Airbus A330-300 QUICK REFERENCE GUIDE (QRG)

For Use in X-PLANE 12 ONLY

Rotation, Takeoff & Climb Speeds (Typical Weights)

Phase	Speed (KIAS)	Flaps/Slats Setting	Notes
V1	145–155	Config 1+F	Varies with weight/runway
VR (Rotation)	150–160	Config 1+F	Rotate at this speed
V2 (Takeoff Safety)	160–170	Config 1+F	Maintain V2 +10–15 knots after liftoff
Initial Climb	V2 + 10–15	Clean up per SRS	Follow SRS (Speed Reference System)
Climb (below FL100)	250	Clean	Standard limit below FL100
Climb (above FL100)	300/M.78	Clean	ECON climb / cost index-based

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Cruise Settings

Phase	Mach	Altitude (FT)	Notes
LRC (Long Range Cruise)	M0.80 – M0.82	FL330–FL390	Fuel-efficient long-haul ops
ECON Cruise	M0.81–M0.83	FL330–FL400	Cost-index dependent
Max Cruise	M0.86 (max)	FL390+	Avoid unless time-critical

Descent Speeds and Rate

Phase	Speed	Descent Rate	Notes
Managed Descent	280/M0.80	~1500–2000 fpm	ECON descent path
Idle Descent	As above	~1000–1500 fpm	With thrust idle
Speed Descent	320/M.82	Up to 3000 fpm	Controlled speed increase
Below 10,000 ft	250 KIAS max	~1000–1500 fpm	Per ICAO speed restriction

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Circuit / Approach Speeds & Settings

Config	Flaps/Slats	Speed (VAPP, KIAS)	Gear	Use
Downwind	Config 2	~180–190	UP	Pattern entry
Base	Config 3	~160–170	Down	Intermediate approach
Final	Config FULL	135–145 (VAPP + 5)	Down	Stabilized by 1000 ft AGL

Brake Setting Recommendation:

- **Autobrake MED** for standard landings
- **Autobrake LO** for long runways
- **Autobrake MAX or Manual FULL** for short or contaminated runways

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Emergency Speeds & Engine-Out

Condition	Speed (KIAS/Mach)	Notes
Engine Out Climb (Driftdown)	Green Dot Speed	Initiate drift-down from EO ACC ALT
Engine Out Cruise	Green Dot or M0.78	Fuel/time conservative
Dual Engine Failure (Glide)	Green Dot (~240–250)	Best glide speed
Max Glide Ratio	~15:1 @ FL350	Approx. 2 nm per 1000 ft

All Engines Out / RAT Deployed

- **Maintain Green Dot speed (~250 KIAS)**
- **APU Start**: Attempt if above FL250
- **Use QRH for Gravity Fuel Feed and RAT Procedures**
- **Aim for nearest suitable diversion** – no thrust = glide planning critical