# Airbus A220-300 Quick Reference Guide

**Taxi (Dep.)**
- Breakaway, use minimal thrust. No more than 40% N1 on ground
- Little thrust required to keep movement going
- Should roll at idle thrust but not accelerate
- 90˚ turns, no more than 10kts GS // 20-30kts normal straightaways
- Taxi to runway on Eng. #2 (keep #1 off until departure)

**Takeoff**
- Flaps 2 (most common for departures)
- Flaps 3 (heavier departures)
- Advance PWR to 55% N1 before applying T/O PWR
- If at MTOW, Rotate around **120-140kts** (lighter TOW = lesser speed req'd)
- Positive Rate - **Gear up**
- Initial pitch 12.5 - 15˚ nose up at a rate of 3-5˚/sec.
- No more than 30˚ bank (15˚ max single engine) above 400ft AGL
- **Gusty Winds:** A higher takeoff power setting than normal is recommended

**Acceleration Alt. (1000ft AFE)**
- Set Climb Thrust & adjust as necessary
- Flap Retraction (Sequential/One at a time)
- Clean (gear & flaps up) while accelerating aircraft at a stable rate

**Climb**
- 250kts to 10,000ft
- CLB Spd: 270-290kts/M0.73-M.75

**Cruise**
- M0.76-M0.80

**Fuel Planning**
- For maximum efficiency, step climb as appropriate. Consider taking into account aircraft weight, winds and direction of travel

DO NOT exceed 91% N1 in cruise

**Descent**
- VNAV as appropriate

**Arrival Planning**
- 250kts below 10,000ft @ rates ≤1500fpm
- Landing lights on at 10,000ft

**Arrival (Configure)** *Suggested Extension Speeds*
- Flaps 1 - 220kts
- Flaps 2 - 200kts
- Flaps 3 - 180kts
- Flaps 4 - 160kts or while slowing to VREF (for FLAP 4 Landing)
- Flaps 5 - Slowing to VREF

**Glideslope Capture**
- Flaps 1- During descent & arm speed brakes
- Flaps 2, Prior to GS/GP intercept
            ——Intercept——
- Flaps 3, Gear down, & start continuous deceleration to Vref
- Flaps 4 (5) as required prior to Vref

- Stable prior to 1000ft AGL *(2-4˚ pitch nose up on final –> threshold)*

**Landing**
- GPWS callouts
- Begin round out at 50ft and increase pitch to 4-9˚ up. *(5˚ works best)*
- Once 30ft, retard power to idle slowly

**Reversers & Taxi (Arrival)**
- @60kts, Reduce to Idle.
- Taxi to parking on Eng. #2 if flaps are to be retracted after an engine shutdown (turn off #1, 2 mins after exiting runway)
- Exit high-speed taxiways at <30kts or 8-12kts any other taxiway
- **Start APU** on taxi in
- Shutdown engines, lights, turn pax signs off, and open doors.