

A330 Recurrent Training Questions 6/5/2015
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R9 Slides - Systems & Limitations Validation Questions

What are the triggers for the Before Pushback Flow?

After receiving the cabin ready notification and all doors are closed and armed.

What is the Maximum Rate of Climb speed?

250KIAS/.78M (Maximum Angle is Green Dot)

What is the recommended turbulence airspeed?

- 240 knots below 20,000 feet
- 260 knots/0.78M at or above 20,000 feet (-200 chart shows .8M)

Undue Activation of Alpha Protection (pilots must be aware of the location of ADR pushbuttons)

Memory Item – Undue Activation of Alpha Protection

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 load factor):

OR

If at any time, with a speed above VLS, the aircraft goes to a continuous nose down pitch rate that cannot be stopped with backward sidestick inputs, immediately apply:

- a. **One ADR pb.....KEEP ON**
[Consider keeping ADR 1 on for the possible occurrence of Emergency Electrical Configuration.]
- b. **Two ADR pbs.....OFF**

What is the maximum crosswind for takeoff and landing?

29/G32 knots

Landing Braking Action "FAIR" - 20 K
 "POOR" - 10 K

What is the maximum gear extension altitude?

21,000'

What is the maximum tailwind component for takeoff and landing?

10 knots

R9 Slides – Other Questions

Can the item below be deferred per the Minimum Equipment List? Yes

A330 Minimum Equipment List						Page 49-1 04-08-15
NUMBER INSTALLED					NUMBER REQUIRED FOR DISPATCH	
REPAIR CATEGORY					DISPATCH NOTIFICATION REQUIRED	FLIGHT CREW PLACARDING
SYSTEM 49			AIRBORNE AUXILIARY POWER			
49-1	APU System (MMEL 49-11-01)					
	a. Option 1	C	1	0	Y	N
						(M)(O)(DP) Except for ER operations beyond 120 minutes, may be inoperative.
(M) PROCEDURES						

Can the item be placarded by the flight crew? No

This column will contain the letter "Y" for each item that is permitted to be placarded by the Flight Crew. The letter "N" in this column indicates Flight Crew placarding is not authorized. A Y/N in this column indicates that Flight Crew placarding is authorized unless noted otherwise in the (M) or (O) Procedures.

Items which have been Flight Crew placarded must be repaired or re-placarded by Maintenance in accordance with normal MEL procedures upon the first arrival at an AA Maintenance-staffed station.

A330 Minimum Equipment List						Page 49-3 04-08-15
NUMBER INSTALLED					NUMBER REQUIRED FOR DISPATCH	
REPAIR CATEGORY					DISPATCH NOTIFICATION REQUIRED	FLIGHT CREW PLACARDING
SYSTEM 49			AIRBORNE AUXILIARY POWER			
49-2	APU Air Intake Flap (MMEL 49-16-01)					
	a. Option 1	C	1	0	N	N
						(M) May be inoperative in open position.
(M) PROCEDURES						
A. Ensure APU air intake flap is in the open position. Refer to AMM TASK 49-16-00-040-801 Deactivation of the Air Intake Flap.						

	b. Option 2	C	1	0	Y	Y
						(O)(DP) May be inoperative provided APU is not used.

Does the item require advanced notice to Dispatch? No

This column will contain the letter "Y" for items that impose an operational restriction and must be reported to Dispatch. Dispatch concurrence must be received prior to issuance of MEL. When advance notification to Dispatch is not required, the letter "N" will appear.

Flight Crews must obtain an amended Flight Plan/Dispatch Release whenever a designated dispatch Notification Required item placard is applied after the Dispatcher's original Flight Release has been issued.

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49-2	APU Air Intake Flap (MMEL 49-16-01)						
	a. Option 1	C	1	0	N	N	(M) May be inoperative in open position.
	(M) PROCEDURES A. Ensure APU air intake flap is in the open position. Refer to AMM TASK 49-16-00-040-801 Deactivation of the Air Intake Flap.						
	b. Option 2	C	1	0	Y	Y	(O)(DP) May be inoperative provided APU is not used.

Is item an INFO-ITEM? No

Some items may be corrected by non-certificated personnel and signed off by the Flight Crew as an "Info to Maintenance" or "INFO-ITEM" entries in the MECHANICAL DISCREPANCY section of the AML.

Contact MOC Fleet Desk and request the faulted item be placed on deferral as appropriate. Review the fault and the deferral reference with MOC to ensure that the correct reference is being applied.

A listing of AA Maintenance-staffed stations is located in the AML Flight Crew Placarding Quick Reference Guide.

INFO-ITEM (formerly Info to Maintenance) entries are used for relaying information to Maintenance that are not airworthiness issues. INFOITEM entries are informational only and do not require an ACTION TAKEN ("balancing") entry prior to departure. Descriptive entry begins in block 6 of the MECHANICAL DISCREPANCY section and start with the text "INFO-ITEM." Examples include but are not restricted to successful Flight Confidence Checks, dirty windshields, lavatory cleaning, Insect/Rodent issues, catering equipment replacement, dirty/wet seats that are not used or blocked off, location of removed/broken parts, etc. Maintenance will balance the INFO-ITEM entry during their next AML review.

How does the PF initiate the Windshear Recovery Maneuver?

The PF states "WINDSHEAR TOGA" and selects TOGA and roll wings level unless terrain is a factor.

PM duties?

