



A330/A340
FLIGHT CREW
OPERATING MANUAL

PROCEDURES
ABNORMAL AND EMERGENCY PROCEDURES

ENG

ENG 1(2) FIRE
(IN FLIGHT)

Applicable to: ALL

Ident.: PRO-ABN-ENG-EA-00017466.0001001 / 21 MAR 16

ANNUNCIATIONS

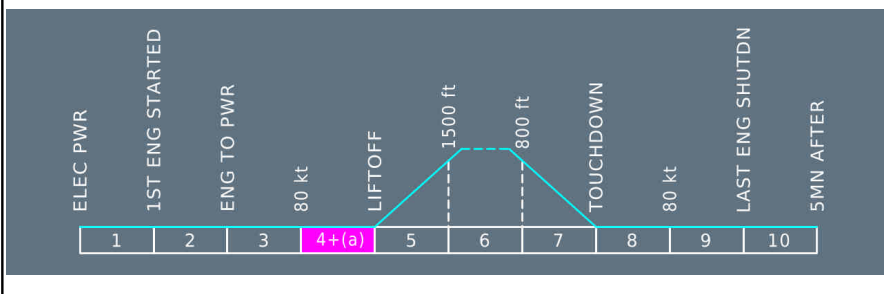
Triggering Conditions:

L2

This alert triggers when:

- Fire is detected by both loops, or
- Fire is detected by one loop when the other loop is failed, or
- A rupture occurs in both loops within 5 s.

Flight Phase Inhibition:



Note: (a) Alert inhibited between V1 and lift off +15 s.

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ENG

ENG 1(2) FIRE (Cont'd)
(IN FLIGHT)

Ident.: PRO-ABN-ENG-EA-00011607.0003001 / 14 FEB 17

LAND ASAP

THR LEVER (AFFECTED)..... IDLE
ENG MASTER (AFFECTED)..... OFF

[L2] Associated LP and HP valves close.

[L1] ENG FIRE P/B (AFFECTED)..... PUSH

[L2] When pushed:

- Aural warning stops
- The light remains on, until the fire is extinguished, regardless of the position of the ENG FIRE pb-sw
- FADEC is no longer supplied.

[L1] ENG BLEED (AFFECTED ENG IF NOT AUTOMATICALLY CLOSED)..... OFF
APU BLEED (ONLY FOR ENG 1)..... OFF
X BLEED (IF NOT AUTOMATICALLY CLOSED)..... CLOSE
WING ANTI ICE..... OFF

[L2] The affected side is isolated from any source of air.

[L1] AGENT 1 AFT 10 S..... DISCH

[L2] The 10 s delay allows N1 to decrease, reducing nacelle ventilation, and thereby increasing the effect of the agent. Automatic countdown on the ECAM.

[L1] ATC..... NOTIFY

[L2] Notify ATC of the nature of the emergency, and state intentions.

[L1] ● IF FIRE AFTER 30 S:

AGENT 2..... DISCH

[L2] Discharge the second agent, if the fire warning remains 30 s after the discharge of the first agent.

[L12]

ASSOCIATED PROCEDURES

ENG 1(2) SHUT DOWN

Do not attempt to restart the engine.

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ENG 1(2) FIRE (Cont'd)
(IN FLIGHT)

For the **ENG SHUT DOWN** procedure, see the ENG section (Refer to PRO-ABN-ENG ENG 1(2) SHUT DOWN).

ENG 1(2) FIRE
(ON GROUND)

Applicable to: ALL

Ident.: PRO-ABN-ENG-EB-00018638.0001001 / 21 MAR 16

ANNUNCIATIONS

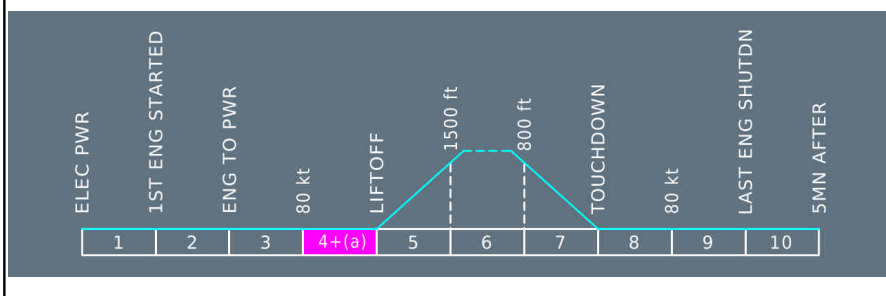
Triggering Conditions:

L2

This alert triggers when:

- Fire is detected by both loops, or
- Fire is detected by one loop when the other loop is failed, or
- A rupture occurs in both loops within 5 s.

