

A330-900 Aircraft Specifics



Rev. 3

Date 04/07/2023

Foreword

This workbook is intended for familiarization and training purpose only.

It highlights the differences of the A300-900 aircraft as compared to A300-200 and the aircraft specifics

The information in the GOM-HLM and Mass and Balance Documentation take precedence over the information in this presentation.

Any charts or document shown in this power point can not be used for active flight

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Fleet Introduction

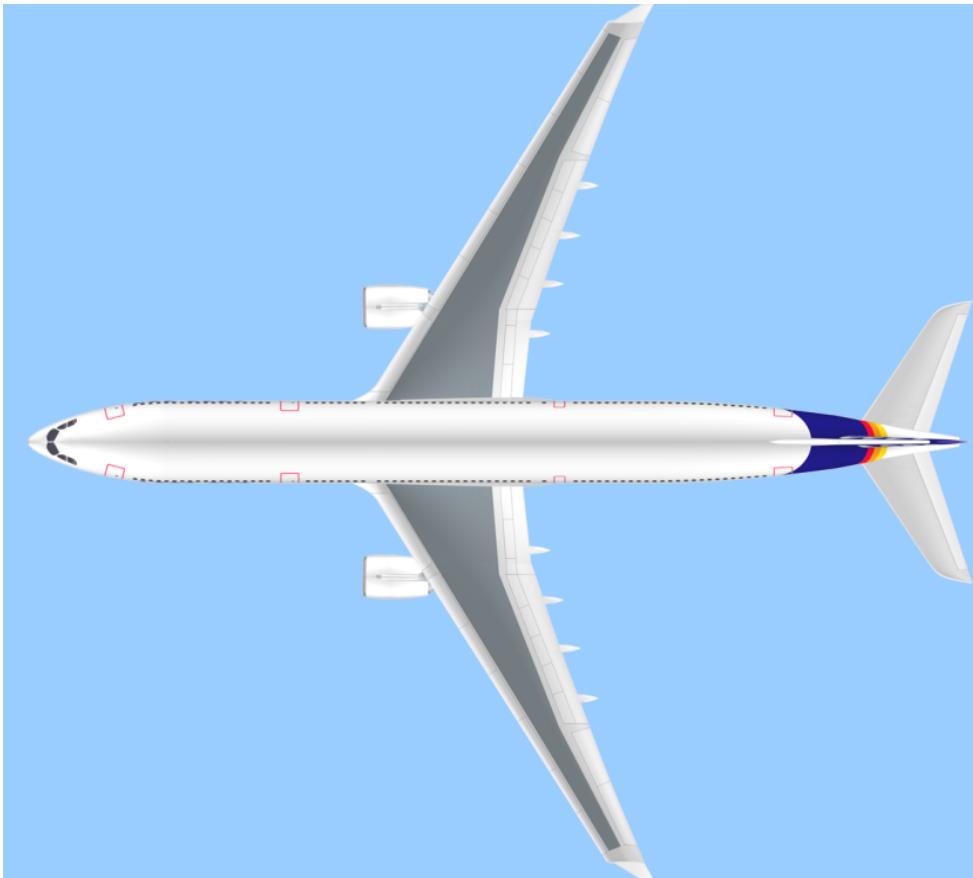
The latest member of the A330 family is the A330neo (New Engine Option), incorporating the latest-generation RollsRoyce engines and powerplant system along with a new wing, new sharklet wingtip devices

These latest technologies deliver new generation fuel burn (14 percent per seat lower than the A330)

The MTOW has been increased to 251.000 kg giving more range than the current generation A330-200

Flight Crew	4 seats available
Cabin Crew	11 Jump seats Available
Passenger	291

Aircraft Dimensions



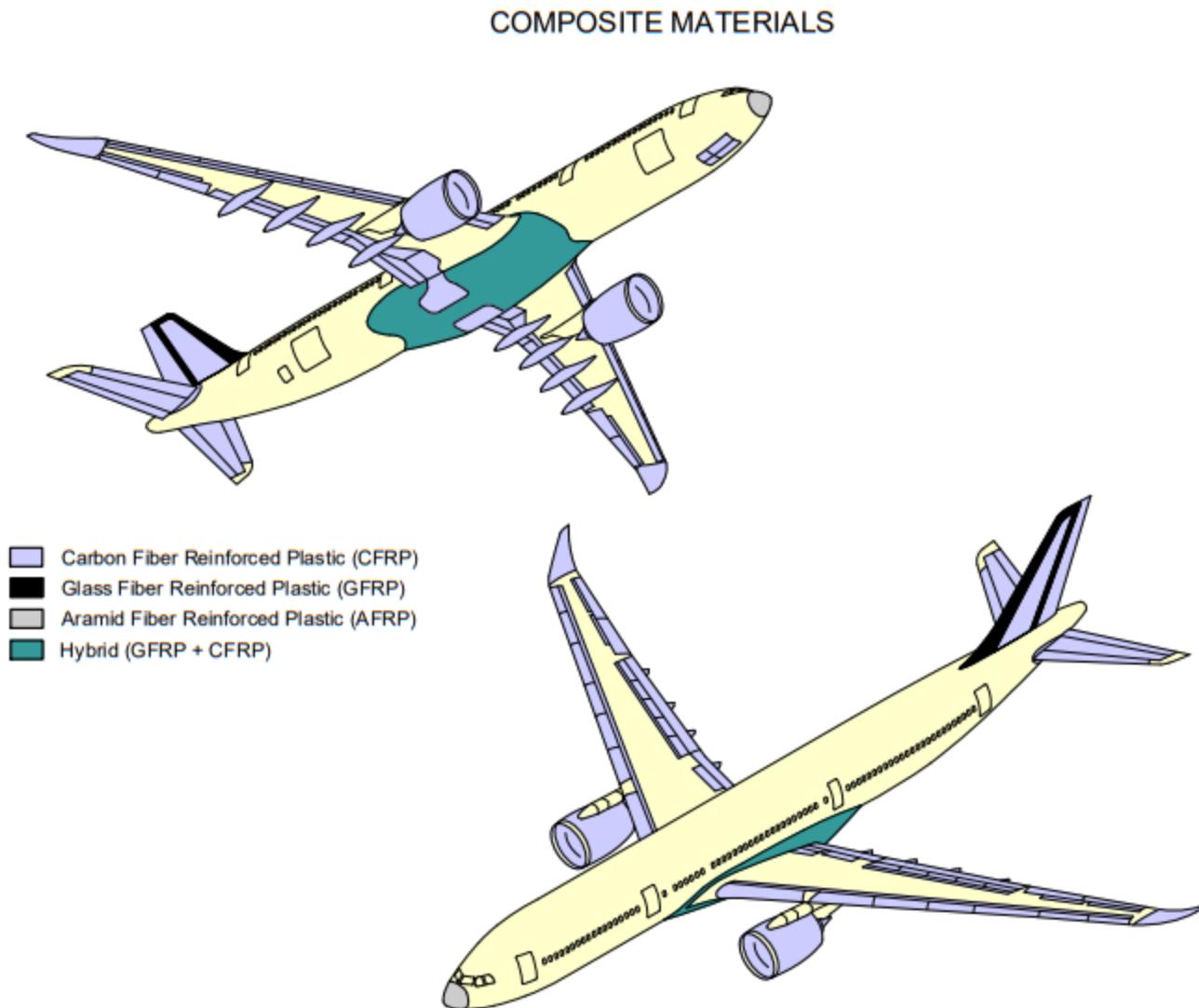
Fuselage length 63.7 m

Overall height from ground 17.9 m

Wingspan 64 m

AIRCRAFT TYPE	LENGTH	WINGSPAN
A330-202	58.8 m	60.3 m
A330-941	63.7 m	64 m

Composite Materials Location



Dangerous Areas

Hazardous areas of engine at Minimum Idle

Any time of aircraft handling beware of:

- Engine physical Hazardous area
- Running APU dangerous areas

NOTE:

	INTAKE SUCTION DANGER AREA
	ENTRY CORRIDOR
	EXHAUST DANGER AREA

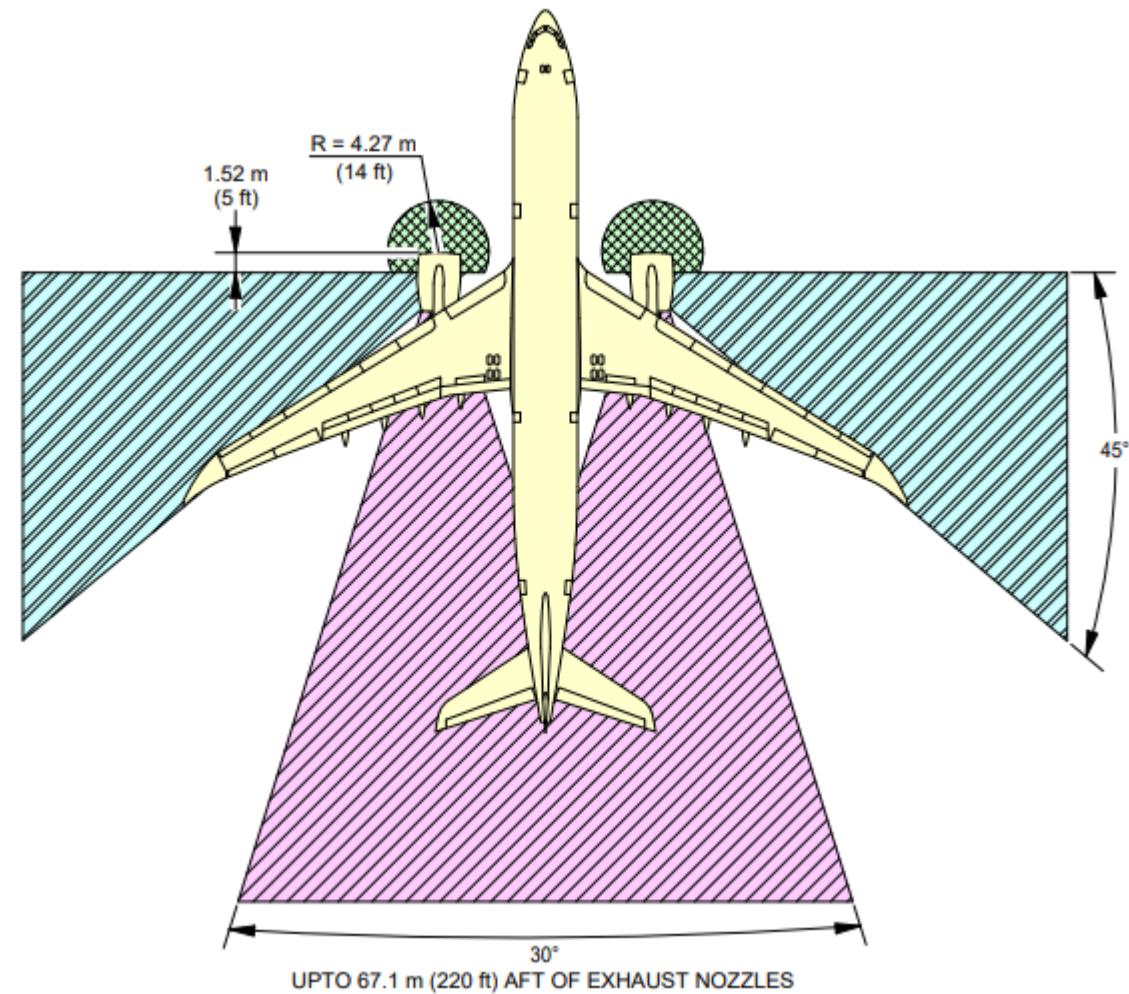
IDLE THRUST

INTAKE AREA

4.3 m

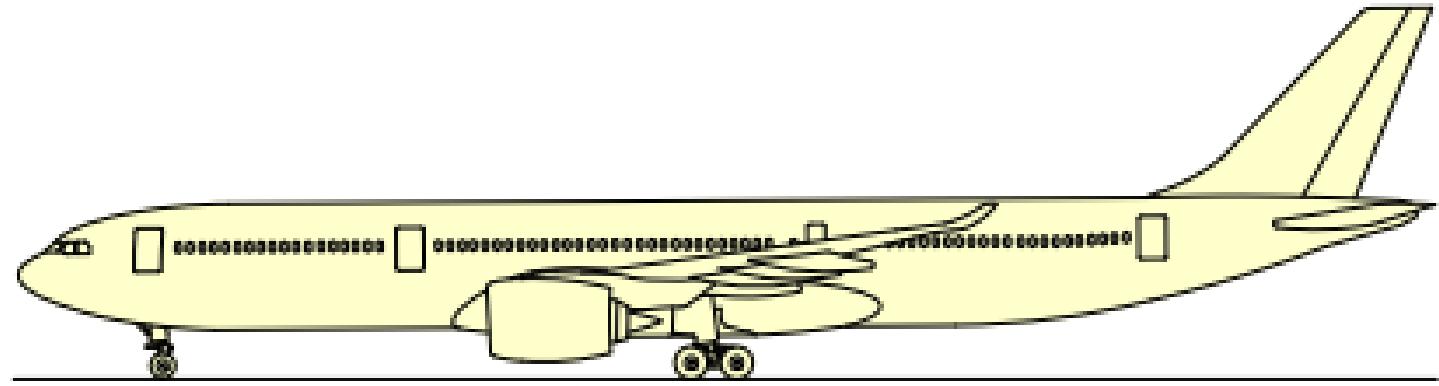
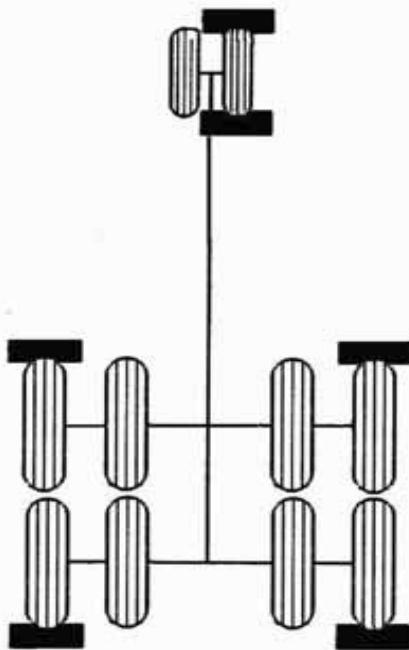
BLAST AREA

76.1 m



Chocks Positions

Chocks



The aircraft has:

- Two Main Landing Gears (MLG) with four-wheel assembly and related doors,
- A Nose Landing Gear (NLG) with twin wheel assembly and related doors.

The main landing gears are located under each wing and retract sideways towards the fuselage centerline.

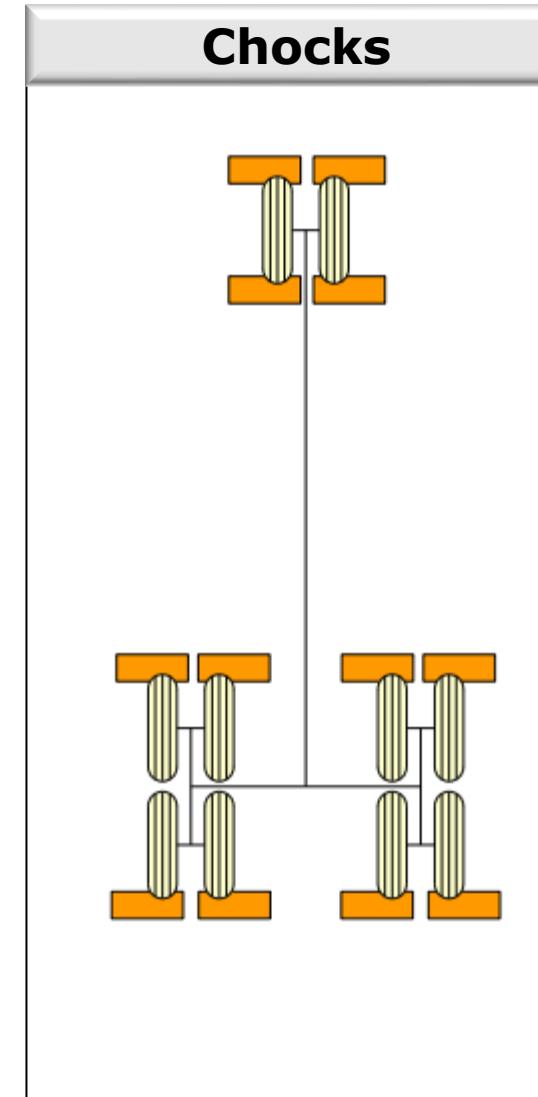
The nose landing gear retracts forward into a fuselage compartment below the cockpit.

The retraction and extension of the landing gears and landing gear doors are operated hydraulically and mechanically

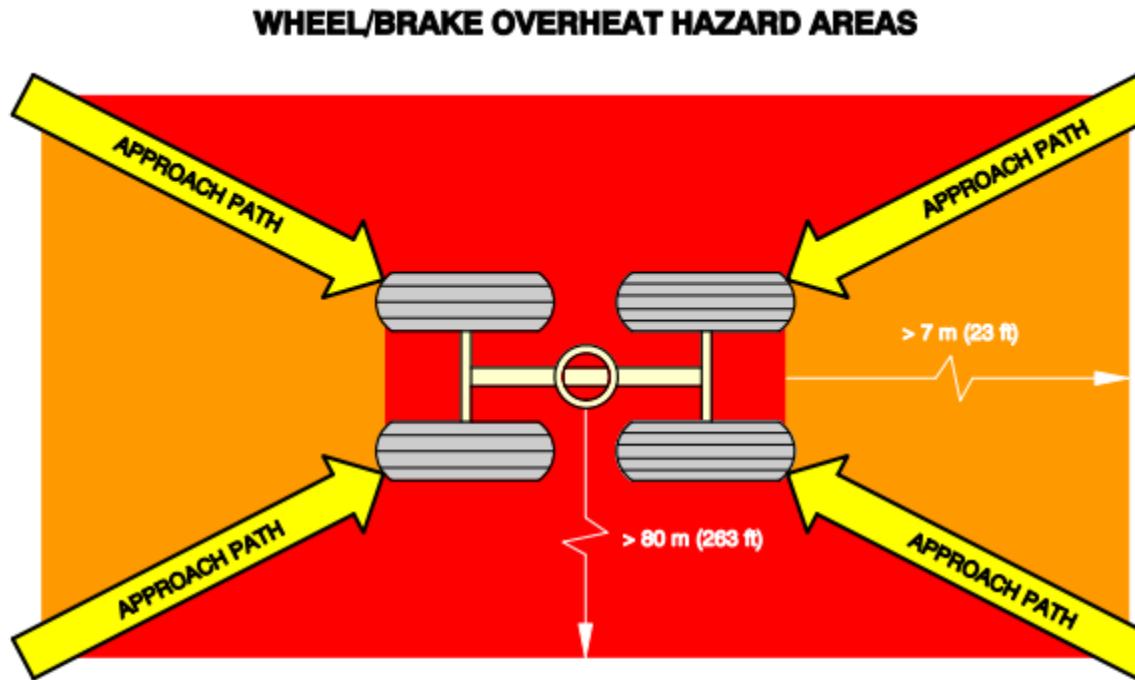
Chocks Positions

Installation of Wheel Chocks in case of wind speed of more than:

- 25 kt (46.3 Km/h)