The PM monitors attitude, airspeed and altitude, calling out flight path information (e.g., "200 FEET DESCENDING") Which altimeter is used?

What is the rest of the procedure?

After recovering from windshear, reestablish automation as necessary.
Build Automation
Systematically review FMA, Airspeed and Attitude Settings

Difference between recovery during takeoff versus after missed approach?

Predictive Windshear Recovery Actions During Takeoff Prior to V₁

- Reject if sufficient runway remains

Predictive Windshear Recovery Actions During Takeoff At or After V₁

- TOGA
- Rotate no later than 2,000 feet of runway remaining
- Utilize autopilot, if engaged, but be aware autopilot disengagement may occur if $\alpha > \alpha_{prot}$
- Follow SRS commands
- Retract gear and flaps on schedule

If a PWS Warning occurs-roll wings level unless terrain is a factor in order to maximize aircraft performance.

Predictive Windshear Recovery Actions During an Approach

- Execute a normal go-around using TOGA thrust.
- Utilize autopilot, if engaged, but be aware autopilot disengagement may occur if $\alpha > \alpha_{prot}$
- Retract gear and flaps on schedule

RTS Slides - Systems & Limitations Validation Questions

What color placard is used for MEL/CDL/NEF items if there are continuing maintenance actions or repetitive checks that require an AML entry?

Yellow

What are the six confirm items in flight?

Thrust levers, engine masters, engine fire PBs, cargo smoke DISCH PBs, IR PBs/Selectors, IDGs (Door Slides on the ground)

When does the PM call "Pitch" during landing?

If pitch attitude reaches 7.5°

Other Callouts:

- "Bank" if bank reaches 7°
- "Airspeed" with landing flaps and > -5 or $+10$ knots
- "Sink rate" $< 2500'$ & $> 2000'$ fpm; $< 1000'$ & $> 1000'$ fpm
- "Localizer" / "Glideslope" $> \frac{1}{2}$ dot
- Non-ILS "Path" Vertical deviation reaches $\frac{1}{2}$ dot
- "Track" Crosstrack error reaches 0.2 [RNAV (GPS)]
- "VOR" Raw data bearing error reaches 2 $\frac{1}{2}$ degrees

When conducting RNAV visual or FMS/CVFP visual approaches, enter BARO altitude of 300 on the PERF APPR page.

The aircraft is certified for an engine-out CAT III Single approach (fail passive) and autoland provided engine-out procedures are completed prior to what altitude?

1,000' AFL

What is the maximum gear extension speed (V_{Lo})?

250 KIAS/.55M

What are the Maximum Winds for Automatic Approach, Landing, and Roll Out (including gusts):

Headwind	35 knots
Tailwind	10 knots
CAT III Approaches	20 knots (if visibility greater than 4000 or $\frac{3}{4}$)

Crosswind for visibility greater than 4000 or $\frac{3}{4}$?

29/32 knots

Autoland with visibility greater than 4000 or $\frac{3}{4}$ - 20 knots (For less than 4000 or $\frac{3}{4}$, 15 knots)

RTS Slides – Other Questions

The aircraft has MEL 74-1 Eng #2, Ignition Systems INOP, applied. Operational procedures state it is recommended to perform a manual start procedure. Where is the manual start procedure located in OM Volume I?

Supplemental Normal for Manual Engine Start procedure, OM VOL I sec 4.8.5

What is the difference between Manual Engine Start and Start Valve Manual operation?

Manual Engine Start - Used when the auto start system is inop or when the auto system capabilities are degraded

Start Valve Manual - Used when start valve control is inop (valve is opened with a wrench)

What does Selecting the ENG MAN START pb ON do?

Opens the start valve

When should the ENG MASTER 2 switch be selected ON?

When max motoring is achieved

Is it important to ensure waypoints are sequenced properly when flying an ILS approach considering it is flown utilizing raw data?

The lateral guidance and autopilot follow a blended signal derived from GPS, VOR, DME and IRS, not raw data. Yes, in case a missed approach is conducted.

(Ensure missed app altitude is set when FINAL APP annunciates green on FMA.)

Why do we check the Triple Indicator?

To confirm that all indications are normal for brakes (i.e. pressure on both brakes and accumulator)

Engine Failure during Critical Phase

- VR – Rotate 3° per second to 12.5°
- Rudder should be trimmed prior to autopilot engagement
- Comply with runway specific procedure or fly runway heading

What actions are conducted at Engine Out Acceleration Altitude?

- Altitude hold, retract flaps on schedule

Reaching Green Dot Speed, what actions are conducted?

- Open Climb, Select Green Dot Speed, Set MCT
- Accomplish ECAM and/or QRH procedure(s) as appropriate.

Using your iPad, determine the minimum RVR allowed to fly the CAT III approach to KCLT Runway 36C assuming a FWC inop.

TDZ 700 / MID 700 / R/O 300

(QRH OD-7, CAT III Dual requires 2 FWCs and CAT III Single only requires 1 FWC)

(QRH OD-5, for Chart Min of 700, specifies TDZ 700 / MID 700 / R/O 300)

What value is entered into the DH field?

50

The RVR is currently reporting: TDZ 1600 / MID INOP / R/O INOP. What approach can be flown to Runway 36C?

CAT II

What value is entered into the DH field?

LP Ground Unit Air – do not use external air (air conditioned air simultaneously with airplane air conditioning packs).