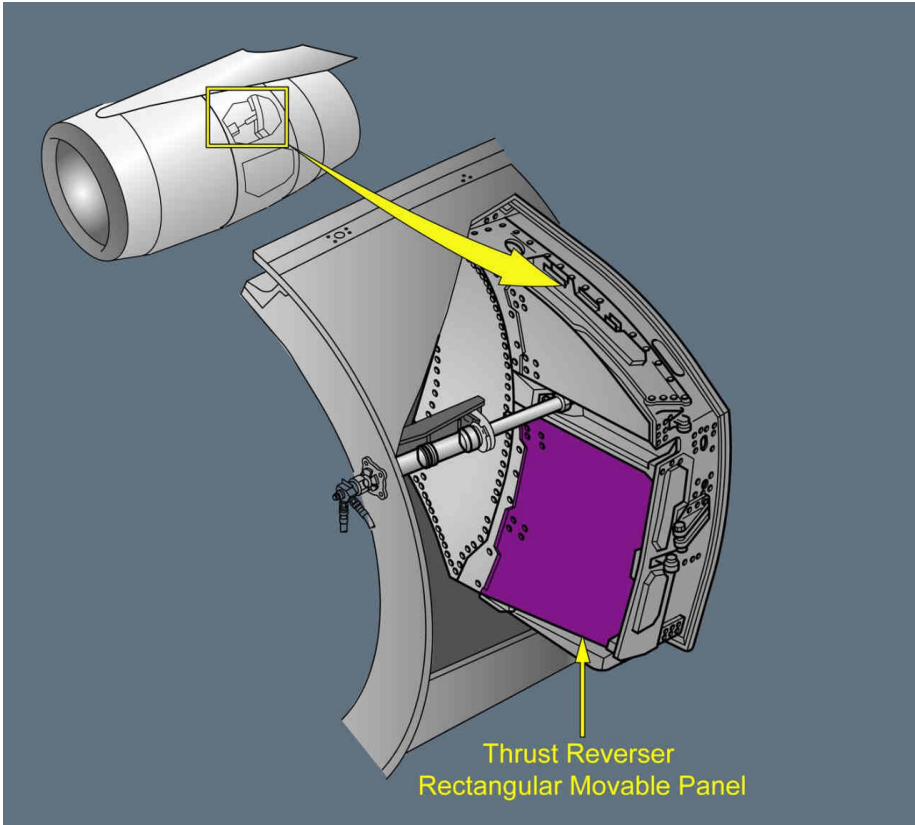
Refer to MCDL-78-16 Illustration Thrust Reverser Rectangular Movable Panel

ILLUSTRATION THRUST REVERSER RECTANGULAR MOVABLE PANEL

Ident.: MCDL-78-16-00009420.0001001 / 16 APR 10

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 78-16 Thrust Reverser Rectangular Movable Panel.*



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AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

EXHAUST

THRUST REVERSER TRIANGULAR MOVABLE PANEL

78-17

Thrust Reverser Triangular Movable Panel

Ident.: MCDL-78-17-00009421.0001001 / 19 JUN 13

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

78-17	Quantity installed
THRUST REVERSER TRIANGULAR MOVABLE PANEL	8

(m) *Refer to AMM Task 78-32-00-040-804*

One may be missing provided the associated bavette fairing is removed. *Refer to 78-13 Thrust Reverser Bavette Fairing*

Note: *The performance penalties given in this item take into account that the movable panel and the bavette fairing are removed.*

• **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 578 kg (1 275 lb)
- En route performance limiting weight is reduced by 402 kg (887 lb)
- Fuel consumption is increased by 0.28 %.