Chocks Positions: Safety Instructions

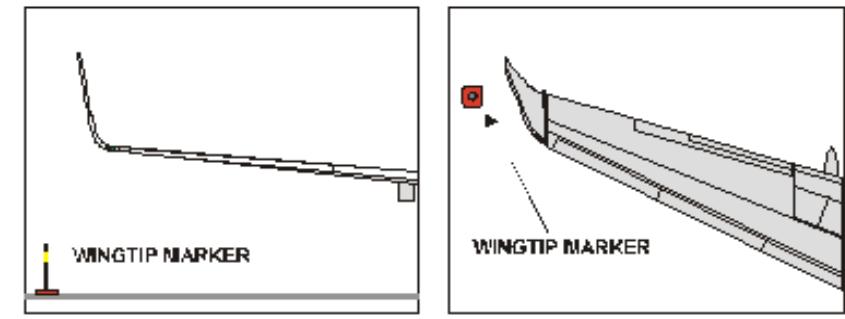
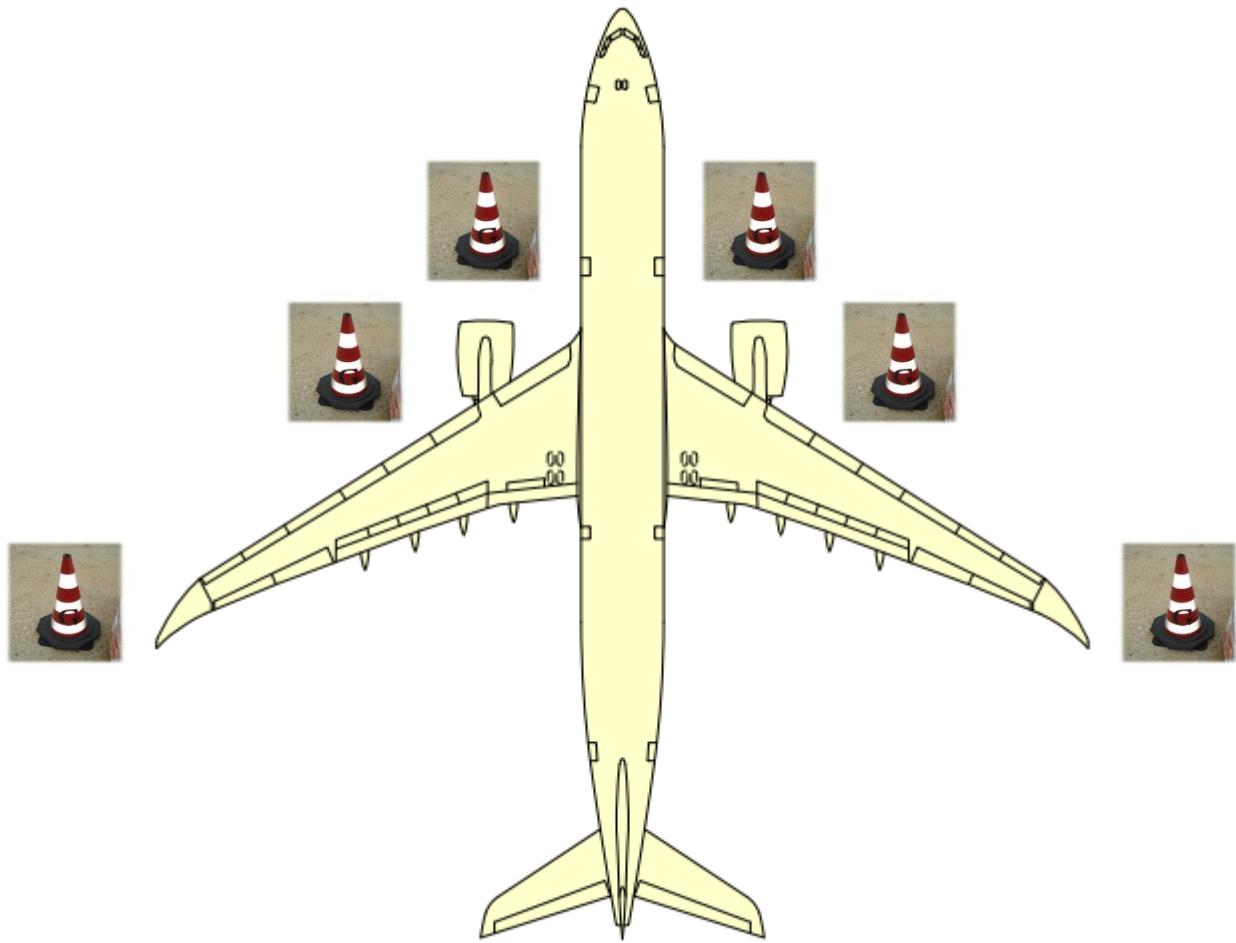


NOTE:

- RIM HAZARD AREA - RISK OF DIRECT HIT FROM RIM DEBRIS
- TIRE HAZARD AREA - RISK OF DIRECT HIT FROM TIRE DEBRIS

- ONLY APPROACH A LANDING GEAR THAT IS HOT OR ON FIRE FROM AN OBLIQUE ANGLE IN THE DIRECTION OF THE TIRE SHOULDER.
- DO NOT GO IN THE RIM HAZARD AREAS; METAL DEBRIS FROM A RIM BURST CAN KILL YOU.
- ONLY GO IN THE TIRE HAZARD AREAS WITH CAUTION; RISK OF DEBRIS FROM TIRE EXPLOSION.

Safety Markers Cones Positions



Wing – Tip 1 meter

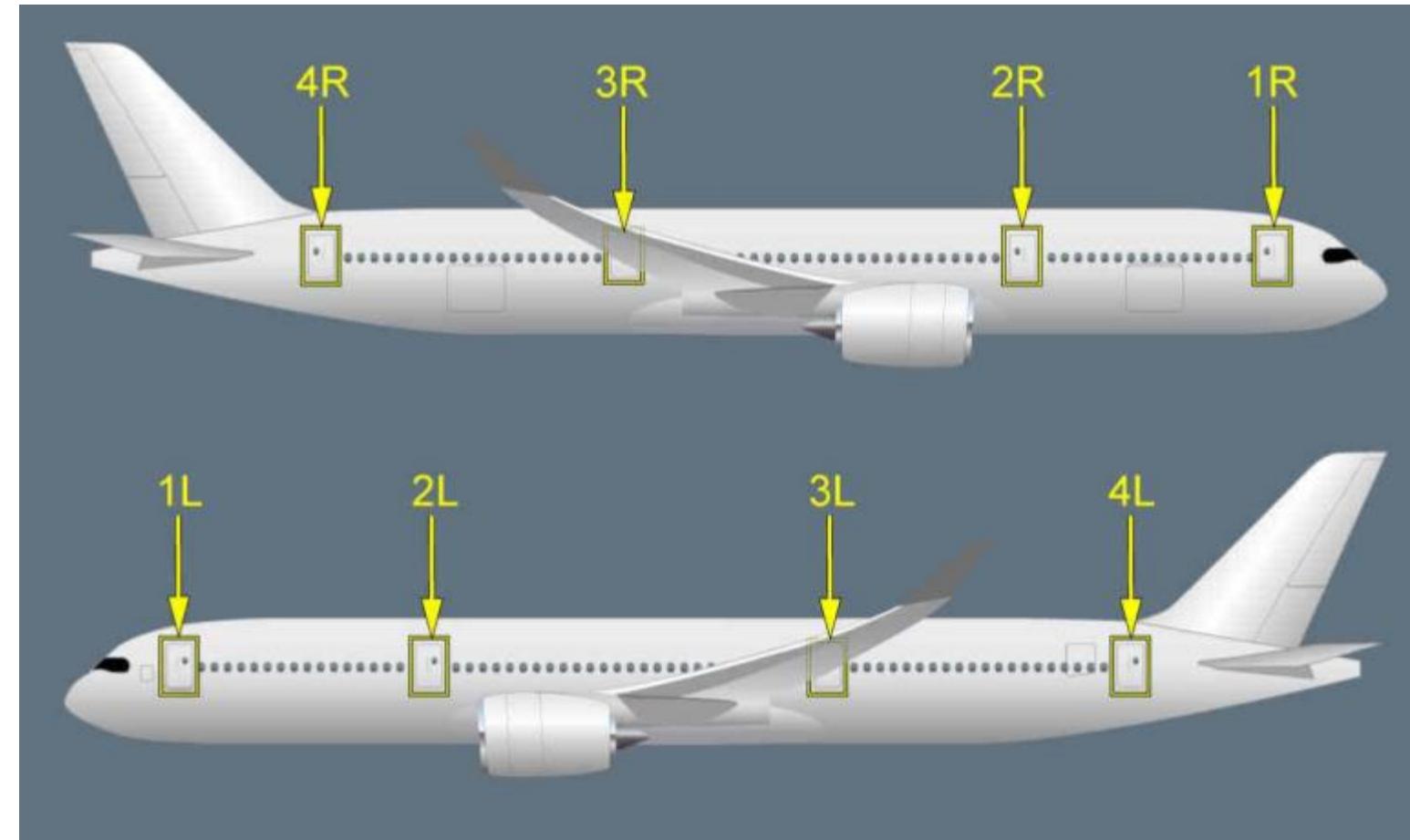
Cabin Doors

The aircraft has 8 cabin doors/exit

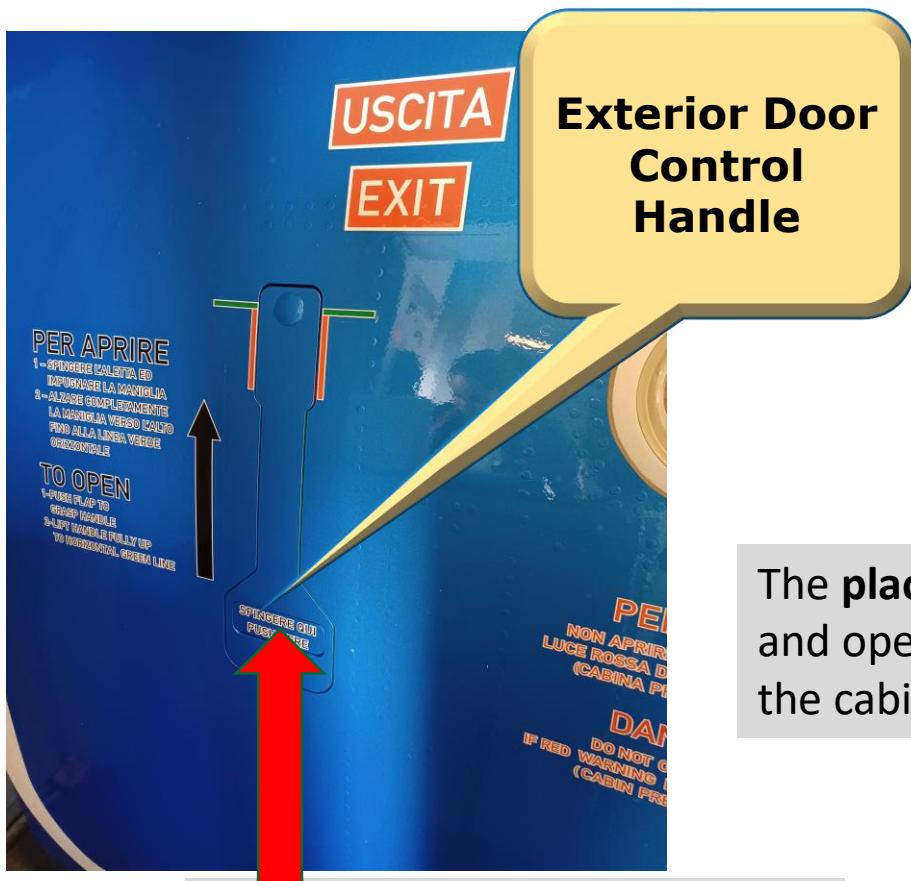
As stated in HLM

Only Authorized / Trained personnel can open and close any cabin door from the outside

Since all doors have the same components and the opening and closing operations from the outside are similar to those of the Airbus fleet, personnel already qualified to operate on the doors of the A330-200 and A350-900 aircraft are also authorized to operate on the A330-900 fleet



Cabin Door Layout



The **flap** protects the locking mechanism of the DOOR CONTROL HANDLE.

The **placards** include a **WARNING** and operation instructions for the cabin door/exit.

Observation Window. Chcek Cabin Pressure and Slide Armed Indicator



Cabin Door Layout

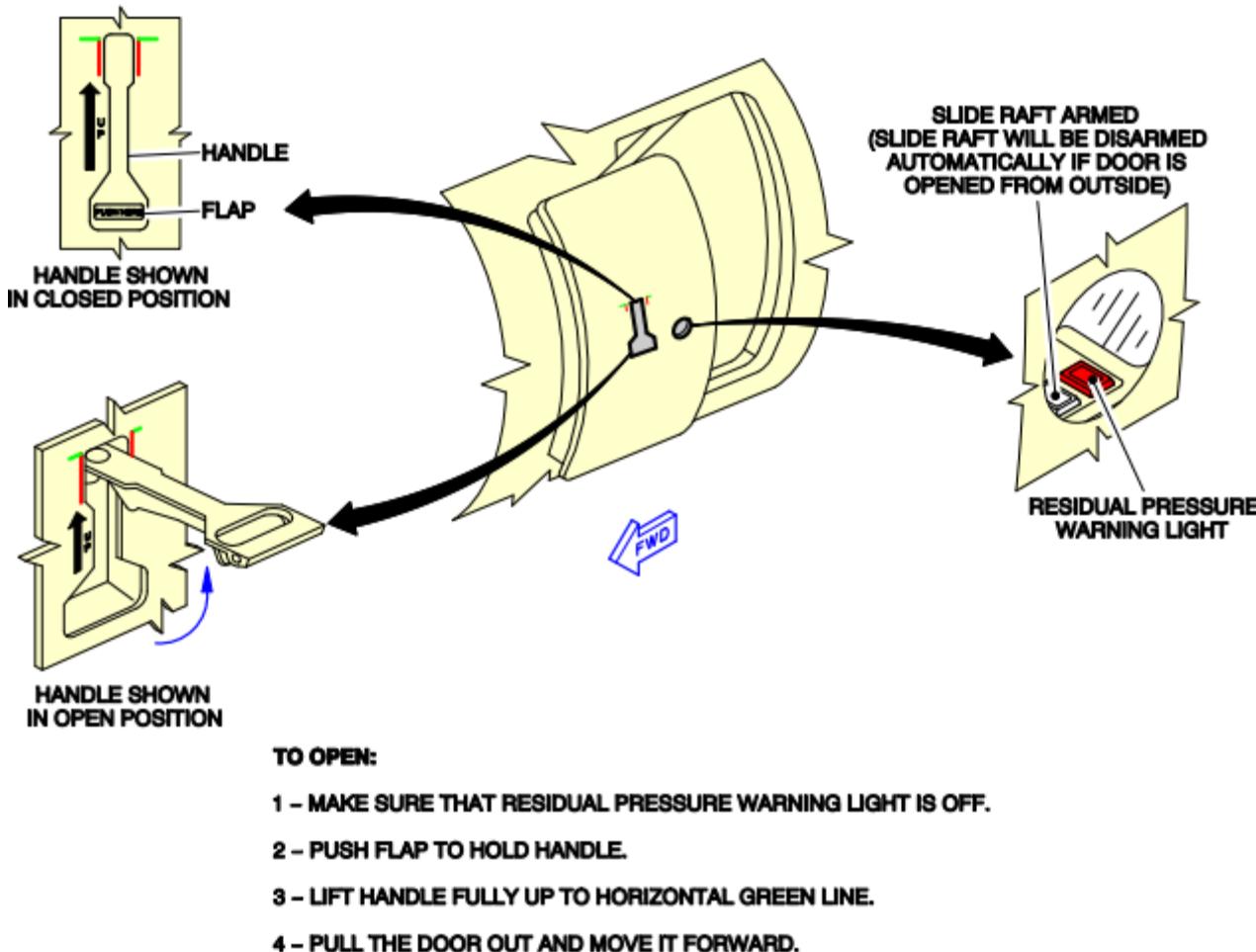
Gust Lock



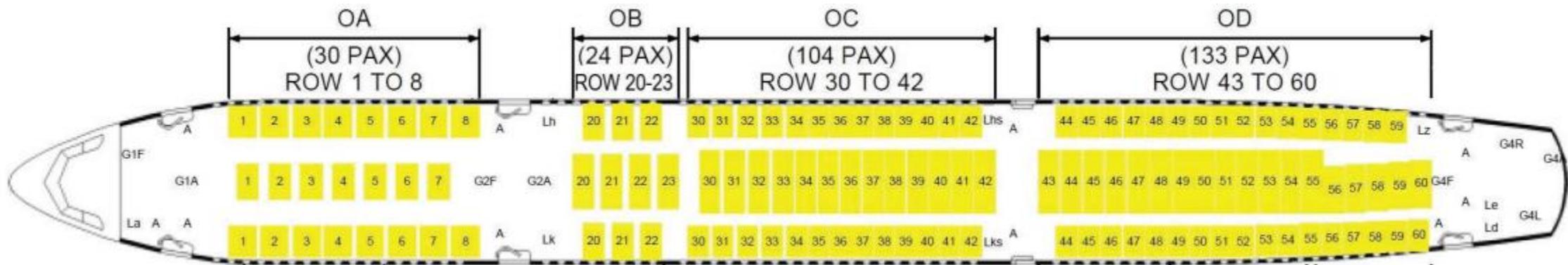
Before closing Door check that the platform is free of debris



Cabin Door Operations



Passenger Seating Chart

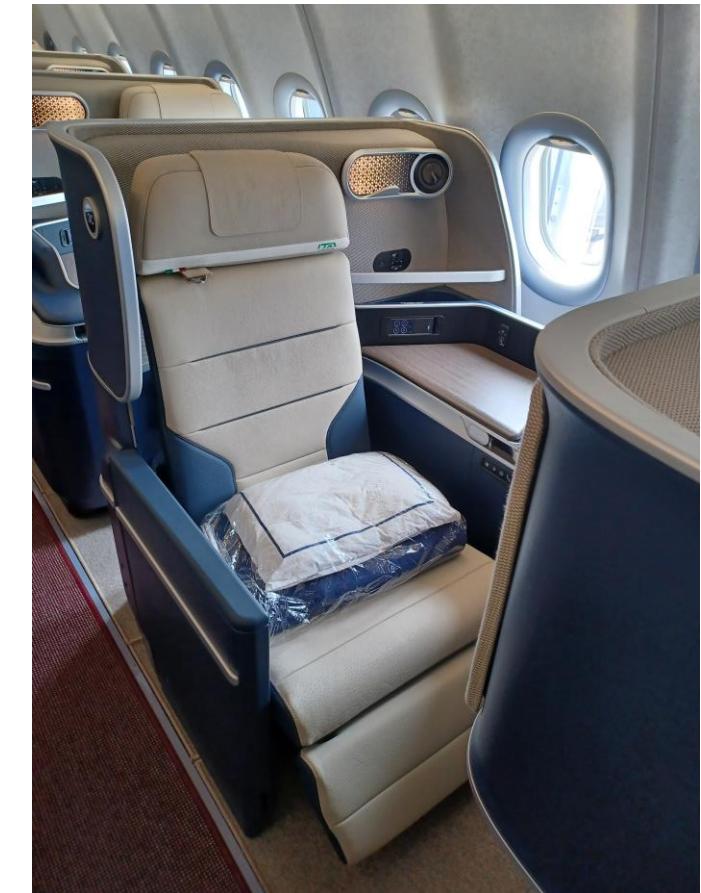


CABIN SECTION	CLASS OF SERVICES	# OF SEATS
0A	MAGNIFICA	30
0B	PRIMIUM	24
0C	ECONOMY	104
0D	ECONOMY	133
TOTAL #OF SEATS		291

SEAT MAP LEGENDA

A	ATTENDANT SEAT
L	LAVATORGALLEYY
G	GALLEY

Cabin Layout: J Class and cleaning set up



Cabin Layout: P Class and cleaning set up



Cabin Layout: J Class and cleaning set up



Toliette

The aircraft is equipped with 8 lavatories (L)



Waste Flap

Pushbutton of the Waste Flap

Toliette

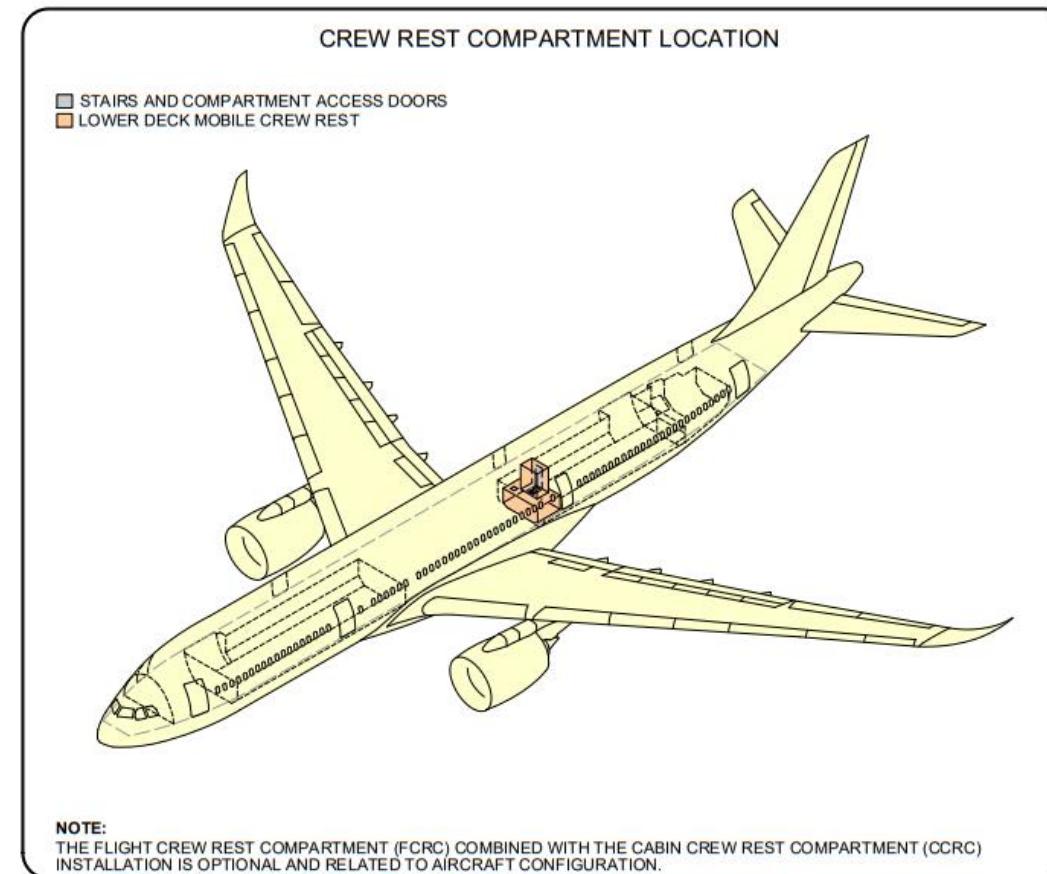


There 2 types of button to open the Waste Bin Door



Lower Deck Mobile Crew Rest (LDMCR)

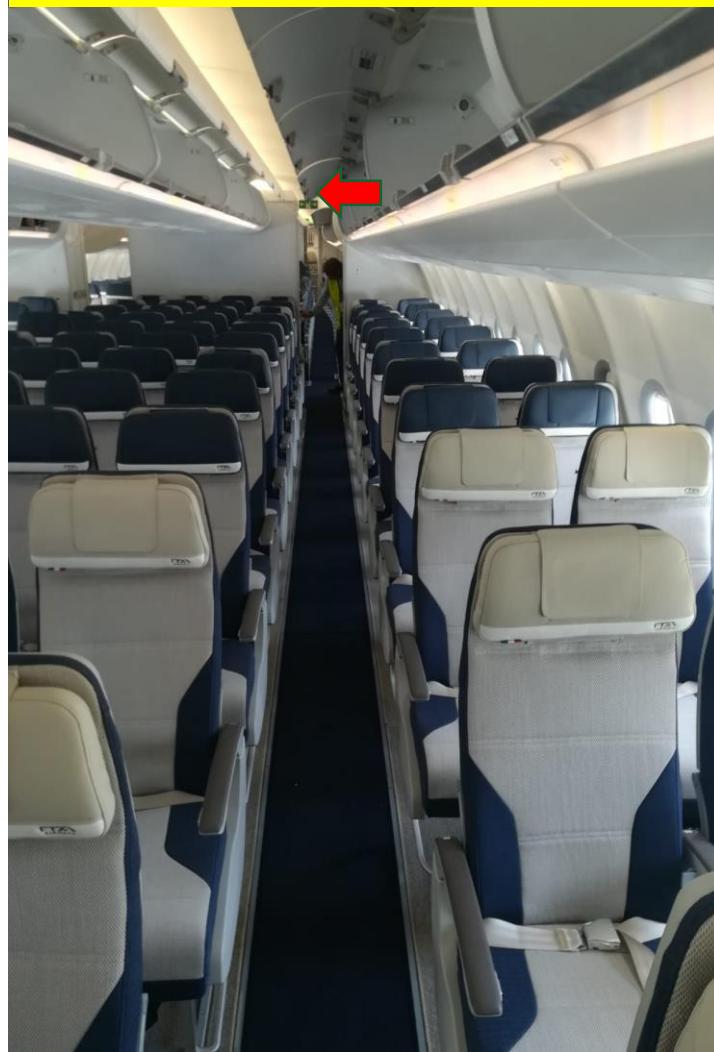
It is located in the Lower Deck and occupies the position 31P



NOTE:
THE FLIGHT CREW REST COMPARTMENT (FCRC) COMBINED WITH THE CABIN CREW REST COMPARTMENT (CCRC) INSTALLATION IS OPTIONAL AND RELATED TO AIRCRAFT CONFIGURATION.

