

A330

WHAT TO EXPECT European Operations Notes

*Nov 2017
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Based on Tom Kurpinsky's original WTE

GENERAL

This Guide is **Alphabetical** by City

Most Airports update ATIS at 20 and 50 minutes after the hour unless conditions change

DCL - Departure Clearance (ACARS>ATS>DEPART CLX) is available in England, France, Germany & Ireland

ATHENS - Eletherios Venizelos Intl – ATH - LGAV

Speeds - 240 knots max for jet ACFT (However, free speed may be authorized)

Arrival - Expect arrival via **NEMES (NEMES 1C)** to ILS Z 03L for runway 03L Use minimal reverse thrust.

Gates – Main Terminal – Usually gates **A13 to A1**

APU use should not be used after 15 minutes after arrival, nor before 15 minutes before departure

Taxi Routes

Arrival

If you exit 03L at A9 (or sometimes A10), expect a right turn on A, then H – C – D5 to the gate (You may be assigned H – C – D4 – E)

If you exit 03L at A11, expect a left turn on A, then K – C – D5 to the gate. (You may be assigned K – C – D6 – E)

Departure

D4 – D – D1 to runway 03R (You may be assigned D5 – D – D1)

Departure – PIDAK 1T. Adhere to maximum speeds on the SID. (Runway heading may be assigned after takeoff and then a left turn direct to PIDAK.)

[Request clearance no earlier than 10 minutes prior to scheduled departure time.](#)

BARCELONA BCN - LEBL - New Gates R-10 - 200-214

Speeds 10-1P7 2.1.1

220 kts Leaving IAF

ATC will slow you to **170/180 kts** when turned to intercept LOC

160 kts 8 DME to 4 DME from THS

Arrival - Favored Runway **25R**

NOTE: When landing Rwy 07L, the Ident will display **IGLC** 110.3 - 066 Course

This is same frequency & course of Rwy 07L BUT the Ident is **QAA**

The correct Ident **WILL NOT** appear until within 55 miles & below FL140

25R **LOBAR #T** 07L **LOBAR #S** - Expect Direct **ASTEK**

Gates - N

APU - **OFF** within 2 minutes of shutdown. **10-1P6 1.6.3**

Mobile Hotspot available for departure.

Taxi Route - Clearing Runway, Hard Left or Right onto **N**

N - E - hold short of JS - **R** J7 LS NS to Gate 277

Departure - APU - **ON** 5 minutes before departure. **10-1P6** 1.6.3

25L LOBAR #Q - **DOTIS Restriction Tight**

07R LOBAR #R - **SUKOS Restriction Tight**

Taxi Route - **Facing North** - KS - R J7 - LS - K **Facing South** - NS - K **New Gates - N - E - K**

Then - **25L** G1 - 2 - 3 **07R** G12 -11 -1

DUBLIN DUB - EIDW

Speeds 10-1P3 2.1

210 kts Holding to Initial Fix

180 kts IF to FAP

160 kts until 4 NM

Speed Restrictions are listed on Approach Plate.

On Departure, V2 until 1500 AFL, then clean up and 230 kts until 3000 AFL

Arrival - Using Runway 10, **NO DELAY** Down

Favored Runway 10/28, will not change unless crosswind > 20 kts

Runway 10 Expect **OLAPO #U** - 28 **OLAPO #X**

Note: STARS show to which runway they apply.

NO Reverse 2300-0600

Gates -Parking normally on Pier 4 (Terminal 2)

When fully parked, transponder STBY until ready for push & start

Clear US Customs for specific city in DUB

Taxi Route - **B - A - Link 1** or **B - Link 2**

Do not use Taxiway Z

Taxi - Runway 28 - **Link 2** - **F1** *Very Short Taxi*

Runway 10 - **Link2** - **A - B**

Departure DCL (15 mins prior to TOBT)

Request Oceanic Clearance above 10,000 ft AFL

Expect Rwy 28 **PELIG #A**

Note: SIDS show to which runway they apply.