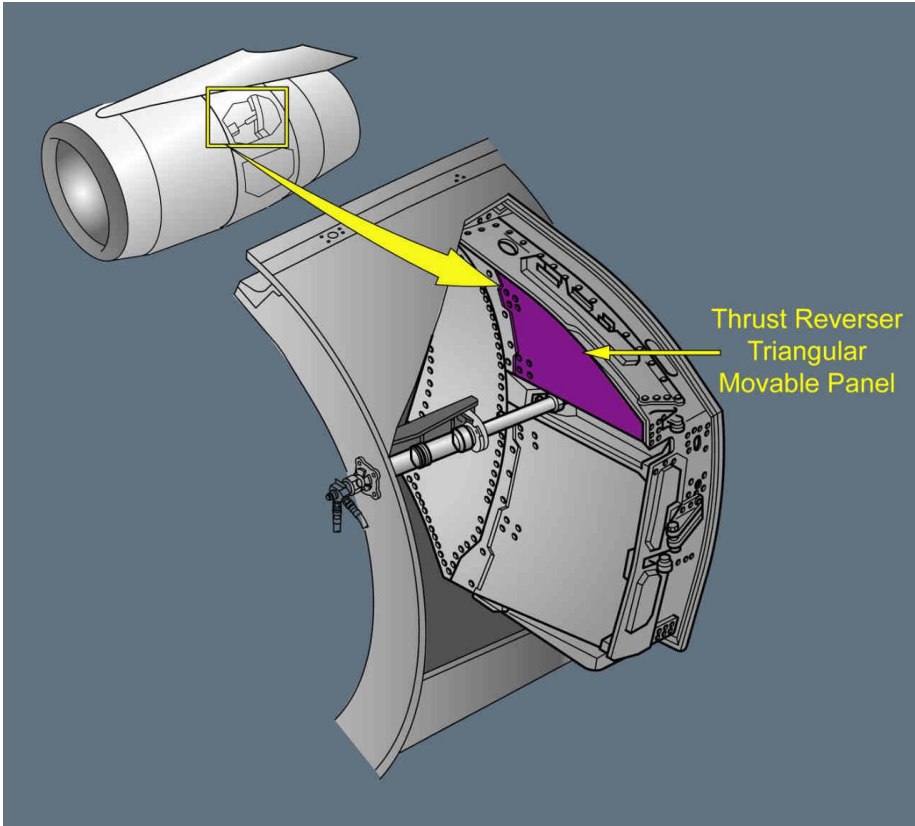
Refer to MCDL-78-17 Illustration Thrust Reverser Triangular Movable Panel

ILLUSTRATION THRUST REVERSER TRIANGULAR MOVABLE PANEL

Ident.: MCDL-78-17-00009422.0001001 / 16 APR 10

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

FOR INFORMATION ONLY



For dispatch conditions: Refer to 78-17 Thrust Reverser Triangular Movable Panel.



A330
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

EXHAUST

COMMON NOZZLE ASSEMBLY HOIST POINT PLUG

78-18

Common Nozzle Assembly Hoist Point Plug

Ident.: MCDL-78-18-00009423.0001001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

78-18 COMMON NOZZLE ASSEMBLY HOIST POINT PLUG	Quantity installed 16
--	--

All may be missing.