Lower Deck Mobile Crew Rest (LDMCR) Door Location in cabin

View from the cabin



The LDMCR offers privacy to the Flight and Cabin Crew when they are not on duty.

The entrance door is located by the center vestibule, forward of doors 3R.

The door has:

- Door lock indicator (color green and red)
- Keypad
- Door handle

Lower Deck Mobile Crew Rest (LDMCR)

To open the door, enter the access code, then turn the handle on left-side direction.

The access code is **12345**

Keypad: numeric key



The Door Lock Indicator. Slide the sliding to open/close the lock



Lower Deck Mobile Crew Rest (LDMCR)

To access the LDMCR Walk down the stairs

The Crew Rest Module has inside:

- 8 bunks
- Internal Light
- An internal door

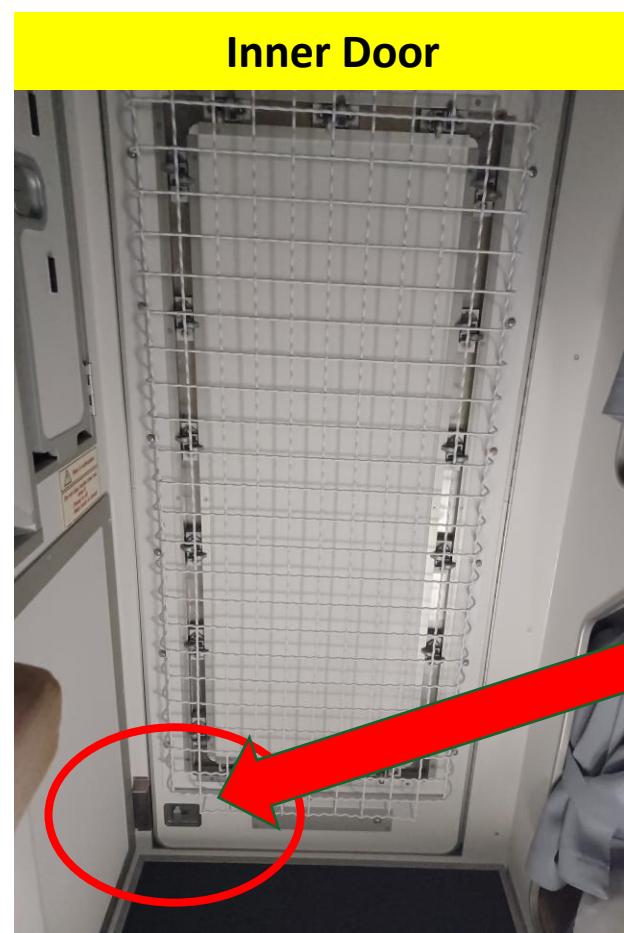
plus other components

Before departure place **Crew Blankets** in **Bunk numer 8**, located at floor level on the right.

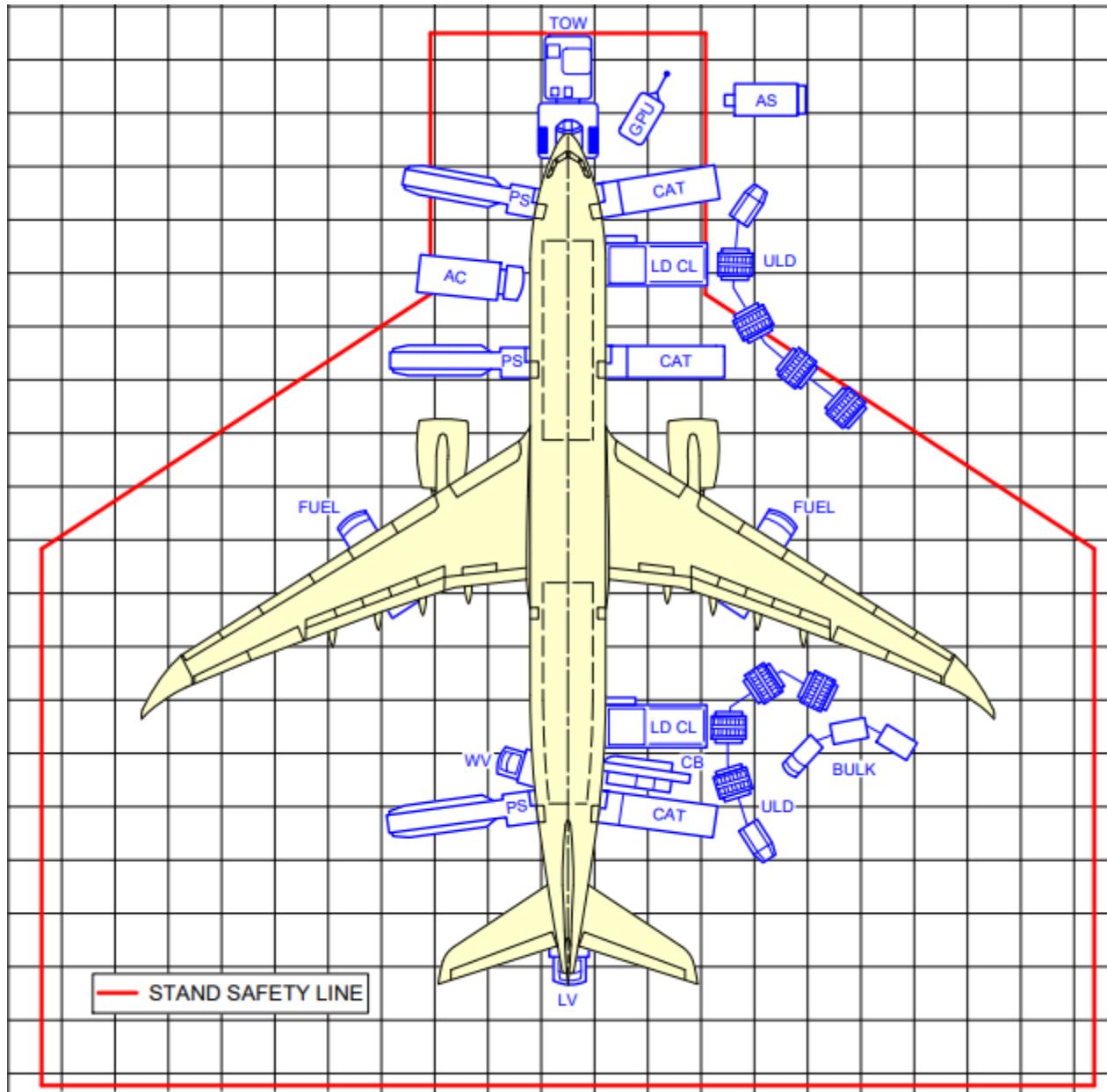


If the panel is in closed position, turn the red handle and block it as shown in the picture

Lower Deck Mobile Crew Rest (LDMCR)



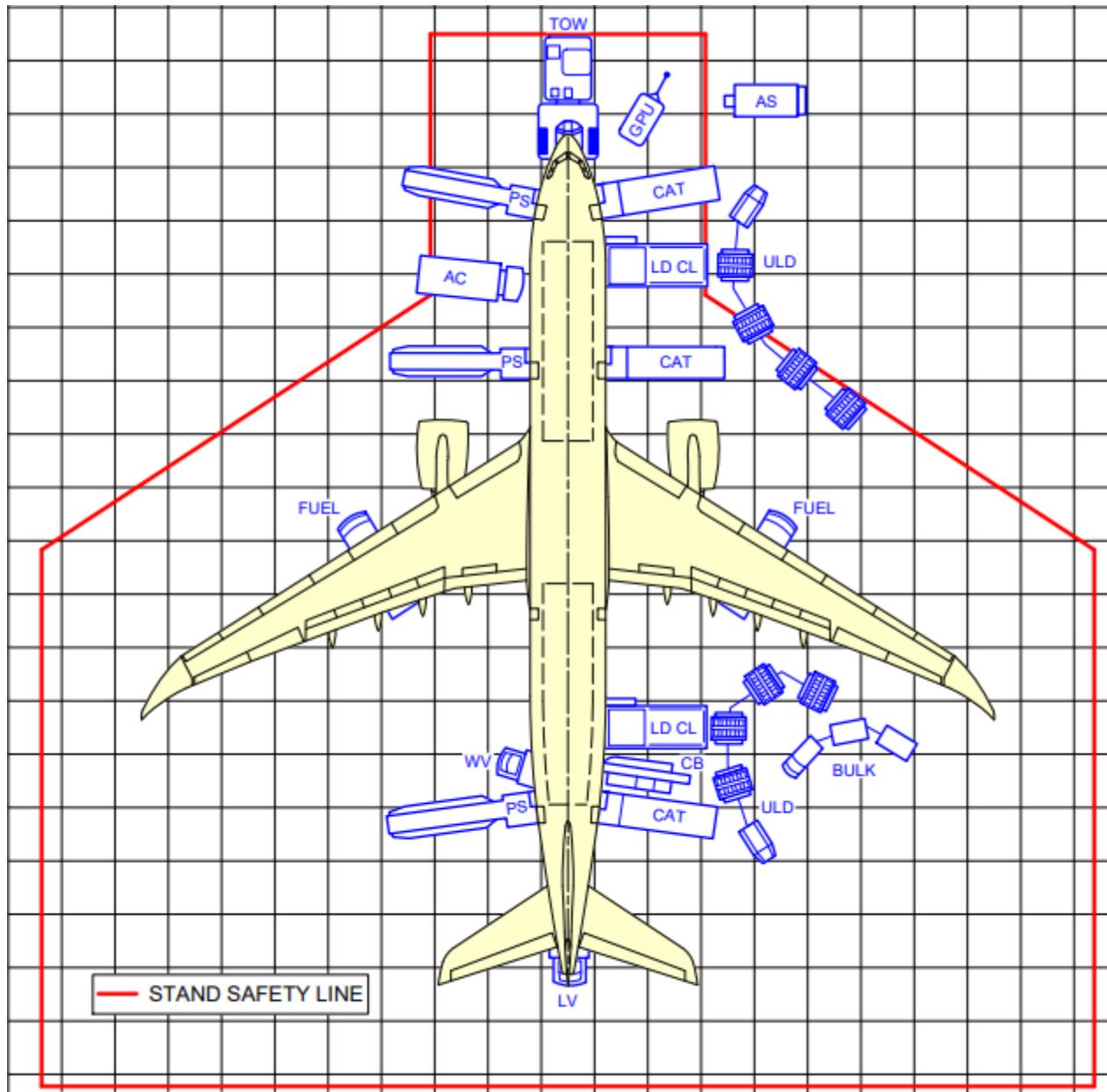
Typical Ramp Layout



Servicing arrangements on the
OPEN APRON

No vehicle must be parked in this area before complete stop of the aircraft (wheel chocks in position on landing gears).

Typical Ramp Layout



Servicing arrangements on the
**GATE with 2 passenger Boarding
Bridge**

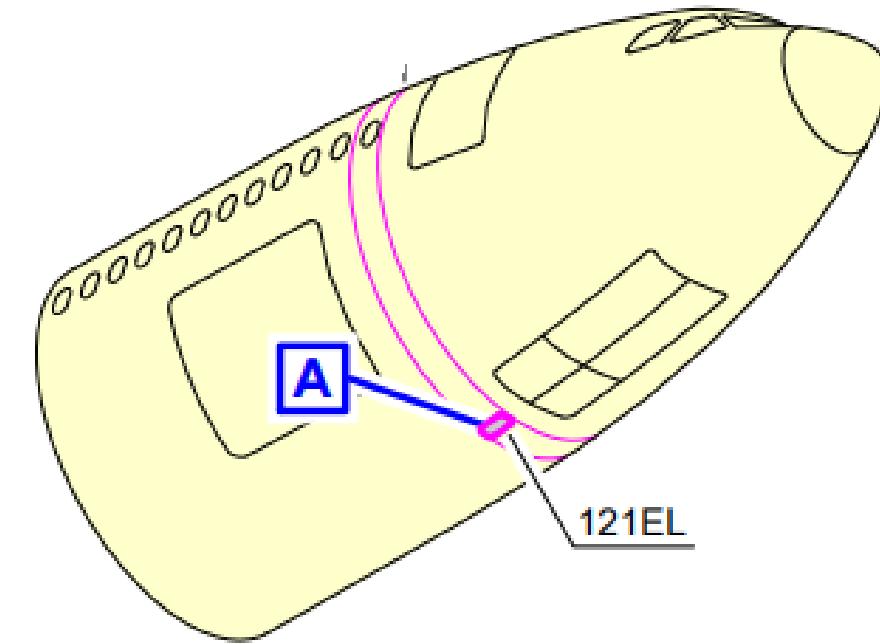
No vehicle must be parked in this
area before complete stop of the
aircraft (wheel chocks in position
on landing gears).

External Power and GPU Connection

The External Power Panel (Access Door 121EL) is located directly behind the nose landing gear at a height from the ground of about 2 m.

This distance from ground may change according to the aircraft weight and Center of Gravity position.

Once the GPU cords have been connected, use the metal ring in the panel to attach the GPU support straps.

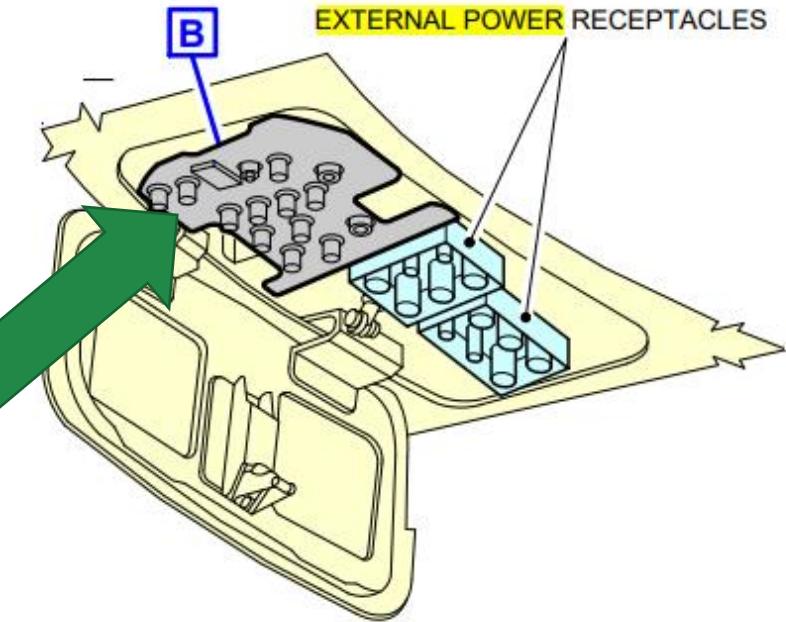


External Power and GPU Connection

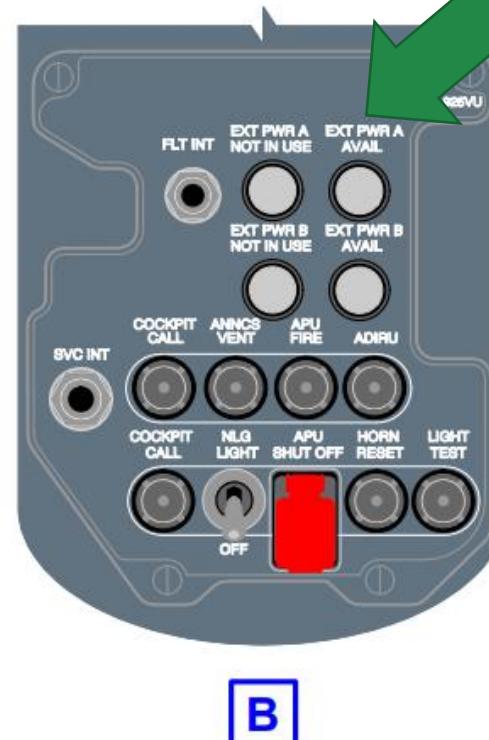
The aircraft has 2 External Power Receptacles:

Each receptacle has 2 indicator lights

- Avail Light indicates that electric power is available
- Not In Use light indicates whether the aircraft has accepted ground power. Verify that the power has been accepted by confirming that the Not in Use light is extinguished.



Headset communication is established through the flight interphone connection

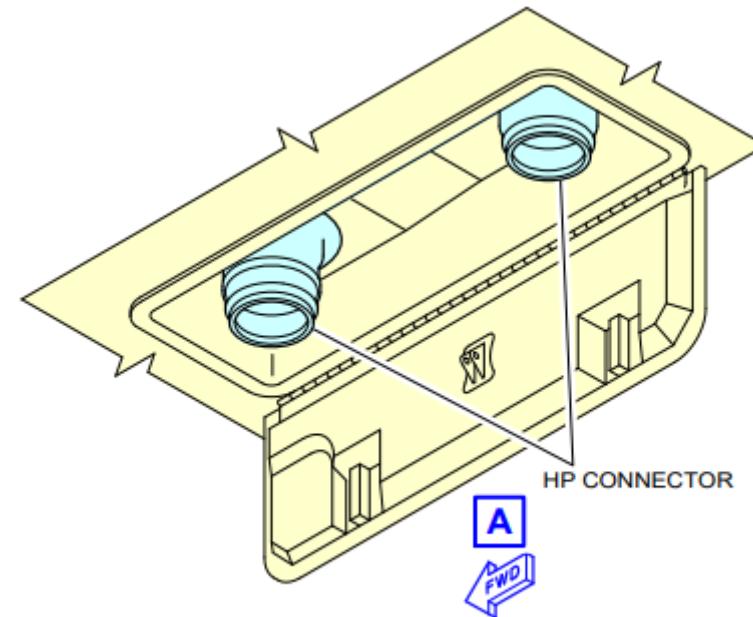
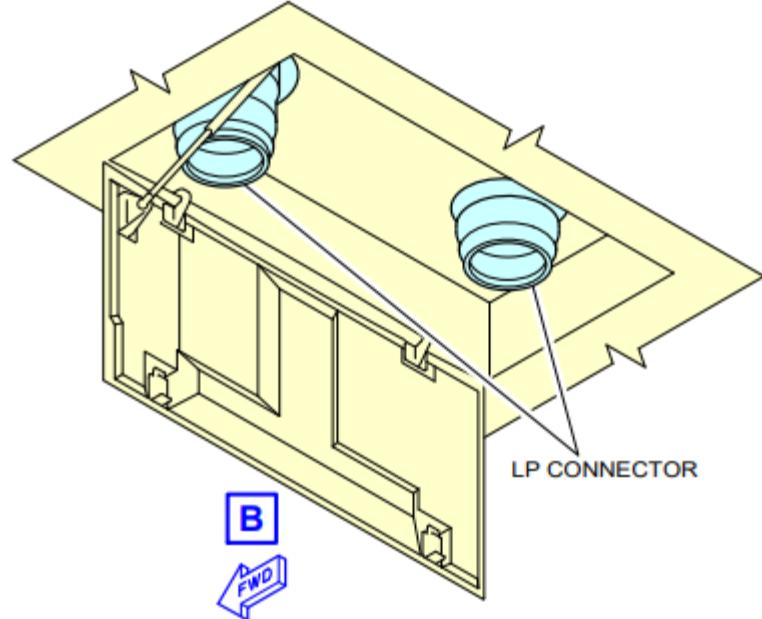
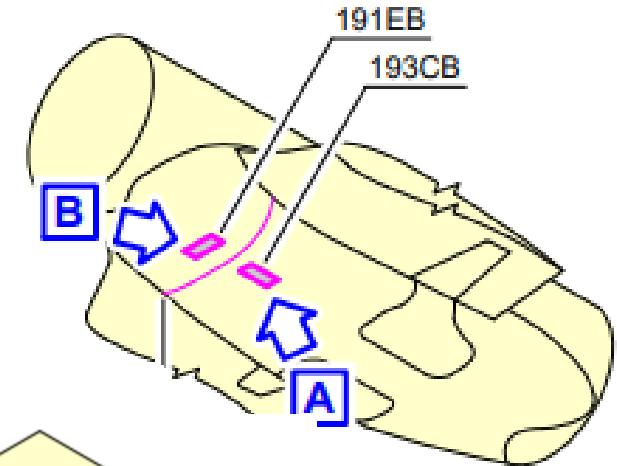


Pneumatic System

The pneumatic system consists of 2 panels

- High Pressure Air Connection (Access Door 193CB)
- Low Pressure Air Connection (Access Door 191EB)

Locates underside the fuselage even with the leading edge of the wing



Potable Water System

Servicing potable water shall be done in the most sanitary way as instructed in HLM.

