



A300

Airplane Characteristics For Airport Planning AC

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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

HIGHLIGHTS

REVISION 22 - DEC 01/09

This revision concerns introduction of new pages and corrections of pages.

Description of change.

<u>SECTION</u>	<u>PAGE(s)</u>	<u>REASON FOR CHANGE</u>
1.1	p 1	Update Mail address.
1.2	p 1 and p 2	Update Presentation.
2.1	p 2	Update Presentation.
2.1.1	p 3 to p 4C	Update Presentation and added Weight Variants.
2.3	p 7	Added "Note".
	p 7A to p 9	Update Illustrations.
8.1	p 1	Change Text.
9.1.1	p 1 to p 4	Update Illustration.
9.2.1	p 1 to p 4	Update Illustration.
9.3.1		Deleted Section.
9.4.1		Deleted Section.
9.5.1		Deleted Section.
9.6.1		Deleted Section.



AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

REVISION TRANSMITTAL SHEET

TO : ALL HOLDERS OF A300 AIRPLANE CHARACTERISTICS

R The revision, dated DEC 01/09 is attached and covers all the Airplane Characteristics, and the pavement data, which are identified in the highlights.

FILING INSTRUCTIONS

NOTE : Before introducing this revision make certain that previous revisions are incorporated.

– affected pages are listed on the "List of Effective Pages" and designated as follows :

R = revised (to be replaced)

D = deleted (to be removed)

N = new (to be introduced)

– make certain that the content of the manual is in compliance with the List of Effective Pages.

– update the Record of Temporary Revisions page as required.

– update the Record of Revisions page accordingly.

– file the Revision Transmittal Sheet separately.

– remove and destroy the pages which are affected by this revision.

REASON FOR ISSUE

The attached Highlights detail the reasons for issue.



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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

1.1 Purpose

The A300 AIRPLANE CHARACTERISTICS (AC) manual is issued for the A300 basic versions to provide the necessary data needed by airport operators and airlines for the planning of airport facilities.

This document conforms to NAS 3601.

CORRESPONDENCE

Correspondence concerning this publication should be directed to :

AIRBUS S.A.S.
Customer Services
Technical Data Support and Services
1, Rond Point Maurice BELLONTE
31707 BLAGNAC CEDEX
FRANCE



AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

1.2 Introduction

This manual comprises 9 chapters with a List of Effective Pages (LEP) and a Table Of Content (TOC) at the beginning of the manual.

Chapter 1 : SCOPE

Chapter 2 : AIRPLANE DESCRIPTION

This chapter contains general dimensional and other basic aircraft data.

It covers :

- aircraft dimensions and ground clearances,
- passengers and cargo compartments arrangement.

Chapter 3 : AIRPLANE PERFORMANCE

This chapter indicates the aircraft performance.

It covers :

- payload range,
- takeoff and landing runway requirements,
- landing approach speed.

Chapter 4 : GROUND MANEUVERING

This chapter provides the aircraft turning capability and maneuvering characteristics on the ground.

It includes :

- turning radii and visibility from the cockpit,
- runway and taxiway turn path.

Chapter 5 : TERMINAL SERVICING

This chapter provides information for the arrangement of ground handling and servicing equipments.

It covers :

- location and connections of ground servicing equipment,
- engines starting pneumatic and preconditioned airflow requirements.



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Chapter 6 : OPERATING CONDITIONS

This chapter contains data and safety/environmental precautions related to engine and APU operation on the ground.

It covers :

- contour size and shape of the jet engine exhaust velocities and temperature,
- noise data.

Chapter 7 : PAVEMENT DATA

This chapter contains the pavement data helpful for airport planning.

It gives :

- landing gear foot print and static load,
- charts for flexible pavements with Load Classification Number (LCN),
- charts for rigid pavements with LCN,
- Aircraft Classification Number (ACN), Pavement Classification Number (PCN), reporting system for flexible and rigid pavements.

Chapter 8 : DERIVATIVE AIRPLANES

This chapter gives relevant data of possible new version with the associated size change.

Chapter 9 : SCALED DRAWING

This chapter contains different A300 scaled drawings.



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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

2.1 General Airplane Characteristics

The weight terms used throughout this manual are given below together with their respective definitions.

Maximum Taxi Weight (MTW) :

Maximum weight for ground maneuver as limited by aircraft strength and airworthiness requirements. (It includes weight of run-up and taxi fuel). It is also called Maximum Ramp Weight (MRW).

Maximum Landing Weight (MLW) :

Maximum weight for landing as limited by aircraft strength and airworthiness requirements.

Maximum Takeoff Weight (MTOW) :

Maximum weight for takeoff as limited by aircraft strength and airworthiness requirements. (This is the maximum weight at start of the takeoff run).

Maximum Zero Fuel Weight (MZFW) :

Maximum operational weight of the aircraft without usable fuel.

Operational Empty Weight (OEW) :

Weight of structure, powerplant, furnishings, systems, and other items of equipment that are an integral part of a particular aircraft configuration plus the operator's items.

The operator's items are the flight and cabin crew and their baggage, unusable fuel, engine oil, emergency equipment, toilet chemical and fluids, galley structure, catering equipment, passenger seats and life vests, documents, etc.

Maximum Payload :

Maximum Zero Fuel Weight (MZFW) minus Operational Empty Weight (OEW).

Maximum Seating Capacity :

Maximum number of passengers specifically certified or anticipated for certification.

Maximum Cargo Volume :

Maximum usable volume available for cargo.

Usable Fuel :

Fuel available for aircraft propulsion.



AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

		Airplane version						
		A300B2-100				A300B2-200		
Maximum Taxi Weight (MTW)	kg	WV000 (Basic)	WV001	WV002	WV003	WV002 (Basic)	WV001	WV003
	lb	137 900	137 900	142 900	134 900	142 900	137 900	134 900
Maximum Takeoff Weight (MTOW)	kg	137 000	137 000	142 000	134 000	142 000	137 000	134 000
	lb	302 032	302 032	313 056	295 419	313 056	302 032	295 419
Maximum Landing Weight (MLW)	kg	127 500	130 000	130 000	130 000	130 000	130 000	130 000
	lb	281 089	286 600	286 600	286 600	286 600	286 600	286 600
Maximum Zero Fuel Weight (MZFW)	kg	116 500	120 500	120 500	120 500	120 500	120 500	120 500
	lb	256 838	265 656	265 656	265 656	265 656	265 656	265 656
Estimated Operational Empty Weight (OEW)	GE CF6-50	85 910 kg (189 398 lb)				86 275 kg (190 203 lb)		
Estimated Maximum Payload GE CF6-50	kg	30 590	34 590	34 590	34 590	34 225	34 225	34 225
	lb	67 439	76 257	76 257	76 257	75 453	75 453	75 453
Standard Seating Capacity	Single-class	269				269		
Usable Fuel Capacity	l	44 000				44 000		
	US Gallons	11 623				11 623		
	kg (d=0.785)	35 540				35 540		
	lb	78 352				78 352		
Pressurized Fuselage Volume (A/C non equipped)	m³	542				542		
	ft³	19 140				19 140		
Passenger Compartment Volume	m³	272				272		
	ft³	9 606				9 606		
Cockpit Volume	m³	17				17		
	ft³	600				600		
Usable Cargo Compartment Volume (1)	m³	144				144		
	ft³	5 085				5 085		

(1) Volume of Cargo Compartments : Fwd Cargo Compartment : 76 m³ (2 683 ft³)
Aft Cargo Hold Compartment : 49 m³ (1 730 ft³)
Bulk Cargo Compartment : 19 m³ (670 ft³)

2.1 GENERAL AIRPLANE CHARACTERISTICS

2.1.1 GENERAL AIRPLANE CHARACTERISTICS DATA Model B2

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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

		Airplane Version					
		A300B4-100					
		WV000 (Basic)	WV001	WV002	WV003	WV004	WV005
Maximum Taxi Weight (MTW)	kg	150 900	153 900	158 400	158 400	150 900	153 900
	lb	332 677	339 291	349 211	349 211	332 677	339 291
Maximum Takeoff Weight (MTOW)	kg	150 000	153 000	157 500	157 500	150 000	153 000
	lb	330 693	337 306	347 227	347 227	330 693	337 306
Maximum Landing Weight (MLW)	kg	133 000	133 000	133 000	134 000	133 000	134 000
	lb	293 214	293 214	293 214	295 419	293 214	295 419
Maximum Zero Fuel Weight (MZFW)	kg	122 000	122 000	122 000	124 000	122 000	124 000
	lb	268 963	268 963	268 963	273 372	268 963	273 372
Estimated Operational Empty Weight (OEW)	GE CF6-50	88 180 kg (194 403 lb)		88 330 kg (194 734 lb)		88 180 kg (194 403 lb)	
Estimated Maximum Payload GE CF6-50	kg	33 820	33 820	33 670	35 670	33 820	35 820
	lb	74 560	74 560	74 229	78 638	74 560	78 969
Standard Seating Capacity	single-class	269					
Usable Fuel Capacity	l	58 100					
	US Gallons	15 348					
	kg (d=0.785)	45 608					
	lb	100 548					
Pressurized Fuselage Volume (A/C non equipped)	m³	542					
	ft³	19 140					
Passenger Compartment Volume	m³	272					
	ft³	9 606					
Cockpit Volume	m³	17					
	ft³	600					
Usuable Cargo Compartment Volume (1)	m³	144					
	ft³	5 085					

(1) Volume of Cargo Compartments : Fwd Cargo Compartment : 76 m³ (2 683 ft³)
 Aft Cargo Hold Compartment : 49 m³ (1 730 ft³)
 Bulk Cargo Compartment : 19 m³ (670 ft³)

2.1 GENERAL AIRPLANE CHARACTERISTICS

2.1.1 GENERAL AIRPLANE CHARACTERISTICS DATA Model B4

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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

		Airplane Version						
		A300B4-100				A300B4-200		
		WV013	WV014	WV015	WV016	WV006 (Basic)	WV007	WV008
Maximum Taxi Weight (MTW)	kg	150 900	158 400	150 900	153 900	165 900	165 900	158 400
	lb	332 677	349 211	332 677	339 291	365 740	365 740	349 211
Maximum Takeoff Weight (MTOW)	kg	150 000	157 500	150 000	153 000	165 000	165 000	157 500
	lb	330 693	347 227	330 693	337 306	363 760	363 760	347 227
Maximum Landing Weight (MLW)	kg	134 000	134 000	134 000	134 000	134 000	136 000	134 000
	lb	295 419	295 419	295 419	295 419	295 419	299 828	295 419
Maximum Zero Fuel Weight (MZFW)	kg	126 000	126 000	126 000	126 000	124 000	126 000	124 000
	lb	277 782	277 782	277 782	277 782	273 372	277 782	273 372
Estimated Operational Empty Weight (OEW)	GE CF6-50	88 180 kg (194 403 lb)	88 330 kg (194 734 lb)	88 180 kg (194 403 lb)		88 505 kg (195 119 lb)		
Estimated Maximum Payload GE CF6-50	kg	37 820	37 670	37 820	37 820	35 495	37 495	35 495
	lb	83 378	83 048	83 378	83 378	78 252	82 662	78 252
Standard Seating Capacity	single-class	269			269			
Usable Fuel Capacity	l	58 100			62 000			
	US Gallons	15 348			16 380			
	kg (d=0.785)	45 608			48 470			
	lb	100 548			107 299			
Pressurized Fuselage Volume (A/C non equipped)	m³	542			542			
	ft³	19 140			19 140			
Passenger Compartment Volume	m³	272			272			
	ft³	9 606			9 606			
Cockpit Volume	m³	17			17			
	ft³	600			600			
Usuable Cargo Compartment Volume (1)	m³	144			144			
	ft³	5 085			5 085			

(1) Volume of Cargo Compartments : Fwd Cargo Compartment : 76 m³ (2 683 ft³)
 Aft Cargo Hold Compartment : 49 m³ (1 730 ft³)
 Bulk Cargo Compartment : 19 m³ (670 ft³)

2.1 GENERAL AIRPLANE CHARACTERISTICS

2.1.1 GENERAL AIRPLANE CHARACTERISTICS DATA

Model B4

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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

		Airplane Version					
		A300B4-200					
		WV010	WV014	WV016	WV017	WV018	WV020
Maximum Taxi Weight (MTW)	kg	158 400	158 400	153 900	148 400	165 900	158 400
	lb	349 211	349 211	339 291	327 165	365 740	349 211
Maximum Takeoff Weight (MTOW)	kg	157 500	157 500	153 000	147 500	165 000	157 500
	lb	347 227	347 227	337 304	325 181	363 760	347 227
Maximum Landing Weight (MLW)	kg	136 000	134 000	140 000	136 000	134 000	134 000
	lb	299 828	295 419	308 650	299 828	295 419	295 419
Maximum Zero Fuel Weight (MZFW)	kg	126 000	126 000	130 000	126 000	126 000	126 000
	lb	277 782	277 782	286 600	277 782	277 782	277 782
Estimated Operational Empty Weight (OEW)	GE CF6-50	88 505 kg (195 119 lb)					
Estimated Maximum Payload GE CF6-50	kg	37 495	37 495	35 495	37 495	37 495	37 495
	lb	82 662	82 662	78 252	82 662	82 662	82 662
Standard Seating Capacity	single-class	269					
Usable Fuel Capacity	l	62 000					
	US Gallons	16 380					
	kg (d=0.785)	48 470					
	lb	107 299					
Pressurized Fuselage Volume (A/C non equipped)	m³	542					
	ft³	19 140					
Passenger Compartment Volume	m³	272					
	ft³	9 606					
Cockpit Volume	m³	17					
	ft³	600					
Usuable Cargo Compartment Volume (1)	m³	144					
	ft³	5 085					

(1) Volume of Cargo Compartments : Fwd Cargo Compartment : 76 m³ (2 683 ft³)
 Aft Cargo Hold Compartment : 49 m³ (1 730 ft³)
 Bulk Cargo Compartment : 19 m³ (670 ft³)

2.1 GENERAL AIRPLANE CHARACTERISTICS

2.1.1 GENERAL AIRPLANE CHARACTERISTICS DATA

Model B4



AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

	Airplane Version		
	A300C4-200		A300F4-200
	WV006 (Basic)	WV007	WV007 (Basic)
Maximum Taxi Weight (MTW)	kg	165 900	165 900
	lb	365 740	365 740
Maximum Takeoff Weight (MTOW)	kg	165 000	165 000
	lb	363 760	363 760
Maximum Landing Weight (MLW)	kg	134 000	136 000
	lb	295 419	299 828
Maximum Zero Fuel Weight (MZFW)	kg	124 000	126 000
	lb	273 372	277 782
Estimated Operational Empty Weight (OEW)	GE CF6-50	88 505 kg (195 119 lb)	84 000 kg (185 188 lb)
Estimated Maximum Payload GE CF6-50	kg	35 495	37 495
	lb	78 252	82 662
Standard Seating Capacity	single-class	269	4
Usable Fuel Capacity	l	62 000	62 000
	US Gallons	16 380	16 380
	kg (d=0.785)	48 670	48 670
	lb	107 299	107 299
Pressurized Fuselage Volume (A/C non equipped)	m³	542	542
	ft³	19 140	19 140
Passenger Compartment Volume	m³	272	
	ft³	9 606	
Cockpit Volume	m³	17	17
	ft³	600	600
Main Deck Cargo Compartment Volume	m³		540
	ft³		10 069
Usuable Cargo Compartment Volume (1)	m³	158	158
	ft³	5 579	5 579

(1) Volume of Cargo Compartments : Fwd Cargo Compartment : 76 m³ (2 683 ft³)
 Aft Cargo Hold Compartment : 61 m³ (2 154 ft³)
 Bulk Cargo Compartment : 21 m³ (741 ft³)

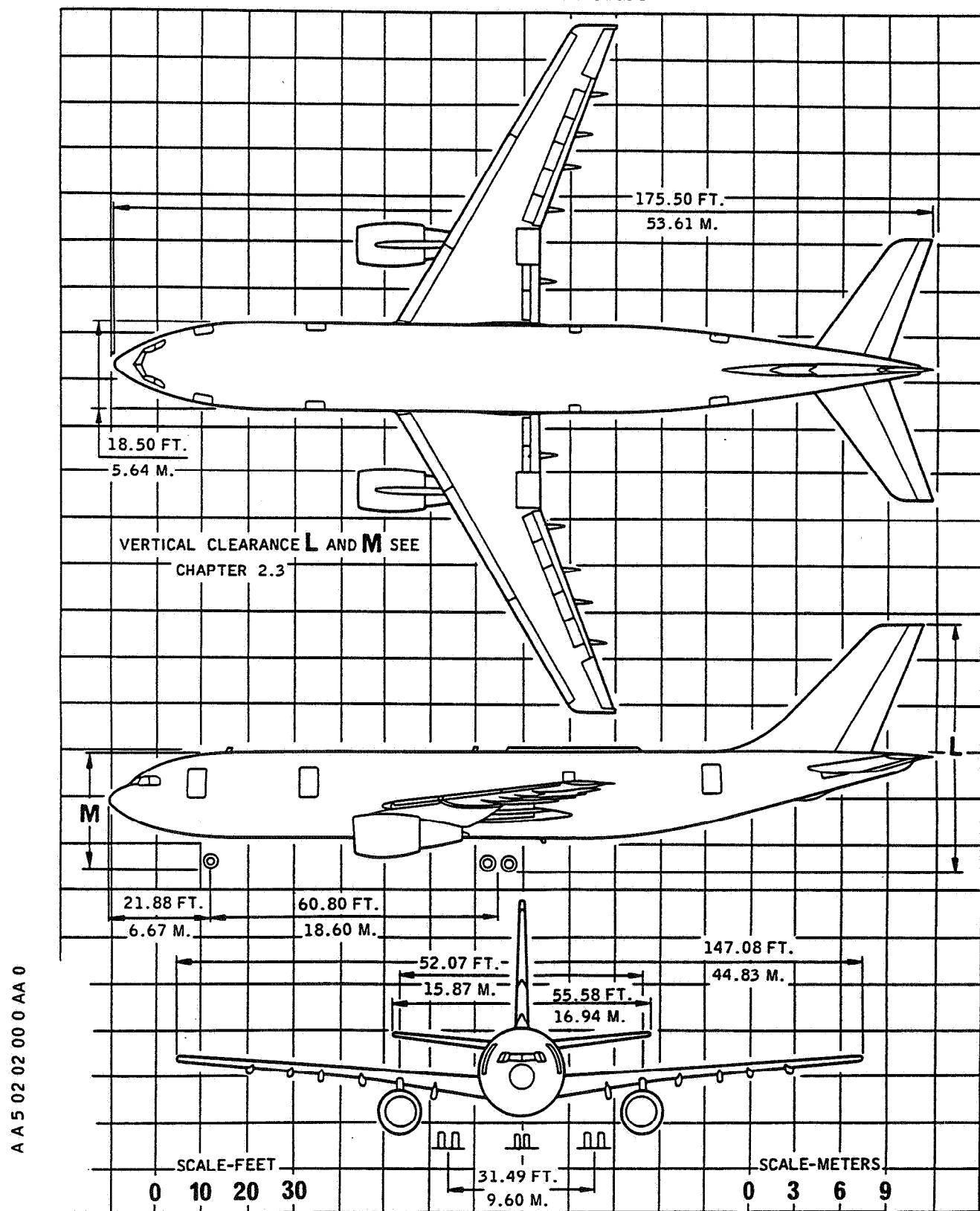
2.1 GENERAL AIRPLANE CHARACTERISTICS

2.1.1 GENERAL AIRPLANE CHARACTERISTICS DATA Model C4 – F4

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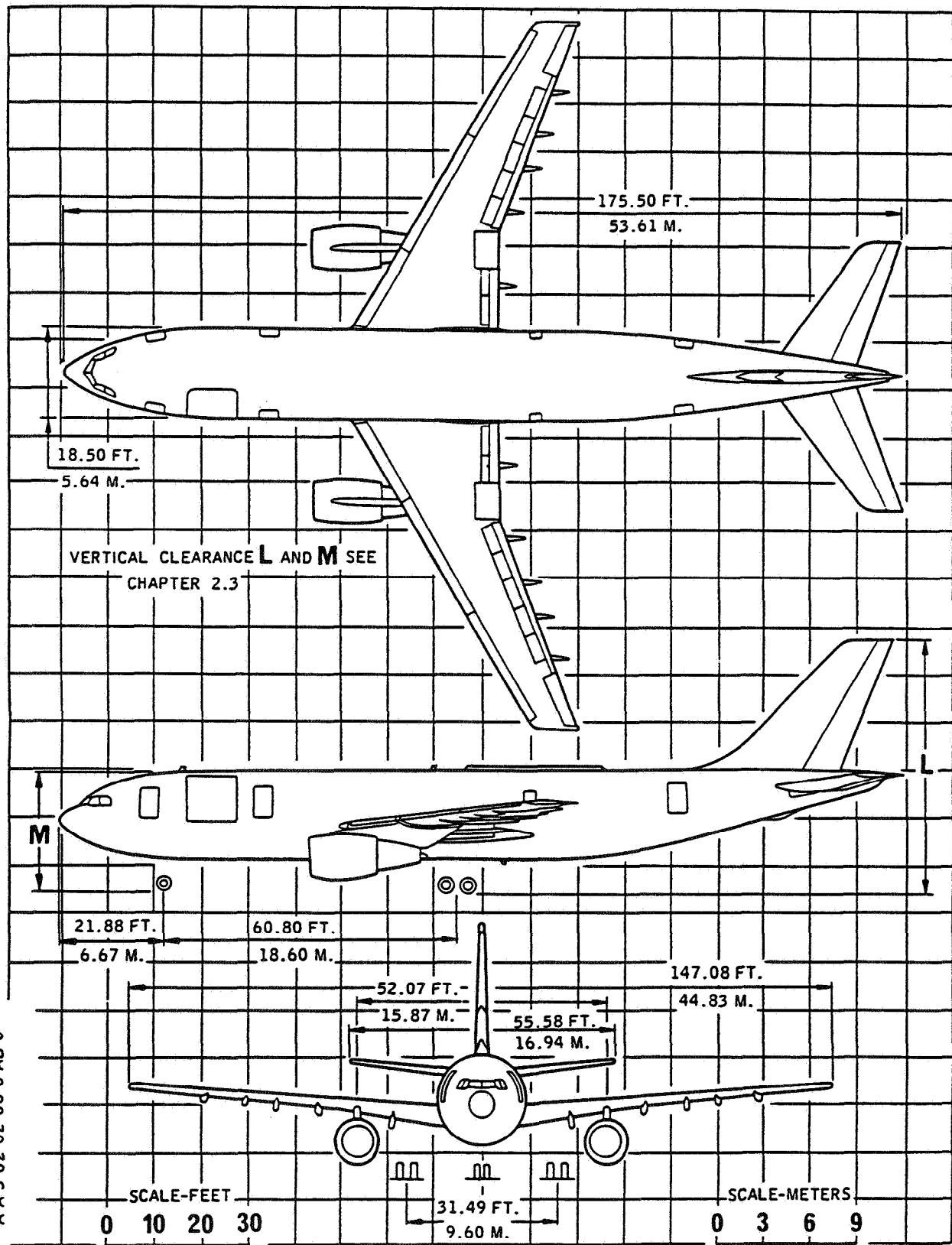
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2.2 GENERAL DIMENSIONS
MODEL B2 - B4

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS



2.2 GENERAL DIMENSIONS
 MODEL C4



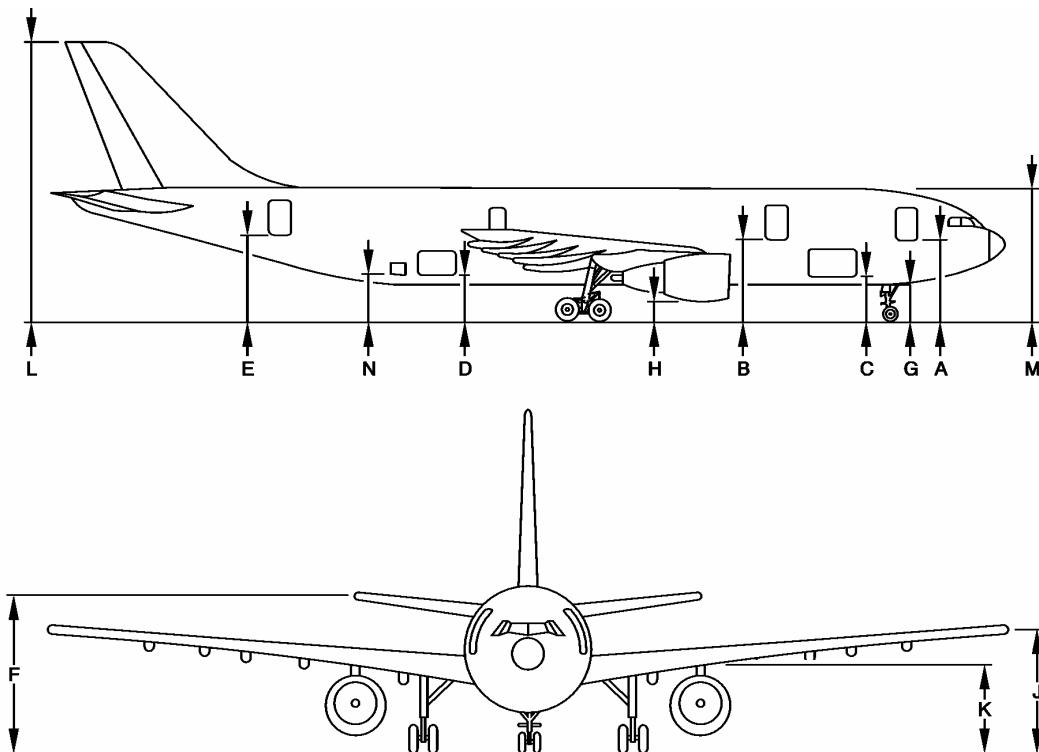
AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

2.3 Ground Clearances

NOTE : The distances given in the Ground Clearances charts are reference distances calculated for A/C weight and CG conditions.
The conditions used in the calculations are maximum A/C weight (minimum ground clearances) and a typical A/C maintenance weight (typical ground clearances for maintenance).



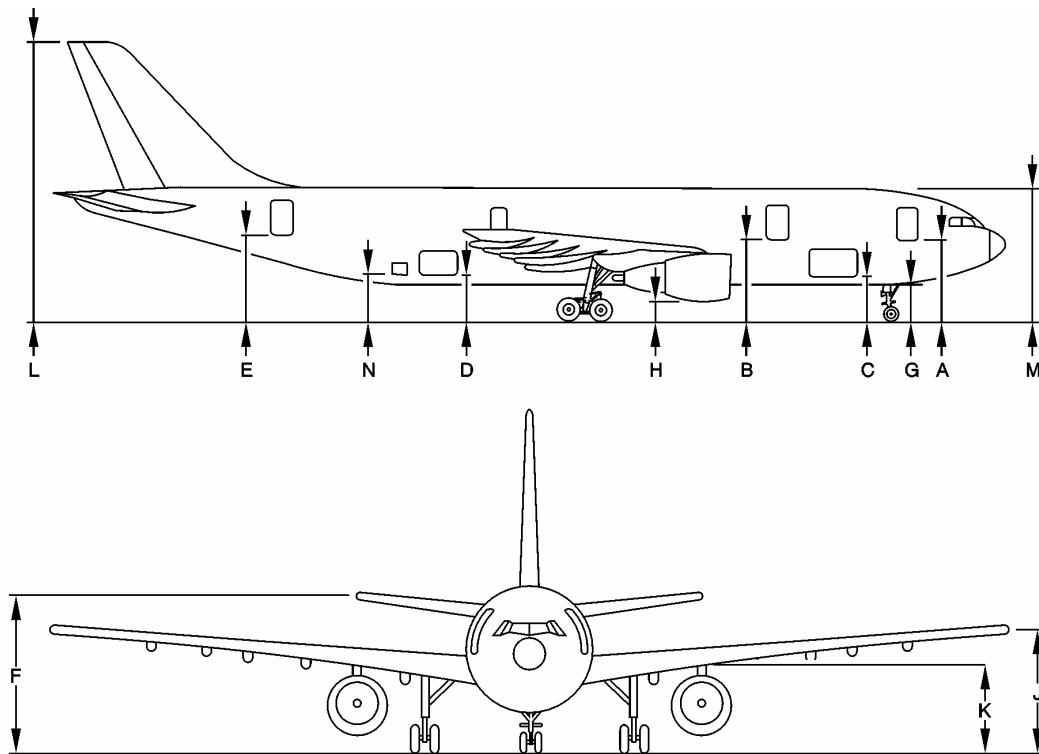
AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING



VERTICAL CLEARANCES							
OPERATING WEIGHT EMPTY			MAXIMUM RAMP WEIGHT			A/C ON JACKS FDL at 6615 mm	
	CG 24 %		CG 15 %		CG 35 %		
	m	ft	m	ft	m	ft	
A	4.67	15.32	4.48	14.70	4.64	15.22	6.46 21.19
B	4.75	15.58	4.59	15.06	4.70	15.42	6.42 21.06
C	2.73	8.96	2.55	8.37	2.68	8.79	4.47 14.66
D	3.09	10.14	3.01	9.88	2.92	9.58	4.43 14.53
E	5.37	17.62	5.30	17.39	5.15	16.90	6.60 21.65
F	7.84	25.72	7.82	25.66	7.57	24.84	8.88 29.13
G	2.07	6.79	1.90	6.23	2.02	6.63	3.80 12.46
H	1.08	3.54	0.93	3.05	0.83	2.72	2.51 8.23
J	6.06	19.88	5.96	19.55	5.90	19.36	7.62 24.99
K	4.31	14.14	4.18	13.71	4.19	13.75	5.83 19.12
L	16.70	54.79	16.69	54.76	16.40	53.81	17.74 58.20
M	7.71	25.30	7.54	24.74	7.66	25.13	9.44 30.97
N	3.19	10.47	3.11	10.20	2.99	9.81	4.47 14.66

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2.3 Ground Clearances Model B2

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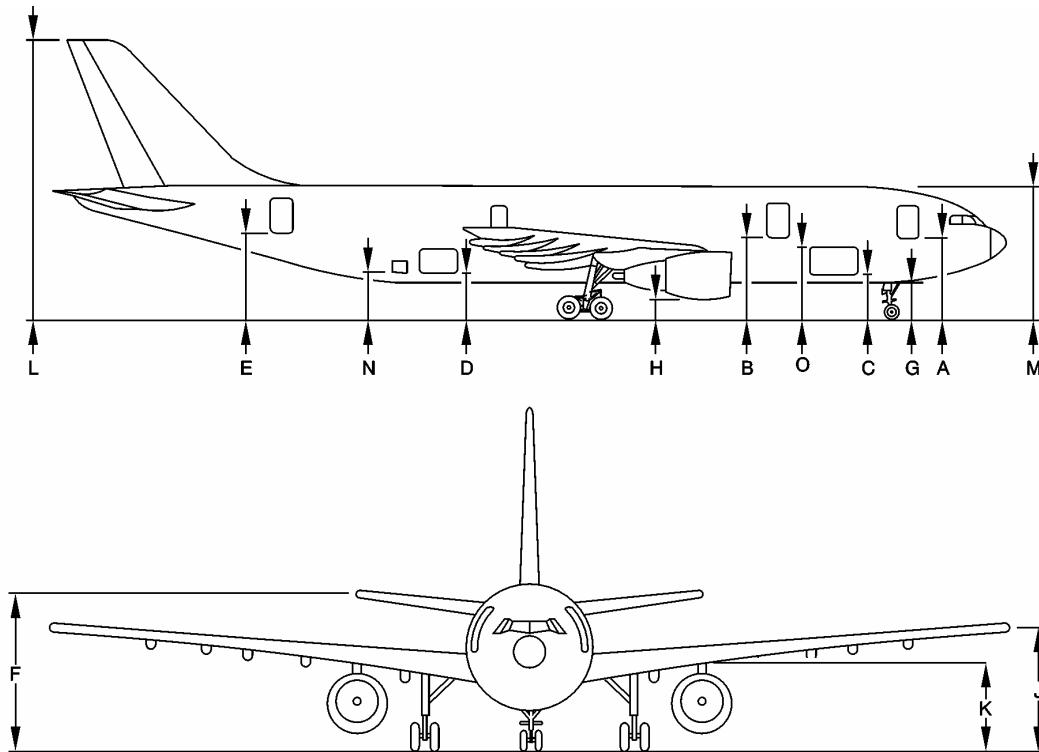
VERTICAL CLEARANCES									
OPERATING WEIGHT EMPTY				MAXIMUM RAMP WEIGHT				A/C ON JACKS FDL at 6615 mm	
	CG 25 %		CG 15 %		CG 33 %		m	ft	
	m	ft	m	ft	m	ft			
A	4.67	15.32	4.49	14.73	4.62	15.16	6.46	21.19	
B	4.78	15.68	4.59	15.06	4.68	15.36	6.42	21.06	
C	2.73	8.96	2.53	8.30	2.69	8.83	4.47	14.66	
D	3.10	10.17	3.00	9.84	2.92	9.58	4.43	14.53	
E	5.38	17.65	5.29	17.36	5.16	16.93	6.60	21.65	
F	7.86	25.79	7.80	25.59	7.58	24.87	8.88	29.13	
G	2.07	6.79	1.90	6.23	2.01	6.59	3.80	12.46	
H	1.08	3.54	0.93	3.05	0.97	3.18	2.51	8.23	
J	6.07	19.92	5.95	19.52	5.90	19.36	7.62	24.99	
K	4.32	14.17	4.18	13.71	4.19	13.75	5.83	19.12	
L	16.72	54.86	16.67	54.69	16.43	53.91	17.74	58.20	
M	7.71	25.30	7.54	24.74	7.65	25.10	9.44	30.97	
N	3.20	10.50	3.10	10.17	3.00	9.84	4.47	14.66	

AA5 02 03 00 5 ABM0 01

**2.3 Ground Clearances
Model B2 - B4**



AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

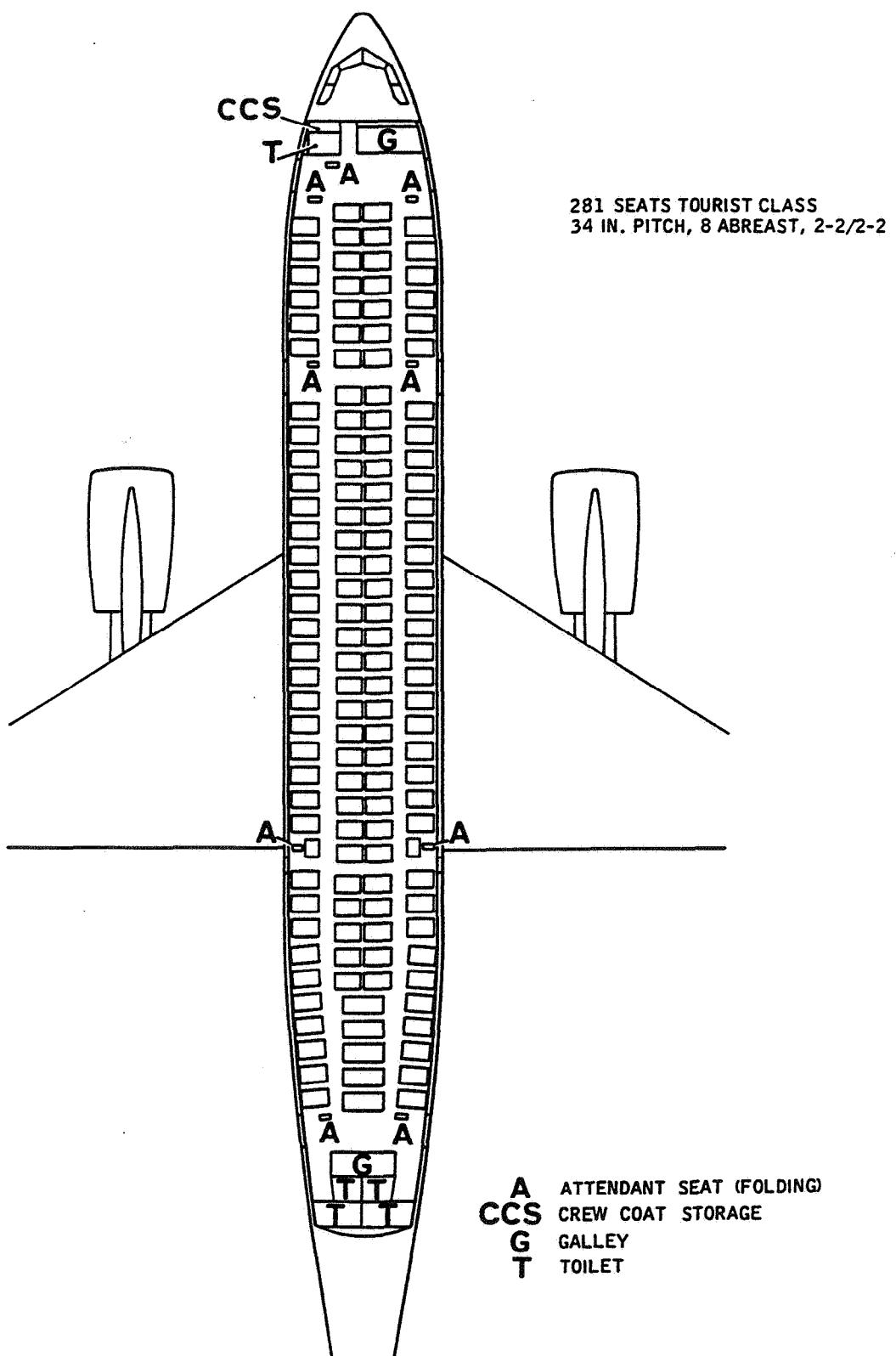


VERTICAL CLEARANCES									
OPERATING WEIGHT EMPTY			MAXIMUM RAMP WEIGHT				A/C ON JACKS FDL at 6615 mm		
	CG 25 %		CG 15 %		CG 33 %				
	m	ft	m	ft	m	ft	m		ft
A	4.67	15.32	4.49	14.73	4.62	15.16	6.46		21.19
B	4.78	15.68	4.59	15.06	4.68	15.36	6.42		21.06
C	2.73	8.96	2.53	8.30	2.69	8.83	4.47		14.66
D	3.10	10.17	3.00	9.84	2.92	9.58	4.43		14.53
E	5.38	17.65	5.29	17.36	5.16	16.93	6.60		21.65
F	7.86	25.79	7.80	25.59	7.58	24.87	8.88		29.13
G	2.07	6.79	1.90	6.23	2.01	6.59	3.80		12.46
H	1.08	3.54	0.93	3.05	0.97	3.18	2.51		8.23
J	6.07	19.92	5.95	19.52	5.90	19.36	7.62		24.99
K	4.32	14.17	4.18	13.71	4.19	13.75	5.83		19.12
L	16.72	54.86	16.67	54.69	16.43	53.91	17.74		58.20
M	7.71	25.30	7.54	24.74	7.65	25.10	9.44		30.97
N	3.20	10.50	3.10	10.17	3.00	9.84	4.47		14.66
O	4.56	14.96	4.41	14.47	4.49	14.73	6.27		20.57

AA5 02 03 00 5 ACM001

2.3 Ground Clearances Model C4

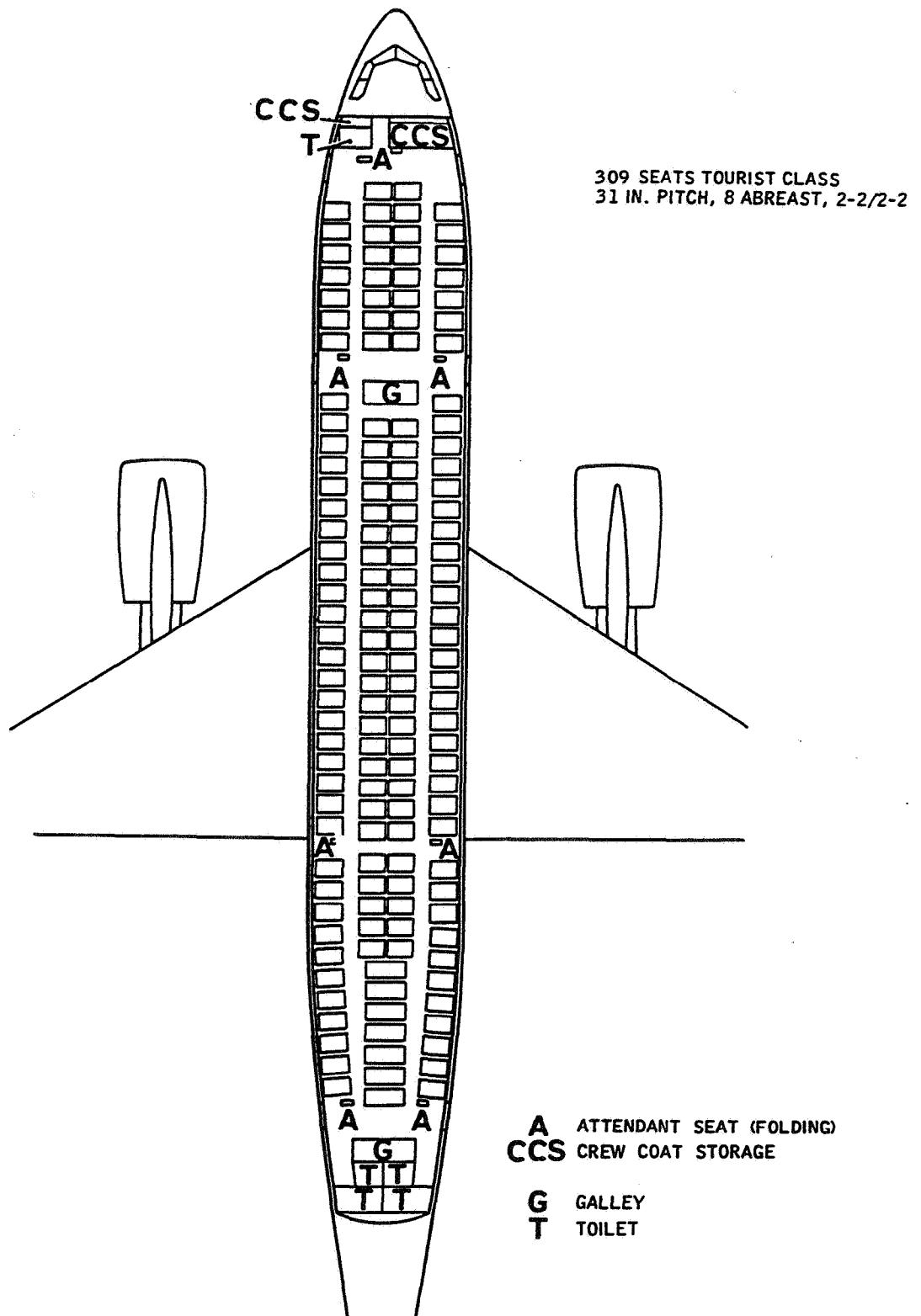
A 300
AIRPLANE CHARACTERISTICS



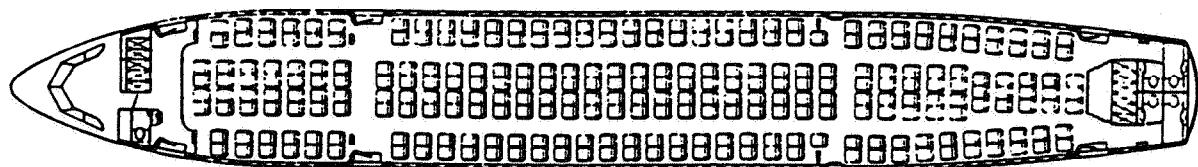
2.4 INTERIOR ARRANGEMENT
2.4.1 BASIC VERSION
MODEL B2 - B4 - C4

AIRBUS INDUSTRIE

A 300
AIRPLANE CHARACTERISTICS



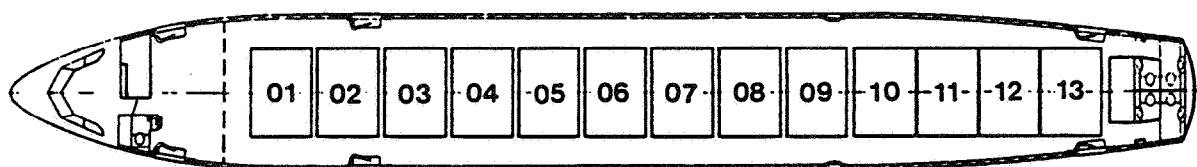
AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS



281 seats

A variety of seating configuration is possible without modifications to the seat rails or floor support structure.

The aircraft is certificated for the carriage of up to 345 passengers.



Mixed pallets

88" x 125"

96" x 125"

The above figure shows the numbering of the pallet positions in the cabin.

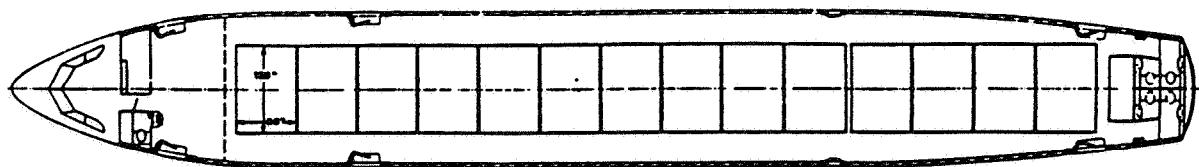
Either 88" x 125" or 96" x 125" pallets can be loaded in any position from 01 to 09. Only 88" x 125" pallets can be loaded in position 10 to 13.

2.4 INTERIOR ARRANGEMENT
2.4.3 BASIC UPPER DECK CONFIGURATIONS
MODEL C4

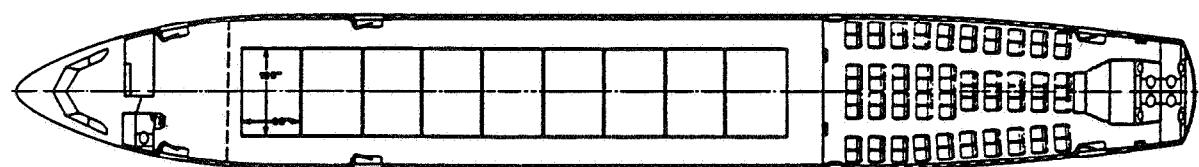
AIRBUS INDUSTRIE

A 300
AIRPLANE CHARACTERISTICS

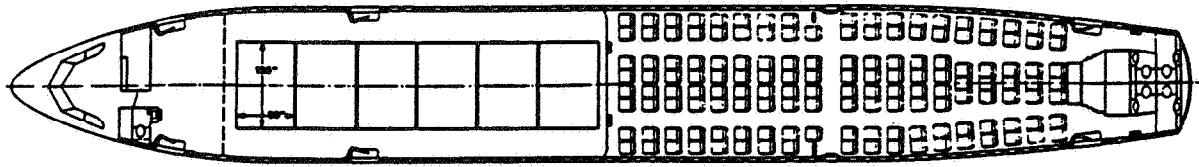
Printed in France



Configuration 1
14 pallets 88" x 125"



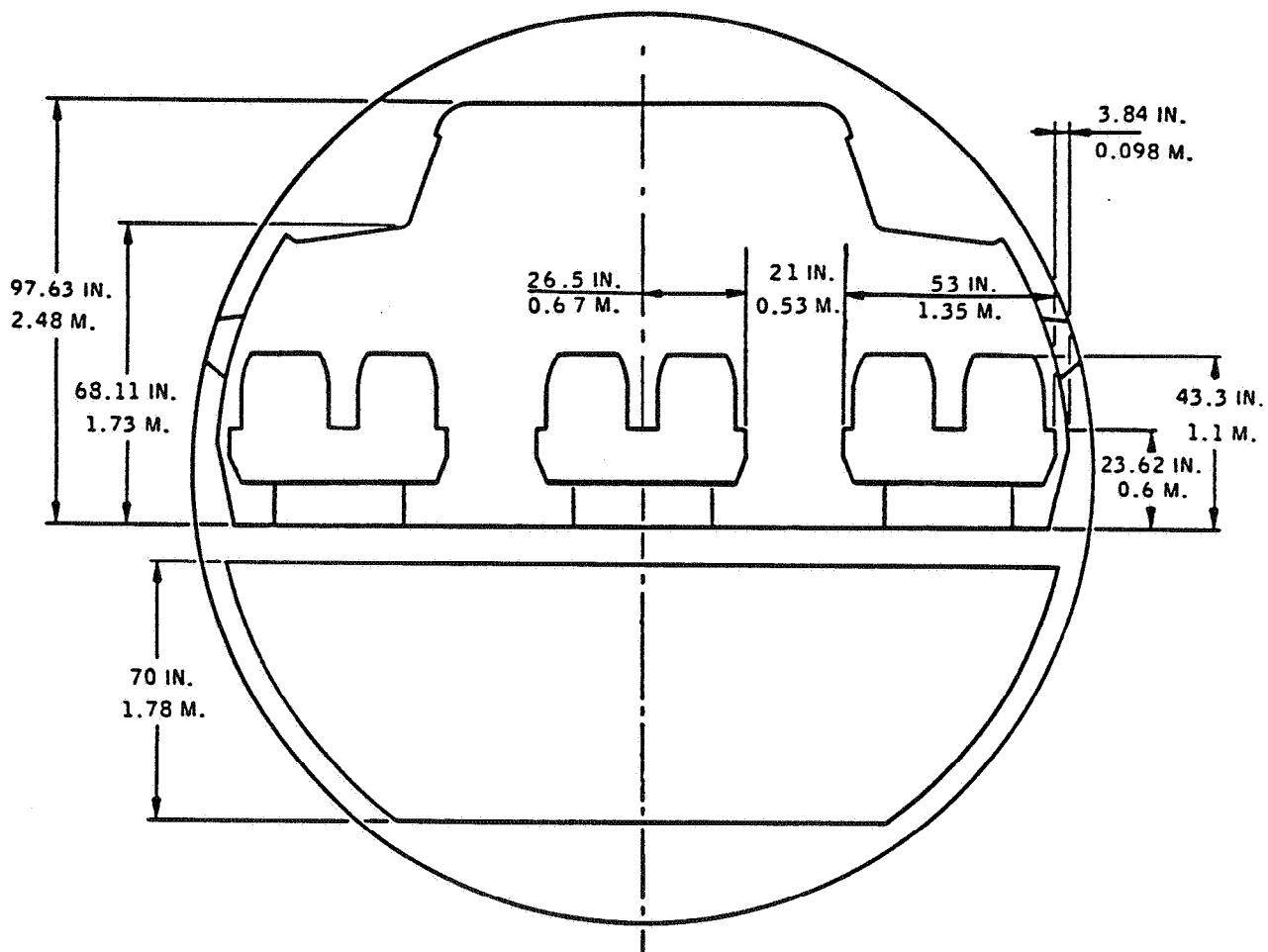
Configuration 2
75 seats
9 pallets 88" x 125"



AA 5 02 04 04 0 AA 0

Configuration 3
145 seats
6 pallets 88" x 125"

2.4 INTERIOR ARRANGEMENT
2.4.4 OPTIONAL UPPER DECK CONFIGURATIONS
MODEL C4

A 300
AIRPLANE CHARACTERISTICS

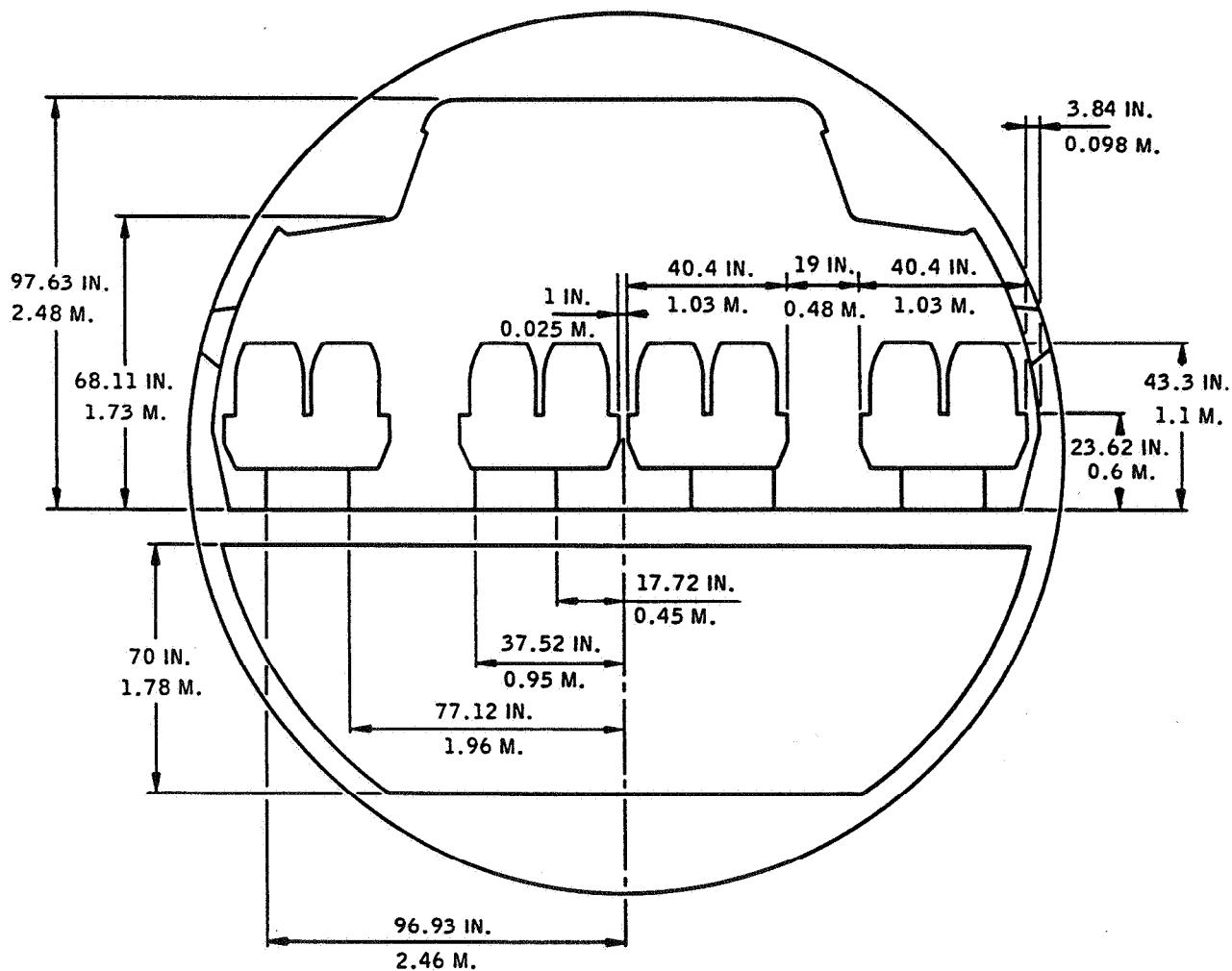
Printed in France

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2.5 PASSENGER CABIN CROSS SECTION
2.5.1 SEATING CONFIGURATION - 6 ABREAST - FIRST CLASS
MODEL B2 - B4 - C4

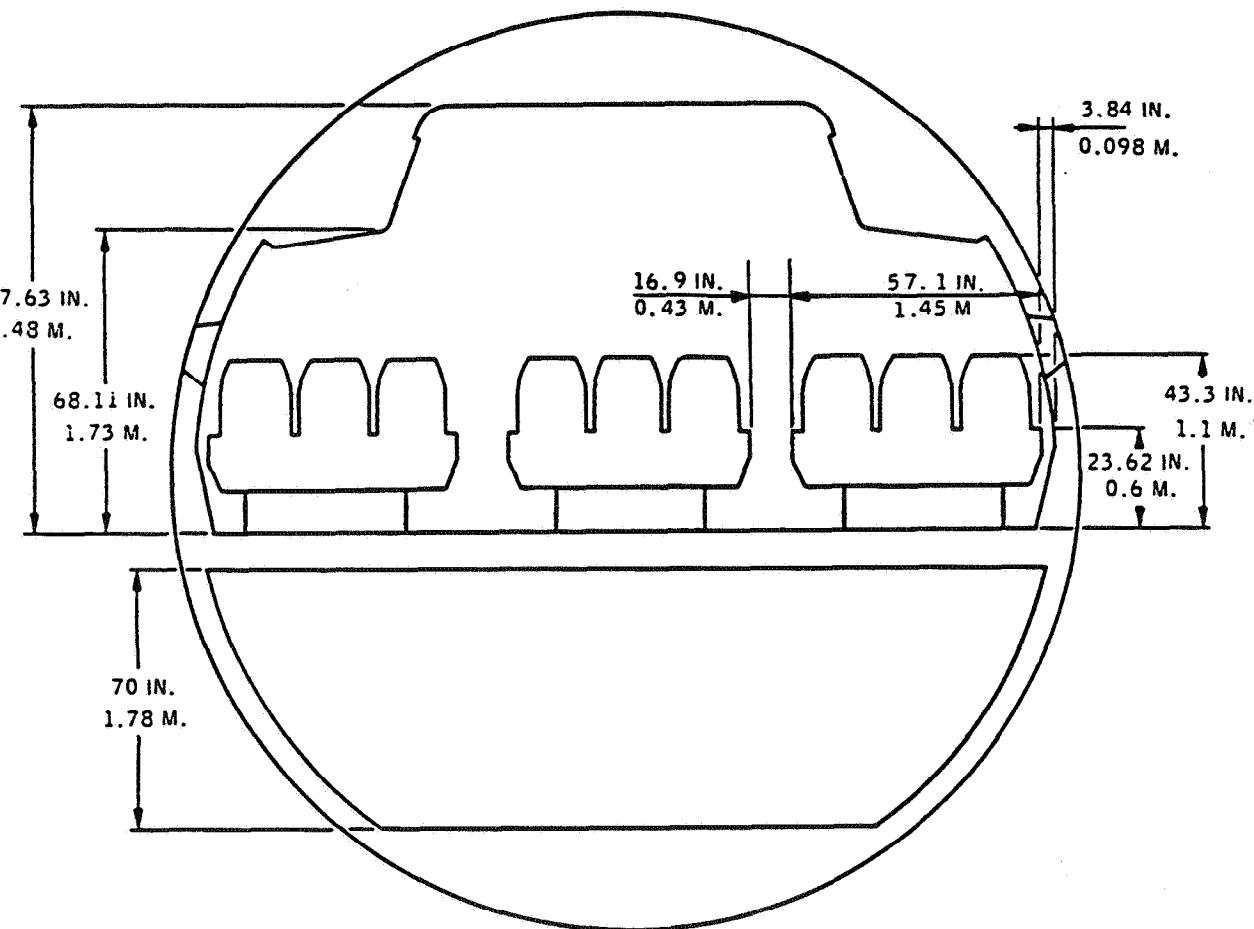
A 300
AIRPLANE CHARACTERISTICS

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2.5 PASSENGER CABIN CROSS SECTION
2.5.2 SEATING CONFIGURATION - 8 ABREAST - TOURIST CLASS
MODEL B2 - B4 - C4

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS



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AA 5 02 05 03 0 AA 0

2.5 PASSENGER CABIN CROSS SECTION
2.5.3 SEATING CONFIGURATION - 9 ABREAST - CHARTER OPERATION
MODEL B2 - B4 - C4

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

FWD HOLD AFT HOLD BULK HOLD TOTAL

Maximum Volume Capacity

m ³	ft ³						
75	2649	47	1650	16	565	138	4864
Kg	lb	Kg	lb	Kg	lb	Kg	lb

Containers in Forward and Aft Holds

12 LD3 Containers		8 LD3 Containers					
EACH	4.47	158	4.47	158			
	1285	2830	1285	2830			
TOTAL	53.64	1896	35.76	1264	16.00	565	105.40
	15420	33960	10280	22640	2500	5500	28200
							62100

6 LD1 Containers		4 LD1 Containers					
EACH	4.90	173	4.90	173			
	1285	2830	1285	2830			
TOTAL	29.40	1038	19.60	692	16.00	565	55.00
	7710	16980	5140	10520	2500	5500	15350
							33000

Pallets in Forward Hold and Container in Aft Hold

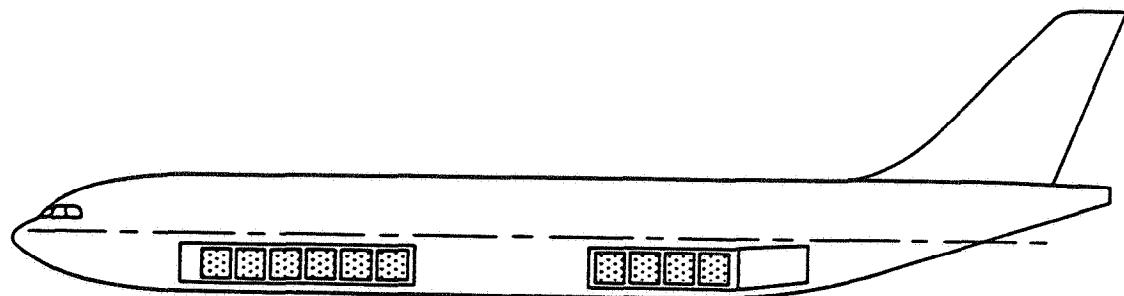
4 Pallets		8 LD3 Containers					
EACH	10.73	379	4.47	158			
	3770	8300	1285	2830			
TOTAL	42.92	1518	35.76	1264	16.00	565	94.68
	15070	33200	10280	22640	2500	5500	27850
							61340

4 Pallets		4 LD1 Containers					
EACH	10.73	379	4.90	173			
	3770	8300	1285	2830			
TOTAL	42.92	1518	19.60	692	16.00	565	78.52
	15070	33200	5140	10520	2500	5500	22710
							49220

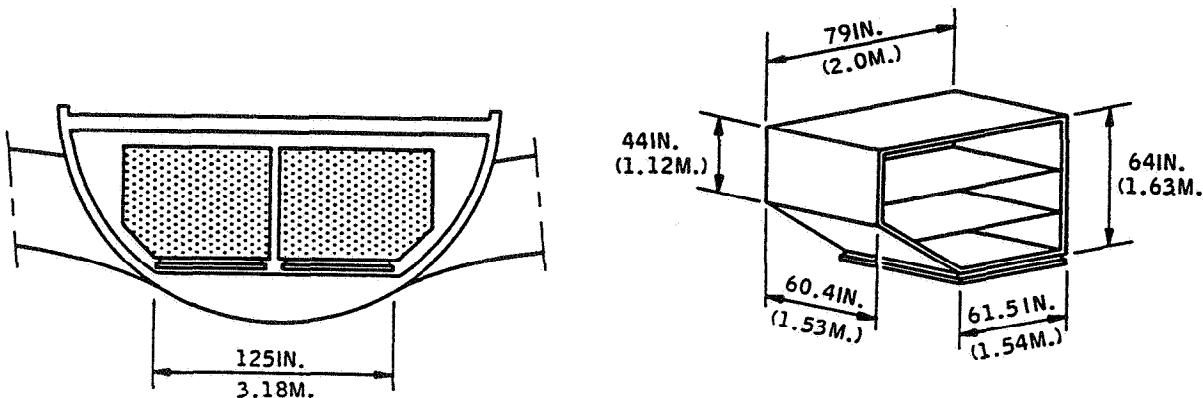
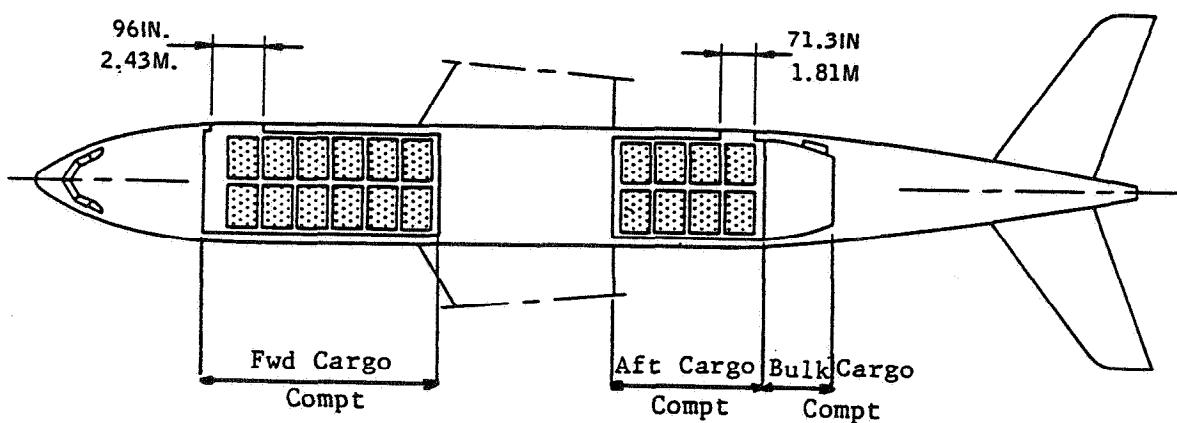
2.6 LOWER COMPARTMENTS
 2.6.1 WEIGHT AND VOLUME DATA
 MODEL B2 - B4 - C4

AIRBUS INDUSTRIE

A 300
AIRPLANE CHARACTERISTICS



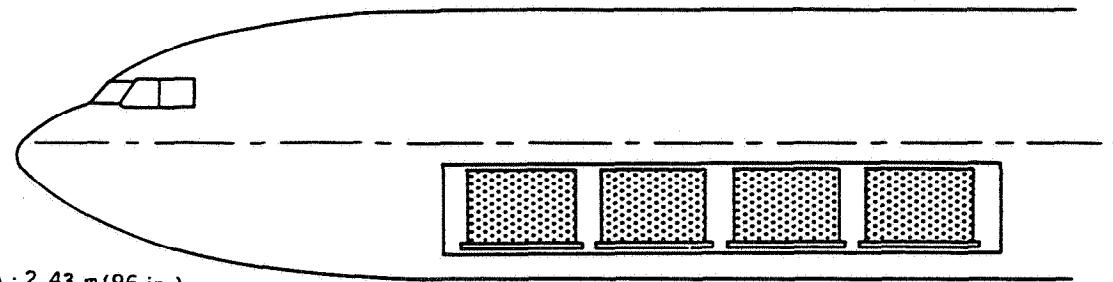
CARGO DOORS AND
BULK CARGO DOOR
R H SIDE



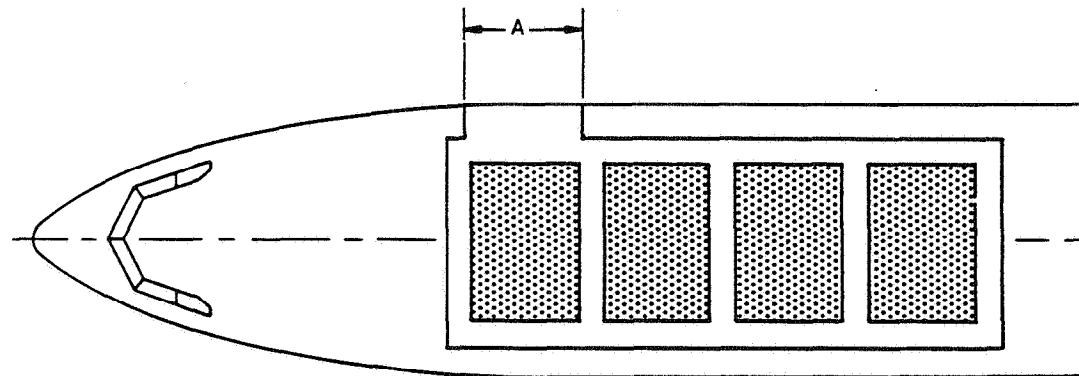
2.6 LOWER COMPARTMENTS
2.6.2 CONTAINERS
MODEL B2 - B4 - C4

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

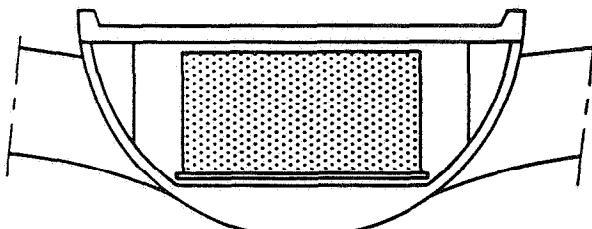
Printed in France



A : 2.43 m (96 in.)
 AFTER MOD. 2295
 A : 2.70 m (106 in.)

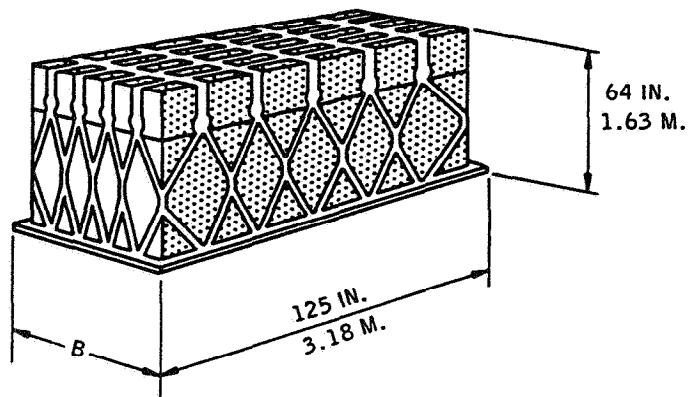


4 PALLETS FRONT HOLD ONLY.
 ENTRY DOOR R H SIDE



B		
in.	88	96
m	2.23	2.44

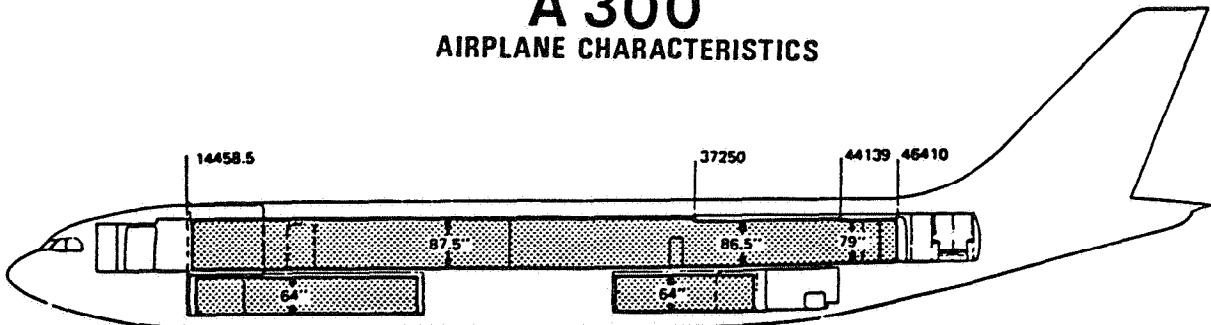
AA 50206 000 CM 0
 A 255 B P008 0100 A



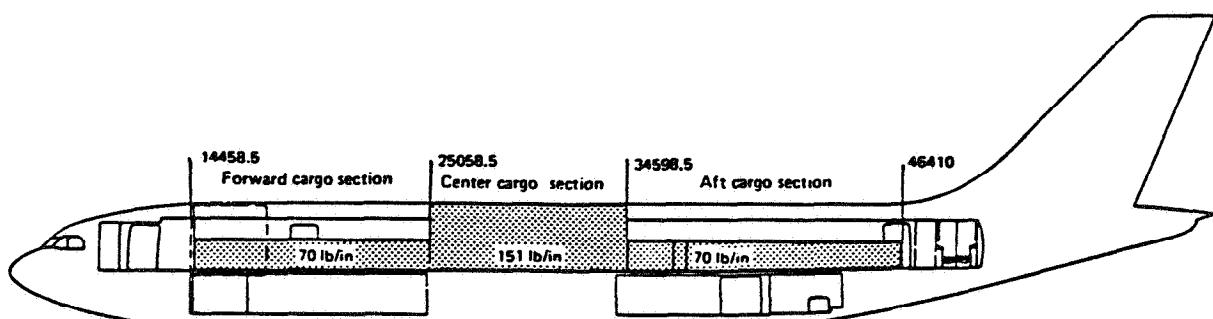
R

2.6 LOWER COMPARTMENTS
 2.6.3 PALLETS
 MODEL B2 - B4 - C4

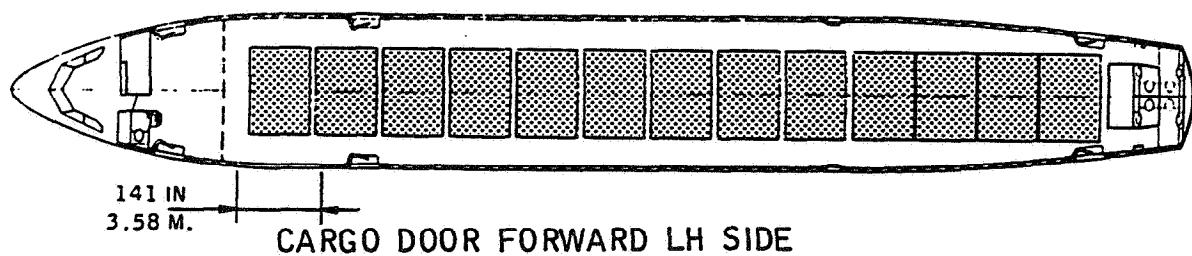
AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS



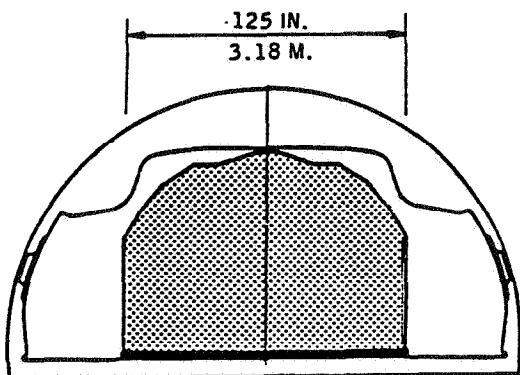
PERMISSIBLE CARGO HEIGHT



LOCAL FLOOR LOADS



CARGO DOOR FORWARD LH SIDE



87.5in. = 2.222M.

86.5in. = 2.197M.

79.0in. = 2.006M.

64.0in. = 1.625M.

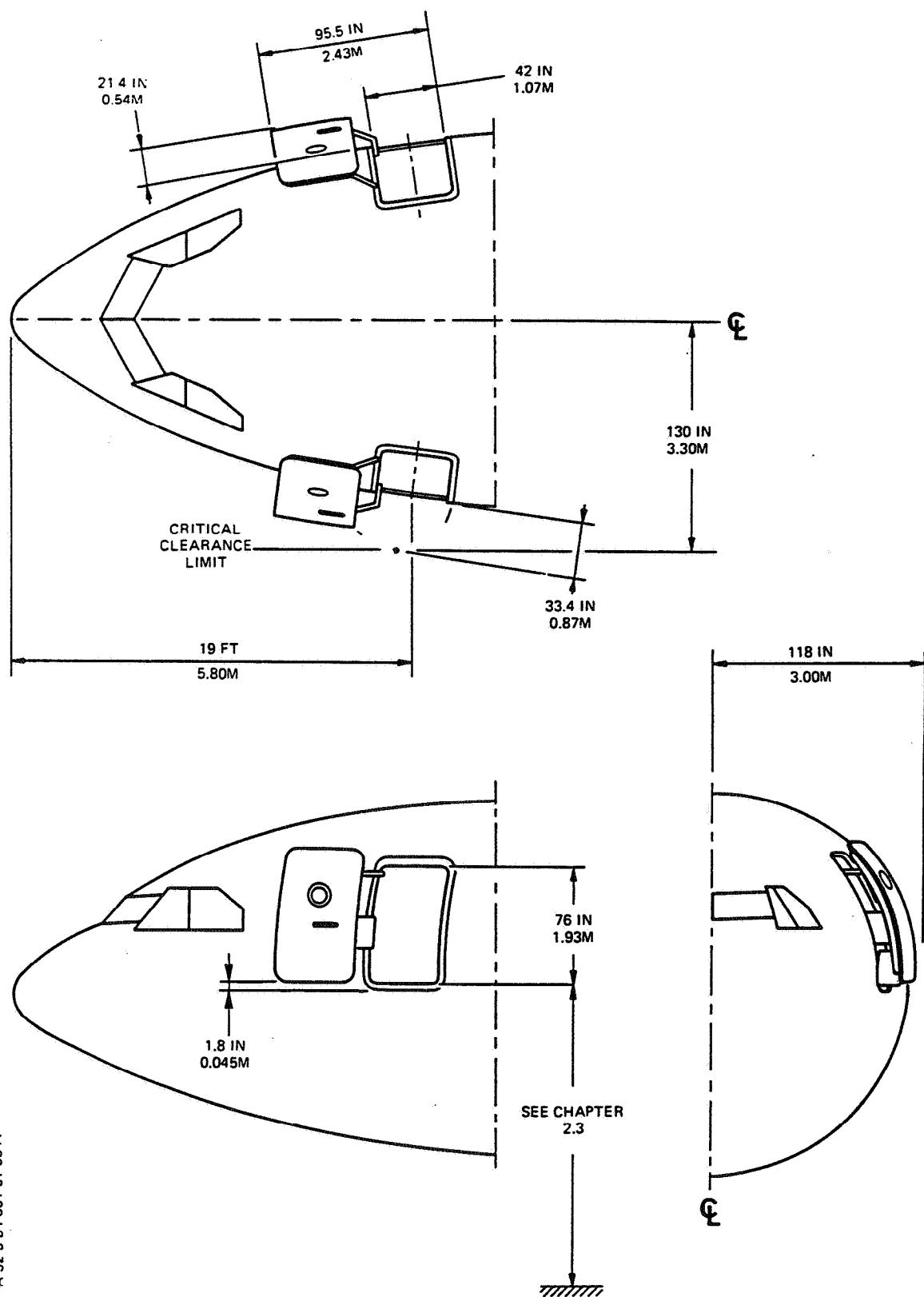
The permissible floor loading is, as shown, based on a pallet width of 125in.
 The reinforced floor structure over the wing box will permit pallets weighing 13,300lb/6,030Kg to be loaded.

