

<b>A330 Recurrent Training Questions</b> <b>01/11/2017</b>
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## **R18 Slides - Systems & Limitations Validation Questions**

***What is the recommended airspeed for severe turbulence?***

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

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

A Yellow Form E-693-2 is used for MEL, CDL or NEF items if there are continuing maintenance actions or repetitive checks and an AML entry is required.

***During Ground Movement:  
Who should make FMS Inputs?***

FO

***How are Low Work Load or Low Threat levels defined?***

- In flight – Straight and level at or above 10,000'
- On the ground – Parking Brake or chocks set

***Change of Runway or Departure Procedures:  
Several items on the Taxi checklist are associated with the takeoff data and takeoff configuration. If a runway or flap setting occurs?***

The Taxi checklist must be re-accomplished.

***When does the PM call "Pitch" during landing***

Call out "Pitch" if pitch attitude reaches 7.5 degrees

***When should the parking brake be set at the gate?***

At all times, "unless Guideman Specifically requests release."

## **RTS Slides - Systems & Limitations Validation Questions**

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

***Headwind?***

35 knots

***Tailwind?***

10 knots

***Crosswind for visibility greater than 4000 or 3/4?***

20 knots (15 knots for Vis < 4000 or ¾)

***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?***

1000 feet AFL

***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**