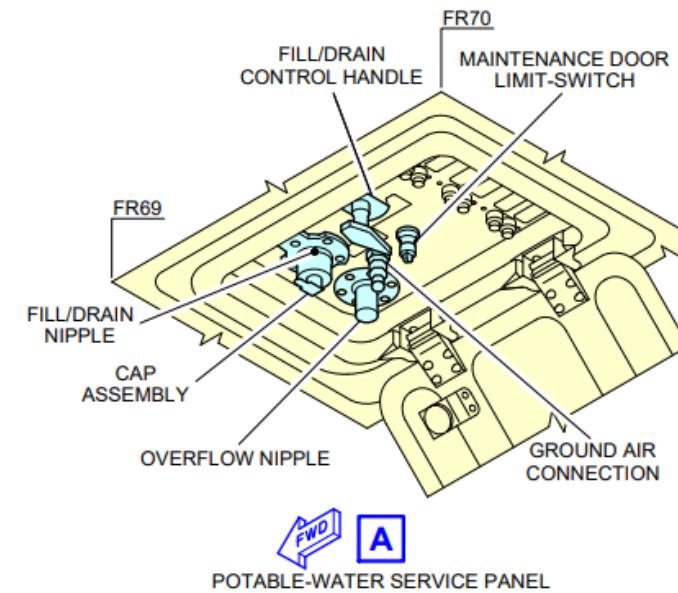
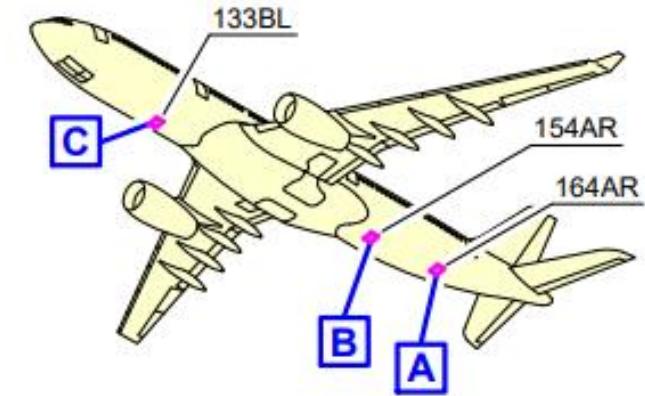
This includes making sure all doors are closed when not in use, the truck is clear and clean, the nozzle never comes into contact with the ground.

The aircraft has

- One Potable Water Service Panel located – 164AR – on the right side of the fuselage aft of the bulk cargo door (A) at a height of 3.154 m from ground
- One AFT Potable Water Drain Panel (B)
- One FWD Potable Water Drain Panel(C)

The water quantity is shown on the quantity indicator which is installed on the potable water service panel.

The water quantity is shown in percentage on the label



Potable Water System: quantity

Capacity Water Tanks %	Weight
100%	1050,0
75%	787,5
50%	525,0
25%	262,50
0	

Standard Quantity 75%

In case of No Standard Quantity:

- Flight Deck Crew must be informed

Tank Name	Weight
Water Tank 1	350
Water Tank 2	350
Water Tank 3	350
Total	1050

On the potable-water service panel (PWSP) 164AR, the necessary water quantity has to be set for the FWD and AFT water tank system.

The preselection switch has to be turned to the necessary water quantity.

The preselection water quantities are:

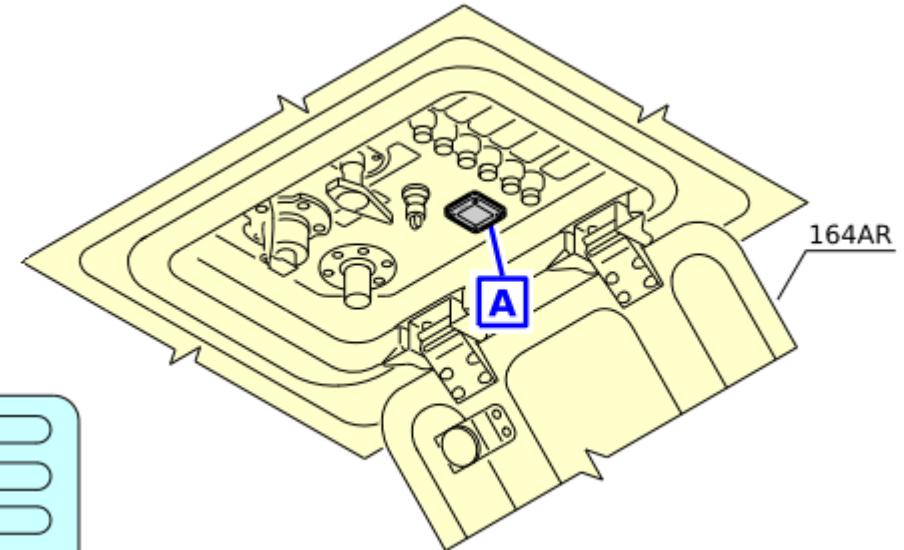
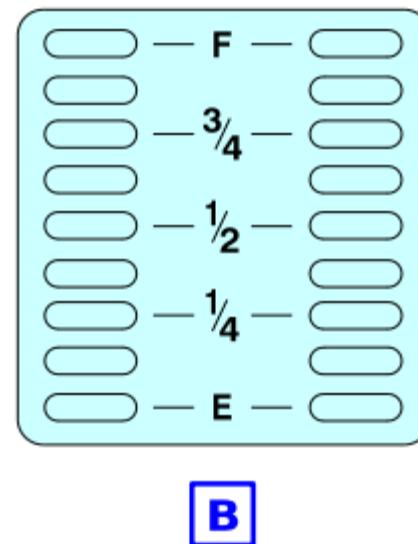
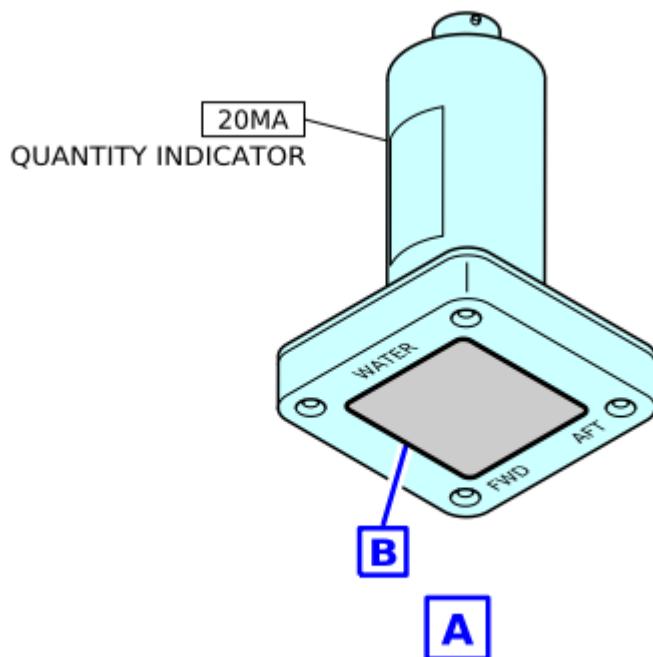
- 25%, 50%, 75% and 100%.

If there is a fault in the system, the preselection system will automatically set the preselection to 100%.

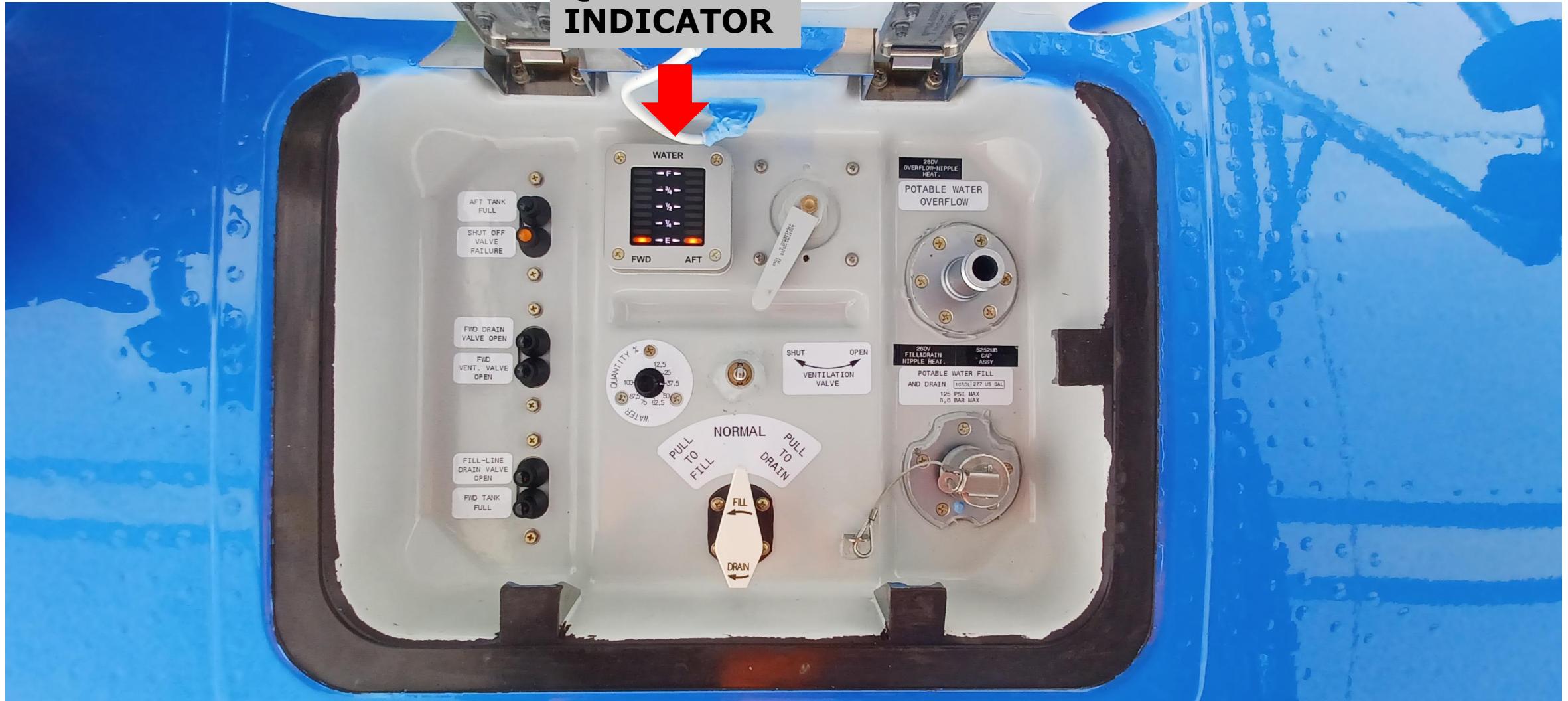
Potable Water System: water panel

The preselection switch can be operated on ground with the PWSP access door open and electrical power available.

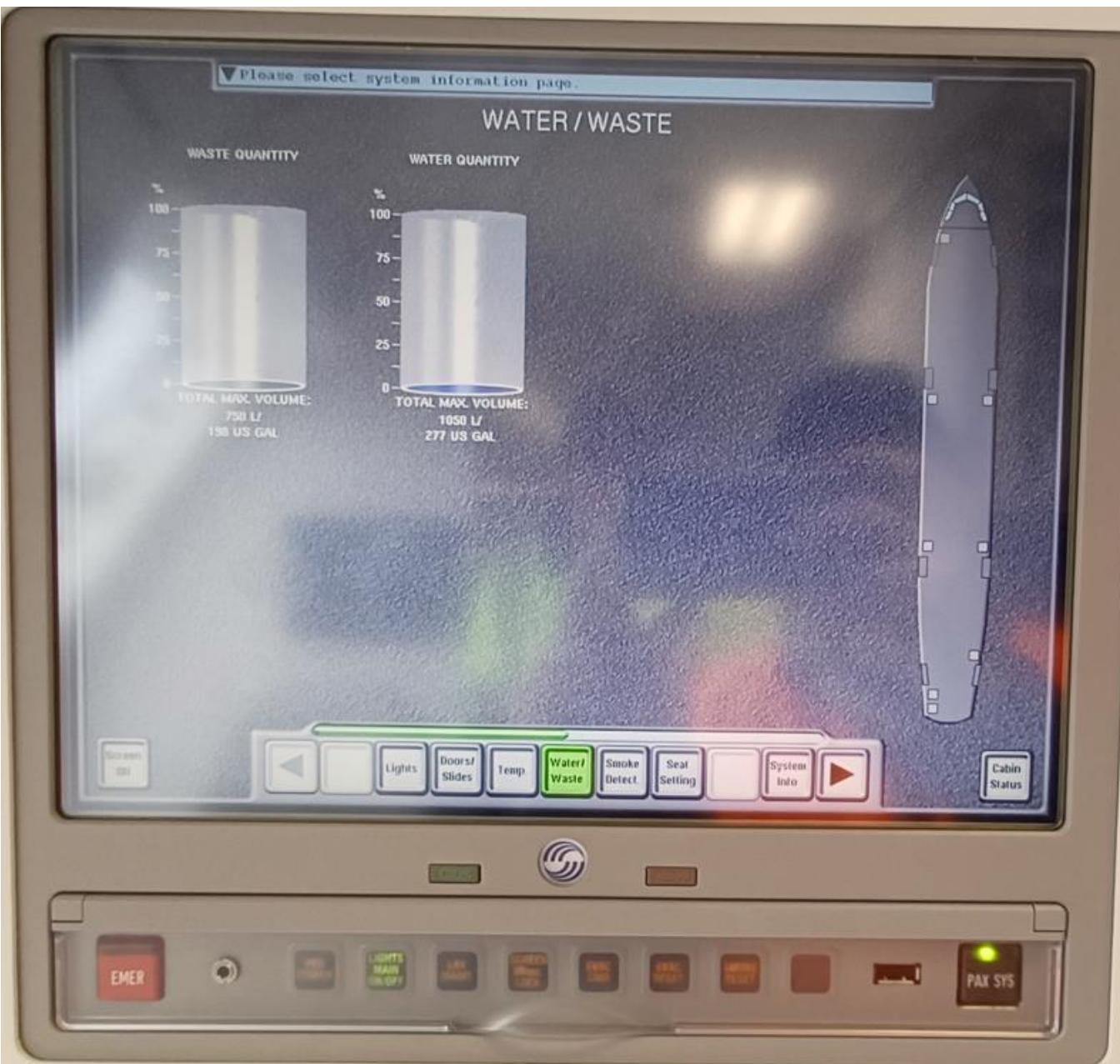
The water quantity is shown on the quantity indicator which is installed on the potable water service panel (picture B)



Potable Water System: water panel



Portable Water System: FAP



The water quantity is shown also on the quantity indicator which is installed on the potable water service panel – FAP – the total quantity is shown in percentage of tank content.

FAP is located at the FWD attendant station 1L and is divided into 2 areas:

- The touch screen that permits to display Cabin Status. Pages can be selected with a button from the Function selector: Lights page, Doors and Slides page, Temperature page, Water and Waste page.
- Sub panel

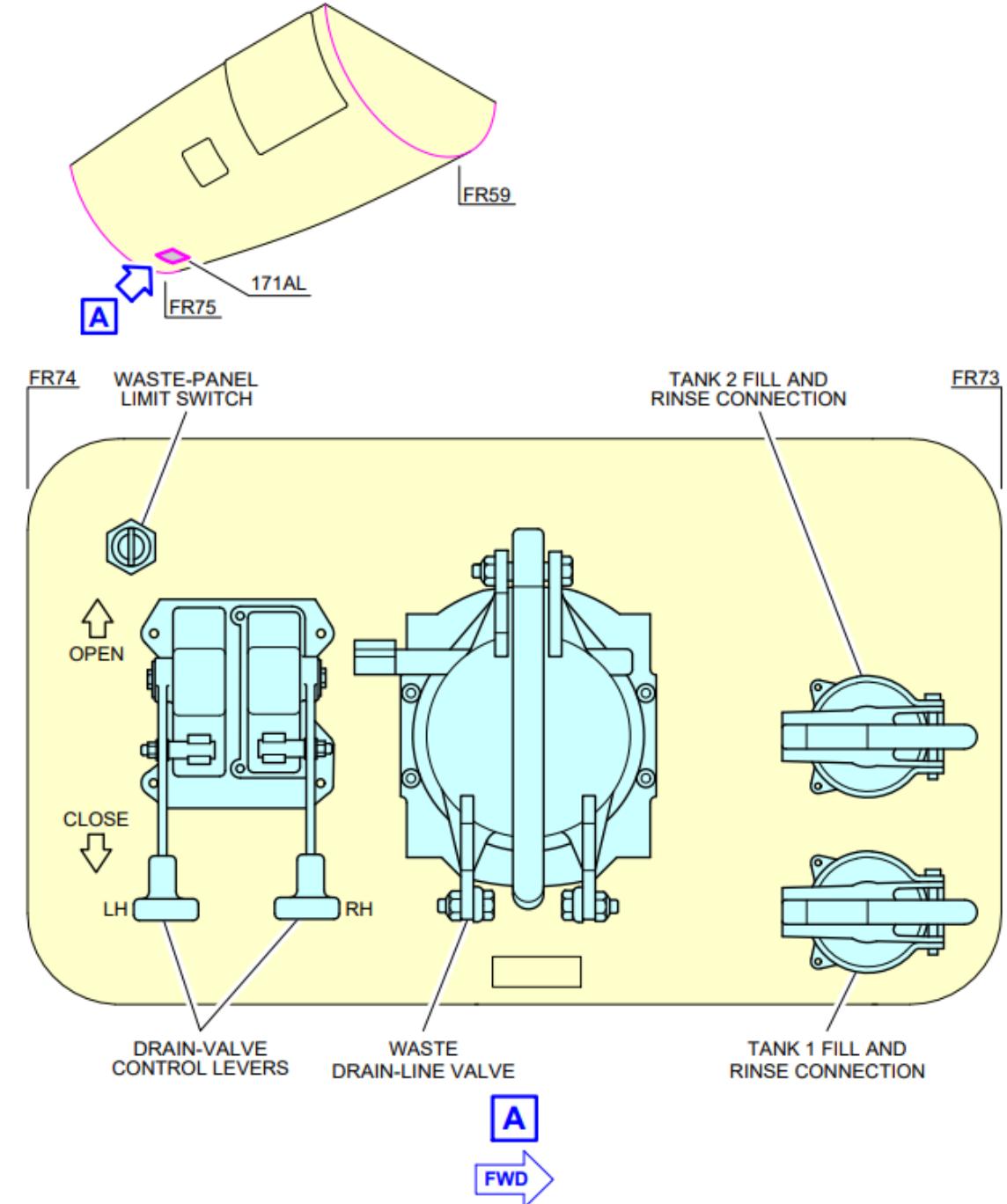
Use the Water/Waste page of the FAP to visualize the required quantity of potable water on board.

