

Airbus A330-300 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. #1 (keep #2 off until departure)

Takeoff

- Flaps 1F or Flaps 2 (most common for departures)
- Flaps 3 (heavier departures)

- Advance PWR to 50% N1 before applying T/O PWR
- If at MTOW, Rotate around **150kts** (lighter TOW = lesser speed req'd)
- Positive Rate - **Gear up**
- Initial pitch 15° nose up
- **Gusty Winds:** A higher takeoff power setting than normal is recommended

Acceleration Alt. (1000ft AFE)

- Set Climb Thrust (10% reduction from N1 takeoff setting)
- Flap Retraction (Sequential/One at a time)
- Clean (gear & flaps up) by 215kts

Climb

- 250kts to 10,000ft
- CLB Spd: 300kts/M0.78-M.80

Climb Rates

- 3000fpm // <10,000ft
- 2000fpm // 10,000ft - FL200
- 1500fpm // FL200-FL260
- ≤1000fpm // FL260+

Cruise

- M0.78-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)

- Flaps 1 - 240kts
- Flaps 1F - 215kts
- Flaps 2 - 196kts
- Flaps 3 - 186kts
- Flaps Full - 180kts

Glideslope Capture

- Flaps 1/1F minimum prior to GS alive
- Flaps 2, 180kts when one dot below GS
- Gear down, Flaps 3, 160kts ≈2500ft AGL
- Arm speed brakes

Landing

- Flaps 3 or Full. Vref no slower than 130-145kts
- GPWS callouts
- Flare @ 40ft (Increase pitch 2-3 degrees up)
- Once 20ft, retard power to idle

Reversers & Taxi (Arr.)

- @80kts, Reduce to Idle.
- @70kts, Reversers Stowed
- Taxi to parking on Eng. #1 (turn off #2, 2 mins after exiting runway)
- Exit high-speed taxiways at <30kts or 8-12kts any other taxiway