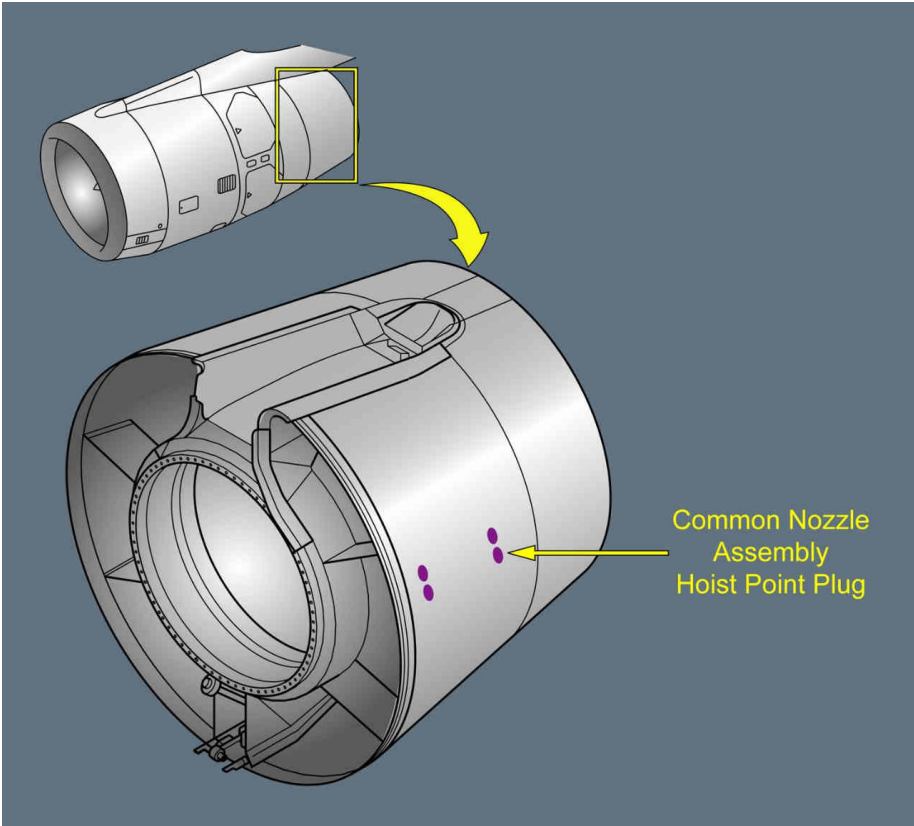
Refer to MCDL-78-18 Illustration Common Nozzle Assembly Hoist Point Plug

ILLUSTRATION COMMON NOZZLE ASSEMBLY HOIST POINT PLUG

Ident.: MCDL-78-18-00009424.0001001 / 16 APR 10

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 78-18 Common Nozzle Assembly Hoist Point Plug.*



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AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

EXHAUST

COMMON NOZZLE ASSEMBLY PYLON FAIRING TRAILING EDGE

78-19

Common Nozzle Assembly Pylon Fairing Trailing Edge

Ident.: MCDL-78-19-00009425.0001001 / 19 JUN 13

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

78-19 COMMON NOZZLE ASSEMBLY PYLON FAIRING TRAILING EDGE	Quantity installed 4
---	---------------------------------------

(m) Refer to AMM Task 78-11-00-040-801

All may be missing.

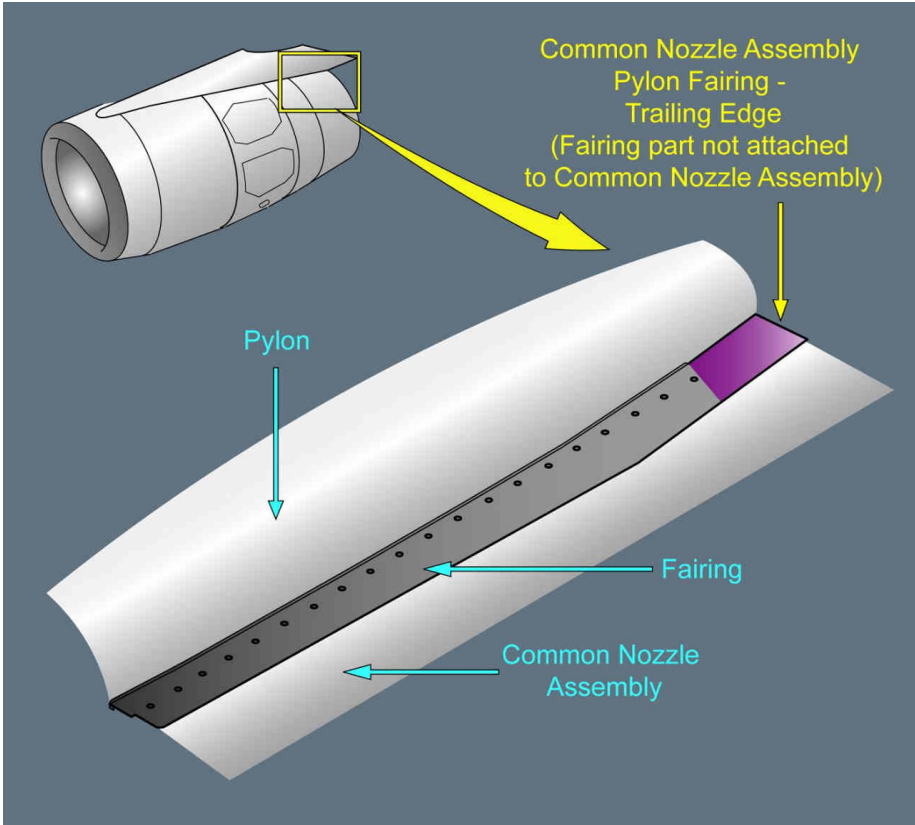
Refer to MCDL-78-19 Illustration Common Nozzle Assembly Pylon Fairing Trailing Edge