Flight Phase Inhibition:



Note: (a) Alert inhibited between V1 and lift off +15 s.

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ENG 1(2) FIRE (Cont'd)
(ON GROUND)

Ident.: PRO-ABN-ENG-EB-00017944.0002001 / 25 APR 17

THR LEVERS..... IDLE

[L2] Full reverse may be used to stop the aircraft.

[L1] ● **WHEN A/C IS STOPPED:**
PARKING BRK..... ON
ATC (VHF1)..... NOTIFY

[L2] Notify ATC of the nature of the emergency, and state intentions.
Only VHF1 is available on batteries.

[L1] CABIN CREW (PA)..... ALERT

[L2] Make a short and precise announcement to warn the cabin crew that an emergency evacuation may be required.

[L1] ENG MASTER (AFFECTED)..... OFF

[L2] Associated LP and HP valves close.

[L1] ENG FIRE P/B (AFFECTED)..... PUSH

[L2] When pushed:
- Aural warning stops
- The light remains on, until the fire is extinguished, regardless of the position of the ENG FIRE pb-sw
- FADEC is no longer supplied.

[L1] AGENT 1+2..... DISCH
DELTA P (IF MAN CAB PR WAS USED)..... CHECK ZERO

[L2] If ΔP is not at zero, MODE SEL on MAN and V/S CTL FULL UP, to fully open the outflow valve.

[L1] ENG MASTER (OPPOSITE SIDE)..... OFF
ENG FIRE P/B (OPPOSITE SIDE)..... PUSH

■ **IF EVAC RQRD:**
EVACUATION..... INITIATE

[L2] Make a short and precise announcement to order the emergency evacuation.
Press the EVAC COMMAND pb .

[L1] APU MASTER SW..... OFF

■ **IF EVAC NOT RQRD:**
CABIN CREW + PAX (PA)..... NOTIFY



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ENG 1(2) SHUT DOWN

Applicable to: MSN 1552-1832

Ident.: PRO-ABN-ENG-B-00018317.0002001 / 06 SEP 16

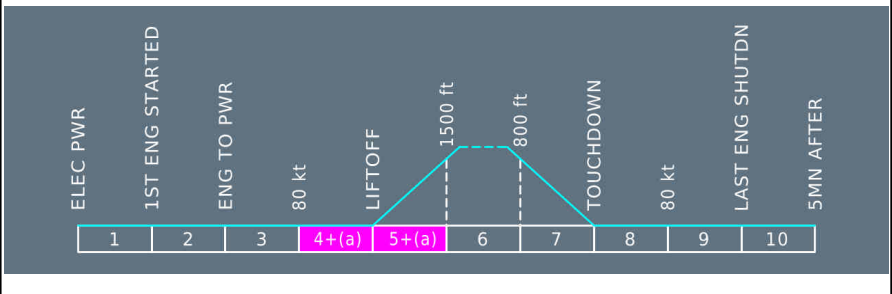
ANNUNCIATIONS

Triggering Conditions:

L2

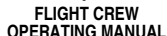
This alert triggers when the ENG 1(2) is shut down.

Flight Phase Inhibition:



Note: (a) Inhibited between V1 and lift-off + 15 s.

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ABNORMAL AND EMERGENCY PROCEDURES

ENG

ENG 1(2) SHUT DOWN (Cont'd)

Ident.: PRO-ABN-ENG-B-00018665.0003001 / 27 OCT 16

LAND ASAP

ENG START SEL.....IGN

L2 Continuous ignition is selected to protect the remaining engine.

Note: If the Y ELEC PUMP is running after ENG 2 failure (engine failure before flaps retraction), SWITCH OFF the pump when in clean configuration.

L1 L/G.....UP

L2 *This line is displayed in flight, during the T/O phase.*

L1 FUEL IMBALANCE.....MONITOR

12 The FUEL IMBALANCE MONITOR action line is not displayed in the case of an engine feed line burst

Note: If engine windmilling induces transient HYD SYS LO PR warnings, it is recommended that flight crew switch OFF the hydraulic pumps associated with the failed engine. Procedure only applicable when engine will not be restarted.