Waste Water System

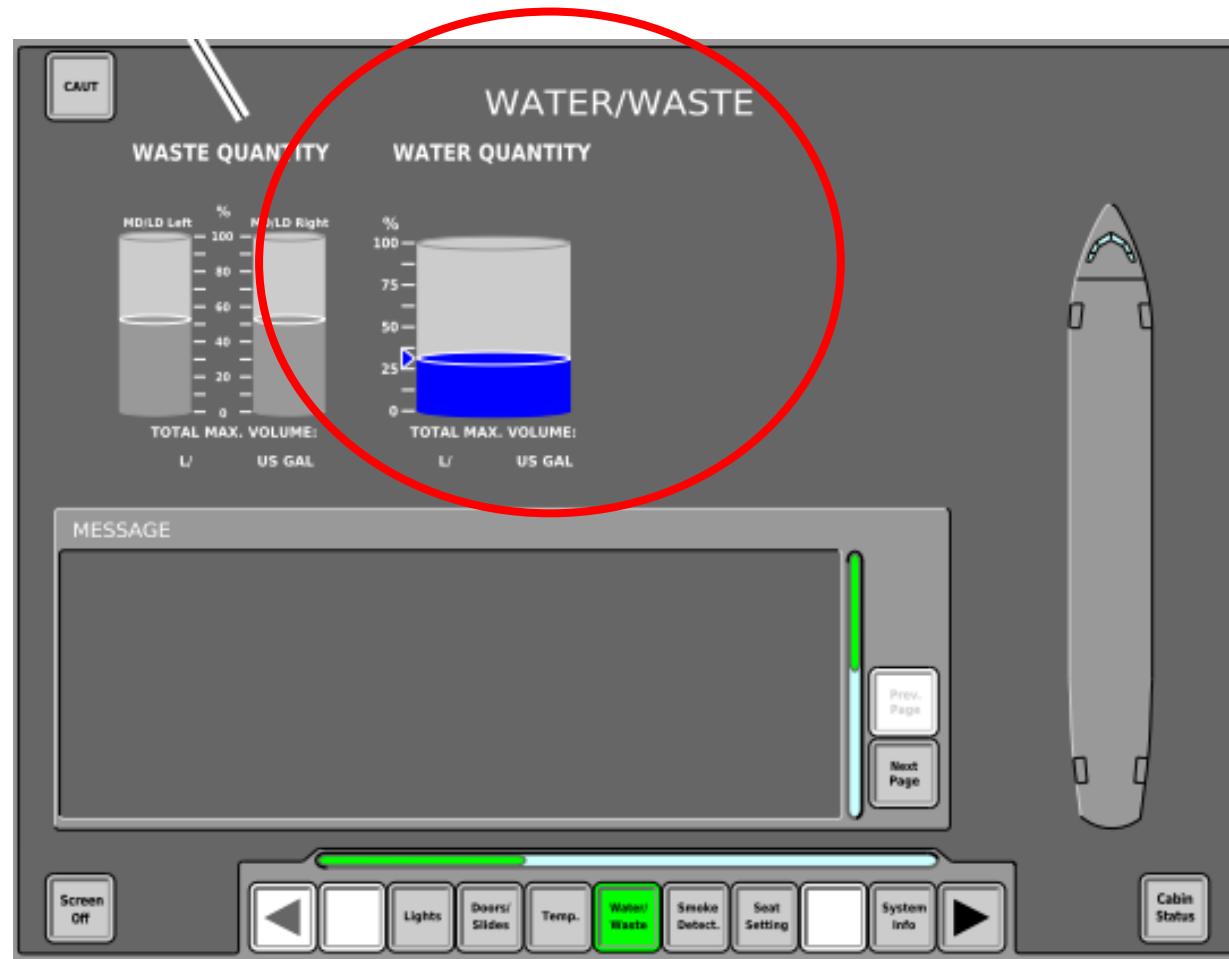
The lavatory service system panel is located on the left of the fuselage at a height of 3.60 m from ground.

Operational procedures include:

- Draining
- Flushing (using 100 liters of chemical precharge)
- Filling (18 liters of disinfectant precharge from solution in the right tank, then repeat the operation on left tank)

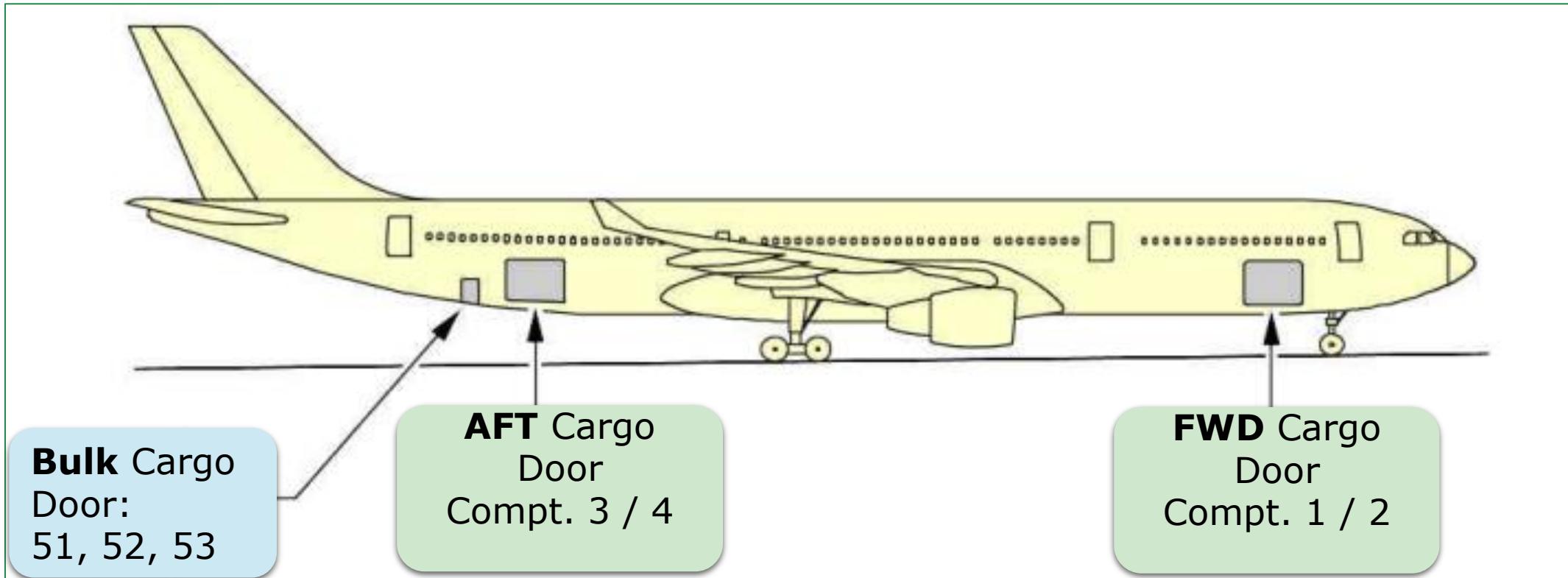


Waste Water System: FAP



The water quantity is shown also on the quantity indicator which is installed on the potable water service panel – FAP – the total quantity is shown in percentage of tank content.

Cabin Doors & Compartments

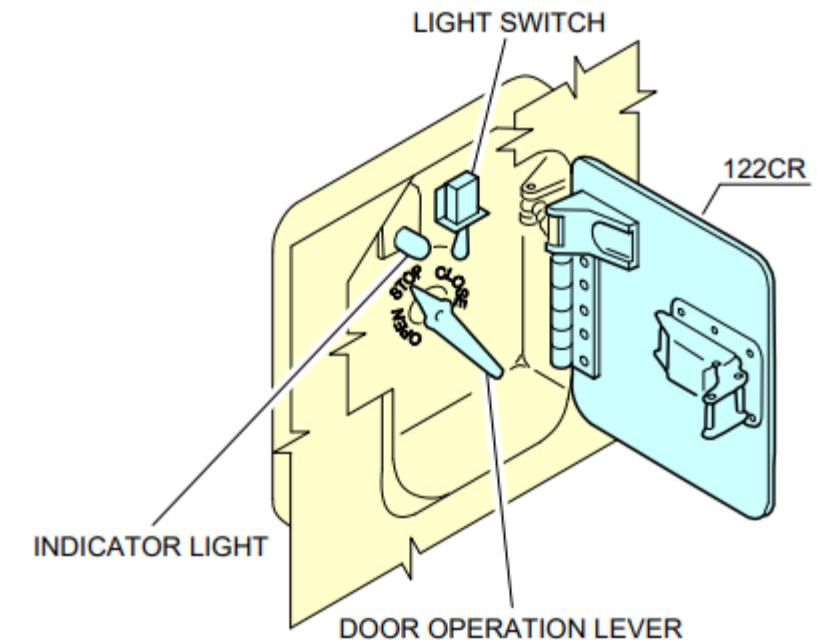
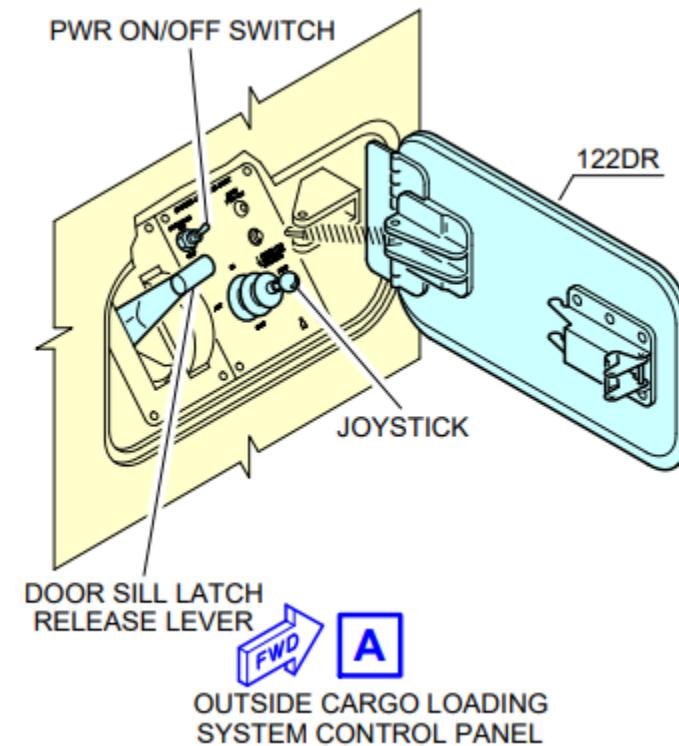
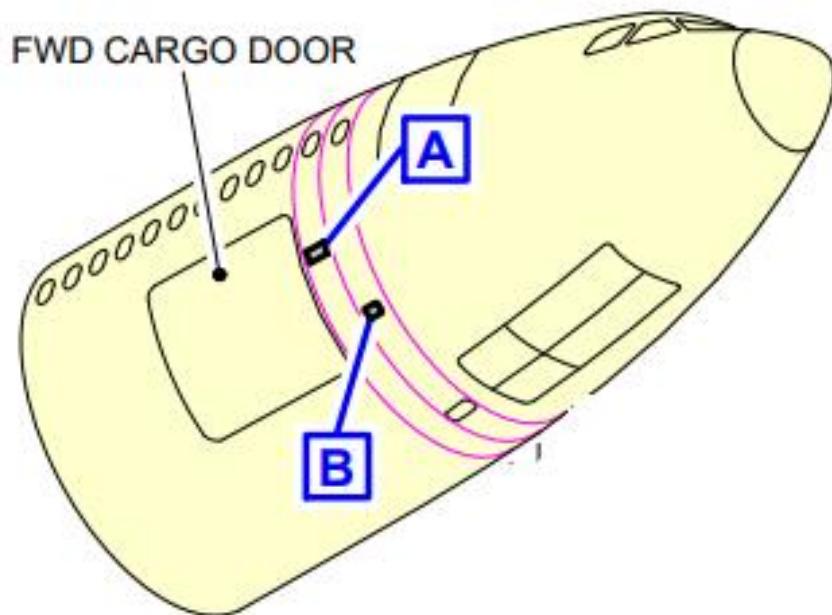


- TO MITIGATE THE RISK TO INCREASE THE LIKELIHOOD OF DAMAGE ON WIDEBODY AIRCRAFT IT IS MANDATORY THAT STEPS ARE USED TO OPEN/CLOSE CARGO DOORS.
- THE FWD AND AFT CARGO DOORS SWING BELOW THE DOOR SILL LEVEL; 0.567m AT THE MOST OUTWARD POINT WHEN THE DOOR IS OPERATED

ULDs with the following baseplate dimensions can be loaded:

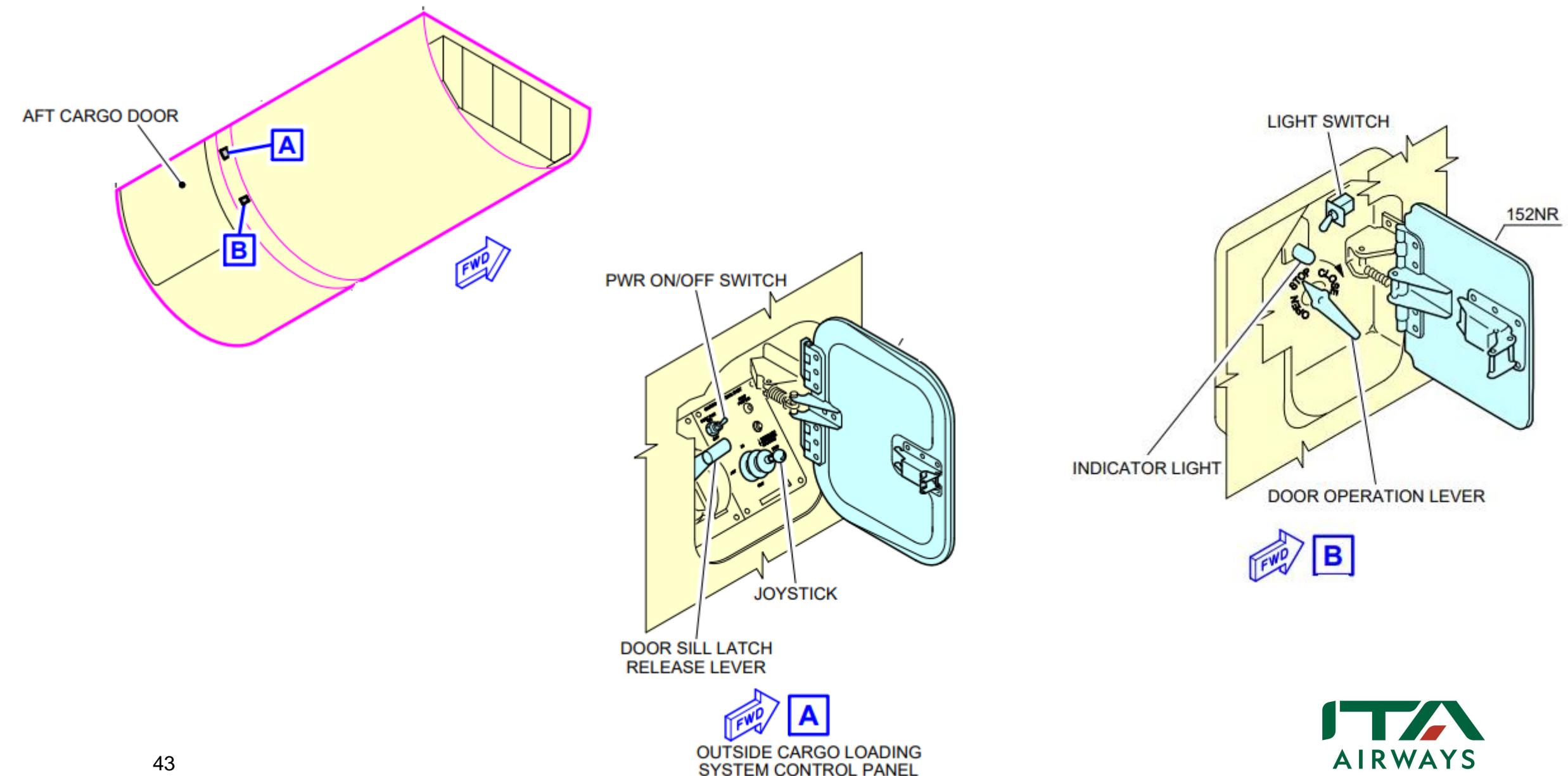
ULD Type	Max Weight
60.4 x 61.5	1.587 kg
60.4 x 125 in	3.174 kg
88 x 125 in	4.626 kg
96 x 125 in	5.103 kg

FWD Cargo Control Panels

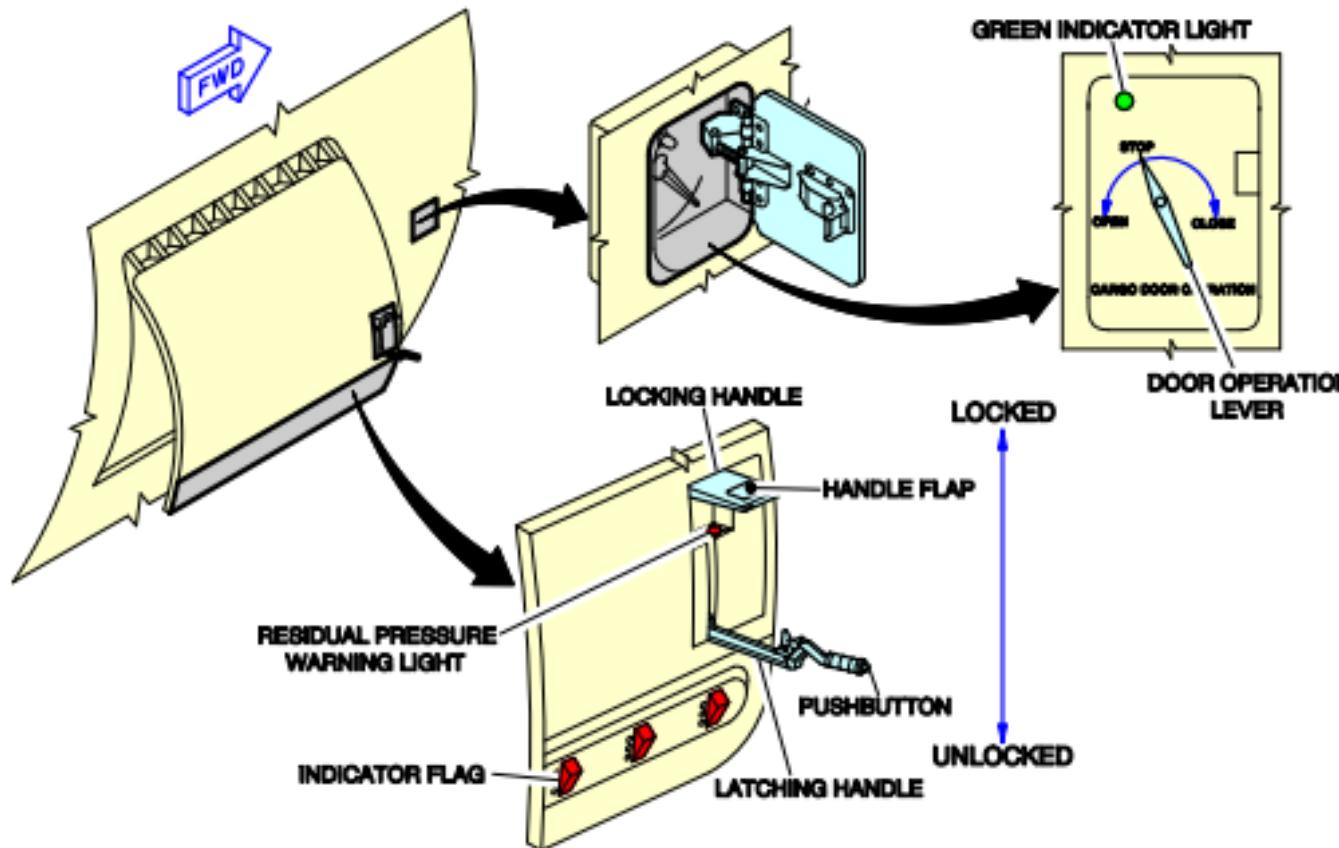


 **B**
CARGO DOOR CONTROL PANEL

AFT Cargo Control Panels



Cabin Doors & Compartments



Warning: ensure that all personnel and equipment are clear of main cargo door area

Warning: do not open the cargo door if the residual pressure warning light is flashed.
"

Instruction for normal operation:

1. Push the handle flap in and pull the locking handle to the "unlocked" position. All indicator flags are out.
2. Press the pushbutton on the top of the latching handle and pull it to the "unlocked" position.
3. Open the door operation level access door
4. Move the door operation lever to the "open" position and hold it until the green indicator light comes on. "door fully opened and locked"
5. Release the door operation lever

Note: the lever goes automatically to the "stop position if not move it manually.