2.7. UPPER DECK CARGO
 MODEL C4

A 300

AIRPLANE CHARACTERISTICS

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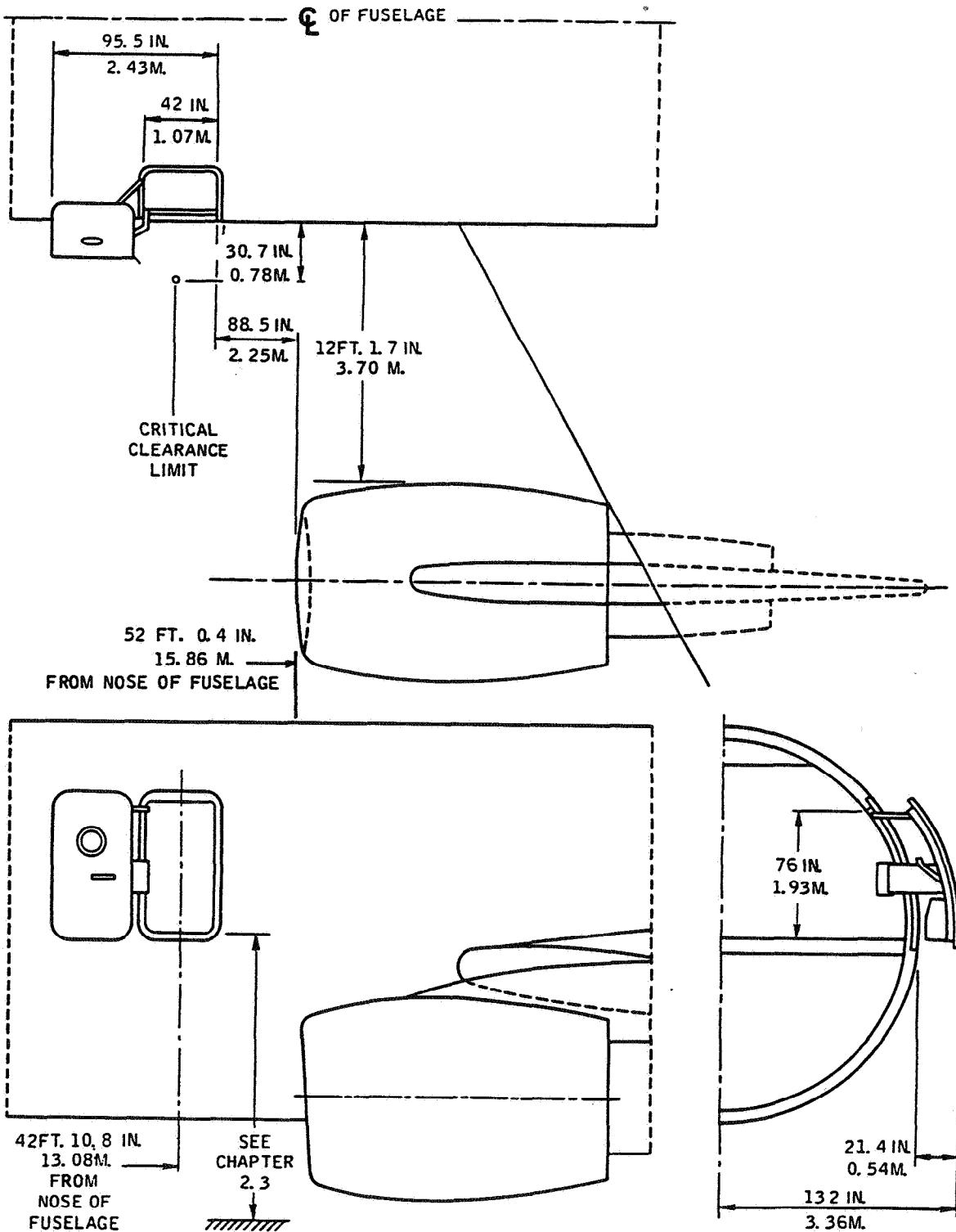


AZ 30111000 AM0
A 5258 P001 01 00 A

2.8 DOOR CLEARANCES
2.8.1 FORWARD PASSENGER DOOR
MODEL B2 - B4 - C4

A 300

AIRPLANE CHARACTERISTICS



Printed in France

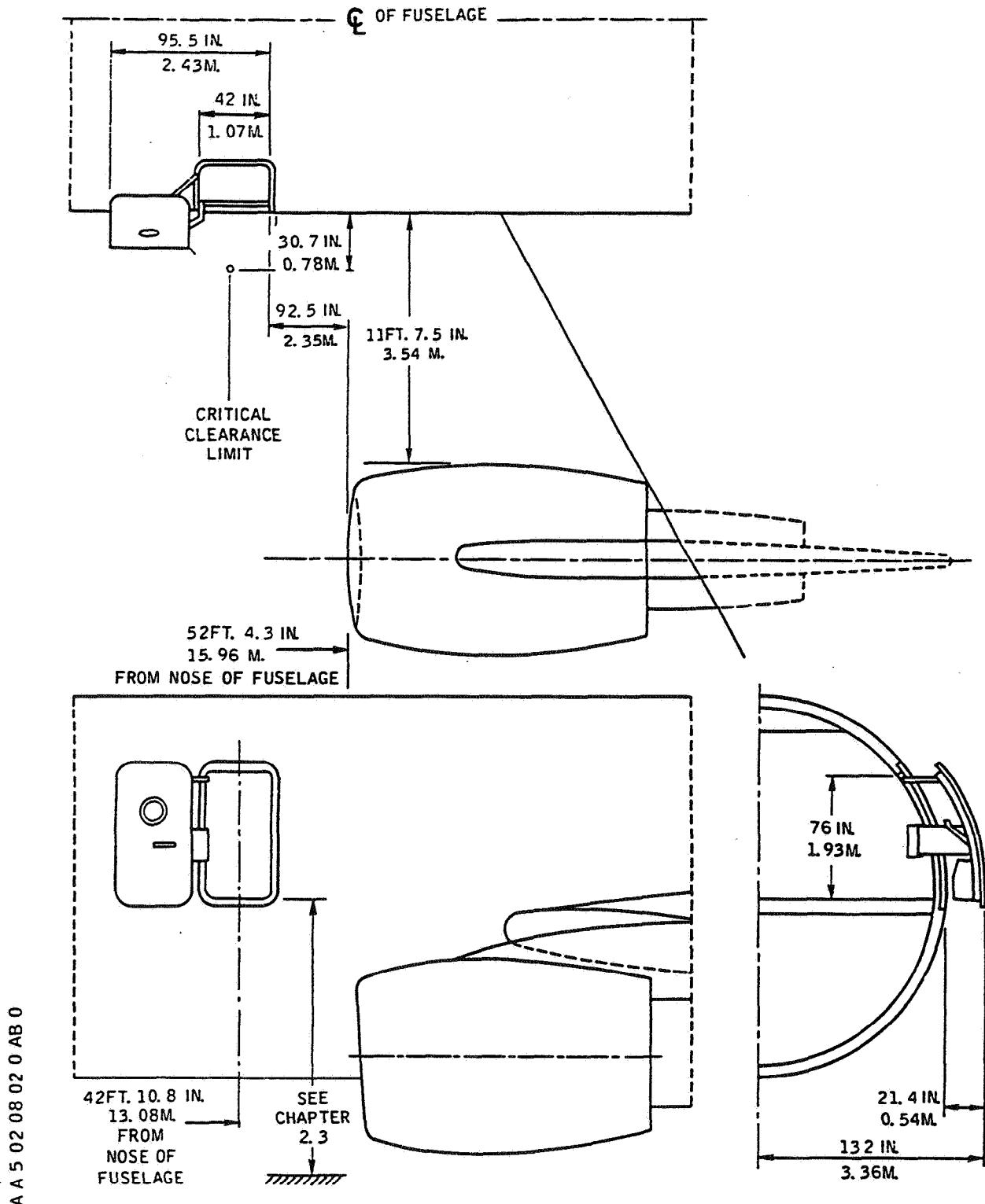
A A 5 02 08 02 0 AA 0

2.8 DOOR CLEARANCES
 2.8.2 MIDDLE PASSENGER DOOR
 MODEL B2 - B4 - C4 G. E. ENGINES

A 300

AIRPLANE CHARACTERISTICS

Printed in France



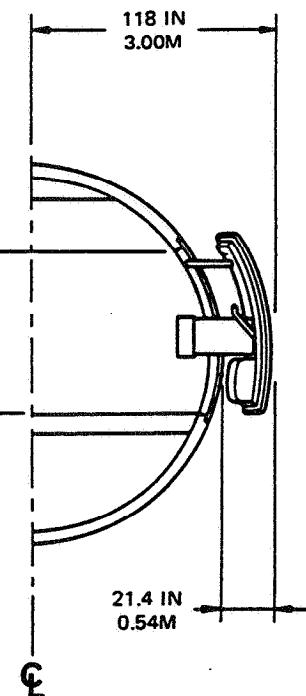
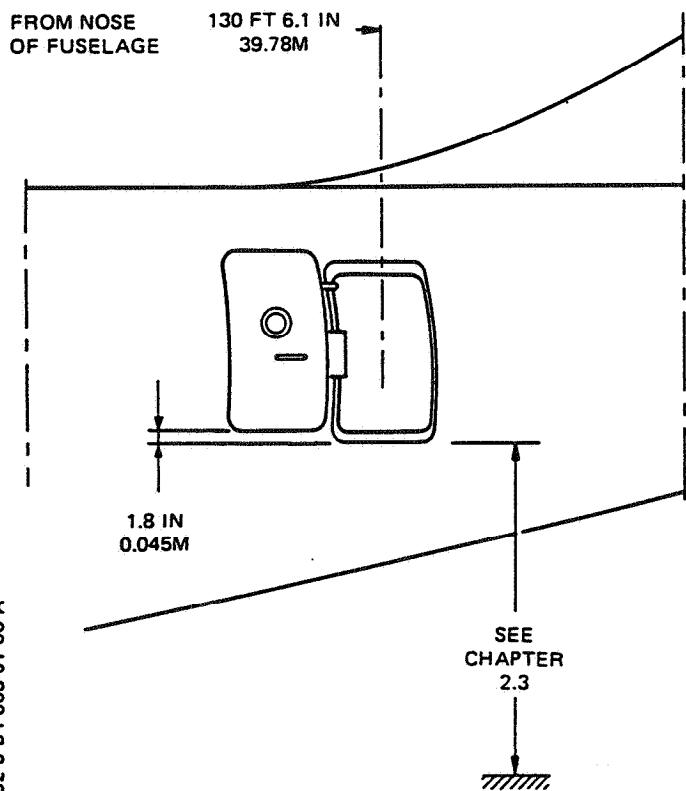
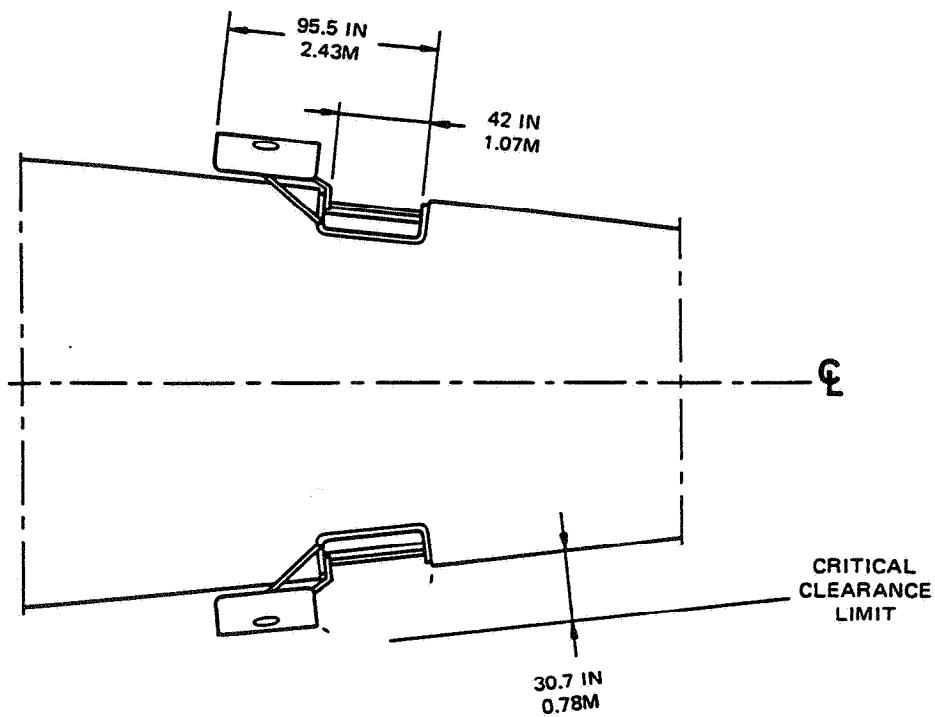
2.8 DOOR CLEARANCES

2.8.2 MIDDLE PASSENGER DOOR

MODEL B2 - B4 - C4 P. & W. ENGINES

A 300

AIRPLANE CHARACTERISTICS

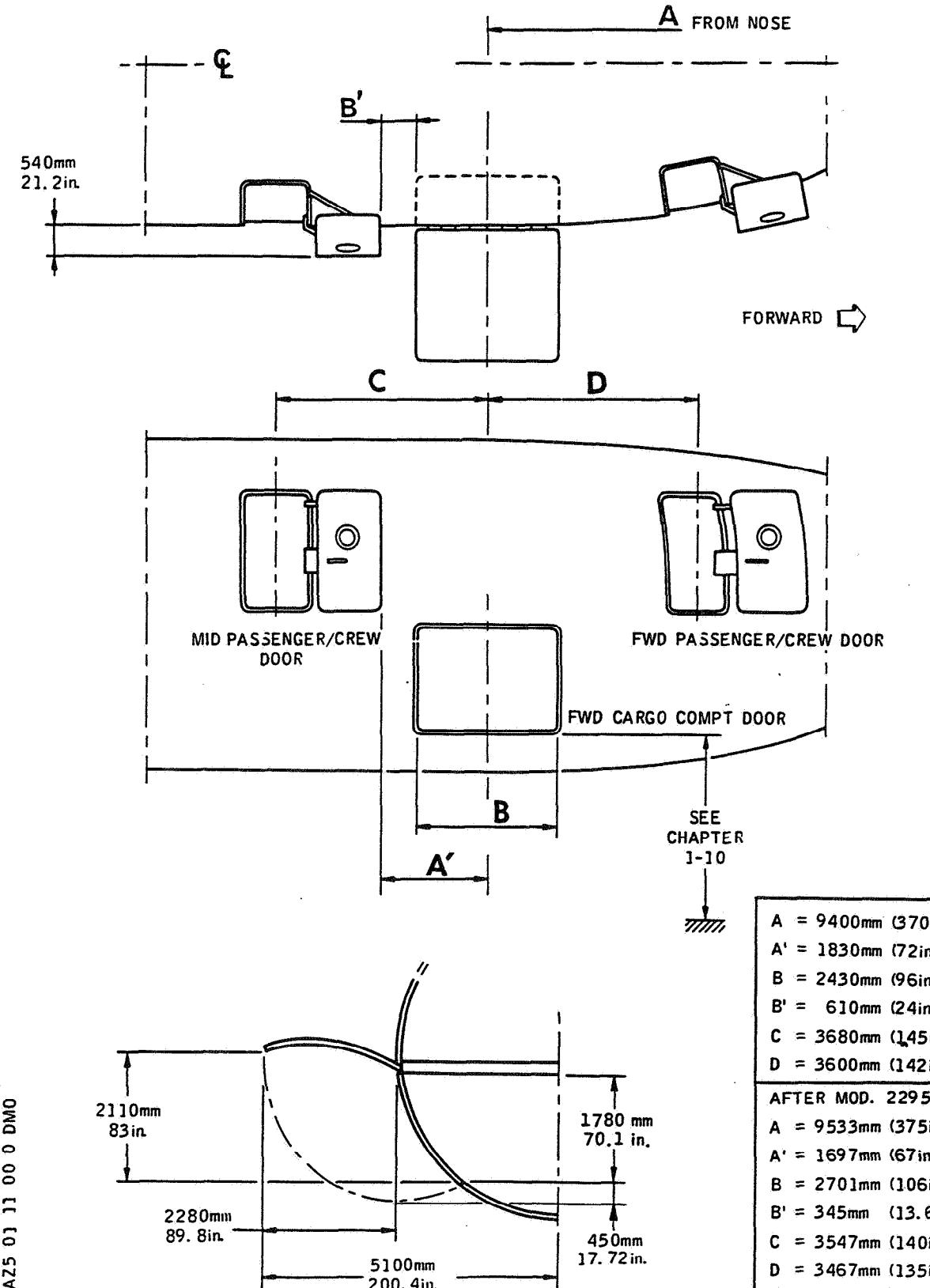


2.8 DOOR CLEARANCES
2.8.3 AFT PASSENGER DOOR
MODEL B2 - B4 - C4

A 300

AIRPLANE CHARACTERISTICS

Printed in France

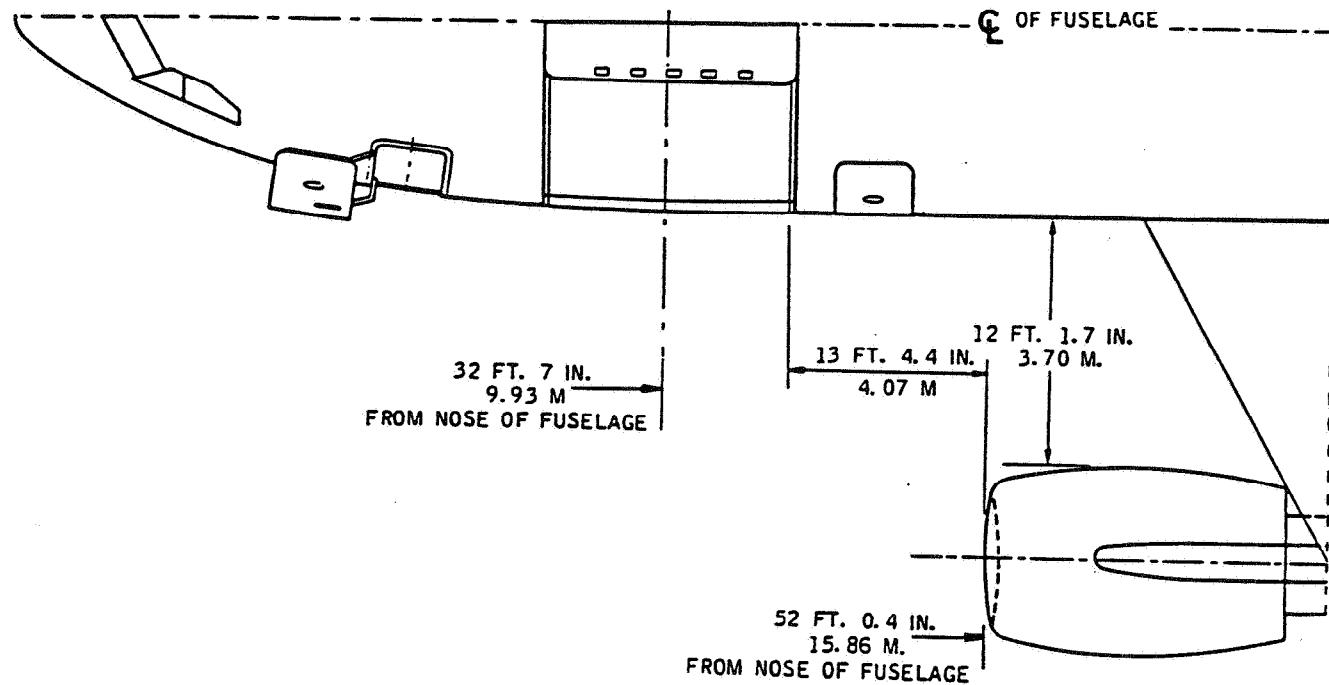


2.8 DOOR CLEARANCES

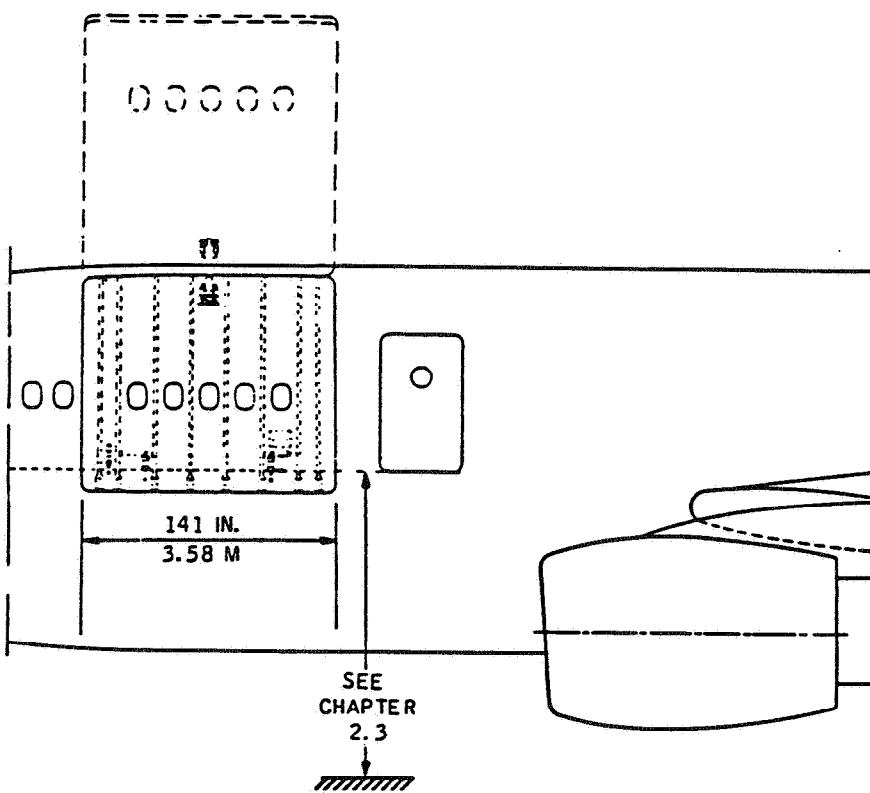
2.8.4 FORWARD CARGO COMPARTMENT DOOR MODEL B2 - B4 - C4

A 300

AIRPLANE CHARACTERISTICS



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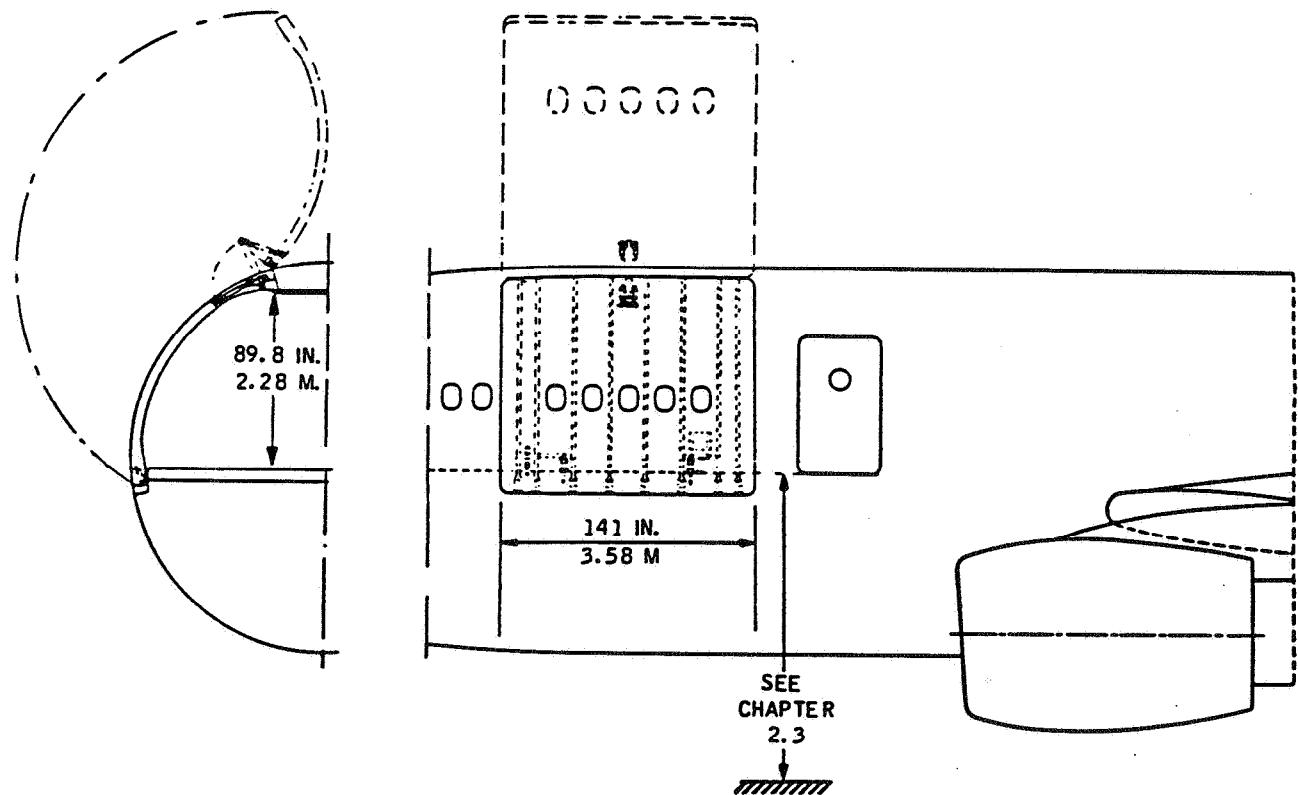
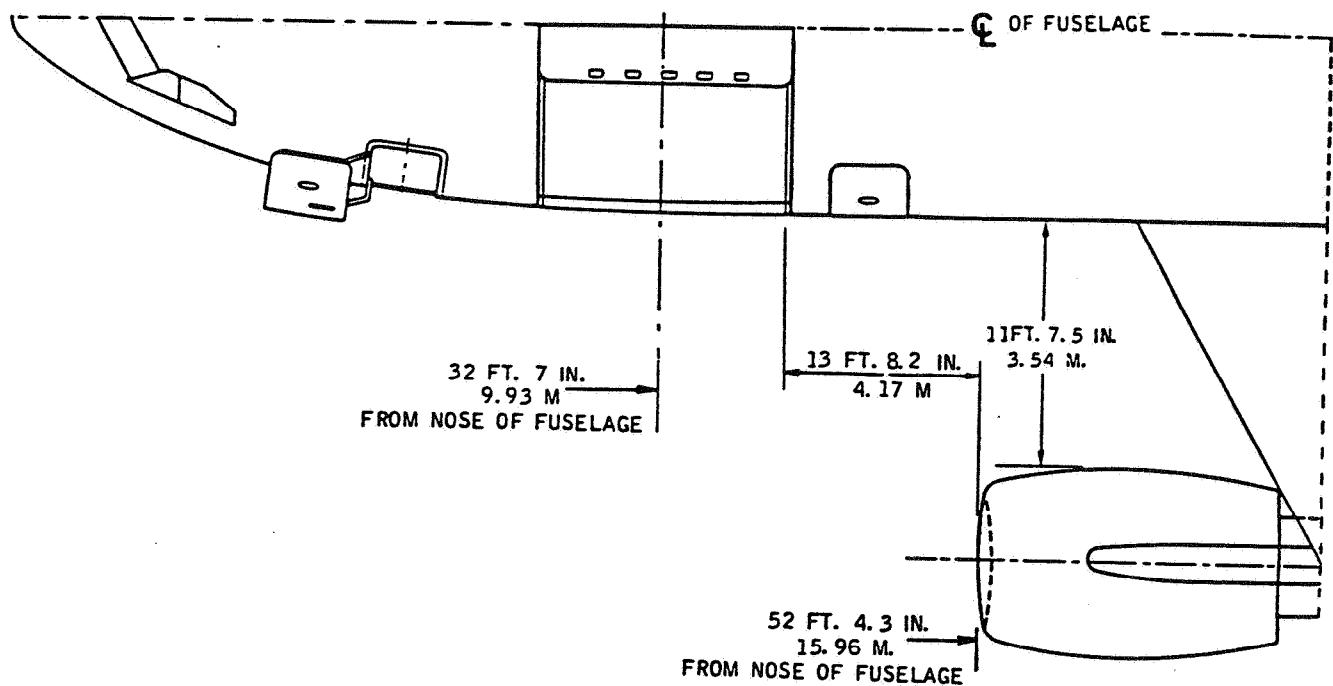


2.8. DOOR CLEARANCES

2.8.5 UPPER DECK CARGO DOOR MODEL C4 G. E. ENGINES

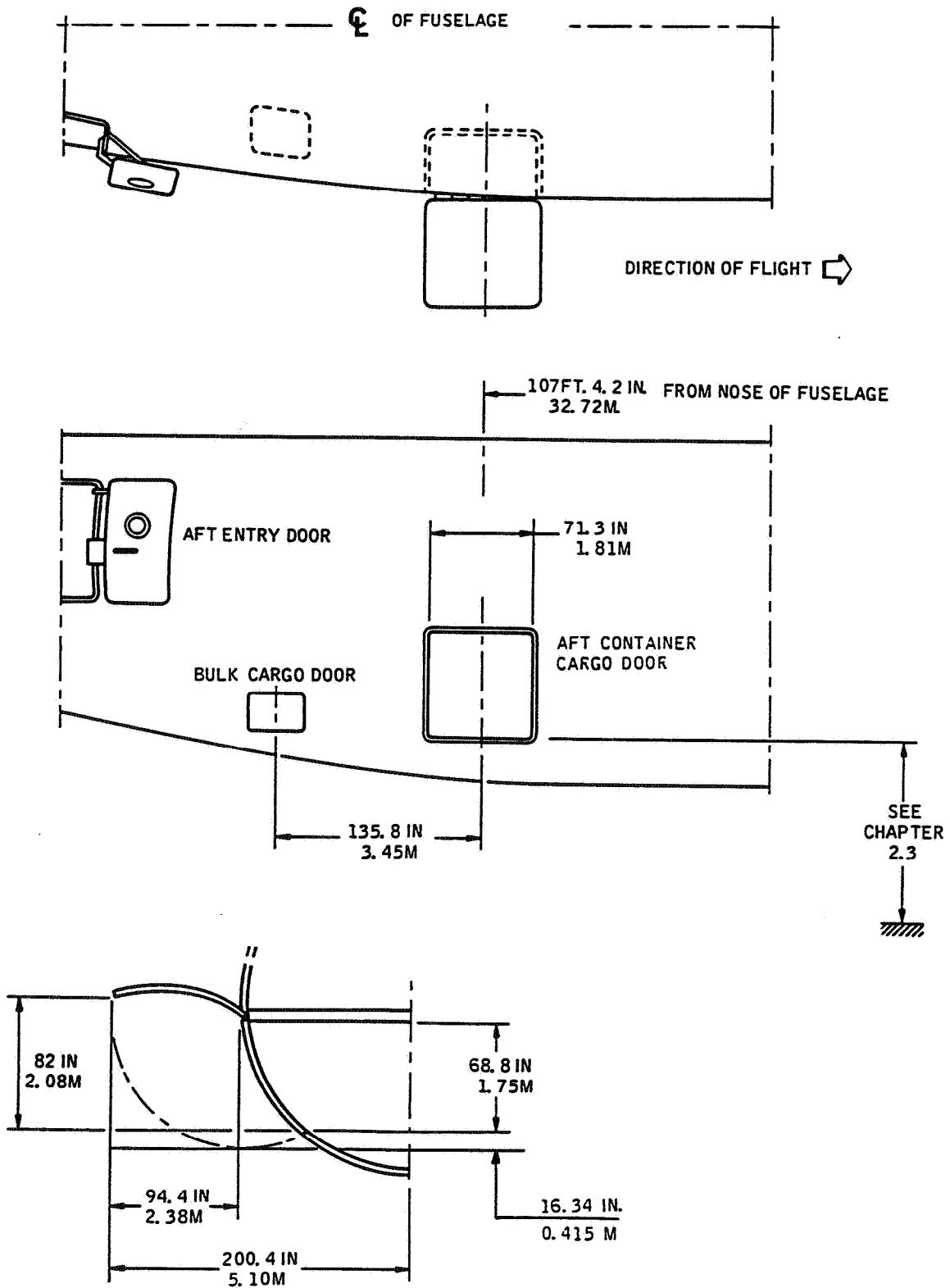
A 300

AIRPLANE CHARACTERISTICS



2.8. DOOR CLEARANCES
2.8.5 UPPER DECK CARGO DOOR
MODEL C4 P. & W. ENGINES

A 300
AIRPLANE CHARACTERISTICS



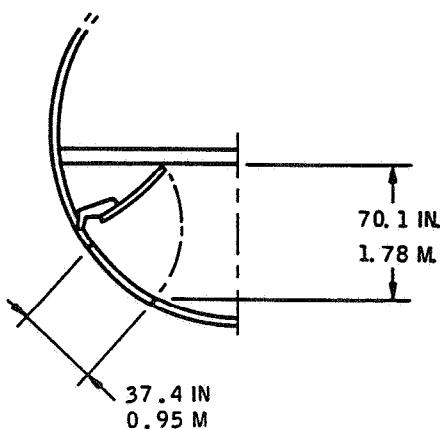
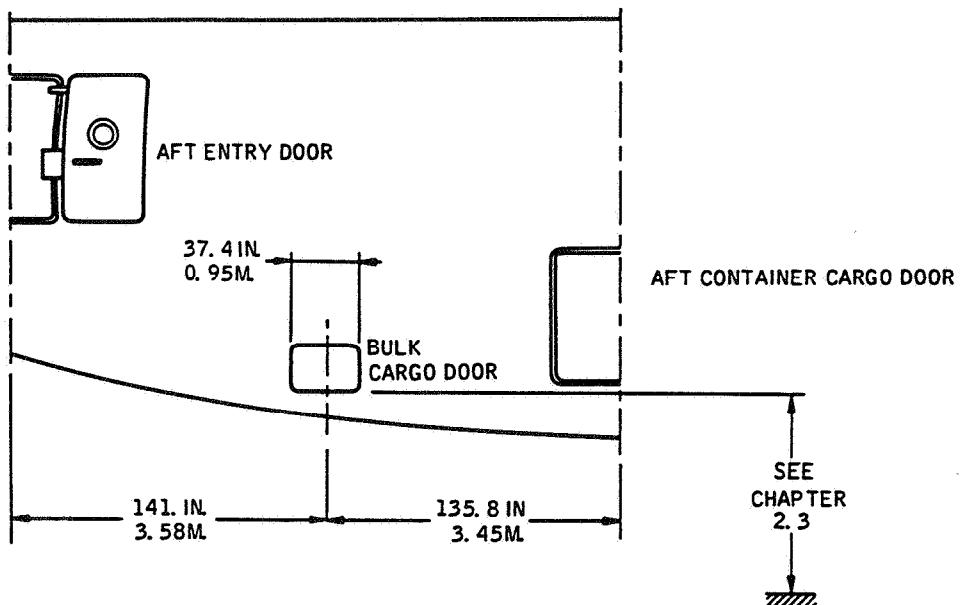
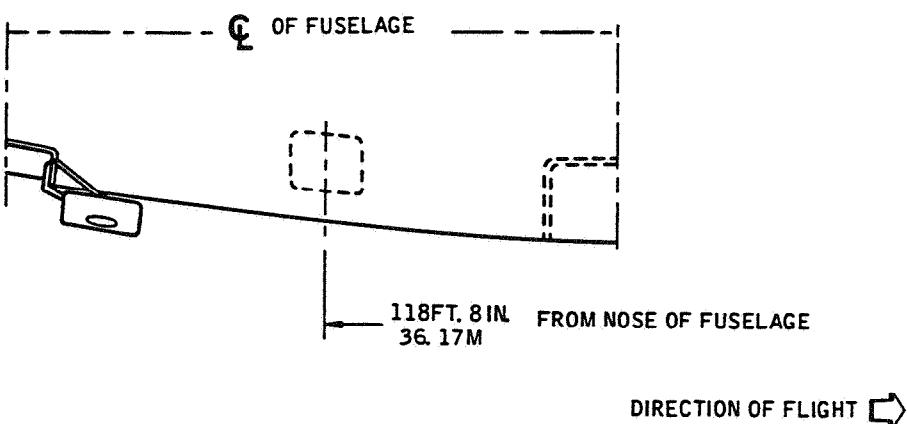
2.8 DOOR CLEARANCES
2.8.6 AFT CARGO COMPARTMENT DOOR
MODEL B2 - B4 - C4

AIRBUS INDUSTRIE

A 300
AIRPLANE CHARACTERISTICS

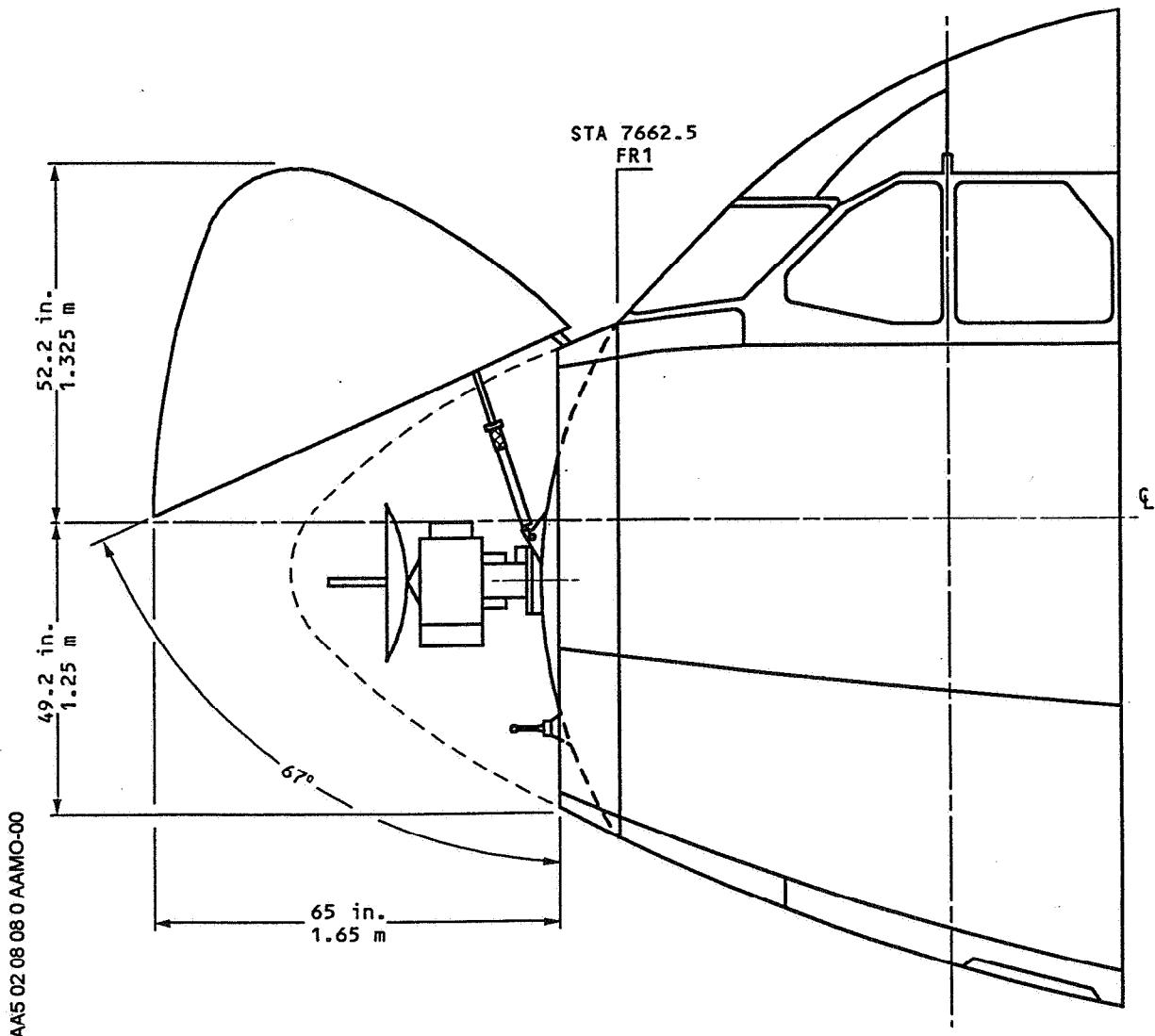
Printed in France

AA 5 02 08 07 0 AA 0



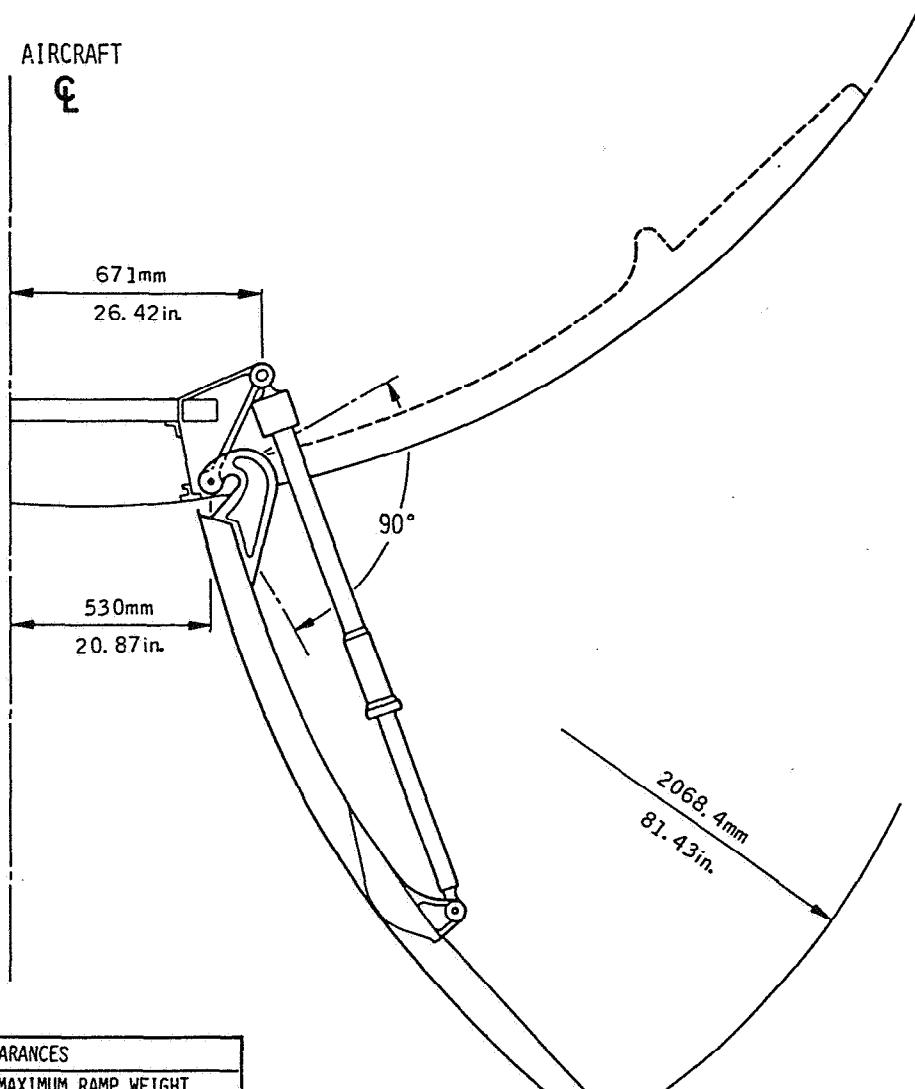
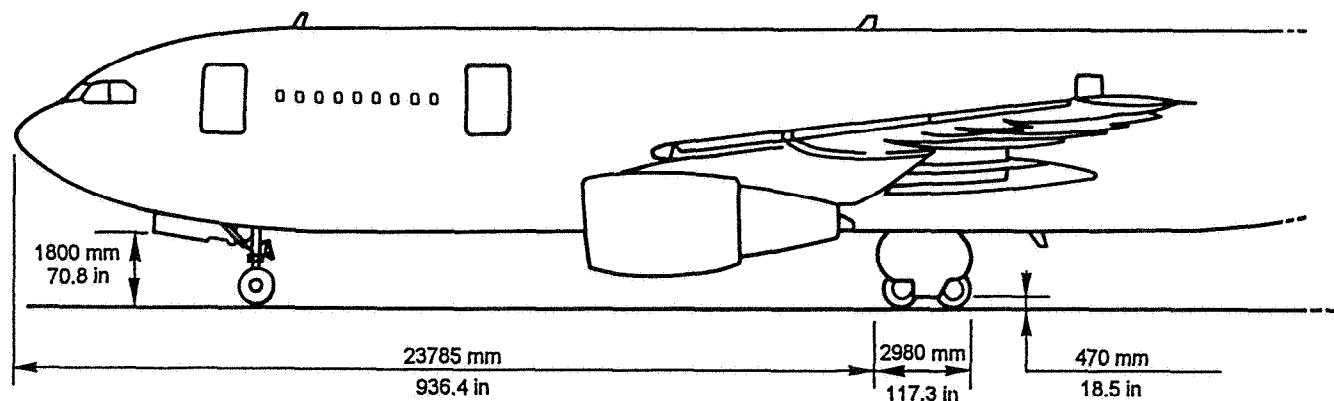
2.8 DOOR CLEARANCES
2.8.7 BULK CARGO COMPARTMENT DOOR
MODEL B2 - B4 - C4

A300
AIRPLANE CHARACTERISTICS



2.8 DOOR CLEARANCES
2.8.8 RADOME TRAVEL

A300
AIRPLANE CHARACTERISTICS



AA5 02 08 09 0 AA00-00

VERTICAL CLEARANCES					
OPERATING WEIGHT EMPTY		MAXIMUM RAMP WEIGHT			
CG 24%		CG 15%		CG 35%	
	in.	mm	in.	mm	in.
	24.53	623	21.85	555	21.06
					535

2.8 DOOR CLEARANCES
2.8.9 MAIN LANDING GEAR DOOR



AIRPLANE CHARACTERISTICS

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AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

- 3.0 AIRPLANE PERFORMANCE
- 3.1 General information
- 3.2 Payload range
- 3.2.1 Long range and recommended cruise (U.S. units)
- 3.2.2 Long range and recommended cruise (Metric units)
- 3.3 FAR takeoff runway length requirements
 - 3.3.1 ISA conditions - Alternate (U.S. units)
 - 3.3.2 ISA conditions - Alternate (Metric units)
 - 3.3.3 ISA conditions +59°F (+15°C) - Alternate (U.S. units)
 - 3.3.4 ISA conditions +59°F (+15°C) - Alternate (Metric units)
- 3.4 FAR landing runway requirements
 - 3.4.1 Full flaps (U.S. units)
 - 3.4.2 Full flaps (Metric units)
 - 3.4.3 Full flaps
- 3.5 Landing approach speed
 - 3.5.1 Landing approach speed (Metric units)
 - 3.5.2 Landing approach speed (U.S. units)

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

3.0 AIRPLANE PERFORMANCE

3.1 General Information

Section 3.2 indicates payload range information at specific altitudes for recommended and long range cruise with a given fuel reserve condition.

Section 3.3 represents FAR Takeoff runway length requirements at ISA and ISA + 59°F (+ 15°C) conditions for FAA certification.

Section 3.4 represents FAR landing runway length requirements for FAA certification.

Section 3.5 indicates landing approach speeds.

Standard day temperatures for the altitudes shown are tabulated below :

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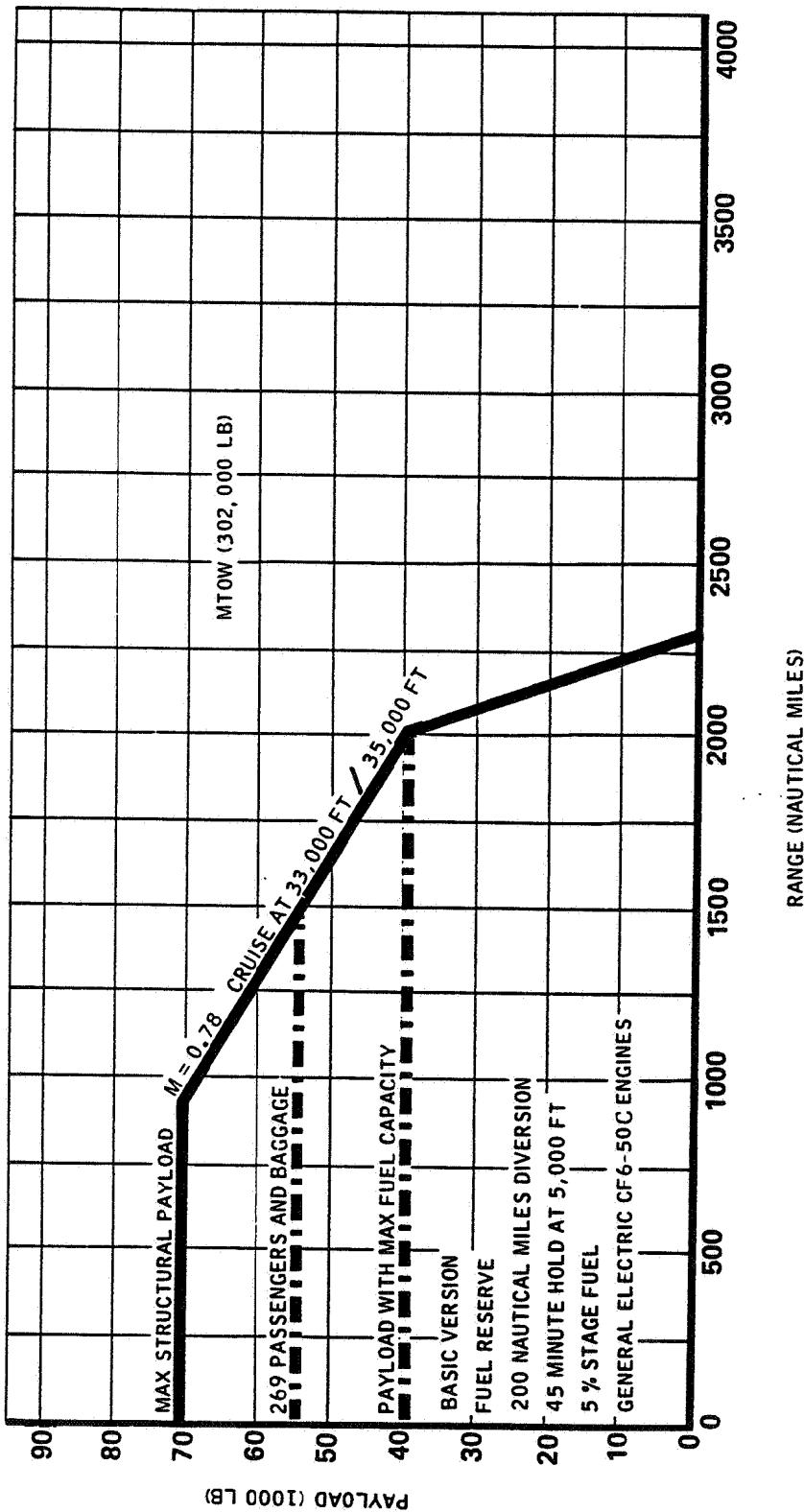
Altitude		Standard Day Temperature	
FEET	METERS	°F	°C
0	0	59	15.
2000	610	51.9	11.6
4000	1220	44.7	7.1
6000	1830	37.6	3.1
8000	2440	30.5	-0.8

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

A A 5 03 02 01 0 AA 0



3.2 PAYLOAD RANGE

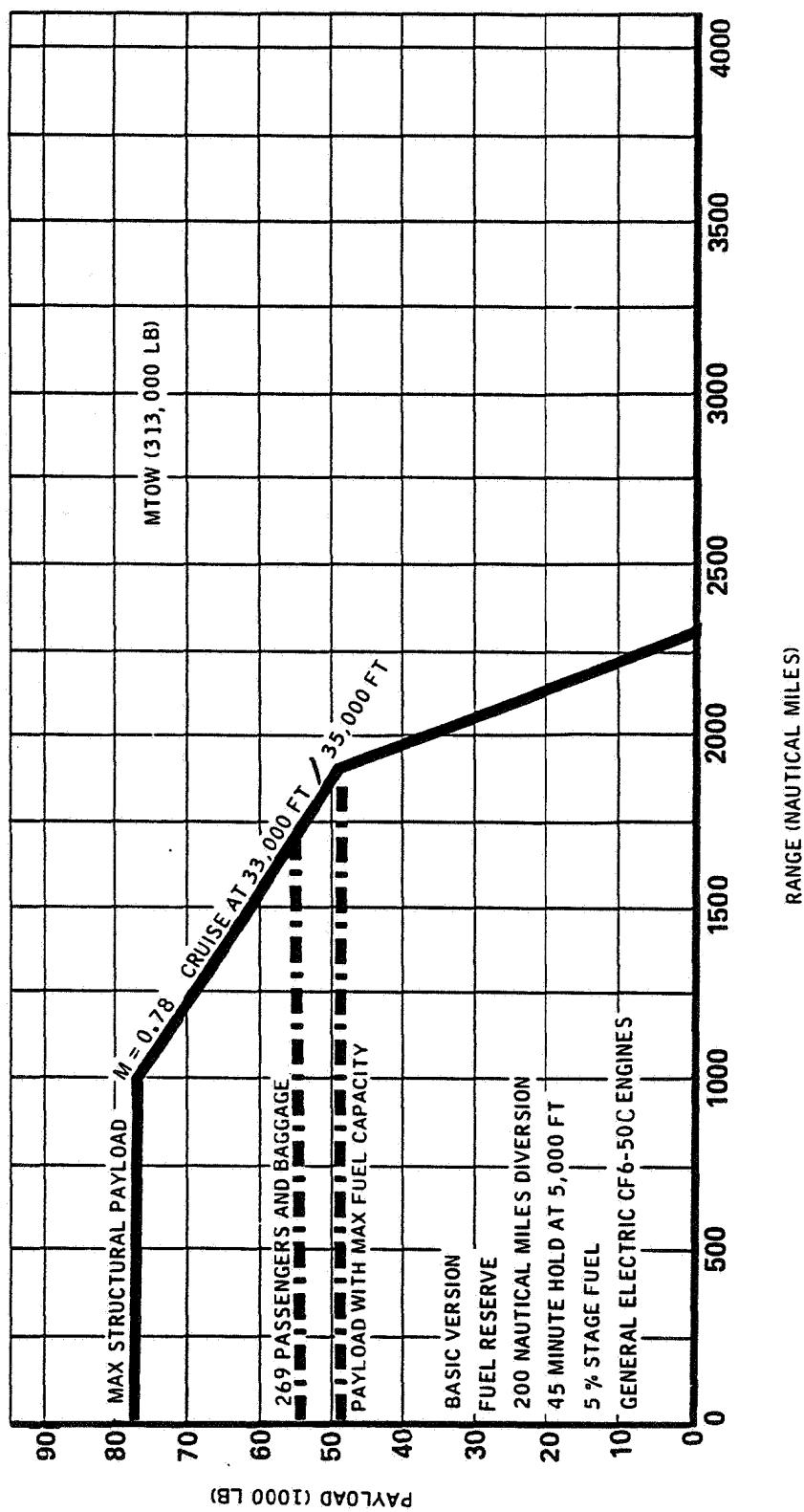
3.2.1 LONG RANGE AND RECOMMENDED CRUISE (U.S. UNITS)

MODEL B2-101

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



3.2 PAYLOAD RANGE

3.2.1 LONG RANGE AND RECOMMENDED CRUISE (U.S. UNITS)
MODEL B2-201/202

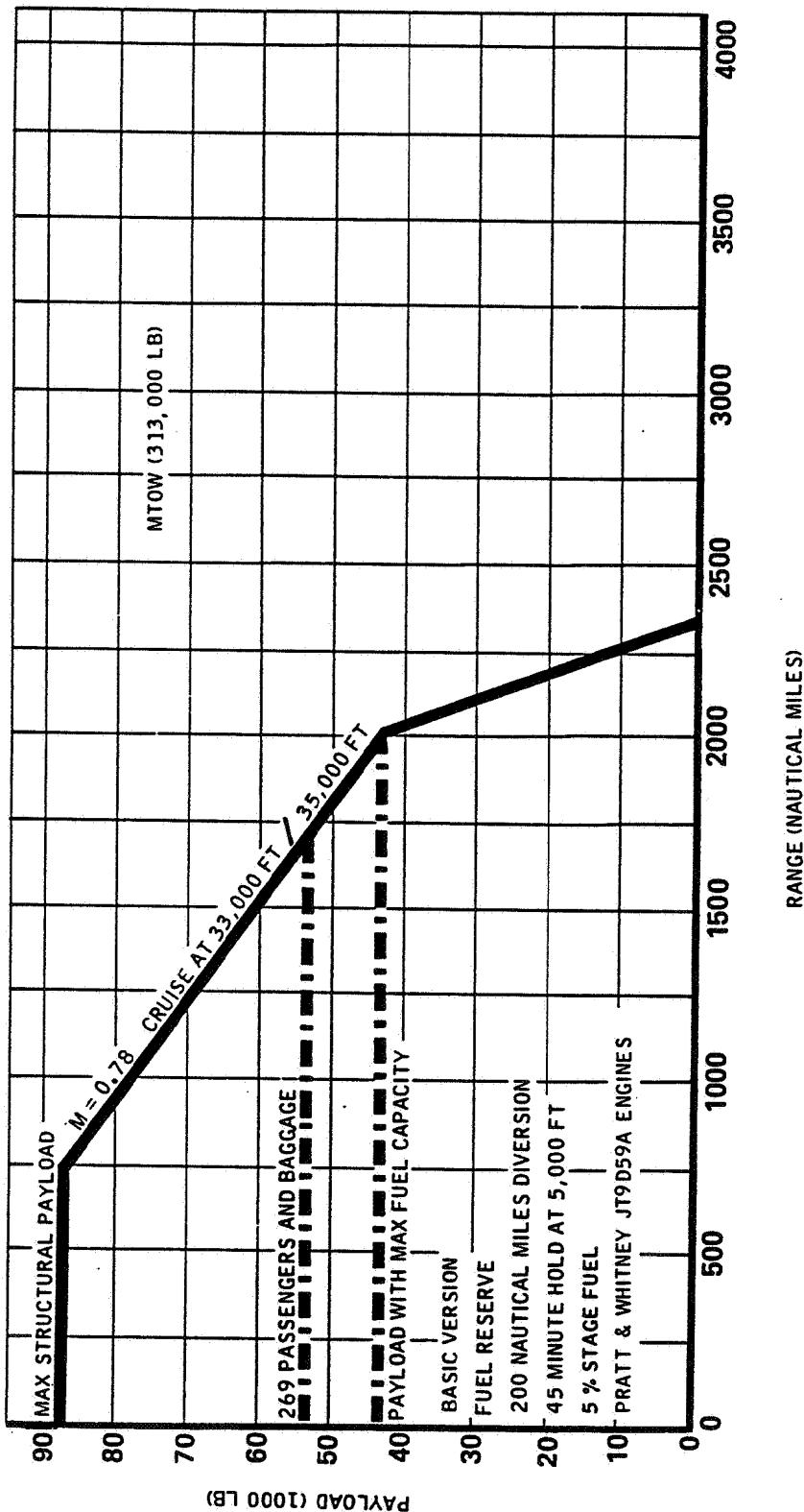
A 300

AIRPLANE CHARACTERISTICS

AA 5 03 02 01 0 AC 0

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THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



3.2 PAYLOAD RANGE

3.2.1 LONG RANGE AND RECOMMENDED CRUISE (U.S. UNITS)

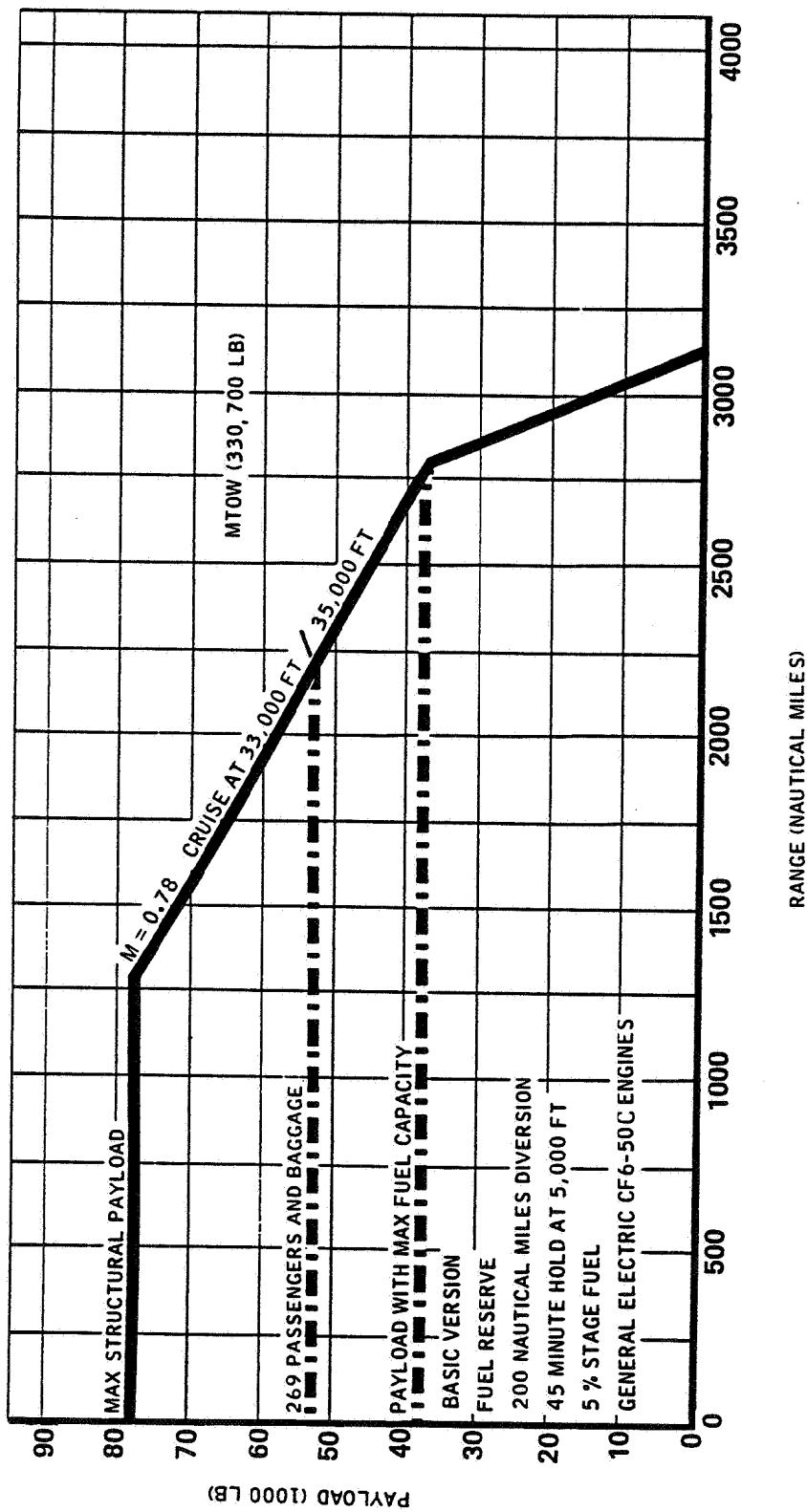
MODEL B2-320

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

AIRBUS INDUSTRIE

A 300

AIRPLANE CHARACTERISTICS



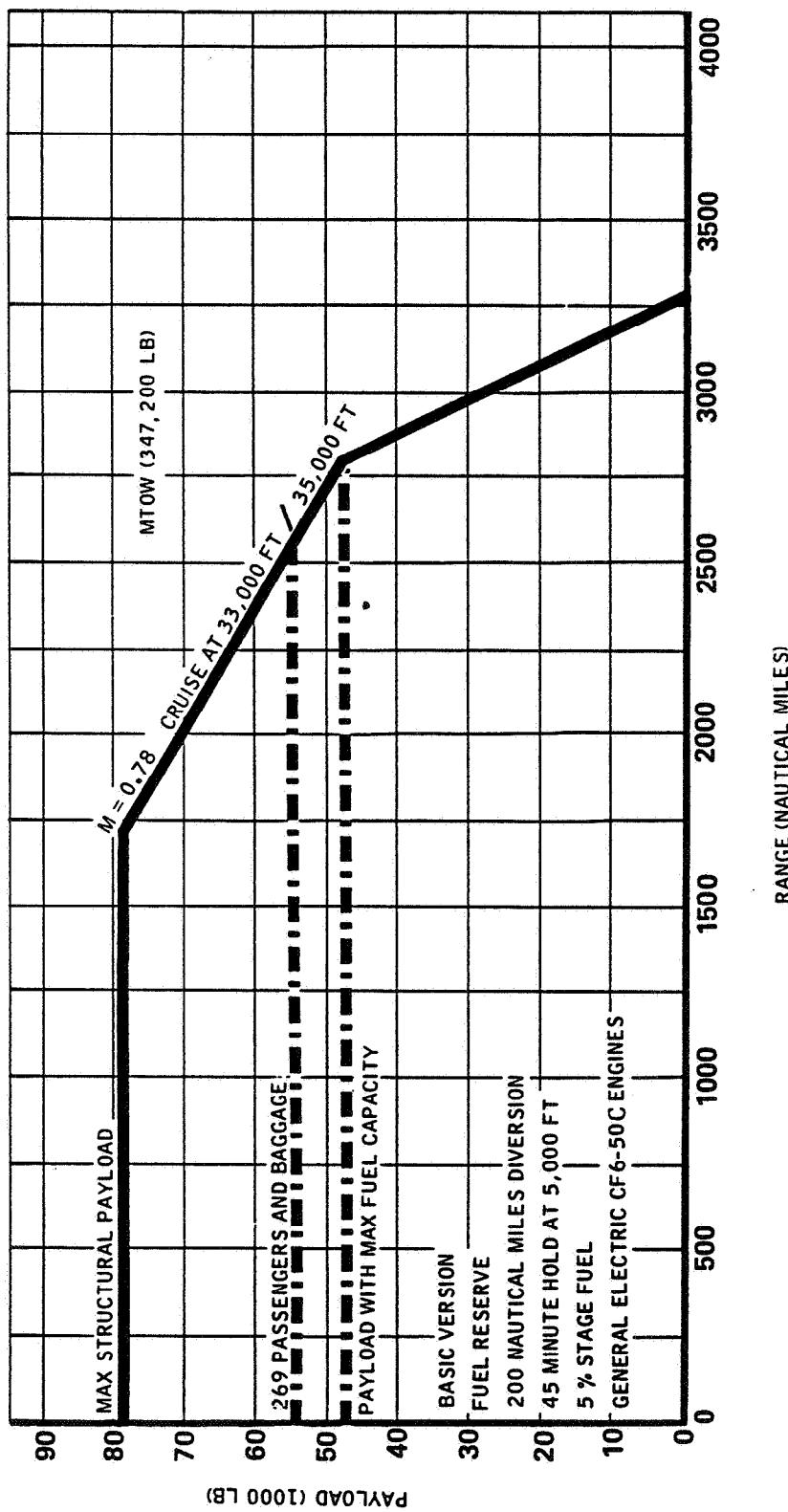
3.2 PAYLOAD RANGE

3.2.1 LONG RANGE AND RECOMMENDED CRUISE (U.S. UNITS)

MODEL B4-101

AA 5 03 02 010 AE 0

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
 THE APPROVED VALUES ARE STATED IN THE "OPERATING
 MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

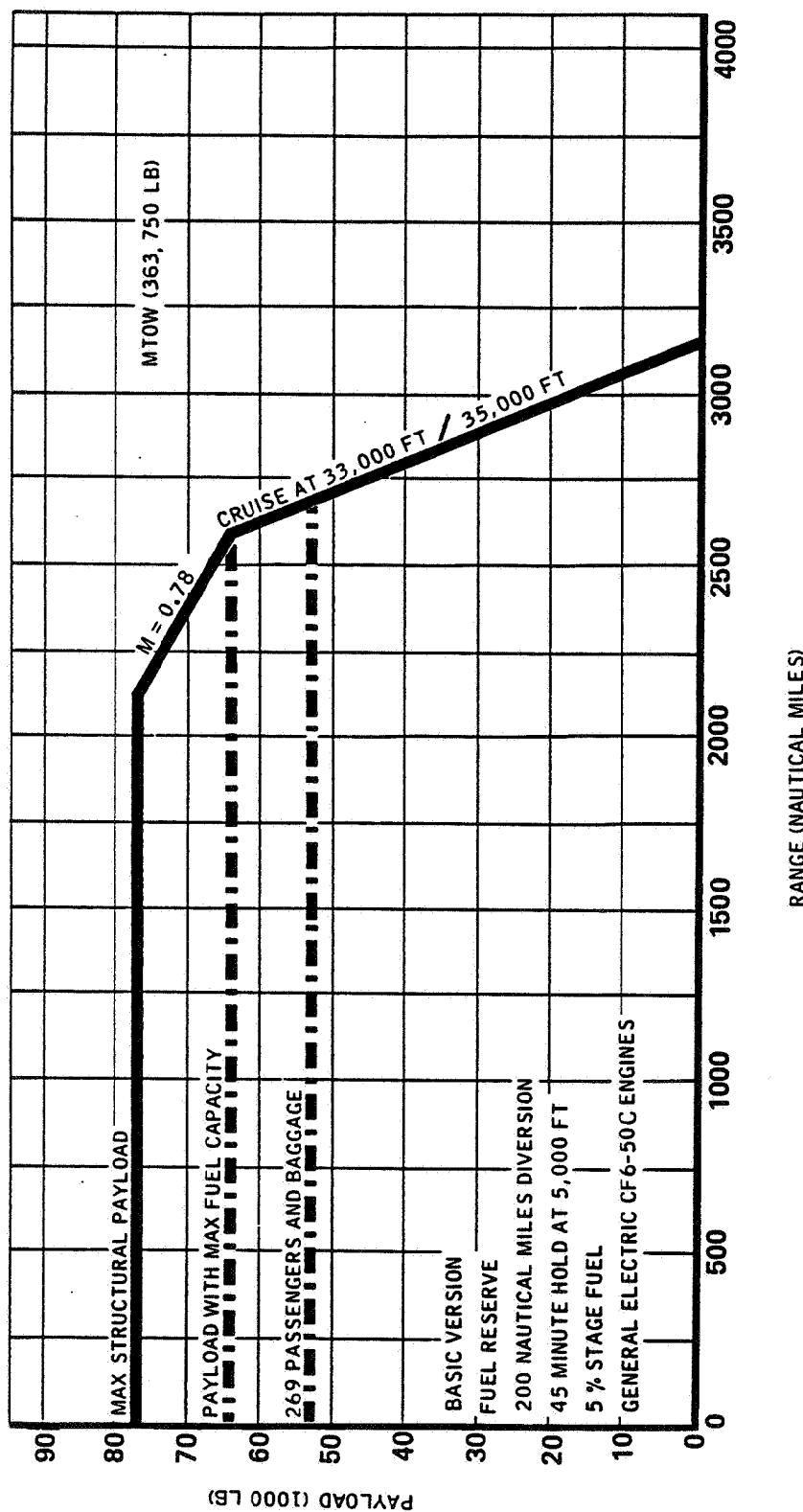


3.2 PAYLOAD RANGE
 3.2.1 LONG RANGE AND RECOMMENDED CRUISE (U.S. UNITS)
 MODEL B4-102

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

AIRBUS INDUSTRIE

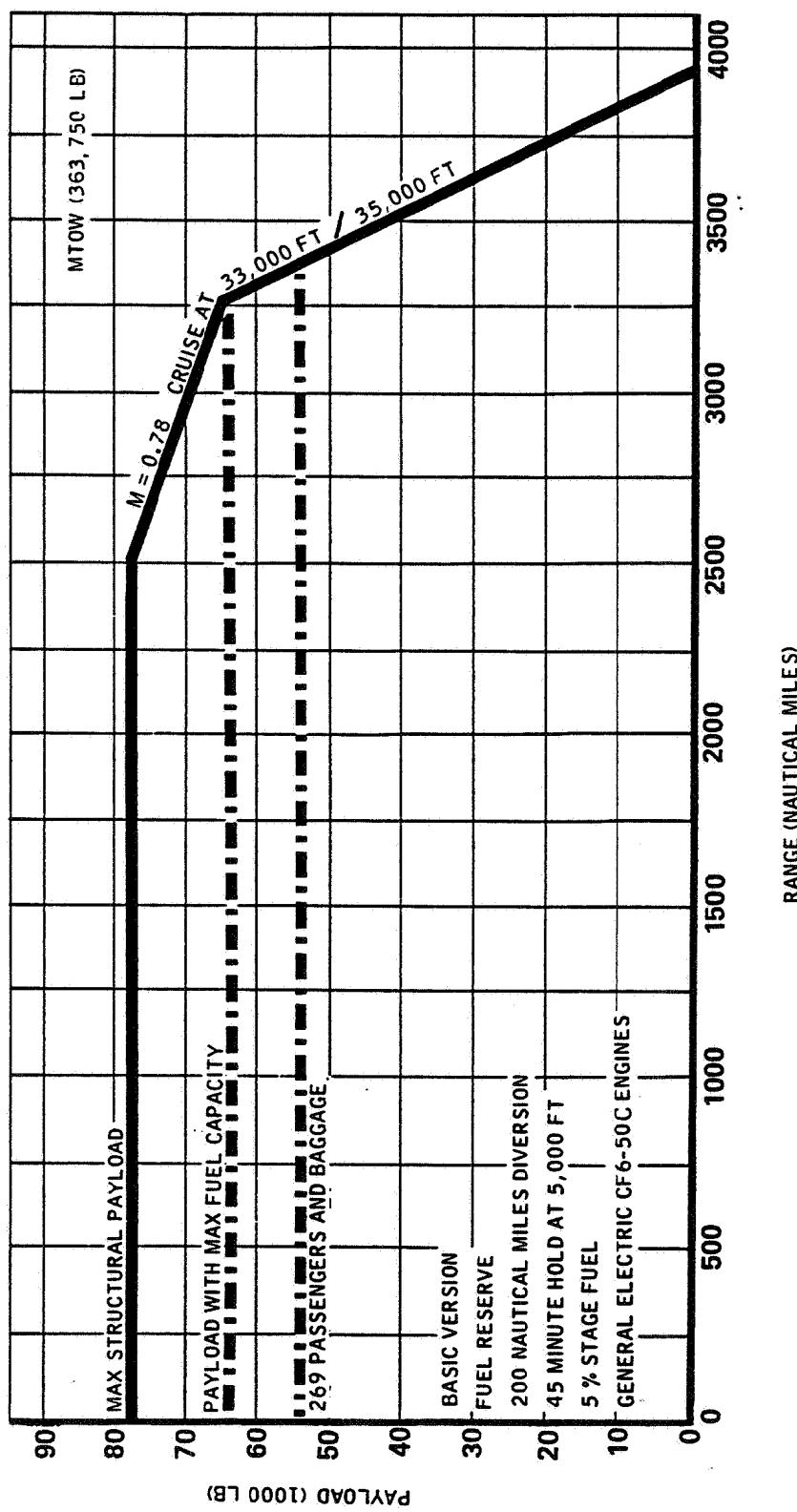
A 300
AIRPLANE CHARACTERISTICS



3.2 PAYLOAD RANGE
3.2.1 LONG RANGE AND RECOMMENDED CRUISE (U.S. UNITS)
MODEL B4-203

AA 5 03 02 01 0 AG 0

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
 THE APPROVED VALUES ARE STATED IN THE "OPERATING
 MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



3.2 PAYLOAD RANGE

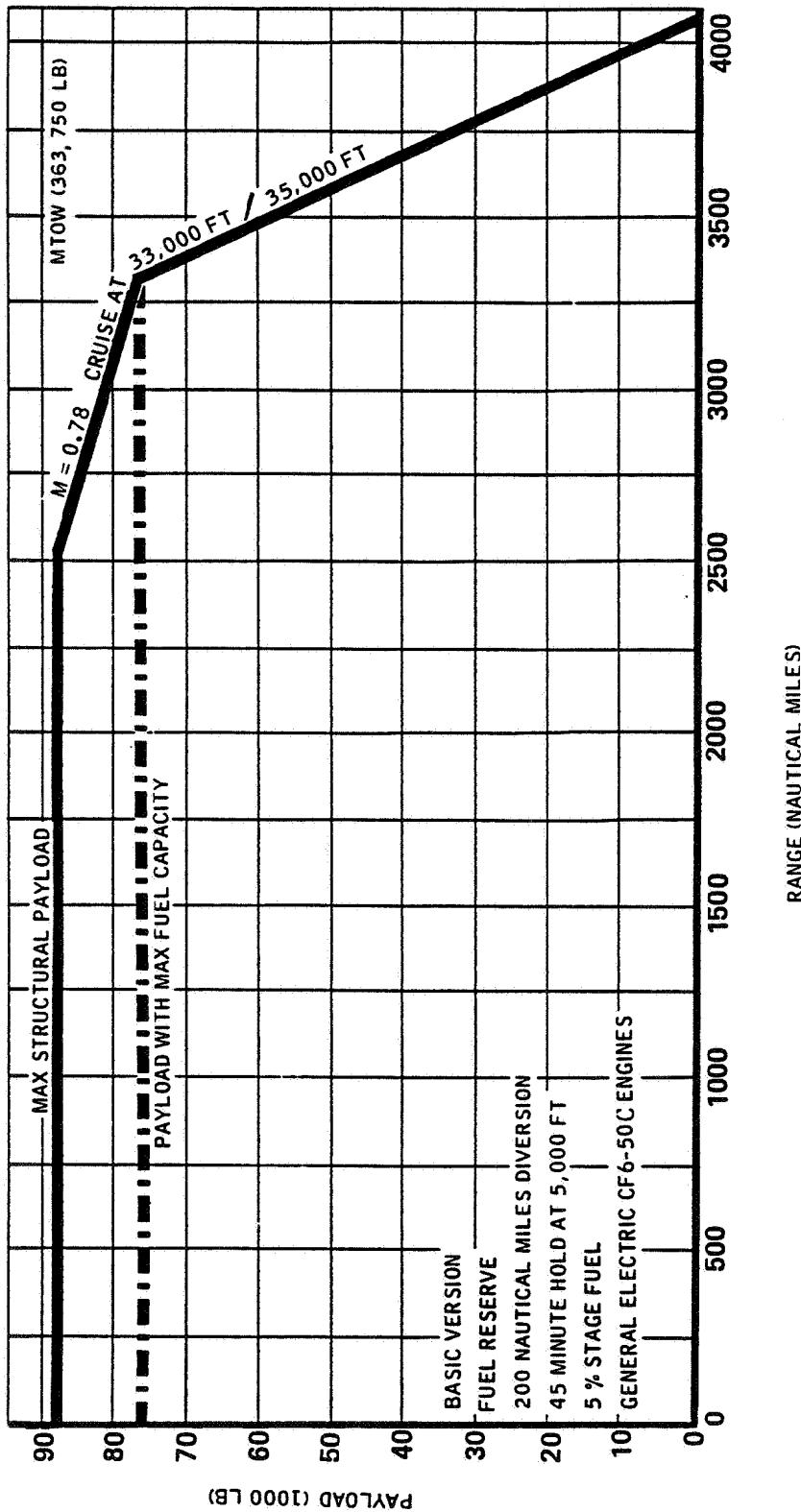
3.2.1 LONG RANGE AND RECOMMENDED CRUISE (U.S. UNITS)

MODEL C4-PASS

A 300

AIRPLANE CHARACTERISTICS

**NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.**



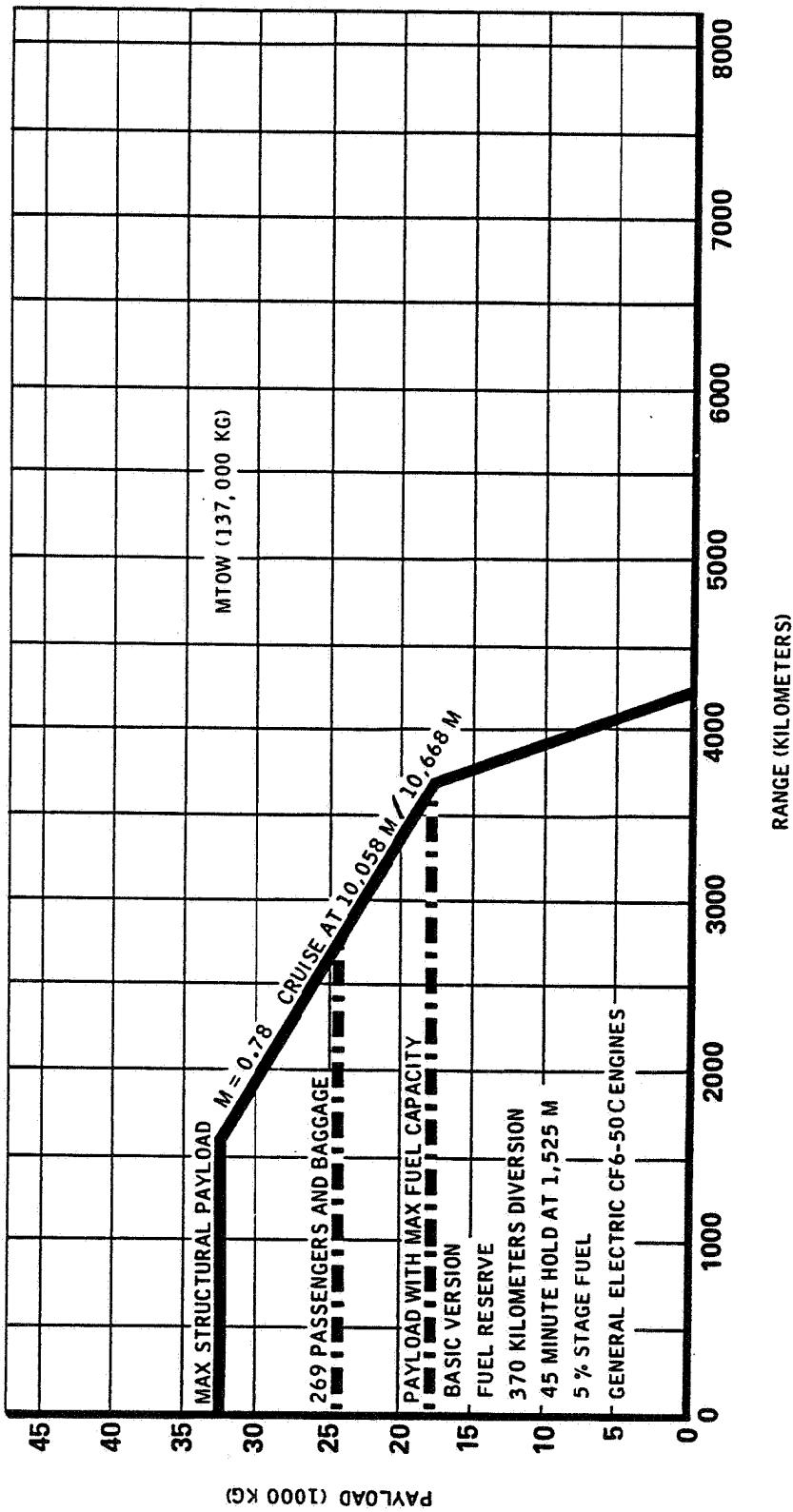
3.2 PAYLOAD RANGE

3.2.1 LONG RANGE AND RECOMMENDED CRUISE (U.S. UNITS) MODEL C4-FREIGHT

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
 THE APPROVED VALUES ARE STATED IN THE "OPERATING
 MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