L1 TCAS MODE SEL TA

SECONDARY FAILURES

* ELEC

* HYD

Note: *In some conditions, with full asymmetric power, the aircraft may be control-limited before reaching the limits of the protection system. Therefore, in extreme conditions, where low speed may be advantageous (GPWS, WINDSHEAR, etc), reduce speed with care below VLS and respect the minimum control speed.*

L12

ASSOCIATED PROCEDURES

AIR ABNORM BLEED CONFIG

Refer to PRO-ABN-AIR AIR ABNORM BLEED CONFIG (X BLEED Open), or
Refer to PRO-ABN-AIR AIR ABNORM BLEED CONFIG (X BLEED Closed)

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ENG 1(2) SHUT DOWN (Cont'd)

Ident.: PRO-ABN-ENG-B-00018666.0009001 / 12 JUL 18

L12

STATUS

- For aircraft equipped with GA SOFT  :
GA THR: TOGA ONLY

FUEL IMBALANCE..... MONITOR

- IF NO FUEL LEAK:
L+R INR TK SPLIT..... OFF

- If engine feed line rupture

- IF L(R) TK FUEL RQRD:
OUTR TK XFR..... ON
STRAIGHT FLT..... MAINTAIN
AP..... OFF
BANK ANGLE..... 3 DEG RIGHT (LEFT)
USE L(R) RUD TO KEEP HDG
RUD TRIM..... AS NECESSARY

- WHEN FUEL XFRD:
OUTR TK XFR..... AUTO
NORM ROLL ATT..... RETURN
RUD TRIM..... NORMAL USE
AP ON..... AS RQRD

APPR PROC

- BEFORE S/F EXTENSION:
 - If ENG 1 S/D and green hyd lost:
BLUE ELEC PUMP OFF
 - If ENG 2 S/D and green hyd lost:
YELLOW ELEC PUMP OFF
- FOR LDG USE FLAP 3

*This line is replaced by "FOR LDG: USE FLAP 3" when
CONF 3 is selected, as a reminder*

INOP SYS

BLUE HYD (YELLOW HYD)
PART SPLRS
REV 1(2)
CAT 3 DUAL
ENG 1(2) BLEED
PACK 1(2)
G ENG 1(2) PUMP
B ENG 1 PUMP (Y ENG 2
PUMP)
GEN 1 (2)
ALTN BRK ⁽¹⁾
PART GALLEY
GA SOFT 

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ENG 1(2) SHUT DOWN (Cont'd)

LDG DIST PROC..... APPLY

CONSIDER APU GEN USE

- If ENG 1 shutdown:
SLATS SLOW
- If ENG 2 shutdown:
FLAPS SLOW
CAT 3 SINGLE ONLY

(1) (If ENG 1 shutdown)

ENG 1(2) SHUT DOWN

Applicable to: MSN 1926-1987

Ident.: PRO-ABN-ENG-B-00018317.0002001 / 06 SEP 16

ANNUNCIATIONS

Triggering Conditions:

L2 This alert triggers when the ENG 1(2) is shut down.

Flight Phase Inhibition:

Phase	1	2	3	4+(a)	5+(a)	6	7	8	9	10
Event	ELEC PWR	1ST ENG STARTED	ENG TO PWR	80 kt	LIFTOFF	1500 ft	800 ft	TOUCHDOWN	80 kt	LAST ENG SHUTDN 5MN AFTER

Note: (a) Inhibited between V1 and lift-off + 15 s.

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ENG 1(2) SHUT DOWN (Cont'd)

Ident.: PRO-ABN-ENG-B-00018665.0007001 / 03 SEP 19

LAND ASAP

L2 Note: If the Y ELEC PUMP is running after ENG 2 failure (engine failure before flaps retraction), SWITCH OFF the pump when in clean configuration.

L1 L/G..... UP

L2 This line is displayed in flight, during the T/O phase.

L1 FUEL IMBALANCE..... MONITOR

L2 The FUEL IMBALANCE MONITOR action line is not displayed in the case of an engine feed line burst.

Note: If engine windmilling induces transient **HYD B(Y) SYS LO PR** alerts, it is recommended that flight crew switch OFF the hydraulic pumps associated with the failed engine. Procedure only applicable when engine will not be restarted.