FRANKFURT FRA – EDDF

Speeds – Advise ATC of any speed reduction prior to Outer Marker

Arrival - You may be cleared to **RNAV Fix ex. DF016**

If filed UNOKO#/ROLIS#, clearance limit is UNOKO/ROLIS, **EXPECT**

25L/R **ROLIS25N** or **UNOKO25N** -- 07L/R **ROLIS07N** or **UNOKO07N**

07L Setup 07R ROLIS07S or UNOKO07S in **Secondary** Expect Direct **DF623**

25R Setup 25L ROLIS07S or UNOKO07S in **Secondary** Expect Direct **DF626**

Plan ROLIS FL150, UNOKO FL130-110

Switched to Frankfurt Director - STATE ONLY **Frankfurt Director & <Call Sign> & Heavy**

Switched to Tower - STATE ONLY **<Call Sign> & ILS <Runway>**

IDLE Reverse

Gates -

Jetway Gates D1, D4, D5, D8 **Hardstand Boarding Gates** D2, D3, D6, D7

Remote Stands V119 to V130 - **Enter On** taxiway November, Crew Bus under ACFT left sidet

Taxi Route - 07L/25R - P - N11 - L - L8 - L6 - N3 - N or N11 - N

07R/25L - M - M8 - R EAST 4 then N EAST - N or L - N1

Departure **25C** N - N1 *Very Short Taxi*

18 N

07C N - N1/3 - L - L9/N5 - L20/21

Departure – DCL Available TOBT-30 minutes, until TSAT. (See JeppFD-Pro, Germany-Rules & Procedures)

Note: Runway 18 very rough

Clearance NOTE: If you see **ADT MDI**, this means Actual Departure Time based on Minimum Departure Interval.

18 **SOBRA #L** - **ROSIG Restriction Tight**

07C/R **SOBRA #D** - RUDAT +**FL240** per SID Note

07C **OBOKA #D** -- 25C **OBOKA #G** – OBOKA +**FL170** per SID, **25C 3600' Restriction Tight**

LONDON - Heathrow LHR/EGLL

Speeds 10-1P3 2.1

220 kts from Holding to Initial Approach Phase

180 kts Base Leg heading to ILS

180-160 kts Established ILS

160 kts until 4 DME - **DO NOT** Descend below 2000' unless on G/S

10-7B-3 Missed Approach turns <185 kts. London TMA holding \leq FL140 220 kts.

Arrival –

Tell Heathrow Radar ATIS & A330 - Tell Director Call Sign ONLY

Expect **BNN** (Bovingdon) or **OCK** (Ockham) **STAR**

Info Available - ATIS 240 miles - **Expect** STAR 200 miles - Runway 100 miles

Expect North Runway

Arrival STAR takes you to arrival fix, THEN goto **Initial Approach Procedure** page. Then,

Use, **Without Radar Control** from <Arrival Fix from STAR> to ILS

Expect Continuous Descent Approach (CDA)

No Reverse 2330-0600 (0600L curfew, do not land before 0602L)

Gate – Normally Terminal 3, Pier 5, but could be - **Any Pier, Any Gate**

After parking Squawk 2000, then turn transponder to STBY

Go to top of Jetway - Agent will let you down elevator to ramp. Bus will pickup crew on ramp.

No air conditioning carts on the field

Bus has **free wifi**, Network Name – CCH Free Wifi, Password - CCHfreewifi

Taxi Route

9R - F - B - **OSTER** or A - **HORKA** 27L - F - A - **LOMAN** or B - **LOKKI**
9L - F - A - **SNAPA** 27R - F - A - **PLUTO** or B - **TITAN**

Note: Taxiways A&B go all the way around airport

Departure – DCL, usually over **CPT** (Compton) **(09L/R - no DCL per ATIS, but expect RWY heading until 2 DME, then Right to 220°)** or **BUZ** (BUZARD)

DCL available 25 min before to 15 min after Departure Time (ATIS will say no DCL if 09L/R and over CPT)

Maintain listening watch on LHR OPS within 10 mins of TOBT

On first contact with HEATHROW Delivery - Call Sign, Type , Stand, QNH, ATIS.

Call Fully Ready at TOBT ± 5 mins

MADRID MAD - LEMD Arrival

Speeds

32L/r **200 kts** When turned North

All Runways – 12-8 DME **180 kts** – 6-4 DME **160 kts**

Arrival - 10-1P15 2.8.1

If on angle of **Less than 70°**, **Unless Instructed to Cross, Intercept** Final Approach Course of previously announced runway. **NOT** cleared for Approach.