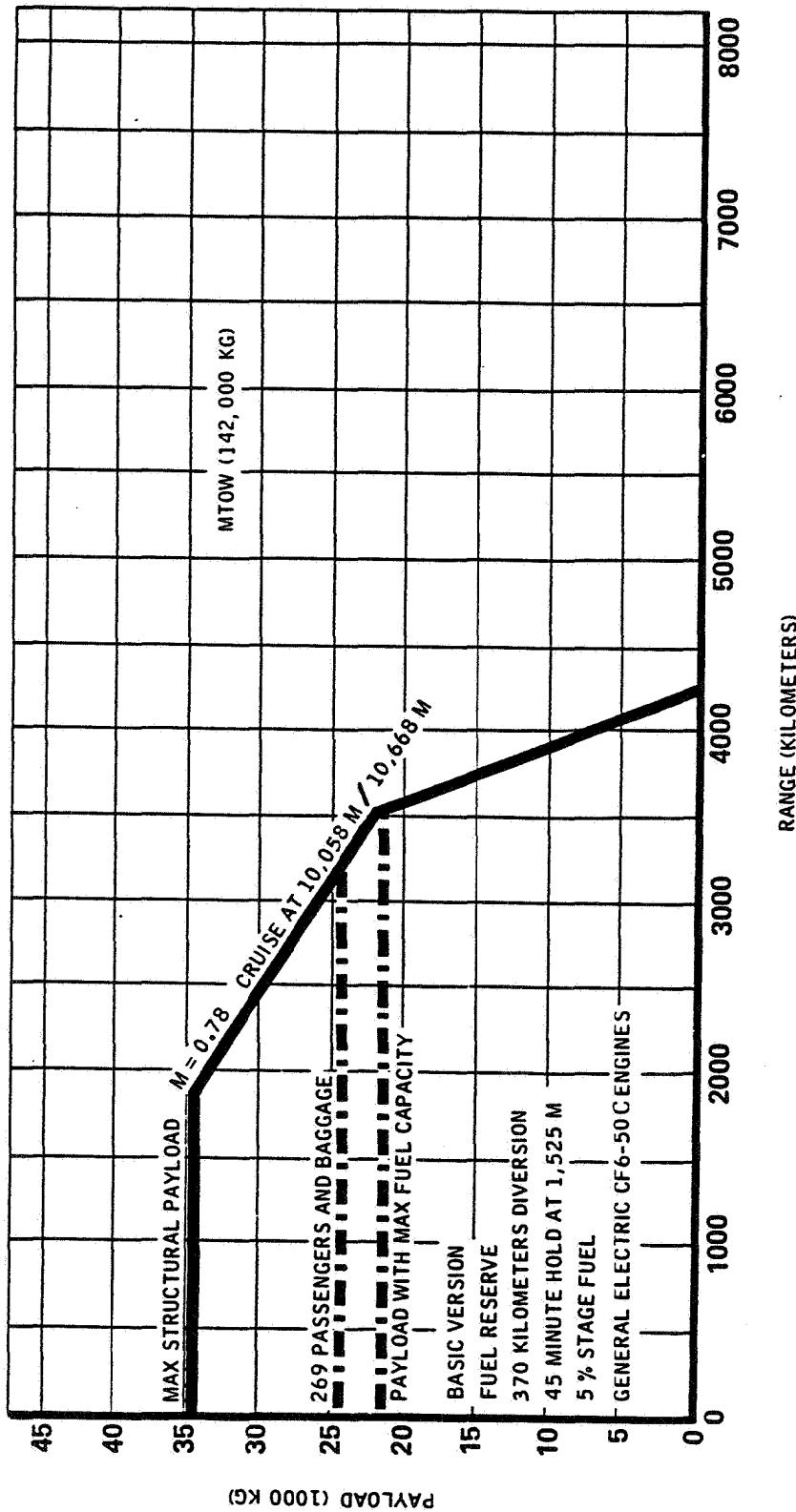
AA 5 03 02 02 0 AA 0



3.2 PAYLOAD RANGE
 3.2.2 LONG RANGE AND RECOMMENDED CRUISE (METRIC UNITS)
 MODEL B2-101

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

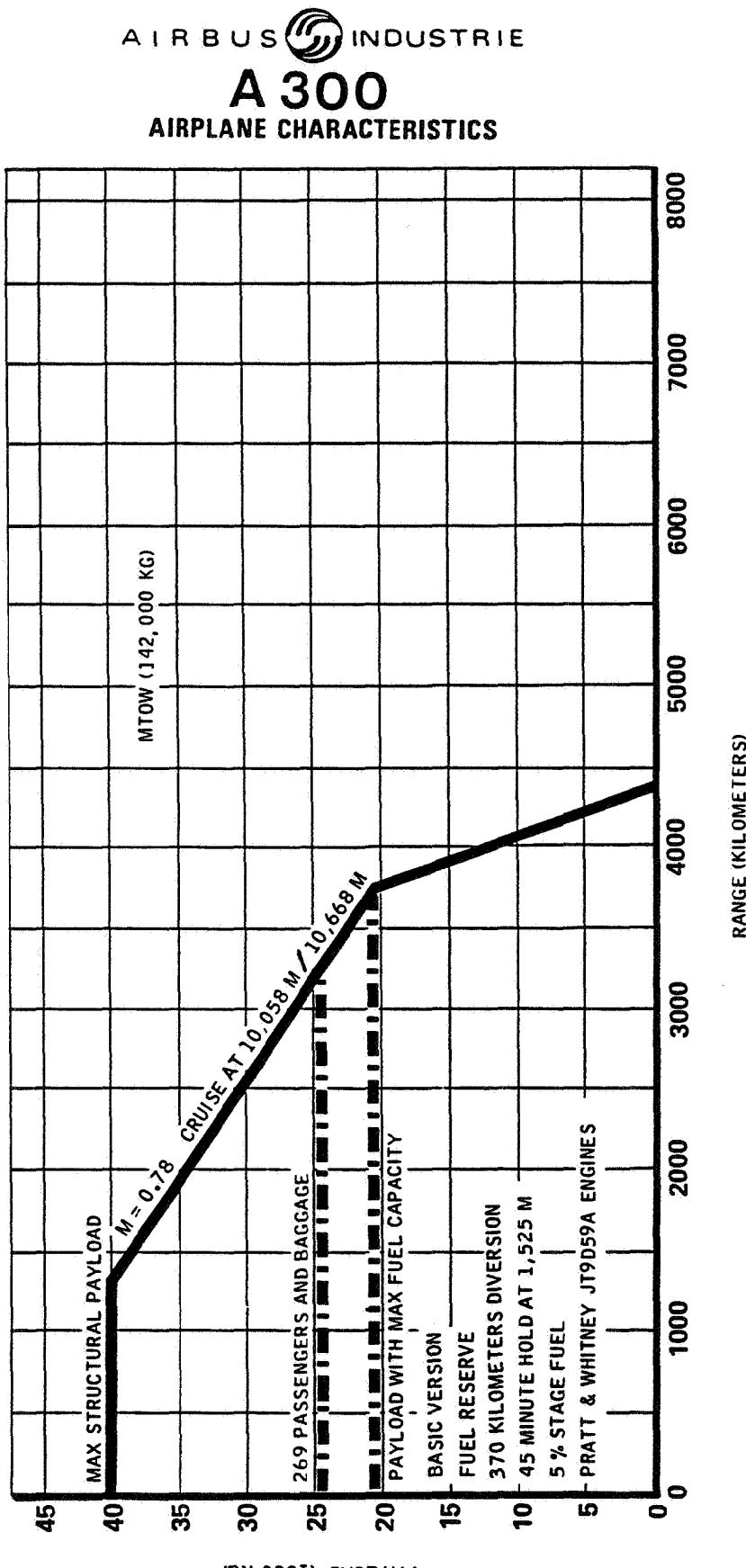


3.2 PAYLOAD RANGE
3.2.2 LONG RANGE AND RECOMMENDED CRUISE (METRIC UNITS)
MODEL B2-201/202

AA 5 03 02 02 0 AC 0

Printed in France

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

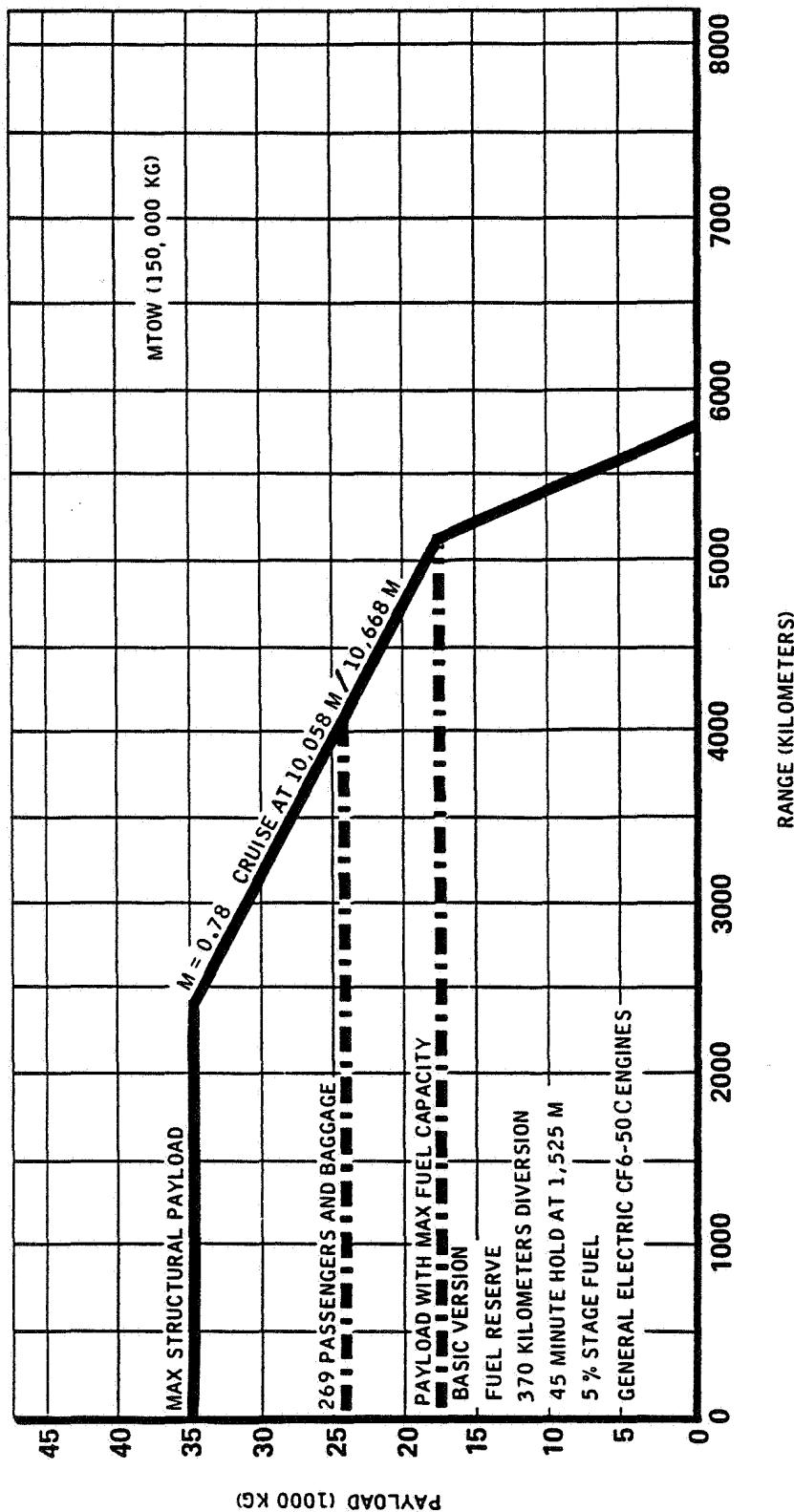


3.2 PAYLOAD RANGE
3.2.2 LONG RANGE AND RECOMMENDED CRUISE (METRIC UNITS)
MODEL B2-320

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

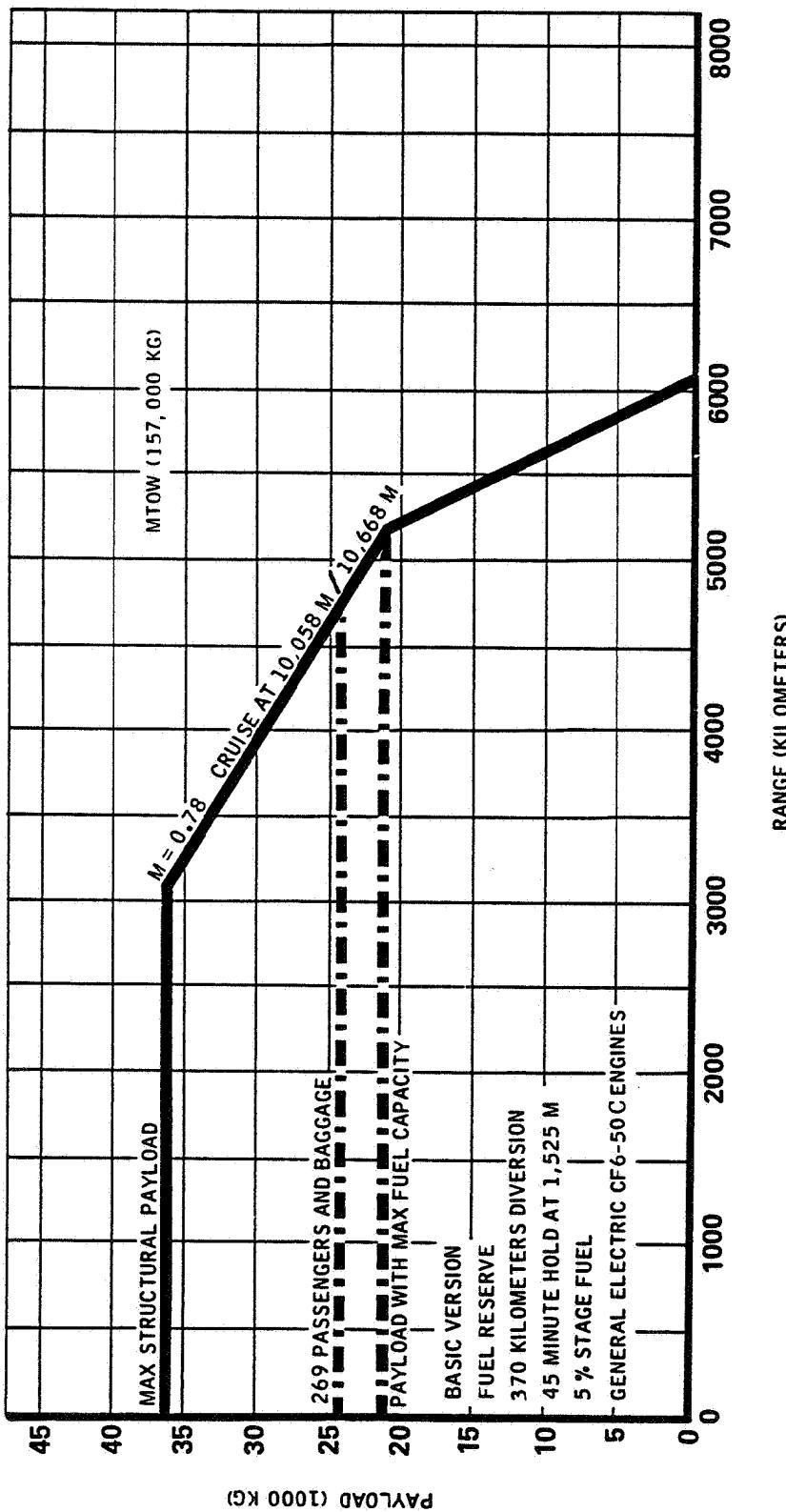


A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

AA 5 03 02 02 0 AE 0



3.2 PAYLOAD RANGE

3.2.2 LONG RANGE AND RECOMMENDED CRUISE (METRIC UNITS)

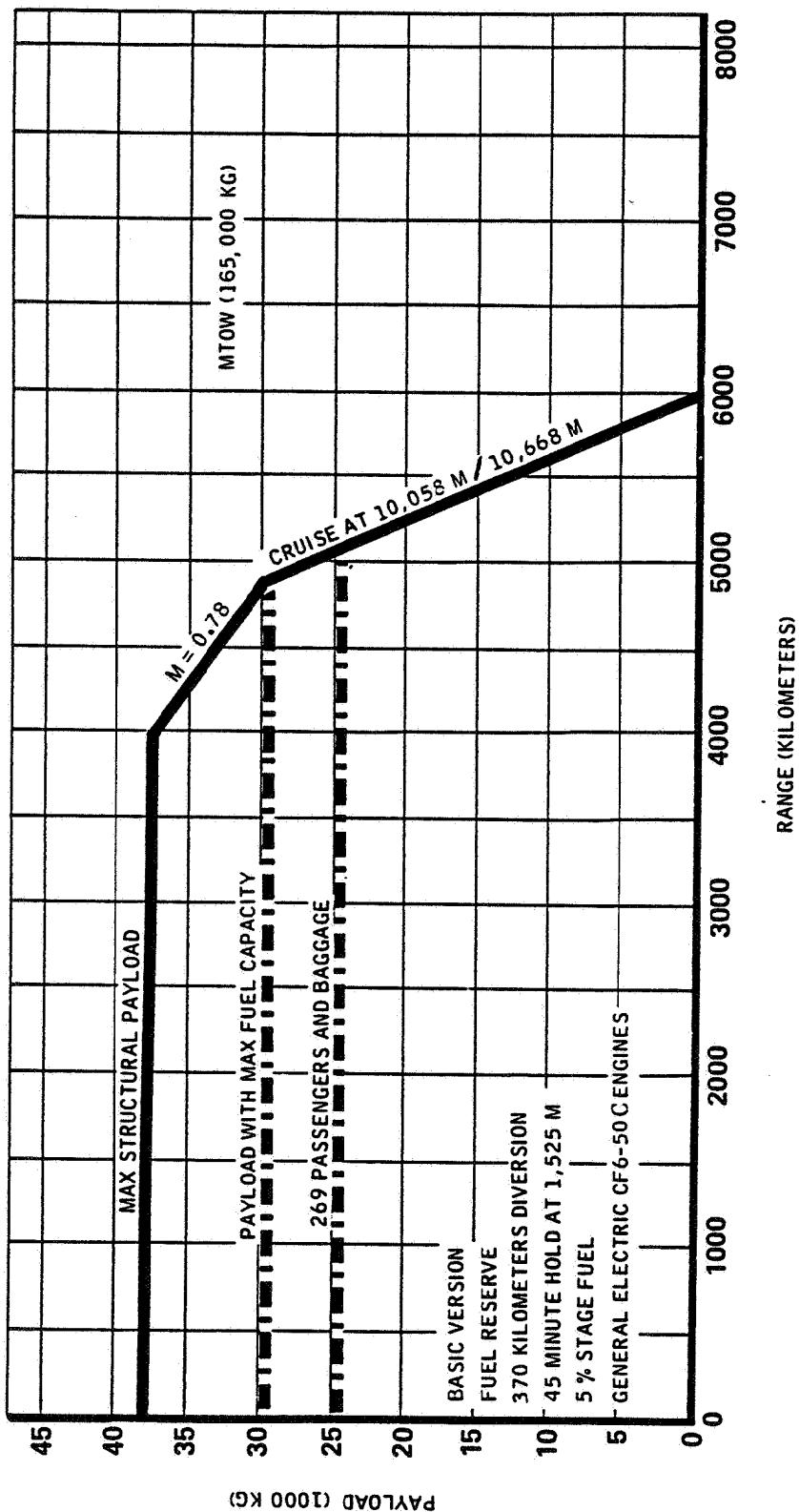
MODEL B4-102

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

AIRBUS INDUSTRIE

A 300

AIRPLANE CHARACTERISTICS



3.2 PAYLOAD RANGE

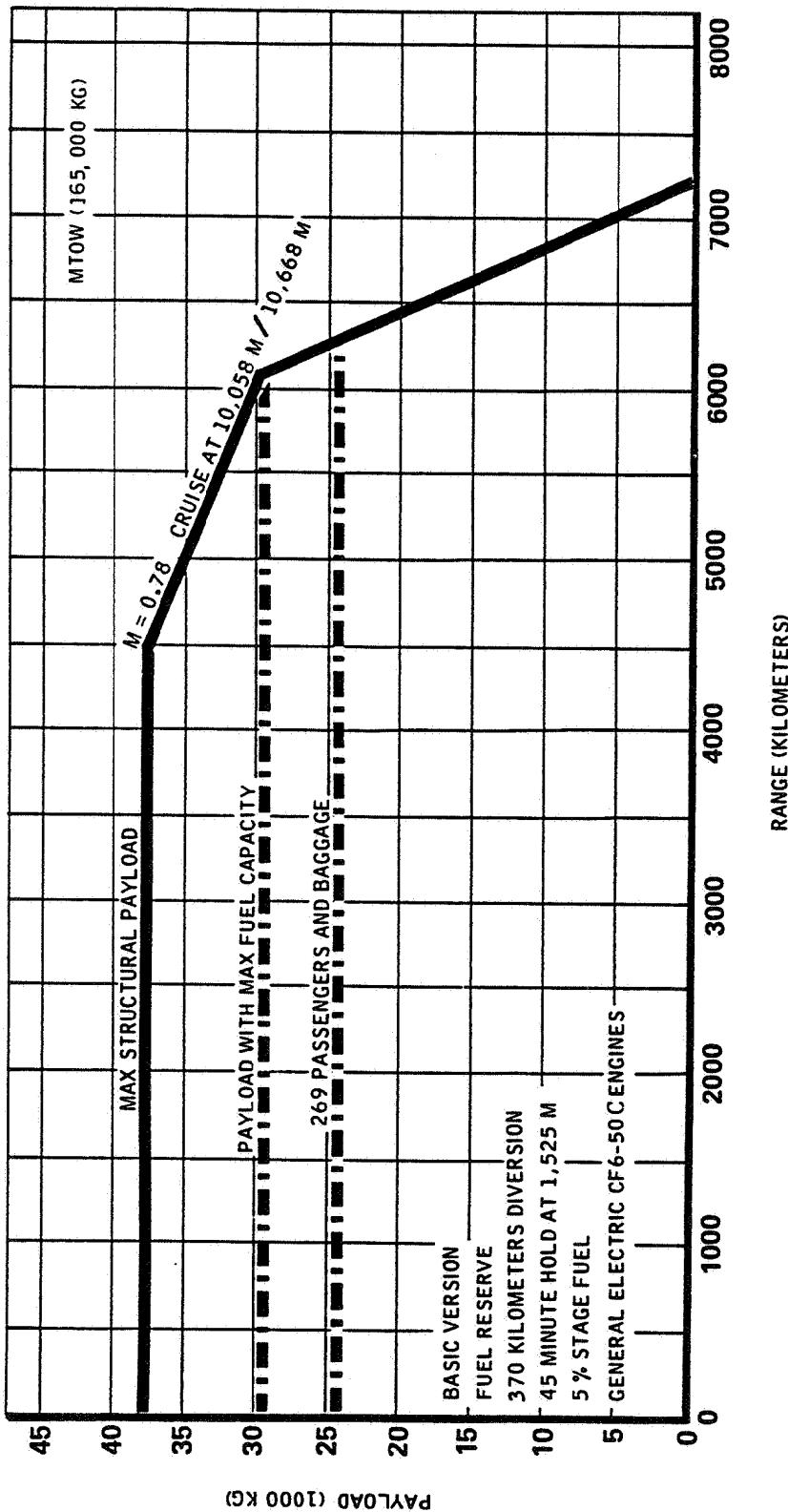
3.2.2 LONG RANGE AND RECOMMENDED CRUISE (METRIC UNITS)

MODEL B4-203

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

AA 5 03 02 02 0 AG 0

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
 THE APPROVED VALUES ARE STATED IN THE "OPERATING
 MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

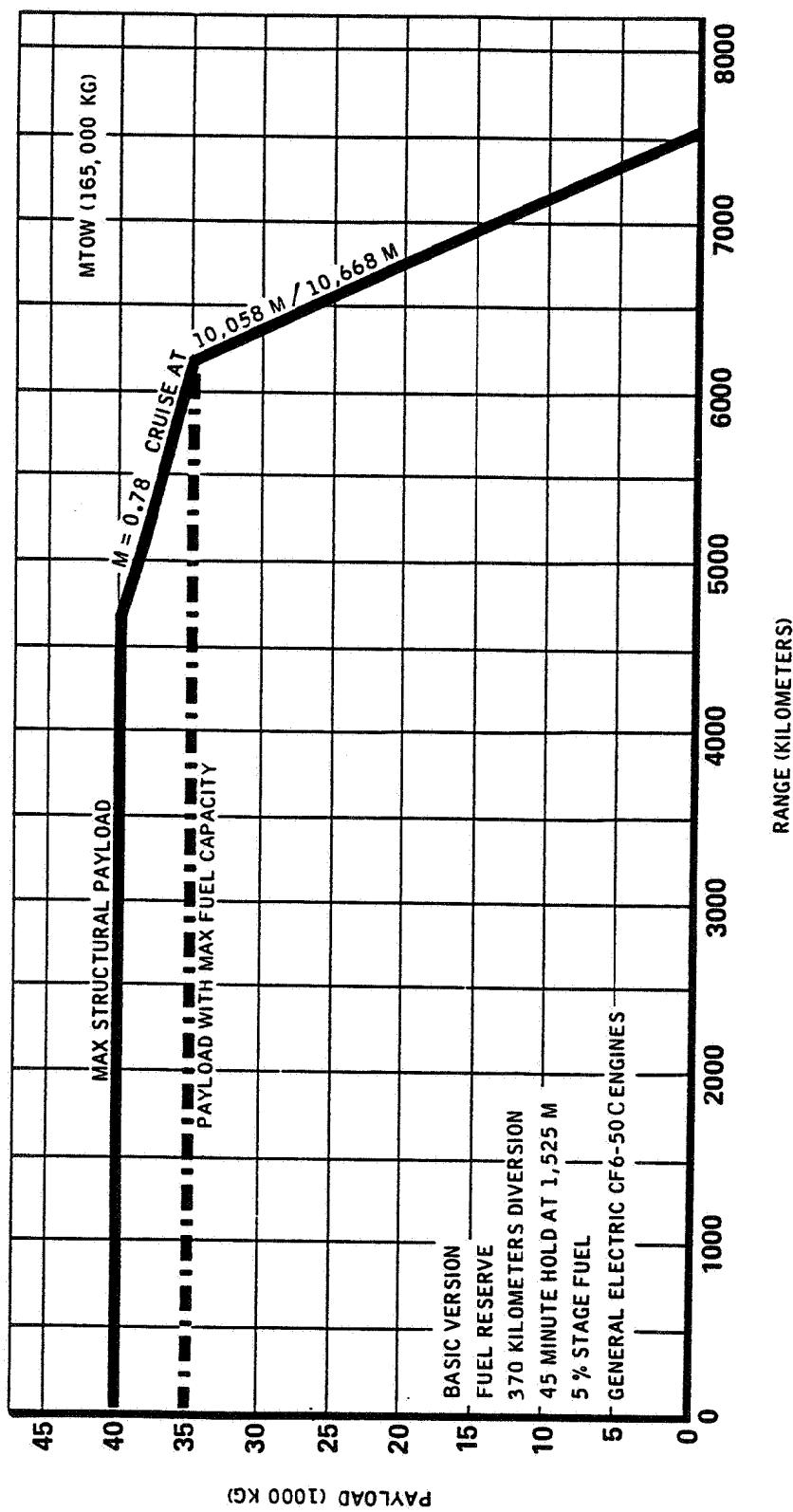


3.2 PAYLOAD RANGE
3.2.2 LONG RANGE AND RECOMMENDED CRUISE (METRIC UNITS)
MODEL C4-PASS

A 300

AIRPLANE CHARACTERISTICS

**NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.**



3.2 PAYLOAD RANGE

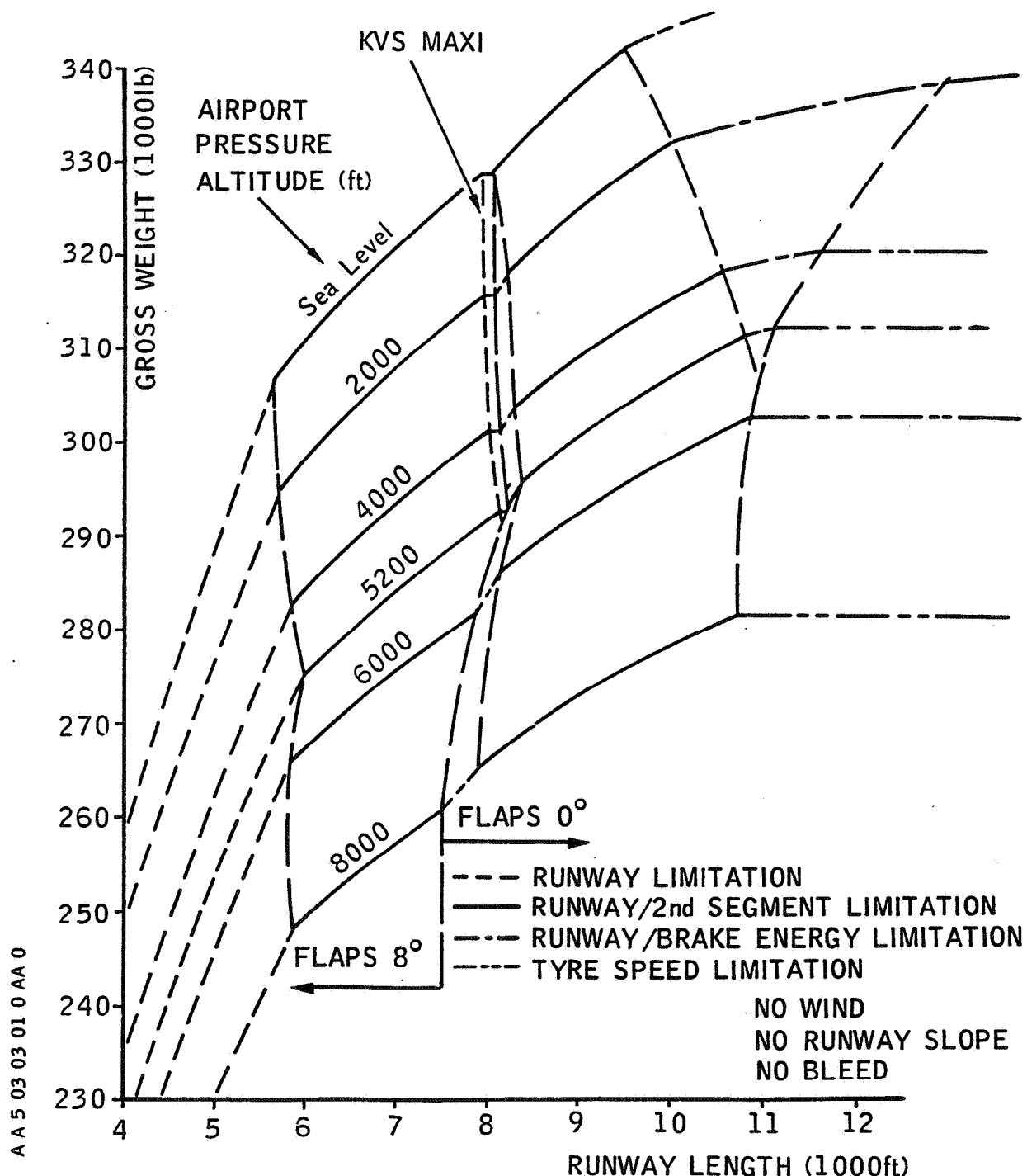
3.2.2 LONG RANGE AND RECOMMENDED CRUISE (METRIC UNITS)

MODEL C4-FREIGHT

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

Printed in France

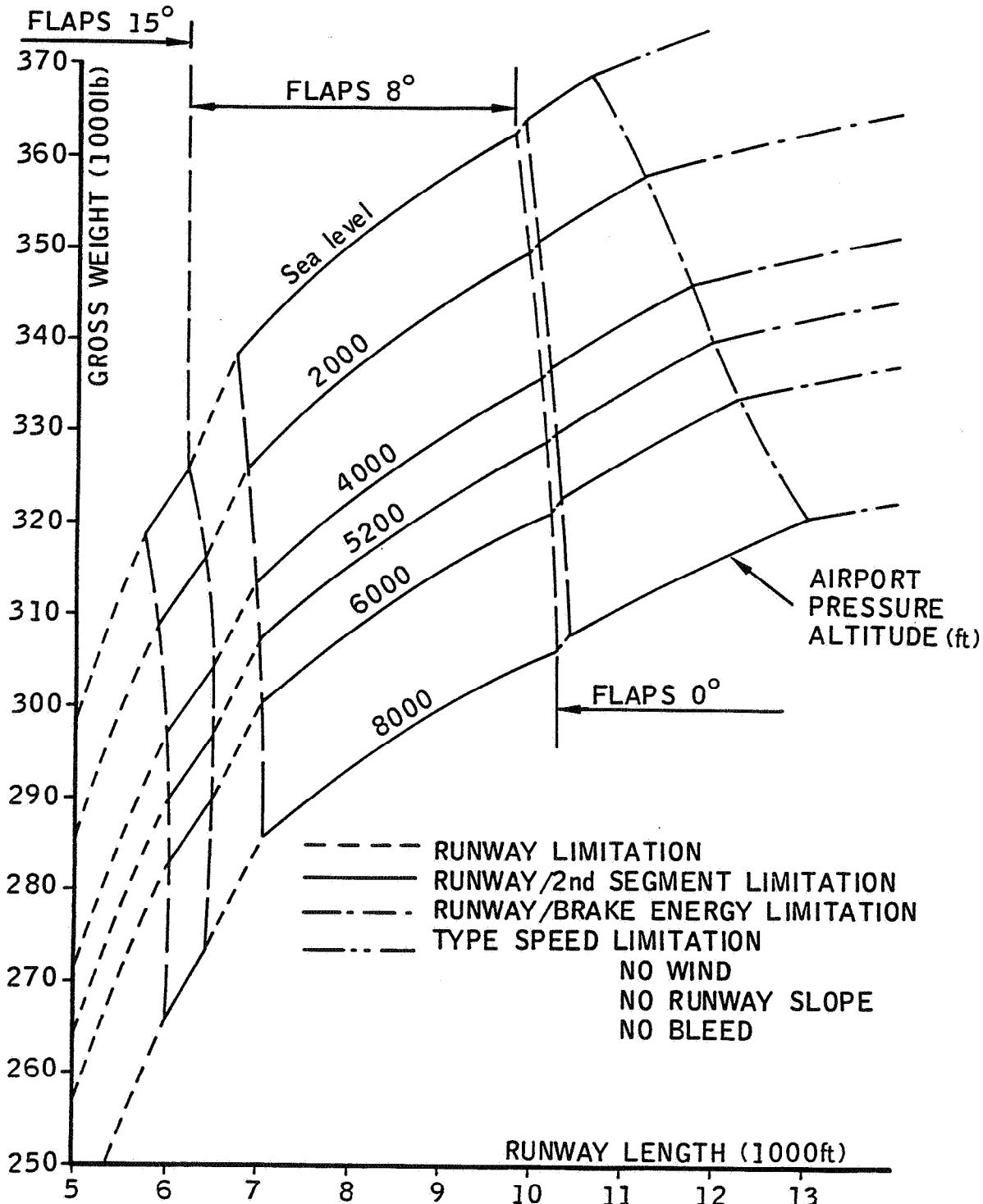


3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.1 I.S.A. CONDITIONS - ALTERNATE (U.S. UNITS)
MODEL B2-101

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

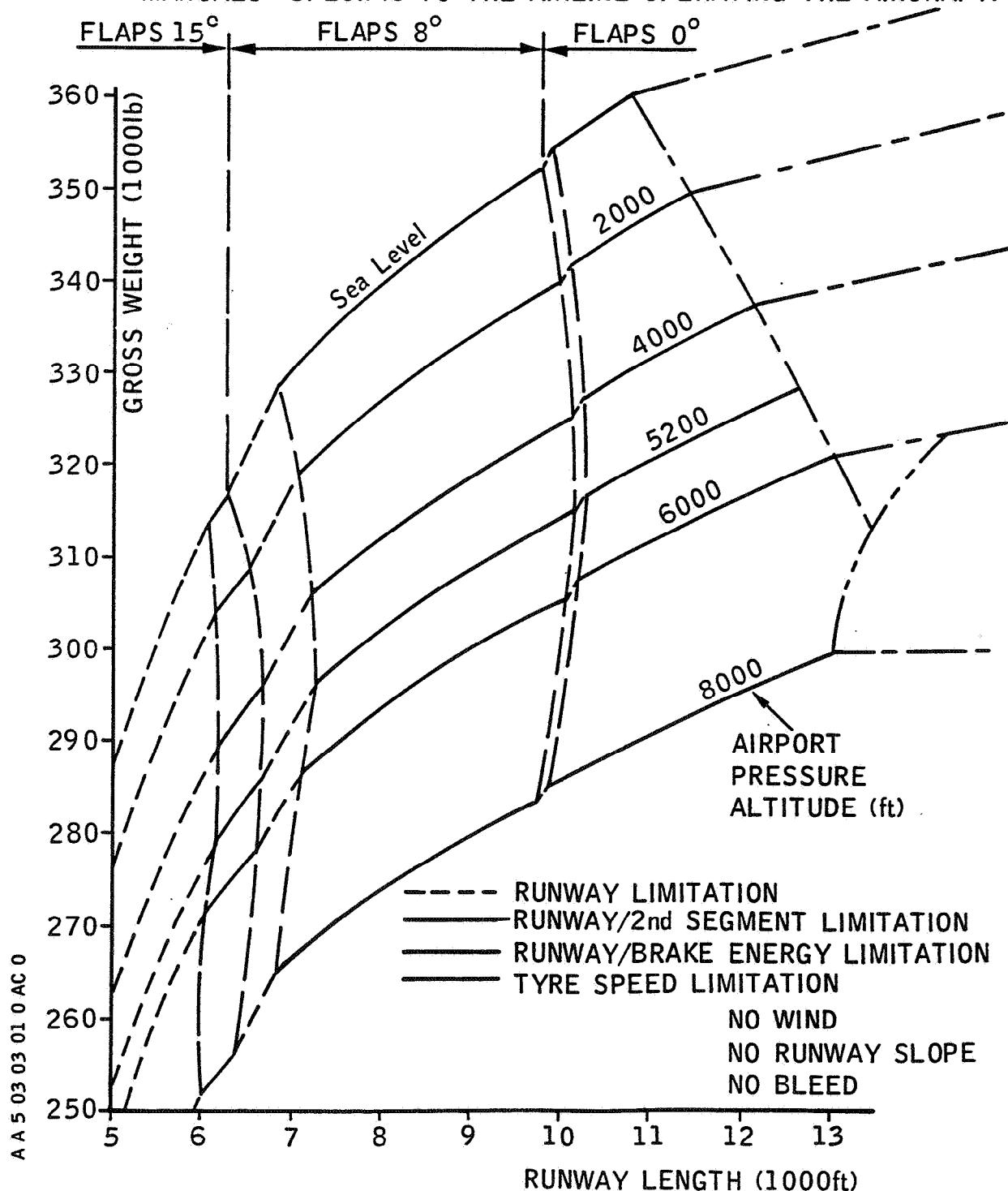


3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.1 I.S.A. CONDITIONS - ALTERNATE (U.S. UNITS)
MODEL B2-320

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
 THE APPROVED VALUES ARE STATED IN THE "OPERATING
 MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

Printed in France



3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
 3.3.1 I.S.A. CONDITIONS - ALTERNATE (U.S. UNITS)

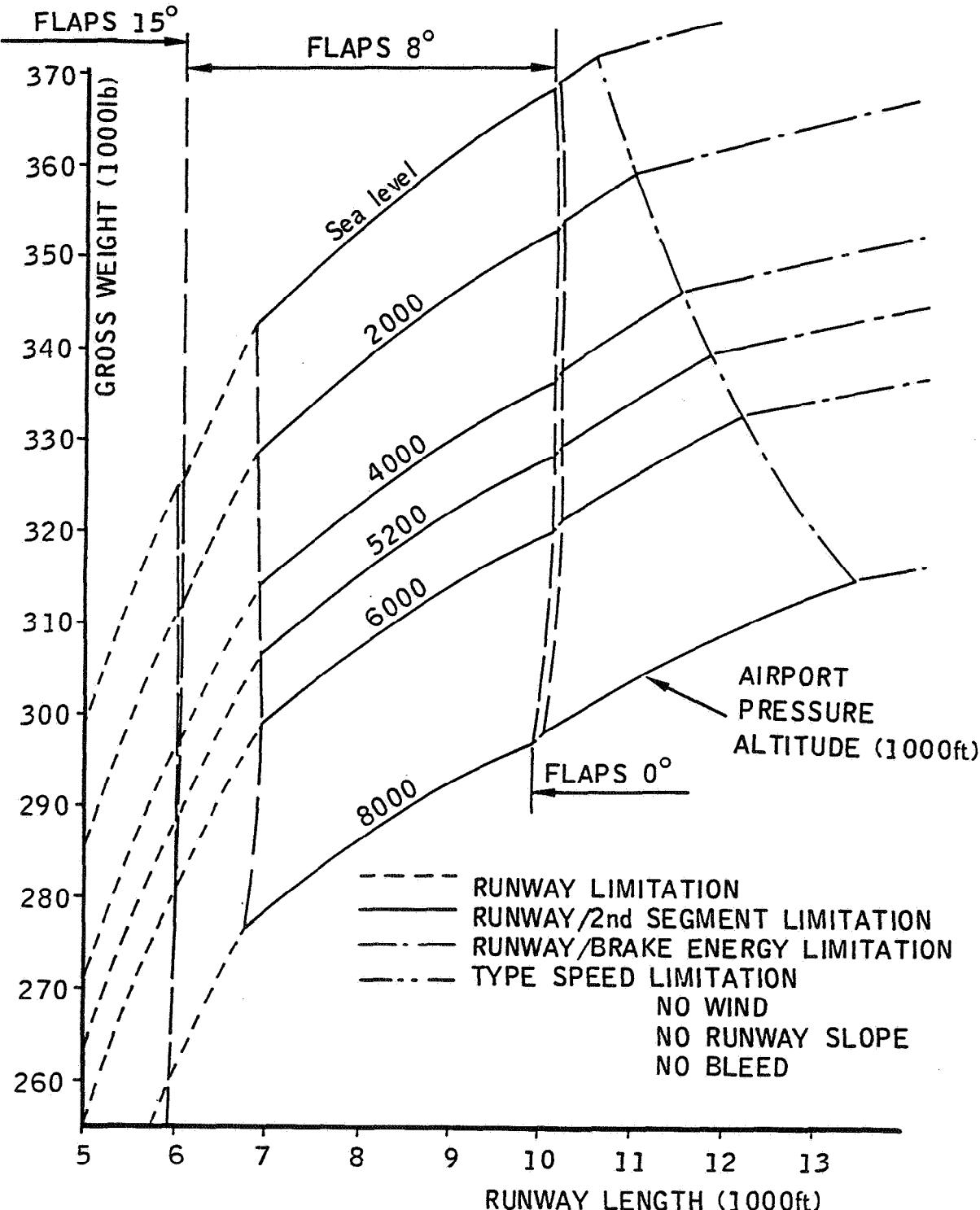
MODEL B4-101

Feb. 1980

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



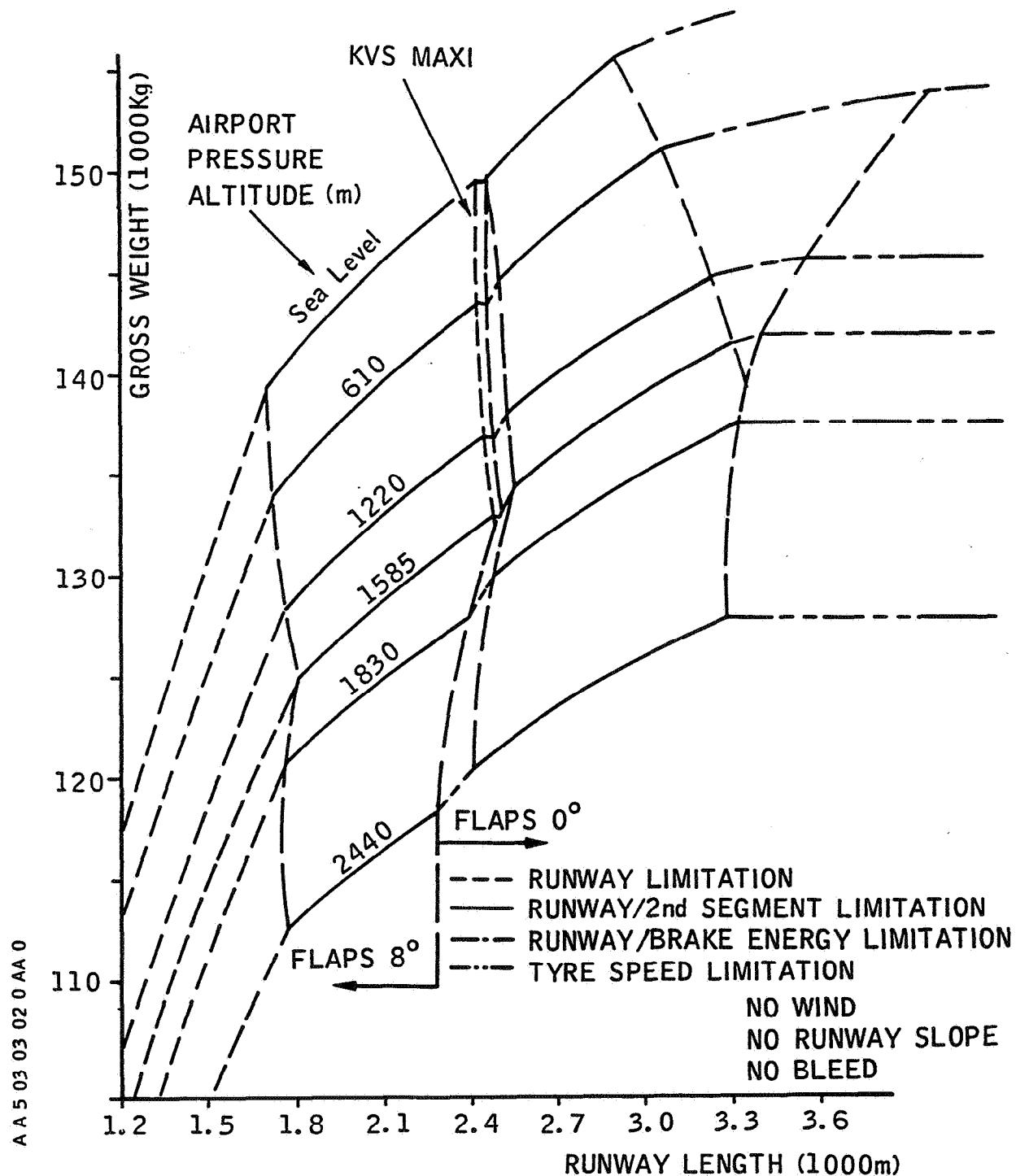
3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.1 I.S.A. CONDITIONS - ALTERNATE (U.S. UNITS)
MODEL B4-203 - C4

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
 THE APPROVED VALUES ARE STATED IN THE "OPERATING
 MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

Printed in France

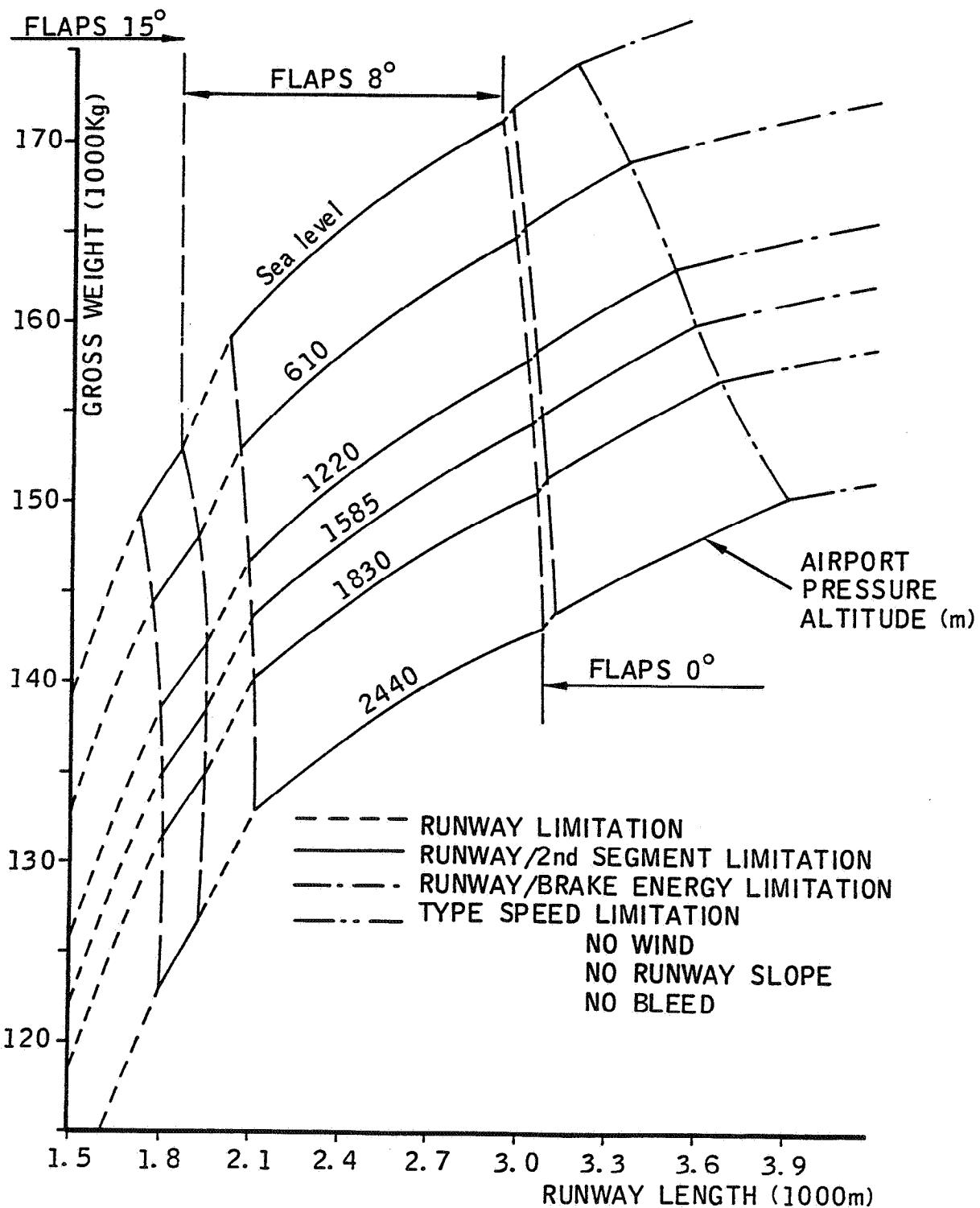


3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
 3.3.2 I.S.A. CONDITIONS - ALTERNATE (METRIC UNITS)
 MODEL B2-101

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

AA 5 03 03 02 0 AB 0



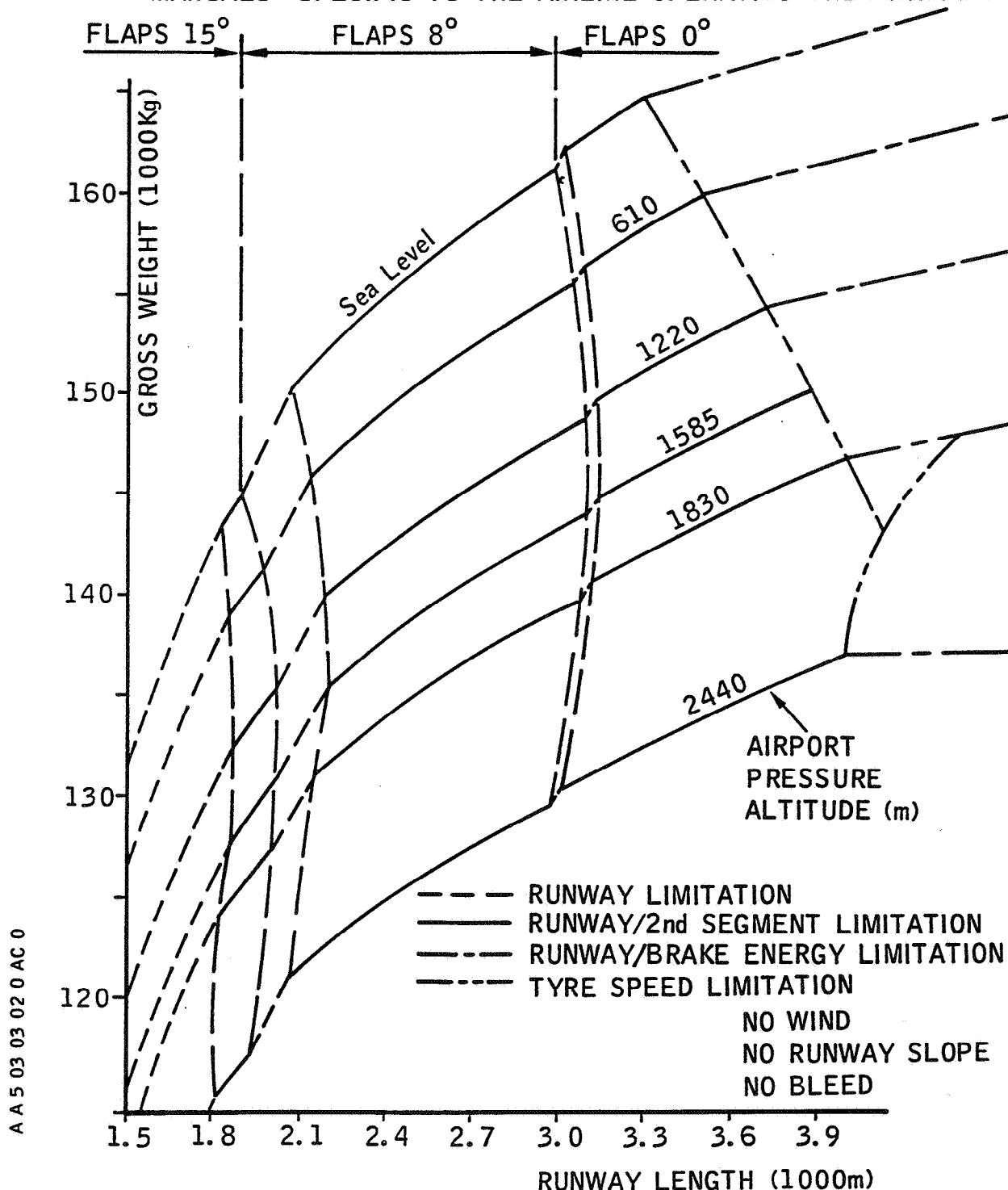
3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.2 I.S.A. CONDITIONS - ALTERNATE (METRIC UNITS)
MODEL B2 -320

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

Printed in France

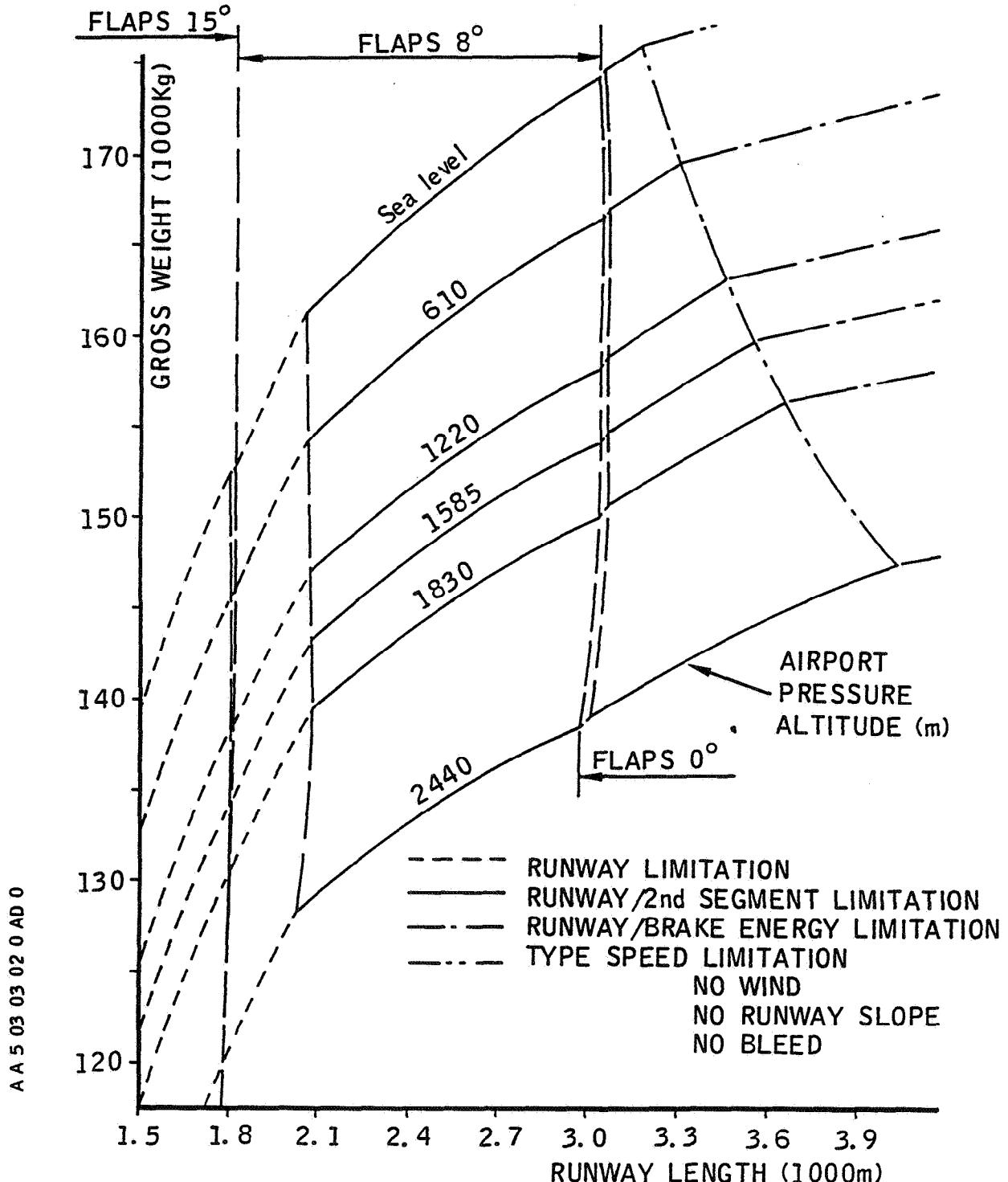


3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.2 I.S.A. CONDITIONS - ALTERNATE (METRIC UNITS)
MODEL B4-101

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



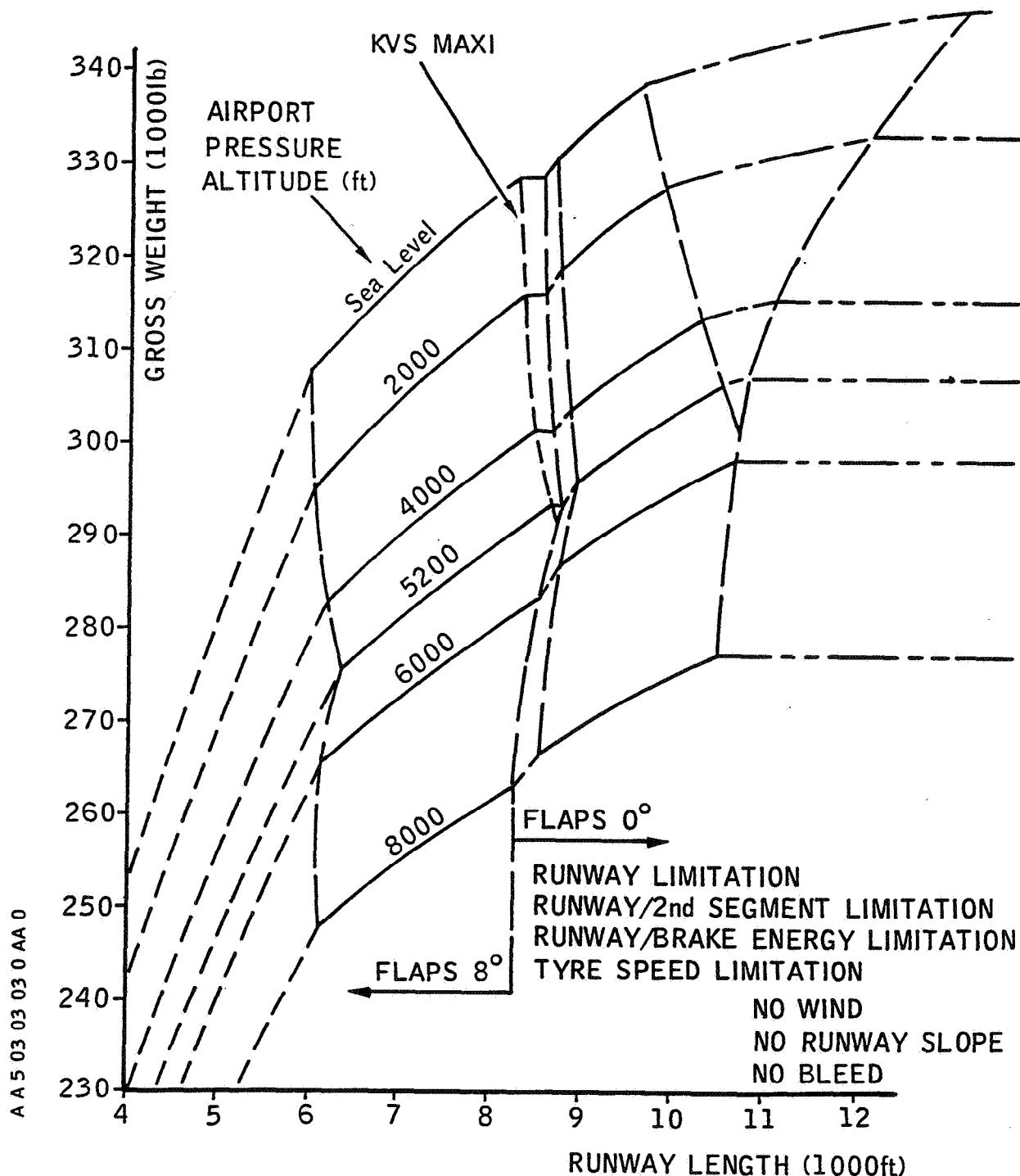
3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.2. I.S.A. CONDITIONS - ALTERNATE (METRIC UNITS)
MODEL B4-203 - C4

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

Printed in France

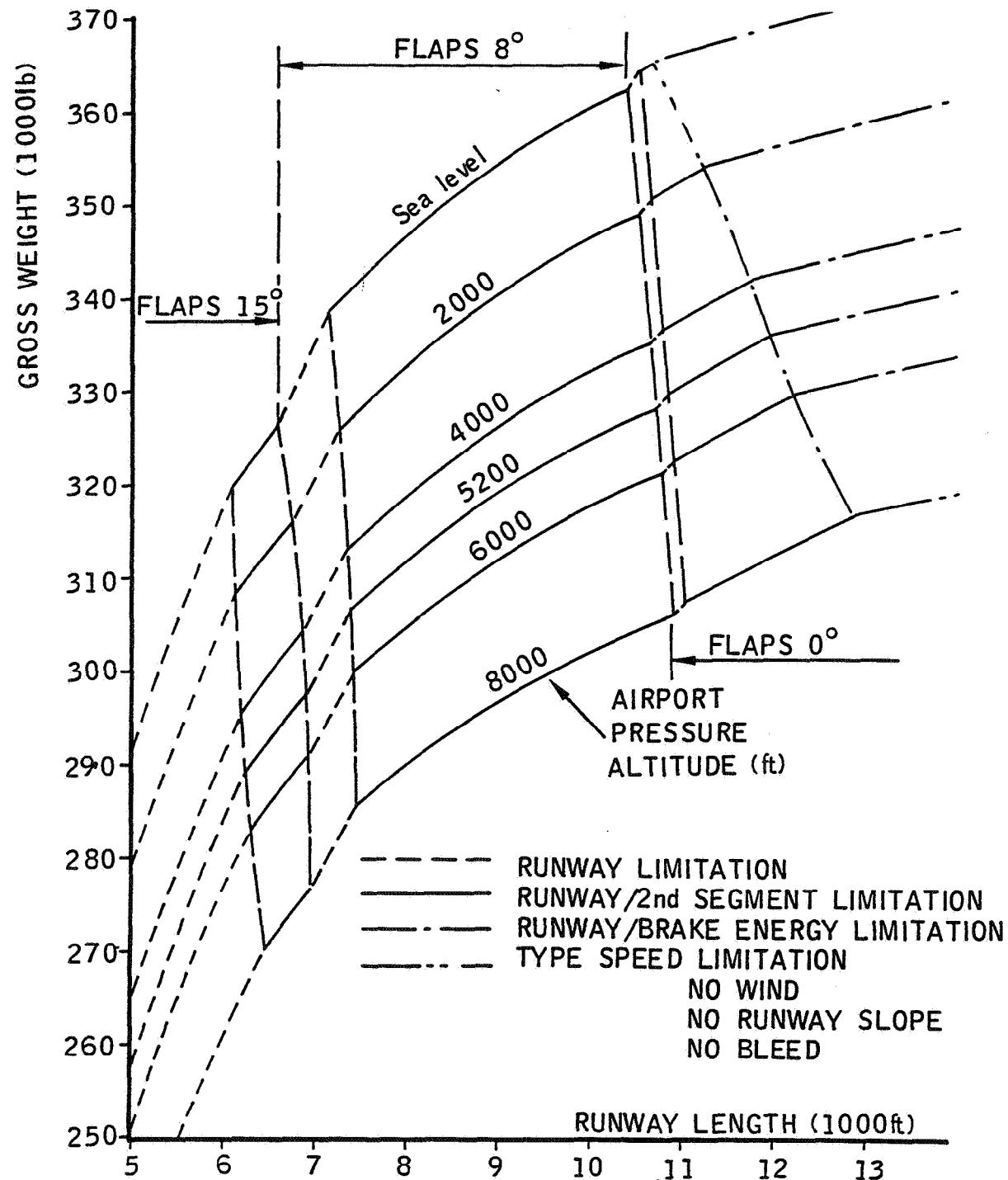


3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.3 I.S.A. CONDITIONS +59°F (+15°C) - ALTERNATE (U.S. UNITS)
MODEL B2-101

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



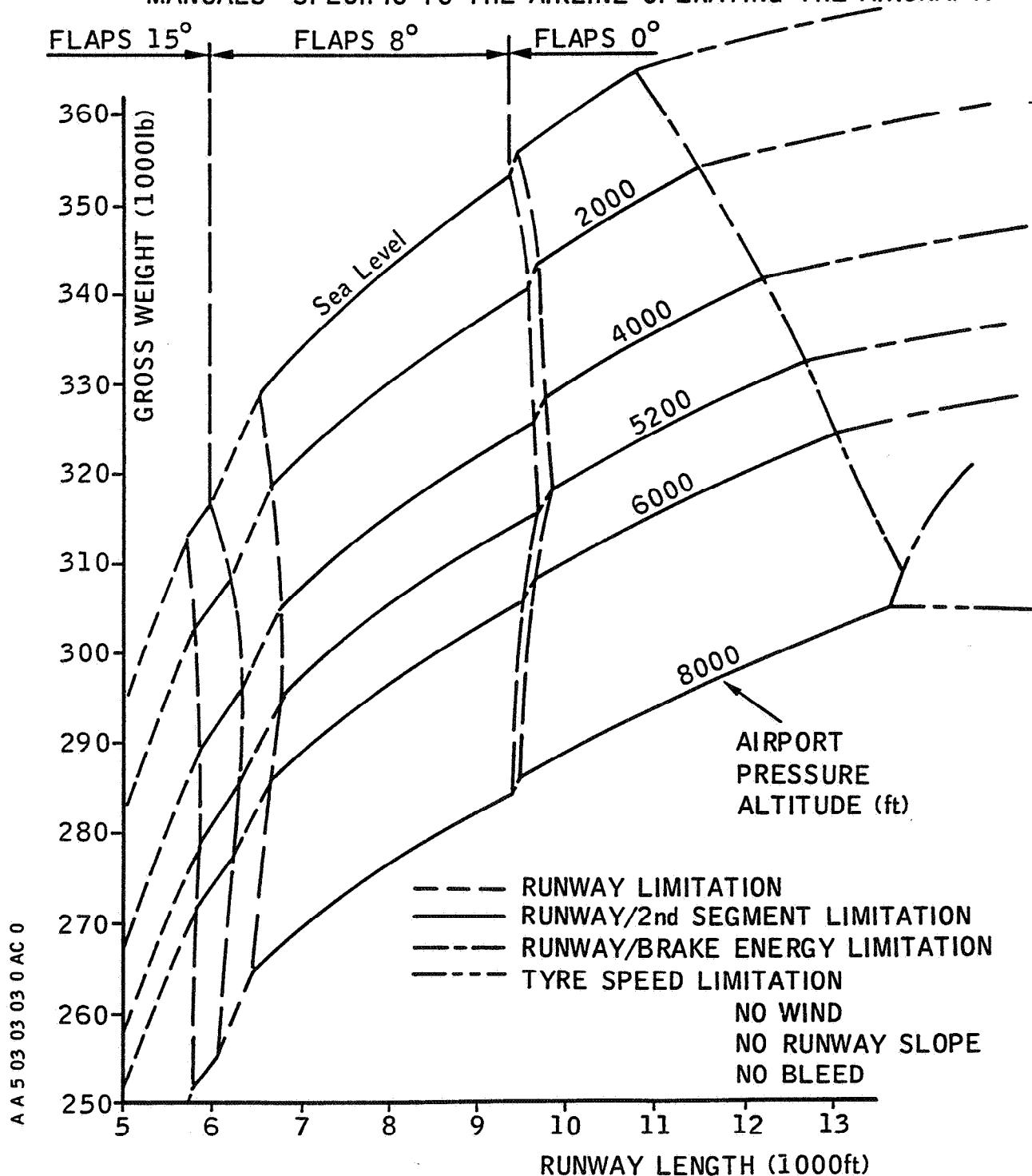
3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.3 I.S.A. CONDITIONS +59°F (+15°C) - ALTERNATE (U.S. UNITS)
MODEL B2-320

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
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MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

Printed in France



3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS

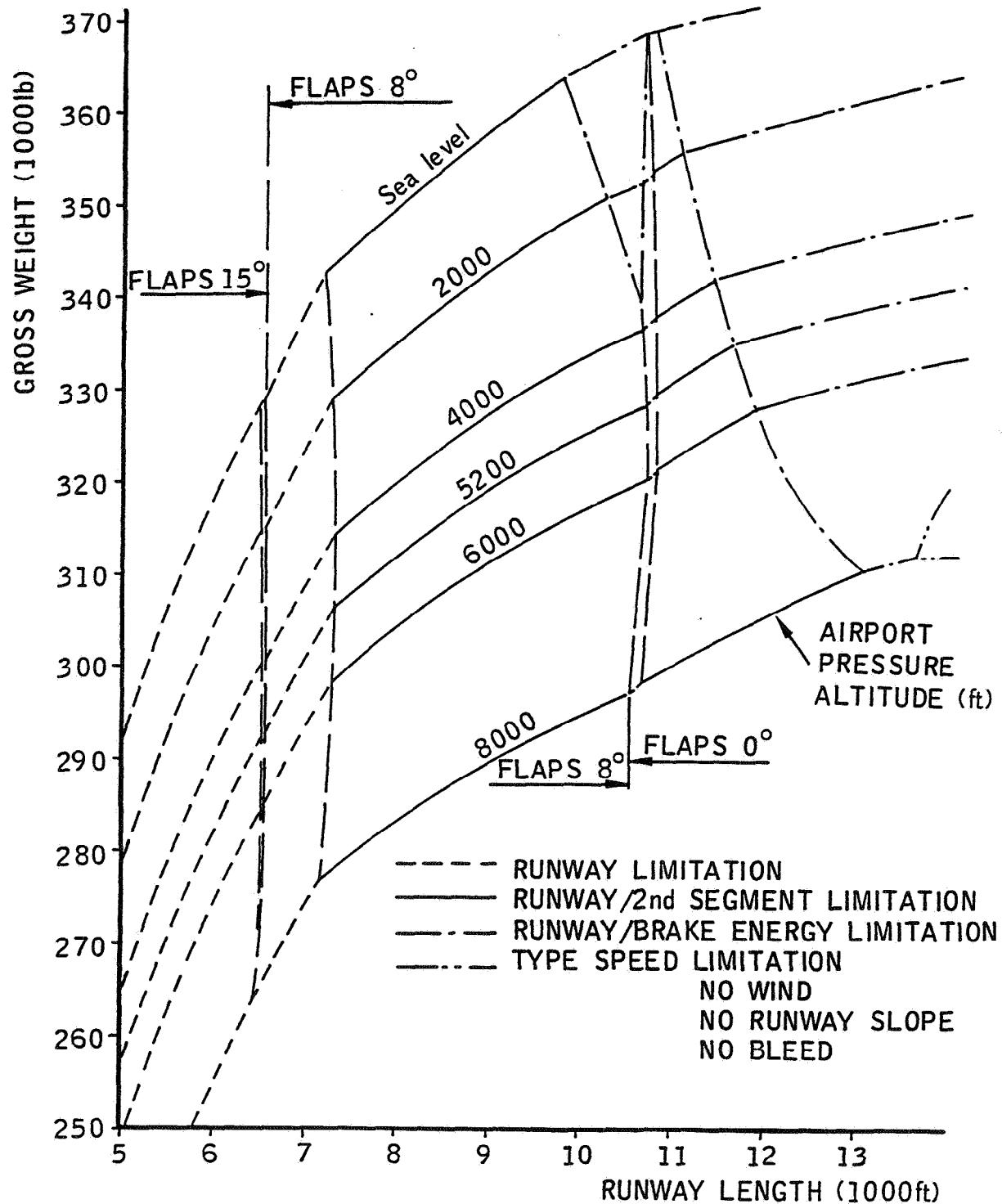
3.3.3 I.S.A. CONDITIONS +59°F (+15°C) - ALTERNATE (U.S. UNITS)

MODEL B4-101

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



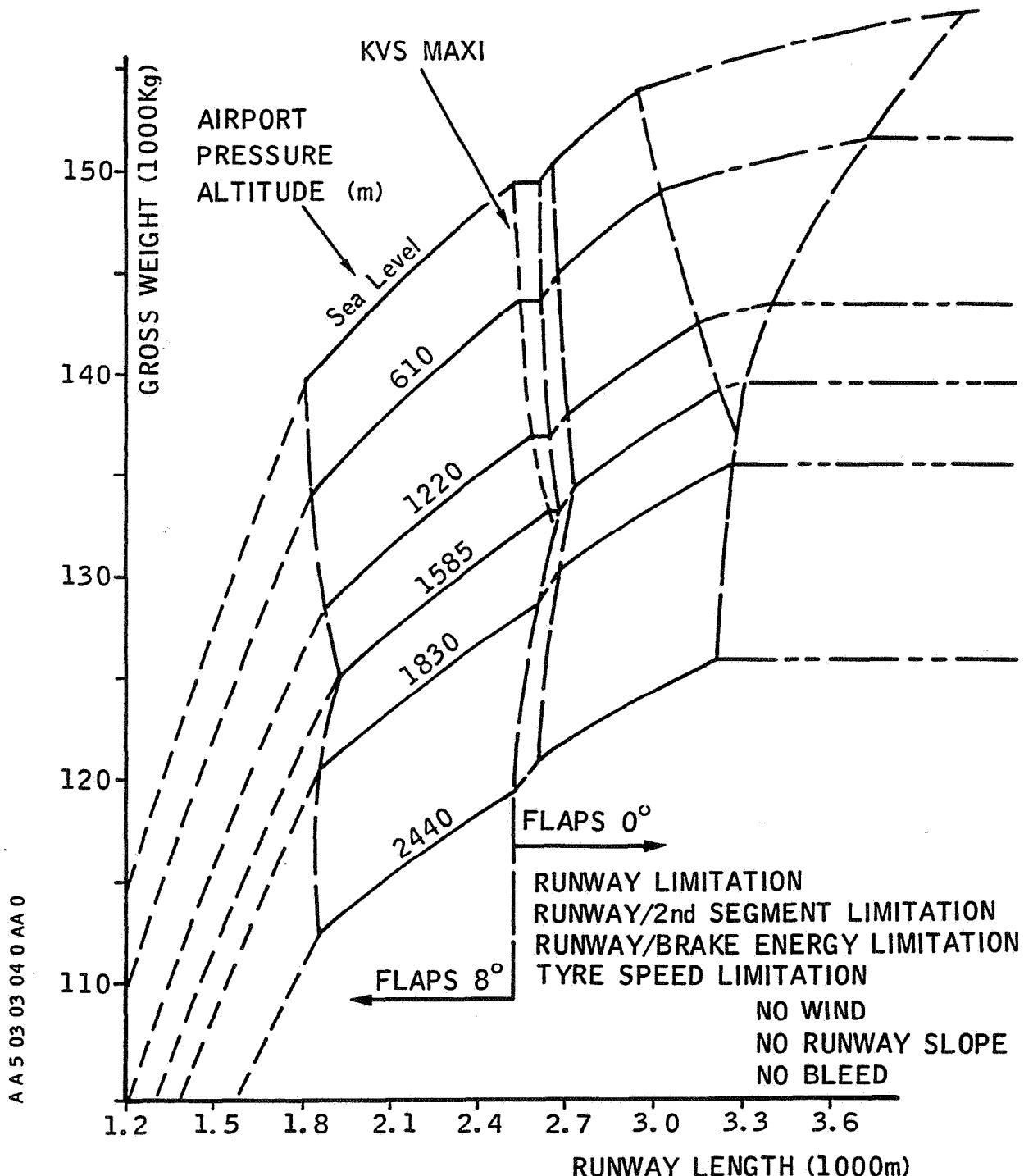
3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.3 I.S.A. CONDITIONS +59°F (+15°C) - ALTERNATE (U.S. UNITS)
MODEL B4-203 - C4

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
 THE APPROVED VALUES ARE STATED IN THE "OPERATING
 MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

Printed in France

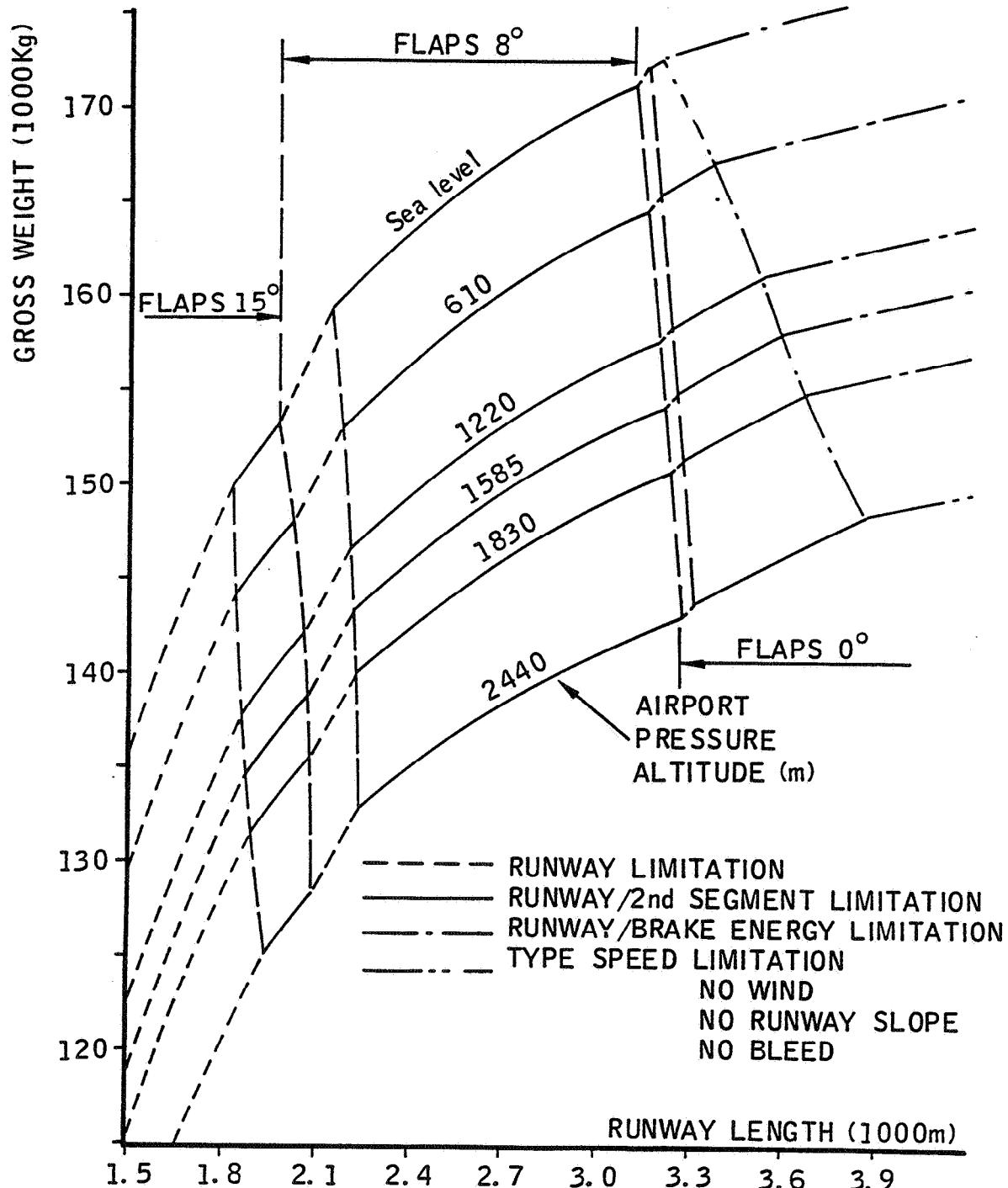


3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
 3.3.4 I.S.A. CONDITIONS +59°F (+15°C) - ALTERNATE (METRIC UNITS)
 MODEL B2-101

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



A A 5 03 03 04 0 AB 0

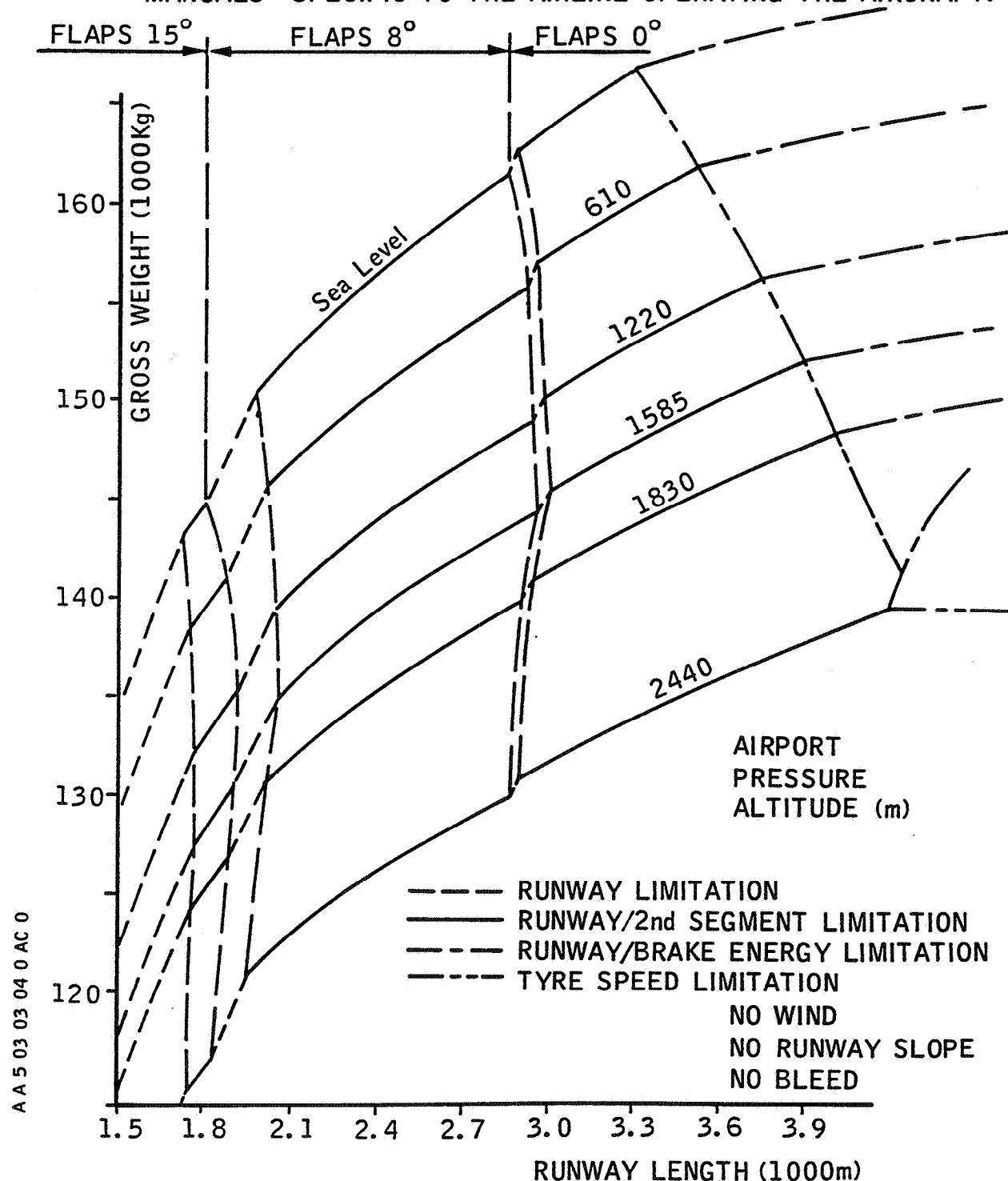
3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.4 I.S.A. CONDITIONS +59°F (+15°C) - ALTERNATE (METRIC UNITS)
MODEL B2-320

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

Printed in France

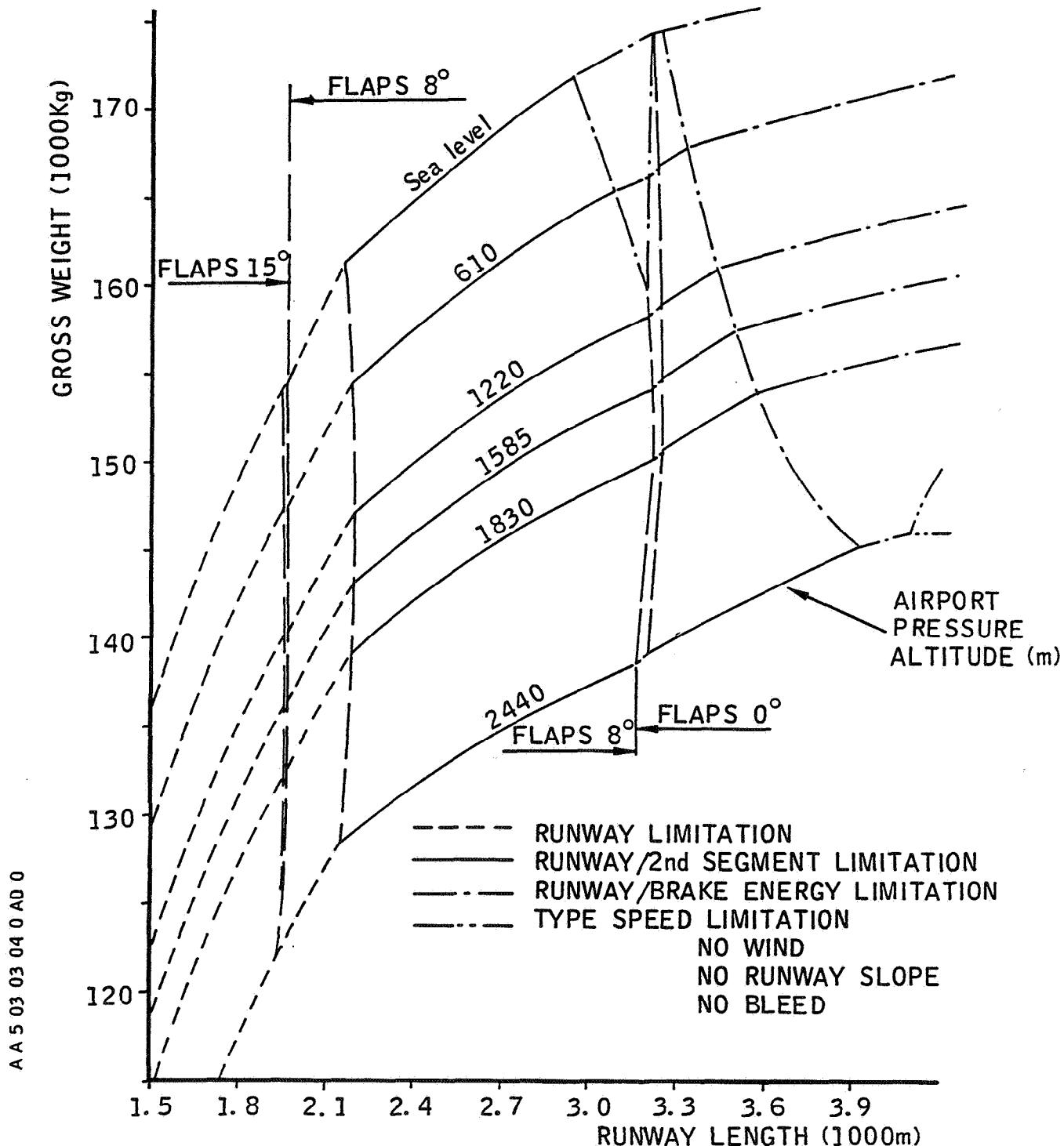


3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.4 I.S.A. CONDITIONS +59°F (+15°C) - ALTERNATE (METRIC UNITS)
MODEL B4-101

