

# A330

## European

# Overview

## Notes

July 25, 2014

To Print Correctly with Adobe Reader:  
Windows - File/Print Select Page Scaling - **NONE**  
MAC - Size Options - Select **Actual Size**

**Use Highest Quality Print so that the Colored Text is Legible  
OR just import into your iPad**

***Personal OVERVIEW my opinions ONLY***

*Nothing shown here is to supersede anything in FOM or any other company procedures*

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# OVERVIEW European Airport Arrival & Departure Notes

## My Opinions ONLY

**Fuel Planning - 4000#/Hour Taxi Fuel for Delays**  
**10,000# Minimum Landing Fuel**

### Operations in New York Oceanic

Clearances from NY are **VIA Voice**. If routed on a Track, have **TMI** info ready.  
**Entering NY OCA prior to 60W.**  
 NY Radio on VHF: **CPDLC, NY NEXT, SELCAL XX-XX** and your **Exit Point** leaving NY OCA to next OCA. This could be 4430N or a Fix. New frequencies will be given to call at **60W**, and beyond. Then when making call on HF, just ask for SELCAL check, you will be talking to the same person. When calling at **60W**, it would be: **CPDLC, GANDER/SANTA MARIA Next, SELCAL XX-XX**, new Frequencies provided, if not already given.  
**Note:** Transitioning from New York to Gander, you may be told to contact Gander at **4430N** on <HF Freq.>. The boundary is at **44° 30' North**, see Planning Chart.  
 When route is through Gander Airspace **BUT** your first fix is in New York Airspace **REQUEST** Clearance from Gander **but NOTIFY** New York.

### EUROPEAN AIRPORT OPERATIONS - REVIEW ALL 10-1P Pages

**NOTE: European Control has required the removal of all SIDS & STARS from flightplans.**

**Departures** - It is not needed or required to state altitude leaving or climbing to  
 SID Name **IS** Required  
 State **ONLY** <Call Sign> & **SID NAME** to Departure Control  
**ENROUTE** - It is not needed or required to state altitude leaving  
 State **ONLY** <Call Sign> & **Altitude Climbing/Descending TO OR**  
 <Call Sign> **Level (altitude)**  
 IF Cleared Direct to a point by previous controller -  
 State **Point Cleared To** - to new controller

**ENTERING Maastricht - EDYY - Airspace**  
 Amsterdam FIR above FL245 - Brussels UIR above FL245 Hannover UIR above FL24  
 ATC uplinked Clearances & Instructions are **Limited To: FOM 16.19.2**  
 Uplink of **Squawk Code & Ident, Proceed Direct to [position] & Frequency Changes.**  
 Downlink **Request Proceed Direct to [position]**  
 Voice Reply **ALL** clearances **EXCEPT** frequency changes.

**Satellite Phone Numbers & Frequencies**  
 Dispatch - 0014124745500 or change 5500 to last 4 of Dispatcher  
 Gander - 0017096515207 See Track Message  
 Shanwick - 00441292692706 123.95 VHF - 5598HF - 8906HF  
 Santa Maria - 00351296886299 132.07 VHF - 8906HF  
 Iceland - 0035455683033  
 New York - 0016314681397

## HOLDING

**NOTE:** For applying the correct holding speed, refer to the respective **State RULES AND PROCEDURES** page.

### FOM 14.4.9

**ICAO Holding Table IV-1-1 ICAO Doc 8168 Holding Speed**

Levels	Norma I	Turbulence Only if area can accommodate speeds
Up to including 14,000 ft. if followed by instrument approach, use the higher speed	230 kt.	280 kt.
Above 14,000 fts up to including 20,000 ft. 280kts. on Airways, if possible	240 kt.	280 kt./80M whichever is less
Above 20,000 fts up to including 34,000 ft.	265 kt.	
Above 34,000 ft.	.83M	.83M

**Table IV-1-2 PANS-OPS ICAO Holding Speeds.**

Levels	Norma I	Turbulence Only if area can accommodate speeds
Up to including 6,000 ft.	210 kt.	280 kt./80M whichever is less
Above 6,000 fts up to including 14,000 ft.	220 kt.	
Above 14,000 ft.	240 kt.	

### WARNING

**Obstacle clearance or separation may not be guaranteed.**