18L/R **ZMR#A/BARD#A** - Clearance Limit **ERMA**

32L/R **ZMR#C/BARD#C** - Clearance Limit **NVS/BUREX**

Use the 'Z' arrival plate - If **BRA/GE/SSY** or **CNR** are not usable use **Y-X-W**

Switch to Approach, Call Sign Only "Madrid Approach, American 748"

2300-0700, NO Reverse, Expect 32R/24L up to 10 kts tailwind

18R/L When given lower - **NO DELAY DOWN** - After MANCO MCDU will show **TOO STEEP PATH**

Cleared for Approach - **Very Hard to Get Down**

In Winter, Very Rough Ride Over the Mountains on Arrival

Taxi Routes 32L - **L2/L4** to **M** then depends on gate

32R – K4/K5 then via A and either EB or EA to gates

Gate - APU off within 2 minutes of shutdown (10-7B) and on no more than 5 mins prior to departure, call ops if you need it.

Mobile Hotspot available for departure.

Departure Departure Frequency - **131.175** All Runways

Use CLNC Delivery **West** , Report Call Sign, Type & **Series**, Stand, and ATIS

P-RNAV SID, 36L/R **ZMR#L** 14L/R **ZMR#S**

Engine Failure T/O 10-7E-2, MA 10-7E-4

MANCHESTER MAN/EGCC

Speeds

210-240 kts Initial Approach Phase

160-180 kts 12 nm from touchdown

160 kts 8-4 DME

Arrival

Clearance Limit - MIRSI or ROSUN

Tell Manchester Radar ATIS & A330

Tell Director Call Sign ONLY

Expect Continuous Descent Approach (CDA)

Runway Info

Preferred Runway 23L/R

05R must vacate by **VB** and proceed to **V**

23R Taxiway **F & D** NOT available as Exits

USE Minimum Reverse

Gates - Terminal 3 - Gate 44 or 45 (Expect Marshalling on Gate 44)

Taxi Route **23R** A - B - Expect Short B3 - B **05L** J **05R** - V - Short DZ - D - B

Taxi Routes

23R - J - J1 **23L** - B - D - DZ - T1 (**Ask for Full Length**) **05L** - B - A

Departure – DCL

Flight Plan will drop out **10 Minutes** after scheduled departure

MUNICH MUN - EDDM Arrival

Arrival - You may be cleared to RNAV Fix ex. DM26

North Arrival North Runway/South Arrival South Runway

Use Arrival SID to Arrival Fix **THEN GOTO** Transition SID

Switched to Munich Director - STATE ONLY **Munich Director** <Call Sign>

Switched to Tower - STATE ONLY <Call Sign> **ILS** <Runway>

10-1P3 2.4.2

If on angle **50° or Less** or Cleared to waypoint on final approach, **Unless Instructed to Cross, Intercept** Final Approach Course of previously announced runway. **NOT** cleared for Approach.

IDLE Reverse

Taxi Route

If not directed to Ground Control - Ask, you may taxi in on Tower

Taxi Route **08L** M - **26R** N then N1/2 **08R & 26L** - S/T - S5/8 **To directed Taxi Line**

Departure - **Directed Taxi Line** - **N1/N2** - **N** or **S5/6**- **S**

DEICING

Approaching Hold Point - Tower will give deice frequency & deice position. **Monitor Tower at all times**, Call deice, and enter position, Hold line painted on pavement on left. After deicing completed, call Ground, tell them you are complete, **THEN** Ground will switch you to tower.

Departure – DCL Available TOBT-30 minutes, until TSAT. (See JeppFD-Pro, Germany-Rules & Procedures)

Use RNAV Plates - **If Not Switched** Call Departure Control

Expect 26R/08L

NOTE: If unable **INBED FL250**, put note on clearance request. **ex. INBED FL230**

North Departure North Runway/South Departure South Runway

A330-300: MERSI#E 08R Departure - **4000' Restriction Tight**

PARIS CDG/LFPG

Speeds - Expect

220 kts on Base until on LOC

200-180 kts until GS

160 kts until 4 DME

Arrival

09L BIB or LUKIP #E **27R** BIB or LUKIP #W Then RNAV Initial Approach for RWY **MOPAR #E / #W**

08L LATKO #E **26L** LATKO #W Then RNAV Initial Approach for RWY **BANOX #E / #W**

20-1P4 2.6.3

On intercept of **Less than 70°**, **Unless Instructed to Cross, Intercept** Final Approach Course of previously announced runway. **NOT** cleared for Approach.