ILLUSTRATION COMMON NOZZLE ASSEMBLY PYLON FAIRING TRAILING EDGE

Ident.: MCDL-78-19-00009426.0001001 / 16 APR 10

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

FOR INFORMATION ONLY



For dispatch conditions: Refer to 78-19 Common Nozzle Assembly Pylon Fairing Trailing Edge.



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AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

EXHAUST

LATCH NUMBER 4 ACCESS PANEL

78-20

Latch Number 4 Access Panel

Ident.: MCDL-78-20-00009427.0001001 / 16 APR 10

APPROVED

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)

78-20	Quantity installed
LATCH NUMBER 4 ACCESS PANEL	4

All may be missing.

- **Performance:**

The following performance penalty is applicable:

- When three or more panels are missing, takeoff performance limiting weight is reduced by 22 kg (49 lb) per missing panel.

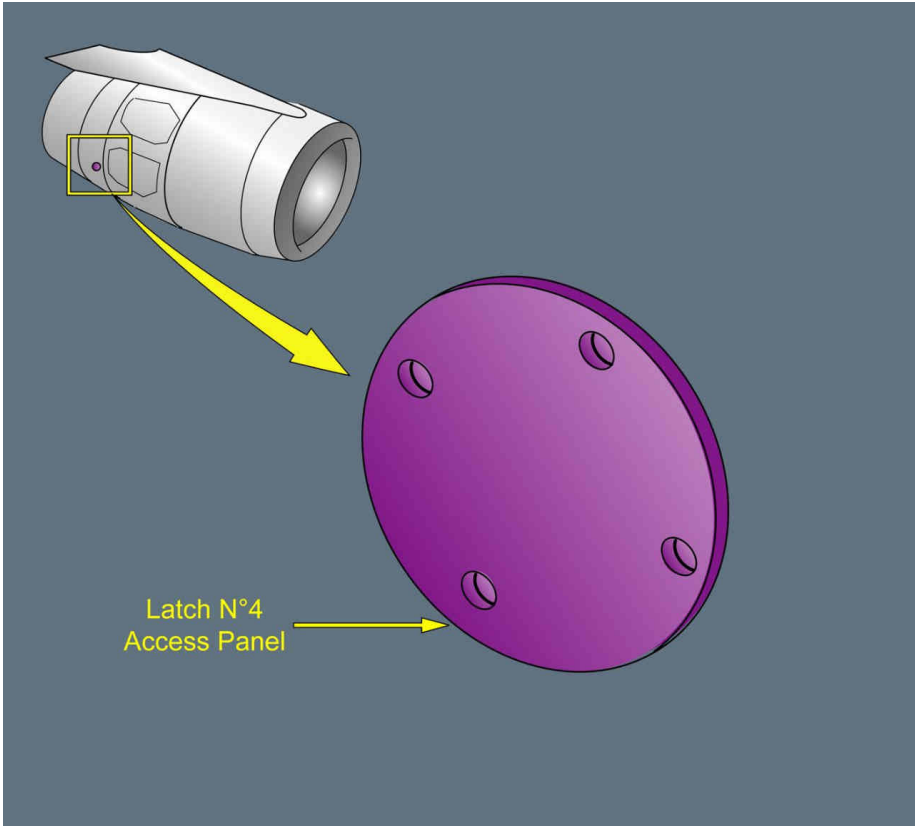
Refer to MCDL-78-20 Illustration Latch Number 4 Access Panel