A300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



Printed in France

3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.4 I.S.A. CONDITIONS +59°F (+15°C) - ALTERNATE (METRIC UNITS)
MODEL B4-203 - C4

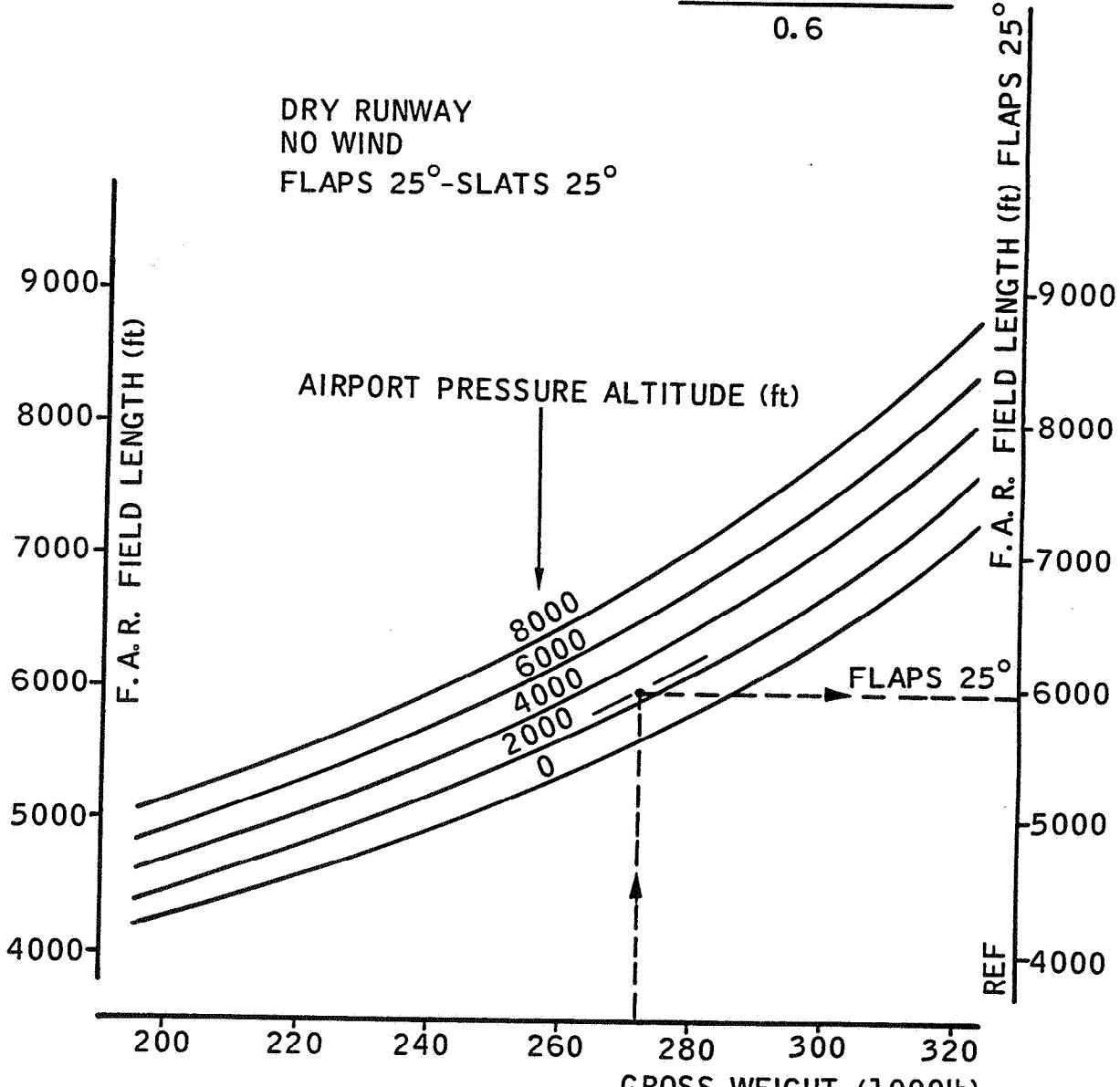
A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

F. A. R. LANDING FIELD LENGTH = $\frac{\text{ACTUAL DISTANCE}}{0.6}$

Printed in France



AA 5 03 04 01 0 AA 0

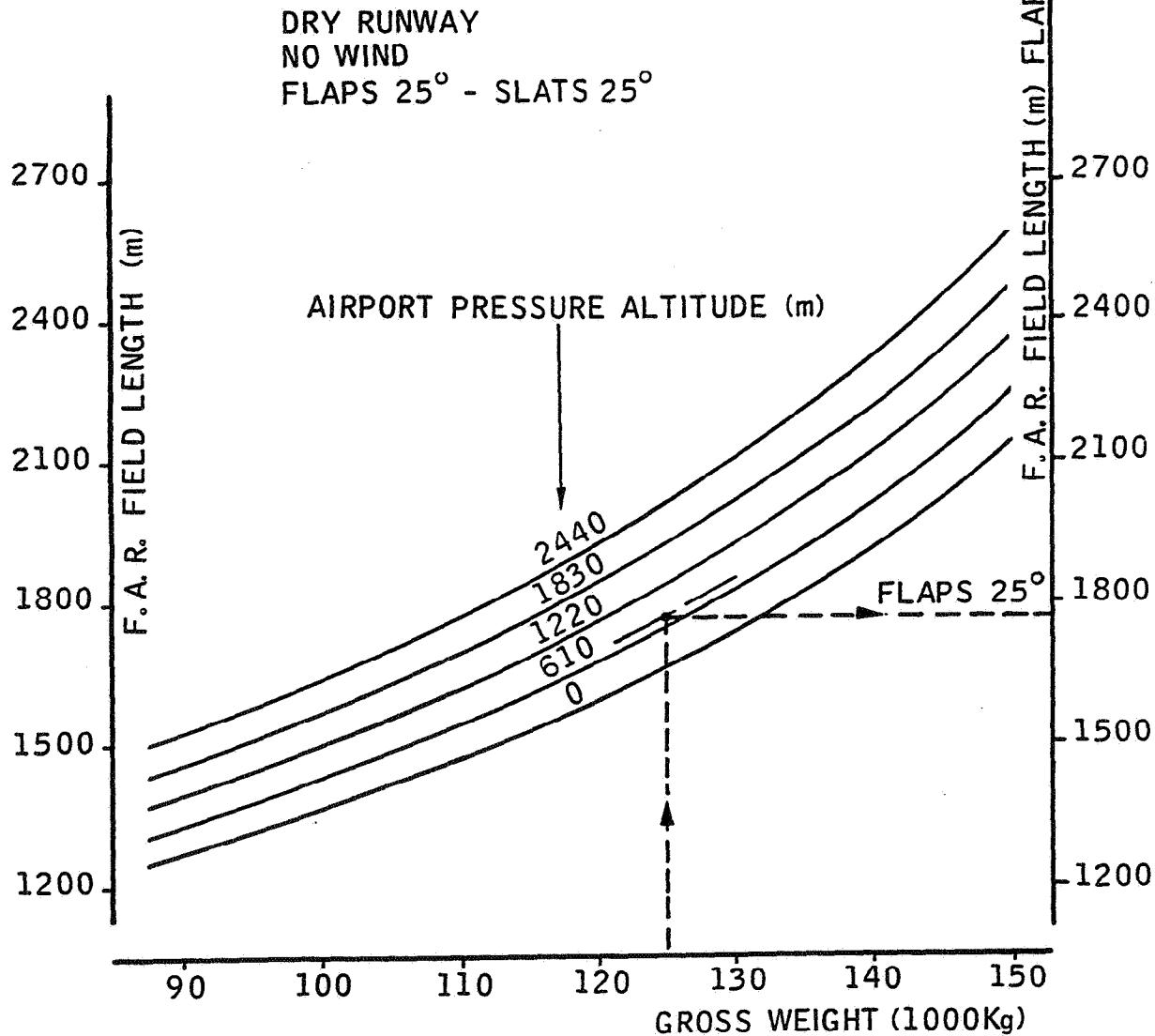
ALL AMBIENT TEMPERATURES

3.4 F.A.R. LANDING RUNWAY LENGTH REQUIREMENTS
3.4.1 FULL FLAPS (U.S. UNITS)
MODEL B4/C4

AIRBUS INDUSTRIE
A300
 AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
 THE APPROVED VALUES ARE STATED IN THE "OPERATING
 MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

F.A.R. LANDING FIELD LENGTH = ACTUAL DISTANCE

$$\frac{\text{F.A.R. FIELD LENGTH (m)}}{0.6}$$


Printed in France

AA 5 03 04 02 0 AA 0

3.4 F.A.R. LANDING RUNWAY LENGTH REQUIREMENTS
 3.4.2 FULL FLAPS (METRIC UNITS)
 MODEL B4/C4

A 300

AIRPLANE CHARACTERISTICS

INCREASE
+ 15% ON FORESEEN
WET RUNWAY

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY. THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

EXAMPLE

DATA

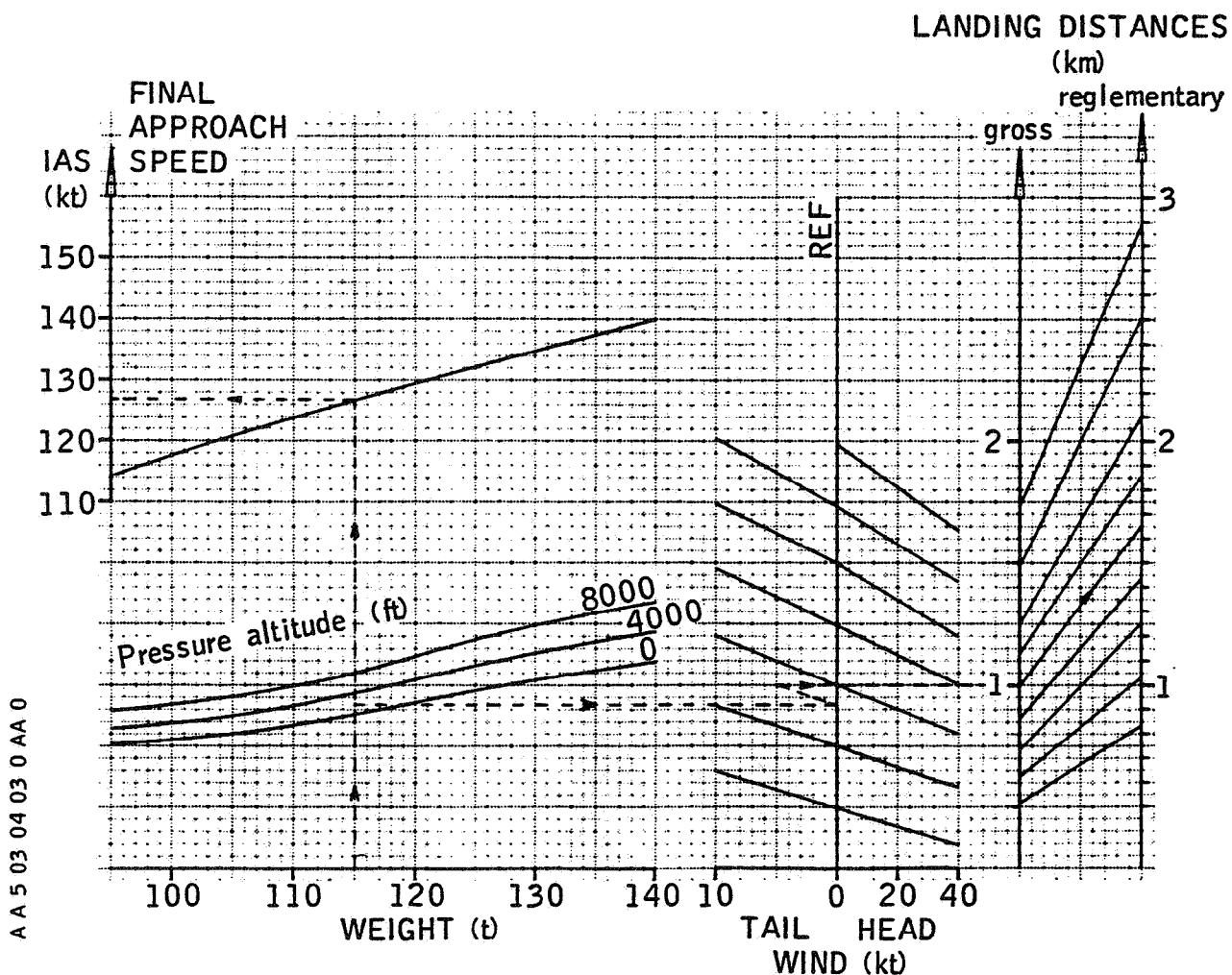
Weight : 115t
Altitude : 2000ft
Tail wind : 5kt

RESULTS

Speed : 127kt
Gross length : 1000m
Reglementary length : 1650m

SLATS 25° FLAPS 25°

Printed in France



3.4 F.A.R. LANDING RUNWAY LENGTH REQUIREMENTS

3.4.3 FULL FLAPS

MODEL B 2

Feb. 1980

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

SLATS 25° FLAPS 25°
VREF = 1.3 Vs

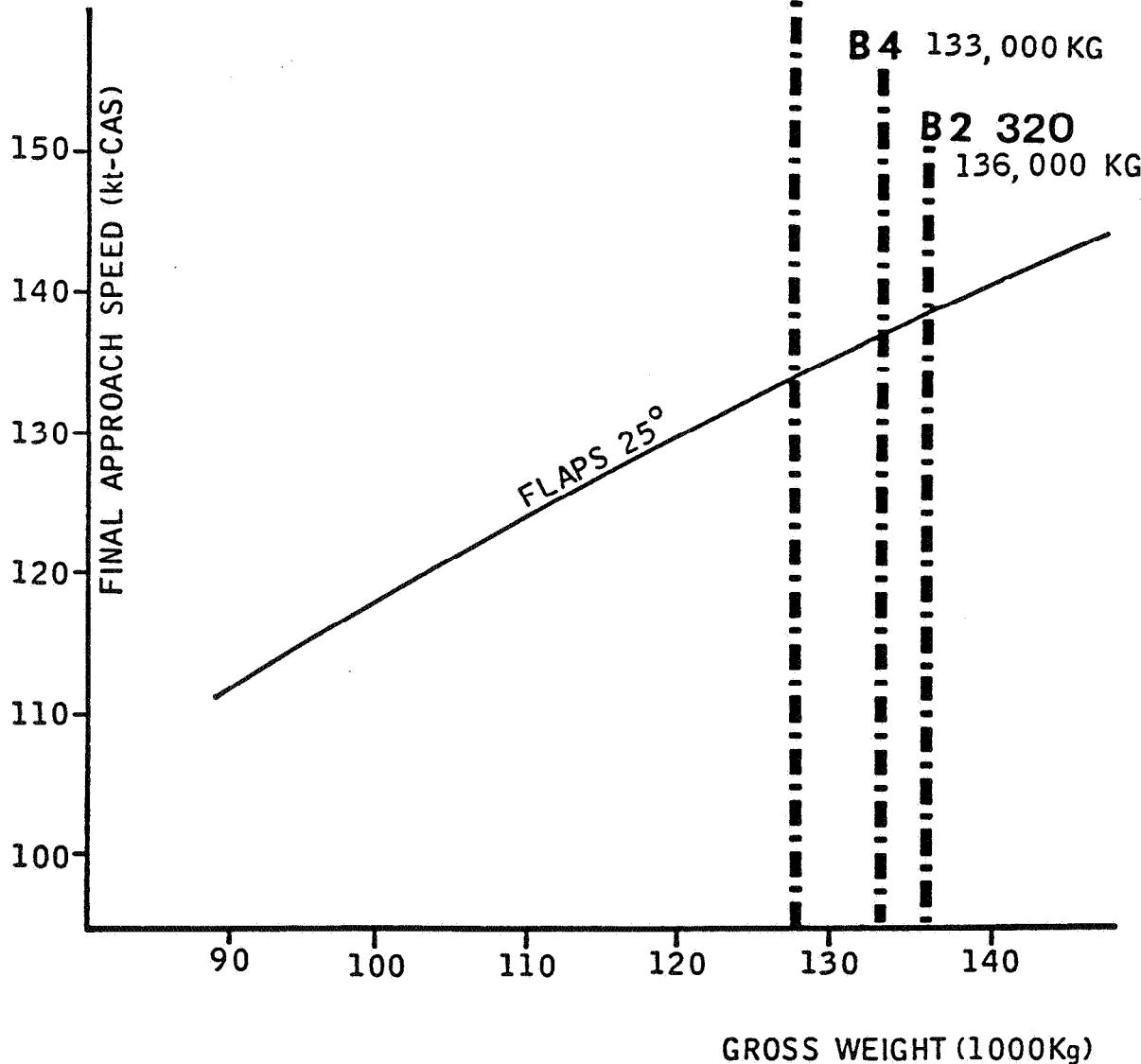
MAXIMUM
LANDING
WEIGHT

B2 127,500 KG

B4 133,000 KG

B2 320
136,000 KG

AA 5 03 05 01 0 AA 0

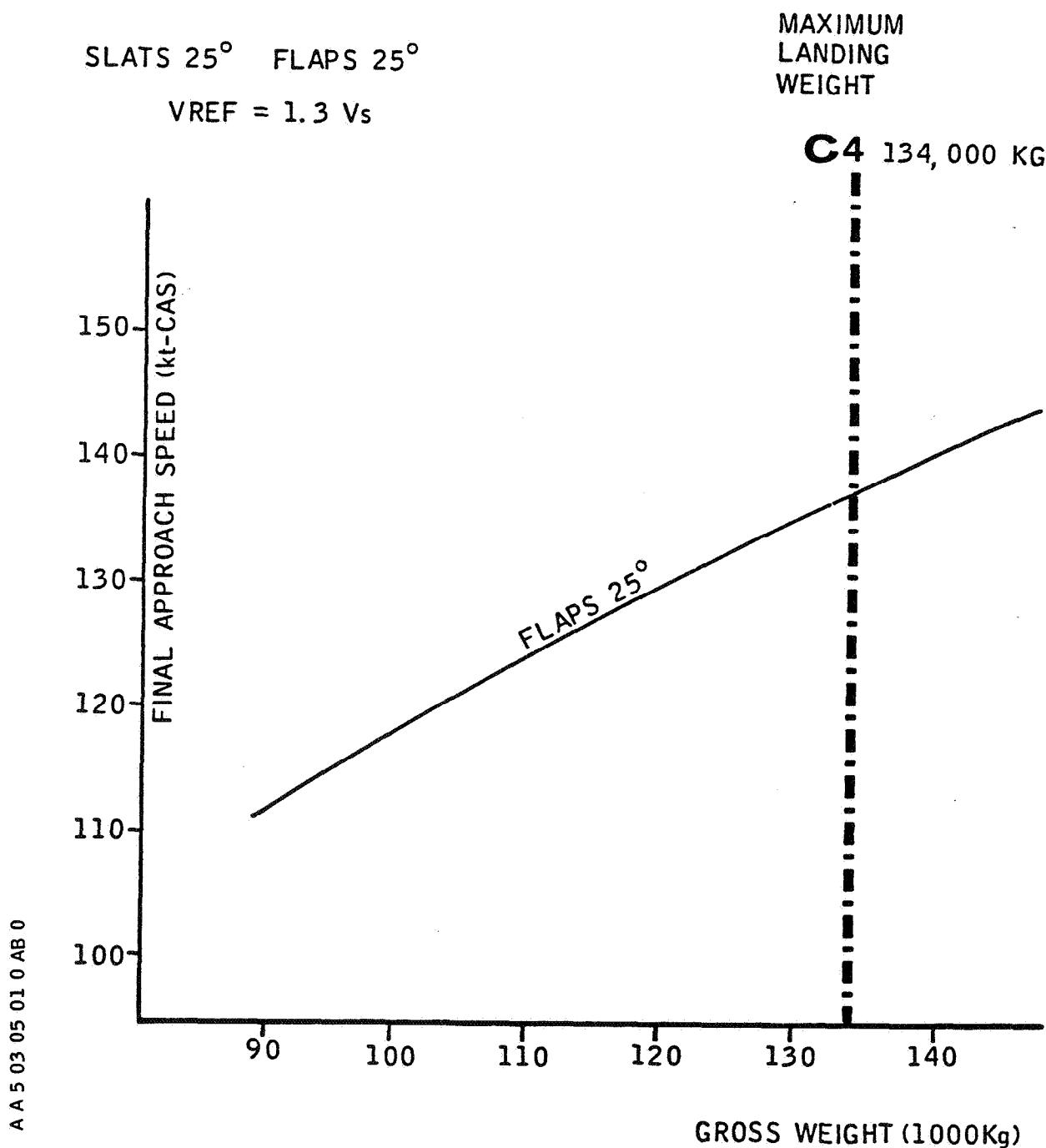


3.5 LANDING APPROACH SPEED
3.5.1 LANDING APPROACH SPEED (METRIC UNITS)
MODEL B2 - B4

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
 THE APPROVED VALUES ARE STATED IN THE "OPERATING
 MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

Printed in France

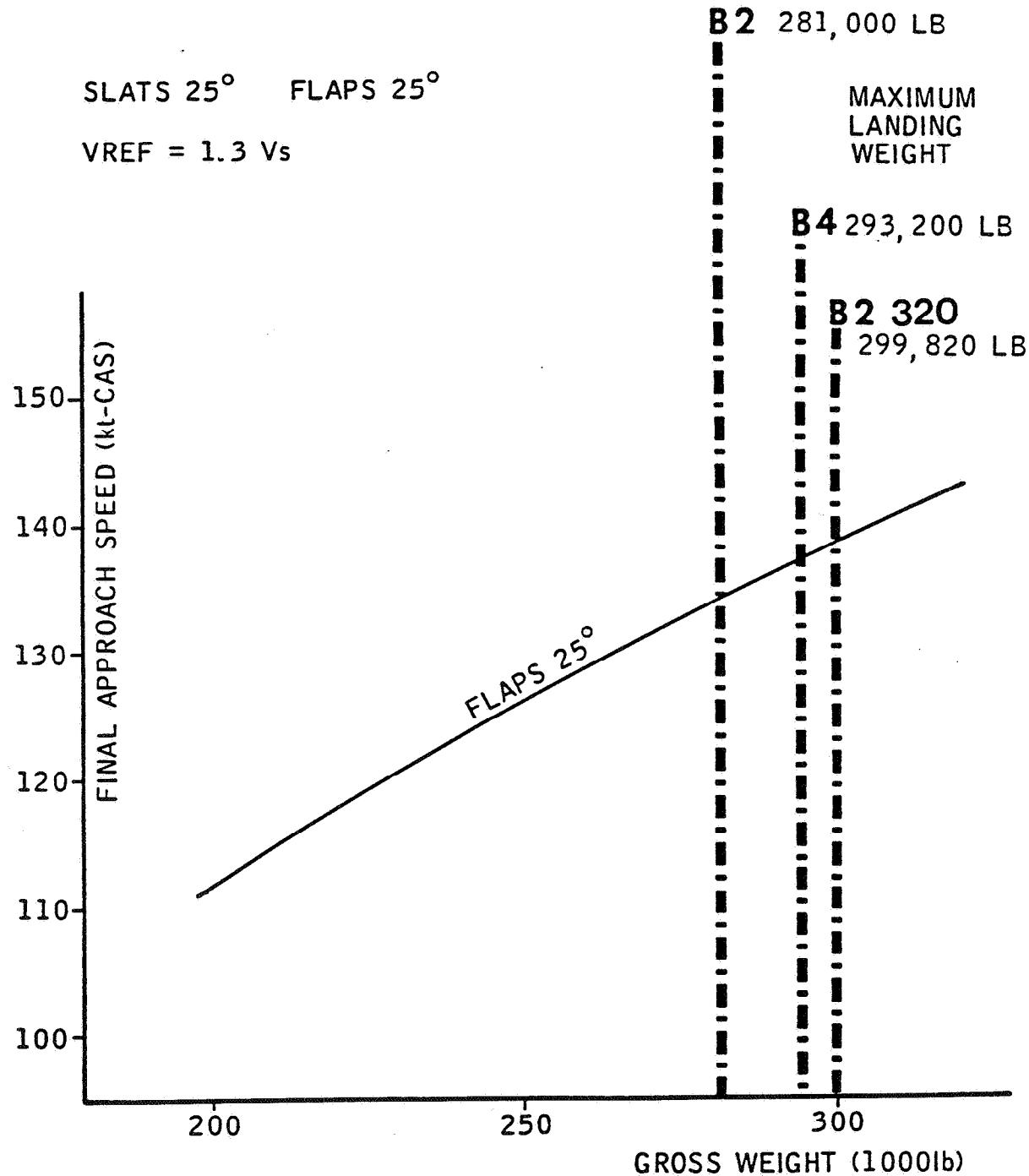


3.5 LANDING APPROACH SPEED
 3.5.1 LANDING APPROACH SPEED (METRIC UNITS)
 MODEL C4

A 300

AIRPLANE CHARACTERISTICS

NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
 THE APPROVED VALUES ARE STATED IN THE "OPERATING
 MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



Printed in France

3.5 LANDING APPROACH SPEED
 3.5.2 LANDING APPROACH SPEED (U.S. UNITS)
 MODEL B2 - B4

AIRBUS INDUSTRIE

A 300

AIRPLANE CHARACTERISTICS

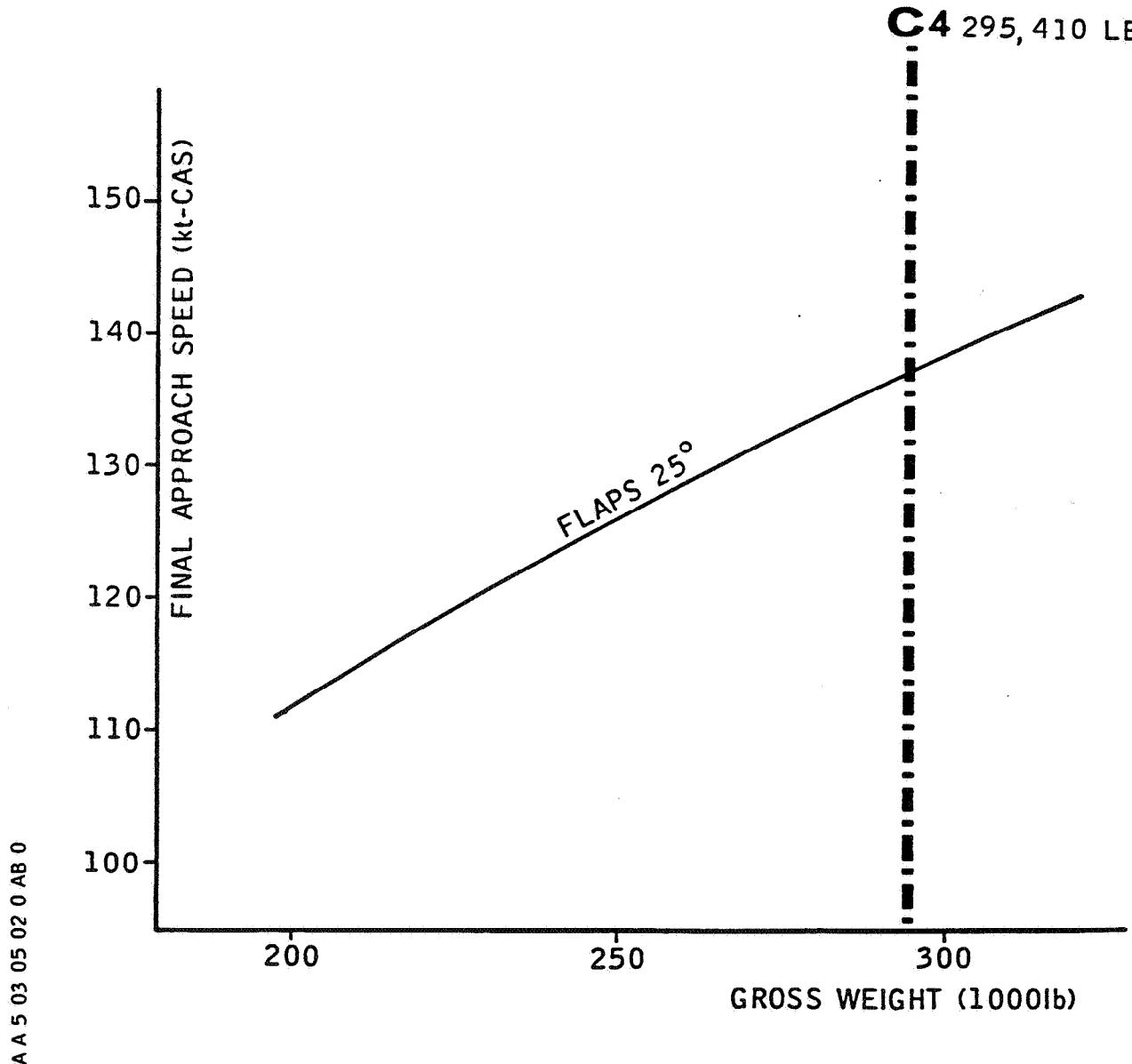
NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

SLATS 25° FLAPS 25°

VREF = 1.3 Vs

MAXIMUM
LANDING
WEIGHT

C4 295,410 LB



AA 5 03 05 02 0 AB 0

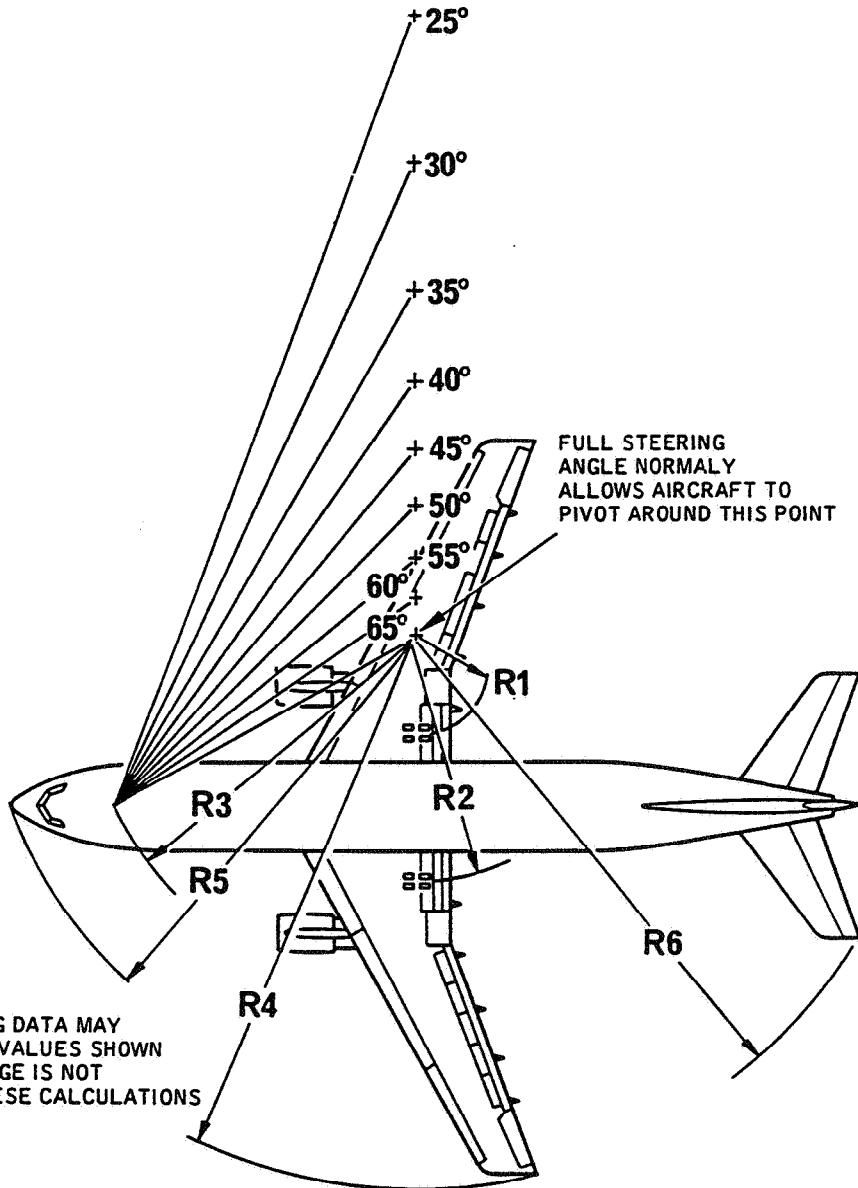
3.5 LANDING APPROACH SPEED
3.5.2 LANDING APPROACH SPEED (U.S. UNITS)
MODEL C4

A 300
AIRPLANE CHARACTERISTICS

- 4.0 GROUND MANEUVERING
- 4.1 Turning radii - No slip angle
- 4.2 Minimum turning radii
- 4.3 Visibility from cockpit in static position
- 4.4 Runway and taxiway turnpaths
 - 4.4.1 More than 90° turn runway to taxiway
 - 4.4.2 90° turn runway to taxiway
 - 4.4.3 90° turn taxiway to taxiway
- 4.5 Runway holding apron
- 4.6 Minimum parking space requirement
 - 4.6.1 Minimum parking space requirements (U.S. units)
 - 4.6.2 Minimum parking space requirements (Metric units)

A 300

AIRPLANE CHARACTERISTICS



Printed in France

STEERING ANGLE (°)	R1		R2		R3		R4		R5		R6	
	FT	M	FT	M	FT	M	FT	M	FT	M	FT	M
30	90.51	27.59	122.01	37.19	122.70	37.40	181.37	55.28	134.78	41.08	163.14	49.73
35	71.87	21.90	103.36	31.50	106.95	32.60	162.91	49.65	120.63	36.77	148.21	45.17
40	57.36	17.48	88.86	27.08	95.44	29.09	148.58	45.29	110.55	33.70	137.21	41.82
45	45.60	13.90	77.10	23.50	86.76	26.44	136.98	41.75	103.15	31.44	128.81	39.26
50	35.73	10.89	67.22	20.49	80.09	24.41	127.27	38.79	97.60	29.75	122.19	37.24
55	27.21	8.29	58.70	17.89	74.89	22.83	118.91	36.24	93.39	28.46	116.84	35.61
60	19.67	6.00	51.17	15.60	70.84	21.59	113.53	34.00	90.17	27.48	112.44	34.27
65	12.86	3.92	44.35	13.52	67.69	20.63	104.89	31.97	87.72	26.74	108.75	33.15

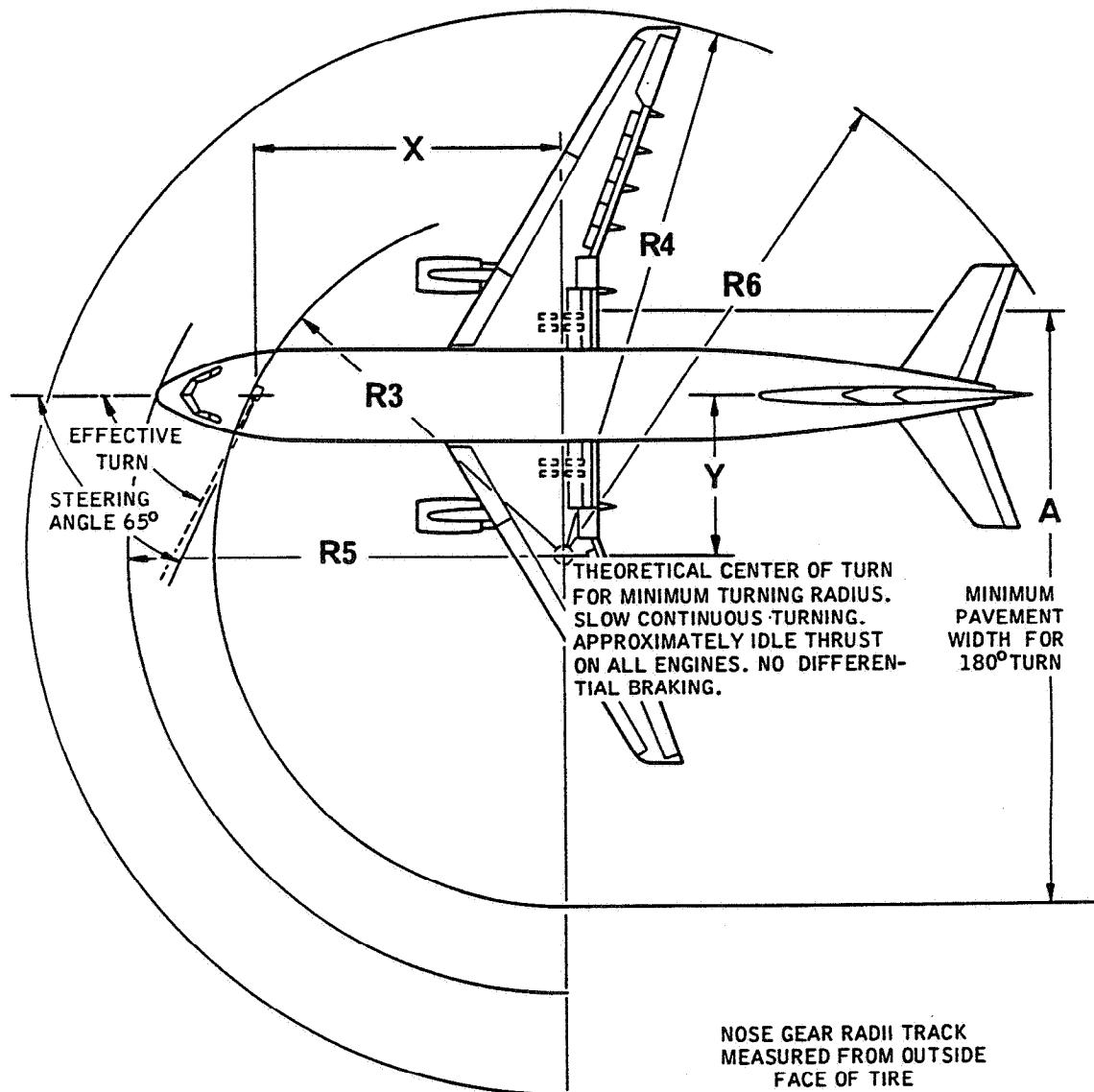
4.1 TURNING RADII NO SLIP ANGLE

MODEL B2 - B4 - C4

A 300

AIRPLANE CHARACTERISTICS

Printed in France



A A 5 04 02 00 0 AF 0

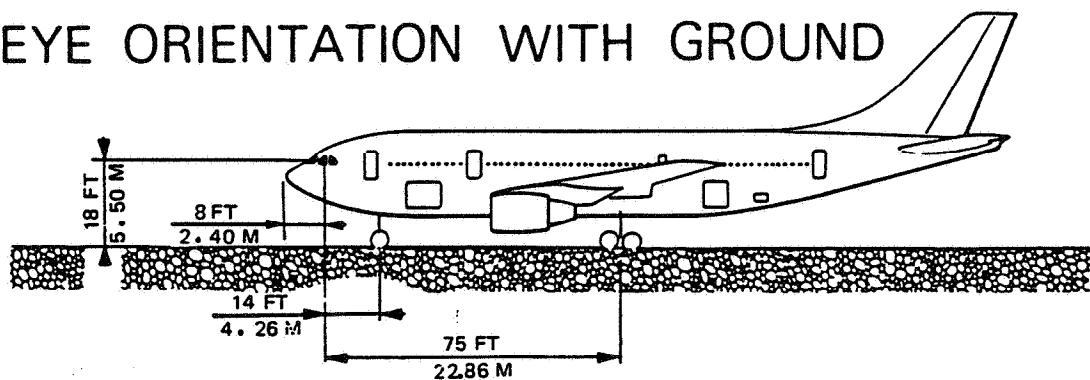
C.G. AC	EFFECTIVE TURN ANGLE	X	Y	A	R3	R4	R5	R6
FWD 15%	61° 64	61.35 18.70	33.11 10.09	122.26 37.26	69.71 21.25	109.27 33.31	89.29 27.21	111.15 33.88
AFT 33%	58° 74	61.35 18.70	37.23 11.35	128.44 39.15	71.77 21.88	113.31 34.54	90.90 27.71	113.47 34.58

4.2 MINIMUM TURNING RADII MODEL B2 - B4 - C4

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

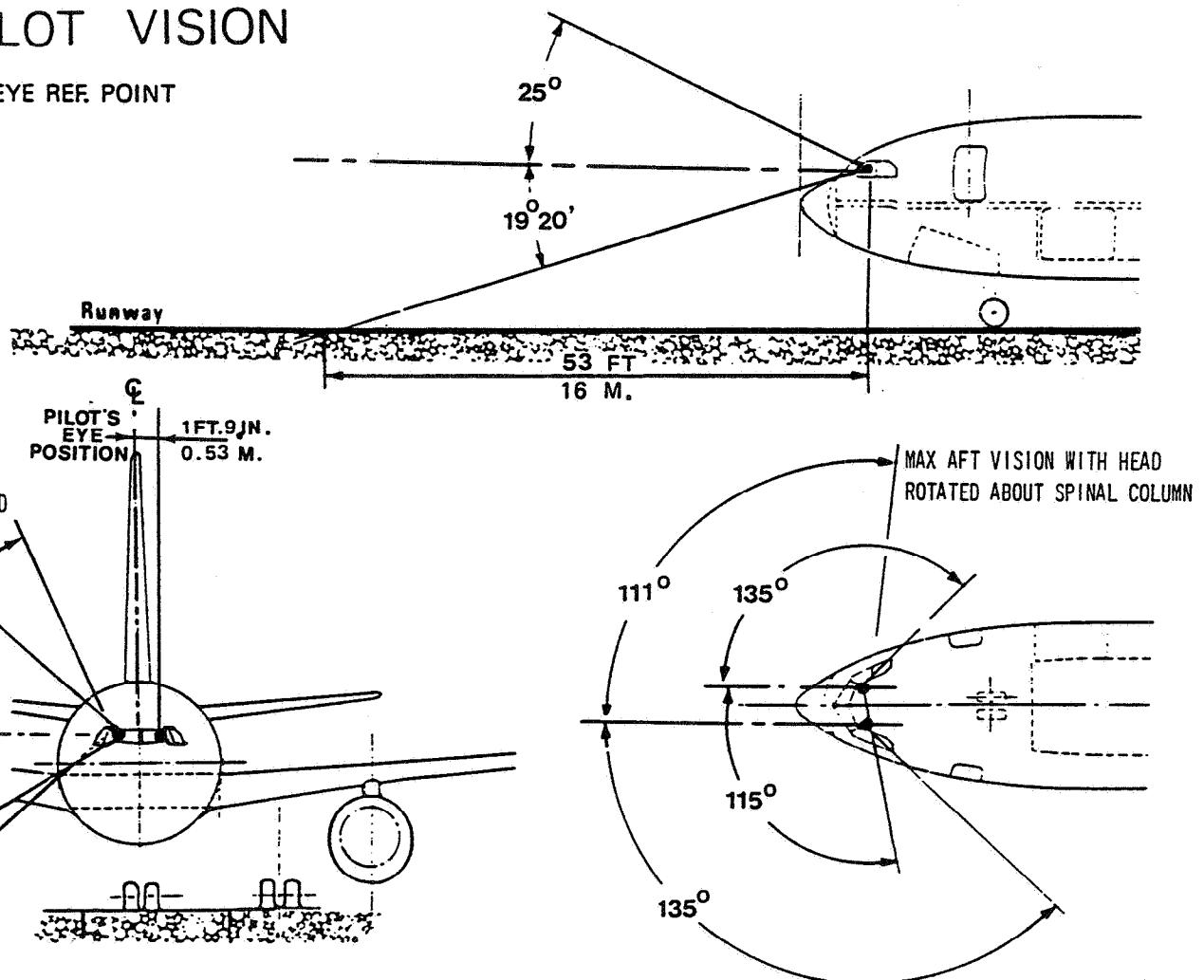
NOT TO BE USED FOR
 LANDING APPROACH VISIBILITY

PILOT EYE ORIENTATION WITH GROUND



PILOT VISION

- EYE REF. POINT

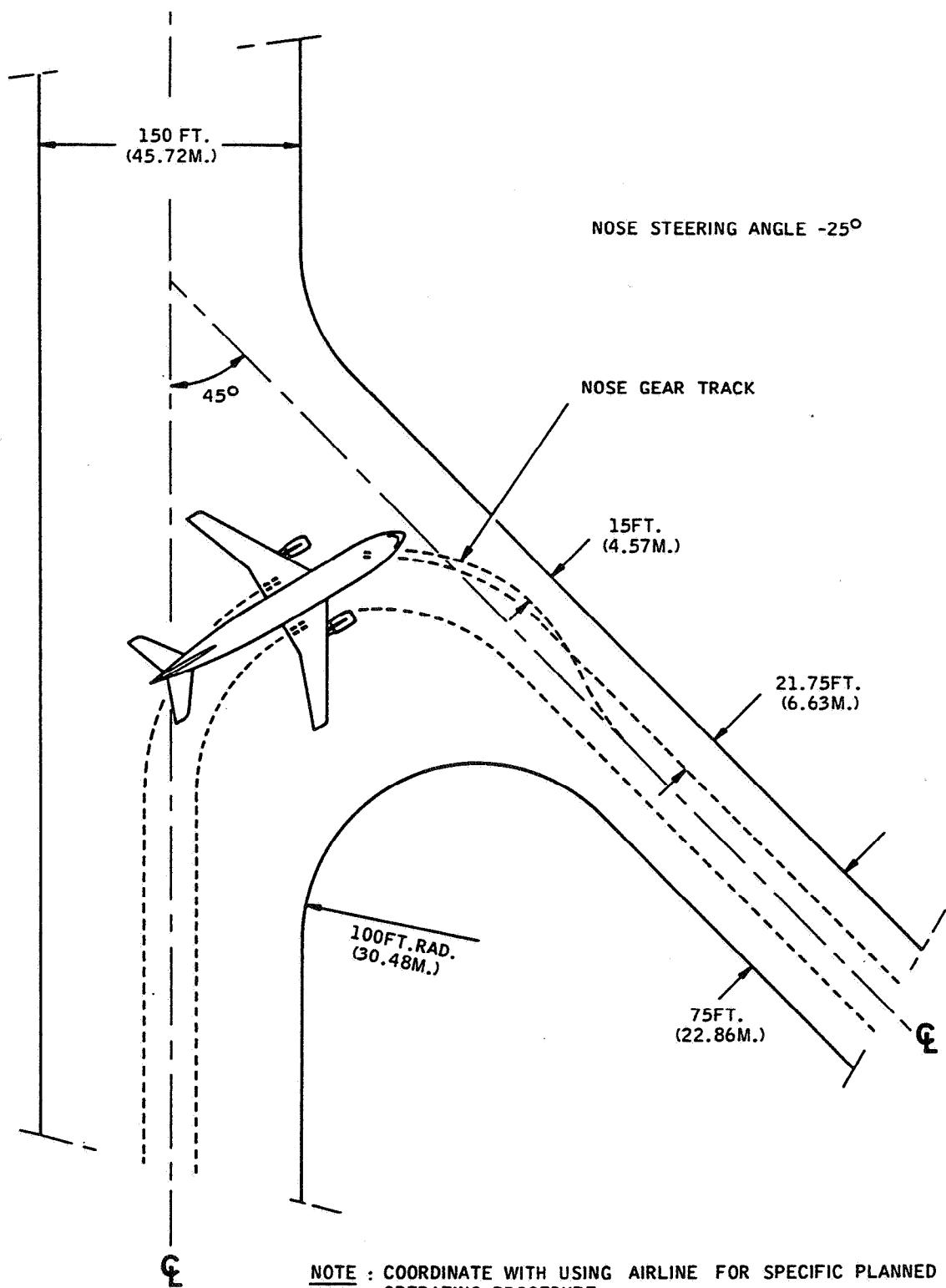


4.3 VISIBILITY FROM COCKPIT IN STATIC POSITION
 MODEL B2 - B4 - C4

A 300
AIRPLANE CHARACTERISTICS

Printed in France

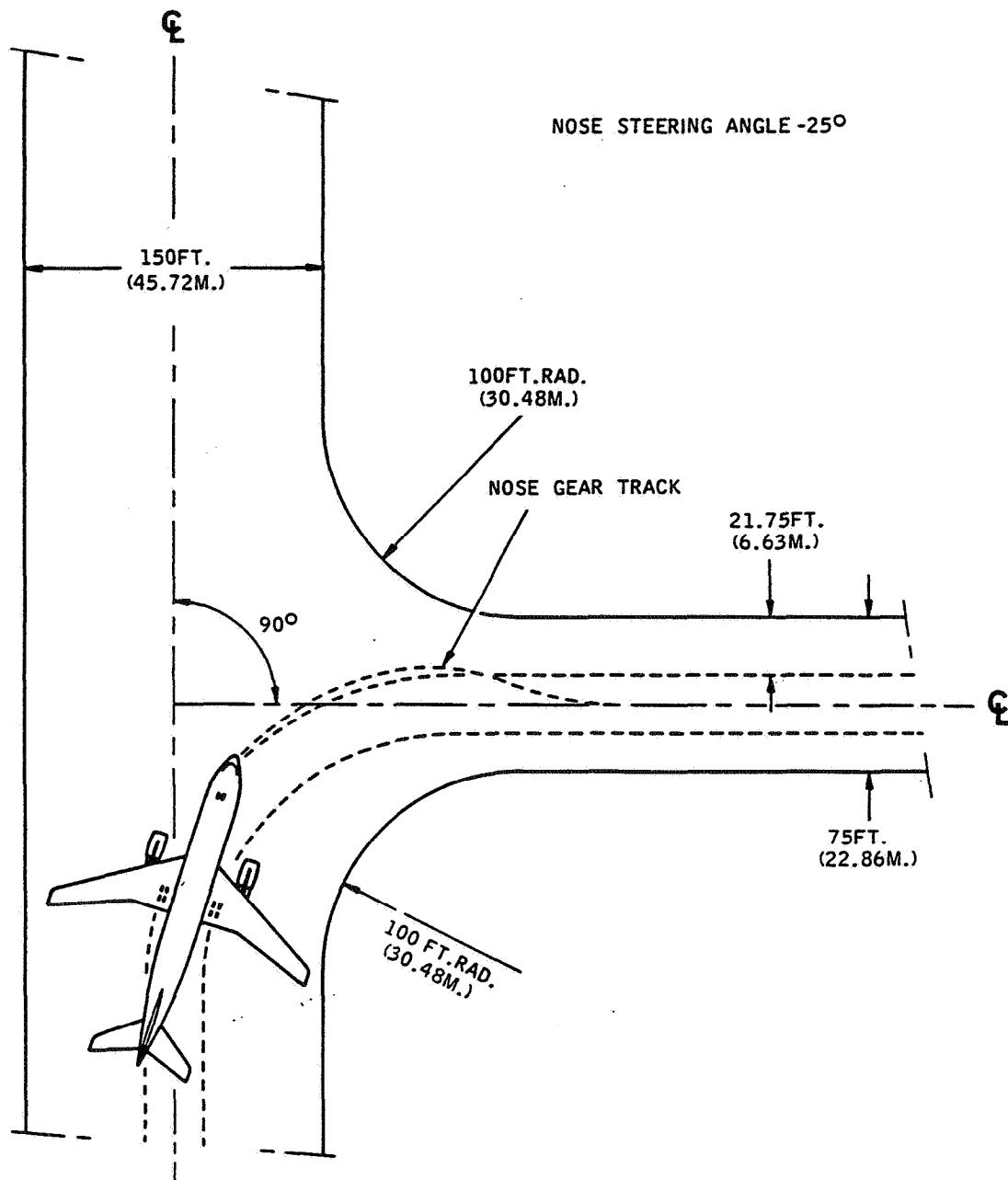
AA 5 04 04 01 0 AA 0



NOTE : COORDINATE WITH USING AIRLINE FOR SPECIFIC PLANNED OPERATING PROCEDURE

4.4 RUNWAY AND TAXIWAY TURN PATHS
4.4.1 MORE THAN 90° TURN RUNWAY TO TAXIWAY
MODEL B2 - B4 - C4

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS



Printed in France

NOTE :COORDINATE WITH USING AIRLINE FOR SPECIFIC PLANNED OPERATING PROCEDURE

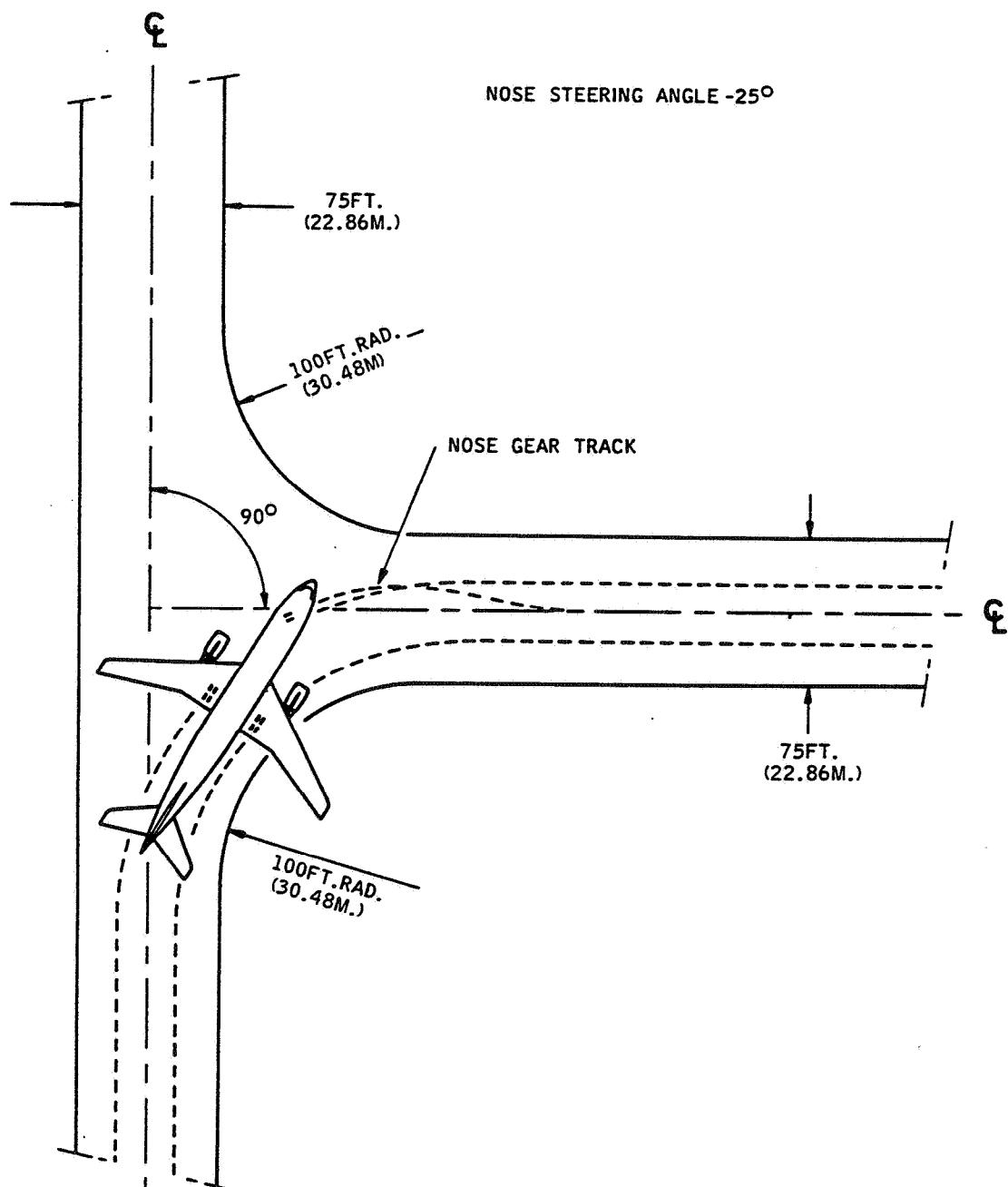
4.4 RUNWAY AND TAXIWAY TURN PATHS
 4.4.2 90° TURN RUNWAY TO TAXIWAY
 MODEL B2 - B4 - C4

A 300

AIRPLANE CHARACTERISTICS

Printed in France

AA 5 04 04 03 0 AA 0

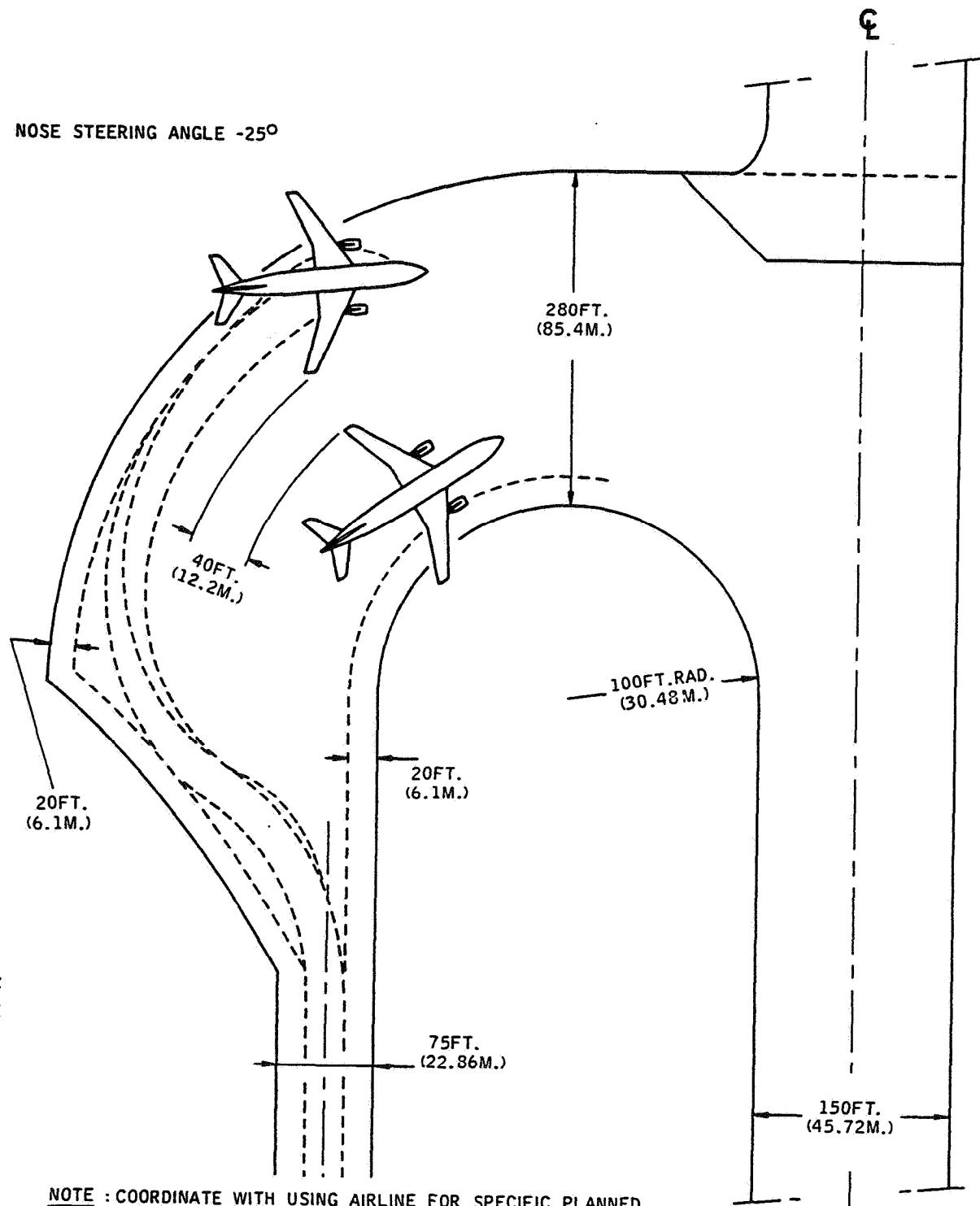


NOTE : COORDINATE WITH USING AIRLINE FOR SPECIFIC PLANNED OPERATING PROCEDURE

4.4 RUNWAY AND TAXIWAY TURN PATHS
 4.4.3 90° TURN TAXIWAY TO TAXIWAY
 MODEL B2 - B4 - C4

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

NOSE STEERING ANGLE -25°



4.5 RUNWAY HOLDING APRON
 MODEL B2 - B4 - C4

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

4.5 Minimum Parking Space Requirements

The following charts show the rectangle space required for parking against the terminal building, chart 4.5.1 is in feet and chart 4.5.2 in meters.

The rectangle includes allowance for swinging the airplane on arrival and departure. Four parking and departure techniques are considered, as follows :

(a) Nose in (Tow Out)

The A300 taxies in at right angles to the terminal and halts with the radome 15 feet (4.57 meters) away from it. On departure it is towed out backwards at right angles to the terminal. An allowance of 25 feet (7.62 meters) spanwise is added for clearance from other airplane.

(b) Parallel (Power Out)

The A300 taxies in a right angles to the terminal then swings with maximum nose wheel steering (65°) to achieve minimum turning radius as shown in chart 4-2, halting when the fuselage centerline lies parallel to the terminal after a 10 feet (3.05 meters) taxiing straight forward. On departure it taxies 10 feet (3.05 meters) straight forward, then swings with maximum nose wheel steering (65°) until facing at right angles away from the terminal. Clearance of at least 25 feet (7.62 meters) is maintained between the A300 and the terminal, the critical part being the wing tip during the arrival swing.

An allowance of 25 feet (7.62 meters) parallel to the terminal is added for clearance from other airplane, the critical parts of the A300 being the tail cone during the arrival swing and the wing tip on departure.

(c) 45° Angle In (Power Out)

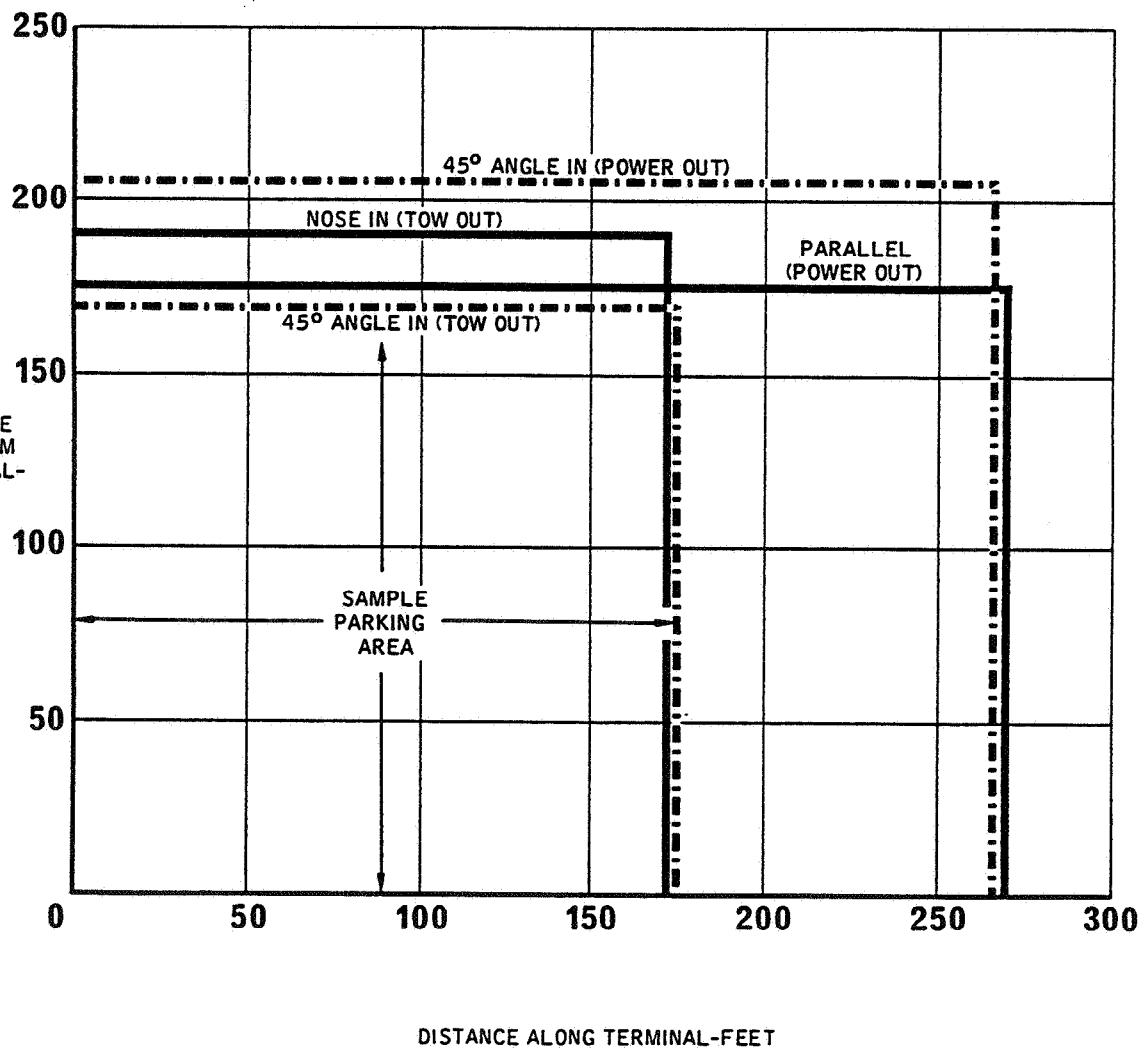
The same procedure is followed as in the last case, except that the A300 halts with its fuselage centerline at 45° to the terminal. Clearance and allowance are the same.

(d) 45° Angle In (Tow Out)

The same procedure is followed as in the last case, except that on departure the A300 is towed with maximum nose wheel steering with a 10 feet (3.05 meters) initial straight run. Clearance and allowance are the same.

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

NOTES :	65° NOSE WHEEL STEERING (POWER OUT)	7,6 METER BUILDING CLEARANCE FOR OTHER PARKING POSITIONS.
	3 METER TRAVEL WITH NOSE WHEEL STRAIGHT AHEAD BEFORE AND AFTER PARKED POSITION.	7,6 METER AIRPLANE TO AIRPLANE CLEARANCE DURING PARKING MANEUVERS.
	4,5 METER BUILDING CLEARANCE FOR NOSE-IN PARKING	COORDINATE WITH USING AIRLINE FOR SPECIFIC PLANNED OPERATING PROCEDURE.



4.6 MINIMUM PARKING SPACE REQUIREMENTS
4.6.1 MINIMUM PARKING SPACE REQUIREMENTS (U.S. UNITS)
MODEL B2 - B4 - C4

A 300

AIRPLANE CHARACTERISTICS

NOTES : 65° NOSE WHEEL STEERING
(POWER OUT)

7,6 METER BUILDING
CLEARANCE FOR OTHER
PARKING POSITIONS

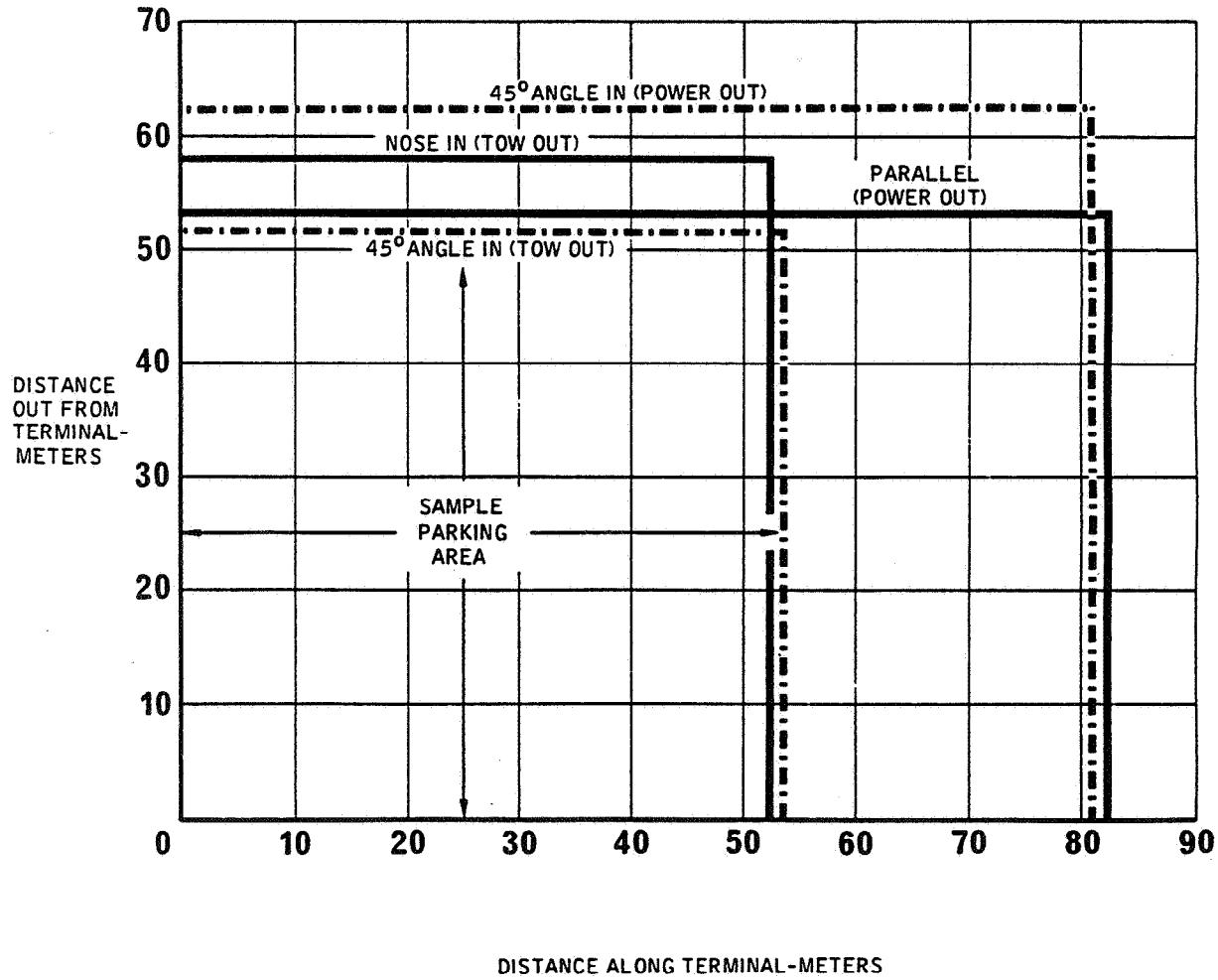
3 METER TRAVEL WITH
NOSE WHEEL STRAIGHT
AHEAD BEFORE AND
AFTER PARKED POSITION

7,6 METER AIRPLANE TO
AIRPLANE CLEARANCE DURING
PARKING MANEUVERS

4,5 METER BUILDING
CLEARANCE FOR NOSE-IN
PARKING

COORDINATE WITH USING
AIRLINE FOR SPECIFIC
PLANNED OPERATING
PROCEDURE

Printed in France



AA 5 04 06 02 0 AA 0

4.6 MINIMUM PARKING SPACE REQUIREMENTS
4.6.2 MINIMUM PARKING SPACE REQUIREMENTS (METRIC UNITS)
MODEL B2 - B4 - C4

- 5.0 TERMINAL SERVICING
- 5.1 Airplane servicing arrangement
- 5.1.1 Symbols used on servicing diagrams
- 5.1.2 Open apron free standing - APU running
- 5.1.3 Open apron free standing - APU not running
- 5.1.4 Two passenger gangways - Parallel - APU running
- 5.1.5 Three passenger gangways - Nose In - APU not running
- 5.1.6 Three passenger gangways - Double parallel - APU running
- R 5.1.7 Open apron free standing - APU running
- R 5.1.8 Three passengers gangways - Nose In - APU running
- 5.2 Terminal operation
- 5.2.1 Turnround station (30 minutes - 1 door open)
- 5.2.2 Turnround station (30 minutes - 2 doors open)
- 5.2.3 Turnround station (30 minutes - 3 doors open)
- 5.2.4 Turnround station (30 minutes - Freight mode)
- 5.3 Terminal operation
- 5.3.1 Enroute station (20 minutes - 3 doors open)
- 5.4 Ground service connections
- 5.4.1 Ground service connections data
- 5.4.2 Ground service connections layout
- 5.4.3 Hydraulic system
- 5.4.4 Electrical system
- 5.4.5 Oxygen system
- 5.4.6 Fuel system
- 5.4.7 Pneumatic system
- 5.4.8 Oil system
- 5.4.9 Potable water system
- 5.4.10 Toilet system
- 5.5 Engine starting pneumatic requirements
- 5.5.1 Ambient temperature -40°F (-40°C)
- 5.5.2 Ambient temperature $+60^{\circ}\text{F}$ ($+15^{\circ}\text{C}$)
- 5.5.3 Ambient temperature $+100^{\circ}\text{F}$ ($+38^{\circ}\text{C}$)
- 5.6 Ground pneumatic power requirements
- 5.6.1 Heating (U.S. units)
- 5.6.2 Heating (Metric units)
- 5.6.3 Cooling (U.S. units)
- 5.6.4 Cooling (Metric units)
- 5.7 Preconditioned airflow requirements
- 5.7.1 U.S. units
- 5.7.2 Metric units
- 5.8 Ground towing requirements
- 5.8.1 U.S. units
- 5.8.2 Metric units



AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

APU	- AUXILIARY POWER UNIT
AS	- AIR STARTING VEHICLE
BC	- BAGGAGE CONTAINER TRAIN
C	- CABIN CLEANING TRUCK
CL	- CONTAINER LOADER
CS	- CABIN CLEANERS STEPS
F	- REFUELING VEHICLE
FC	- FREIGHT CONTAINER TRAIN
FL	- BULK FREIGHT LOADER
FR	- BULK FREIGHT VEHICLE
G	- GALLEY LOADING VEHICLE
GC	- PRECONDITIONED AIR GROUND TRUCK
GPU	- GROUND POWER UNIT
PS	- PASSENGER ACCESS STEPS
T	- TOILET SERVICING VEHICLE
W	- WATER REPLENISHMENT VEHICLE
CT	- CONTAINER TRANSPORTER

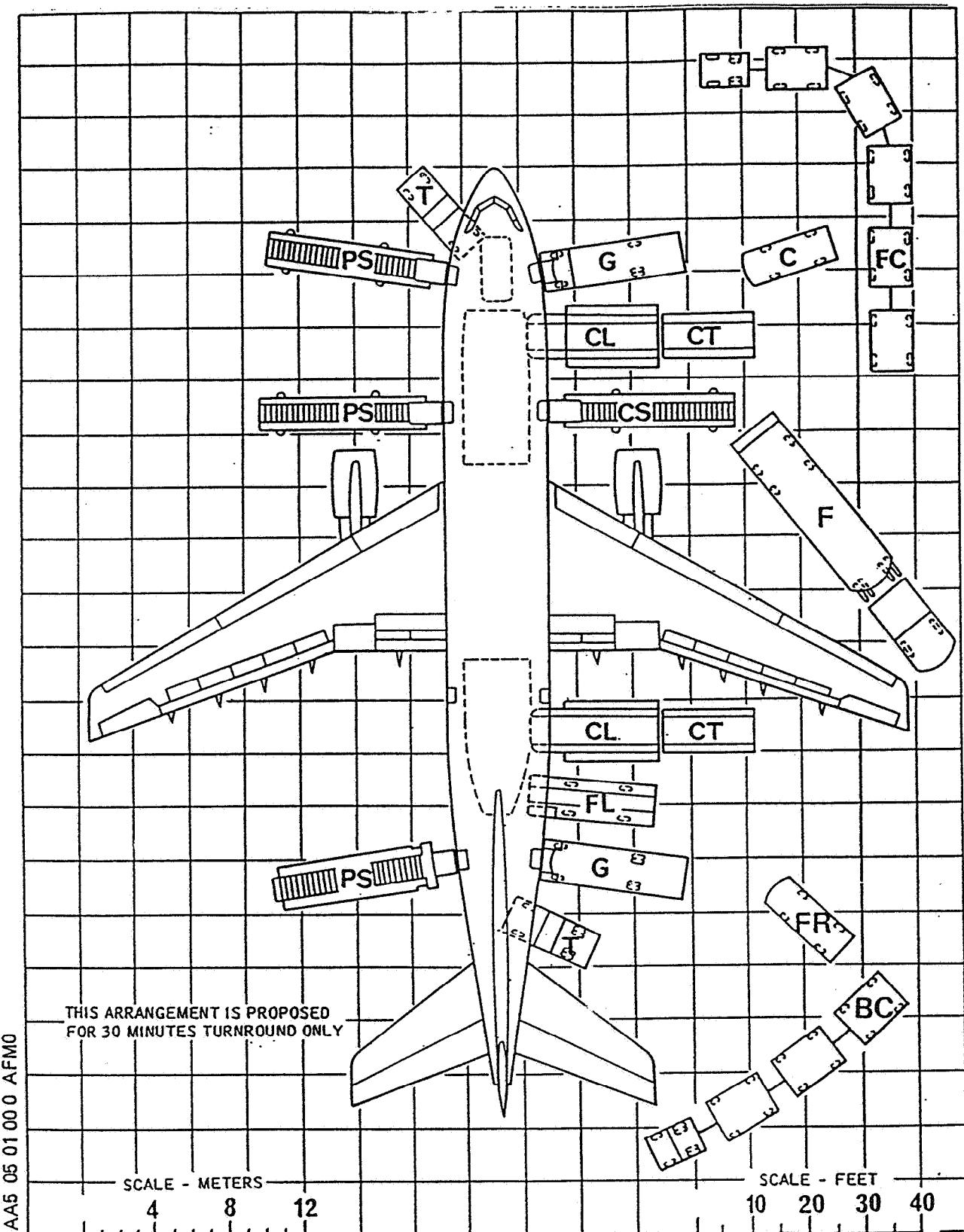
* NOTE : WHEN USING A FUEL TANKER THE SAFETY ZONE CLEARANCES MUST BE IN ACCORDANCE WITH LOCAL/AIRPORT REGULATIONS.