L1 TCAS MODE SEL ..... TA

SECONDARY FAILURES

- * ELEC
- * HYD

L2 Note: In some conditions, with full asymmetric power, the aircraft may be control-limited before reaching the limits of the protection system. Therefore, in extreme conditions, where low speed may be advantageous (GPWS, WINDSHEAR, etc), reduce speed with care below VLS and respect the minimum control speed.

L12

ASSOCIATED PROCEDURES



AIR ABNORM BLEED CONFIG

Refer to PRO-ABN-AIR AIR ABNORM BLEED CONFIG (X BLEED Open), or
Refer to PRO-ABN-AIR AIR ABNORM BLEED CONFIG (X BLEED Closed)

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ENG 1(2) SHUT DOWN (Cont'd)

Ident.: PRO-ABN-ENG-B-00018666.0009001 / 12 JUL 18

<div style="border: 1px solid black; padding: 2px; width: fit-content;">L12</div>		STATUS	
	<ul style="list-style-type: none"> ● For aircraft equipped with GA SOFT  : GA THR: TOGA ONLY <p>FUEL IMBALANCE..... MONITOR</p> <ul style="list-style-type: none"> ● IF NO FUEL LEAK: L+R INR TK SPLIT..... OFF ● If engine feed line rupture <ul style="list-style-type: none"> ● IF L(R) TK FUEL RQRD: <ul style="list-style-type: none"> OUTR TK XFR..... ON STRAIGHT FLT..... MAINTAIN AP..... OFF BANK ANGLE.....3 DEG RIGHT (LEFT) USE L(R) RUD TO KEEP HDG RUD TRIM..... AS NECESSARY ● WHEN FUEL XFRD: <ul style="list-style-type: none"> OUTR TK XFR..... AUTO NORM ROLL ATT..... RETURN RUD TRIM..... NORMAL USE AP ON.....AS RQRD <p>APPR PROC</p> <ul style="list-style-type: none"> ● BEFORE S/F EXTENSION: <ul style="list-style-type: none"> ● If ENG 1 S/D and green hyd lost: BLUE ELEC PUMP OFF ● If ENG 2 S/D and green hyd lost: YELLOW ELEC PUMP..... OFF <p>FOR LDG USE FLAP 3</p> <p><i>This line is replaced by "FOR LDG: USE FLAP 3" when CONF 3 is selected, as a reminder</i></p>		<p><u>INOP SYS</u></p> <p>BLUE HYD (YELLOW HYD) PART SPLRS REV 1(2) CAT 3 DUAL ENG 1(2) BLEED PACK 1(2) G ENG 1(2) PUMP B ENG 1 PUMP (Y ENG 2 PUMP) GEN 1 (2) ALTN BRK ⁽¹⁾ PART GALLEY GA SOFT </p>

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ENG 1(2) SHUT DOWN (Cont'd)

LDG DIST PROC..... APPLY

CONSIDER APU GEN USE

- If ENG 1 shutdown:
SLATS SLOW
- If ENG 2 shutdown:
FLAPS SLOW
CAT 3 SINGLE ONLY

⁽¹⁾ (If ENG 1 shutdown)

ENG 1(2) STALL

Applicable to: ALL

Ident.: PRO-ABN-ENG-CN-00018325.0001001 / 21 MAR 16

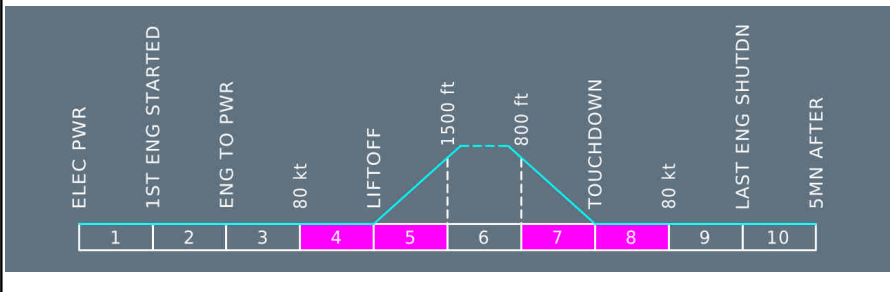
ANNUNCIATIONS

Triggering Conditions:

L2

This alert triggers when an engine stall is detected.

Flight Phase Inhibition:



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