ILLUSTRATION LATCH NUMBER 4 ACCESS PANEL

Ident.: MCDL-78-20-00009428.0001001 / 16 APR 10

FOR INFORMATION ONLY

Criteria: (330-243 or 330-243F or 330-341 or 330-342 or 330-343)



For dispatch conditions: *Refer to 78-20 Latch Number 4 Access Panel.*

SUPPLEMENTARY PERFORMANCE

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AIRPLANE FLIGHT MANUAL

SUPPLEMENTARY PERFORMANCE

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AIRPLANE FLIGHT MANUAL

SUPPLEMENTARY PERFORMANCE

PRELIMINARY PAGES

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AIRPLANE FLIGHT MANUAL

SUPPLEMENTARY PERFORMANCE
CONTAMINATED RUNWAY

GENERAL

GENERAL

Ident.: SPERF-CONT-GEN-00005593.0001001 / 26 NOV 09

APPROVED

Criteria: A330

This chapter of the AFM gives the performance information for operations on contaminated runways and the conditions used for their establishment.

Any actual condition different from those listed in this chapter may lead to different performance.

Refer to SPERF-CONT-PERF Aircraft Configuration.



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AIRPLANE FLIGHT MANUAL

**SUPPLEMENTARY PERFORMANCE
CONTAMINATED RUNWAY**

GENERAL

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AIRPLANE FLIGHT MANUAL

SUPPLEMENTARY PERFORMANCE
CONTAMINATED RUNWAY
LIMITATIONS

LIMITATIONS

Ident.: SPERF-CONT-LIM-00005594.0001001 / 26 NOV 09

APPROVED

Criteria: A330

Reduced thrust takeoff is not allowed on contaminated runways.
Takeoff on very low braking friction surface (icy runway) is not recommended.



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AIRPLANE FLIGHT MANUAL

SUPPLEMENTARY PERFORMANCE
CONTAMINATED RUNWAY
LIMITATIONS

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AIRPLANE FLIGHT MANUAL

SUPPLEMENTARY PERFORMANCE
CONTAMINATED RUNWAY
PERFORMANCE

AIRCRAFT CONFIGURATION

Ident.: SPERF-CONT-PERF-00005850.0001001 / 26 NOV 09
Criteria: A330

APPROVED

TAKEOFF ON CONTAMINATED RUNWAYS

The takeoff performance has been established for slats/flaps configurations 1, 2 and 3 on runways contaminated by:

- 1/4 in and 1/2 in of standing water
- 1/4 in and 1/2 in of slush
- Compact snow.

Ground spoilers are armed.

Accelerate Stop Distance (ASD) determination is made with or without thrust reversers and considering the use of ground spoilers and wheel brakes with anti-skid on.

LANDING DISTANCE ON VERY LOW BRAKING FRICTION SURFACE

Landing distance on very low braking friction surface as icy runway has been established for slats/flaps configurations 3 and FULL.

Ground spoilers are armed.

Landing distance determination is made with or without thrust reversers and considering the use of ground spoilers and wheel brakes with anti-skid on.

TAKEOFF AND LANDING PERFORMANCE

Ident.: SPERF-CONT-PERF-00005595.0001001 / 26 NOV 09
Criteria: A330

APPROVED

For takeoff and landing performance determination on contaminated runways, the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database.*



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AIRPLANE FLIGHT MANUAL

SUPPLEMENTARY PERFORMANCE
CONTAMINATED RUNWAY
PERFORMANCE

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