5.1 AIRPLANE SERVICING ARRANGEMENT

5.1.1 SYMBOLS USED ON SERVICING DIAGRAMS

MODEL B2 - B4 - C4

A300
AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

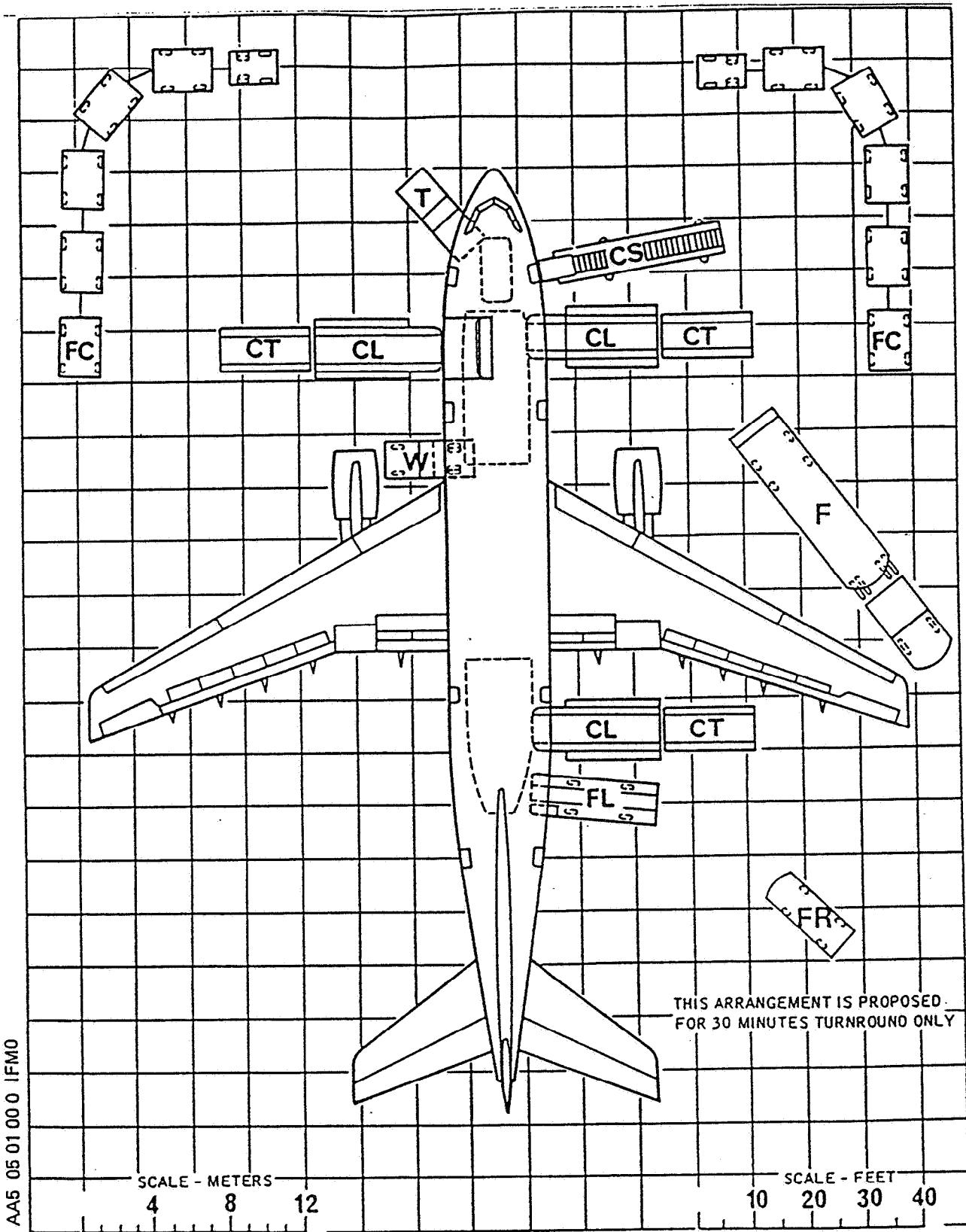


5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.2 OPEN APRON FREE STANDING - APU RUNNING
MODEL B2 - B4 - C4 PASS

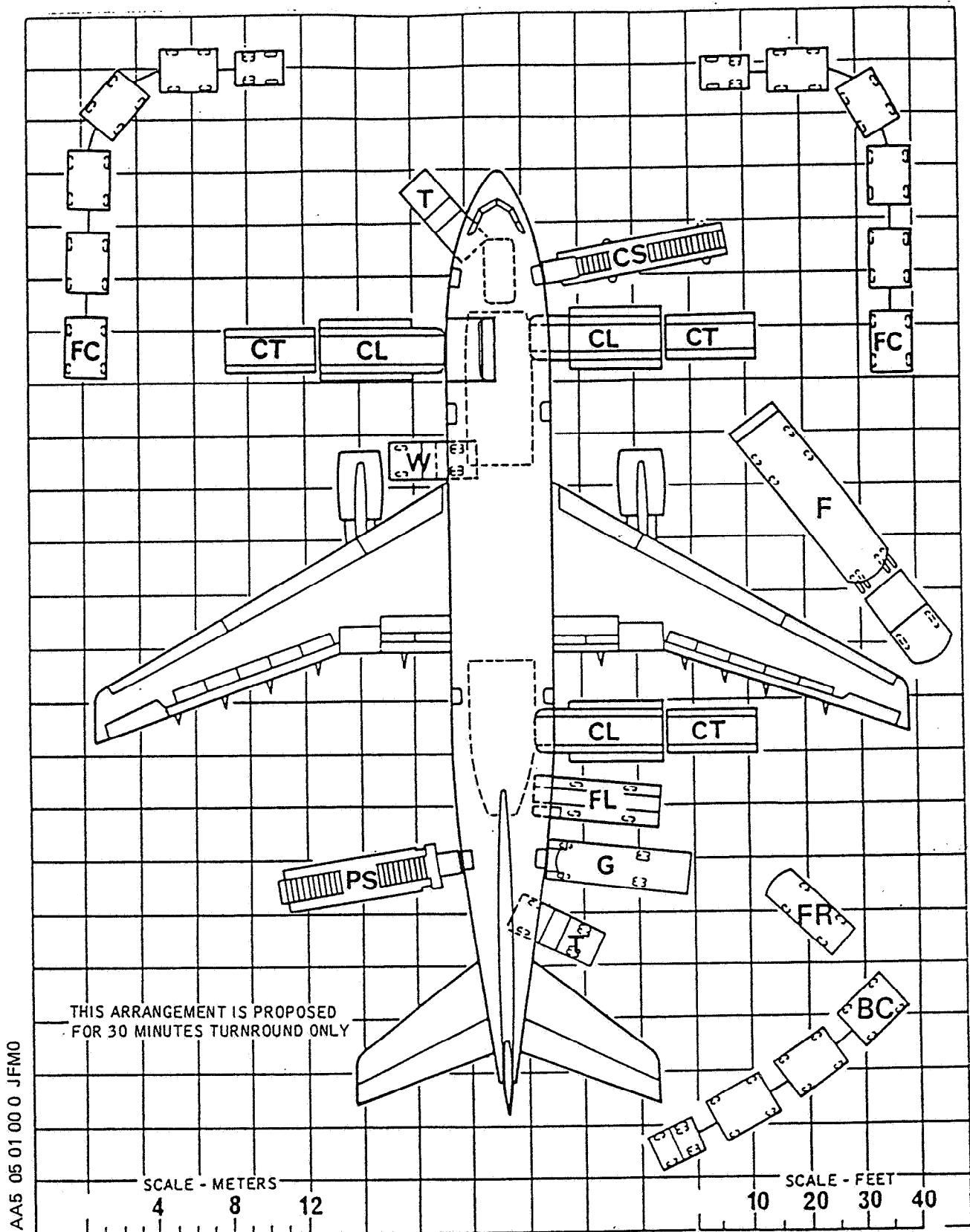
R Jun. 1992

Chapter 5
Page 3

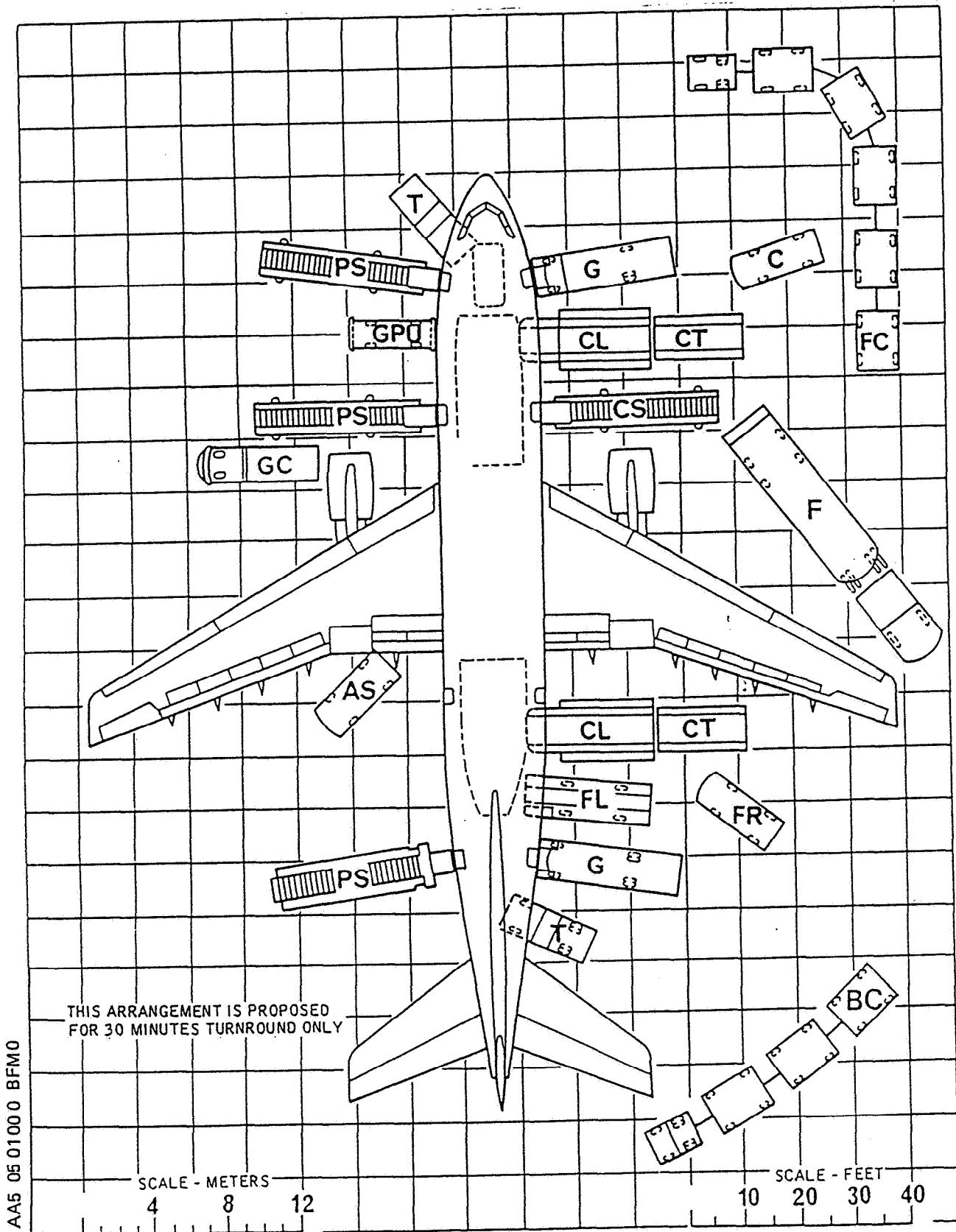
A300
AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING



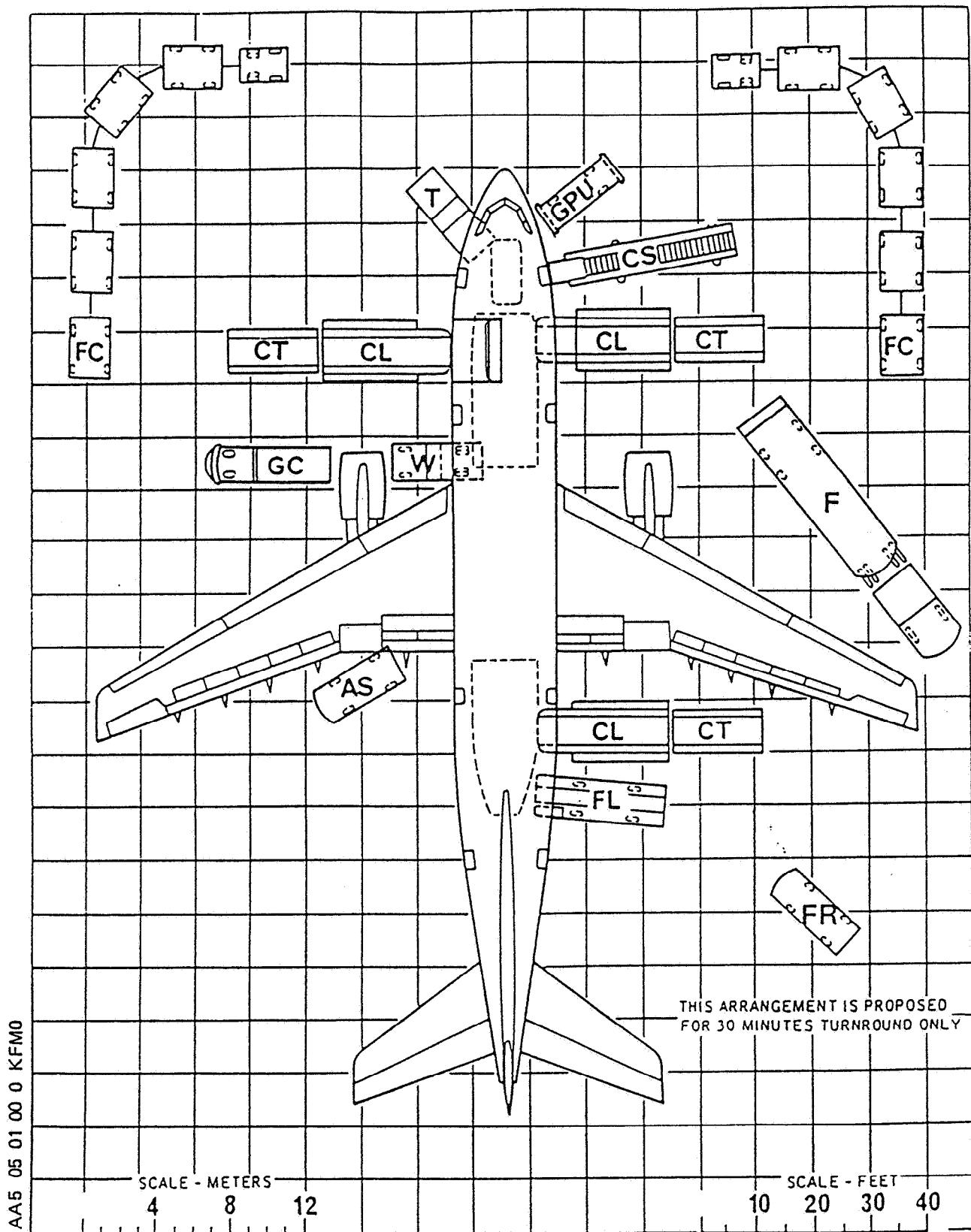
5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.1 OPEN APRON FREE STANDING - APU RUNNING
MODEL C4 FREIGHT



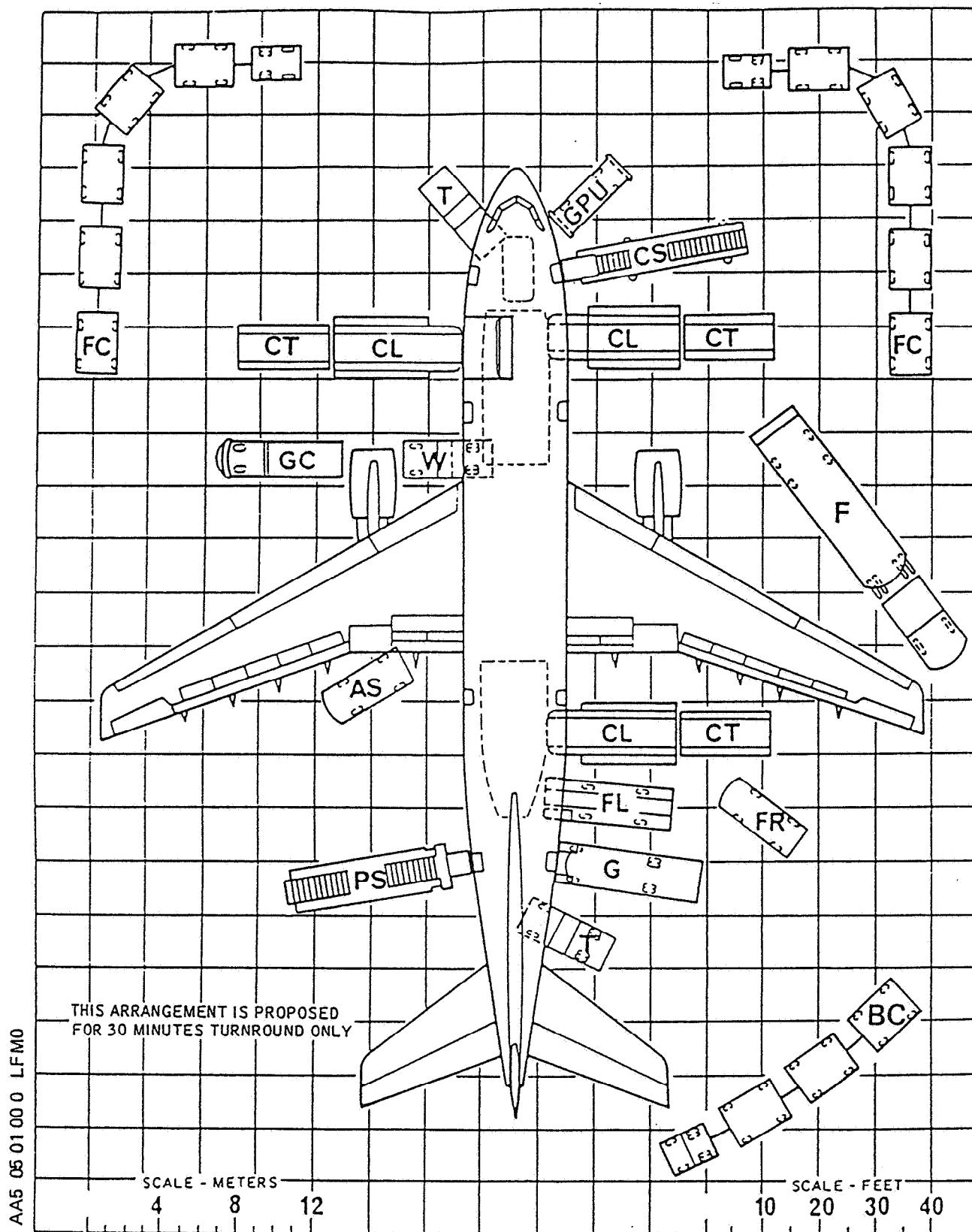
5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.2 OPEN APRON FREE STANDING - APU RUNNING
MODEL C4 FREIGHT/PASSENGER



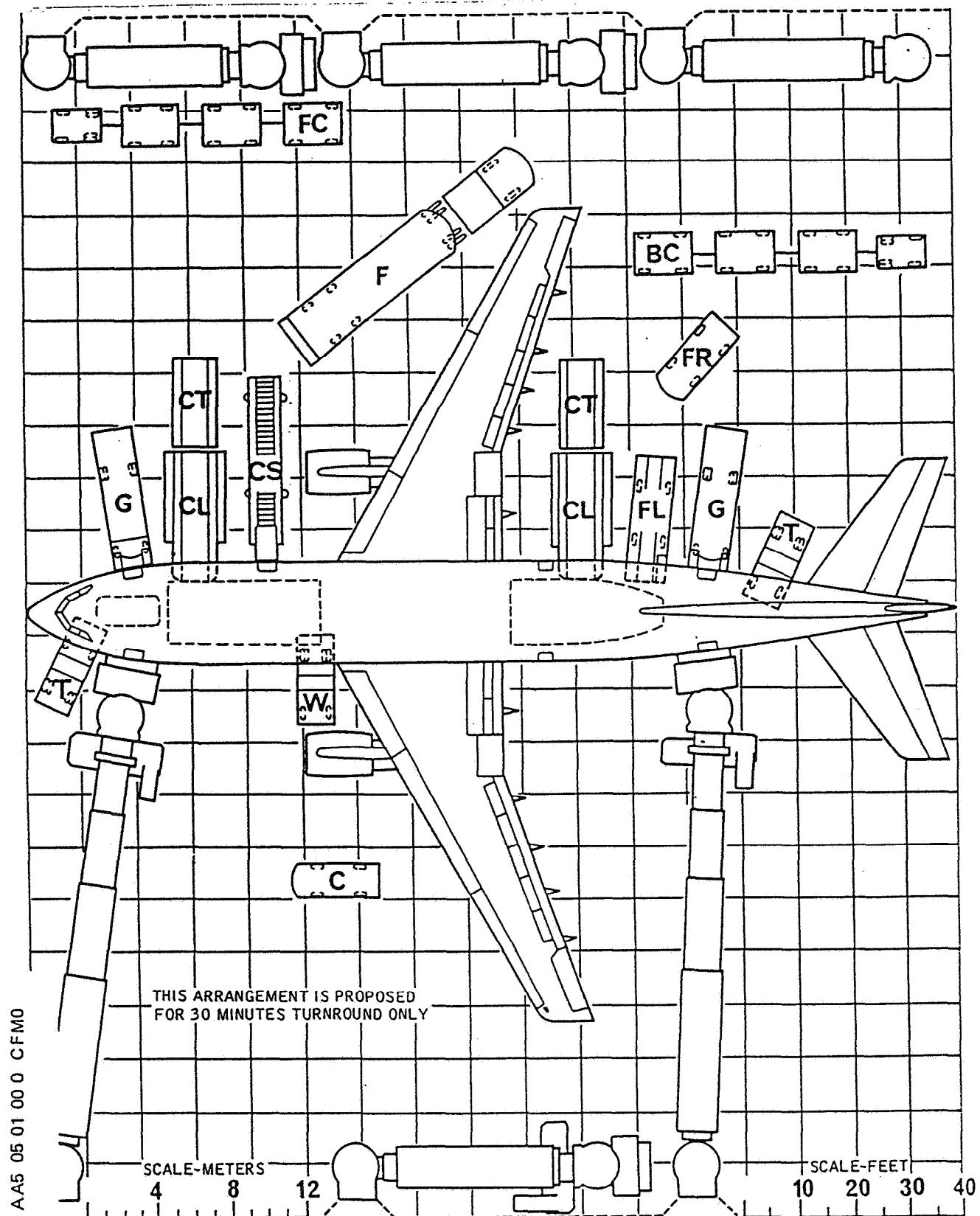
5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.3 OPEN APRON FREE STANDING - APU NOT RUNNING
MODEL B2 - B4 - C4 PASS



5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.3 OPEN APRON FREE STANDING - APU NOT RUNNING
MODEL C4 FREIGHT

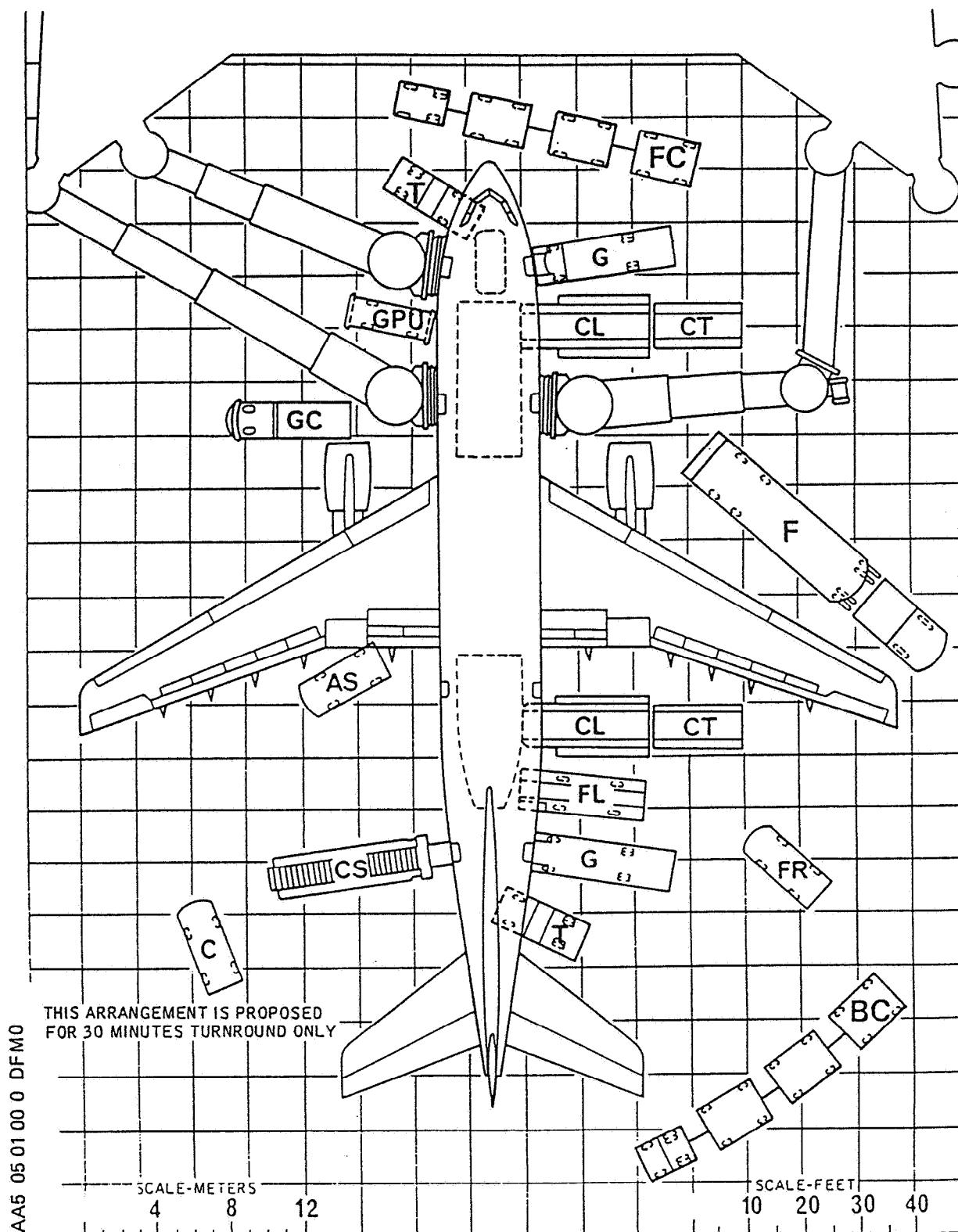


5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.3 OPEN APRON FREE STANDING - APU NOT RUNNING
MODEL C4 FREIGHT/PASSENGER

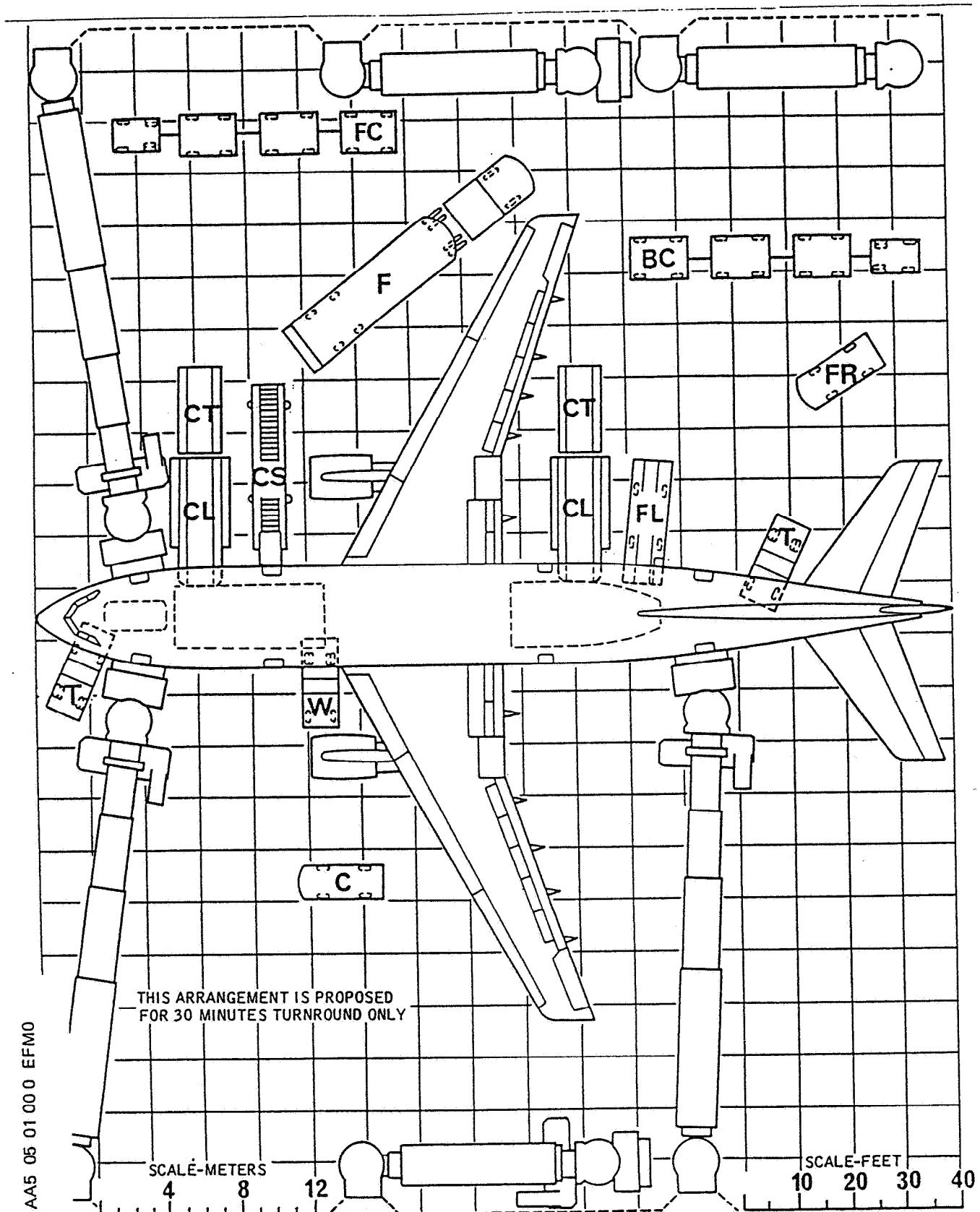


5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.4 TWO PASSENGER GANGWAYS - PARALLEL - APU RUNNING
MODEL B2 - B4 - C4 PASS

A300
AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

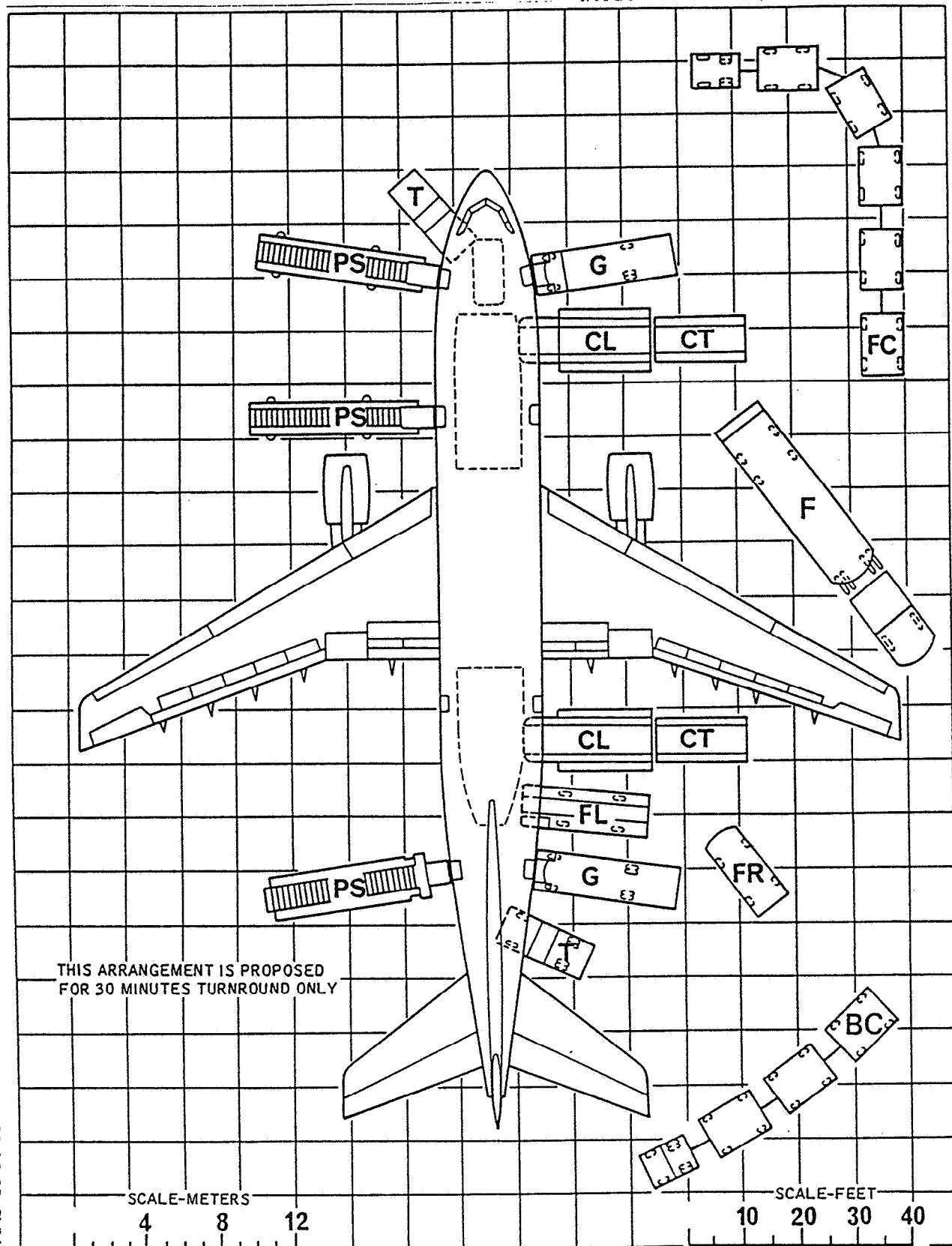


5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.5. THREE PASSENGER GANGWAYS - NOSE IN - APU NOT RUNNING
MODEL B2 - B4 - C4 PASS



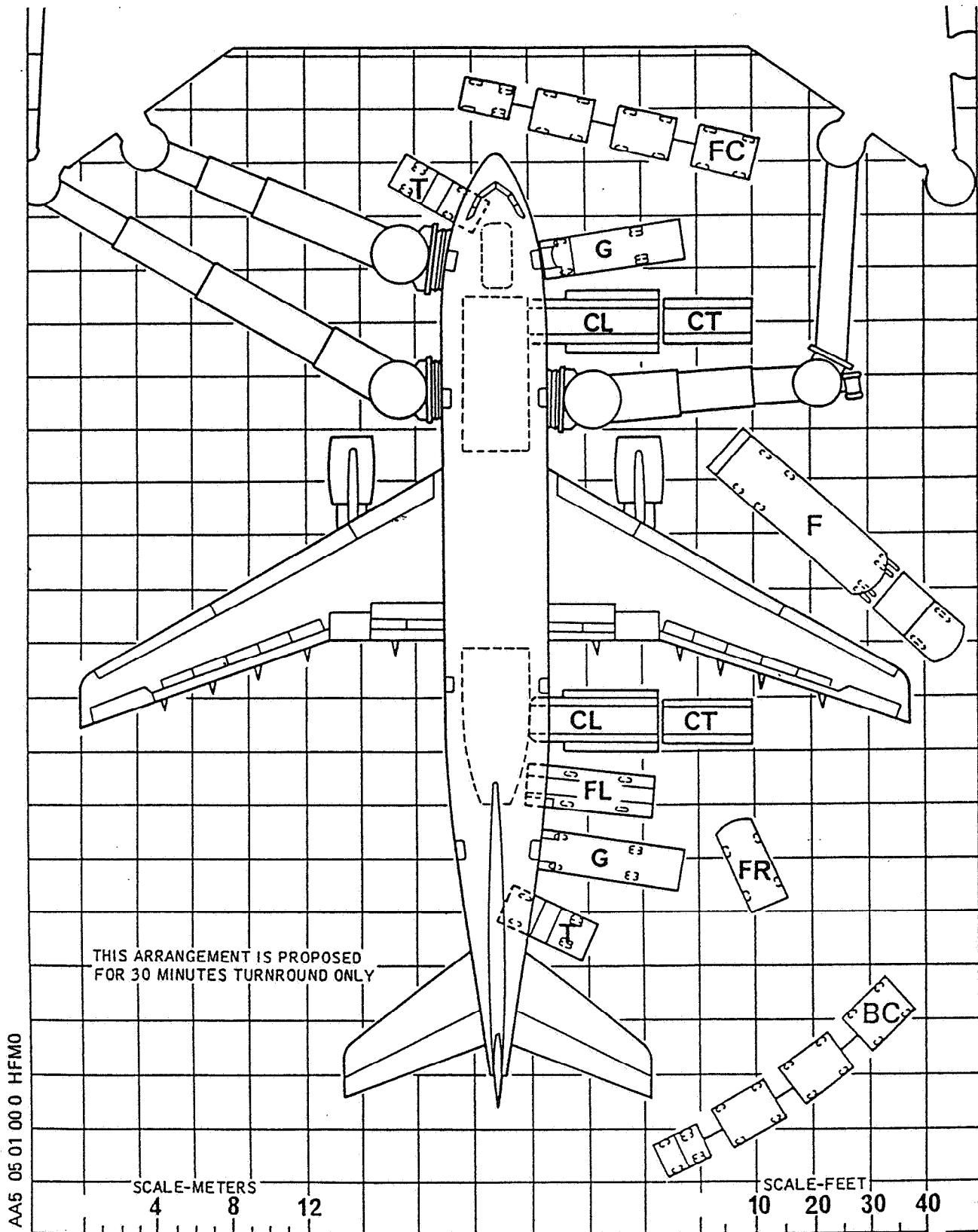
5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.6 THREE PASSENGER GANGWAYS - DOUBLE PARALLEL - APU RUNNING
MODEL B2 - B4 - C4 PASS

A300
AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING



5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.7 OPEN APRON FREE STANDING - APU RUNNING
MODEL B2 - B4 - C4 PASS

A300
AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING



5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.8 THREE PASSENGER GANGWAYS - NOSE IN - APU RUNNING
MODEL B2 - B4 - C4 PASS

R Jun. 1992

Chapter 5
Page 13

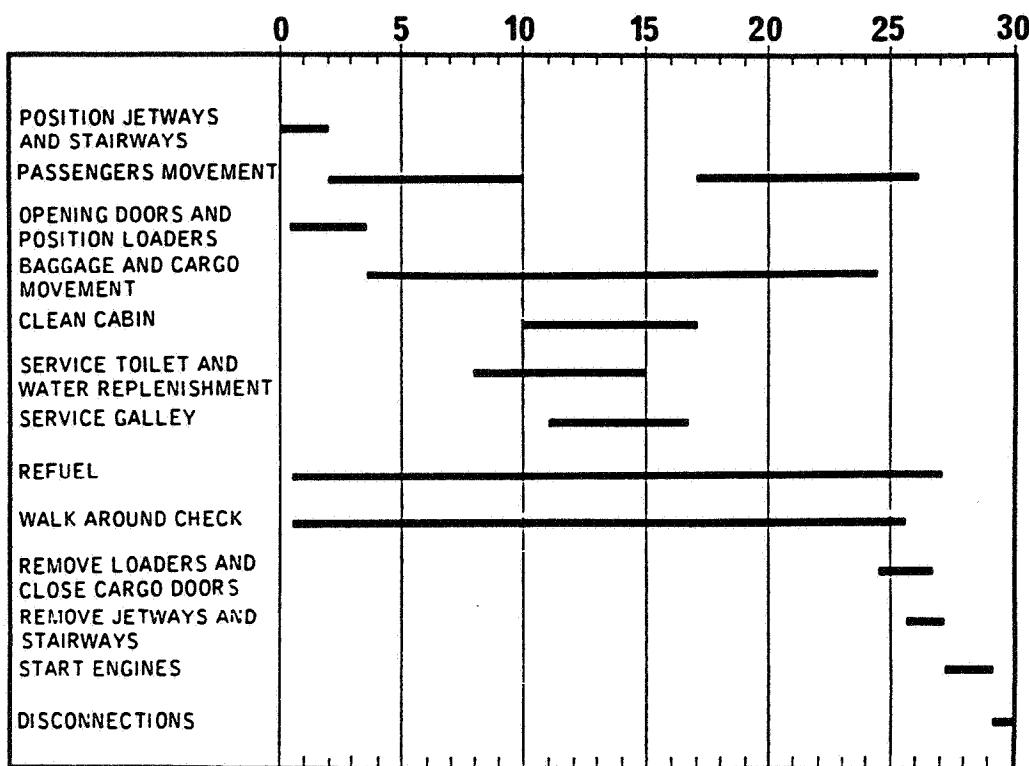
A300
AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

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A 300

AIRPLANE CHARACTERISTICS

ESTIMATED TIME-MINUTES



145 PASSENGERS - 1 DOOR OPEN - 100 % PASSENGER MOVEMENT
REFUELLING OF 80 %

PASSENGER FLOW RATE 18 PAX/DOOR MINUTE - DEPLANING
 16 PAX/DOOR MINUTE - BOARDING

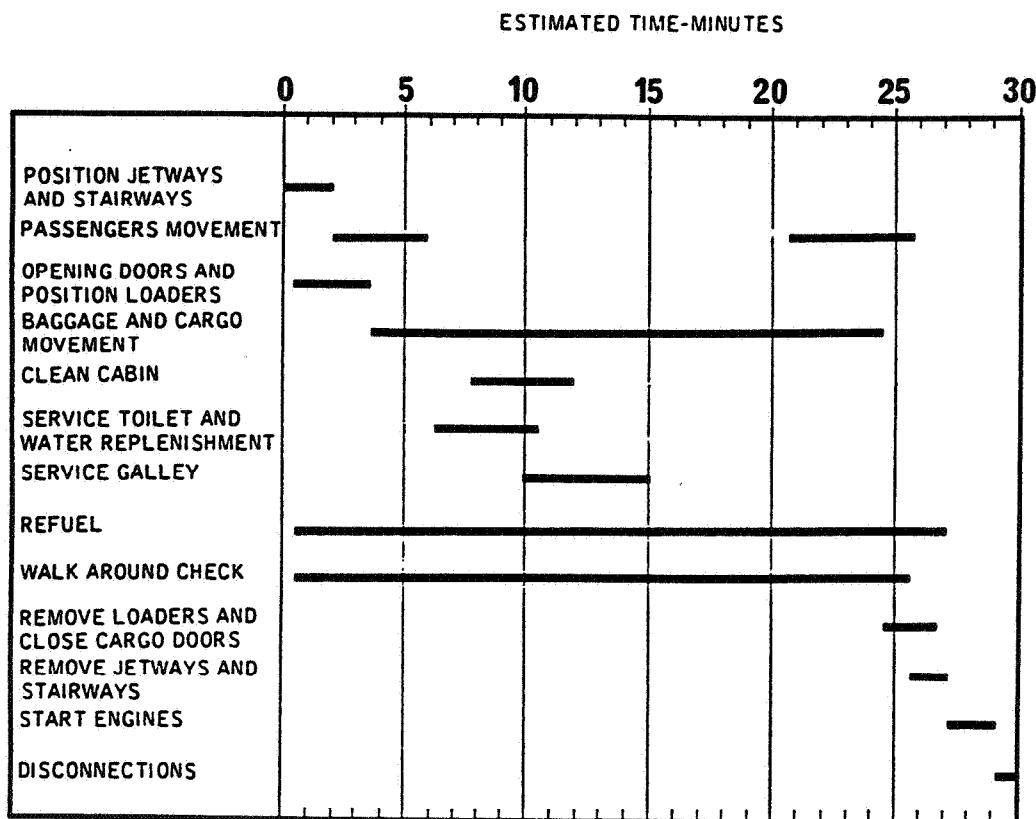
APU RUNNING
FREIGHT AND BAGGAGE CONTAINERIZED
100% UNLOAD - LOAD

A A 5 05 02 00 0 AA 0

5.2 TERMINAL OPERATION
5.2.1 TURNROUND STATION - 30 MINUTES - 1 DOOR OPEN
MODEL C4 FREIGHT/PASSENGER

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

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75 PASSENGERS - 1 DOOR OPEN - 100 % PASSENGER MOVEMENT
 REFUELLING OF 80 %

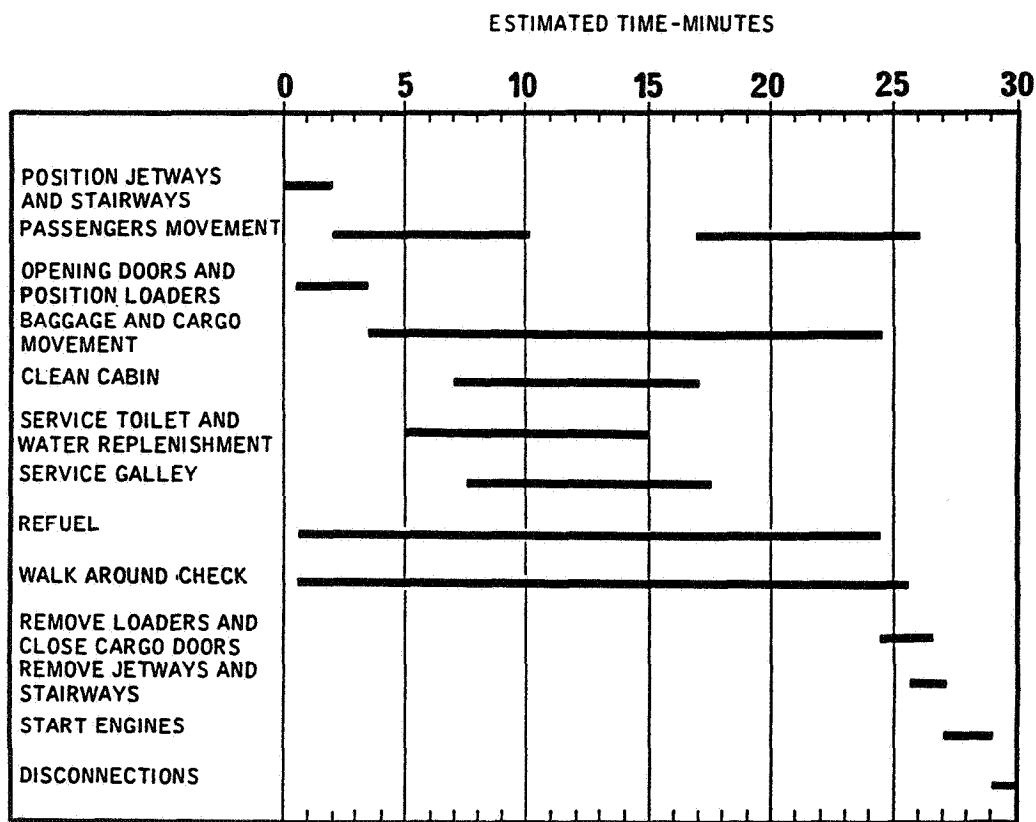
PASSENGER FLOW RATE 18 PAX/DOOR MINUTE - DEPLANING
 16 PAX/DOOR MINUTE - BOARDING

APU RUNNING
 FREIGHT AND BAGGAGE CONTAINERIZED
 100% UNLOAD - LOAD

A 300

AIRPLANE CHARACTERISTICS

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281 PASSENGERS - 2 DOORS OPEN - 100 % PASSENGER MOVEMENT
REFUELLING OF 80 %

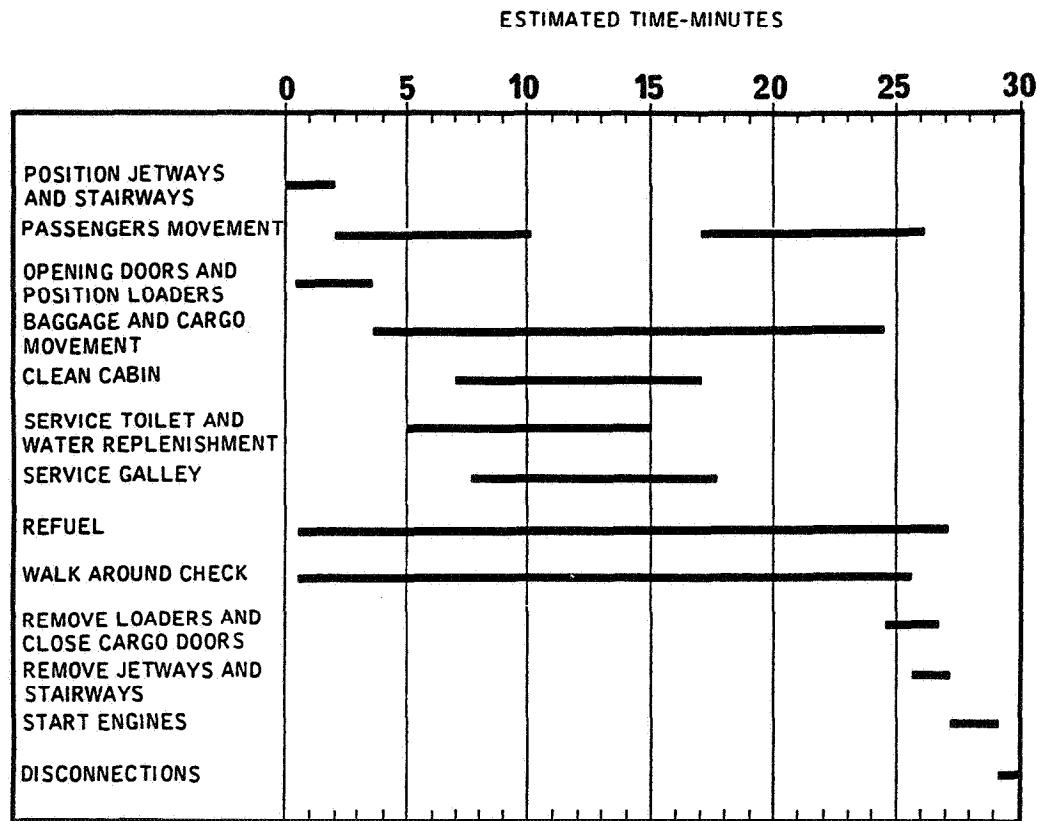
PASSENGER FLOW RATE < 18 PAX/DOOR MINUTE - DEPLANING
16 PAX/DOOR MINUTE - BOARDING

APU RUNNING
BAGGAGE CONTAINERIZED

A A 5 05 02 00 0 AF 0

5.2 TERMINAL OPERATION
5.2.2 TURNROUND STATION - 30 MINUTES - 2 DOORS OPEN
MODEL B2

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS



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281 PASSENGERS - 2 DOORS OPEN - 100 % PASSENGER MOVEMENT
REFUELLING OF 80 %

PASSENGER FLOW RATE $\begin{cases} 18 \text{ PAX/DOOR MINUTE - DEPLANING} \\ 16 \text{ PAX/DOOR MINUTE - BOARDING} \end{cases}$

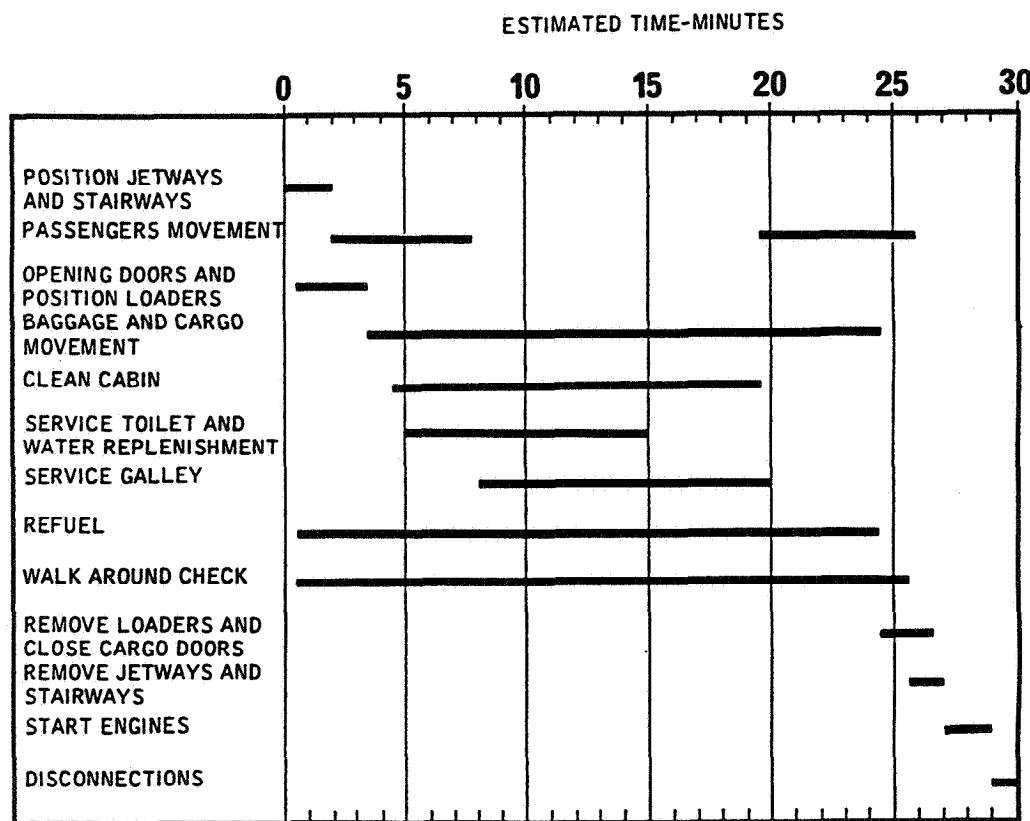
APU RUNNING
BAGGAGE CONTAINERIZED

A A 5 05 02 00 0 AT 0

5.2 TERMINAL OPERATION
5.2.2 TURNROUND STATION - 30 MINUTES - 2 DOORS OPEN
MODEL B4 - C4 PASS

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

Printed in France



281 PASSENGERS - 3 DOORS OPEN - 100 % PASSENGER MOVEMENT
 REFUELLING OF 80 %

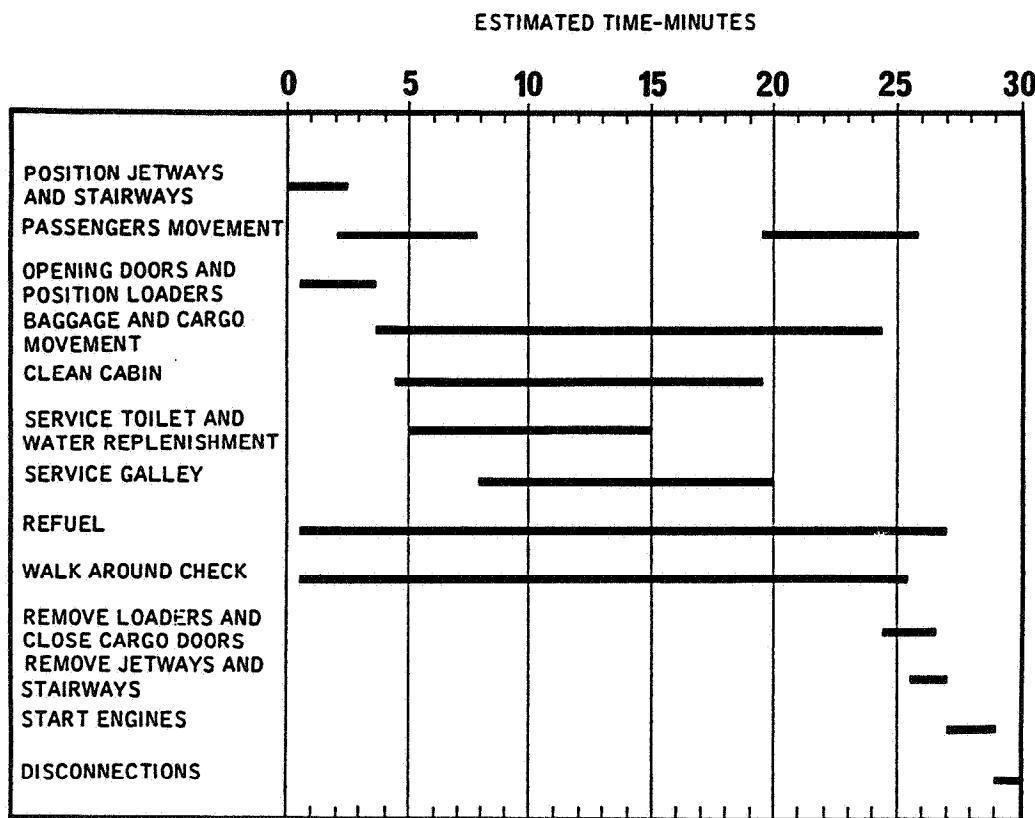
PASSENGER FLOW RATE 18 PAX/DOOR MINUTE - DEPLANING
 16 PAX/DOOR MINUTE - BOARDING

APU RUNNING
 BAGGAGE CONTAINERIZED

A A 5 05 02 00 0 BF 0

5.2 TERMINAL OPERATION
 5.2.3 TURNROUND STATION - 30 MINUTES - 3 DOORS OPEN
 MODEL B2

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS



Printed in France

281 PASSENGERS - 3 DOORS OPEN - 100 % PASSENGER MOVEMENT
 REFUELING OF 80 %

PASSENGER FLOW RATE < 18 PAX/DOOR MINUTE - DEPLANING
 16 PAX/DOOR MINUTE - BOARDING

APU RUNNING
 BAGGAGE CONTAINERIZED

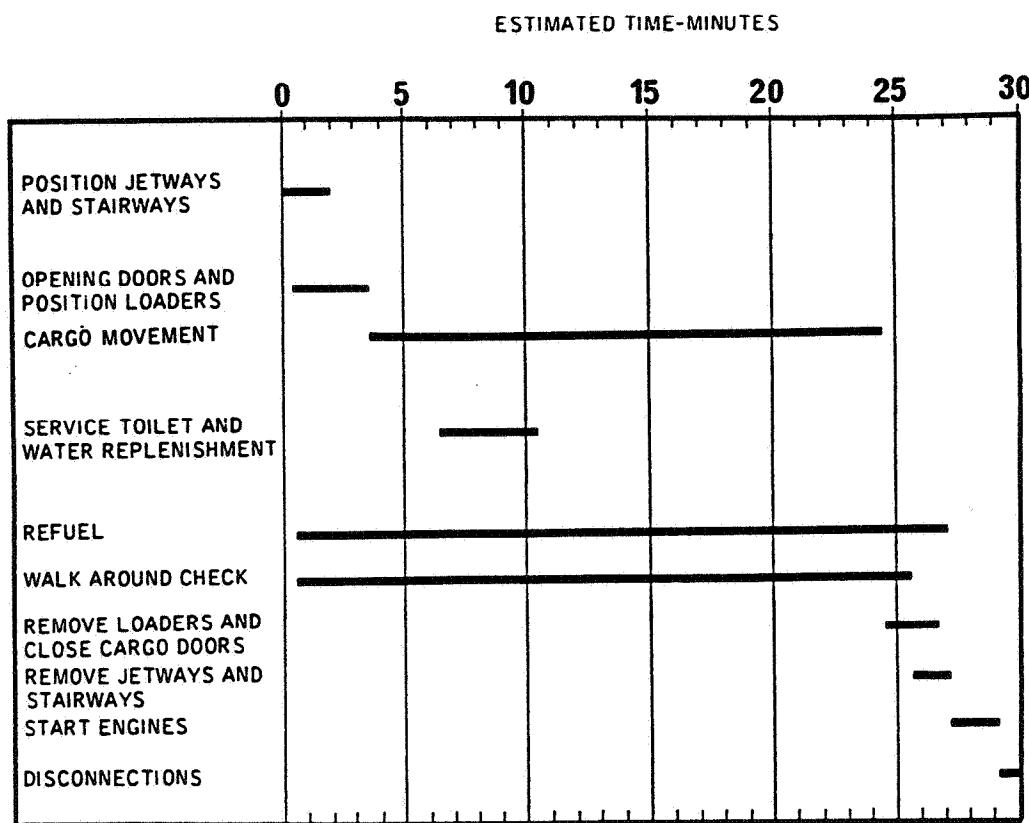
A A 5 05 02 00 0 BT 0

5.2 TERMINAL OPERATION
 5.2.3 TURNROUND STATION - 30 MINUTES - 3 DOORS OPEN
 MODEL B4 - C4 PASS

A 300

AIRPLANE CHARACTERISTICS

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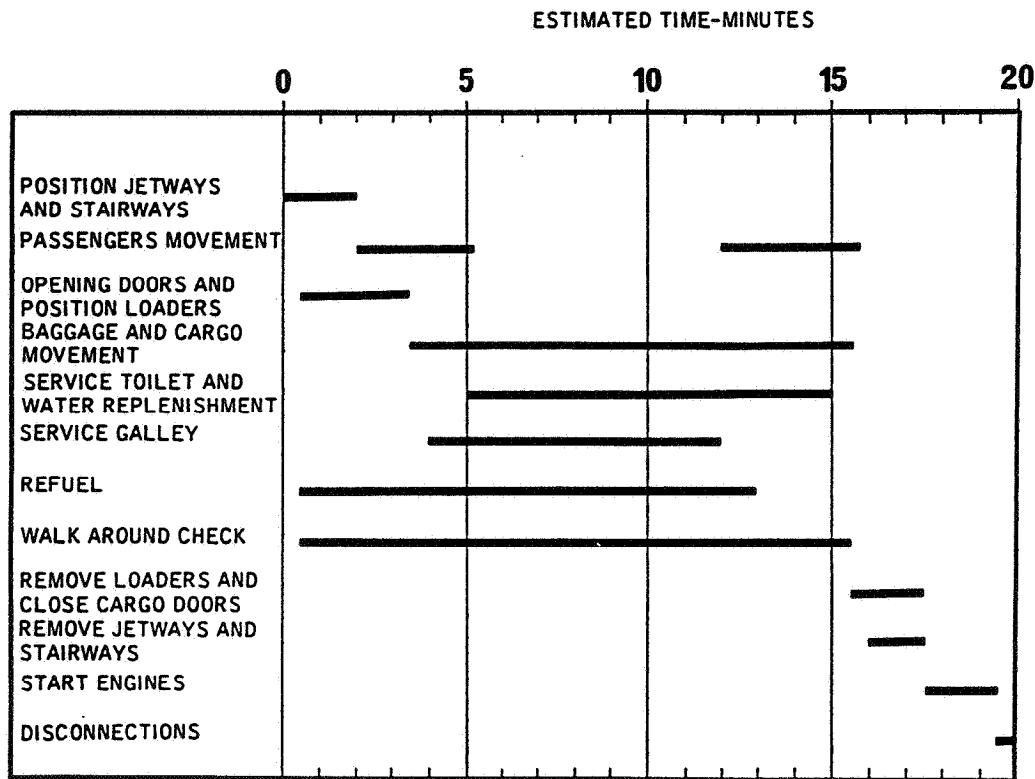


100% UNLOAD - LOAD
 REFUELLING OF 80 %
 APU RUNNING
 FREIGHT CONTAINERIZED

AA 5 05 02 00 0 CFC0

5.2 TERMINAL OPERATION
 5.2.4 TURNROUND STATION - 30 MINUTES - FREIGHT MODE
 MODEL C4 FREIGHT

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS



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281 PASSENGERS - 3 DOORS OPEN - 60 % PASSENGER MOVEMENT
 REFUELLING OF 30 %

PASSENGER FLOW RATE \leftarrow 18 PAX/DOOR MINUTE - DEPLANING
 16 PAX/DOOR MINUTE - BOARDING

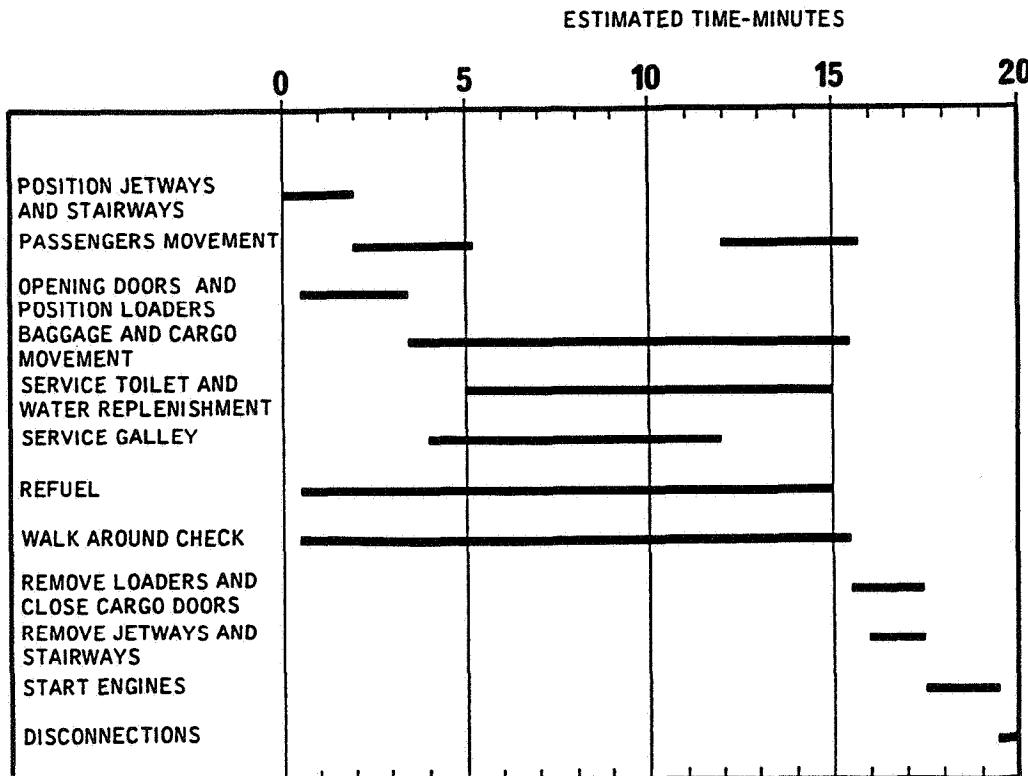
APU RUNNING
 BAGGAGE CONTAINERIZED

5.3 TERMINAL OPERATION
 5.3.1 ENROUTE STATION - 20 MINUTES - 3 DOORS OPEN
 MODEL B2

A 300

AIRPLANE CHARACTERISTICS

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281 PASSENGERS - 3 DOORS OPEN - 60 % PASSENGER MOVEMENT
 REFUELLING OF 30 %

PASSENGER FLOW RATE 18 PAX/DOOR MINUTE - DEPLANING
16 PAX/DOOR MINUTE - BOARDING

APU RUNNING
 BAGGAGE CONTAINERIZED

A A 5 05 03 00 0 AT 0

5.3 TERMINAL OPERATION
 5.3.1 ENROUTE STATION - 20 MINUTES - 3 DOORS OPEN
 MODEL B4 - C4 PASS

A 300
AIRPLANE CHARACTERISTICS

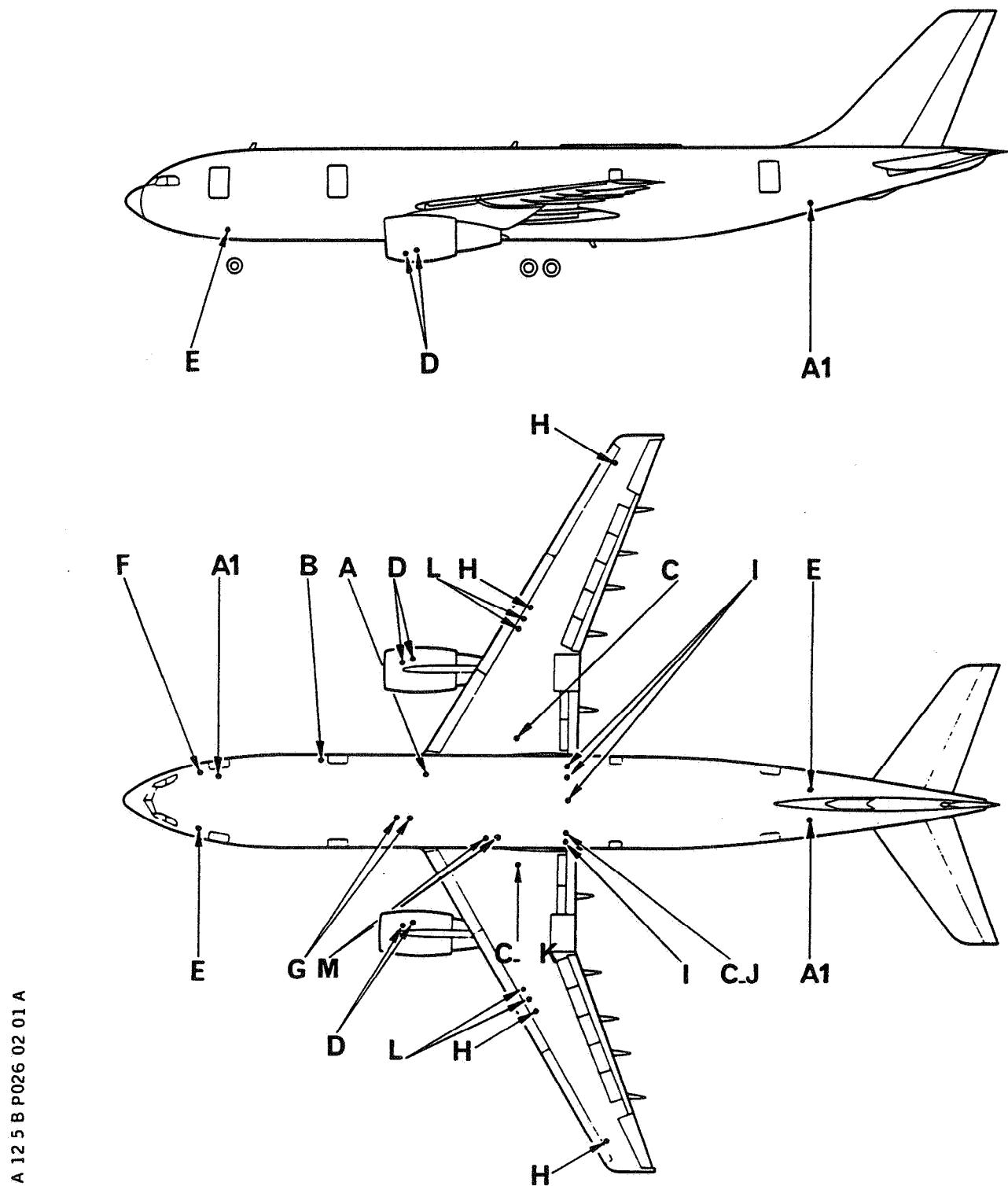
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A	POTABLE WATER FILLING
A1	POTABLE WATER FLUSHING AND DRAINING
B	OXYGEN CHARGING POINT
C	HYDRAULIC POWER GROUND CONNECTION
D	ENGINE AND CSD OIL FILLING CONNECTIONS
E	TOILET SERVICING CONNECTION
F	ELECTRICAL GROUND CONNECTION
G	PRE-CONDITIONING CONNECTIONS - LP
H	GRAVITY FUELING CONNECTIONS
I	ACCUMULATOR AIR CHARGING
J	HYDRAULIC TANK FILLING CONNECTIONS
K	HYDRAULIC TANK AIR CHARGING
L	PRESSURE FUELING CONNECTIONS
M	PRE-CONDITIONING CONNECTION/ENGINE STARTING - HP

5.4 GROUND SERVICE CONNECTIONS
5.4.1 GROUND SERVICE CONNECTIONS DATA
MODEL B2 - B4

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

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A 125 B P026 02 01 A

5.4 GROUND SERVICE CONNECTIONS
 5.4.2 GROUND SERVICE CONNECTIONS LAYOUT
 MODEL B2 - B4

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

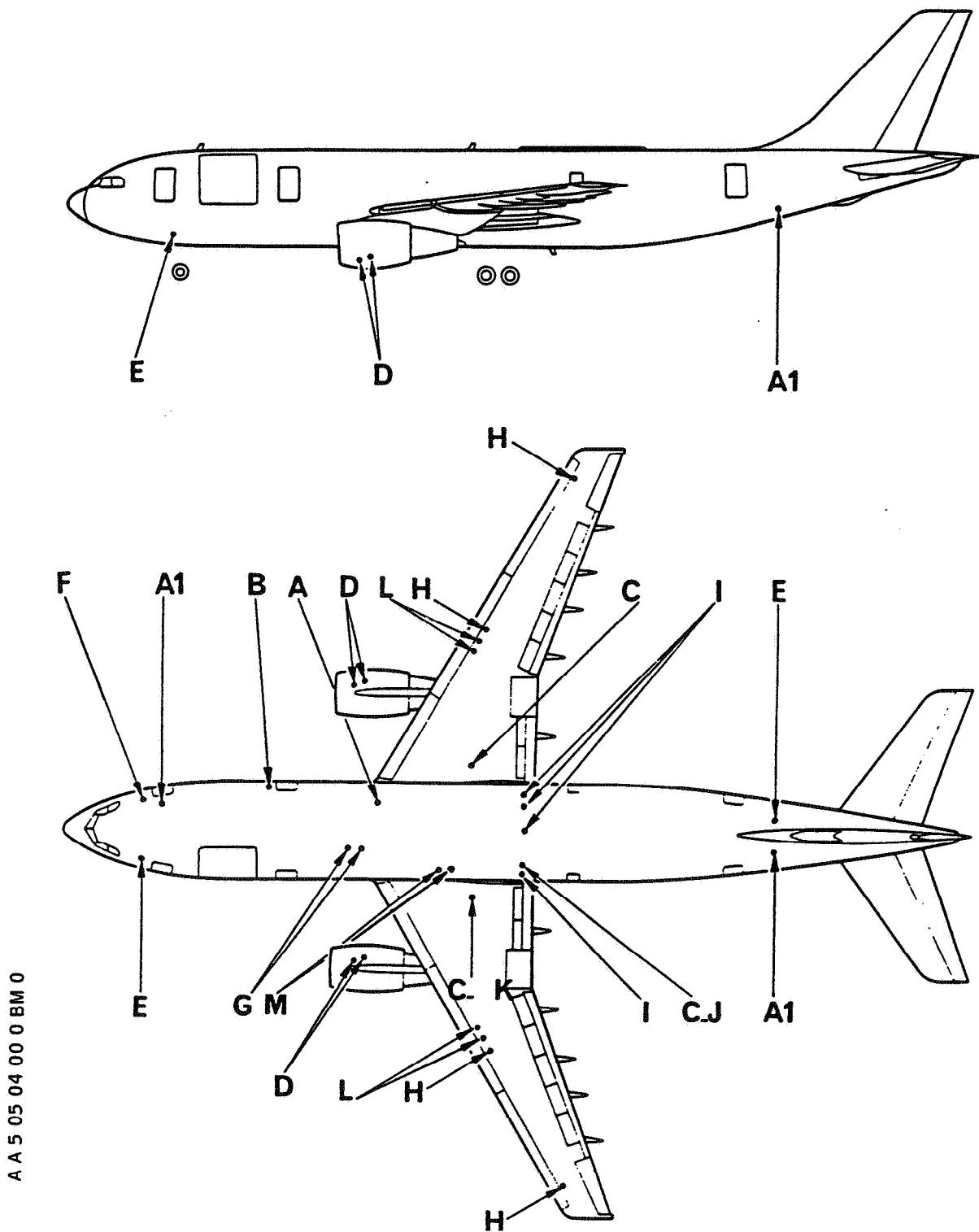
A	POTABLE WATER FILLING
A1	POTABLE WATER FLUSHING AND DRAINING
B	OXYGEN CHARGING POINT
C	HYDRAULIC POWER GROUND CONNECTION
D	ENGINE AND CSD OIL FILLING CONNECTIONS
E	TOILET SERVICING CONNECTION
F	ELECTRICAL GROUND CONNECTION
G	PRE-CONDITIONING CONNECTIONS - LP
H	GRAVITY FUELING CONNECTIONS
I	ACCUMULATOR AIR CHARGING
J	HYDRAULIC TANK FILLING CONNECTIONS
K	HYDRAULIC TANK AIR CHARGING
L	PRESSURE FUELING CONNECTIONS
M	PRE-CONDITIONING CONNECTION/ENGINE STARTING - HP

Printed in France

5.4 GROUND SERVICE CONNECTIONS
5.4.1 GROUND SERVICE CONNECTIONS DATA
MODEL C4

A 300
AIRPLANE CHARACTERISTICS

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**5.4 GROUND SERVICE CONNECTIONS**
5.4.2 GROUND SERVICE CONNECTIONS LAYOUT
MODEL C4

A 300

AIRPLANE CHARACTERISTICS

	DISTANCE AFT OF NOSE	Meters (Ft - In.)		MEAN HEIGHT FROM GROUND
		FROM AIRPLANE CENTERLINE		
		RH SIDE	LH SIDE	
A. Reservoir charging :	22.89 (75-1)		3.60 (11-10)	3.59 (11-9)
One 1/4 in. self sealing connection common for the 3 reservoirs				
B. Accumulator charging :				
Five MS 28889-1 connections (one per accumulator)				
- Green	26.07 (85-6)		0.30 (1-0)	2.98 (9-9)
- Yellow and Blue	26.07 (85-6)	2.30 (7-7)	2.30 (7-7)	3.73 (12-3)
- Braking	26.07 (85-6)	2.10 (6-11)		3.73 (12-3)
	26.07 (85-6)	2.10 (6-11)		4.10 (12-5)
C. Reservoir filling :	25.87 (84-10)		1.77 (5-10)	2.88 (9-5)
One 1/4 in. self sealing connection common for the 3 reservoirs				
D. Reservoir overflow :				
Three 1/4 in. self sealing connections (one per reservoir)				
- Green	25.87 (84-10)		1.77 (5-10)	2.88 (9-5)
- Yellow and Blue	22.89 (75-1)	3.60 (11-10)	3.60 (11-10)	3.59 (11-9)
E. Ground test				
Three 1 in. self sealing connections and three 1 1/4 in. self sealing connections (one pair per system)				
- Green	25.87 (84-10)		1.77 (5-10)	2.88 (9-5)
- Yellow and Blue	22.89 (75-1)	3.60 (11-10)	3.60 (11-10)	3.59 (11-9)

5.4.3 Hydraulic System MODEL B2

Printed in France

A 300

AIRPLANE CHARACTERISTICS

A. Reservoir charging :
One 1/4 in. self sealing connection common for the 3 reservoirs

B. Accumulator charging :
Five MS 28889-1 connections (one per accumulator)

- Green

- Yellow and Blue

- Braking

- Braking

C. Reservoir filling :
One 1/4 in. self sealing connection common for the 3 reservoirs

D. Reservoir overflow :
Three 1/4 in. self sealing connections (one per reservoir)

- Green

- Yellow and Blue

E. Ground test :
Three 1 in. self sealing connections and three 1 1/4 in. self sealing connections (one pair per system)

- Green

- Yellow and Blue

	AFT OF NOSE	DISTANCE <small>Meters (Ft - In.)</small>		MEAN HEIGHT FROM GROUND
		FROM AIRPLANE CENTERLINE	RH SIDE	
			RH SIDE	LH SIDE
A. Reservoir charging :				
One 1/4 in. self sealing connection common for the 3 reservoirs		22.89 (75-1)		3.60 (11-10)
B. Accumulator charging :				
Five MS 28889-1 connections (one per accumulator)				
- Green		26.07 (85-6)		0.30 (1-0)
- Yellow and Blue		26.07 (85-6)	2.30 (7-7)	2.30 (7-7)
- Braking		26.07 (85-6)	2.10 (6-11)	3.74 (11-5)
- Braking		26.07 (85-6)	2.10 (6-11)	4.11 (13-5)
C. Reservoir filling :		25.87 (84-10)		1.77 (5-10)
One 1/4 in. self sealing connection common for the 3 reservoirs				2.89 (9-5)
D. Reservoir overflow :				
Three 1/4 in. self sealing connections (one per reservoir)				
- Green		25.87 (84-10)		1.77 (5-10)
- Yellow and Blue		22.89 (75-1)	3.60 (11-10)	3.60 (11-9)
E. Ground test :				
Three 1 in. self sealing connections and three 1 1/4 in. self sealing connections (one pair per system)				
- Green		25.87 (84-10)		1.77 (5-10)
- Yellow and Blue		22.89 (75-1)	3.60 (11-10)	3.60 (11-9)

5.4.3 Hydraulic System
MODEL B2 320 - B4 - C4

A 300

AIRPLANE CHARACTERISTICS

ELECTRICAL SYSTEM

One standard 6 pin connection - ISO R461 specification

AFT OF NOSE	DISTANCE <small>Meters (Ft - In.)</small>		MEAN HEIGHT FROM GROUND
	FROM AIRPLANE CENTERLINE		
	RH SIDE	LH SIDE	
	4.40 (14-5)	1.71 (5-7)	3.29 (10-9)

Supply :
115/200 Volt Phase 400 HZ
Power required : 90 KVA

Printed in France

5.4.4 Electrical System MODEL B2



AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

ELECTRICAL SYSTEM

One standard 6 pin connection -
ISO R461 specification

DISTANCE	Meters (ft - in.)		MEAN HEIGHT FROM GROUND
	AFT OF NOSE	FROM AIRPLANE CENTERLINE	
	RH SIDE	LH SIDE	
	4.40 (14-5)	1.71 (5-7)	3.30 (10-10)

Supply:

115/200 Volt 3 Phase 400 Hz

Power required: 90 KVA

R Electrical Connectors for Servicing

R Note: For mating connectors contact HUBBEL (FSCM 7H582)

5.4.4 Electrical System
MODEL B2 320 - B4 - C4



AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

OXYGEN SYSTEM

One service connection
(external charging) 3/8 in.
UNF x 24 TPI

DISTANCE	Meters		MEAN HEIGHT FROM GROUND
	(ft - in.)	FROM AIRPLANE CENTERLINE	
AFT OF NOSE	RH SIDE	LH SIDE	
	12.05 (38-10)	2.52 (8-3)	3.60 (11-9)

5.4.5 Oxygen System MODEL B2

A 300

AIRPLANE CHARACTERISTICS

OXYGEN SYSTEM

One service connection
 (external charging) 3/8 in.
 UNF x 24 TPI

AFT OF NOSE	DISTANCE <small>Meters (Ft - In.)</small>		MEAN HEIGHT FROM GROUND
	FROM AIRPLANE CENTERLINE	RH SIDE	
	12.05 (39-6.4)	2.52 (8-3)	— 3.59 (11-9)

AIRBUS INDUSTRIE
A300
 AIRPLANE CHARACTERISTICS

FUEL SYSTEM

Two standard 2 1/2 in.
 connections - ISO R45
 Specification

Two Standard 2 1/2 in.
 connections - ISO R45
 Specification

Two service connections
 (gravity feed)

Two service connections
 (gravity feed)

AFT OF NOSE	DISTANCE <small>Meters (Ft - In.)</small>		MEAN HEIGHT FROM GROUND
	FROM AIRPLANE CENTERLINE RH SIDE	LH SIDE	
24.31 (79-9)	11.84 (38-10)	—	4.27 (14-0)
24.32 (79-9)	—	11.84 (38-10)	4.27 (14-0)
24.95 (81-10)	12.35 (40-6)	12.35 (40-6)	4.72 (15-6)
31.02 (101-9)	20.39 (66-11)	20.39 (66-11)	5.27 (17-3)

Flow Rate :

1135 l/mn (250 Imp. gal/mn) (300 U.S. gal/mn) per connection

Maximum Pressure :

50 psig (3.45 bars)

Printed in France

APPROX. CAPACITIES PER AIRPLANE

	LITERS	IMP. GALLONS	U.S. GALLONS
Two outboard tanks	9,230	2,030	2,438
Two inboard tanks	34,770	7,650	9,185
Total per airplane	44,000	9,680	11,623

5.4.6 Fuel System
 MODEL B2-B2K

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

FUEL SYSTEM

	DISTANCE AFT OF NOSE	<u>Meters</u> (Ft - In.)		MEAN HEIGHT FROM GROUND
		FROM AIRPLANE CENTERLINE	RH SIDE	
Two standard 2 1/2 in. connections - ISO R45 Specification	24.31 (79-9)	11.84 (38-10)	—	4.26 (13-11)
Two Standard 2 1/2 in. connections - ISO R45 Specification	24.31 (79-9)	—	11.84 (38-10)	4.26 (13-11)
Two service connections (gravity feed)	24.95 (81-10)	12.35 (40-6)	12.35 (40-6)	4.72 (15-5)
Two service connections (gravity feed)	31.02 (101-9)	20.39 (66-11)	20.39 (66-11)	5.27 (17-3)

Printed in France

Flow Rate :
 1135 l/mn (250 Imp. gal/mn) (300 U.S. gal/mn) per connection

Maximum Pressure :
 50 psig (3.45 bars)

APPROX. CAPACITIES PER AIRPLANE

	LITERS	IMP. GALLONS	U.S. GALLONS
Two outboard tanks	9,230	2,030	2,438
Two inboard tanks	34,770	7,650	9,185
Total per airplane	44,000	9,680	11,623

5.4.6 Fuel System
 MODEL B2 320



AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

FUEL SYSTEM

Two standard 2 1/2 in.
connections - ISO R45
Specification

Two Standard 2 1/2 in.
connections - ISO R45
Specification

Two service connections
(gravity feed)

Two service connections
(gravity feed)

AFT OF NOSE	DISTANCE <small>Meters (Ft - In.)</small>		MEAN HEIGHT FROM GROUND
	RH SIDE	LH SIDE	
24.31 (79-9)	11.84 (38-10)	—	4.26 (13-11)
24.31 (79-9)	—	11.84 (38-10)	4.26 (13-11)
24.95 (81-10)	12.35 (40-6)	12.35 (40-6)	4.72 (15-5)
31.02 (101-9)	20.39 (66-11)	20.39 (66-11)	5.27 (17-3)

Flow Rate :

1475 l/mn (325 Imp. gal/mn) (390 U.S. gal/mn) per connection

Maximum Pressure :

50 psig (3.45 bars)

APPROX. CAPACITIES PER AIRPLANE

	LITERS BASIC	LITERS OPTIONAL	IMP. GALLONS BASIC	IMP. GALLONS OPTIONAL	U.S. GALLONS BASIC	U.S. GALLONS OPTIONAL
Two outboard tanks	9,210	9,260	2,030	2,040	2,430	2,450
Two inboard tanks	34,560	35,140	7,600	7,730	9,130	9,280
One center tank	14,330	17,600	3,150	3,870	3,790	4,650
Total per airplane	58,100	62,000	12,780	13,640	15,350	16,380

5.4.6 Fuel System
MODEL B4



AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

FUEL SYSTEM

	AFT OF NOSE	Meters (Ft - In.)		MEAN HEIGHT FROM GROUND	
		FROM AIRPLANE CENTERLINE			
		RH SIDE	LH SIDE		
Two standard 2 1/2 in. connections - ISO R45 Specification	24.31 (79-9)	11.84 (38-10)	—	4.26 (13-11)	
Two Standard 2 1/2 in. connections - ISO R45 Specification	24.31 (79-9)	—	11.84 (38-10)	4.26 (13-11)	
Two service connections (gravity feed)	24.95 (81-10)	12.35 (40-6)	12.35 (40-6)	4.72 (15-5)	
Two service connections (gravity feed)	31.02 (101-9)	20.39 (66-11)	20.39 (66-11)	5.27 (17-3)	

Flow Rate :

1475 l/mn (325 Imp. gal/mn) (390 U.S. gal/mn) per connection

Maximum Pressure :

50 psig (3.45 bars)

APPROX. CAPACITIES PER AIRPLANE

	LITERS BASIC	LITERS OPTIONAL	IMP. GALLONS BASIC	IMP. GALLONS OPTIONAL	U.S. GALLONS BASIC	U.S. GALLONS OPTIONAL
Two outboard tanks	9,210	9,260	2,030	2,040	2,430	2,450
Two inboard tanks	34,560	35,140	7,600	7,730	9,130	9,280
One center tank	14,330	17,600	3,150	3,870	3,790	4,650
R Total per airplane	58,100	62,000	12,780	13,640	15,350	16,380

5.4.6 Fuel System MODEL C4

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

PNEUMATIC SYSTEM

Two standard 3 in. ISO TC20 connections for engine starting and cabin conditioning.