DO NOT EXIT on Last Taxiway

Gates

20-1P2 1.4.1.2 When at a standstill at parking stand, Transponder STBY.

APU until 5 mins after block in and not before 10 mins prior to TSAT (Captain may waive for safety reasons)

Outbound - CCI shows Inside Gate (e.g. CCI shows A51, but actual gate A18)

Mobile Hotspot available for departure.

TRANSDEV VISUAL **Bus** has **free wifi**, Network Name - Visual, no password

Taxi Route - Expect to enter/exit ramp via TA1, see 20-9A for TA1 and Middle ½

27R/09L – Z K D Q F

26L/08R – V S T(08R R) TA2

Departure

27L - N B or Q (**hold short Middle 1 on N**)

09R – N B or Q (**hold short Middle 2 on F**)

26R - F R

08L – F R

Departure – **DCL** (TOBT – 15 mins), Note: EVX-ERIX Similar. Expect to Confirm Fully Ready on 121.730, then go to Apron on 121.930 for pushback.

27L EVX #A/ATRE #A 9R EVX #K/ATR #K

26R EVX #B/LGL #B 8L EVX #H/EVX#H

20-3B SID Letter A & B Westerly Takeoff and same at Orly (LFPO ATIS – 131.350)

D & E Easterly Takeoff and reverse at Orly

G & H Easterly Takeoff and same at Orly

K & L Westerly Takeoff and reverse at Orly

ROME FCO - LIRF

Arrival - Favored Runway is 16R - **ILS16RY** - Low Visibility Ops See 10-1P

What to Expect – European Operations

Runways 16L/R

Expect **ELKP #A - XIBIL #A** Arrival, expect to be cleared direct to IAF SUKOV anytime after BIBEK

Runways 34L/R

When Filed **ELKP #A - XIBIL #A** Arrival, **FIRST** Select **TAQ #D** STAR 10-2F, Select **VIA** NETUN, **THEN**, Select the **ELKP #A** or **XIBIL #A** Transition.

After last Fix of the arrival, go to Approach Plate to continue Arrival.

Vacate 16R at AF or AG

16L/34R - Must Report **Runway Vacated 10-1P4 2.3.2.1**

You will be instructed 'Continue Standard 1'. **Standard 1 - TWY D** (Rwy 16C/34C), **Hold Short** TWY EG - **STANDBY** on GRD

IDLE Reverse

Gates - Normally 707 or 708 – APU at gate should be minimized with pwr & PCU

Departure Preferred RWY 25 (RWY 25 – use NADP2 – 1000' AFL cleanup)

Start APU just before PAX Board, unless you need it, then call Ops

Report "Ready to Move" on 121.72, then FUME DELIVERY on 121.8 for Clnc, then 122.125 for Pushback

Use **Initial Climb Page – RWY 25** XENO#A 10-3D; **RWY 16R** XENO#j 10-3E **RWY 34L** XENO#Q 10-3W

then SID Expect **POD#E** 10-3X4

VENICE VCE - LIPZ

Arrival - Favored Runway is 04R - Low Visibility Ops See 10-1P

Runway 04L is normally Taxiway T

Runway 04R

Flight plan shows: ALBERT LARE#C. No STAR exists in Jepps, just in MCDU.

Select **LARE #C** STAR and **ALB #X** Transition. No VIAs used.

Expect **ELTAR** to **ALBET** and then Controller will verify your arrival routing.

After last Fix of the **LARE #C**, goto Approach Plate to continue Arrival.

IDLE Reverse

Expect to turn left onto Taxiway **T** (Rwy 04L), **L - M** to Gate 328.

Gates - Gate 328, Keep **APU OFF**

Taxi Routes - M - R - T - B or M - L - T - B

Departure Preferred RWY 04R

Conditioned Air (actually works) and electric will be on aircraft

Start APU just before PAX Board or Ask to Start

Call for clearance **ONLY** when FULLY READY to push

SID Altitude & Frequency Given by Clearance Delivery - 118.9

Expect **VIC #X** - Speed 200 per SID - Keep flaps at 1 until turned around