Locks and Latches

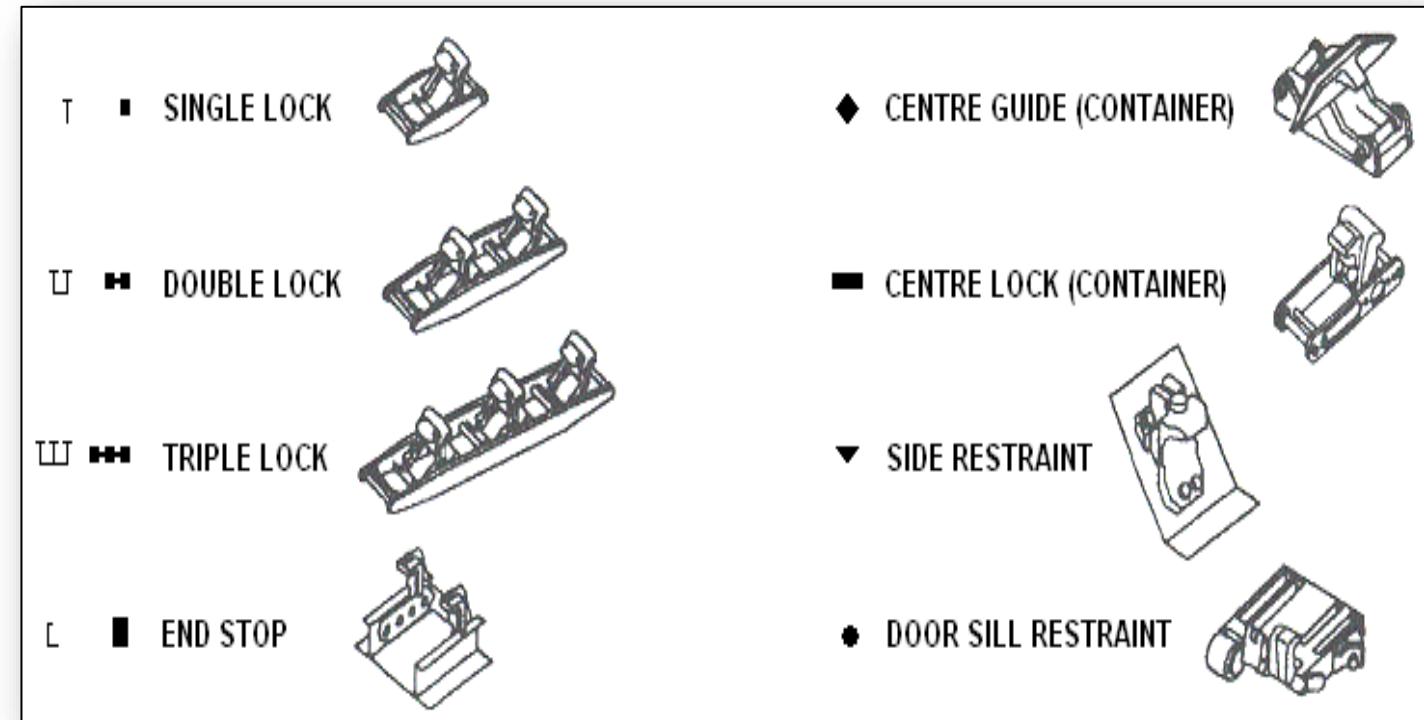
Single/double/triple lock provides longitudinal and vertical restraint of ULDs

End stop: are installed at the end of the FWD and AFT holds

Centre Guide Container: guides side by side AKE loading

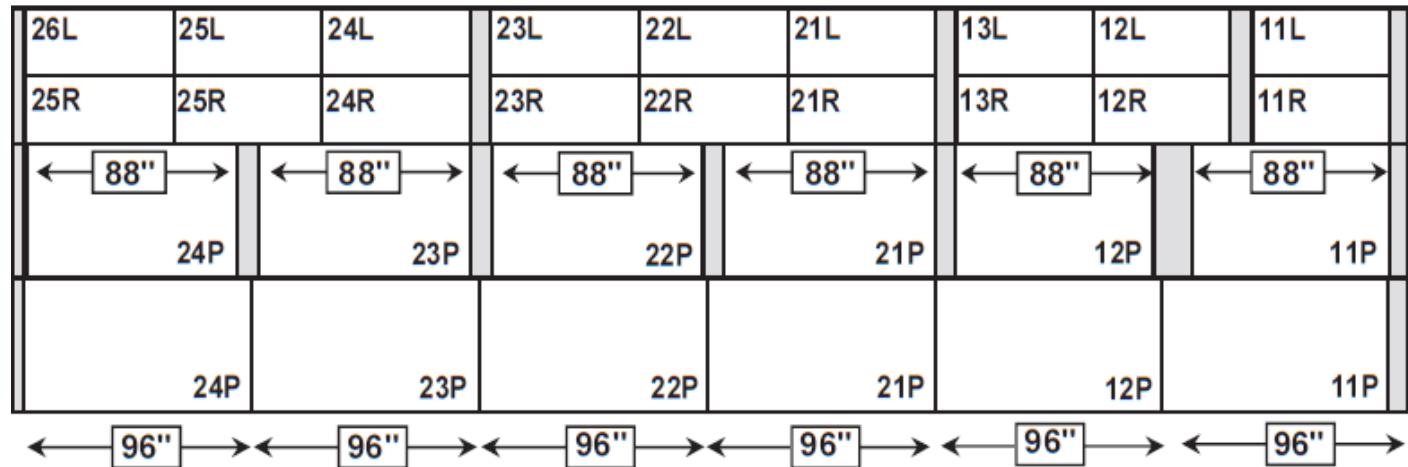
Centre Lock Container: for side by side AKE door side loading

Lateral Guide rails: are installed on the door way area only



- ULDs can be loaded into forward and after cargo compartments. Each position is installed with restraints, so ULDs can be restrained and loaded individually.

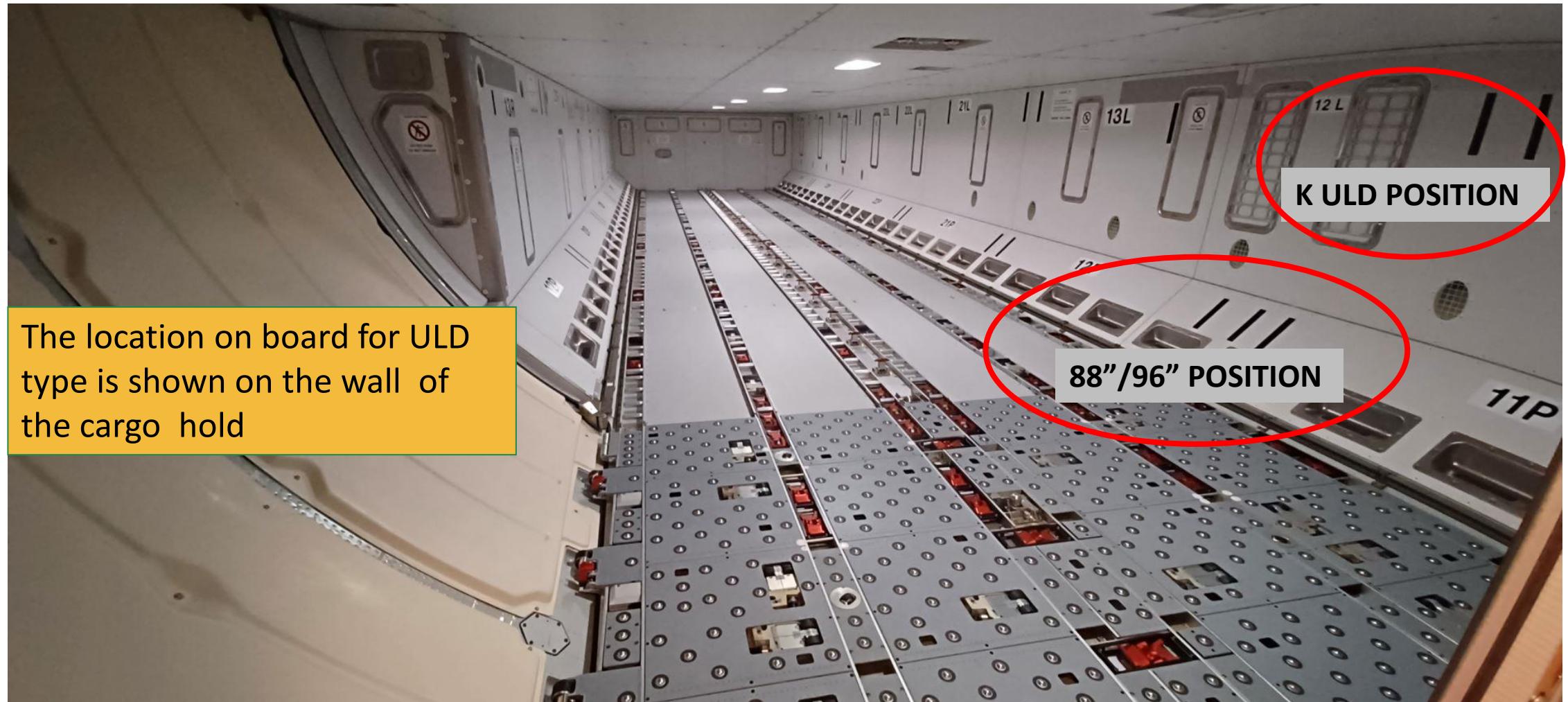
FWD hold: ULD Position Arrangement



Any intermix between ULDs type is permitted



FWD hold: compartments and positions



FWD hold: ball mat in door area



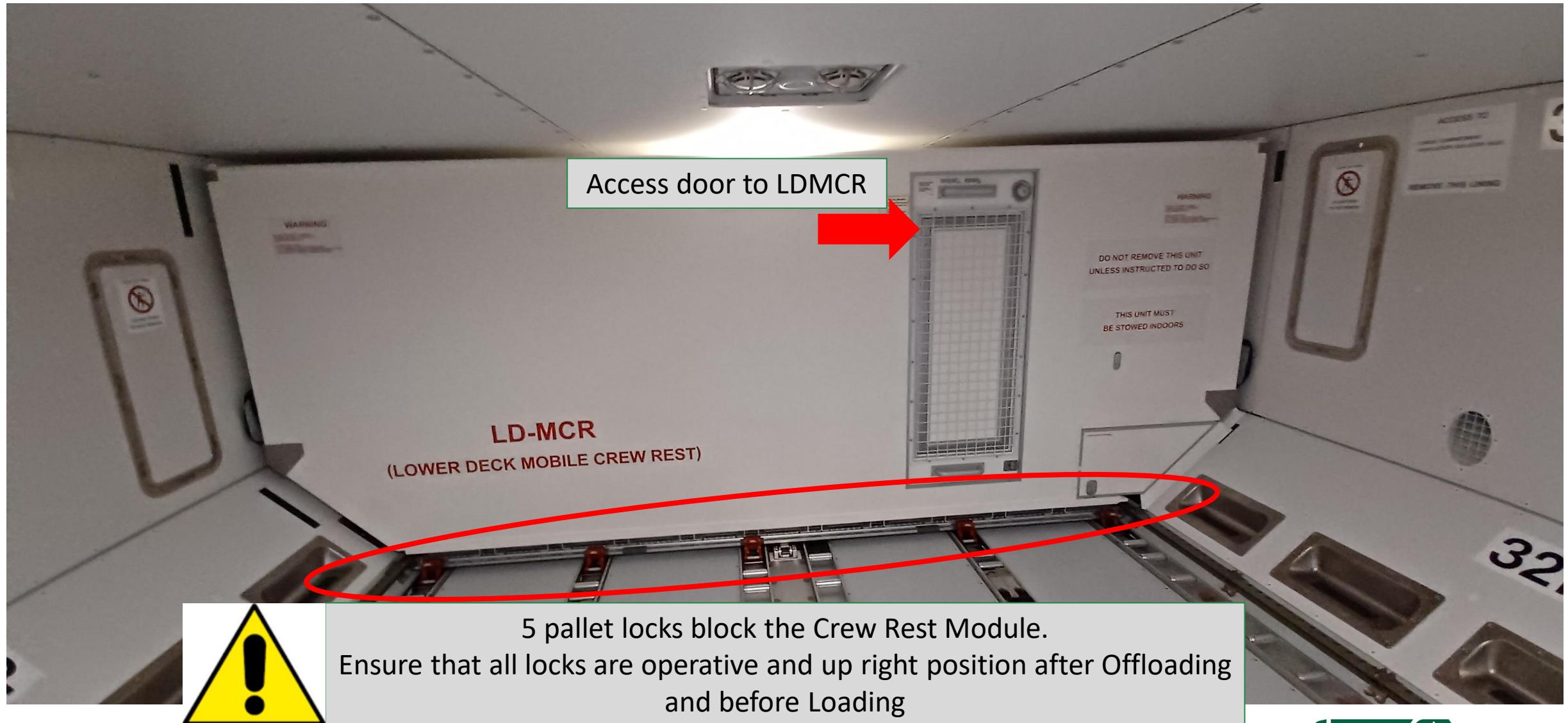
CARGO COMPARTMENT LIGHT



AFT hold: compartments and positions



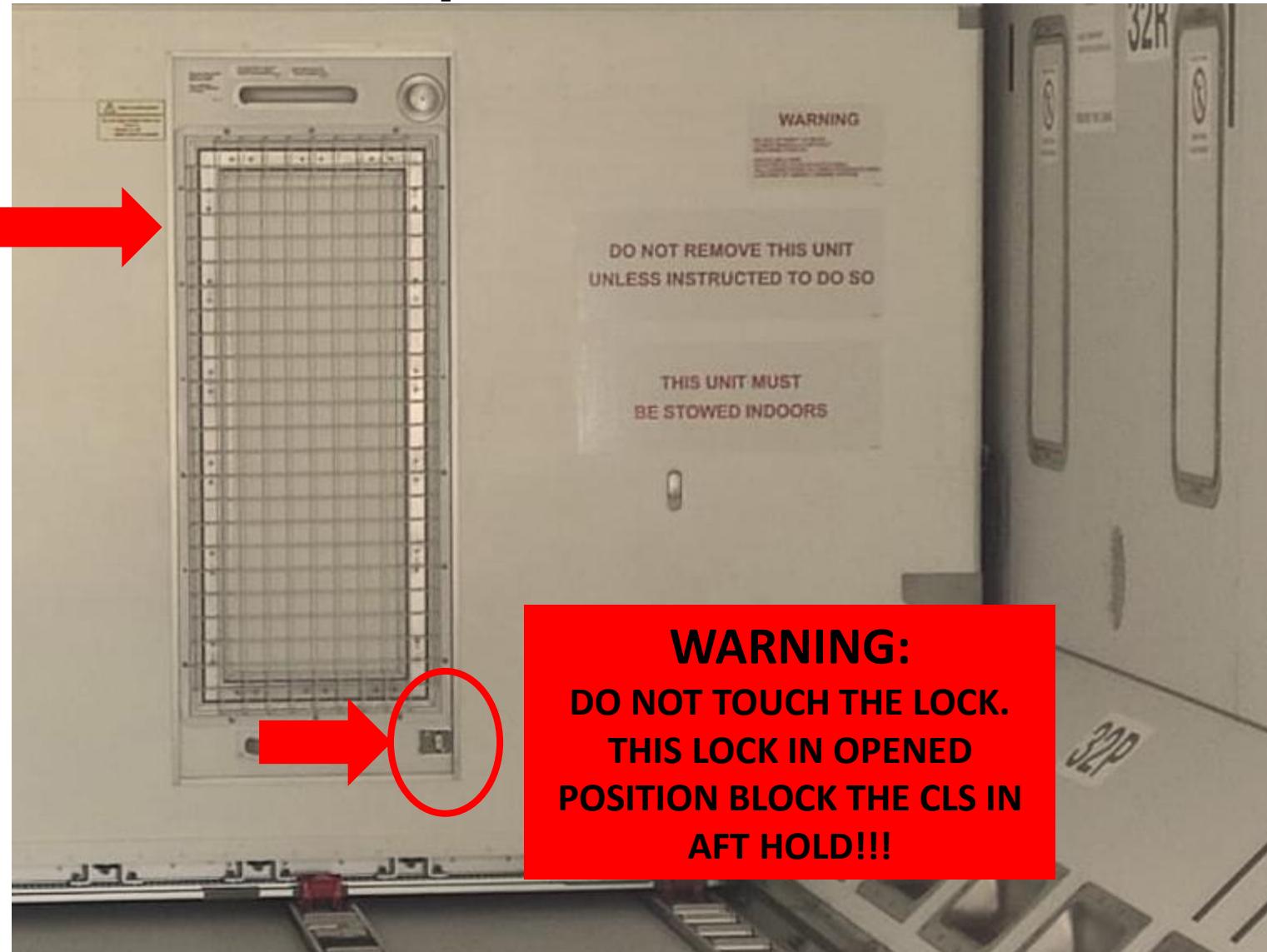
AFT hold: compartments and positions



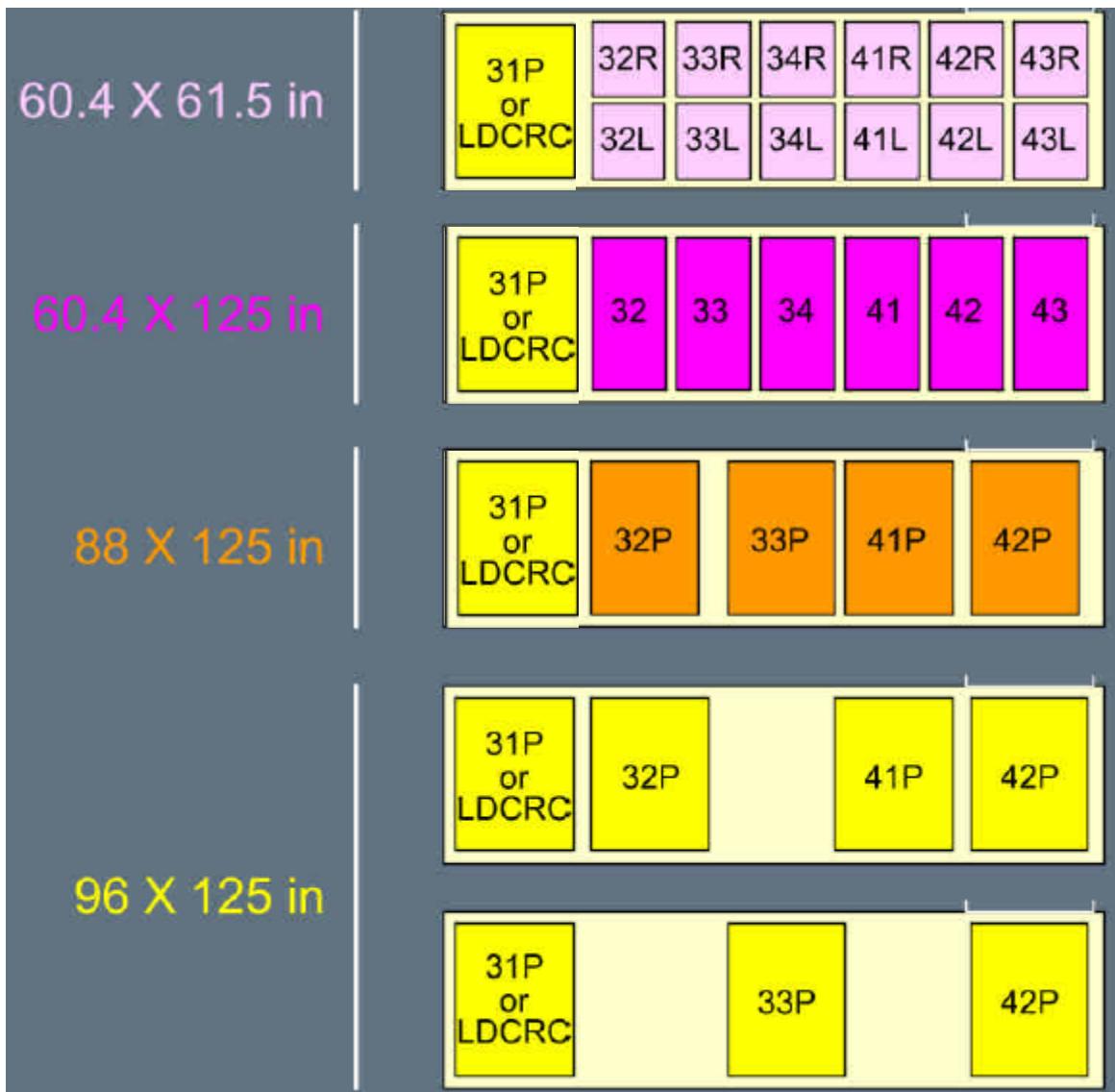
AFT hold: compartments and positions

This door must be closed and can be opened ONLY from authorized personnel.

