



# Airbus A330 Aircraft Manual

A330-300 and A330-900 (neo) | Airbus

## 1. Role at NorthJet

Long haul twin for Middle East, Asia and transatlantic sectors from Istanbul and Stockholm.

## 2. Key data (approximate)

|                        |                                                        |
|------------------------|--------------------------------------------------------|
| Crew                   | 2 pilots                                               |
| Engines                | 2 x Trent 700 / CF6 / PW4000 (-300), Trent 7000 (-900) |
| Max take-off weight    | approx. 242 t (-300) / 251 t (-900)                    |
| Typical cruise         | M0.82                                                  |
| Max operating          | M0.86, FL410                                           |
| Range                  | approx. 6,300 nm (-300) / 7,200 nm (-900)              |
| Typical approach speed | 135 to 150 kt                                          |

## 3. Configuration (typical)

|           |                                       |
|-----------|---------------------------------------|
| Take-off  | CONF 1+F, 2 or 3                      |
| Landing   | CONF 3 or FULL                        |
| Gear down | At or below 250 kt, normally on final |

## 4. Operating limits

- Always check the add-on's own manual: its limits and procedures override this document.
- Do not exceed the maximum take-off, landing and zero fuel weights of your add-on.
- Respect flap, gear and tyre speed limits shown in the add-on documentation.
- Do not fly below the minimums of the approach in use. Go around if you are not stable.

## 5. Fuel policy (NorthJet recommended)

- Trip fuel to the destination, plus taxi fuel.
- Contingency: 5% of trip fuel (minimum 5 minutes at holding).
- Alternate fuel to the nominated alternate (required when weather forecast is below minima).
- Final reserve: 30 minutes holding at 1,500 ft above the alternate.
- Extra fuel at the captain's discretion for weather, ATC delays or ETOPS.

## 6. Stabilised approach

- Correct flight path, on target speed ( $V_{ref} + 5$  to 10 kt) and landing configuration.
- Stable by 1,000 ft above airport elevation in IMC and 500 ft in VMC. Otherwise go around.
- Sink rate no more than 1,000 ft/min, and thrust set appropriately.
- All briefings and checklists completed.

## 7. Type notes

- Plan engine-out drift-down and ETOPS diversions on oceanic and remote routes.
- Fuel in the trim tank moves CG aft in cruise. Watch fuel balance on long sectors.



- Use a stabilised approach with speed on target by 1,000 ft.

## 8. Abnormal and emergency (general)

|                       |                                                                                                                                                                                                               |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Engine failure</b> | Aviate first: maintain control, fly the aircraft, then handle the failure. Follow the add-on's procedure, declare PAN or MAYDAY and decide on diversion. On a four-engine aircraft expect a drift-down level. |
| <b>Fire</b>           | Follow the memory items of your add-on, discharge the extinguisher bottles and plan the nearest suitable airport.                                                                                             |
| <b>Decompression</b>  | Don oxygen masks, start an emergency descent to 10,000 ft (or MSA) and declare MAYDAY.                                                                                                                        |
| <b>Go-around</b>      | Press TOGA, set go-around thrust, retract flaps one stage and follow the missed approach. Announce GO AROUND to ATC.                                                                                          |
| <b>Squawk codes</b>   | 7700 general emergency, 7600 radio failure, 7500 hijack.                                                                                                                                                      |

## 9. NorthJet fleet (7 aircraft)

| Registration | Type     |
|--------------|----------|
| TC-JPC       | A330-322 |
| TC-JPG       | A330-941 |
| TC-JPO       | A330-300 |
| TC-JPP       | A330-941 |
| TC-JPR       | A330-941 |
| TC-JPS       | A330-941 |
| TC-JPW       | A330-300 |

Figures are approximate reference values for planning. Always use the data and limits of the add-on you fly in X-Plane 11 or X-Plane 12.  
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