Two standard 8 in. connections (MS33562) for pre-conditioned air (optional).

AFT OF NOSE	DISTANCE FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
	Meters (Ft - In.)	RH SIDE	
21.60 (70-10)		0.88 (2-11)	2.15 (7-1)
17.31 (56-9)		0.82 (2-8)	2.27 (7-5)
16.82 (55-2)		0.82 (2-8)	2.27 (7-5)

A 300

AIRPLANE CHARACTERISTICS

PNEUMATIC SYSTEM

Two standard 3 in. ISO TC20 connections for engine starting and cabin conditioning.

Two standard 8 in. connections (MS33562) for pre-conditioned air (optional).

AFT OF NOSE	DISTANCE FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
	Meters (Ft - In.)	Meters (Ft - In.)	
	RH SIDE	LH SIDE	
21.60 (70-10)		0.88 (2-11)	2.16 (7-1)
17.31 (56-9)		0.82 (2-8)	2.27 (7-5)
16.82 (55-2)		0.82 (2-8)	2.27 (7-5)

A 300

AIRPLANE CHARACTERISTICS

OIL SYSTEM

AFT OF NOSE	DISTANCE FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND	
	METERS (Ft - In.)	METERS (Ft - In.)		
	RH SIDE	LH SIDE		
A. Engine oil replenishment : One gravity fill cap and one pressure fill connection per engine fill	18.00 (59-1)	8.80 (28-11)	7.00 (22-11)	1.40 (4-7)

Delivery pressure required : 25 psi (1.72 bars)

Tank capacity :

- Full level : 6 U.S. Gal (22.710 liters)
- Usable : 3 U.S. Gal (11.355 liters)

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B. C.S.D. oil replenishment :

One pressure fill connection per engine and one gravity fill port

17.50 (57-4)	9.00 (29-6)	6.80 (22-4)	1.00 (3-3)
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Delivery pressure required : 25 psi (1.72 bars)

Tank capacity : 8.5 U.S. quarts (8.04 liters)

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

OIL SYSTEM

- A. Engine oil replenishment :
One gravity fill cap and
one pressure fill connection per engine fill

AFT OF NOSE	DISTANCE <small>Meters (Ft - In.)</small>		MEAN HEIGHT FROM GROUND	
	FROM AIRPLANE CENTERLINE	.		
	RH SIDE	LH SIDE		
	18.20 (59-8)	8.86 (29-1)	7.02 (23-00)	1.36 (4-6)

Delivery pressure required : 25 psi (1.72 bar)

Tank capacity :

- Full level : 10.6 U.S. Gal (40.12 liters)
- Usable : 8.6 U.S. Gal (32.55 liters)

- B. C.S.D. oil replenishment :
One pressure fill connection per engine and one gravity fill port

18.05 (59-3)	8.53 (28-0)	7.34 (24-1)	1.05 (3-5)
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Delivery pressure required : 25 psi (1.72 bar)

Tank capacity : 8.5 U.S. quarts (8.04 liters)

N

5.4.8 Engine and CSD Oil System
MODEL B2 320

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

OIL SYSTEM

DISTANCE AFT OF NOSE	Meters (Ft - In.)		MEAN HEIGHT FROM GROUND	
	FROM AIRPLANE CENTERLINE			
	RH SIDE	LH SIDE		
	18.00 (59-1)	8.80 (28-11)	7.00 (22-11)	1.40 (4-7)

- A. Engine oil replenishment :
One gravity fill cap and
one pressure fill connec-
tion per engine fill

Delivery pressure required : 25 psi (1.72 bar)

Tank capacity :

- Full level : 6 U.S. Gal (22.710 liters)
- Usable : 3 U.S. Gal (11.355 liters)

- B. C.S.D. oil replenishment :
One pressure fill connec-
tion per engine and one
gravity fill port

17.50 (57-4)	9.00 (29-6)	6.80 (22-4)	1.00 (3-3)
-----------------	----------------	----------------	---------------

Delivery pressure required : 25 psi (1.72 bar)

Tank capacity : 8.5 U.S. quarts (8.04 liters)

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

OIL SYSTEM

- A. Engine oil replenishment :
One gravity fill cap and
one pressure fill connec-
tion per engine fill

AFT OF NOSE	DISTANCE <small>Meters (Ft - In.)</small>		MEAN HEIGHT FROM GROUND	
	FROM AIRPLANE CENTERLINE			
	RH SIDE	LH SIDE		
	18.00 (59-1)	8.80 (28-11)	7.00 (22-11)	1.40 (4-7)

Delivery pressure required : 25 psi (1.72 bar)

Tank capacity :

- Full level : 6 U.S. Gal (22.710 liters)
- Usable : 3 U.S. Gal (11.355 liters)

- B. C.S.D. oil replenishment :
One pressure fill connec-
tion per engine and one
gravity fill port

17.50 (57-4)	9.00 (29-6)	6.80 (22-4)	1.00 (3-3)
-----------------	----------------	----------------	---------------

Delivery pressure required : 25 psi (1.72 bar)

Tank capacity : 8.5 U.S. quarts (8.04 liters)



AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

POTABLE WATER SYSTEM

One standard 3/4 in. self sealing quick release coupling for filling.

Two drain and two flushing connections

AFT OF NOSE	DISTANCE FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
	Meters (Ft - In.)	RH SIDE	
18.41 (60-5)	1.13 (3-8)		2.48 (6-8)
5.13 (16-10)	1.63 (5-4)		3.05 (10-0)
42.10 (137-6)		0.70 (2-3)	4.32 (14-2)

Fill rate :

- Flow : 91 l/mn (20 Imp. gal/mn) (24 U.S. gal/mn)
- Pressure : 25 psi (1.72 bar)

Usuable capacity :

- 400 liters (88 Imp. gal.) (106 U.S. gal.)

5.4.9 Potable Water System MODEL B2

POTABLE WATER SYSTEM

One standard 3/4 in. self sealing quick release coupling for filling.
 Two drain and two flushing connections

AFT OF NOSE	DISTANCE <u>Meters</u> (Ft - In.)		MEAN HEIGHT FROM GROUND
	FROM AIRPLANE CENTERLINE	RH SIDE	
18.41 (60-5)	1.13 (3-8)		2.48 (6-8)
5.13 (16-10)	1.63 (5-4)		3.06 (10-0)
42.10 (137-6)		0.70 (2-3)	4.33 (14-2)

Fill rate :

- Flow : 91 l/mn (20 Imp. gal/mn) (24 U.S. gal/mn)
- R - Pressure : 25 psi (1.72 bar)

Usuable capacity :

- 400 liters (88 Imp. gal. (106 U.S. gal.)

5.4.9 Potable Water System
MODEL B2 320 - B4 - C4

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

TOILET SYSTEM

Per servicing panel.
One Standard 4 in. drain.
connection and two 1 in.
flush connection

AFT OF NOSE	DISTANCE <small>Meters (Ft - In.)</small>		MEAN HEIGHT FROM GROUND
	FROM AIRPLANE CENTERLINE	RH SIDE LH SIDE	
4.40 (14-5)		1.71 (5.7)	3.28 (10-9)
42.16 (138-4)	0.64 (2-1)		4.26 (13-10)

Capacity Single toilet :

- Waste : 58,7 liters (12.9 Imp. gal.) (15.5 U.S. gal.)
- Chemical fluid : 9,5 liters (2.1 Imp. gal.) (2.5 U.S. gal.)

Capacity Double toilet :

- Waste : 120 liters (26.4 Imp. gal.) (31.6 U.S. gal.)
- Chemical fluid : 19 liters (4.2 Imp. gal.) (5.0 U.S. gal.)

A 300

AIRPLANE CHARACTERISTICS

TOILET SYSTEM

Per servicing panel
 One Standard 4 in. drain connection and two 1 in.
 flush connection

AFT OF NOSE	DISTANCE <small>Meters (Ft- In.)</small>		MEAN HEIGHT FROM GROUND
	FROM AIRPLANE CENTERLINE	RH SIDE	
		RH SIDE	LH SIDE
4.40 (14-5)		1.71 (5-7)	3.29 (10-9)
42.16 (138-4)	0.64 (2-1)		4.29 (14-0)

Capacity Single toilet :

- Waste : 58,7 liters (12.9 Imp. gal.) (15.5 U.S. gal.)
- Chemical fluid : 9,5 liters (2.1 Imp. gal.) (2.5 U.S. gal.)

Capacity Double toilet :

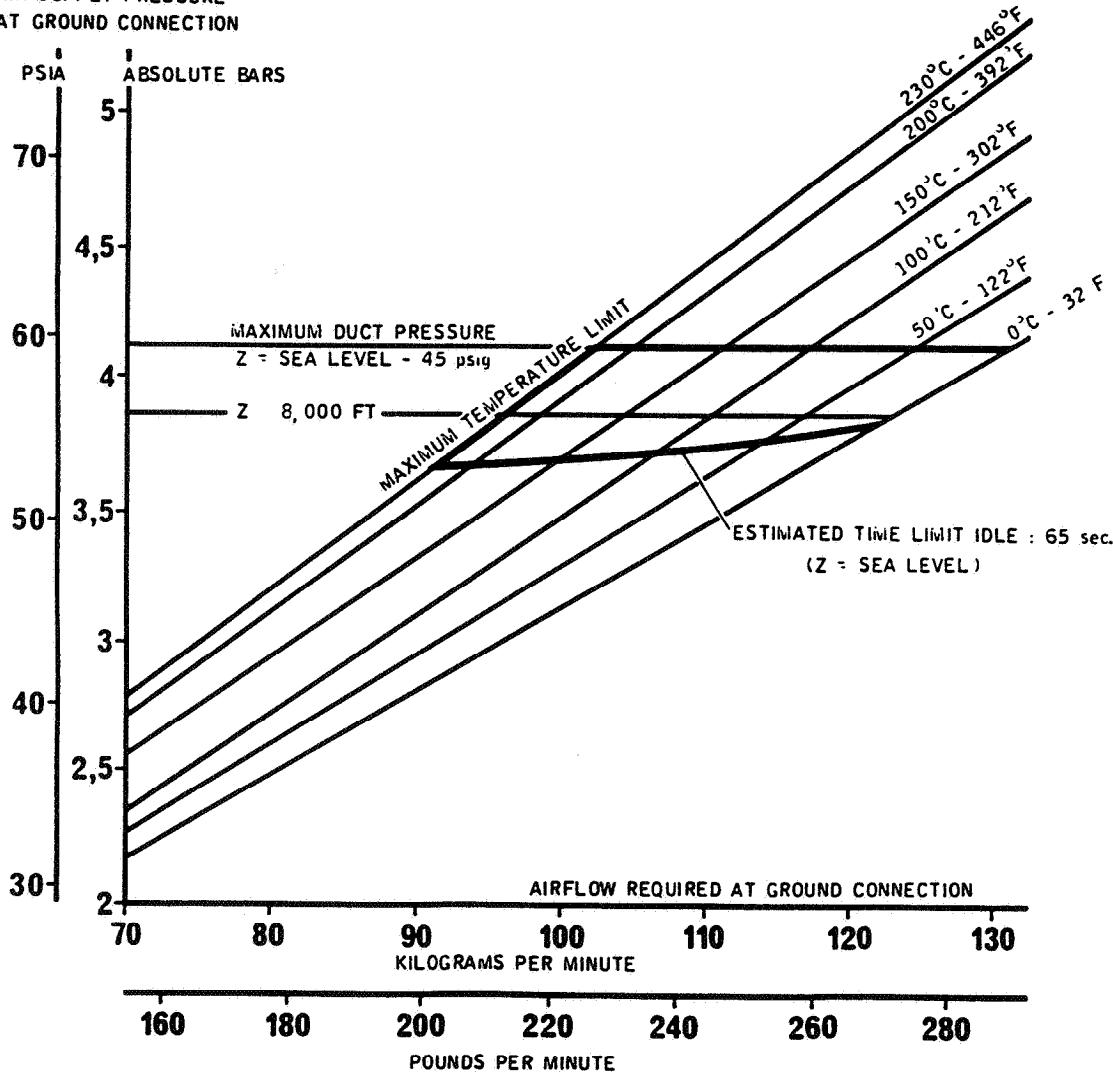
- Waste : 120 liters (26.4 Imp. gal.) (31.6 U.S. gal.)
- Chemical fluid : 19 liters (4.2 Imp. gal.) (5.0 U.S. gal.)

A 300

AIRPLANE CHARACTERISTICS

AIR SUPPLY TEMPERATURE AT FUSELAGE CONNECTION

AIR SUPPLY PRESSURE
AT GROUND CONNECTION



0 TO 8,000 FT. ALT.
TEMP. AMBIENT : - 20°C - 4°F

5.5 ENGINE STARTING PNEUMATIC REQUIREMENTS
5.5.1 AMBIENT TEMPERATURE -20°C (-4°F))
MODEL B2-320

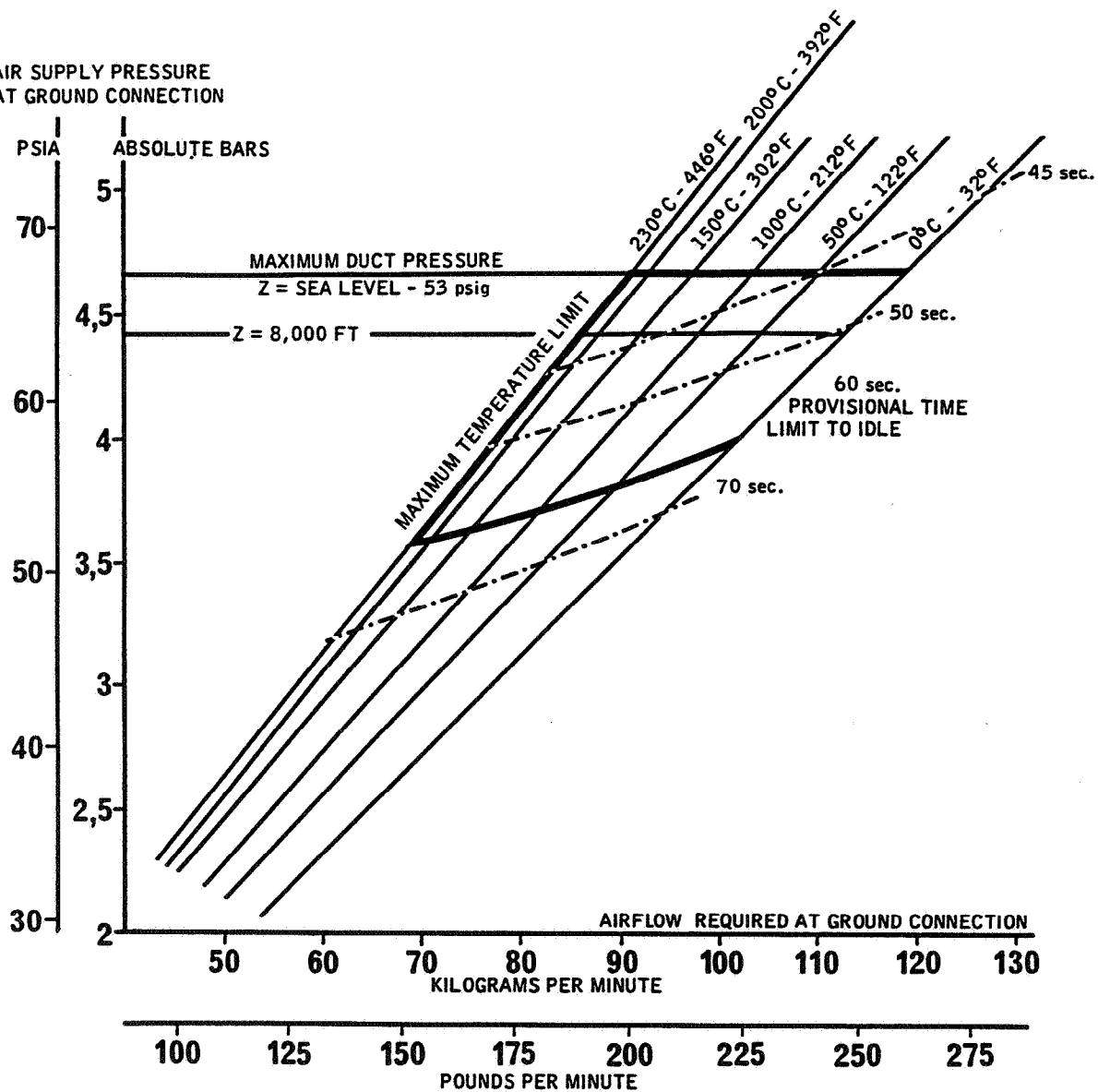
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AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

AIR SUPPLY TEMPERATURE AT FUSELAGE CONNECTION

Printed in France

AIR SUPPLY PRESSURE AT GROUND CONNECTION



0 TO 8,000 FT. ALT.
TEMP. AMBIENT : - 40°C - 40°F

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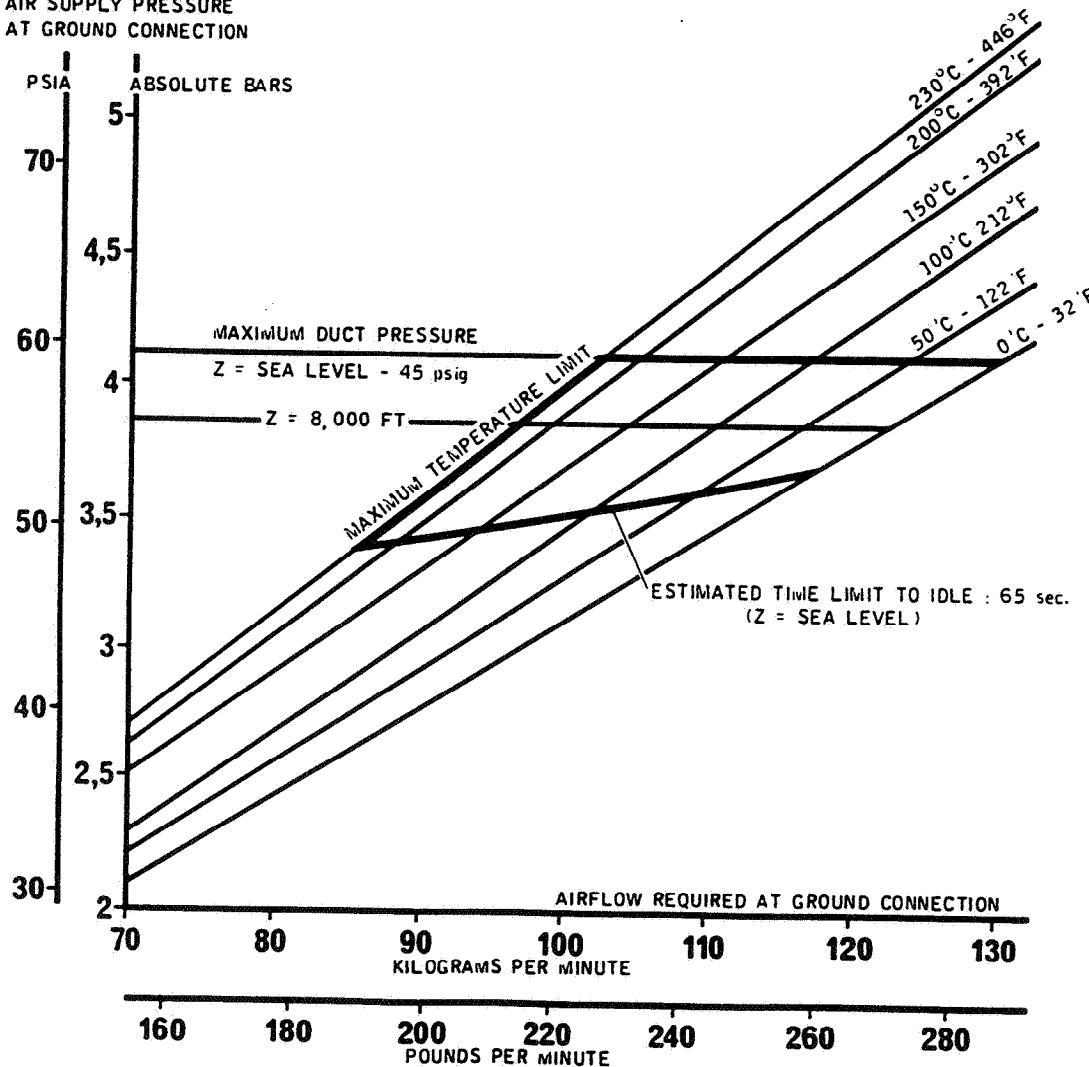
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5.5 ENGINE STARTING PNEUMATIC REQUIREMENTS
5.5.1 AMBIENT TEMPERATURE -40°C (-40°F)
MODEL B2 - B4 - C4

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

AIR SUPPLY TEMPERATURE
AT FUSELAGE CONNECTION

AIR SUPPLY PRESSURE
AT GROUND CONNECTION



0 TO 8,000 FT. ALT.
TEMP. AMBIENT : + 15°C + 59°F

A A 5 05 05 02 0 AB 0

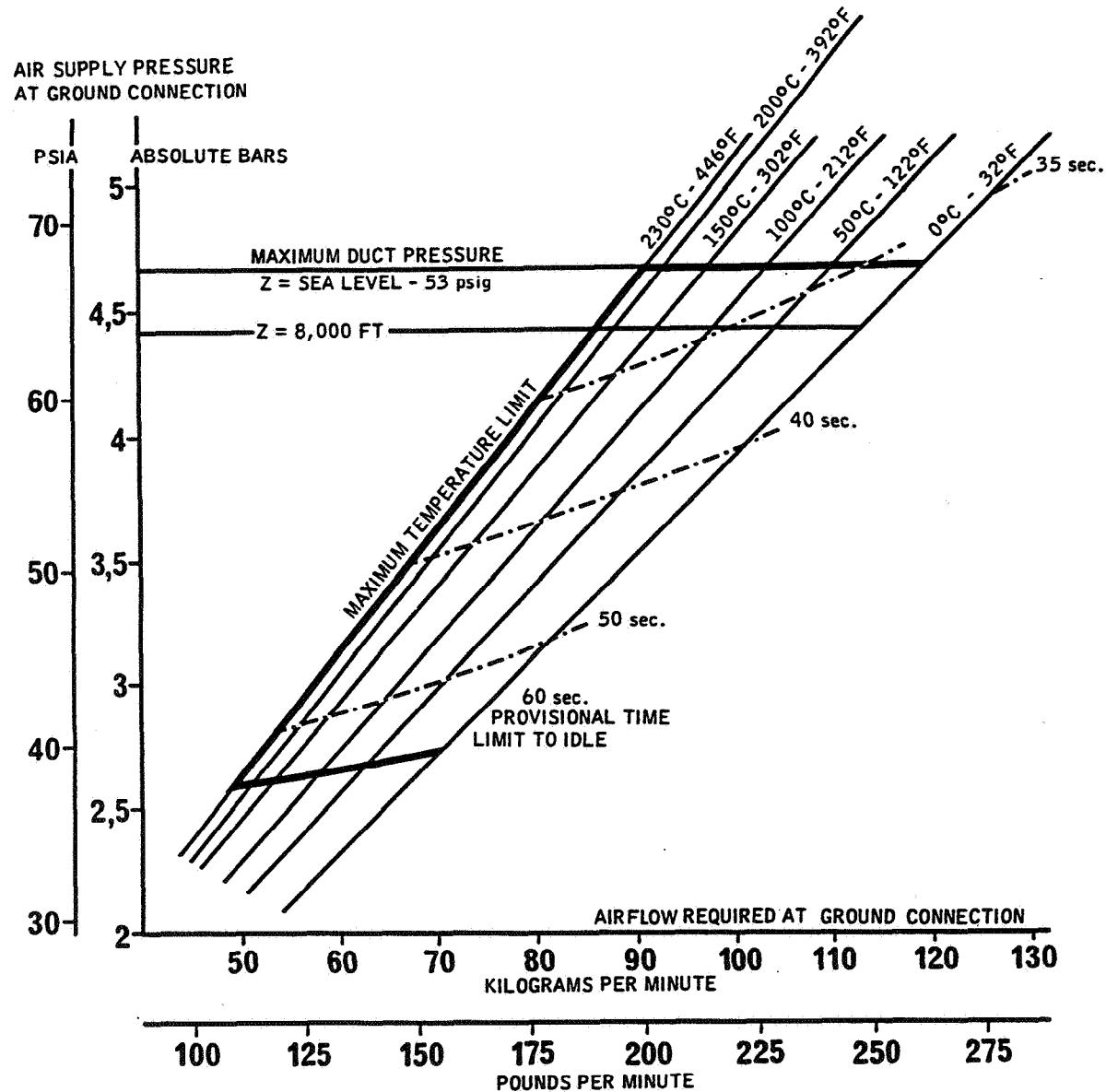
N 5.5 ENGINE STARTING PNEUMATIC REQUIREMENTS
5.5.2 AMBIENT TEMPERATURE +15°C (+60°F)
MODEL B2-320

A 300

AIRPLANE CHARACTERISTICS

AIR SUPPLY TEMPERATURE
AT FUSELAGE CONNECTION

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0 TO 8,000 FT. ALT.
TEMP. AMBIENT : +15°C (+60°F)

AA50505020AA0

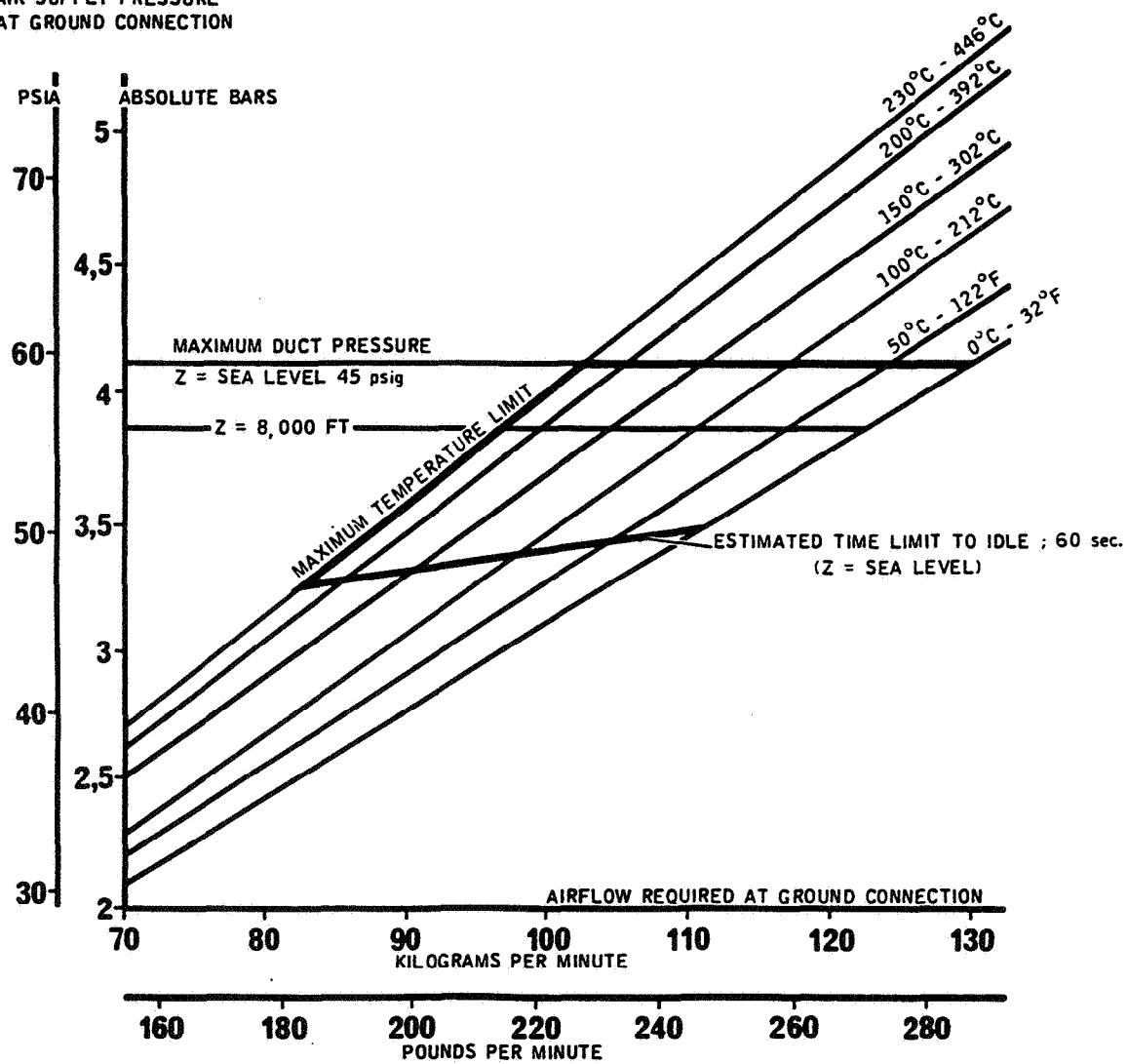
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5.5 ENGINE STARTING PNEUMATIC REQUIREMENTS
5.5.2 AMBIENT TEMPERATURE +15°C (+60°F)
MODEL B2 - B4 - C4

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

AIR SUPPLY TEMPERATURE
 AT FUSELAGE CONNECTION

AIR SUPPLY PRESSURE
 AT GROUND CONNECTION



0 TO 8,000 FT. ALT.
 TEMP. AMBIENT : + 38°C + 100°F

A A 5 05 05 03 0 AB 0

N 5.5 ENGINE STARTING PNEUMATIC REQUIREMENTS
 5.5.3 AMBIENT TEMPERATURE +38°C (+100°F)
 MODEL B2-320

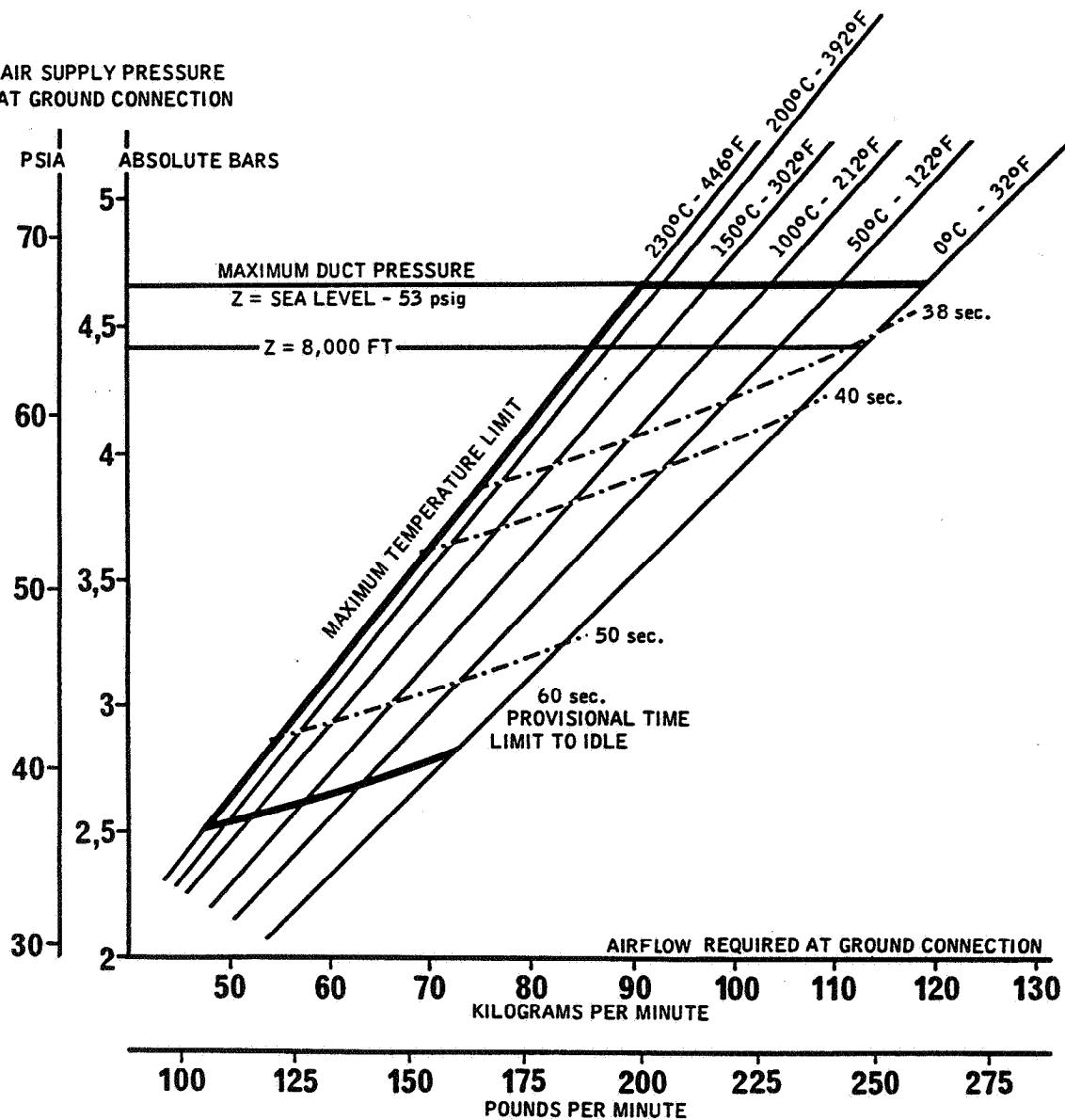
A 300

AIRPLANE CHARACTERISTICS

AIR SUPPLY TEMPERATURE
AT FUSELAGE CONNECTION

Printed in France

AIR SUPPLY PRESSURE
AT GROUND CONNECTION



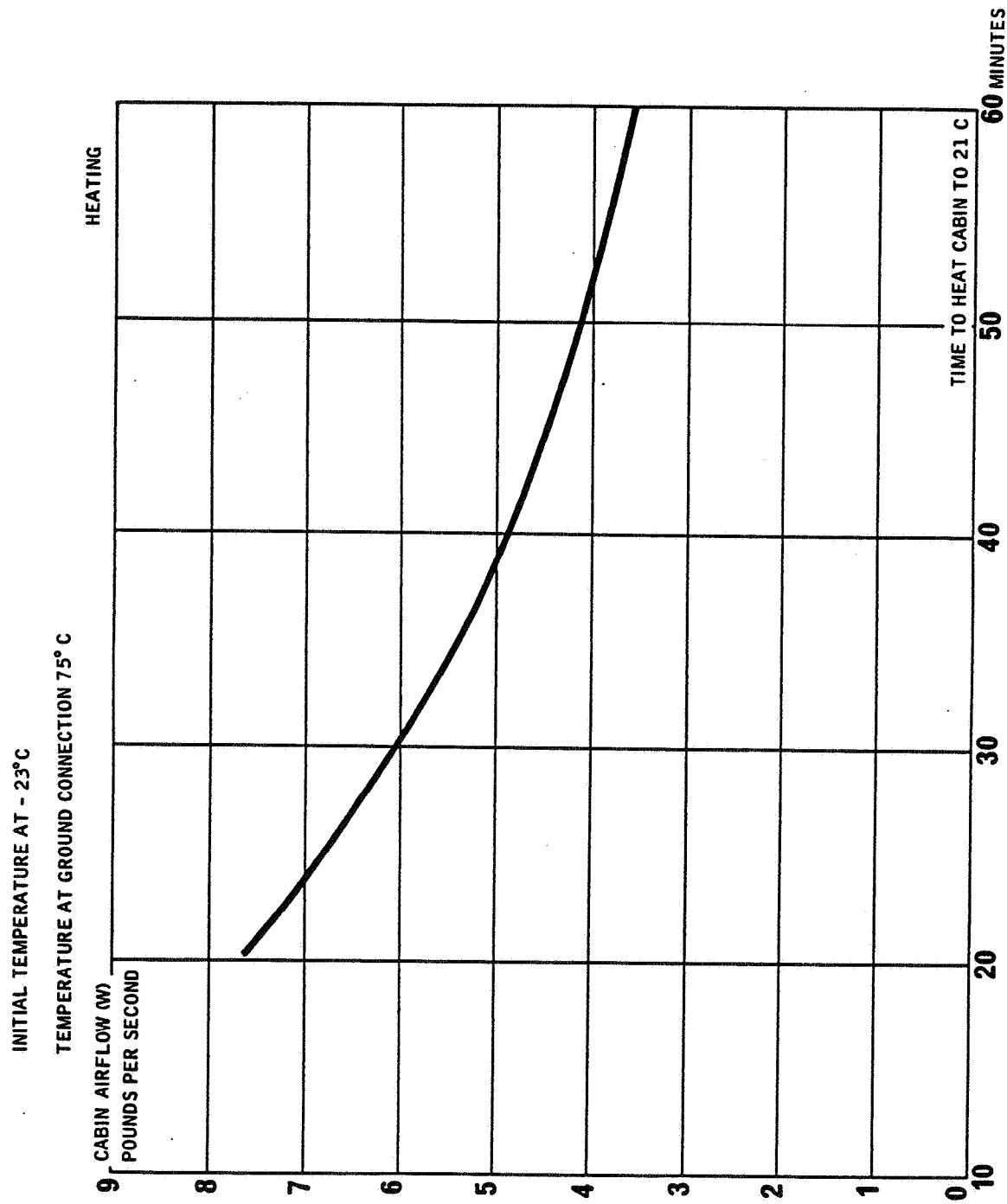
0 TO 8,000 FT. ALT.
TEMP. AMBIENT : +37,8°C +100°F

AA 5 05 03 0 AA 0

R

5.5 ENGINE STARTING PNEUMATIC REQUIREMENTS
5.5.3 AMBIENT TEMPERATURE +38°C (+100°F)
MODEL B2 - B4 - C4

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS



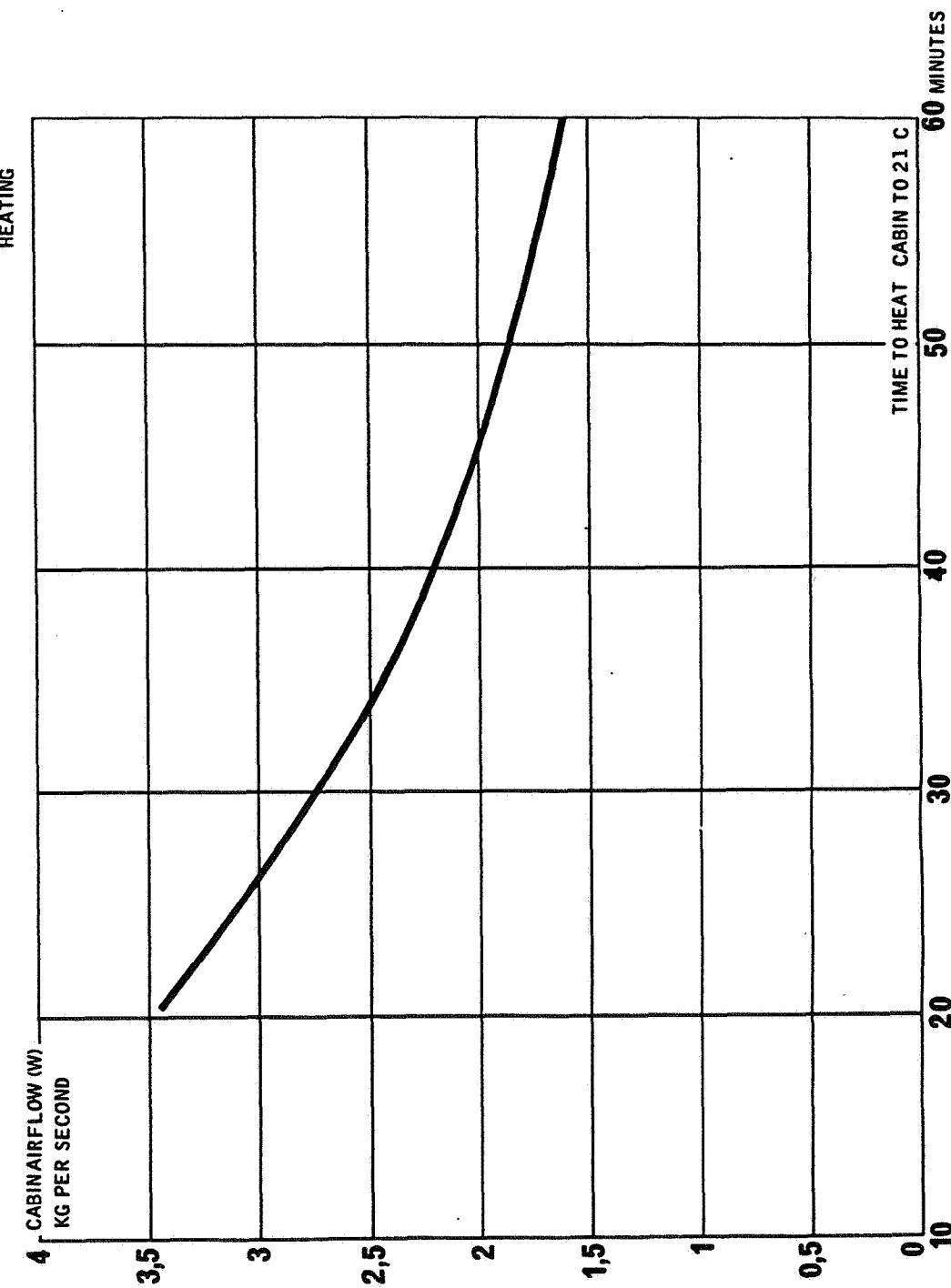
A A 5 05 06 00 0 AM 0

5.6 GROUND PNEUMATIC POWER REQUIREMENTS
5.6.1 HEATING (U.S. UNITS)
MODEL B2 - B4 - C4

A 300
AIRPLANE CHARACTERISTICS

Printed in France

A A 5 05 06 00 0 BM 0

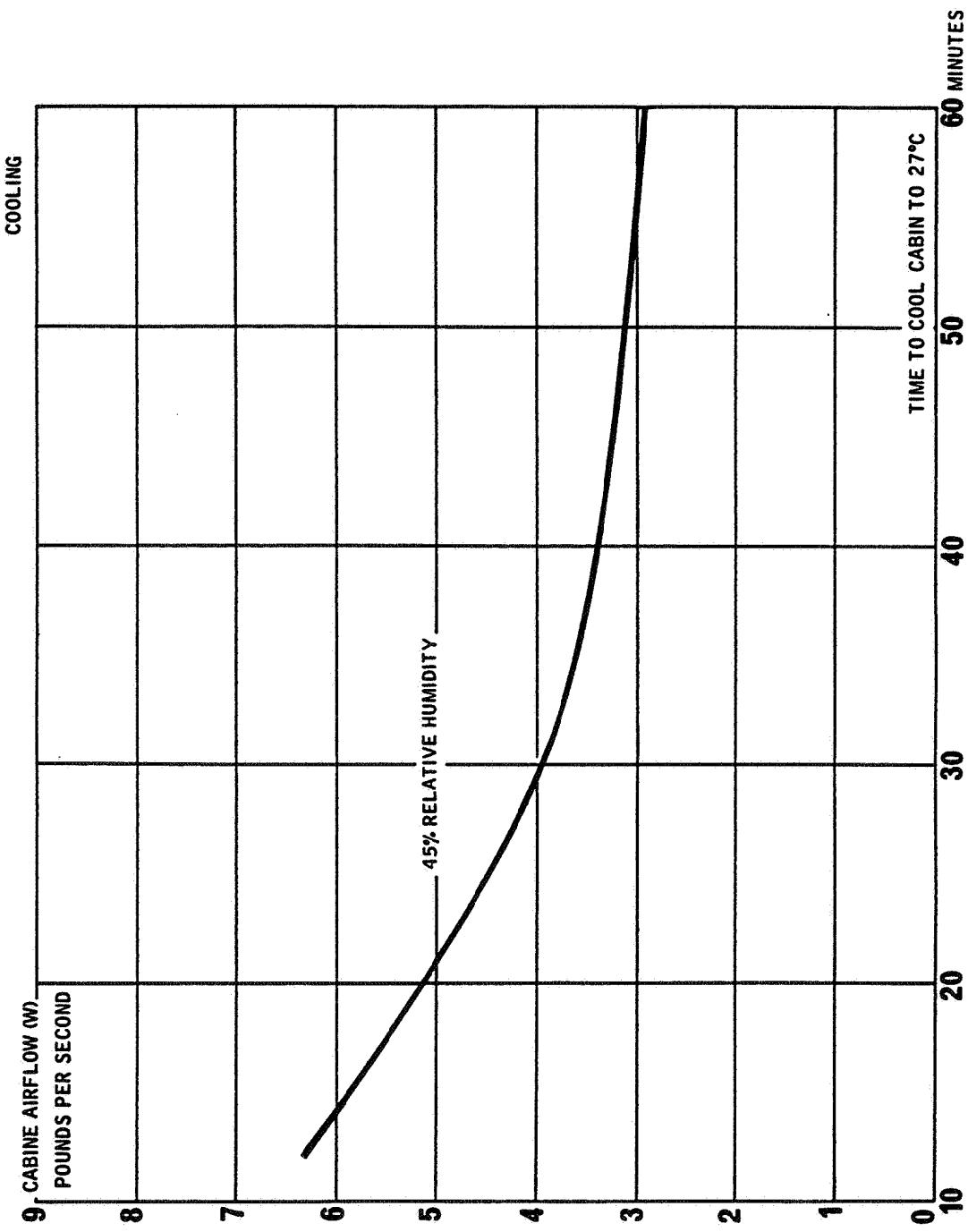
INITIAL TEMPERATURE AT - 23°C
TEMPERATURE AT GROUND CONNECTION 75°C5.6 GROUND PNEUMATIC POWER REQUIREMENTS
5.6.2 HEATING (METRIC UNITS)
MODEL B2 - B4 - C4

A 300

AIRPLANE CHARACTERISTICS

A A 5 05 0600 0 CM 0

INITIAL CABIN TEMPERATURE AT 38°C
OUTSIDE AIR TEMPERATURE 38°C
TEMPERATURE AT GROUND CONNECTION - 1.4°C



5.6 GROUND PNEUMATIC POWER REQUIREMENTS

5.6.3 COOLING (U.S. UNITS)

MODEL B2 - B4 - C4

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

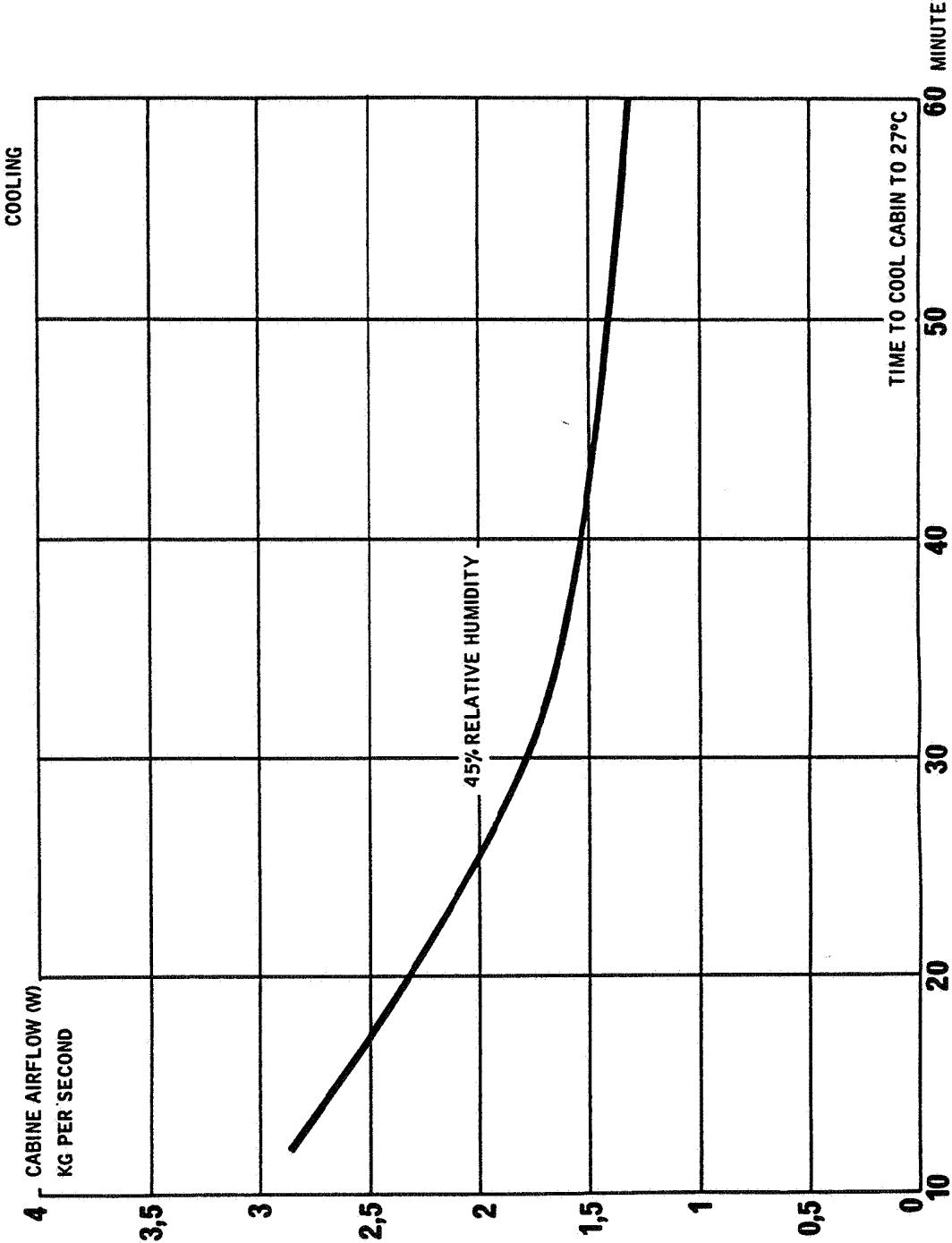
Printed in France

A A 5 05 06 00 0 DM 0

INITIAL CABIN TEMPERATURE AT 38°C

OUTSIDE AIR TEMPERATURE 38°C

TEMPERATURE AT GROUND CONNECTION - 1,4°C

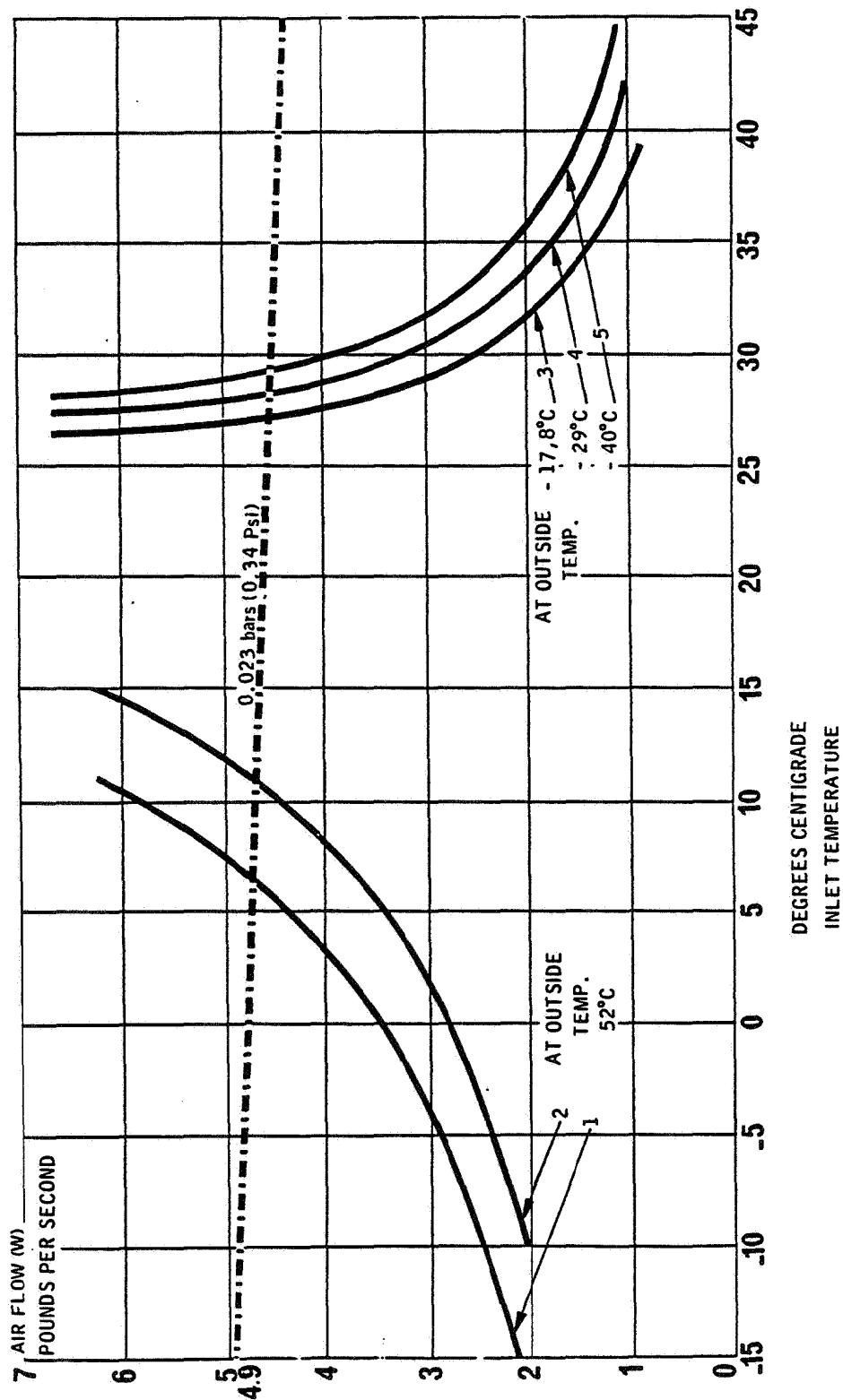


5.6 GROUND PNEUMATIC POWER REQUIREMENTS
 5.6.4 COOLING (METRIC UNITS)
 MODEL B2 - B4 - C4

A 300

AIRPLANE CHARACTERISTICS

- 1 - CABIN AT 24°C PASSENGER AND CREW 279, NO GALLEY LOAD
BRIGHT DAY SOLAR LOAD 4330W, ELECTRICAL LOAD 4050W
- 2 - CABIN AT 26°7 C. ALL OTHER CONDITIONS SAME AS IN 1
- 3 - 4 - 5 - CABIN AT 24°C, NO CREW OR PASSENGERS NO OTHER HEAT LOAD



5.7 PRECONDITIONED AIRFLOW REQUIREMENTS

5.7.1 (U.S. UNITS)

MODEL B2 - B4 - C4

A 300

AIRPLANE CHARACTERISTICS

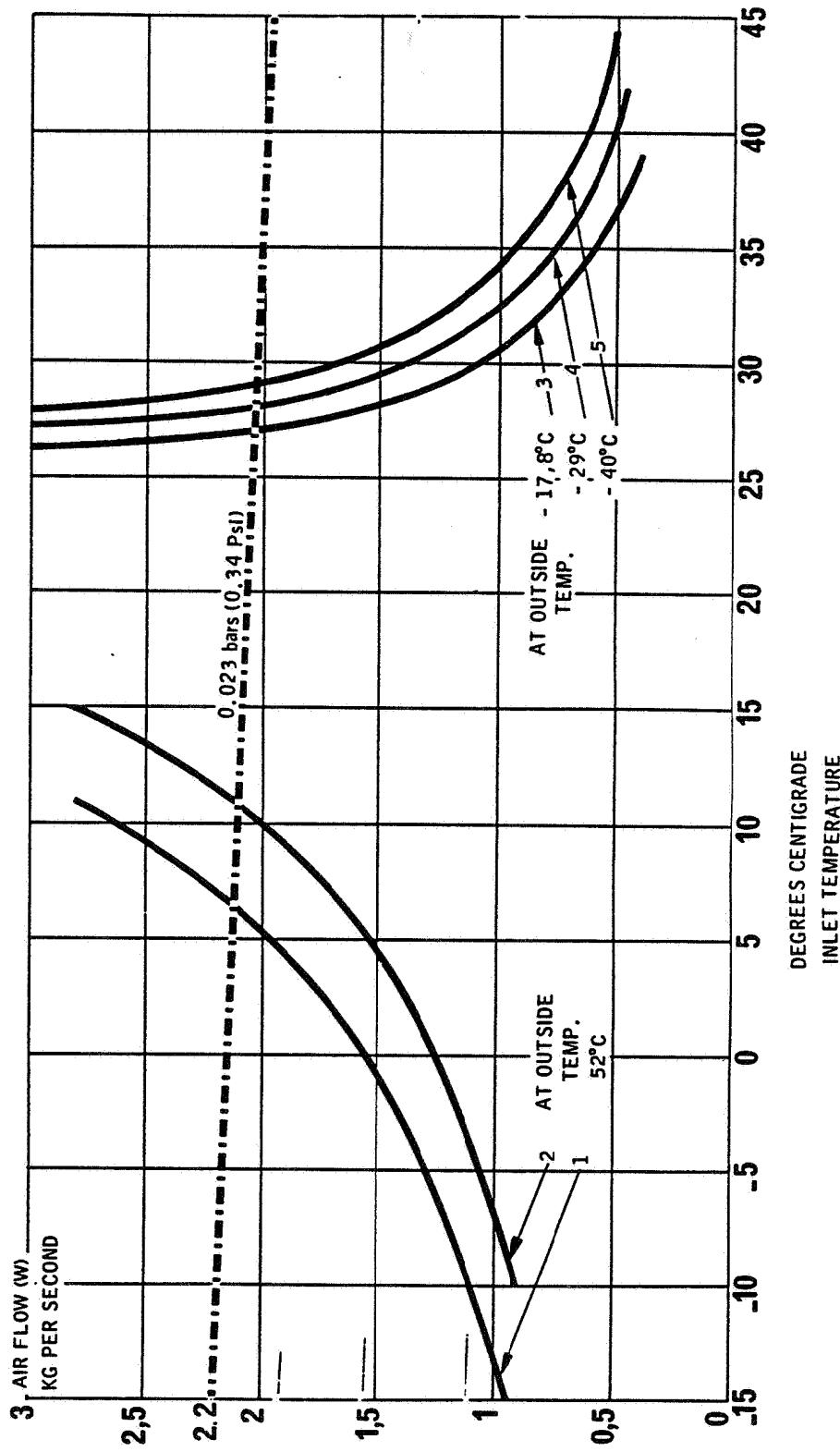
Printed in France

✓ A A 5 05 06 00 FM 0
 A 00 5 B P022 01 00 A

1 - CABIN AT 24°C PASSENGER AND CREW 279. NO GALLEY LOAD
 BRIGHT DAY SOLAR LOAD 4330W. ELECTRICAL LOAD 4050W

2 - CABIN AT 26,7°C. ALL OTHER CONDITIONS SAME AS IN 1

3 - 4 - 5 - CABIN AT 24°C . NO CREW OR PASSENGERS NO OTHER HEAT LOAD



5.7 PRECONDITIONED AIRFLOW REQUIREMENTS

5.7.2 (METRIC UNITS)

MODEL B2 - B4 - C4

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

5.8 Ground Towing Requirements

The following charts show the drawbar pull needed to tow the A 300 under various conditions, and also the total load needed on the traction wheels to enable them to exert this pull without slipping. Chart 5-8-1 is in U.S. Units and chart 5-8-2 is in Metric Units.

EXAMPLE shown by broken line :

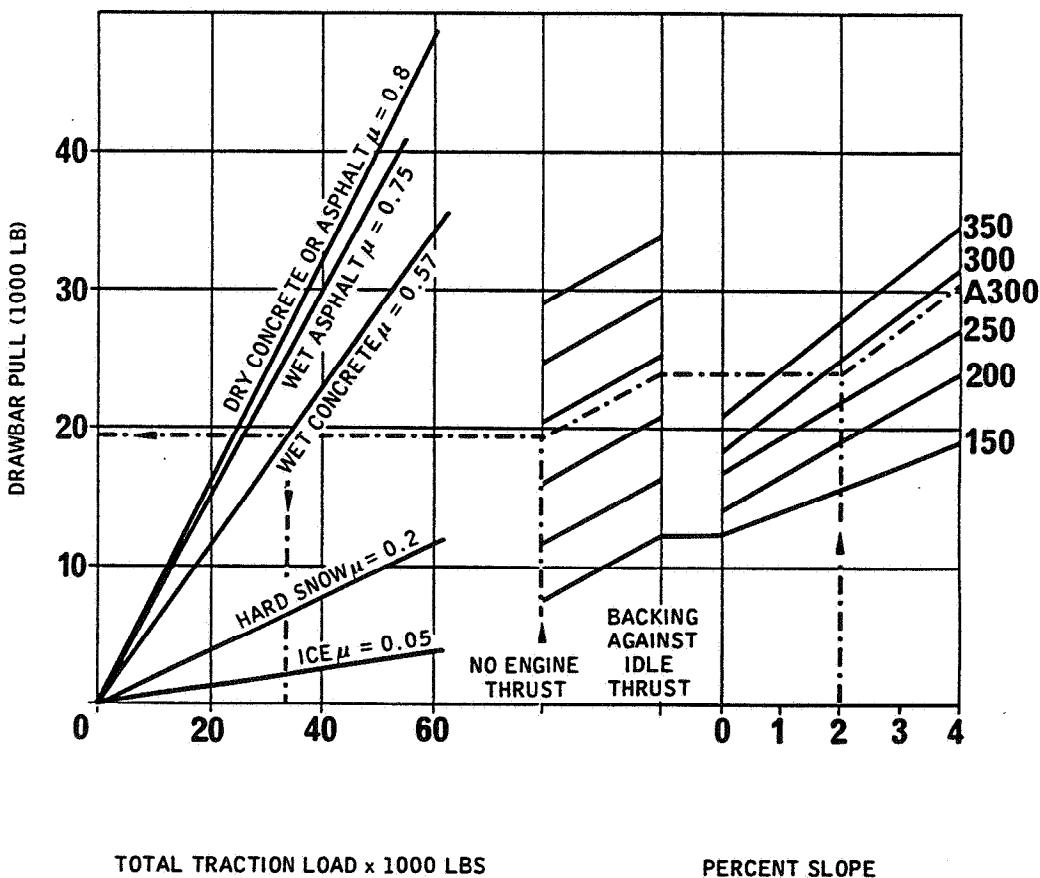
The airplane at a weight of 290,000 lb (131,542 kg) is being towed backwards on wet concrete up a 2% slope. Engines are not running. The drawbar pull required is 19,500 lb (8,845kg). The total weight on the traction wheels should be at least 33,000 lb (13,745 kg). If the airplane were being towed with engines running at idle thrust the pull required would be 24,050 lb (10,900 kg) and the traction wheels weight 42,350 lb (19,190 kg).

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AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

- UNUSUAL BREAKAWAY CONDITIONS NOT REFLECTED
- ESTIMATED FOR RUBBER TIRED TOW VEHICLES
- COEFFICIENTS OF FRICTION (μ) APPROXIMATE

Printed in France



A A 5 05 08 00 0 AM 0

TOTAL TRACTION LOAD $\times 1000$ LBS

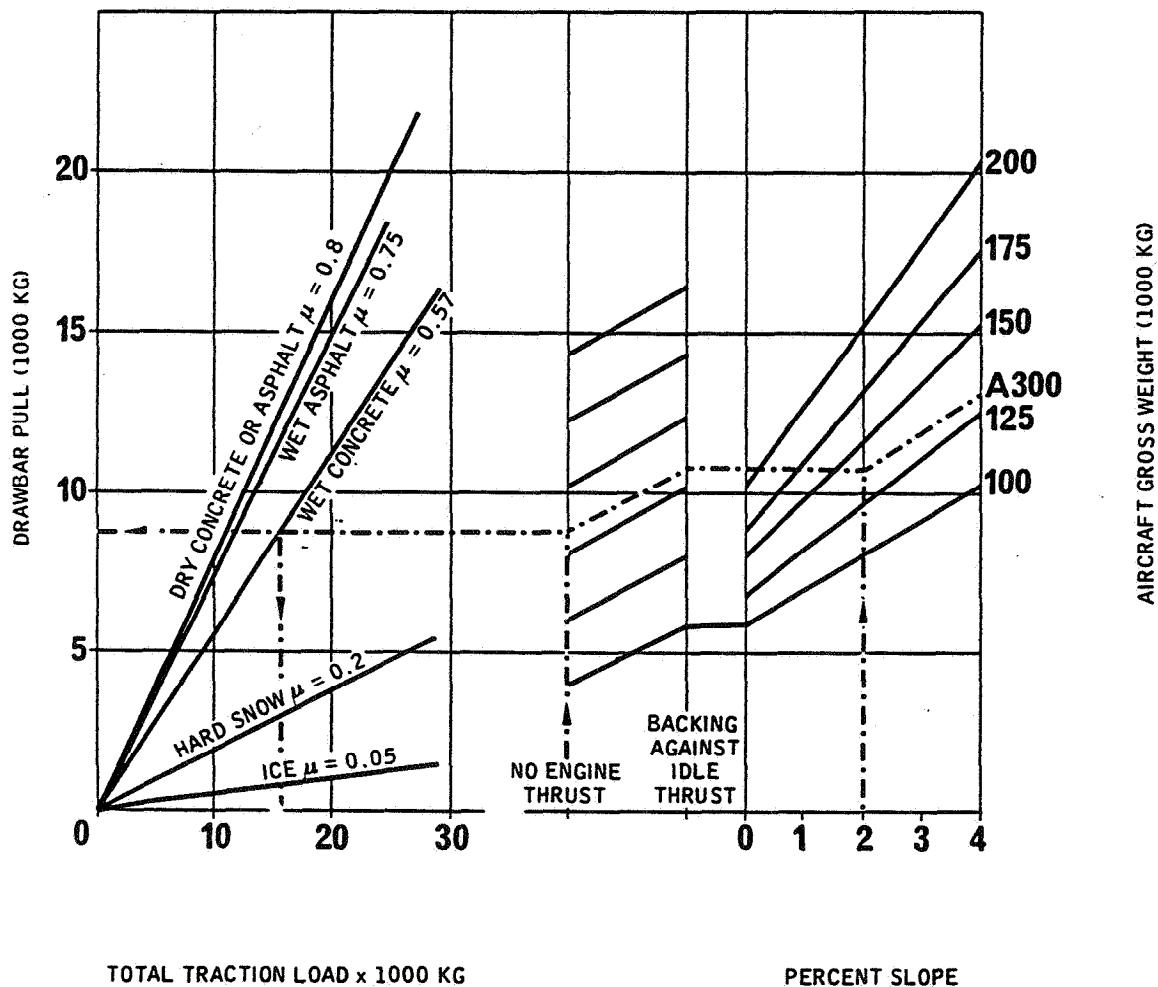
PERCENT SLOPE

5.8 GROUND TOWING REQUIREMENTS
5.8.1 (U.S. UNITS)
MODEL B2 - B4 - C4

A 300

AIRPLANE CHARACTERISTICS

- UNUSUAL BREAKAWAY CONDITIONS NOT REFLECTED
- ESTIMATED FOR RUBBER TIRED TOW VEHICLES
- COEFFICIENTS OF FRICTION (μ) APPROXIMATE



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5.8 GROUND TOWING REQUIREMENTS

5.8.2 (METRIC UNITS)

MODEL B2 - B4 - C4

6.0 OPERATING CONDITIONS

6.1 Jet engine exhaust velocities and temperatures

- 6.1.1 Exhaust velocity contours - Breakaway power (U.S. units)
- 6.1.2 Exhaust velocity contours - Breakaway power (Metric units)
- 6.1.3 Exhaust temperature contours - Breakaway power (U.S. units)
- 6.1.4 Exhaust temperature contours - Breakaway power (Metric units)
- 6.1.5 Exhaust velocity contours - Take-off power (U.S. units)
- 6.1.6 Exhaust velocity contours - Take-off power (Metric units)
- 6.1.7 Exhaust temperature contours - Take-off power (U.S. units)
- 6.1.8 Exhaust temperature contours - Take-off power (Metric units)
- 6.1.9 Exhaust velocity contours - Idle power (U.S units)
- 6.1.10 Exhaust velocity contours - Idle power (Metric units)
- 6.1.11 Exhaust temperature contours - Idle power (U.S. units)
- 6.1.12 Exhaust temperature contours - Idle power (Metric units)

6.2 Airport and community noise

- 6.2.1 External noise
- 6.2.2 Noise data
- 6.2.3 APU noise levels

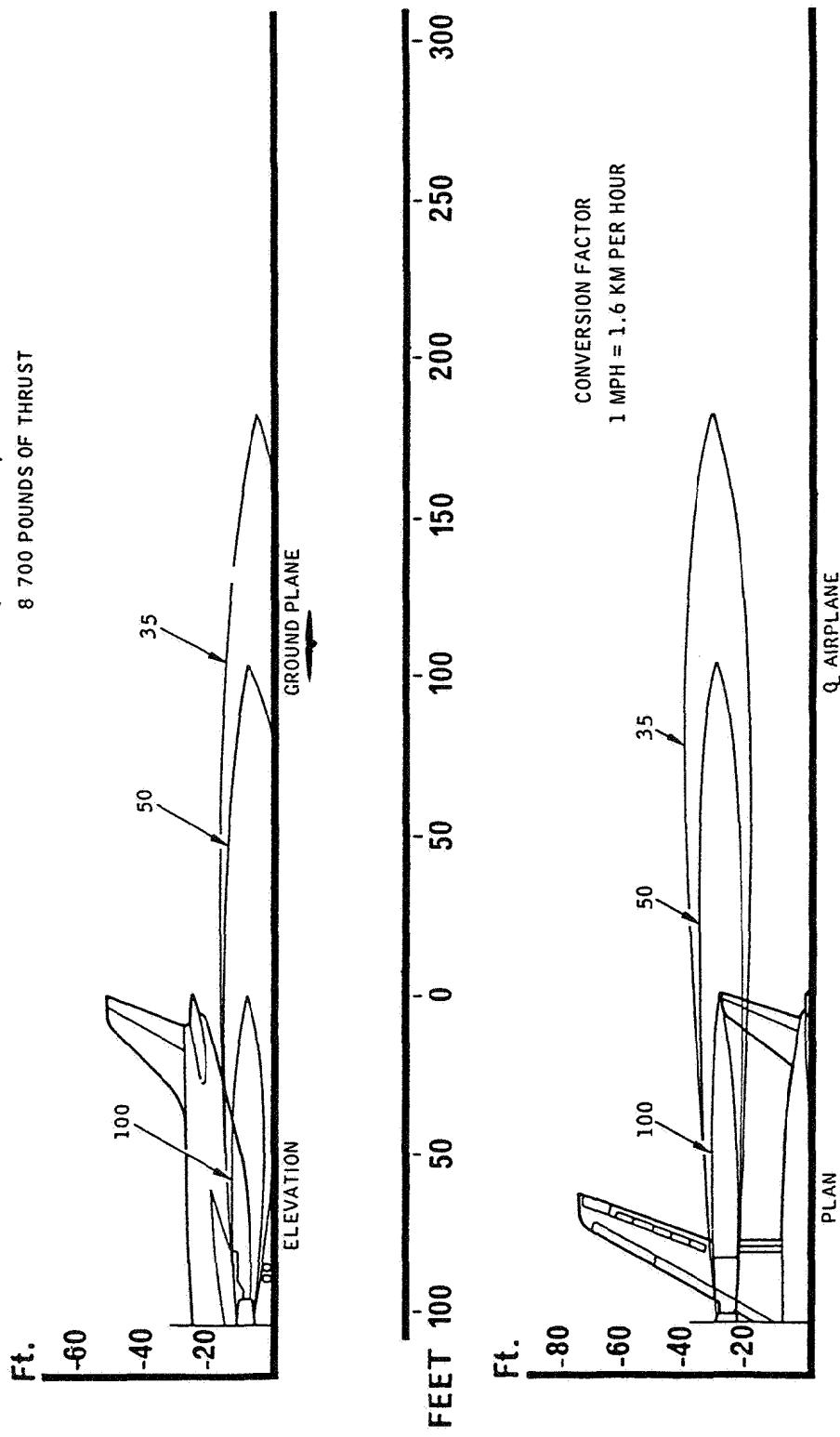
6.3 Danger areas of the engines

- 6.3.1 Danger areas forward of the engines (Ground idle)
- 6.3.2 Danger areas forward of the engines (Take-off)
- 6.3.3 Acoustic protection areas
- 6.3.4 APU - Exhaust Gas Temperature & Velocity

- R - Definition of Breakaway Power
- R Breakaway Power means the minimum power necessary for the aircraft to be able to start moving.

AA50601010AA0

NOTE : ALL VELOCITY VALUES ARE STATUTE MILES PER HOUR.
 BREAKAWAY POWER - SEA LEVEL STATIC, ZERO WIND,
 STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE.
 8 700 POUNDS OF THRUST



6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.1 EXHAUST VELOCITY CONTOURS - BREAKAWAY POWER (U.S. UNITS)
MODEL B2 - B4 - C4

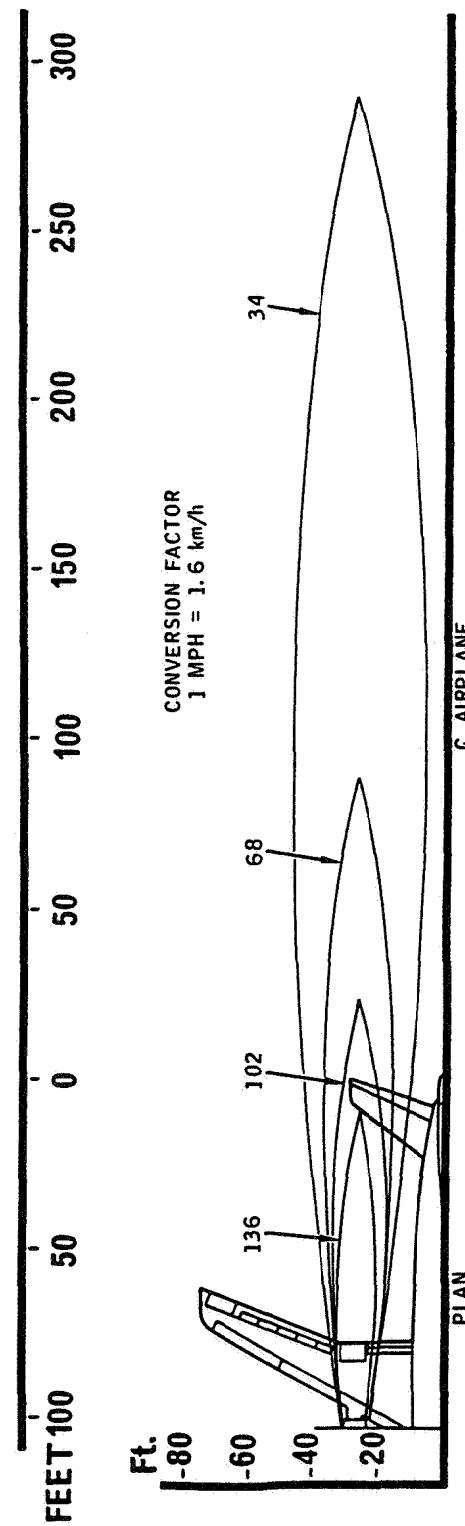
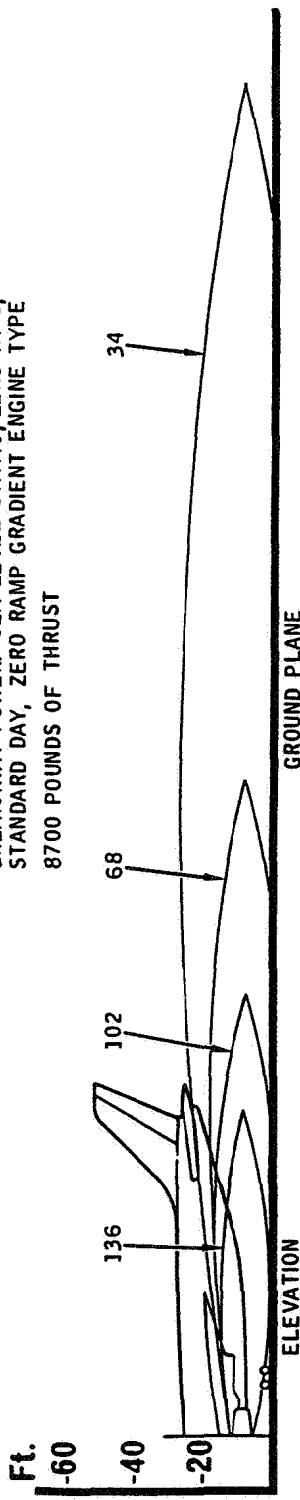
A 300

AIRPLANE CHARACTERISTICS

Printed in France

A A 5 06 01 01 0 AB 0

NOTE : ALL VELOCITY VALUES ARE STATUTE MILES PER HOUR.
 BREAKAWAY POWER, SEA LEVEL STATIC, ZERO WIND,
 STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE
 8700 POUNDS OF THRUST



R

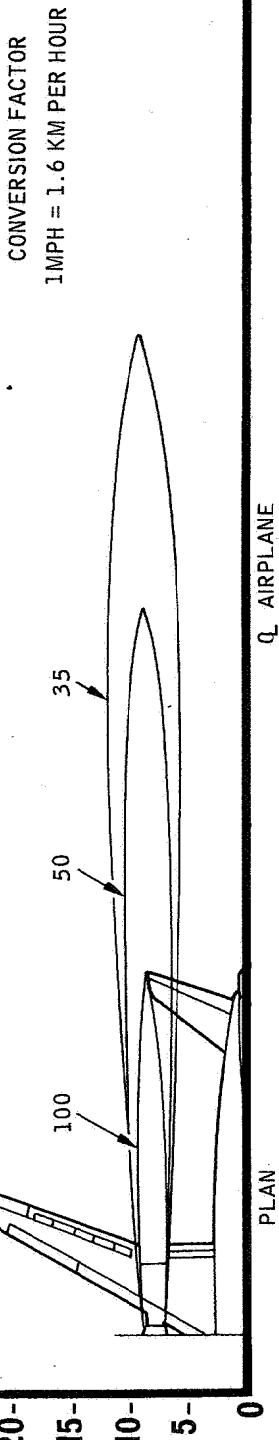
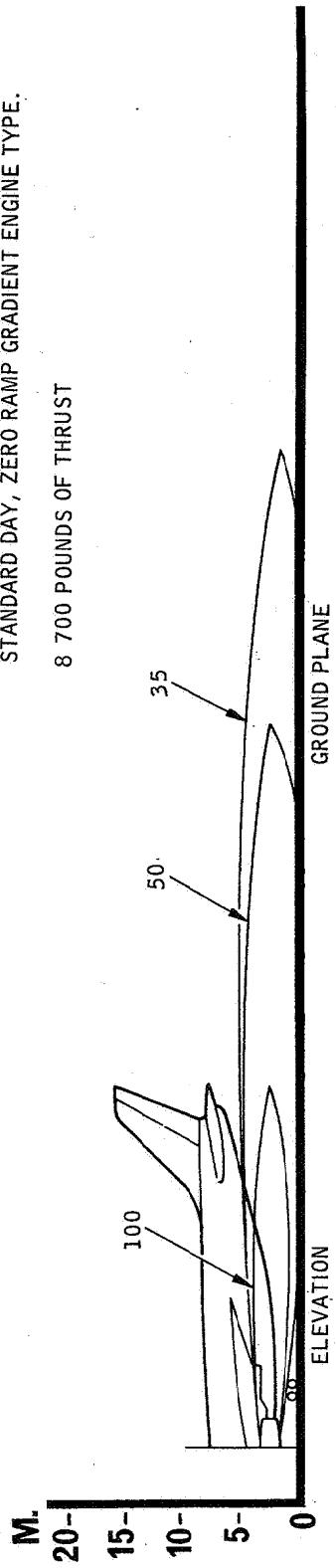
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
 6.1.1 EXHAUST VELOCITY CONTOURS - BREAKAWAY POWER (U.S. UNITS)
 MODELS B2-320 AND B4-120

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

AA 5 06 01 02 0 AA 0

NOTE : ALL VELOCITY VALUES ARE STATUTE MILES PER HOUR.
BREAKAWAY POWER - SEA LEVEL STATIC, ZERO WIND,
STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE.