The opening of the door blocks the operation of the CLS



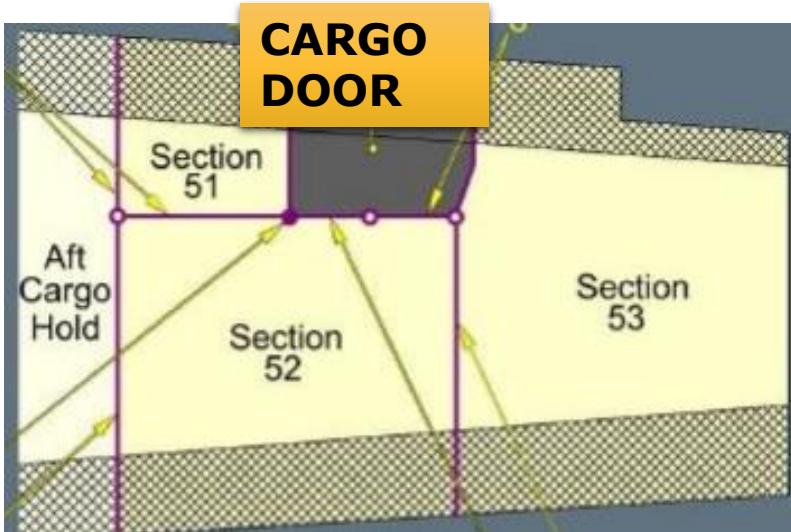
AFT: ULD Position Arrangement



Position 31P is occupied by:
Lower Deck Mobile Crew Rest (LDCR)

AFT HOLD: COMPARTMENTS 3 – 4							
ULD base 88"/96"x125"				AKE and/or PLA			
32	33	34	41	42	43		
88	88	88	88				
96	88	88	88				
96	88	88					AKE
96	88	88					PLA
96	88					AKE	AKE
96	88					PLA	PLA
88	96					AKE	AKE
88	96					PLA	PLA
88	96	88	96				
88	96	88	88				
96	88	88	96				
96		96	96				
96		96	88				
				AKE	AKE	AKE	AKE
				PLA	PLA	PLA	PLA

Cabin Doors & Compartments



51 = Crew Bags

53 = EIC + Flying Kit



Temperature Control and Special Loading

Air System	Bulk 5	Compt. 3 / 4	Compt. 1 / 2
Temperature	5° C up to 25° C	No	5° C up to 25° C
Ventilation	Yes	No	Yes

AA/MM	COMPARTMENT					TOTAL QUANTITY PER AA/MM
	1	2	3	4	5	
A330	1000	0	0	200	1000	

Loading AVI

- **FWD Hold and Bulk compartment** are equipped with ventilation and heating system, **so AVI transportation is allowed**.
- Compt 3 / 4 are NOT equipped with heating and ventilation system, **so AVI transportation is forbidden**.

Loading Compt 3 / 4

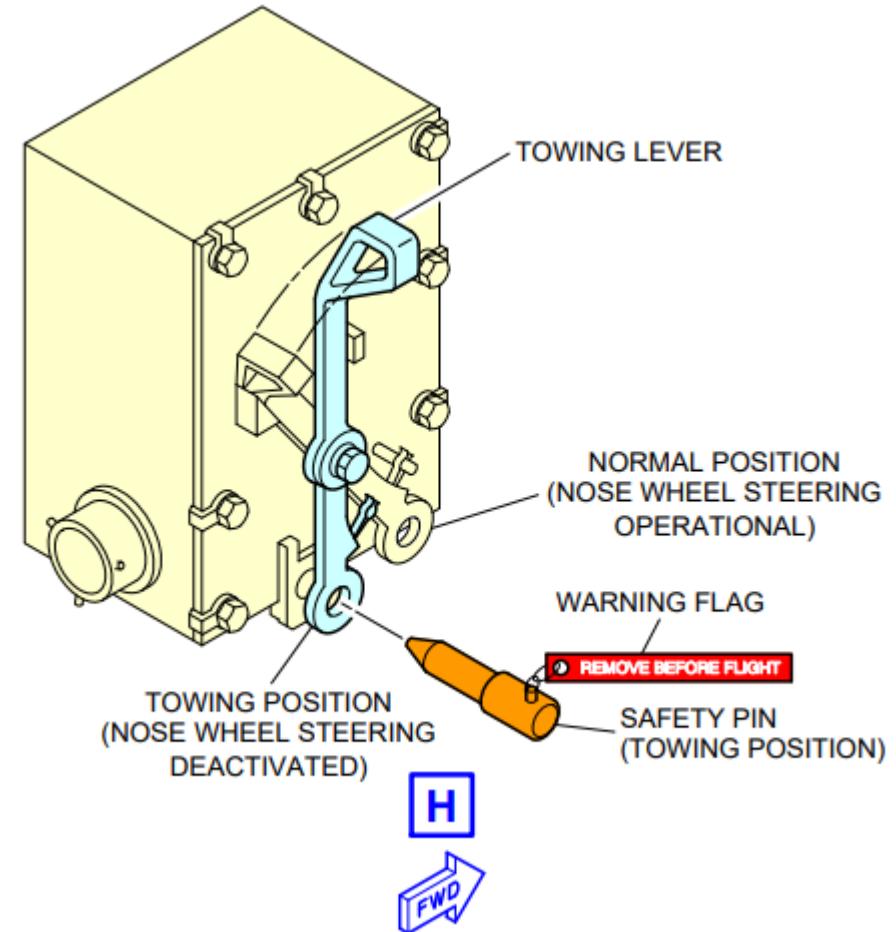
- **Dry ICE is forbidden.**
- **Pos 32 and 33: RRY, RCL, HUM are forbidden**
- No high-density cargo nad piercing cargo for shape and dimensions are permitted in pos. 33 and 34

Nose Landing Gear: By-pass Pin Location & Brake Light

All pushback operations require that a steering bypass pin is installed.

To install the bypass pin

- 1) Locate the lever on the right of the NLG
- 2) Move the steering bypass lever into the tow position (nose wheel steering deactivated)
- 3) Insert a steering bypass locking pin.



Contents

1

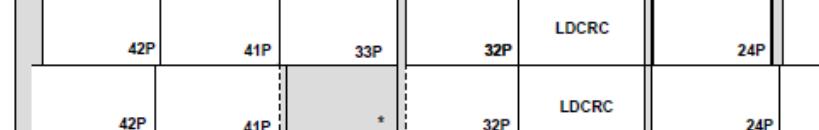
Aircraft General Information

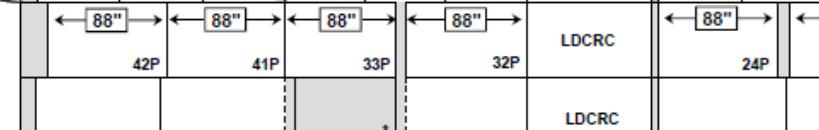
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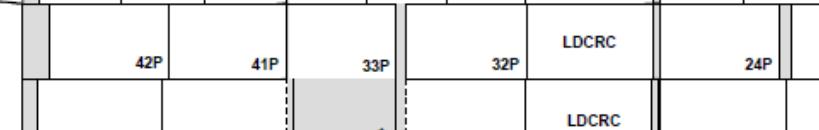
Load Control Operations and Loading Documents

Loadings Instructions Report

	LOADING INSTRUCTIONS	A330-941	Load configuration (up to n.30 60,4"x61,5" or up to n.15 60,4"x125" or up to n.10 88"x125" or up to n.9 96"x125" ULD base plate)						Flight nr.	A/C REG	Date
			Station	Destinations	Prepared by						

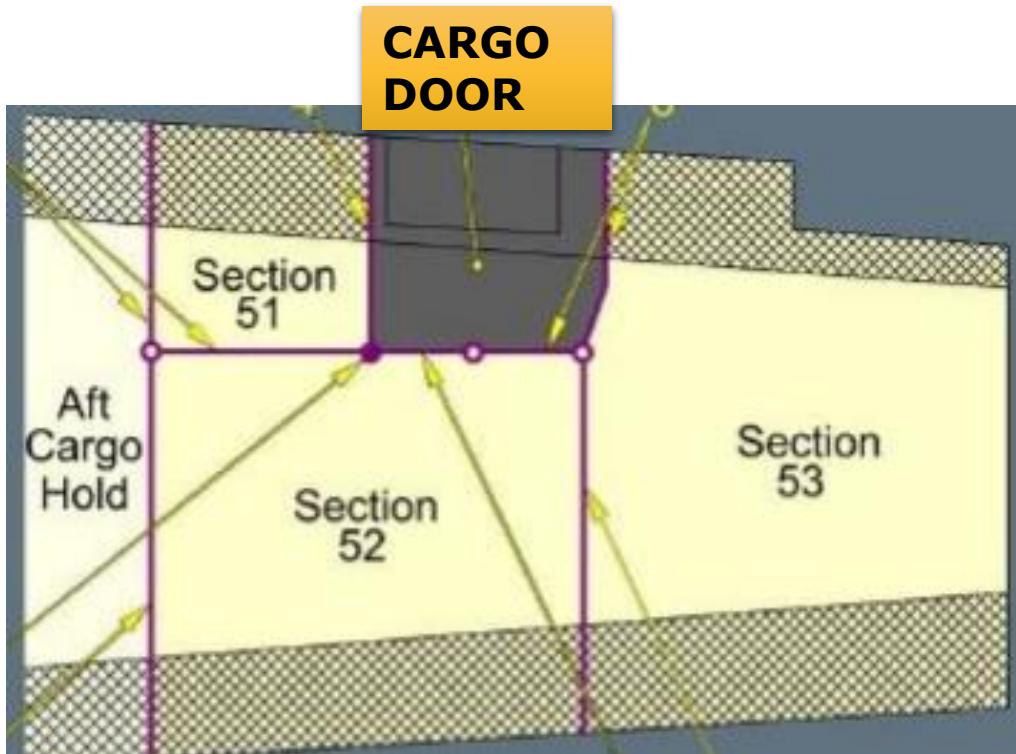
Load distribution at Arrival													
													

Loading Instructions													
													

Load distribution at Departure													
													

SPECIAL INSTRUCTIONS (including any anomalies evidenced)	This aircraft has been loaded in accordance with these instructions including the deviations shown on the "LOAD DISTRIBUTION AT DEPARTURE". The load has been secured in accordance with Company Regulations.	CARGO COMPARTMENT VISUAL CHECK PERFORMED
		I undersigned assure that the aircraft has been loaded as per these instructions (signature of Loading Supervisor or person responsible for loading)
Captain signature for acceptance _____		

Cabin Doors & Compartments

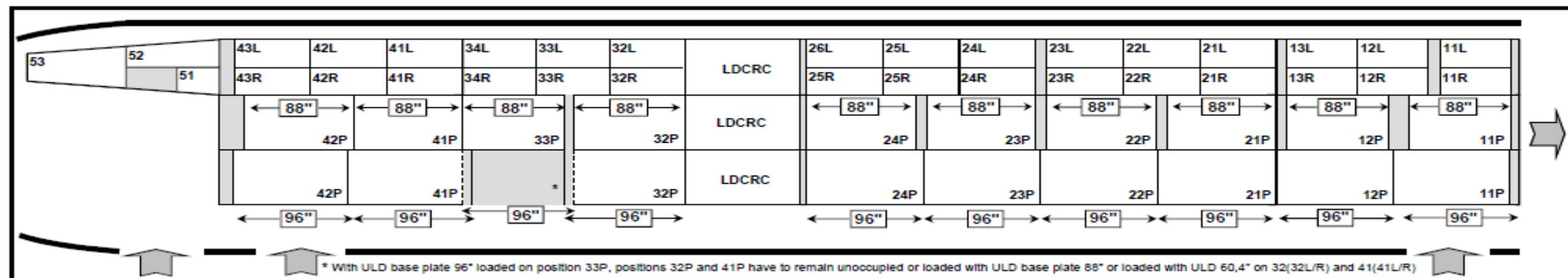


53 = EIC (Blankets, Pillows) 220 kg

53 = Flying Kit 26 kg



Loadings Instructions Report



Max Structural Load (kg)

CMPT1 10206
CMPT2 20412
CMPT3 8206*
CMPT4 10206
CMPT5 3468
Section 51 339
Section 52 1413
Section 53 1716

Max Cumulative Load (kg)

CMPT1+CMPT2 22861
CMPT3+CMPT4 16984*

Max Floor Loading

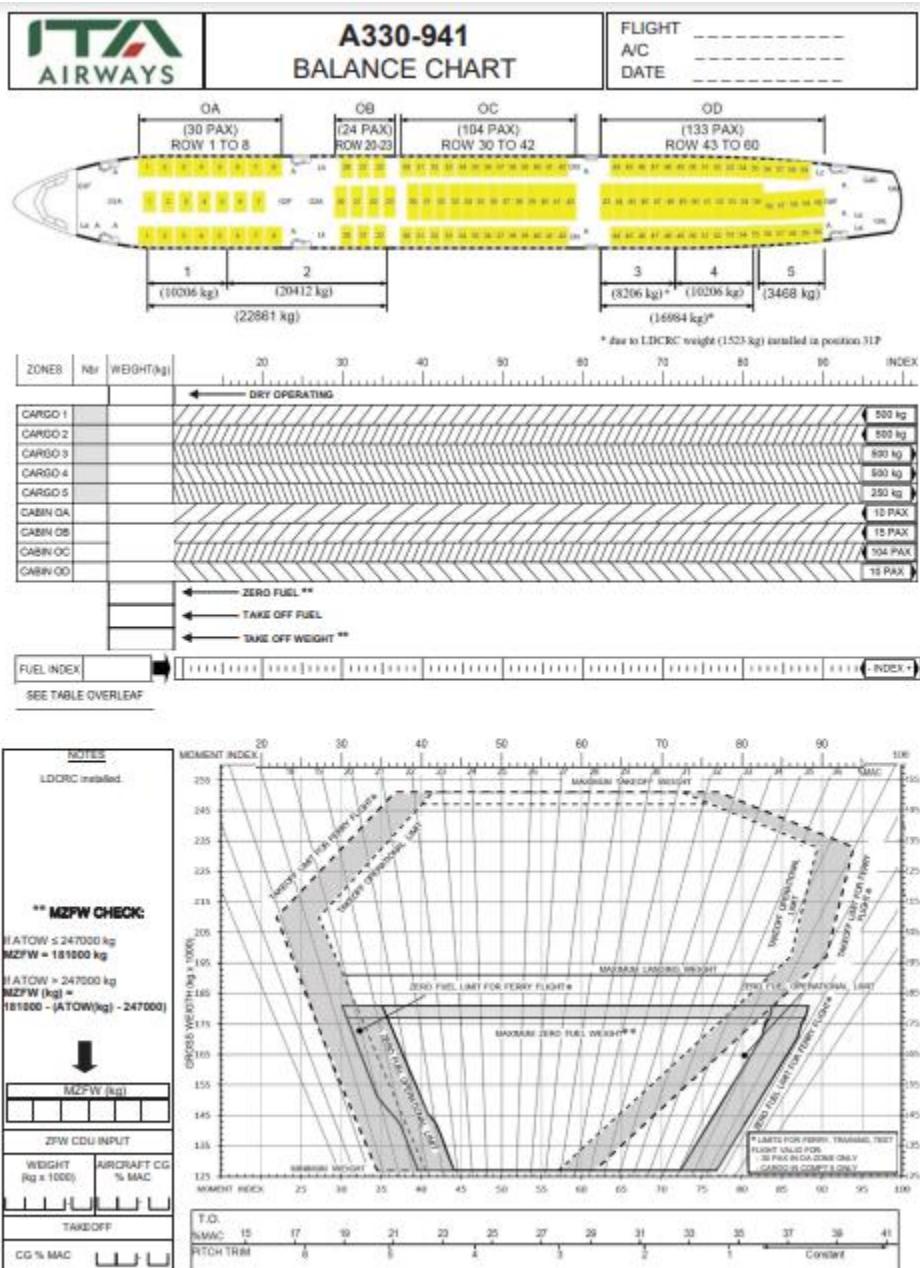
CMPT5 (kg/m²) 732

Max ULD base plate weight per position (kg):

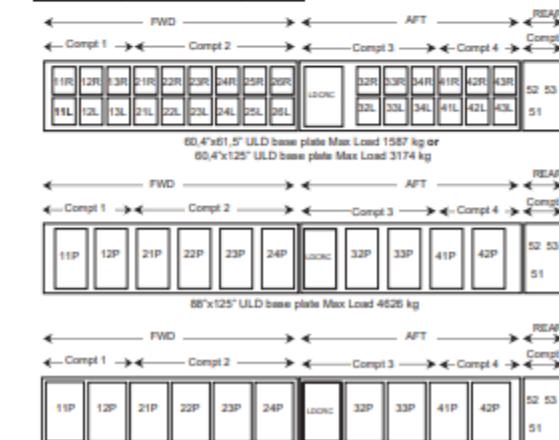
60,4"x61,5" 1587
60,4"x125" 3174
88"x125" 4626
96"x125" 5103

* due to LDCRC weight (1523 kg)

Balance Chart



FUEL ON BOARD (kg)		FUEL DENSITY (kg/lt)			FUEL ON BOARD (kg)		FUEL DENSITY (kg/lt)		
		0.770	0.785	0.810			0.770	0.785	0.810
1000	0	0	0	0	49000	+9	+9	+9	+9
2000	-1	-1	-1	-1	50500	+9	+9	+9	+9
3000	-2	-2	-2	-2	52000	+9	+9	+9	+9
4000	-2	-2	-2	-2	53500	+8	+8	+8	+8
5000	-3	-3	-3	-3	55000	+8	+8	+8	+8
6000	-3	-3	-3	-3	56500	+8	+8	+8	+8
7000	-4	-4	-4	-4	58000	+8	+8	+8	+8
8000	-4	-4	-4	-4	59500	+8	+8	+7	+7
9000	-5	-5	-5	-5	61000	+8	+8	+7	+7
10000	-4	-4	-4	-4	62500	+8	+8	+7	+7
11000	-3	-3	-3	-3	64000	+9	+8	+8	+8
12000	-2	-2	-2	-2	65500	+9	+9	+8	+8
13000	-1	-1	-1	-1	67000	+10	+9	+8	+8
14000	+1	+1	+1	+1	68500	+10	+9	+8	+8
15000	+1	+2	+2	+2	70000	+11	+10	+9	+9
16000	+1	+1	+1	+1	71500	+11	+11	+9	+9
17000	0	+1	+1	+1	73000	+12	+11	+10	+10
18000	0	0	0	0	74500	+13	+12	+11	+11
19000	-1	0	0	0	76000	+12	+12	+11	+11
20000	-1	-1	-1	-1	77500	+12	+12	+12	+12
21000	-2	-1	-1	-1	79000	+11	+12	+12	+12
22000	-2	-2	-2	-2	80500	+11	+11	+12	+12
23000	-2	-2	-2	-2	82000	+10	+10	+11	+11
24000	-2	-2	-2	-2	83500	+9	+10	+11	+11
24500	0	+1	+1	+1	85000	+9	+9	+10	+10
25000	+3	+3	+4	+4	86500	+8	+9	+9	+9
25500	+6	+6	+6	+6	88000	+7	+8	+9	+9
26000	+9	+9	+9	+9	89500	+7	+7	+8	+8
26500	+12	+12	+12	+12	91000	+6	+7	+8	+8
27000	+15	+15	+15	+15	92500	+5	+6	+7	+7
27500	+18	+18	+18	+18	94000	+5	+5	+7	+7
28000	+17	+17	+18	+18	95500	+4	+5	+6	+6
29500	+17	+17	+17	+17	97000	+4	+4	+5	+5
31000	+16	+16	+16	+16	98500	+3	+4	+5	+5
32500	+15	+16	+16	+16	100000	+2	+3	+4	+4
34000	+15	+15	+15	+15	101500	+2	+2	+4	+4
35500	+14	+14	+14	+14	103000	+1	+2	+3	+3
37000	+14	+14	+14	+14	104500	0	+1	+2	+2
38500	+13	+13	+13	+13	106000	-1	0	+2	+2
40000	+12	+12	+13	+13	107500	-1	-1	+1	+1
41500	+12	+12	+12	+12	109000	-2	0	0	0
43000	+11	+11	+12	+12	110500	-	-	0	0
44500	+11	+11	+11	+11	112000	-	-	-	-1
46000	+10	+10	+10	+10	FULL	-2	-2	-2	-2
47500	+10	+10	+10	+10					



*** With ULD base plate 96" x 125" ULD base plate Max Load 5103 kg ***
 *** With ULD base plate 96" x 125" loaded on position 33/35, positions 32/34 and 41/40 have to remain unoccupied or loaded weight ULD frame, weight 800 kg + 175 kg ULD loaded weight 1.8, 1.7, 0.6, 0.4" on 33/35, 32/34, 41/40 and 41/43. (9)



- A - INNER TANKS (OUTER TANKS EMPTY)
- B - INNER TANKS (OUTER TANKS FULL)
- C - TRIM TANK
- D - INNER TANKS (TRIM TANKS FULL)
- E - CENTER TANK

WEIGHT LIMITATIONS

MAXIMUM TAXI WEIGHT 251900 kg
MAXIMUM TAKEOFF WEIGHT 251000 kg
MAXIMUM LANDING WEIGHT 191000 kg
MAXIMUM ZERO FUEL WEIGHTMZFW CHECK**
MINIMUM WEIGHT 127000 kg

MAXIMUM STRUCTURAL LOAD

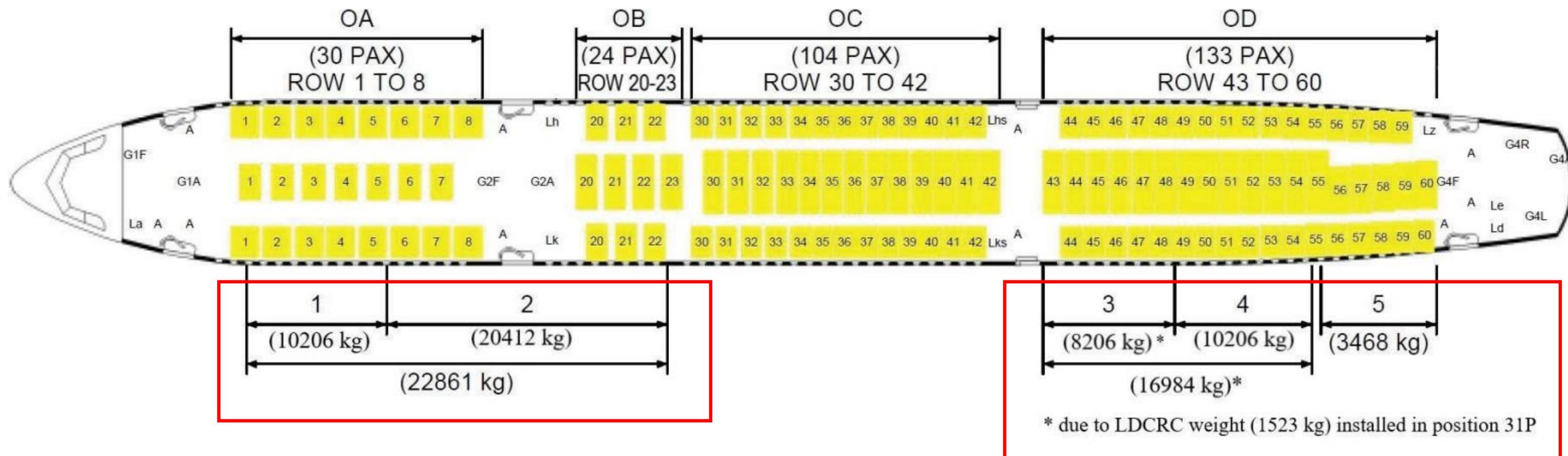
Compt 1 10206 kg
 Compt 2 20412 kg
 Compt 3 8206kg *
 Compt 4 10206 kg
 Compt 5 3468 kg
 Section 51 339 kg
 Section 52 1413 kg
 Section 53 1716 kg

MAXIMUM CUMULATIVE LOAD

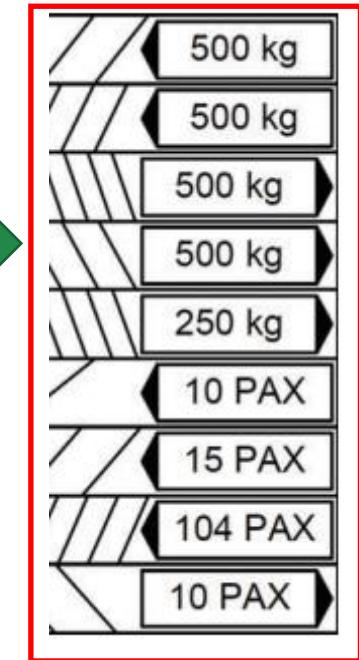
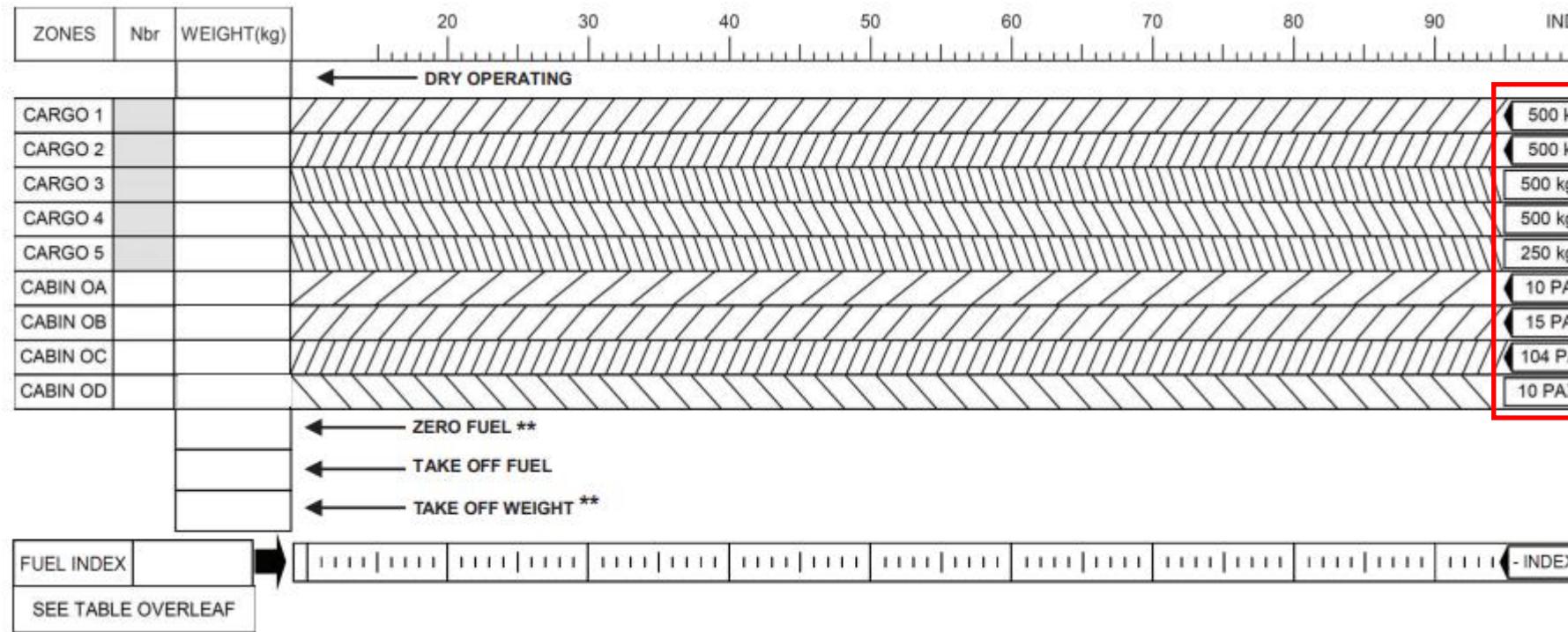
FWD (Compt 1 + Compt 2) 22861 kg
 AFT (Compt 3 + Compt 4) 16984 kg*

* due to LDCRC weight (1523kg)

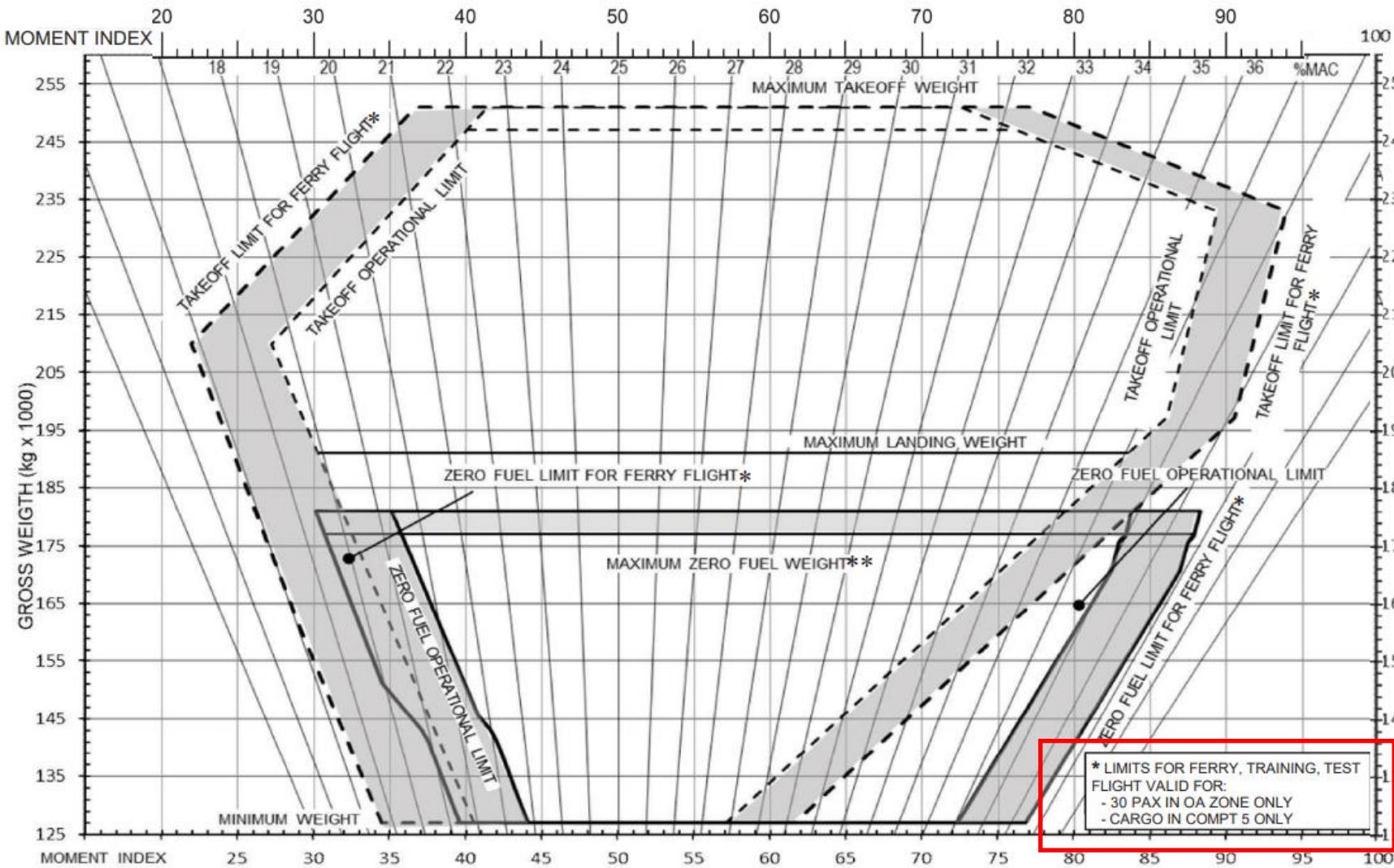
Balance Chart



Balance Chart



Balance Chart



The attached documents are applicable to Ferry, Test, Training flights too but under respect of the following limitations:

1. Cockpit: all seats can be occupied (maximum 4);
2. Passenger Cabin can be occupied as follows:
 - Zone OA only until maximum 30 passengers;
 - All Cabin Attendant seats (maximum 11);
3. Cargo Compartment can be occupied as follows:
 - CMPT 5 (Bulk) only: until maximum capacity of 3468kg.

Dynamic MZFW and Max Weights Structural

MAXIMUM TAXI WEIGHT	251900 kg
MAXIMUM TAKEOFF WEIGHT	251000 kg
MAXIMUM LANDING WEIGHT	191000 kg
MAXIMUM ZERO FUEL WEIGHT**MZFW CHECK	
MINIMUM WEIGHT	127000 kg

The MZFW is a function of the Actual Takeoff Weight (ATOW).

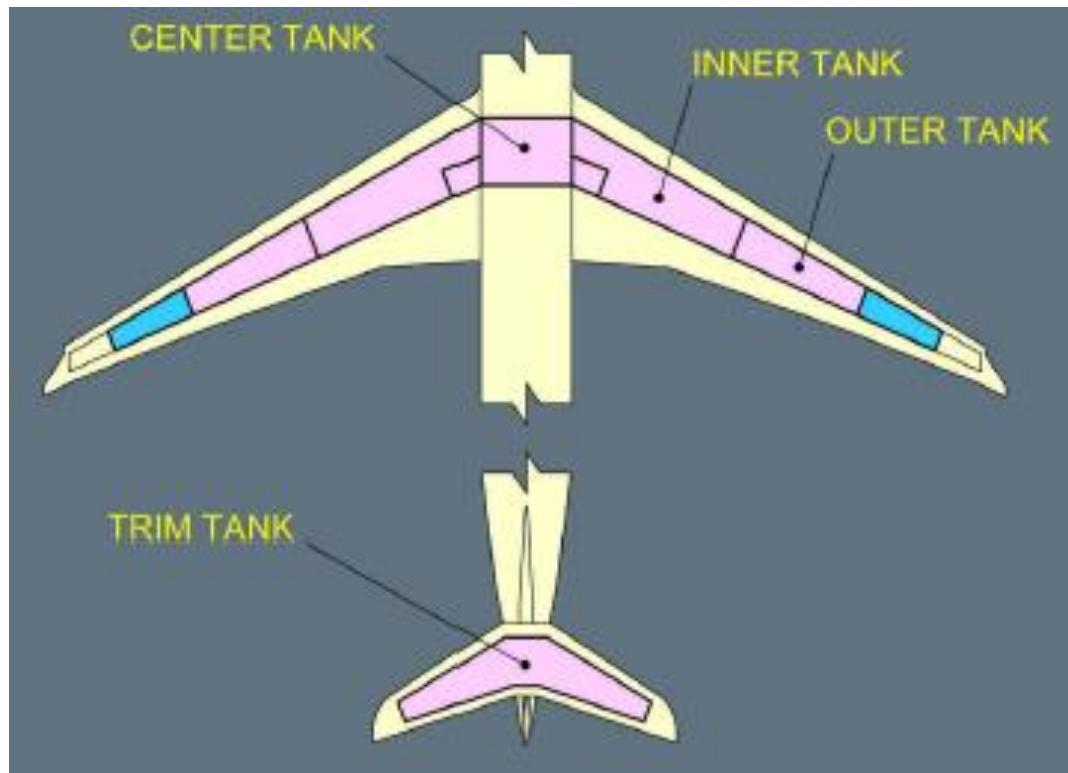
For ATOW equal to or less than 241 000 kg, the MZFW is 181 000 kg

For ATOW between 247 000 kg and 251 000 kg the MZFW is calculated as follows:

➤ **MZFW (kg) = 181 000 (kg) – [ATOW (kg) – 247 000 (kg)]**

This formula shows that there is a linear relation between ATOW and MZFW, it indicates that the Payload and ZFW are dynamic.

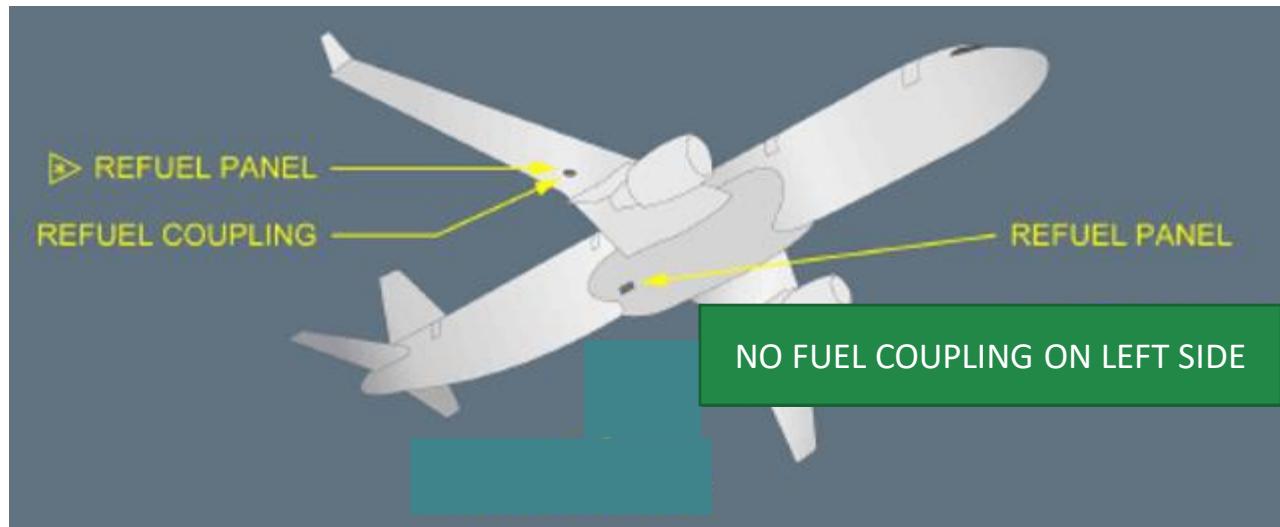
ALTEA FM system monitors the values of ATOW and ZFW and automatically calculates the maximum ZFW figure.



FUEL TANK ARRANGEMENT

The aircraft has 6 following fuel tanks:

- 4 tanks in the wings:
 - The left outer tank in the left wing
 - The left inner tank in the left wing
 - The right inner tank in the right wing
 - The right outer tank in the right wing
- 1 tank in the fuselage:
 - The center tank in the center wing box
- 1 trim tank in the Horizontal Tail Plane (HTP).



REFUELING OPERATION

During automatic refueling, the trim tank is filled when the preselected fuel quantity is greater than 23.900 kg, whatever the density.

One refuel coupling is installed ONLY under the RIGHT WING.

Therefore, refueling operations can only be carried out on the right side of the aircraft.

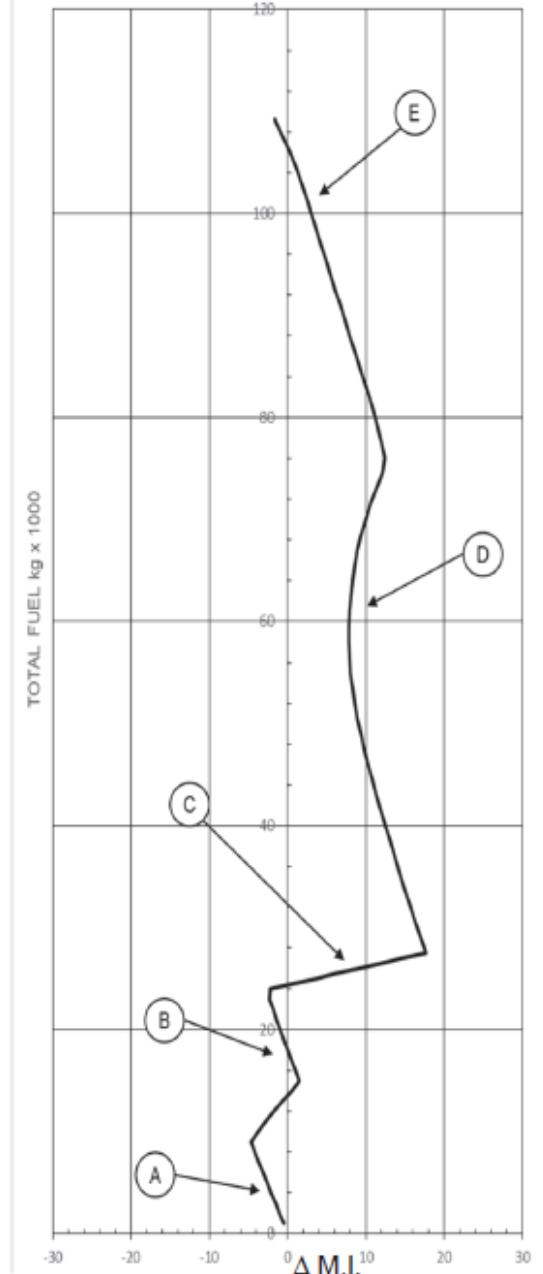
A Refuel panel is located on fuselage side, beneath the right wing.

During the automatic refueling, the Fuel Control and Monitoring System (FCMS) controls the simultaneous refueling of all fuel tanks in order to reach the target fuel distribution as a function of the Preselected Fuel Quantity (PFQ).

The maximum fuel weight in each tank depends on the fuel density "d".

Standard Fuel Loading Procedure

The following graph illustrates, for different fuel densities, the balance effect that results from the fuel weight after the aircraft refueling.



A – INNER TANKS (OUTER TANKS EMPTY)
B – INNER TANKS (OUTER TANKS FULL)
C – TRIM TANK
D – INNER TANKS (TRIM TANKS FULL)
E – CENTER TANK

Non Standard Fuel Distr.

- If there is something wrong with one of the fuel tank, standard fuel loading procedure is not applicable. The Flight Crew will notify Load Controller about the fuel amounts in each fuel tank using the Non-Standard Fuel Distribution Form (NSFD).
- Launch Non-standard Fuel Loading Procedure as stated in HLM Chap. 4.

A330 NON-STANDARD FUEL DISTRIBUTION FORM

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NOTE: The grey sections shall be filled by Commander, the green sections shall be filled by Load Controller.

Flight / Date	/	A/C Registration	
From / To	/		
TAKE OFF FUEL (Kg)		Notes	
FUEL DISTRIBUTION		FUEL Δ M.I. CALCULATION	
TANK	FUEL QUANTITY (Kg)	-	+
Inner Left	<input type="text"/>	<input type="button" value="-"/>	<input type="button" value="+"/>
Inner Right	<input type="text"/>	<input type="button" value="-"/>	<input type="button" value="+"/>
Outer Left	<input type="text"/>	<input type="button" value="+"/>	<input type="button" value="+"/>
Outer Right	<input type="text"/>	<input type="button" value="+"/>	<input type="button" value="+"/>
Trim	<input type="text"/>	<input type="button" value="+"/>	<input type="button" value="+"/>
Center	<input type="text"/>	<input type="button" value="-"/>	<input type="button" value="+"/>
TOTAL FUEL QTY (Take Off Fuel)	<input type="text"/>	<input type="button" value="="/> <input type="button" value="-"/>	<input type="button" value="="/> <input type="button" value="+"/> <input type="button" value="-"/>
Notes		TOTAL FUEL Δ M.I. = <input type="text"/>	
		ACTUAL MACTOW 	
Commander name <input type="text"/> signature <input type="text"/>	Load Controller name <input type="text"/> signature <input type="text"/>		

A330 NSFDF - Rev.1 SEP21



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