8 700 POUNDS OF THRUST



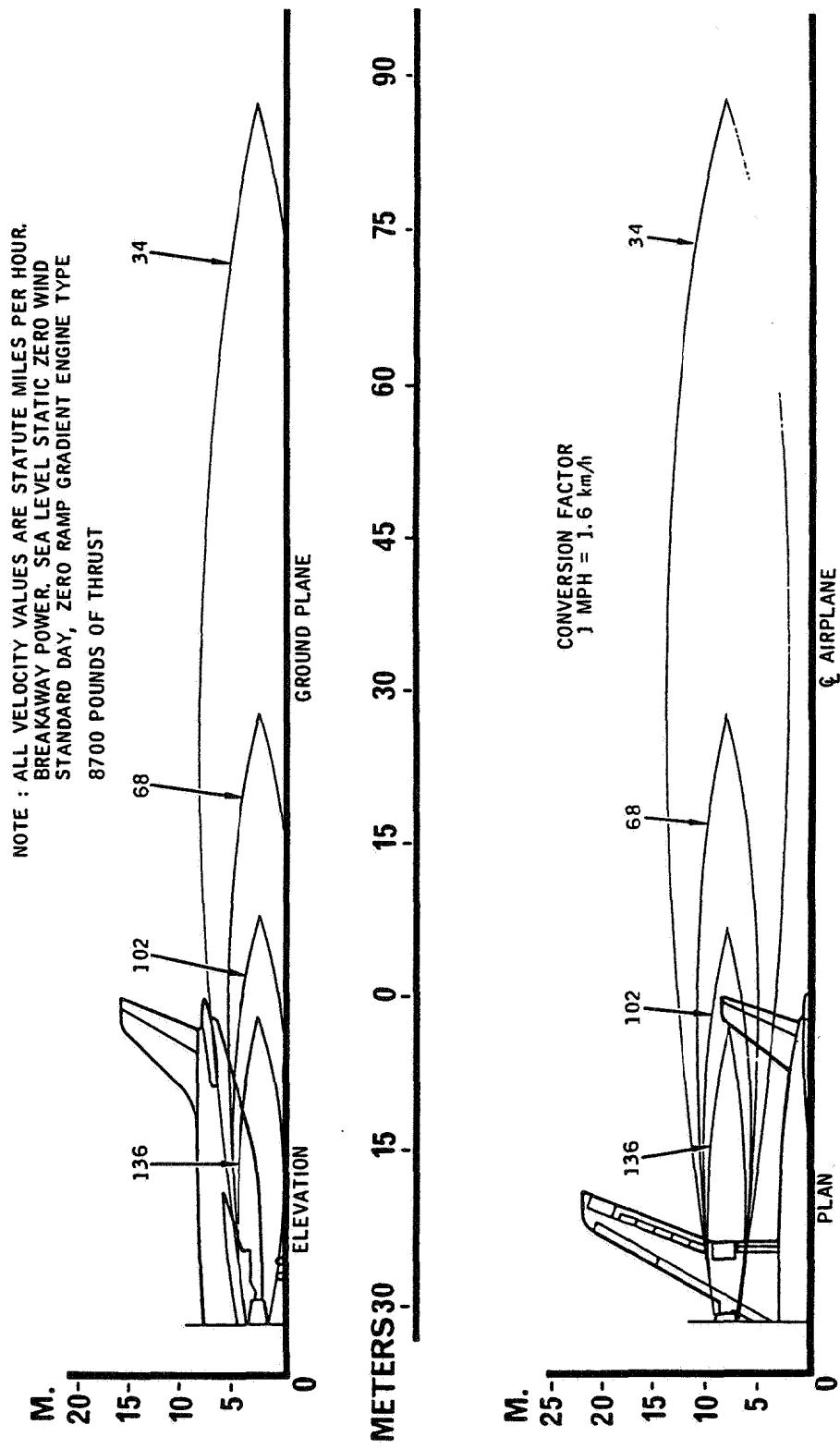
R
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.2 EXHAUST VELOCITY CONTOURS - BREAKAWAY POWER (METRIC UNITS)
MODEL B2 - B4 - C4

A 300

AIRPLANE CHARACTERISTICS

Printed in France

A A 5 06 01 02 0 AB 0



R

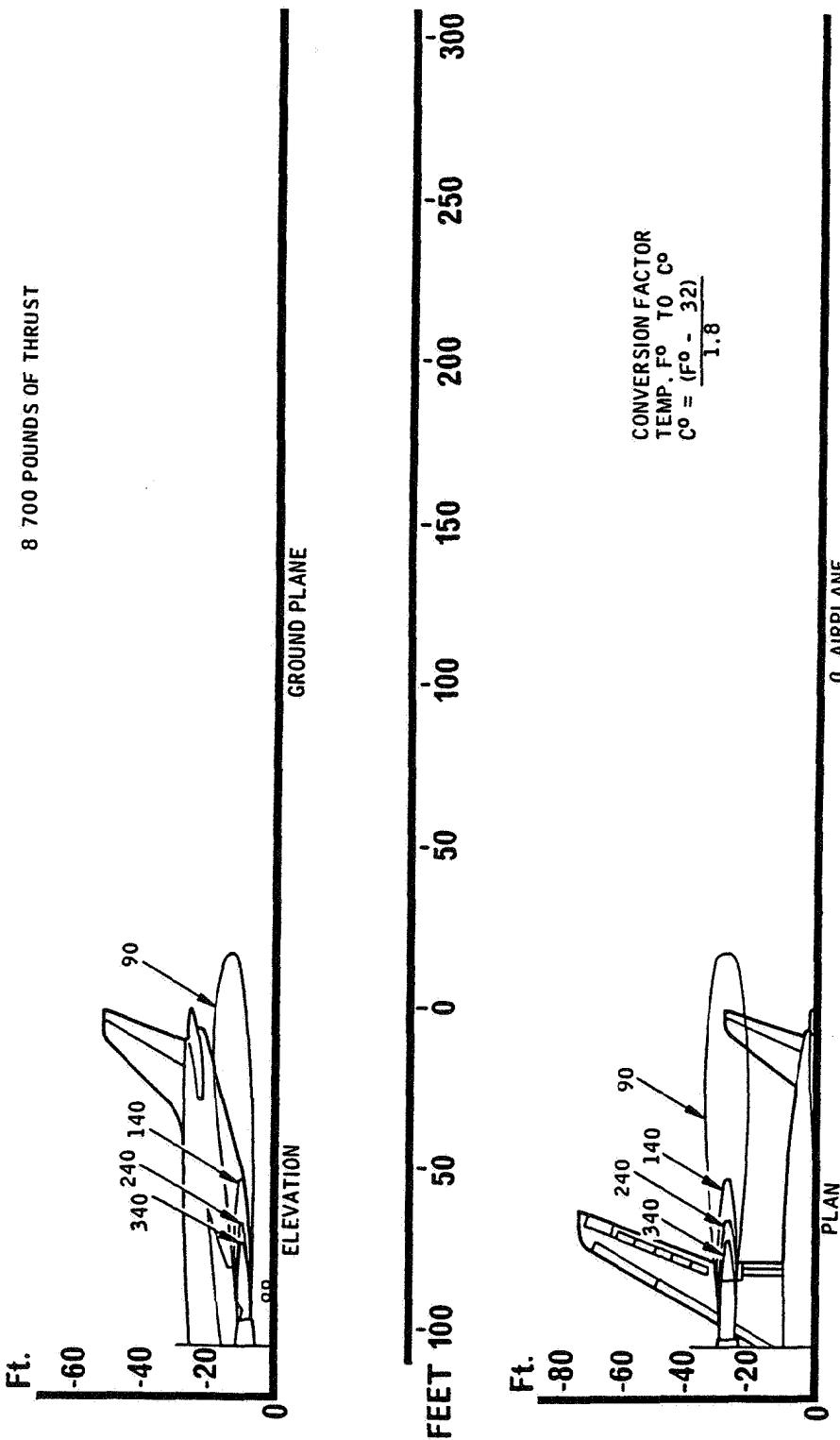
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
 6.1.2 EXHAUST VELOCITY CONTOURS - BREAKAWAY POWER (METRIC UNITS)
 MODELS B2-320 AND R4-120

AIRBUS INDUSTRIE

A 300
AIRPLANE CHARACTERISTICS

NOTE : ALL TEMPERATURES ARE IN DEGREES FAHRENHEIT.
BREAKAWAY POWER - SEAL LEVEL STATIC, ZERO WIND,
STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE.

8 700 POUNDS OF THRUST



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AA 5 06 01 03 0 AA 0

R 6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES

6.1.3 EXHAUST TEMPERATURE CONTOURS - BREAKAWAY POWER (U.S. UNITS)

MODEL B2 - B4 - C4

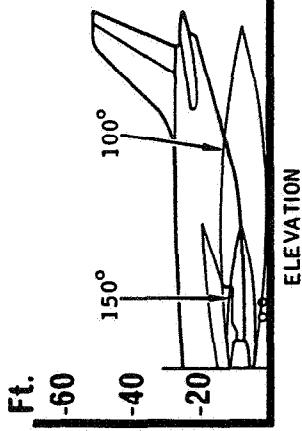
A 300

AIRPLANE CHARACTERISTICS

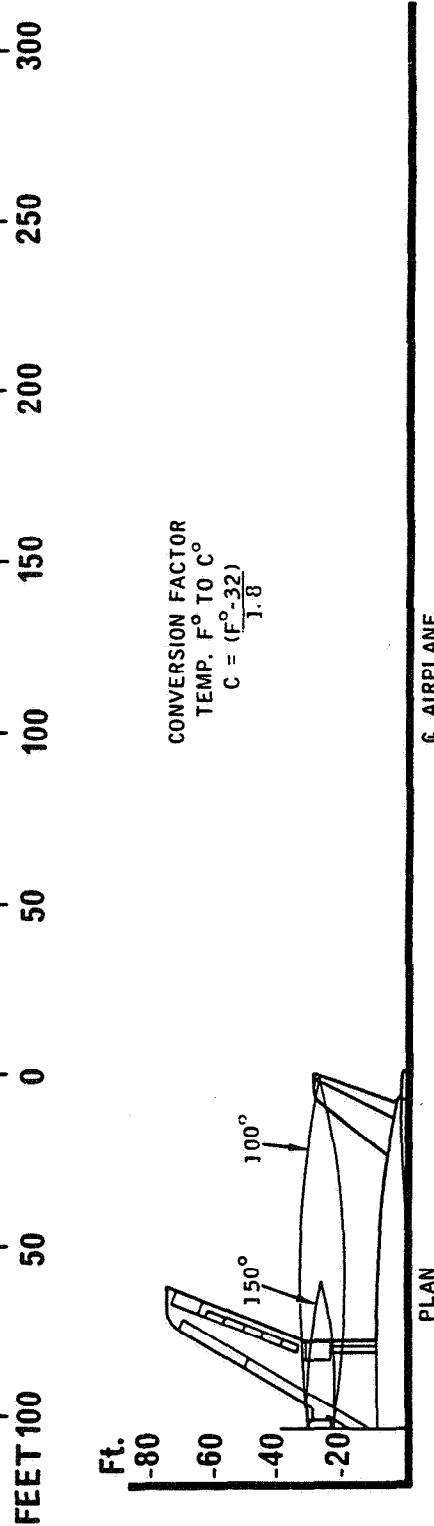
Printed in France

- A A 5 06 01 03 0 A B 0

NOTE : ALL TEMPERATURES ARE IN DEGREES FAHRENHEIT
 BREAKAWAY POWER, SEA LEVEL STATIC, ZERO WIND
 STANDARD DAY, ZERO RAMP GRADIENT, ENGINE TYPE
 8700 POUNDS OF THRUST



GROUND PLANE



$$\text{CONVERSION FACTOR}$$

$$\text{TEMP. } F^{\circ} \text{ TO } C^{\circ}$$

$$C = \frac{(F^{\circ} - 32)}{1.8}$$

AIRPLANE

R

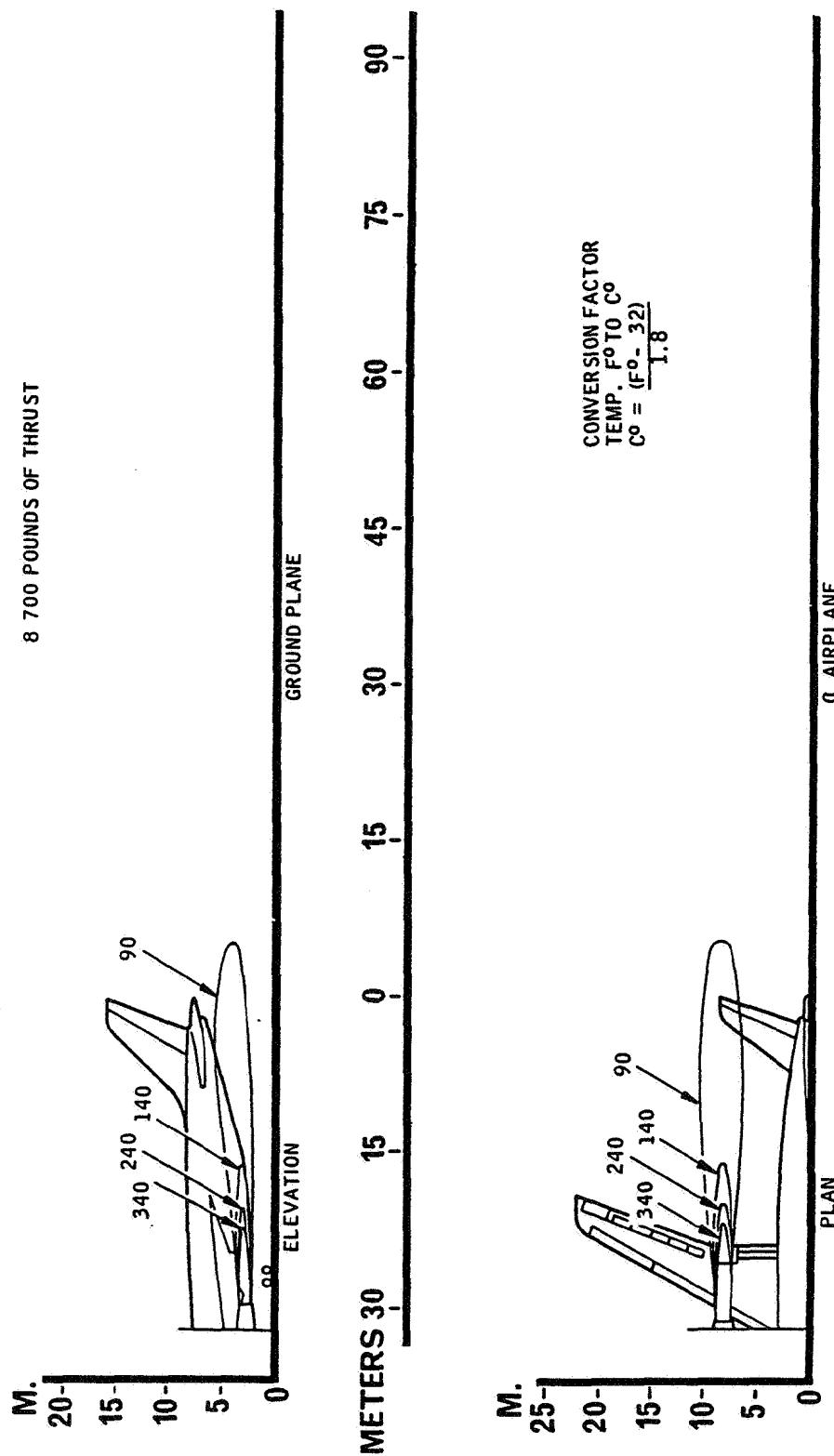
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
 6.1.3 EXHAUST TEMPERATURE CONTOURS - BREAKAWAY POWER (U.S. UNITS)
 MODELS B2-320 AND B4-120

A 300

AIRPLANE CHARACTERISTICS

NOTE : ALL TEMPERATURES ARE IN DEGREES FAHRENHEIT.
BREAKAWAY POWER - SEAL LEVEL STATIC, ZERO WIND,
STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE.

8 700 POUNDS OF THRUST



A A 5 06 01 04 0 AA 0

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.4 EXHAUST TEMPERATURE CONTOURS - BREAKAWAY POWER (METRIC UNITS)
MODEL B2 - B4 - C4

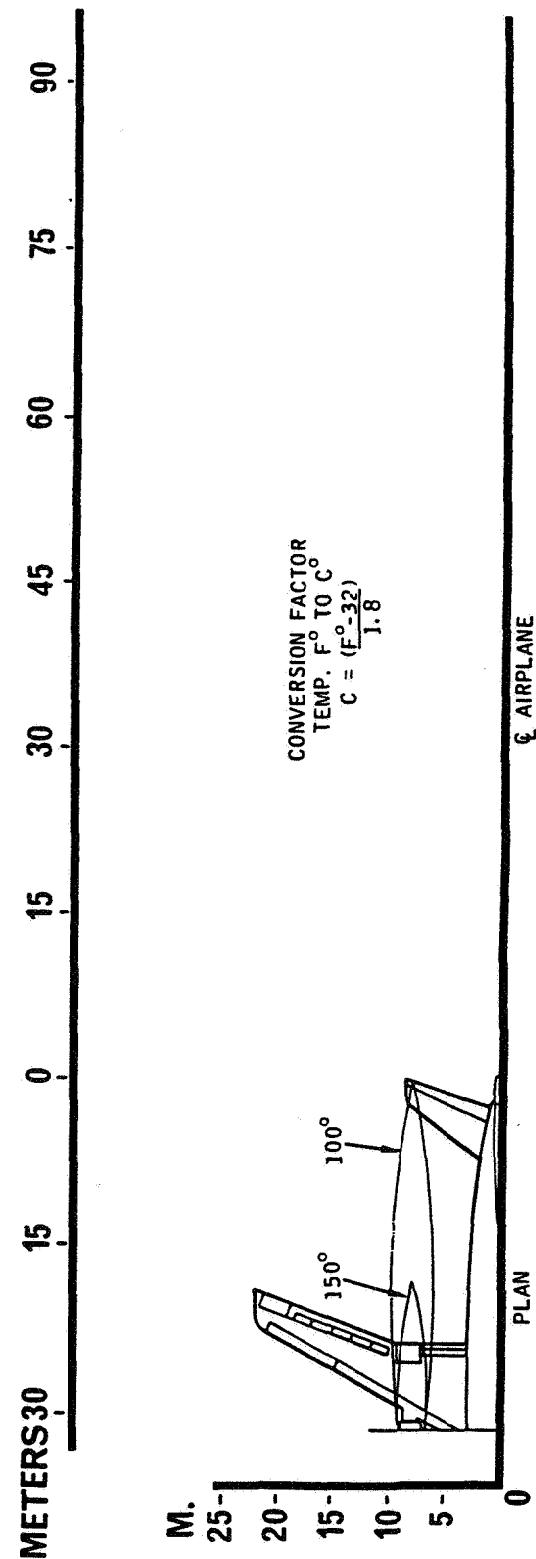
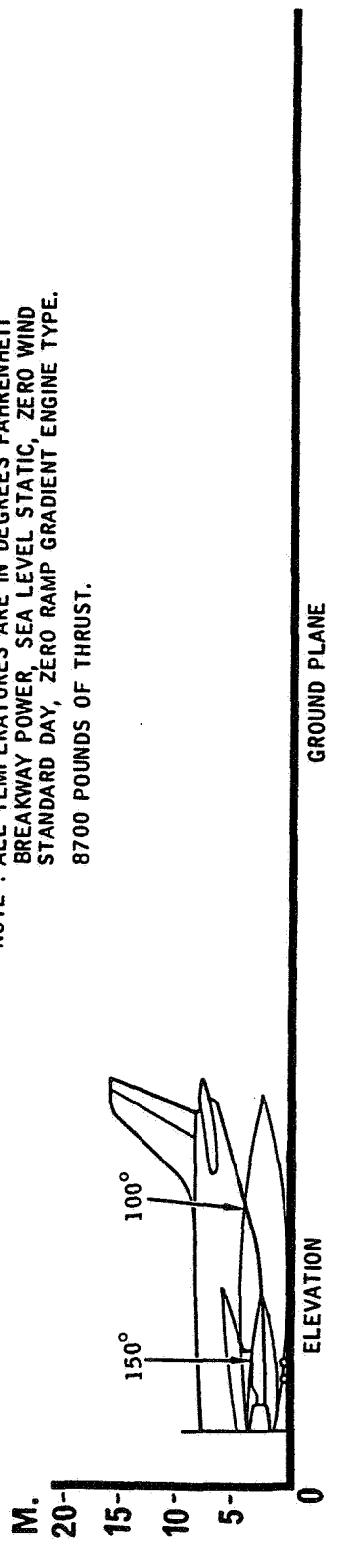
A 300

AIRPLANE CHARACTERISTICS

Printed in France

A A 5 06 01 04 0 AB 01

NOTE : ALL TEMPERATURES ARE IN DEGREES FAHRENHEIT
 BREAKAWAY POWER, SEA LEVEL STATIC, ZERO WIND
 STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE.
 8700 POUNDS OF THRUST.



R

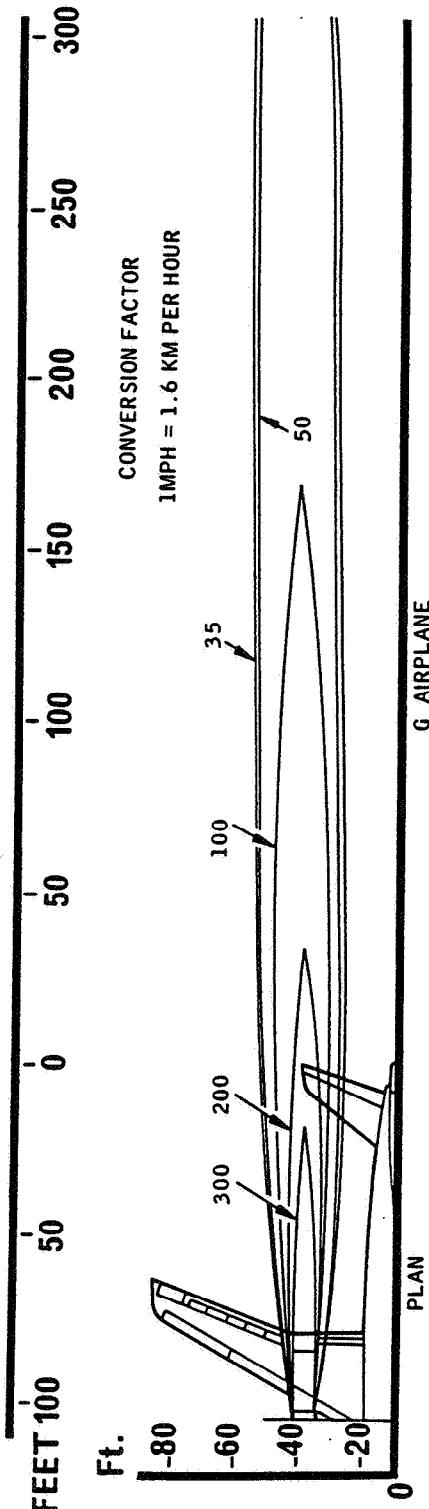
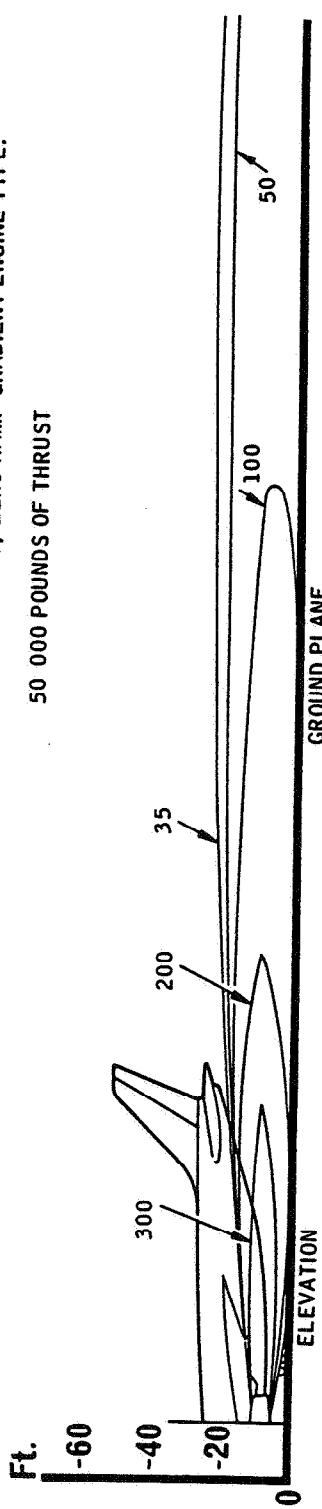
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
 6.1.4 EXHAUST TEMPERATURE CONTOURS - BREAKAWAY POWER (METRIC UNITS)
 MODELS B2-320 AND B4-120

A 300

AIRPLANE CHARACTERISTICS

NOTE : ALL VELOCITY VALUES ARE STATUTE MILES PER HOUR.
TAKE OFF POWER - SEA LEVEL STATIC, ZERO WIND,
STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE.

50 000 POUNDS OF THRUST

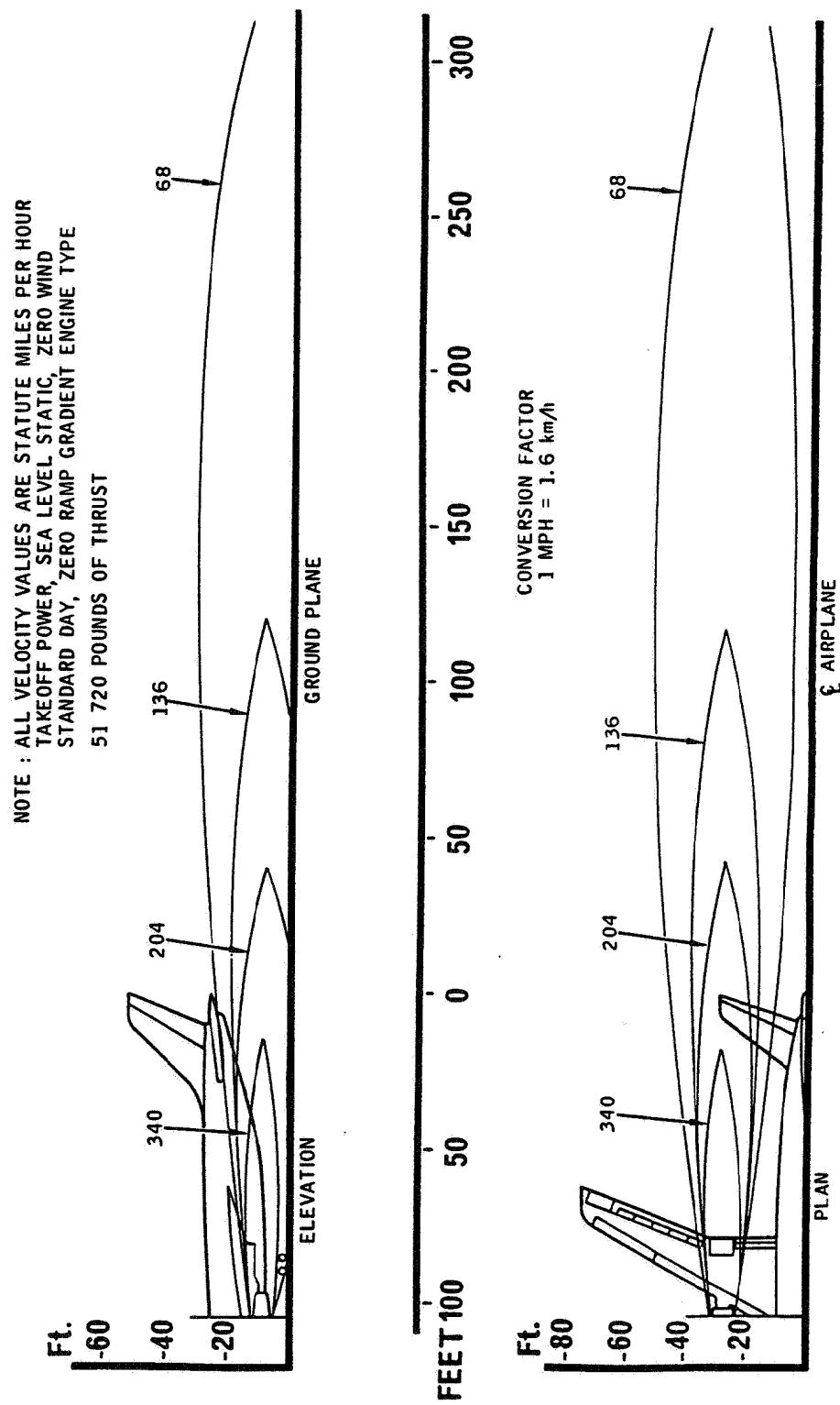


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AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

Printed in France

AA 5 06 01 05 0 AB 0



R

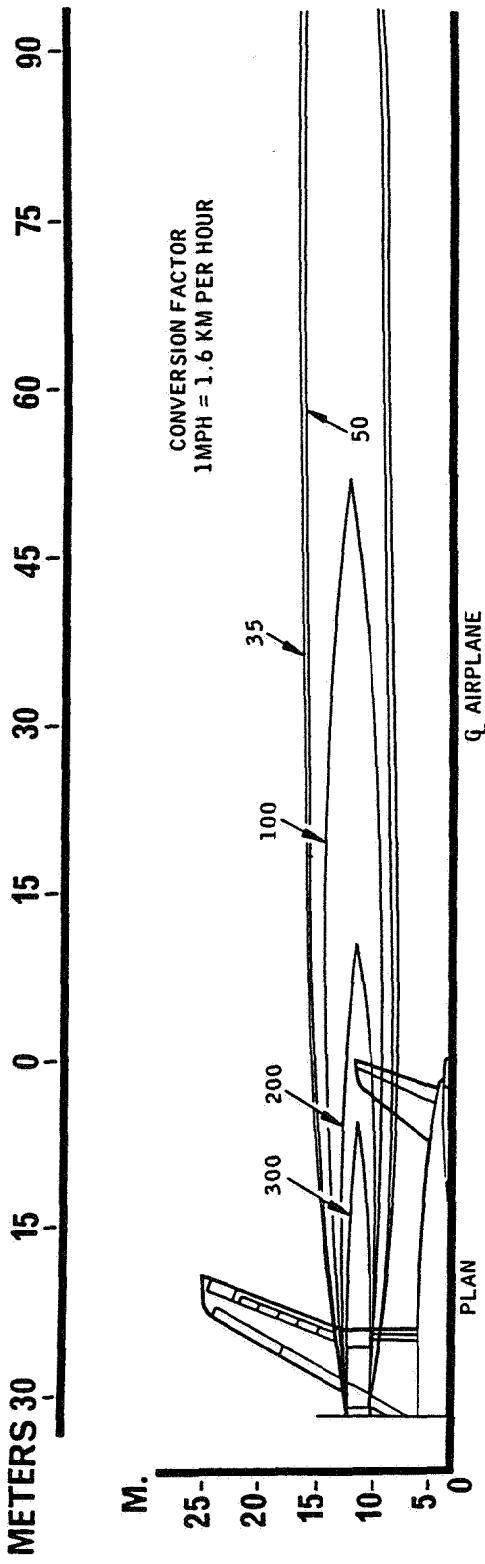
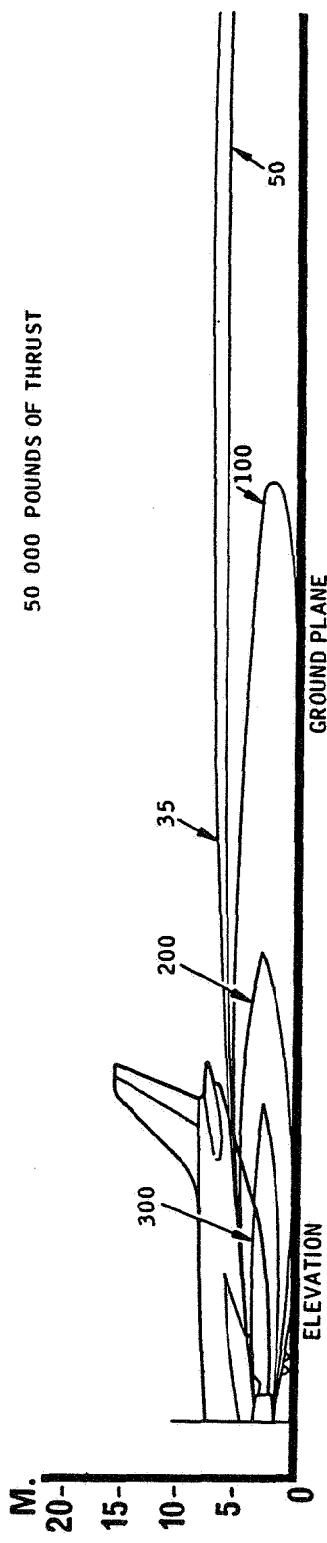
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
 6.1.5 EXHAUST VELOCITY CONTOURS - TAKEOFF POWER (U.S.UNITS)
 MODELS B2-320 AND B4-120

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

AA 5 06 01 06 0 AA 0

NOTE : ALL VELOCITY VALUES ARE STATUTE MILES PER HOUR.
TAKE OFF POWER - SEA LEVEL STATIC, ZERO WIND,
STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE.

50 000 POUNDS OF THRUST



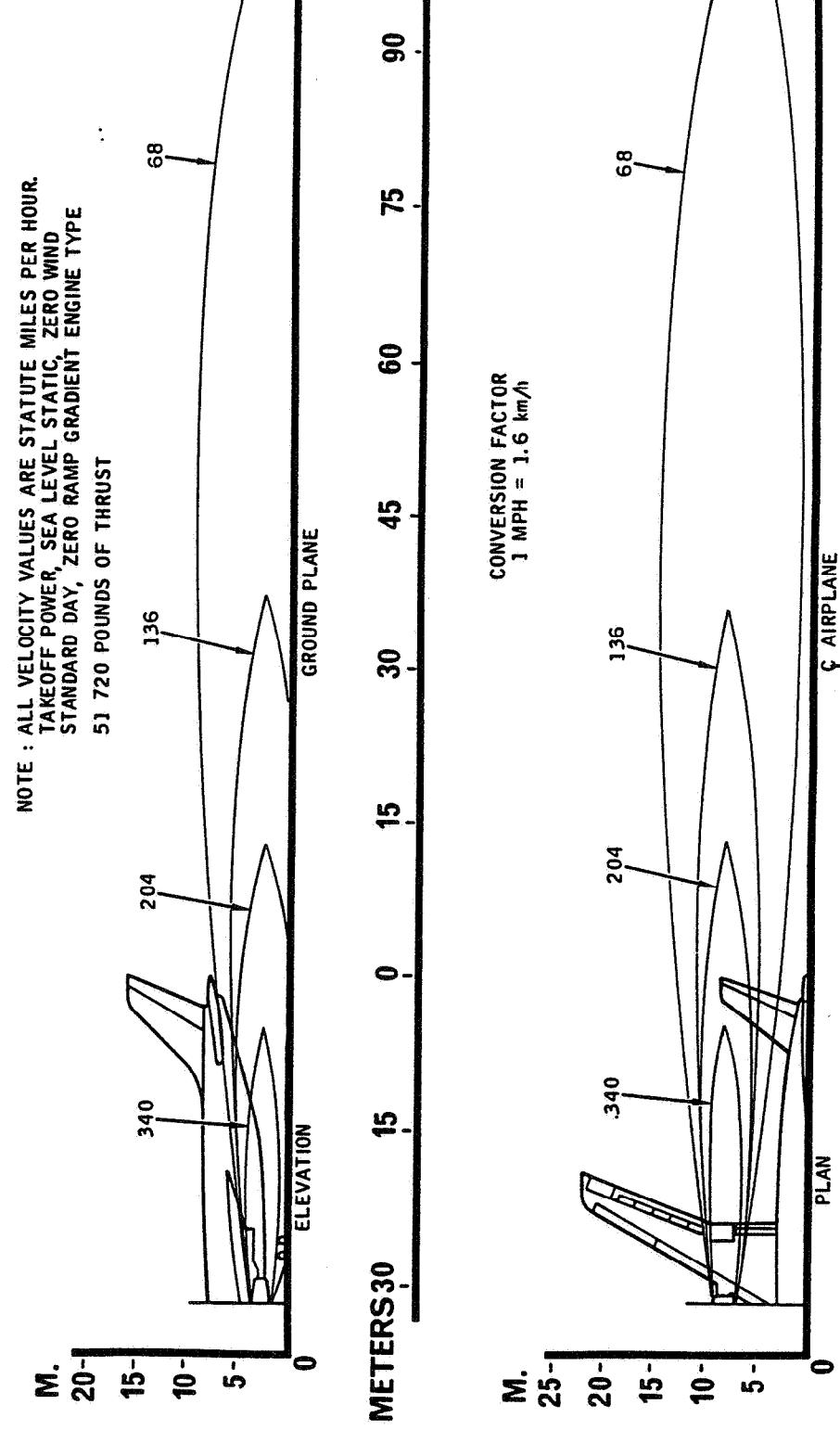
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.6 EXHAUST VELOCITY CONTOURS - TAKEOFF POWER (METRIC UNITS)
MODEL B2 - B4 - C4

A 300

AIRPLANE CHARACTERISTICS

Printed in France

A A 5 06 01 06 0 AB 0



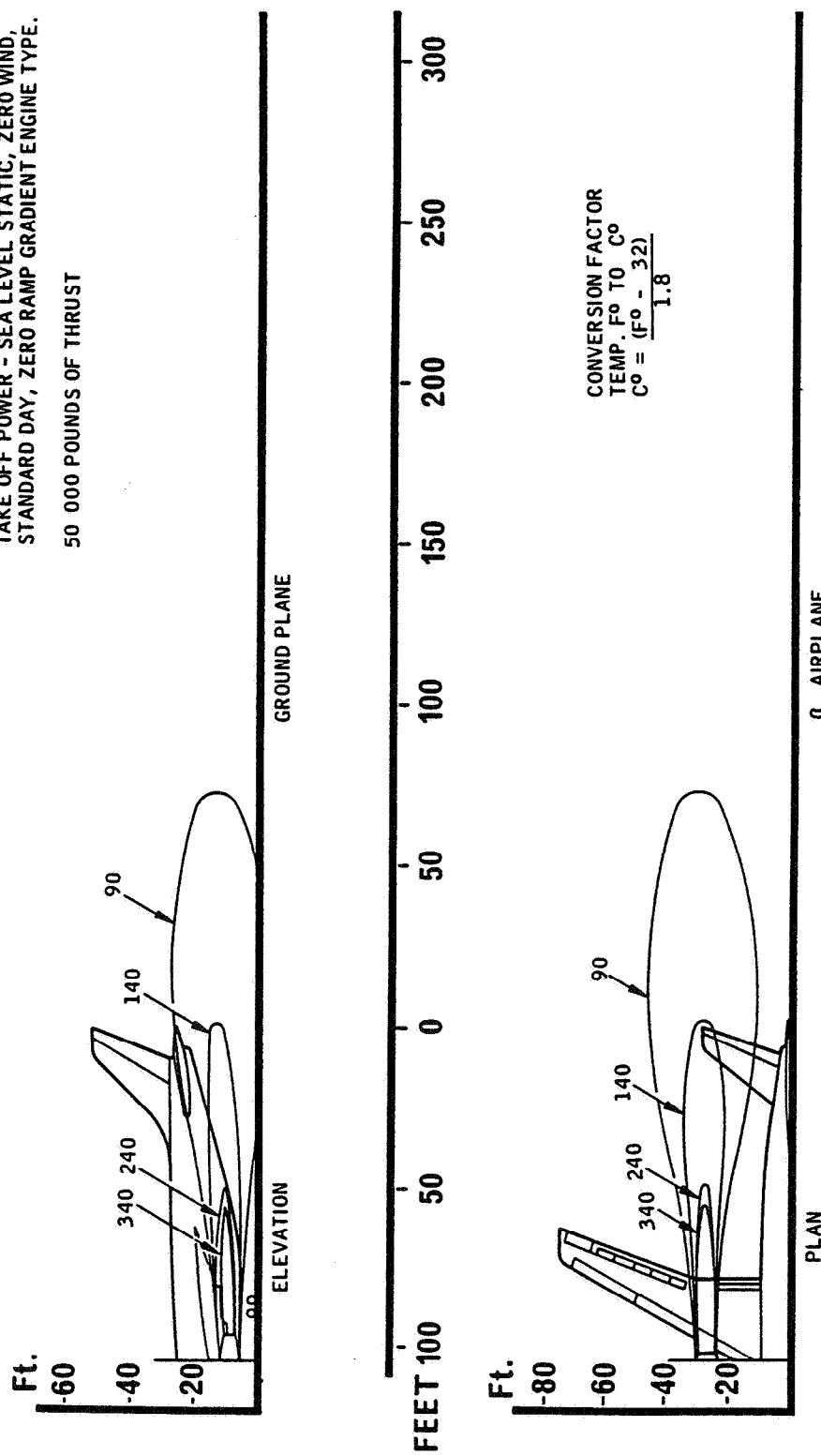
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6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
 6.1.6 EXHAUST VELOCITY CONTOURS - TAKEOFF POWER (METRIC UNITS)
 MODELS B2-320 AND B4-120

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

NOTE : ALL TEMPERATURES ARE IN DEGREES FAHRENHEIT.
 TAKE OFF POWER - SEA LEVEL STATIC, ZERO WIND,
 STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE.

50 000 POUNDS OF THRUST



Printed in France

A A 5 06 01 07 0 AA 0

R
 6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
 6.1.7 EXHAUST TEMPERATURE CONTOURS TAKEOFF POWER (U.S. UNITS)
 MODEL B2 - B4 - C4

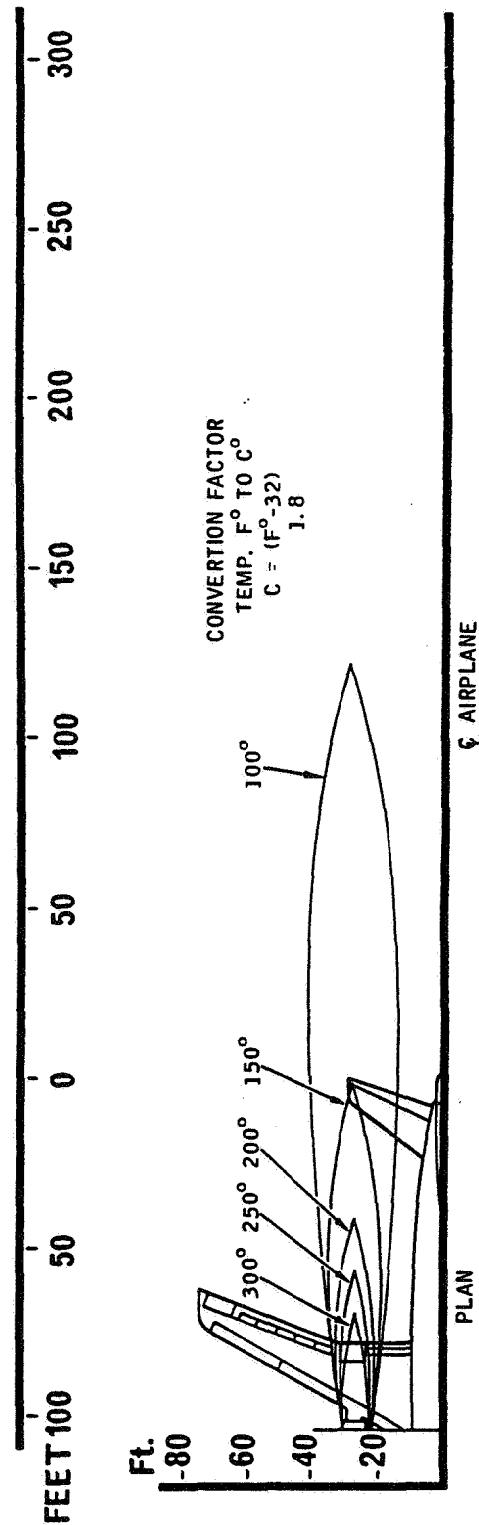
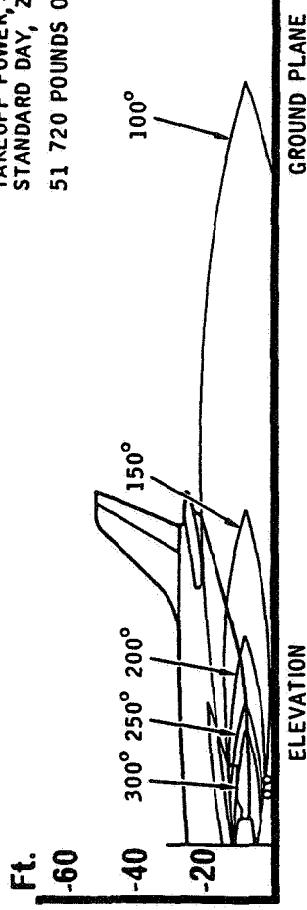
A 300

AIRPLANE CHARACTERISTICS

Printed in France.

A A 5 06 01 07 0 AB 0

NOTE : ALL TEMPERATURES ARE IN DEGREES FAHRENHEIT
 TAKEOFF POWER, SEA LEVEL STATIC, ZERO WIND
 STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE.
 51 720 POUNDS OF THRUST.



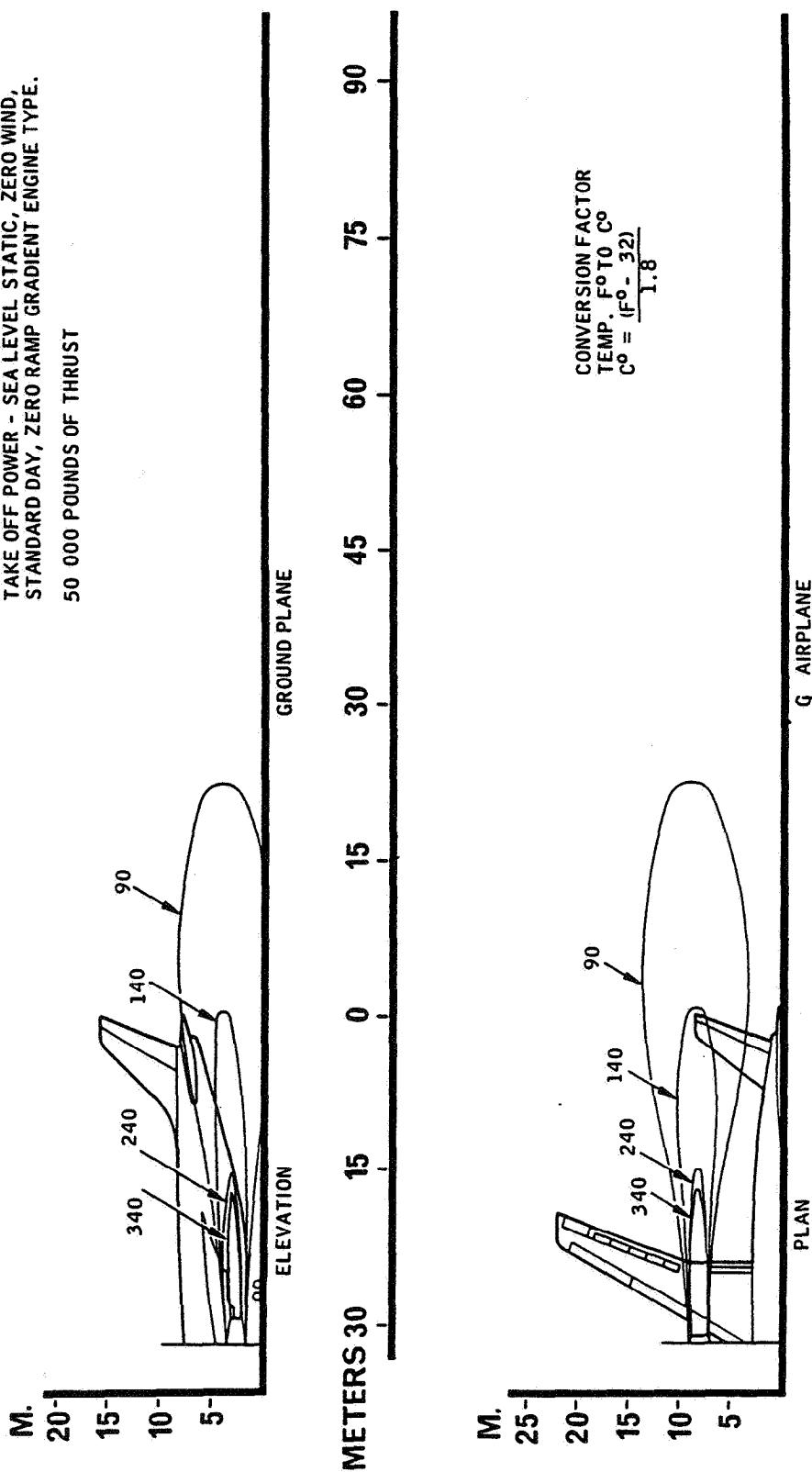
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6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
 6.1.7 EXHAUST TEMPERATURE CONTOURS - TAKEOFF POWER (U.S. UNITS)
 MODELS B2-320 AND B4-120

A 300

AIRPLANE CHARACTERISTICS

NOTE : ALL TEMPERATURES ARE IN DEGREES FAHRENHEIT.
 TAKE OFF POWER - SEA LEVEL STATIC, ZERO WIND,
 STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE.
 50 000 POUNDS OF THRUST



6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES

6.1.8 EXHAUST TEMPERATURE CONTOURS TAKEOFF POWER (METRIC UNITS)

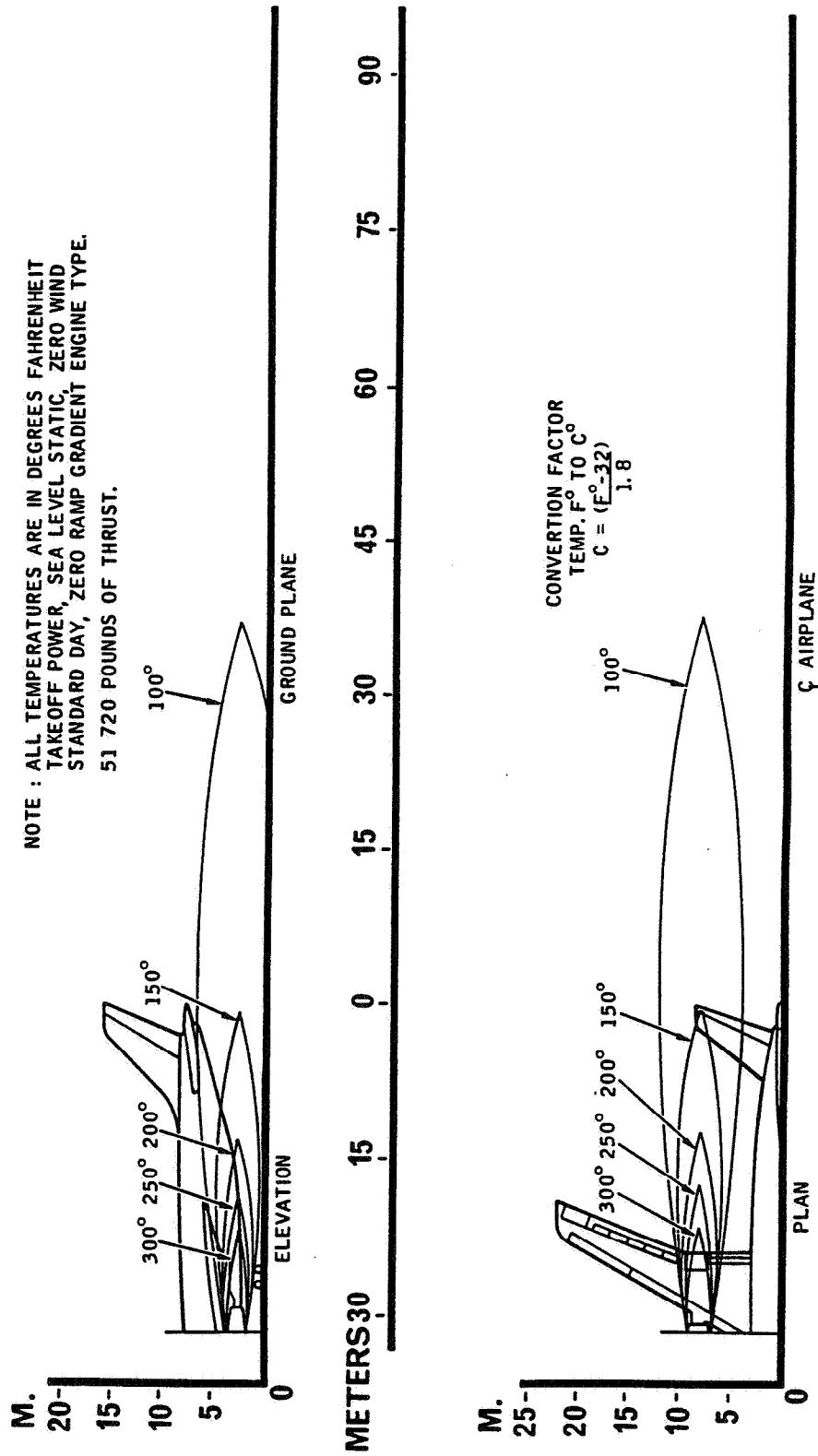
MODEL B2 - B4 - C4

A 300

AIRPLANE CHARACTERISTICS

Printed in France

A A 5 06 01 08 0 AB 0



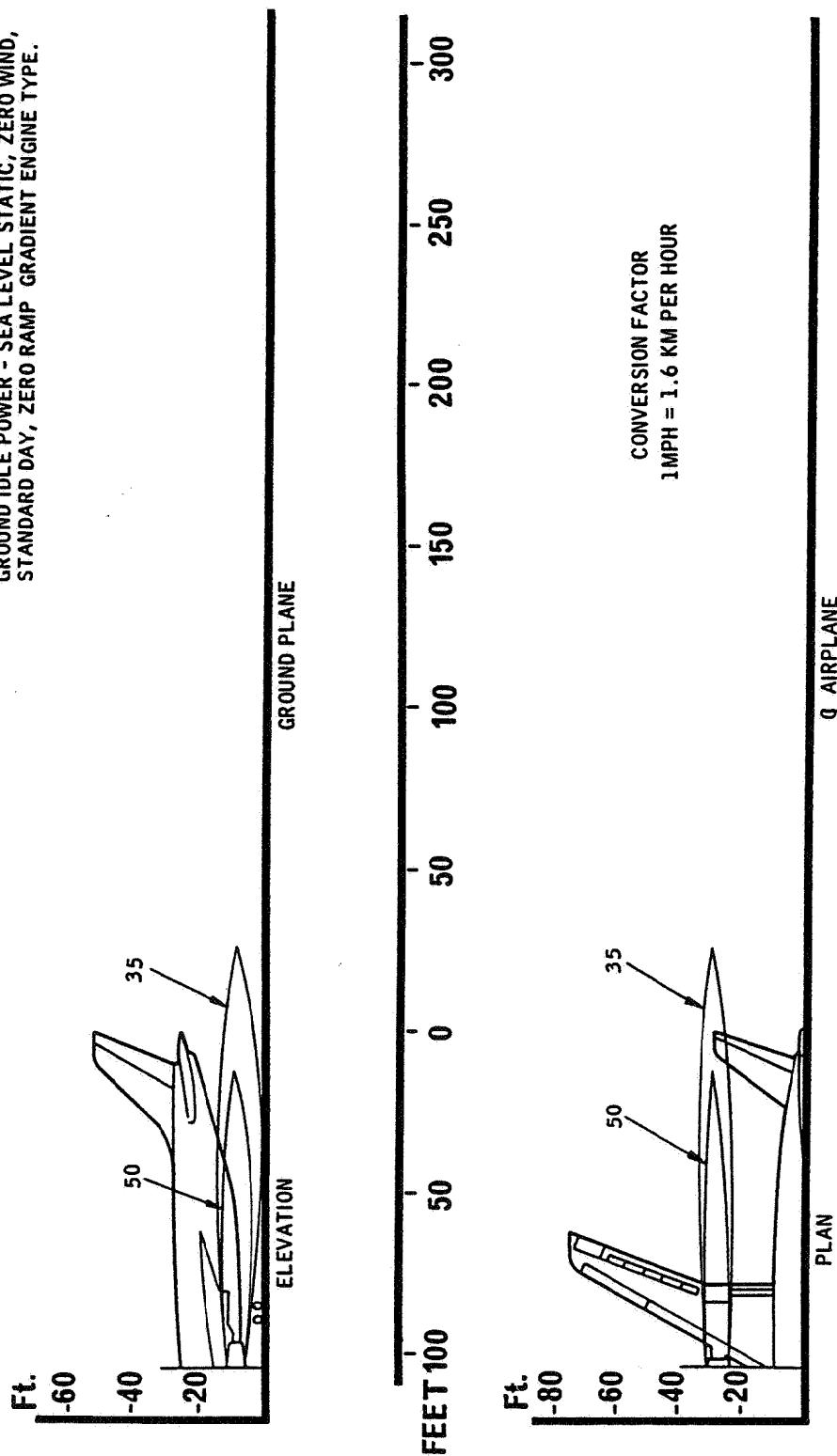
R

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
 6.1.8 EXHAUST TEMPERATURE CONTOURS - TAKEOFF POWER (METRIC UNITS)
 MODELS B2-320 AND B4-120

A 300

AIRPLANE CHARACTERISTICS

NOTE : ALL VELOCITY VALUES ARE STATUTE MILES PER HOUR.
 GROUND IDLE POWER - SEA LEVEL STATIC, ZERO WIND,
 STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE.



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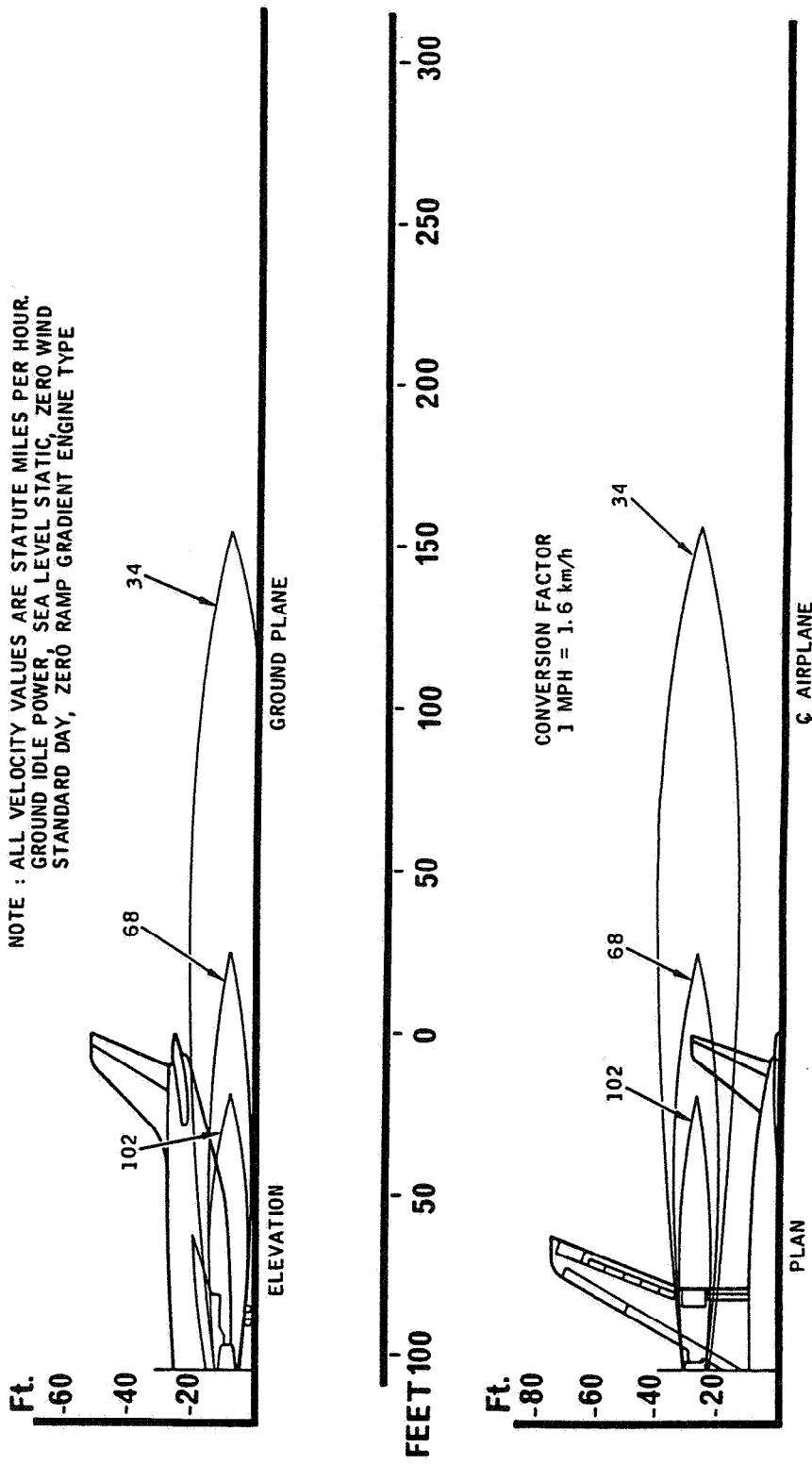
A 300

AIRPLANE CHARACTERISTICS

Printed in France

• A A 5 06 01 09 0 AB 0

NOTE : ALL VELOCITY VALUES ARE STATUTE MILES PER HOUR.
 GROUND IDLE POWER, SEA LEVEL STATIC, ZERO WIND
 STANDARD DAY, ZERO RAMP GRADIENT, ENGINE TYPE



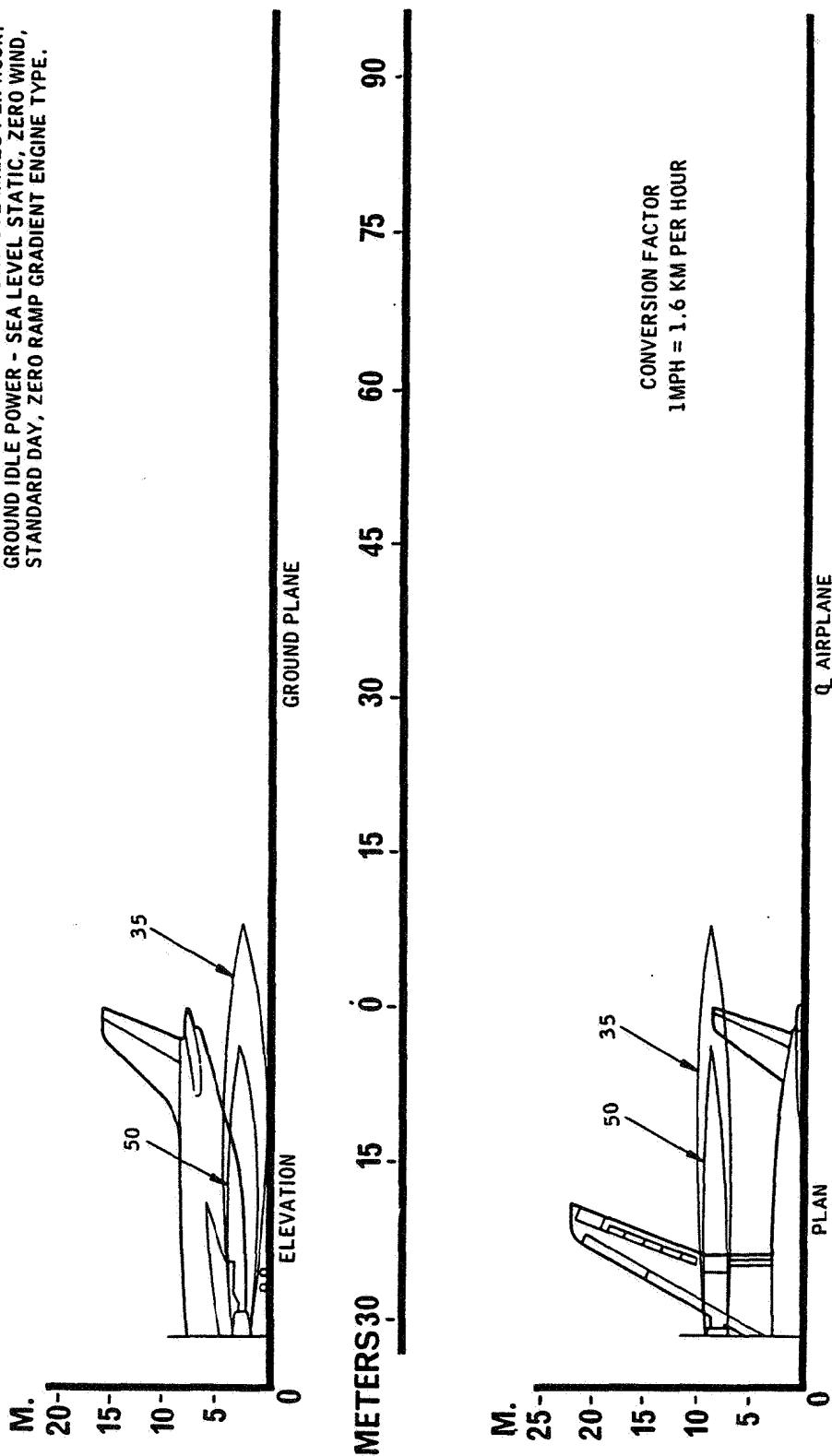
R

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
 6.1.9 EXHAUST VELOCITY CONTOURS - IDLE POWER (U.S. UNITS)
 MODELS B2-320 AND B4-120

A 300

AIRPLANE CHARACTERISTICS

NOTE : ALL VELOCITY VALUES ARE STATUTE MILES PER HOUR.
 GROUND IDLE POWER - SEA LEVEL STATIC, ZERO WIND,
 STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE.



6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES

6.1.10 EXHAUST VELOCITY CONTOURS - IDLE POWER (METRIC UNITS)

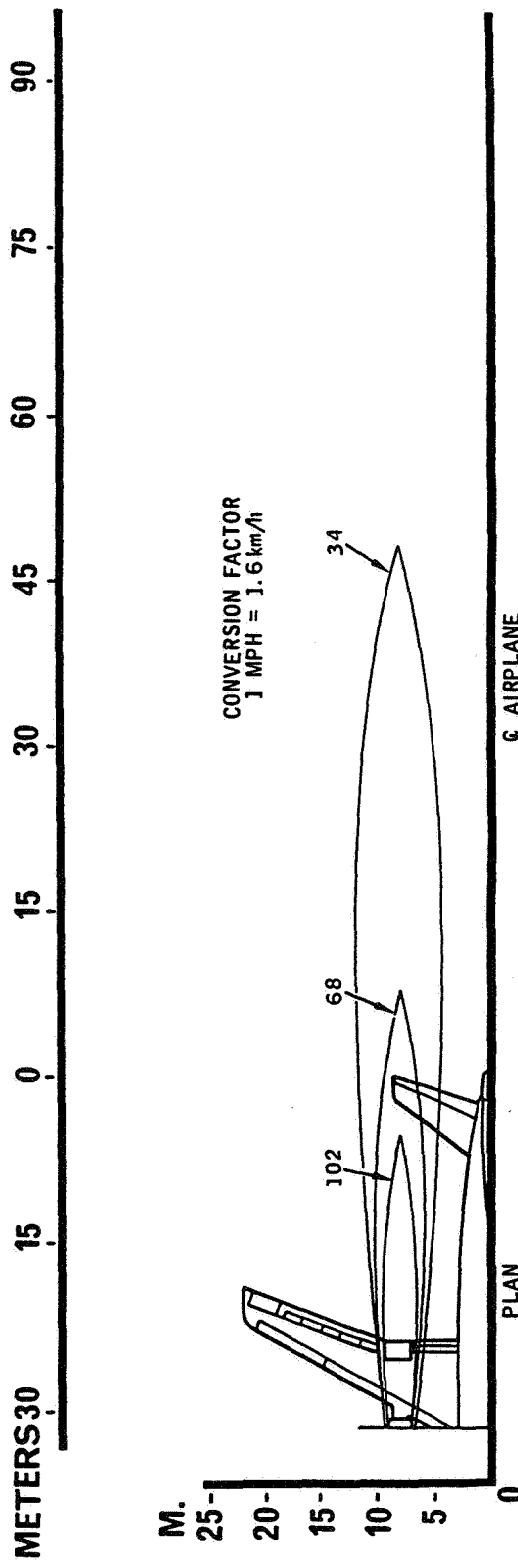
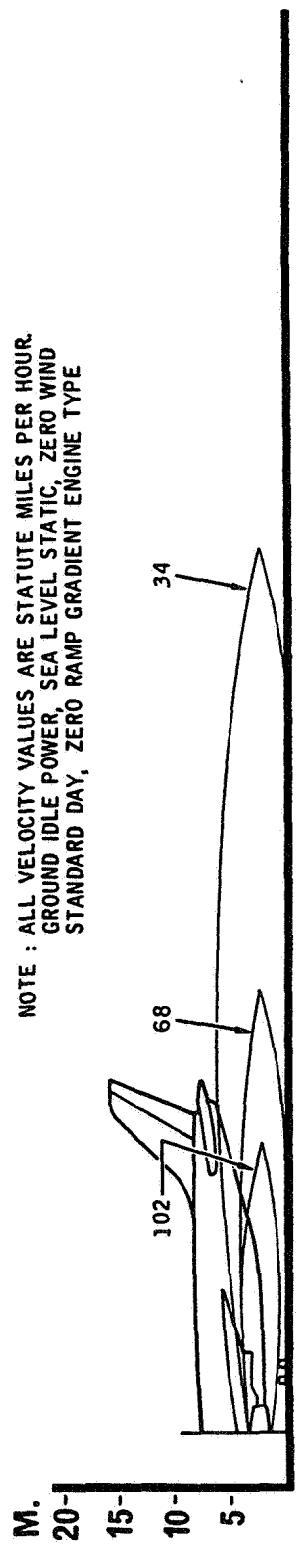
MODEL B2 - B4 - C4

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

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- A A 5 06 01 10 0 AB 0'

NOTE : ALL VELOCITY VALUES ARE STATUTE MILES PER HOUR.
GROUND IDLE POWER, SEA LEVEL STATIC, ZERO WIND
STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE



R

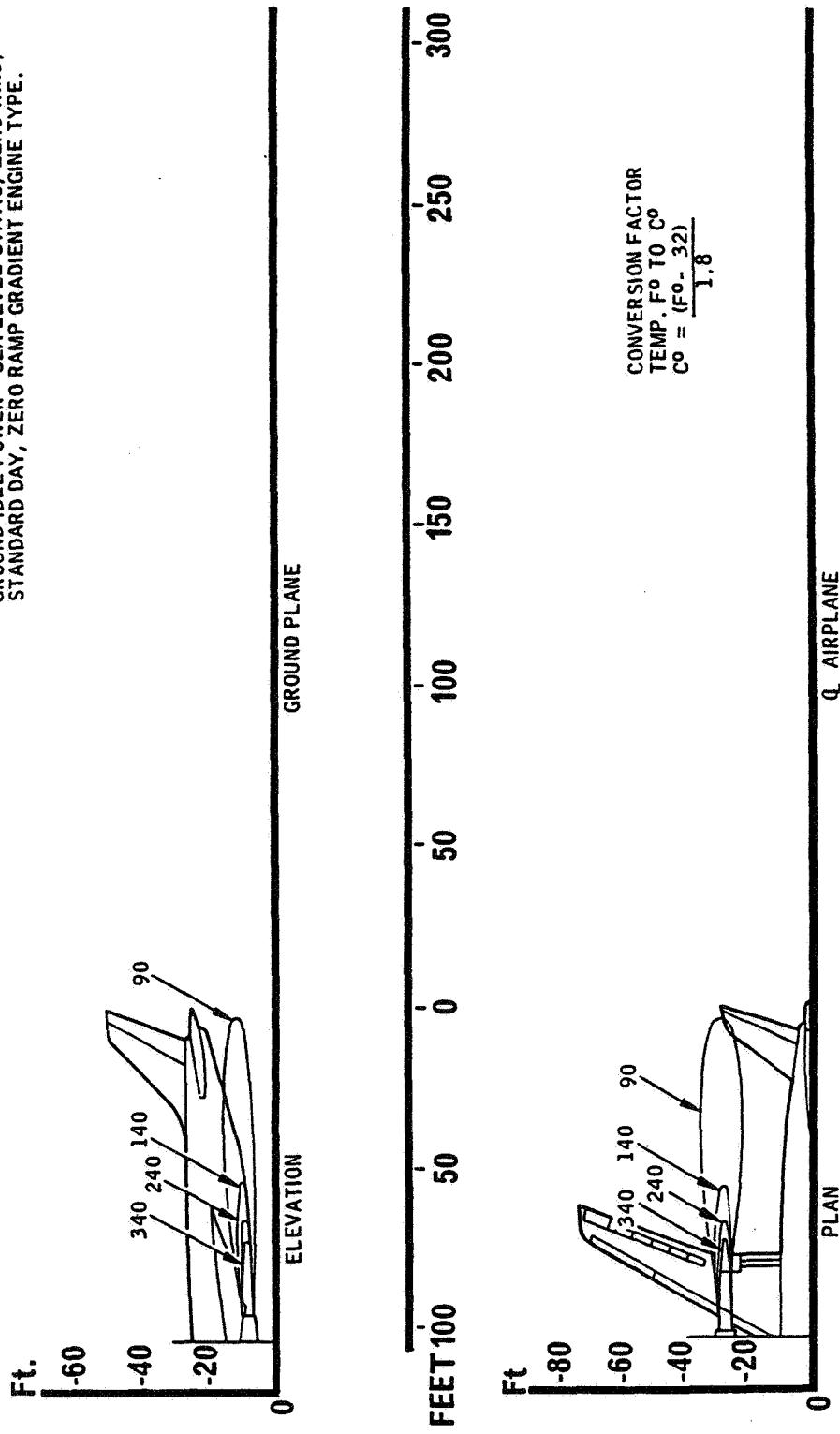
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.10 EXHAUST VELOCITY CONTOURS - IDLE POWER (METRIC UNITS)
MODELS B2-320 AND B4-120

A 300

AIRPLANE CHARACTERISTICS

AA 5 06 01 11 0 AA 0

NOTE : ALL TEMPERATURES ARE IN DEGREES FAHRENHEIT.
 GROUND IDLE POWER - SEA LEVEL STATIC, ZERO WIND,
 STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE.



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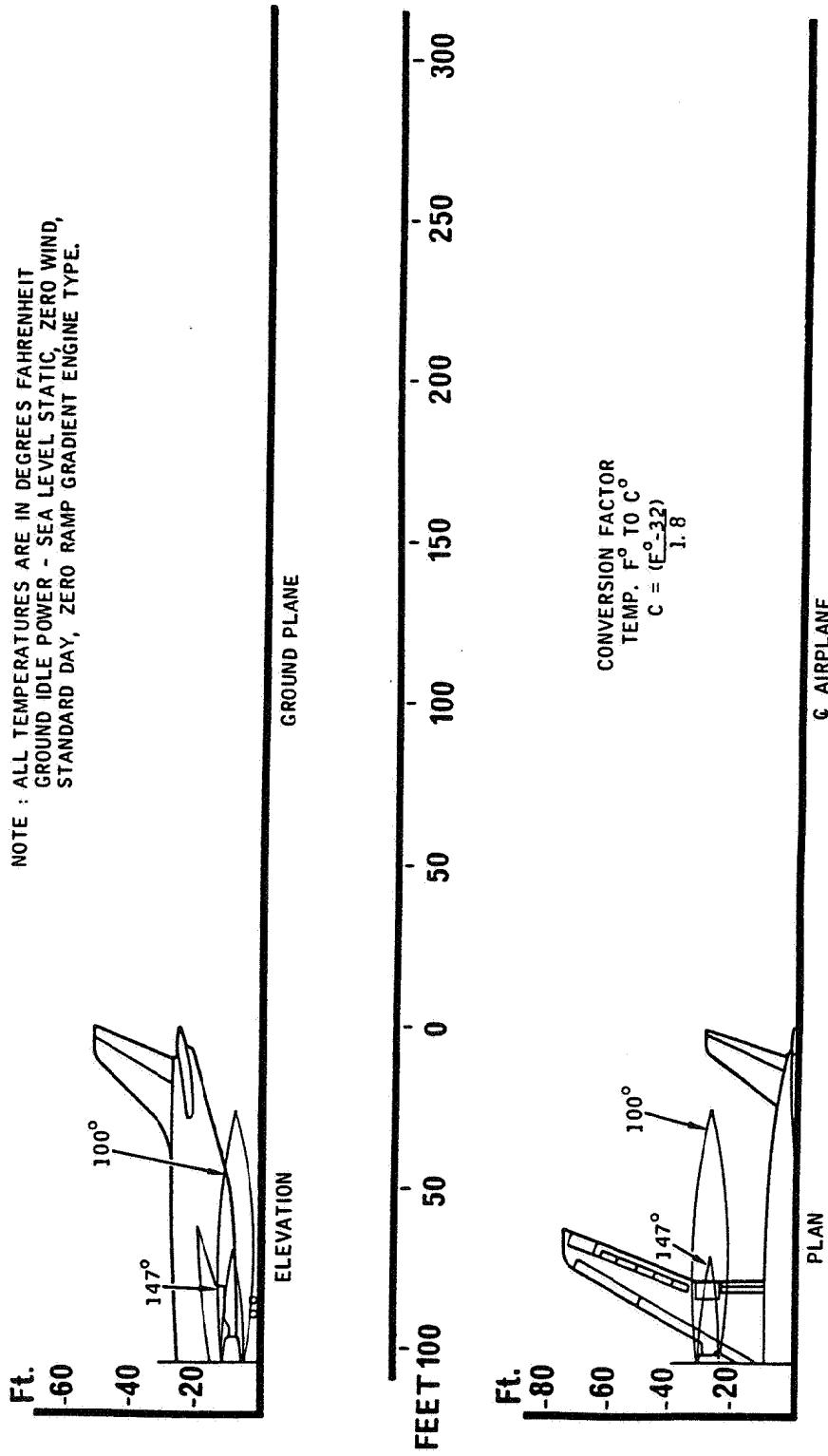
R 6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
 6.1.11 EXHAUST TEMPERATURE CONTOURS - IDLER POWER (U.S. UNITS)
 MODEL B2 - B4 - C4

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

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AA 5 06 01 11 0 ABO

NOTE : ALL TEMPERATURES ARE IN DEGREES FAHRENHEIT
 GROUND IDLE POWER - SEA LEVEL STATIC, ZERO WIND,
 STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE.



R

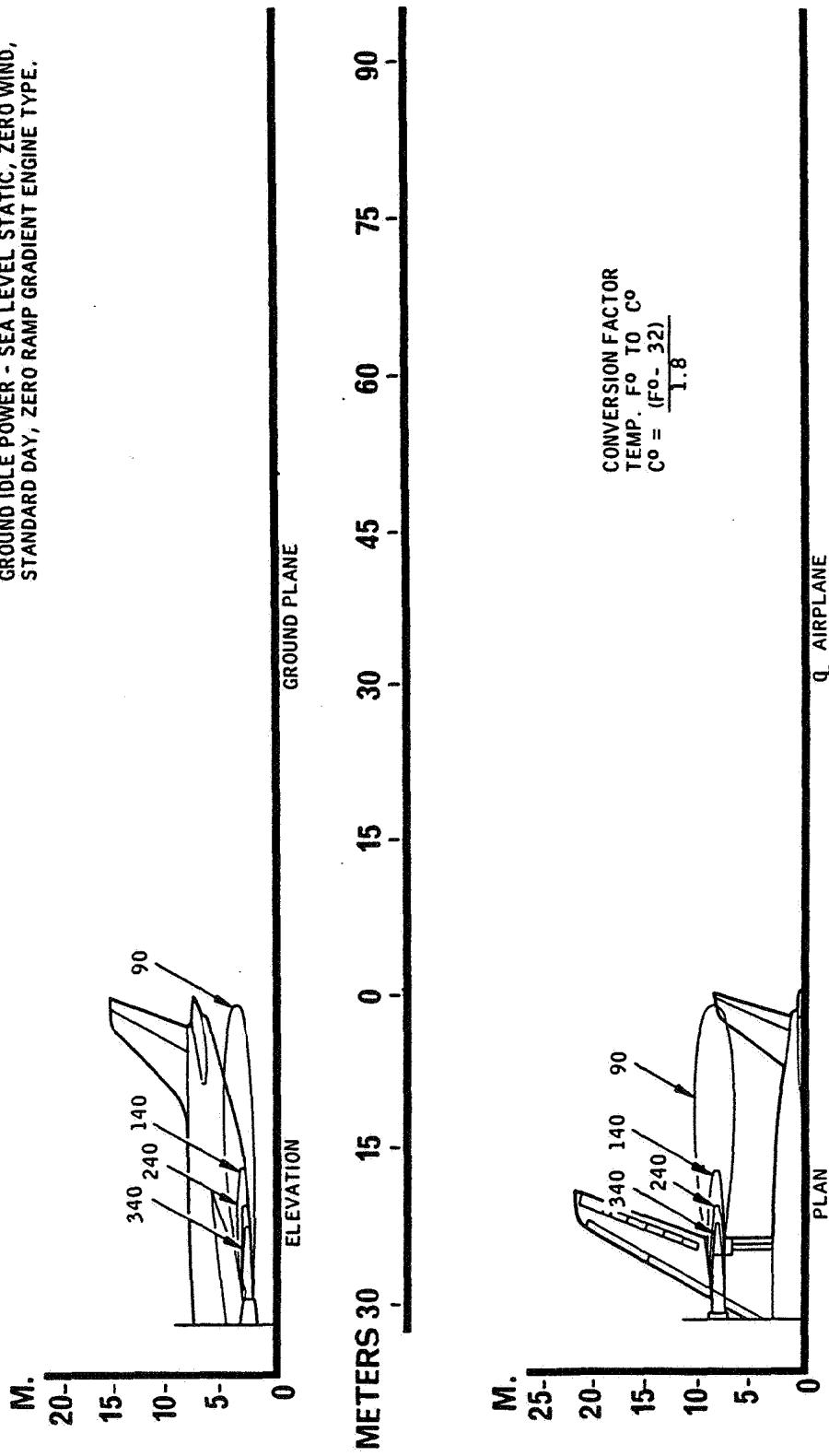
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
 6.1.11 EXHAUST TEMPERATURE CONTOURS - IDLE POWER (U.S. UNITS)
 MODELS B2-320 AND B4-120

A 300

AIRPLANE CHARACTERISTICS

AA 5 06 01 12 0 AA 0

NOTE : ALL TEMPERATURES ARE IN DEGREES FAHRENHEIT.
 GROUND IDLE POWER - SEA LEVEL STATIC, ZERO WIND,
 STANDARD DAY, ZERO RAMP GRADIENT ENGINE TYPE.



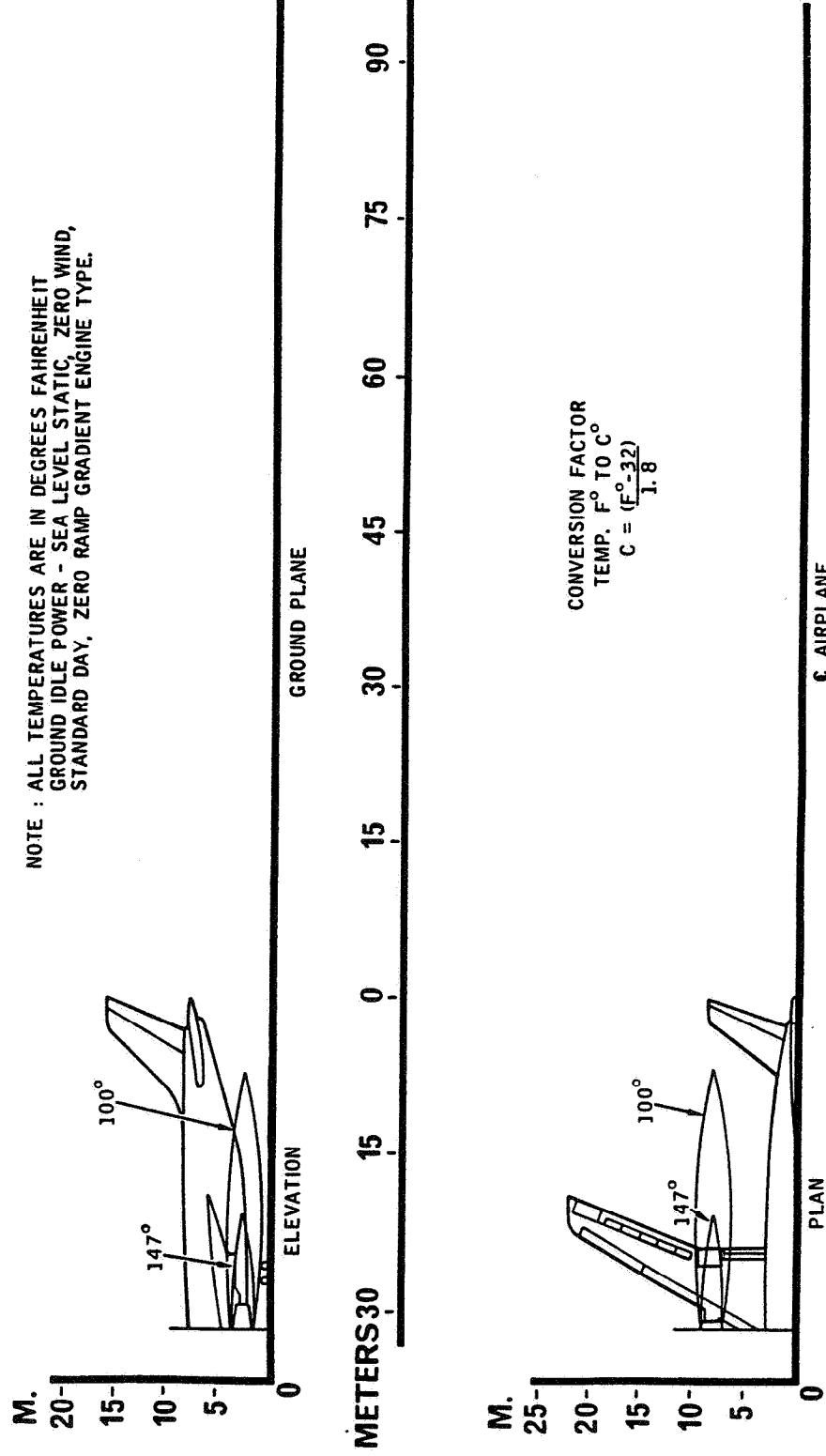
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
 6.1.12 EXHAUST TEMPERATURE CONTOURS - IDLE POWER (METRIC UNITS)
 MODEL B2 - B4 - C4

A 300

AIRPLANE CHARACTERISTICS

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- A A 5 06 01 12 0 A B 0



R

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
 6.1.12 EXHAUST TEMPERATURE CONTOURS - IDLE POWER (METRIC UNITS)
 MODELS B2-320 AND B4-120

A 300
AIRPLANE CHARACTERISTICS**6.2 Airport and Community Noise**

Noise level footprint contours will reflect the noise level impingement upon a theoretical ground level plane at the same elevation as the runway. Contours are provided for both take-off and landing operations.

These footprint contours will permit investigations of the noise associated with operation of the airplane at individual airports as it relates to the airport proper and the adjoining community. This will assist in planning investigations related to clear zones, zoning for nonsensitive land utilization or alternate compatible land development.

The foregoing data availability depends on :

1. Action taken on pending legislation related to airplane noise
2. Possible restrictions imposed by the regulatory agencies
3. Development and acceptance of a common noise measuring method

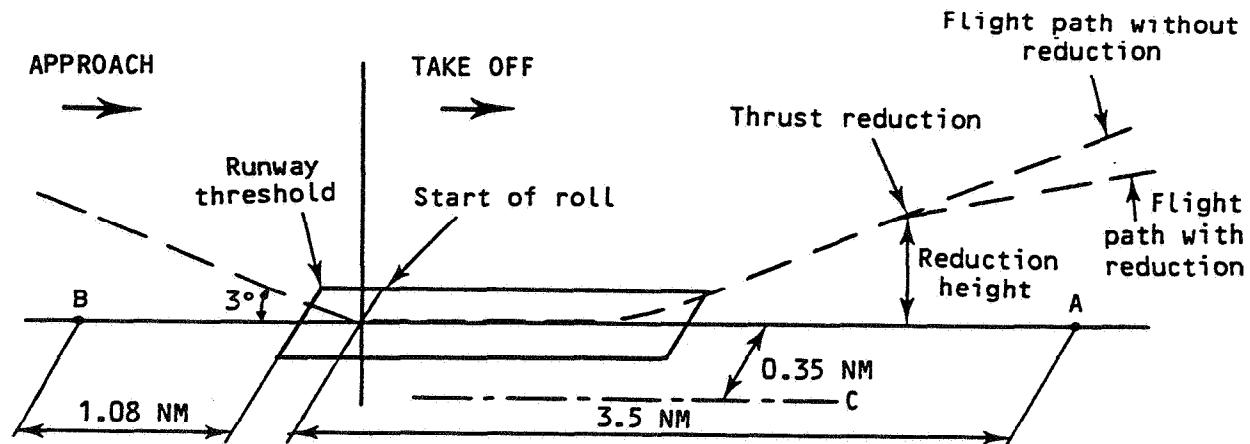
As an interim measure for airport planning it is recommended that FAA DS-67-14 "Techniques for Developing Noise Exposure Forecasts", with the exception of Section 4 "Land Use Planning" be used as representative of noise contours for 2, 3 and 4 engine airplanes. It must be kept in mind that the data presented is for effective perceived noise level in units of EPNdB, and as such must be considered to have a tolerance of ± 8 EPNdB.

In addition to the preceding, table 6.2.2 provides data concerning engine maintenance run-up noise to permit evaluation of possible attenuation requirements.

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A 300
 AIRPLANE CHARACTERISTICS

CONDITIONS

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EXTERNAL NOISE LEVEL

NOISE LEVEL CERTIFIED (EPNdB)											
	B2 101	B2(1) 101	B2(2) 101	B2 201/202	B2 320	B4 101	B4 (3) 101	B4 (4) 101	B4 102/103	B4 (4) 102/103	B4/C4 203
POINT A (overflight at take-off) "Slats 16° - Flaps 0°"	87.1	87.1	88.2	87	*90.3	89	89.6	90.5	88.1	90.1	91.9
LINE C (sideline at take-off) "Slats 16° - Flaps 0°"	91.0	91.0	92.6	92.6	*98.3	92.4	92.4	92.4	93.3	93.3	93.2
POINT B (overflight in approach)	Slats 25°/ Flaps 25°	101.1	101.3	101.3	101.7	103.0	101.9	101.9	101.9	101.9	101.9
	Slats 20°/ Flaps 15°	100.8	100.8	100.8	---	---	---	---	---	---	---
	Slats 16°/ Flaps 15°	----	----	----	101.1	----	101.2	101.2	101.2	101.2	101.2

- AA 5 06 02 01 0 AA 0
 (1) After Mod. 1569
 (2) After Mod. 1357
 (3) After Mod. 1614
 (4) After Mod. 1652

* Take-off with Slats 16°/ Flaps 8°

FIELD HEIGHT : sea level

ATMOSPHERE : ISA + 10° without wind
 relative humidity 70 %

6.2 AIRPORT AND COMMUNITY NOISE

6.2.1 EXTERNAL NOISE

MODEL B2 - B4 - C4

AIRBUS INDUSTRIE
A 300
 AIRPLANE CHARACTERISTICS

OCTAVE BAND CENTER FREQUENCY	OCTAVE BAND SPL, dB (RE : 0002 Dynes/cm ²)		
	45° TO EXHAUST	40° TO EXHAUST	50° TO EXHAUST
35 Hz (Extrapolated)	107.6	110.0	105.1
63 Hz	107.8	109.8	105.8
125 Hz	108.0	109.2	106.7
250 Hz	104.0	104.8	103.2
500 Hz	98.9	98.6	99.1
1000 Hz	94.0	93.9	94.0
2000 Hz	95.1	93.4	96.7
4000 Hz	93.9	92.3	95.5

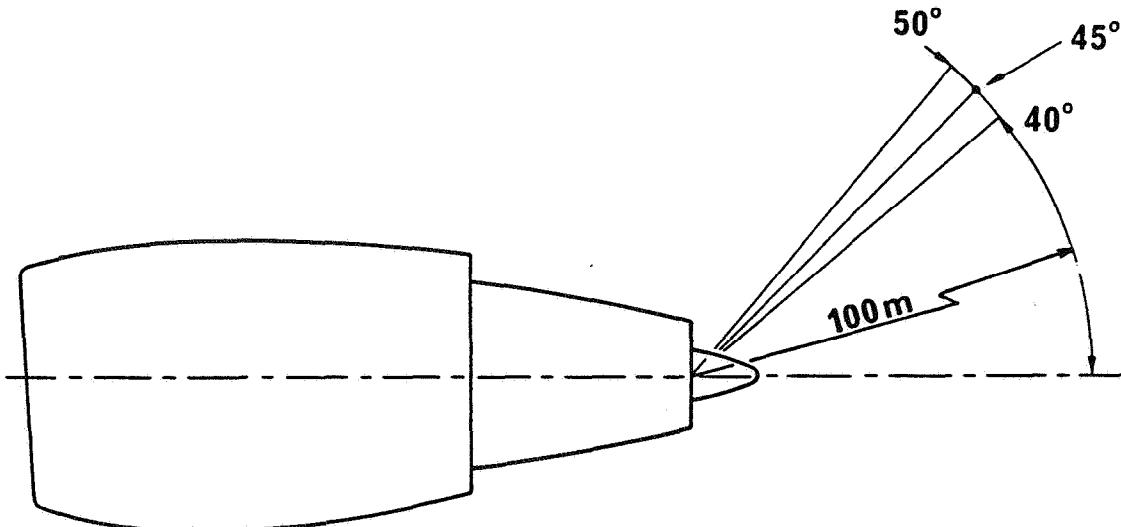
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GROUND STATIC

TAKEOFF POWER

100 METERS RADIUS

45° LEVELS ARE AVERAGE OF 40° AND 50° LEVELS



A A 5 06 02 02 0 AA 0

6.2 AIRPORT AND COMMUNITY NOISE
 6.2.2 NOISE DATA
 MODEL B2 - B4 - C4

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

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TO BE ISSUED LATER

A A 5 06 02 02 0 AB 0

6.2 AIRPORT AND COMMUNITY NOISE
6.2.2 NOISE DATA
MODEL B2-320

A 300

AIRPLANE CHARACTERISTICS

6.2.3 APU NOISE LEVELS

The figures presented hereafter have been obtained after analysis of third octave on the 45-11, 200Hz frequency band in compliance with Technical Specifications.

Passenger door sound levels were recorded 1.50 metres from cabin floor and 0.30 m from outside fuselage wall.

SURROUNDING NOISE AT FORWARD/AFT**POINTS OF THE AIRCRAFT:**

and in some other points (in dB)

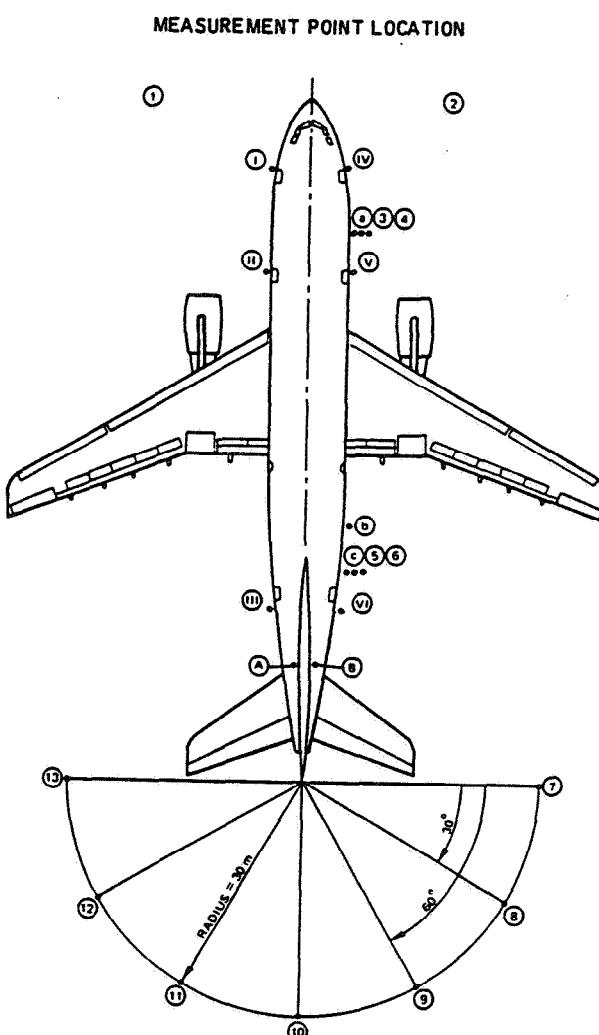
Measurement Points	Config. 1 APU only operating at 65%	Config. 2 APU at 84% + air cond. doors closed	Config. 3 APU at 84% + air cond. some doors open	Config. 4 APU at 97% + air cond. FULL HEAT
1	68.0		70.0	71.2
2	69.8	72.1	70.8	72.3
3	76.1	80.7	78.8	82.5
4	73.9	78.9	78.4	80.6
5	83.7	88.0	88.1	87.9
6	82.6	86.0	85.5	86.3
7	75.7	79.9	79.4	80.2
8	80.5	81.9	78.2	82.5
9	82.4	82.7	80.9	82.9
	77.7	81.0	79.9	80.9
11	75.9	80.2	79.8	80.7
12		81.3	80.9	80.8
13		81.6	80.8	80.8
A	88.1			90.4
B	88.0			91.7

SURROUNDING NOISE AT T.S.**MEASUREMENT POINTS**

Measu- rement Points	Guar- antees	Config. 1 APU only operating at 65%	Config. 2 APU at 84% + air cond. doors closed	Config. 3 APU at 84% + air cond. some doors open	Config. 4 APU at 97% + air cond. FULL HEAT
I	83 ± 3	71.5	73.9	73.1	75.6
II	83 ± 3	77.1	81.1	81.3 G	84.0
III	87 ± 3	80.4	86.2	86.0	86.8
IV	83 ± 3	70.4	72.2	74.9	74.4
V	83 ± 3	75.2	78.5	77.5 G	80.8
VI	87 ± 3	83.8	88.1	86.6	88.9
a	83 ± 3	77.0	81.0*	79.0*	83.0*
b	83 ± 3	82.1	85.2	84.6	86.9
c	87 ± 3	85.9	87.7	87.5	90.0
f	83 ± 3	77.5	82.5*	81.0*	79.9

A A 5 06 02 03 0 AAO

Config. 3 : Only middle and aft RH doors were open. Values marked "G" were obtained in the guarantee conditions, i.e. doors open. Cases pointed out * correspond to measurements that cannot be proceeded to. The values transcribed are estimations from measurements recorded for very close points, namely pt. 3 for "a", and a point located on the same vertical axis 1.2 m above the ground for "f".

**6.2 AIRPORT AND COMMUNITY NOISE****6.2.3 APU NOISE LEVELS**

MODEL B2 - B4 - C4

A 300

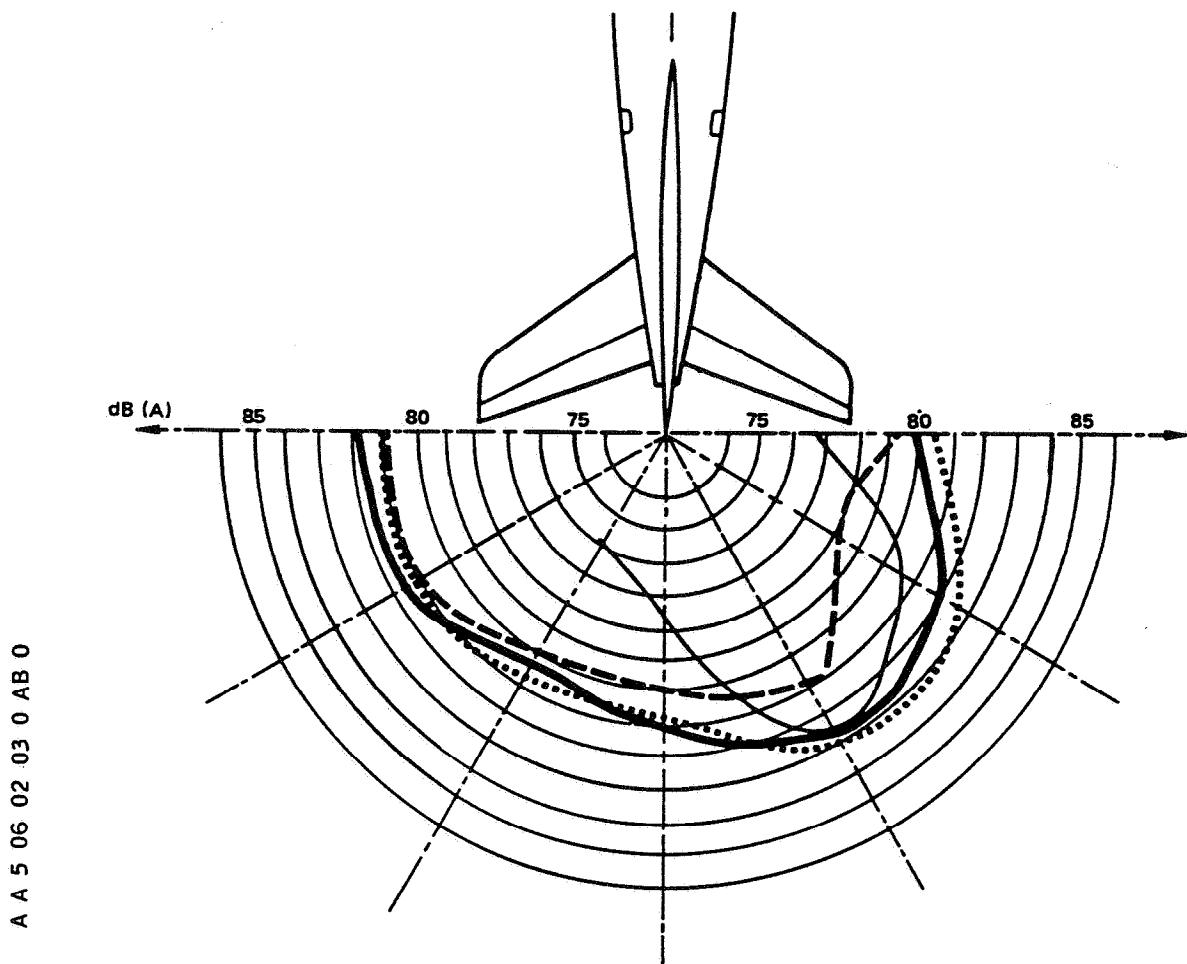
AIRPLANE CHARACTERISTICS

LEVELS RECORDED AROUND THE APU
(AIResearch TSCP 700-5 APU)

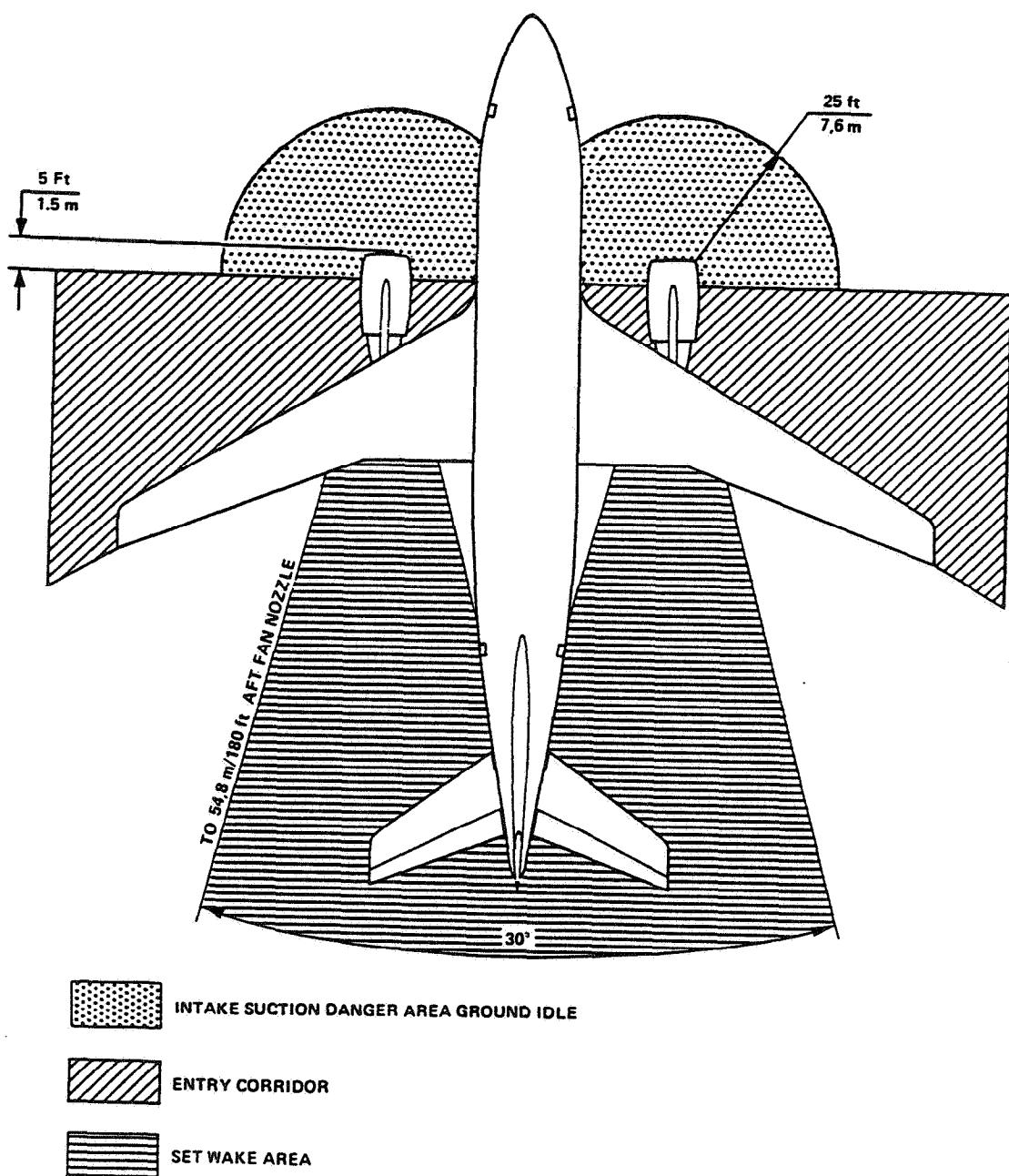
MEASUREMENTS ALONG A 30 METRE RADIUS CIRCLE

- Config. 1 : APU alone - Rating 65%
- Config. 2 : APU + air cond. packs - Doors closed - 84%
- - - - - Config. 3 : APU + air cond. packs - Doors open - 84%
- Config. 4 : APU + air cond. packs on FULL HEAT - 97%

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6.2 AIRPORT AND COMMUNITY NOISE
6.2.3 APU NOISE LEVELS
MODEL B2 - B4 - C4

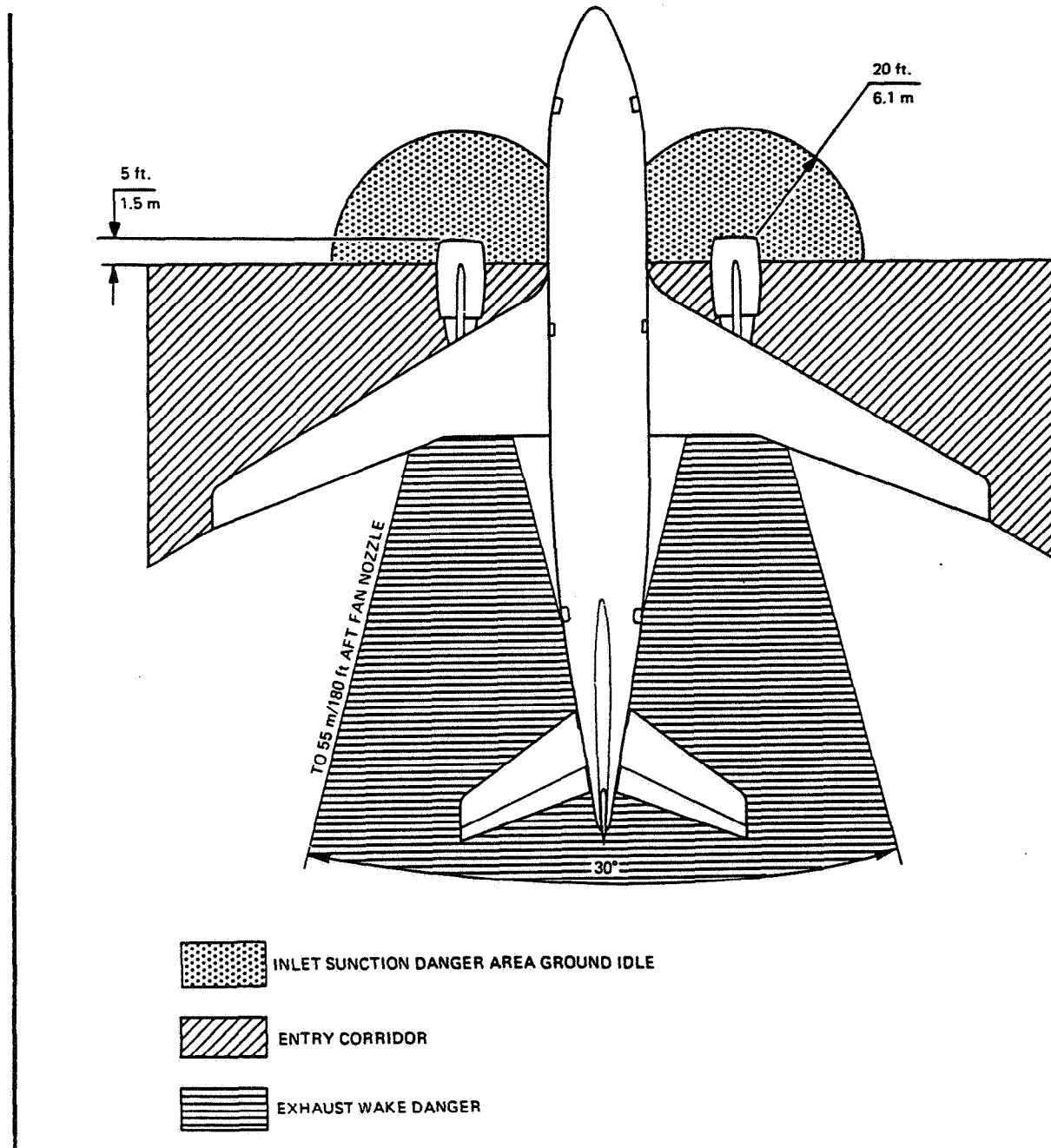
A 300
AIRPLANE CHARACTERISTICS

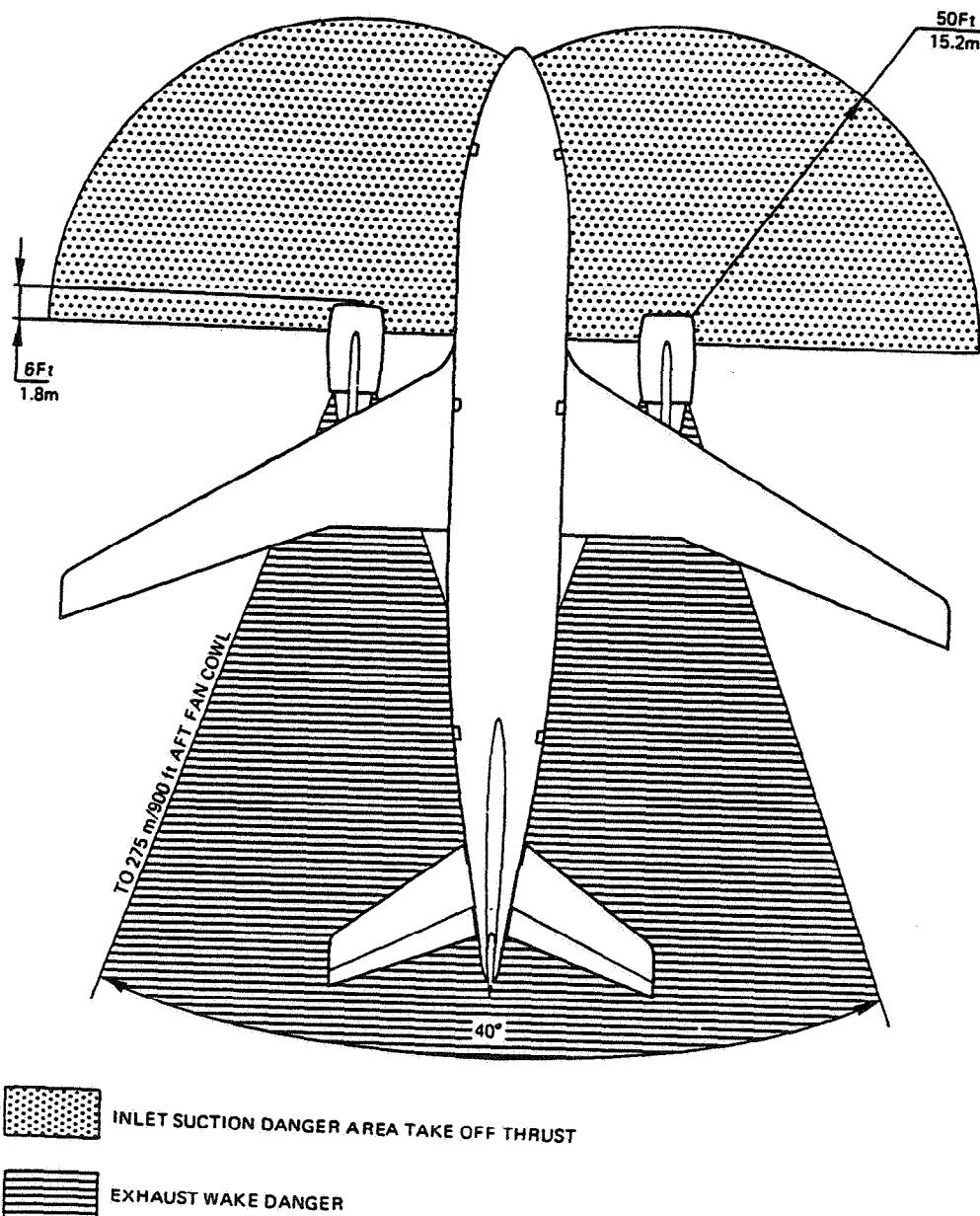
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6.3 DANGER AREAS OF THE ENGINES
6.3.1 DANGER AREAS OF THE ENGINES (GROUND IDLE)
MODEL B2 - B4 - C4

A 300
AIRPLANE CHARACTERISTICS

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**6.3 DANGER AREAS OF THE ENGINES**
6.3.1 DANGER AREAS OF THE ENGINES (GROUND IDLE)
MODEL B2-320

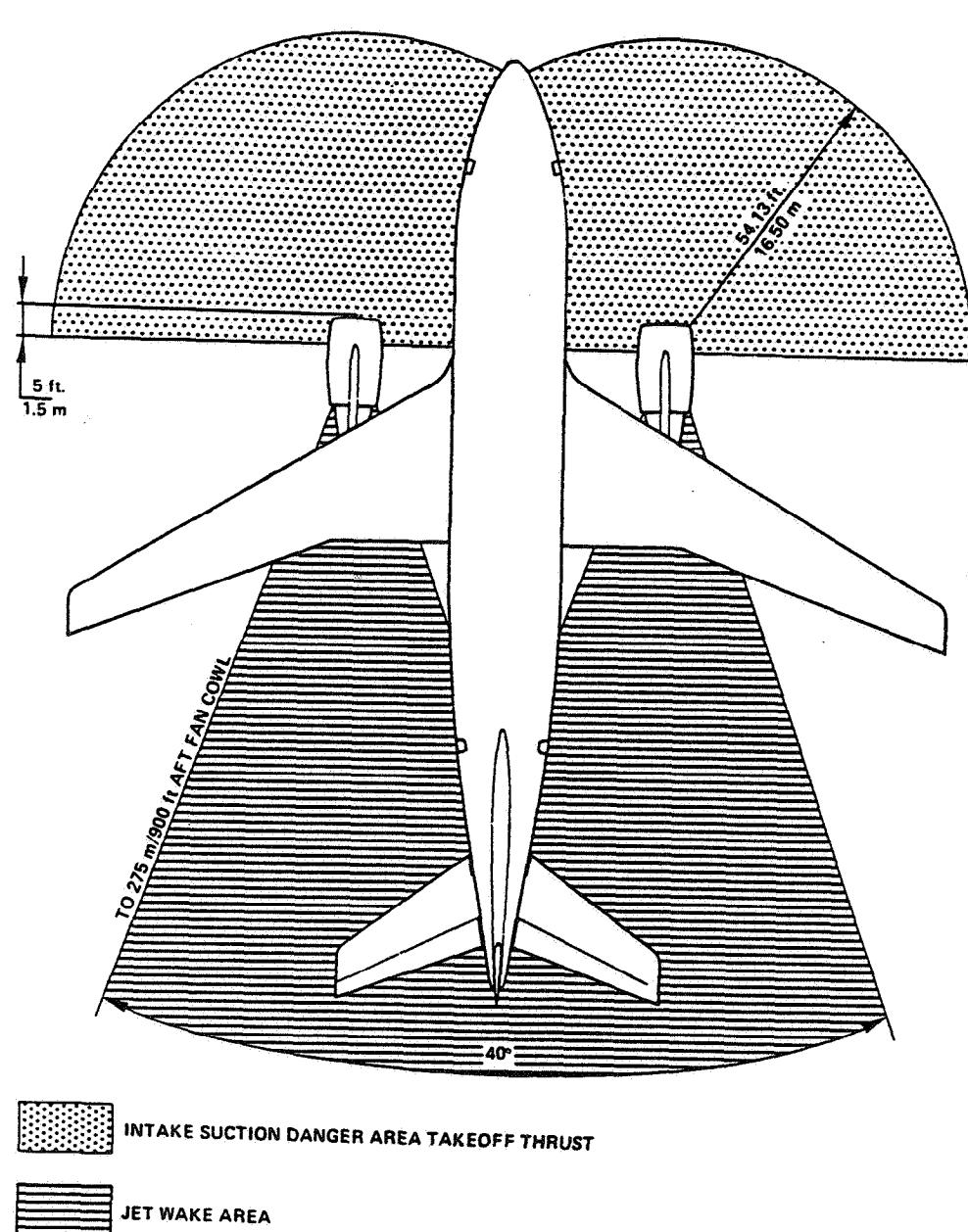
A 300
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6.3 DANGER AREAS OF THE ENGINES
6.3.2 DANGER AREAS OF THE ENGINES (TAKE OFF)
MODEL B2 - B4 - C4

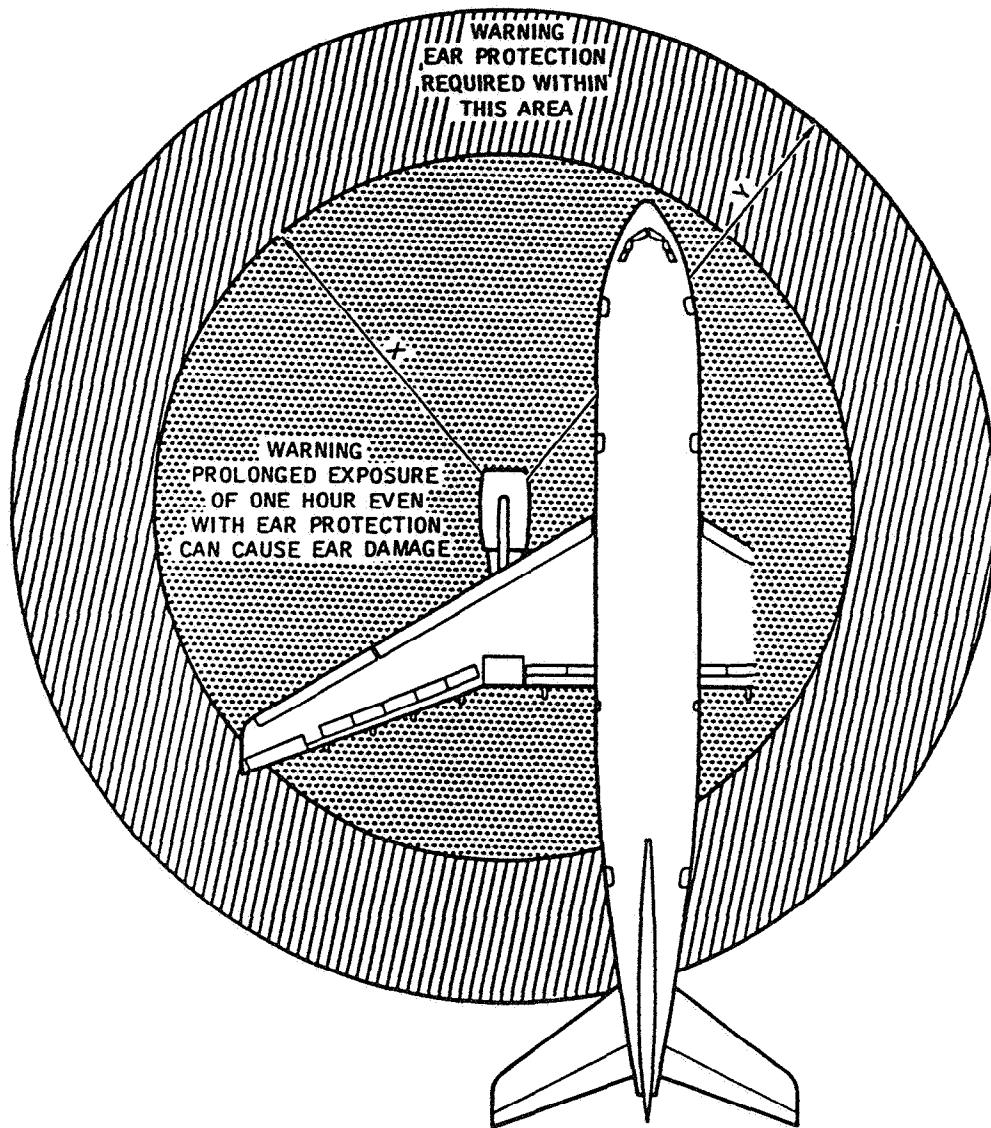
A 300
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6.3 DANGER AREAS OF THE ENGINES
6.3.2 DANGER AREAS OF THE ENGINES (TAKE OFF)
MODEL B2-320

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AIRPLANE CHARACTERISTICS



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A A 5 06 03 03 0 AA 0

POWER SETTING	RADIUS X	RADIUS Y
GROUND IDLE	23m	31m
TAKE-OFF THRUST	31m	62m

GENERAL ELECTRIC CF6-50C ENGINES

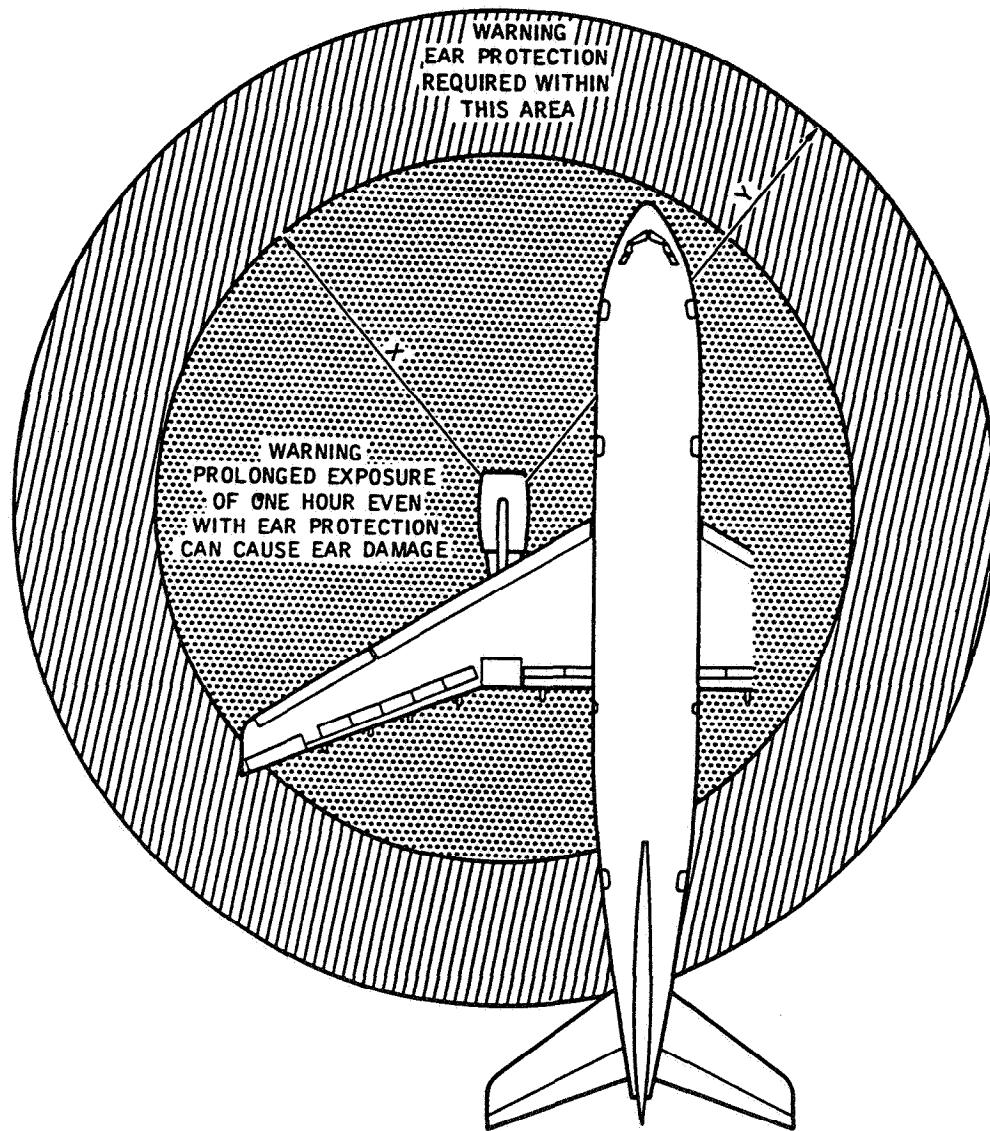
6.3 DANGER AREAS OF THE ENGINES
6.3.3 ACOUSTIC PROTECTION AREAS

MODEL B2 - B4 - C4

A 300
AIRPLANE CHARACTERISTICS

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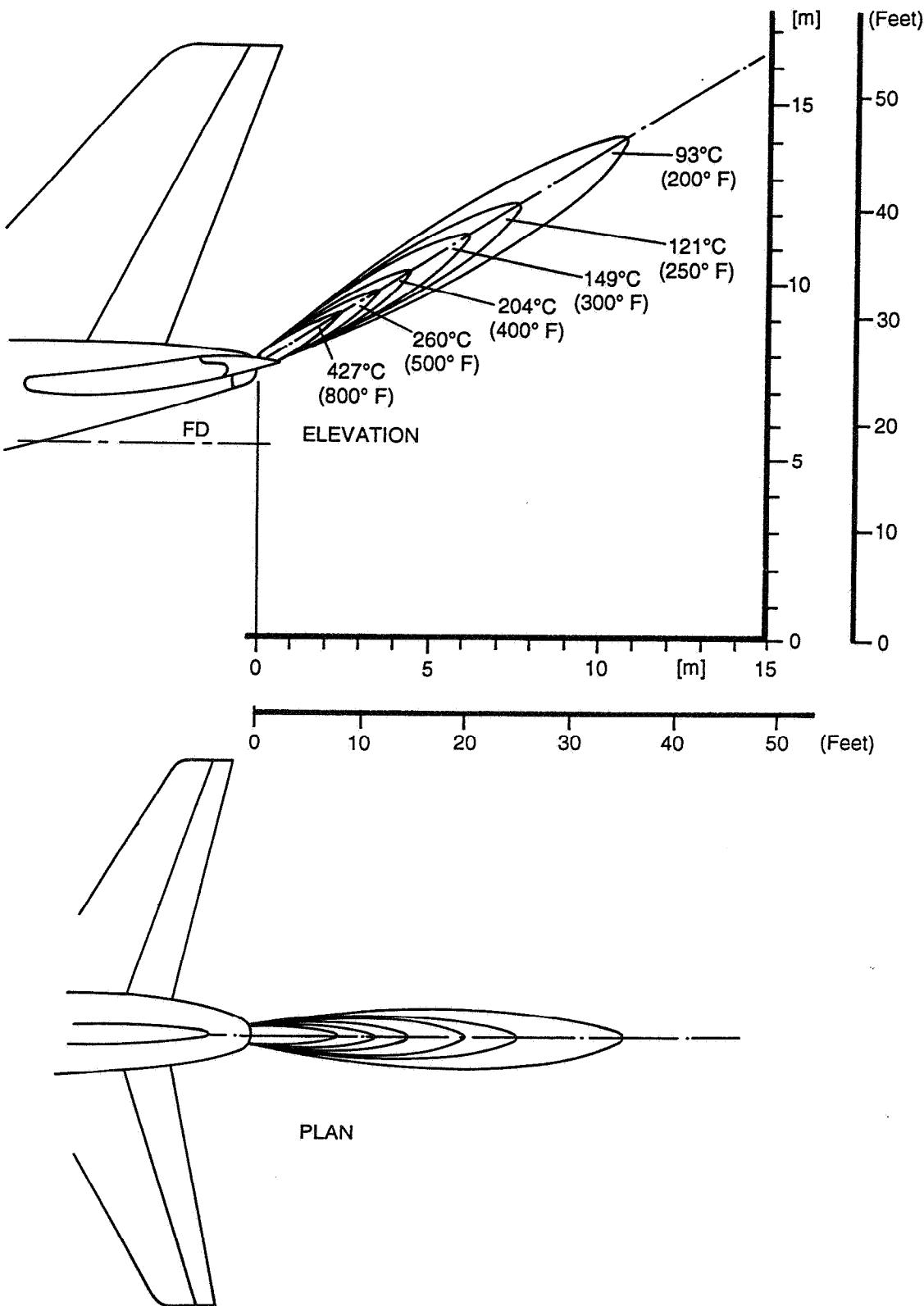
POWER SETTING	RADIUS X	RADIUS Y
GROUND IDLE	23m	30m
TAKE-OFF THRUST	38m	60m

PRATT & WHITNEY JT9D59A ENGINES

6.3 DANGER AREAS OF THE ENGINES
6.3.3 ACOUSTIC PROTECTION AREAS

MODEL B2-320

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AIRPLANE CHARACTERISTICS



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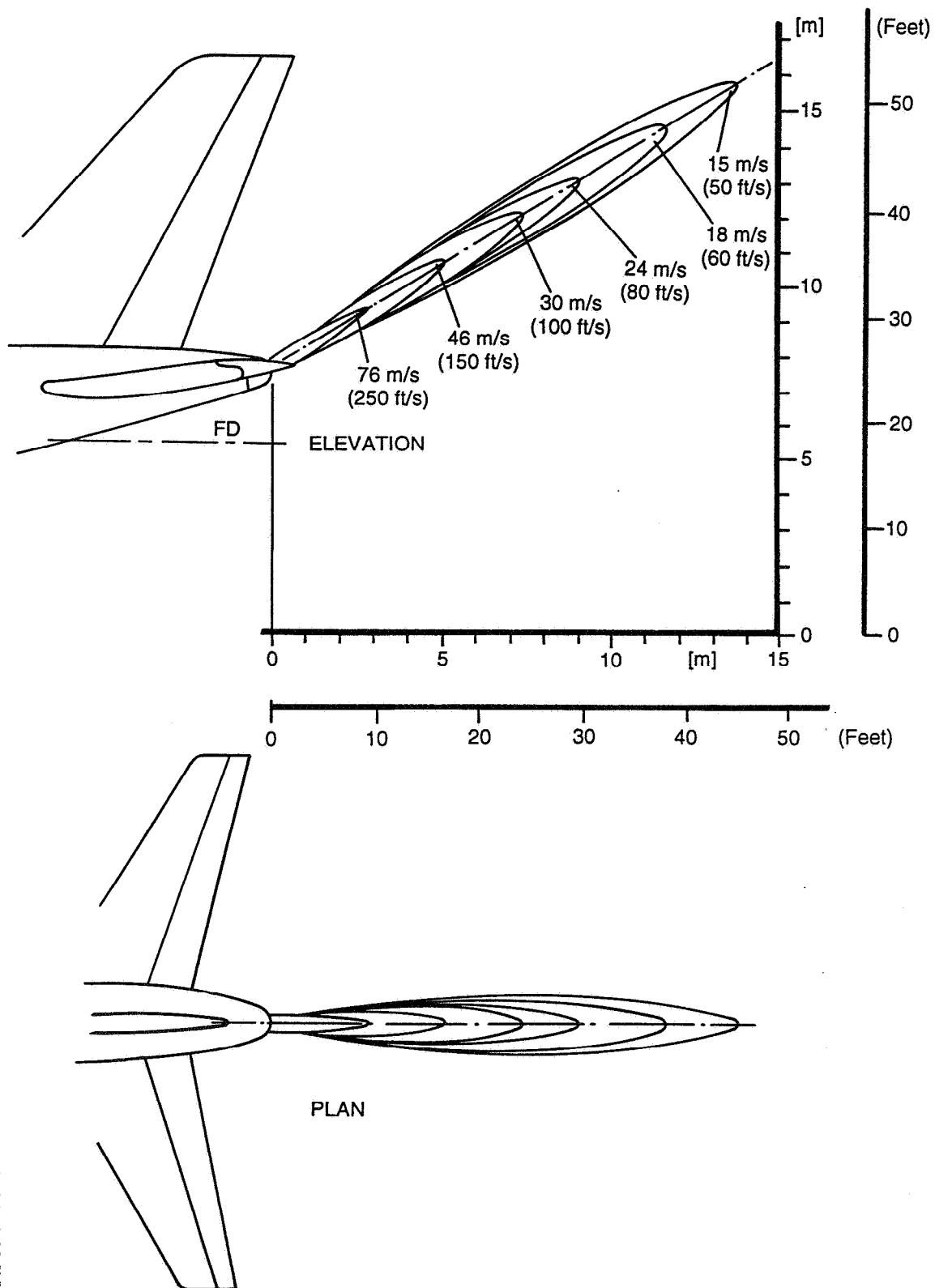
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Chapter 6
Page 38

6.3 DANGER AREAS OF THE ENGINES
6.3.4 APU - Exhaust Gas Temperature
MODEL B2 - B4 - C4

Apr 1995

A300
AIRPLANE CHARACTERISTICS



AA5 06 03 04 0 ACM0-00

R
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Apr 1995

6.3 DANGER AREAS OF THE ENGINES
6.3.4 APU - Exhaust Gas Velocity
MODEL B2 - B4 - C4

Chapter 6
Page 39



AIRPLANE CHARACTERISTICS

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AIRPLANE CHARACTERISTICS

- 7.0 PAVEMENT DATA
- 7.1 General Information
- 7.2 Landing Gear Footprint
- 7.3 Maximum Pavement Loads
- 7.4 Landing Gear Loading on Pavement
- 7.5 Flexible Pavement Requirements US Corps of Engineers Design Method
- 7.6 Flexible Pavement Requirements LCN Conversion
- 7.7 Rigid Pavement Requirements - Portland Cement Association
- 7.8 Rigid Pavement Requirements LCN Conversion
- 7.9 Aircraft Classification Number
- Flexible and Rigid Pavement

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AIRPLANE CHARACTERISTICS

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A 300

AIRPLANE CHARACTERISTICS

7.1 GENERAL INFORMATION

A brief description of the appended pavement charts will be helpful in their use for airport planning.

All pavement requirement charts give data for a constant main gear standardized tire pressure (TRA*) which will produce a tire deflection of 32 percent with the airplane loaded to the maximum ramp weight and the C.G. at its maximum permissible aft position.

Sub-section 7.2 gives basic data on the landing gear footprint configuration and tire sizes.

Maximum ramp weights and corresponding tire pressures are also indicated.

Sub-section 7.3 gives maximum vertical and horizontal pavement loads for certain critical conditions.

Sub-section 7.4 provides charts which show the static loads supported by the main landing gear struts for the operational limits of the airplane. These main landing gear loads are used for the interpretation of the attached pavement design charts from which load values are extrapolated when necessary.

For the A300, the certified C.G's are as follows :

- 18 to 33 % of the MAC ** for take-off
- 15 to 35 % of the MAC ** in flight and for landing

Sub-section 7.5 presents pavement requirement charts for flexible pavements based upon format and procedures set forth in SEFL report No. 165A being "Evaluation of C-5A (CX-HLS) Aircraft Ground Flotation Characteristics for Operation from Flexible Pavements" dated February 1965, prepared by Systems and Engineering Group Research and Technology Division, Air Force Systems Command, Wright-Patterson Air Force Base, Ohio, U.S.A.

Sub-section 7.6 consists of LCN conversion curves for flexible pavements. The LCN chart also gives load plots for airplane A300 showing equivalent single wheel load versus pavement thickness "h" for flexible pavements.

* TRA : Tire and Rim Association

** MAC : Mean Aerodynamic Chord

A 300

AIRPLANE CHARACTERISTICS

Sub-section 7.7 provides rigid pavement design curves prepared with the use of the Westergaard Equations in general accordance with the procedures outlined in the 1955 edition of "Design of Concrete Airport Pavement" published by the Portland Cement Association, Illinois, U.S.A, but modified into the new computer program format described in the 1968 Portland Cement Association publication, "Computer Program for Airport Pavement Design". (Programm PDILB) by Robert G. Packard.

The following procedure is used to develop the rigid pavement design curves :

1. Having established the scale for pavement thickness to the left and the scale for allowable working stress to the right, an arbitrary load line is drawn representing the main landing gear maximum weight to be shown.
2. All values of the subgrade modules (k values) are then plotted using the maximum load lines.
3. Additional load lines for the incremental value of weight on the main landing gear are then established on the basis of the curve for $k = 300$ psi, already established.

Sub-section 7.8 represents LCN conversion curves for rigid pavements having been plotted using procedures and curves in International Civil Aviation Organization (ICAO) document 7290-AN/865-2, Aerodrome Manual, part 2, 2nd edition 1965, + Addendum corrigendum No. 1 dated 1.8.67.

The LCN charts also illustrate load plots for airplane A300 showing equivalent single wheel load versus radius of relative stiffness factor for rigid pavements.

Note : Pavement requirements cover loads, tires and tire pressures presently planned for certified commercial usage on the A300.

All curves represent data at a constant specified tire pressure.

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CAUTION :

TIRE INFLATING PRESSURES QUOTED BELOW ARE NOMINAL,
AIRPLANE ON JACKS. NOMINAL PRESSURES FOR TIRES
SUPPORTING THE AIRPLANE WEIGHT ARE 4% HIGHER.
OPERATORS SHALL CONFORM WITH THE TIRE INFLATING
PRESSURES QUOTED IN THE RELEVANT MAINTENANCE
DOCUMENTS (MM CH 12 AND 32)

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AIRPLANE CHARACTERISTICS

Sub-section 7.9 represents the ACN/PCN system as referenced in Amendment 35 to ICAO Annex 14, "Aerodromes", 7th Edition, June 1976, provides a standardized international airplane/pavement rating system replacing the various S, TT, LCN, AUW, ISWL, etc., rating systems used throughout the world. ACN is the Aircraft Classification Number and PCN is the Pavement Classification Number. An aircraft having an ACN equal to or less than the PCN can operate on the pavement subject to any limitation on the tire pressure. Numerically, the ACN is two times the derived single-wheel load expressed in thousands of kilograms, where the derived single wheel load is defined as the load on a single tire inflated to 1.25 MPa (181 psi) that would have the same pavement requirements as the aircraft. Computationally, the ACN/PCN system used the PCA program PD ILB for rigid pavements and S-77-1 for flexible pavements to calculate ACN values. The method of pavement evaluation is left up to the airport with the results of their evaluation presented as follows :

PCN	PAVEMENT TYPE	SUBGRADE CATEGORY	TIRE-PRESSURE CATEGORY	EVALUATION METHOD
R-Rigid	A-High	W-No Limit	T-Technical	
F-Flexible	B-Medium	X-To 1.5 MPa C-Low D-Ultra	(217 psi) Y-To 1.0 MPa Low Z-To 0.5 MPa (145 psi) (73 psi)	U-Using aircraft

Chapter 7.9 pages 2 and 3 shows the aircraft ACN values for flexible pavements. The four subgrade categories are :

- A-High Strength - CBR 15
- B-Medium Strength - CBR 10
- C-Low Strength - CBR 6
- D-Ultra Low Strength - CBR 3

Chapter 7.9 pages 4 and 5 shows the aircraft ACN values for rigid pavements. The four subgrade categories are :

- A-High Strength, $k = 150 \text{ MN/m}^3$ (550 pci)
- B-Medium Strength, $k = 80 \text{ MN/m}^3$ (300 pci)
- C-Low Strength, $k = 40 \text{ MN/m}^3$ (150 pci)
- D-Ultra Low Strength, $k = 20 \text{ MN/m}^3$ (75 pci)

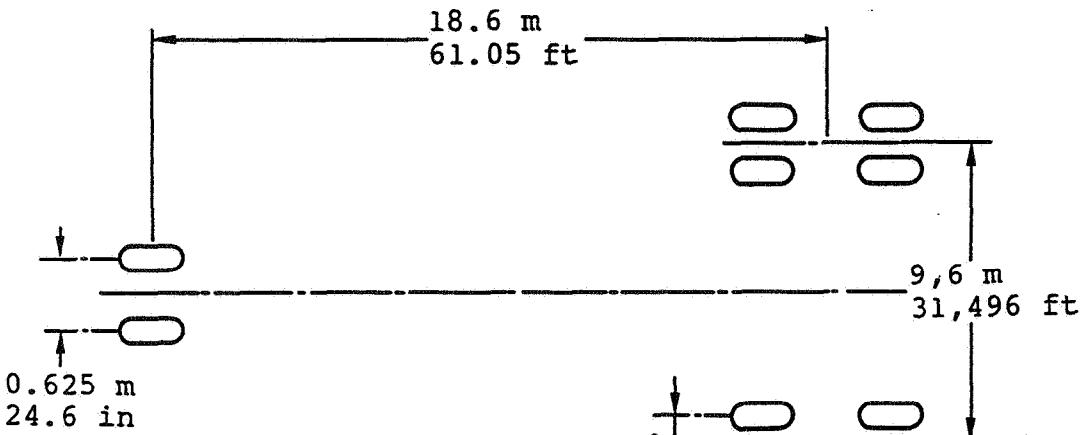
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AIRPLANE CHARACTERISTICS

	MODEL B2		B2 K	MODEL B4			B4 Stage III	MODEL C4
Maximum ramp weight	137,900 Kg 304,000 lb	142,900 Kg 315,000 lb	142,900 Kg 315,000 lb	150,900 Kg 332,700 lb	153,900 Kg 339,300 lb	158,400 Kg 349,200 lb	165,900 Kg 365,750 lb	165,900 Kg 365,750 lb
Percent of weight on main gear	See 7.4.1			See 7.4.2				
Nose tire size	40 in. x 14 in. -16 in. Type VII							
Nose tire pressure*	8.2 bar 119 psi	8.6 bar 125 psi	8.6 bar 125 psi	9 bar 131 psi	9 bar 131 psi	9 bar 131 psi		
Main gear tire size (standard tires)	46 in. x 16 in. -20 in. Type VII						49 in. x 17 in. -20 in. Type VII	
Main gear tires pressure* (standard tires)	11.6 bar 168 psi	12.4 bar 180 psi	12.4 bar 180 psi	13.37 bar 194 psi	13.65 bar 198 psi	14.2 bar 206 psi	12.4 bar 180 psi	12.4 bar 180 psi
Main gear tire size (optional tires)	49 in. x 17 in. -20 in. Type VII						49 in. x 19 in. -20 in. Type VII	
Main gear tire pressure* (optional tires)	10.35 bar 150 psi	10.7 bar 155 psi	10.7 bar 155 psi	11.3 bar 164 psi	11.5 bar 167 psi	11.86 bar 172 psi	11.1 bar 161 psi	11.1 bar 161 psi
Main gear tire size (optional tires)	—	—	—	—	—	49in.x 19in. -20in.** Type VII	—	—
Main gear tire pressure* (optional tires)	—	—	—	—	—	10.6 bar 154 psi	—	—



A 300	A	B
B2	0.889m. (35 in.)	1.397m. (55in.)
B2K-B4 and C4	0.927m. (36.5in.)	1.397m. (55in.)
B4 and C4 (After MOD.2204)	0.978m. (38.5in.)	1.524m. (60in.)

AA 5 07 02 00 0 AA0

* TRA standardized tire pressure
(TRA: Tire and Rim Association)

** Associated to a landing geometry of 0.978m (38.5in) x 1.524m (60in) for B2, B4, and C4.

7.2 LANDING GEAR FOOTPRINT
MODEL B2 - B4 - C4

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AIRPLANE CHARACTERISTICS

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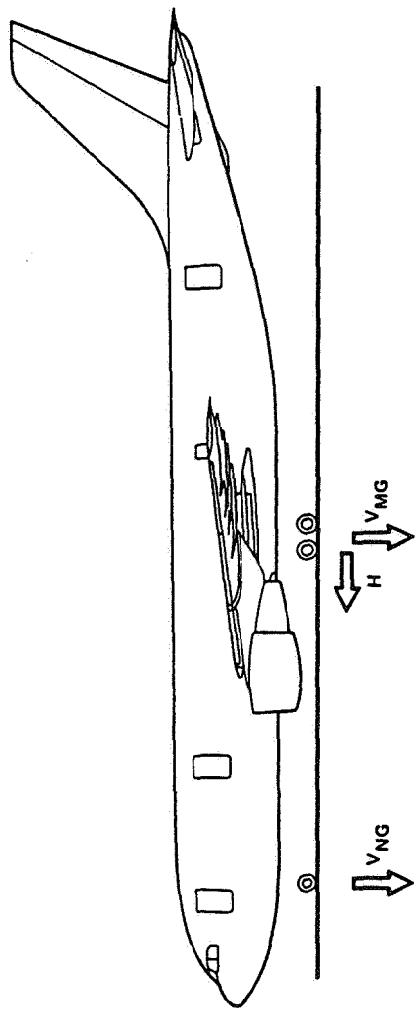
A 300

AIRPLANE CHARACTERISTICS

AA 5 07 03 00 0 AA 0

 V_{NG} = MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD C.G. V_{MG} = MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST AFT C.G. H = MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING

NOTE ALL LOADS CALCULATED USING AIRPLANE MAXIMUM GROSS WEIGHT.



MODEL	V_{NG}			V_{MG} (PER STRUT)			H (PER STRUT)			
	STATIC AT MOST FORWARD CG			MAXIMUM LOAD OCCURRING AT STATIC AFT CG			AT STEADY BRAKING AT 9,65 FT/SEC DECEL			
	LB	KG	LB	KG	LB	KG	LB	KG	LB	KG
B2	102,030	137,000	38,790	17,595	60,572	27,475	141,605	64,231	45,294	20,545
B2 and B2K	113,055	142,000	40,137	18,206	62,721	28,450	146,790	66,583	46,945	21,294
B2 320	113,055	142,000	40,137	18,206	62,721	28,450	146,790	66,583	46,945	21,294
B2 330,690	150,000	42,472	19,265	66,150	30,005	155,009	70,311	49,593	22,495	124,874
B4	137,305	153,000	43,336	19,657	67,446	30,593	158,100	71,713	50,583	22,944
347,225	157,500	44,672	20,263	69,495	31,568	162,630	73,768	52,071	23,619	130,974
363,980	165,000	47,064	21,348	72,788	33,016	170,247	77,223	54,551	24,744	137,323
C4	363,980	165,000	47,064	21,348	72,788	33,016	170,247	77,223	54,551	24,744
										137,323

7.3 MAXIMUM PAVEMENT LOADS MODEL B2 - B4 - C4

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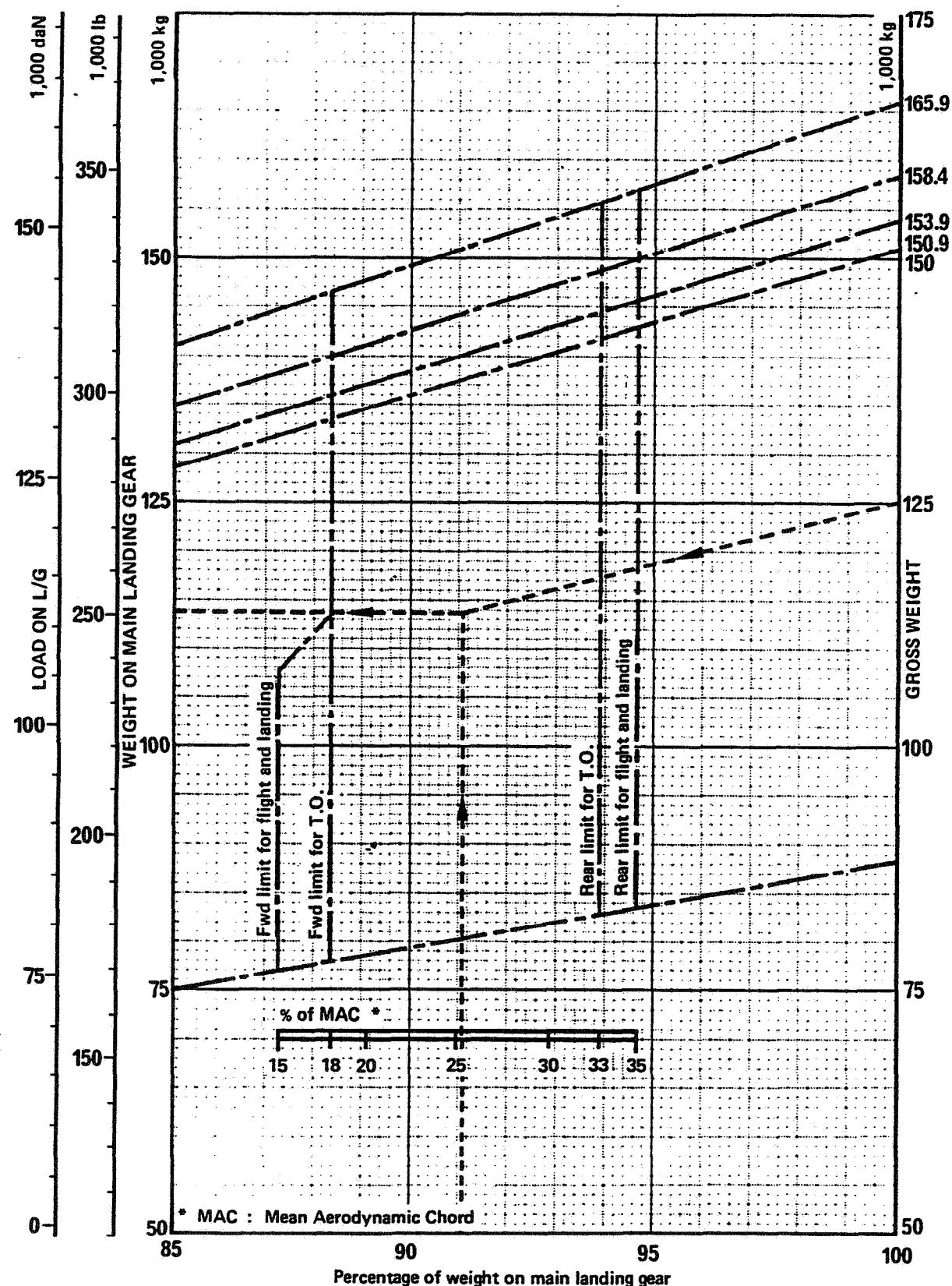
The graph displays the relationship between the percentage of weight on the main landing gear and the resulting load on the main landing gear and gross weight. The Y-axis has two scales: one for Load on Main Landing Gear (kg) ranging from 50 to 1,000, and another for Gross Weight (kg) ranging from 50 to 175. The X-axis shows the Percentage of weight on main landing gear from 85% to 100%. Several limit lines are shown, including Fwd limit for flight and landing, Fwd limit for T.O., Rear limit for T.O., and Rear limit for flight and landing. A horizontal bar at the bottom indicates % of MAC * values for 15, 18, 20, 25, 30, 33, and 35. A note at the bottom states: * MAC : Mean Aerodynamic Chord.

Percentage of weight on main landing gear	Fwd limit for flight and landing (kg)	Rear limit for flight and landing (kg)	% of MAC *
85	~120	~120	15, 18, 20
90	~140	~140	25
95	~160	~160	30, 33, 35
100	~180	~180	

7.4.1 LANDING GEAR LOADING ON PAVEMENT MODEL B2/B2K

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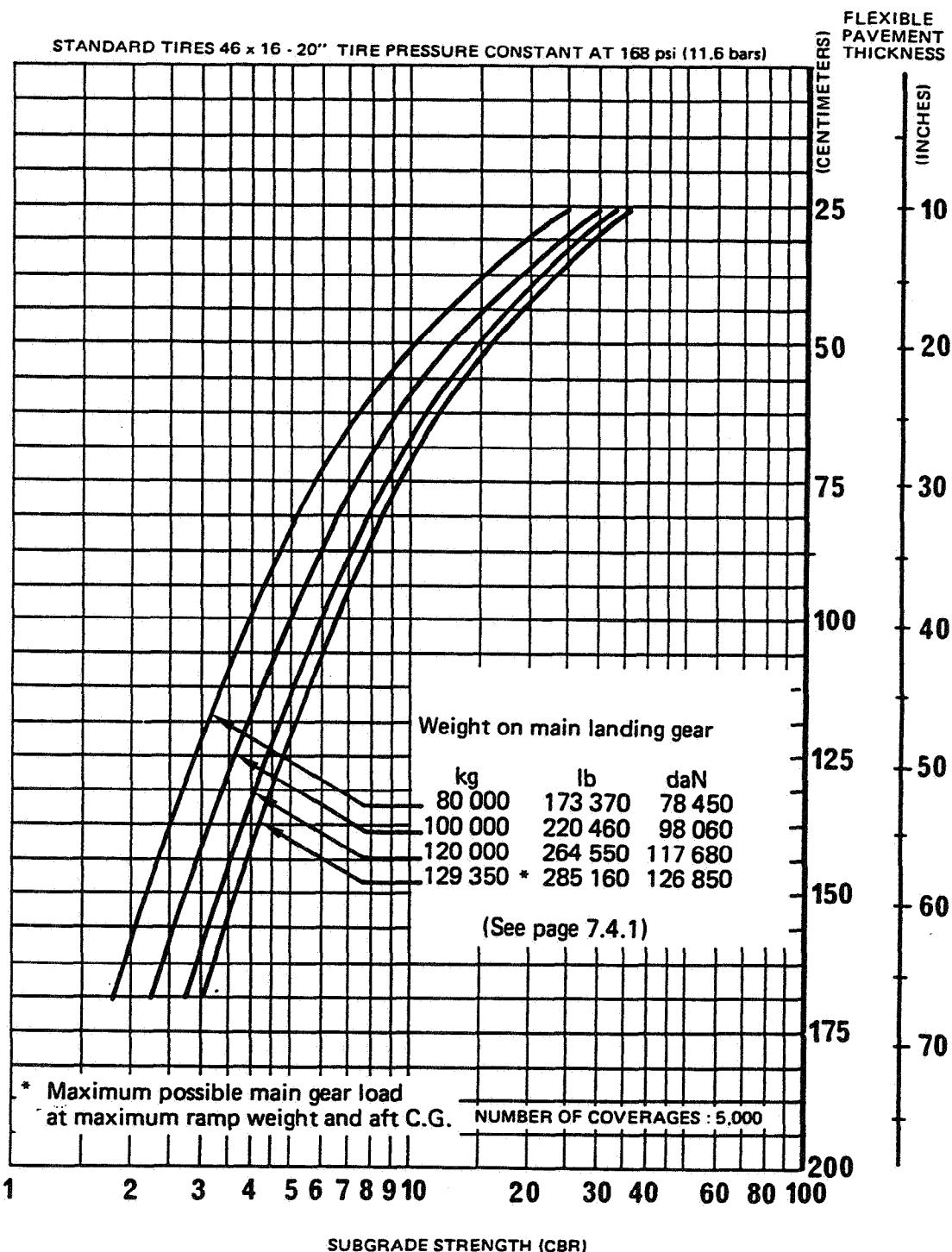
7.4.2 LANDING GEAR LOADING ON PAVEMENT
MODEL B4 - C4

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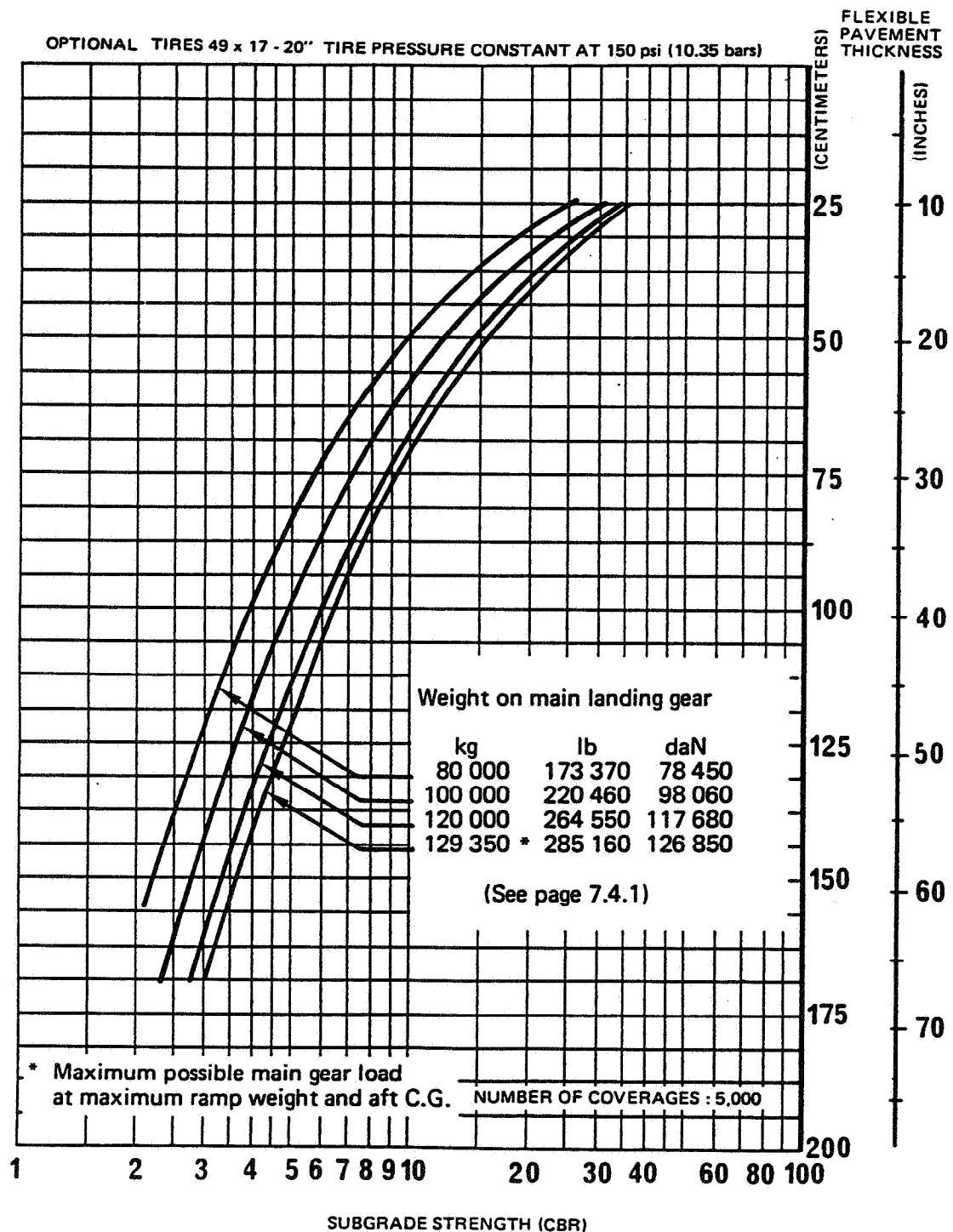
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7.5.1.1 FLEXIBLE PAVEMENT REQUIREMENTS U.S. CORPS OF ENGINEERS DESIGN METHOD MODEL B2 - 137t STANDARD TIRES

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AIRPLANE CHARACTERISTICS



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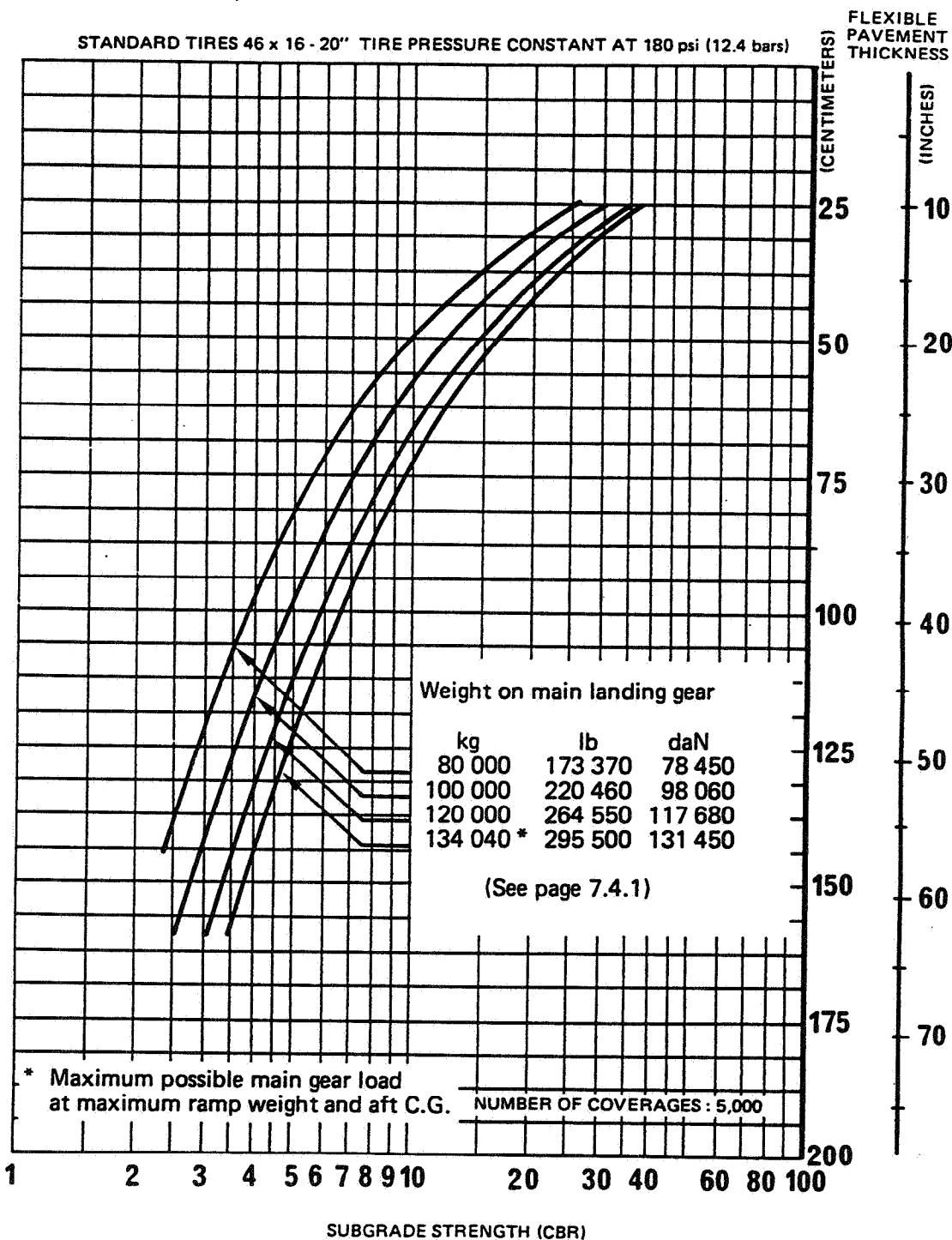
7.5.1.2 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B2 - 137t OPTIONAL TIRES

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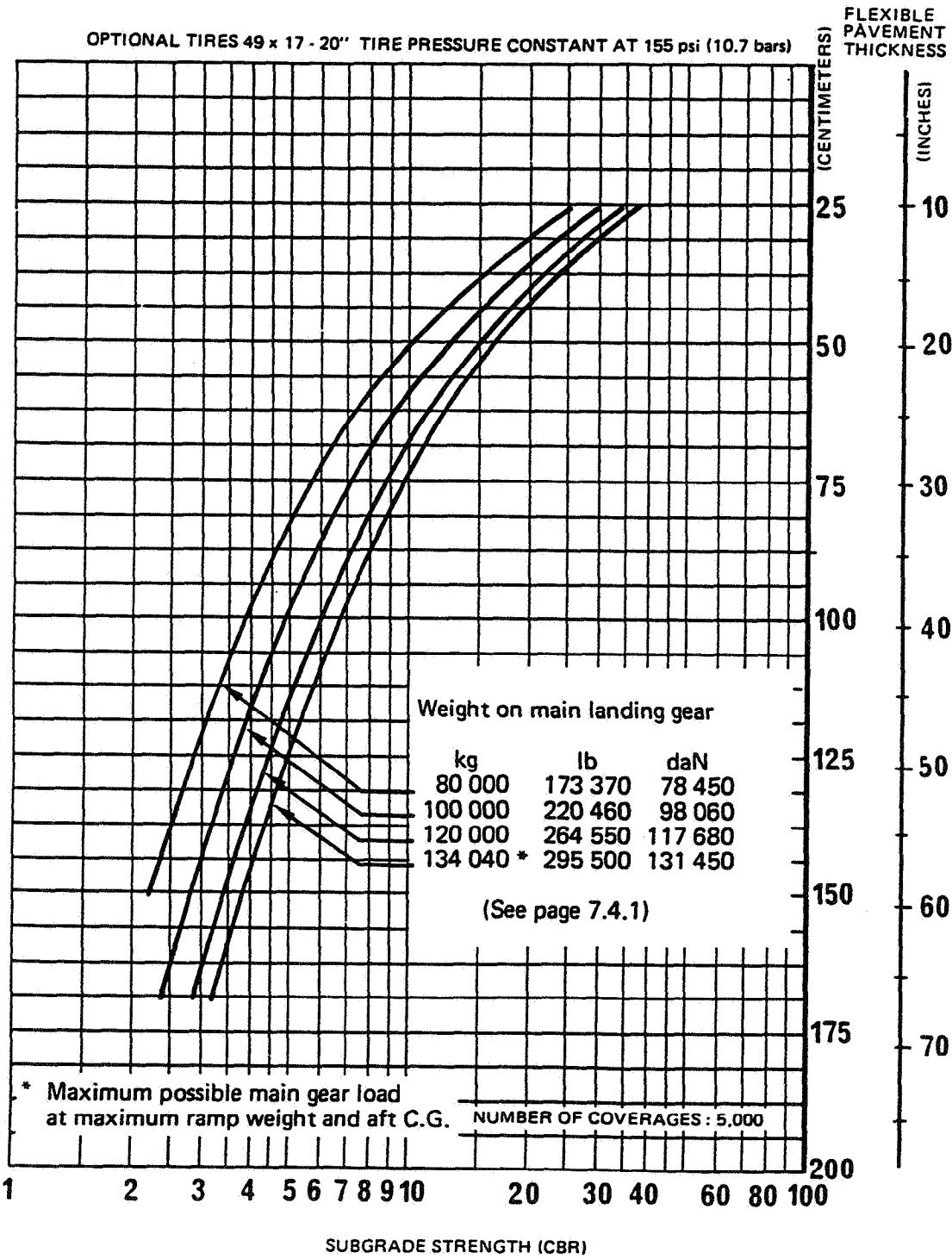


7.5.1.3 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B2 - 142t STANDARD TIRES

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AIRPLANE CHARACTERISTICS

OPTIONAL TIRES 49 x 17 - 20" TIRE PRESSURE CONSTANT AT 155 psi (10.7 bars)



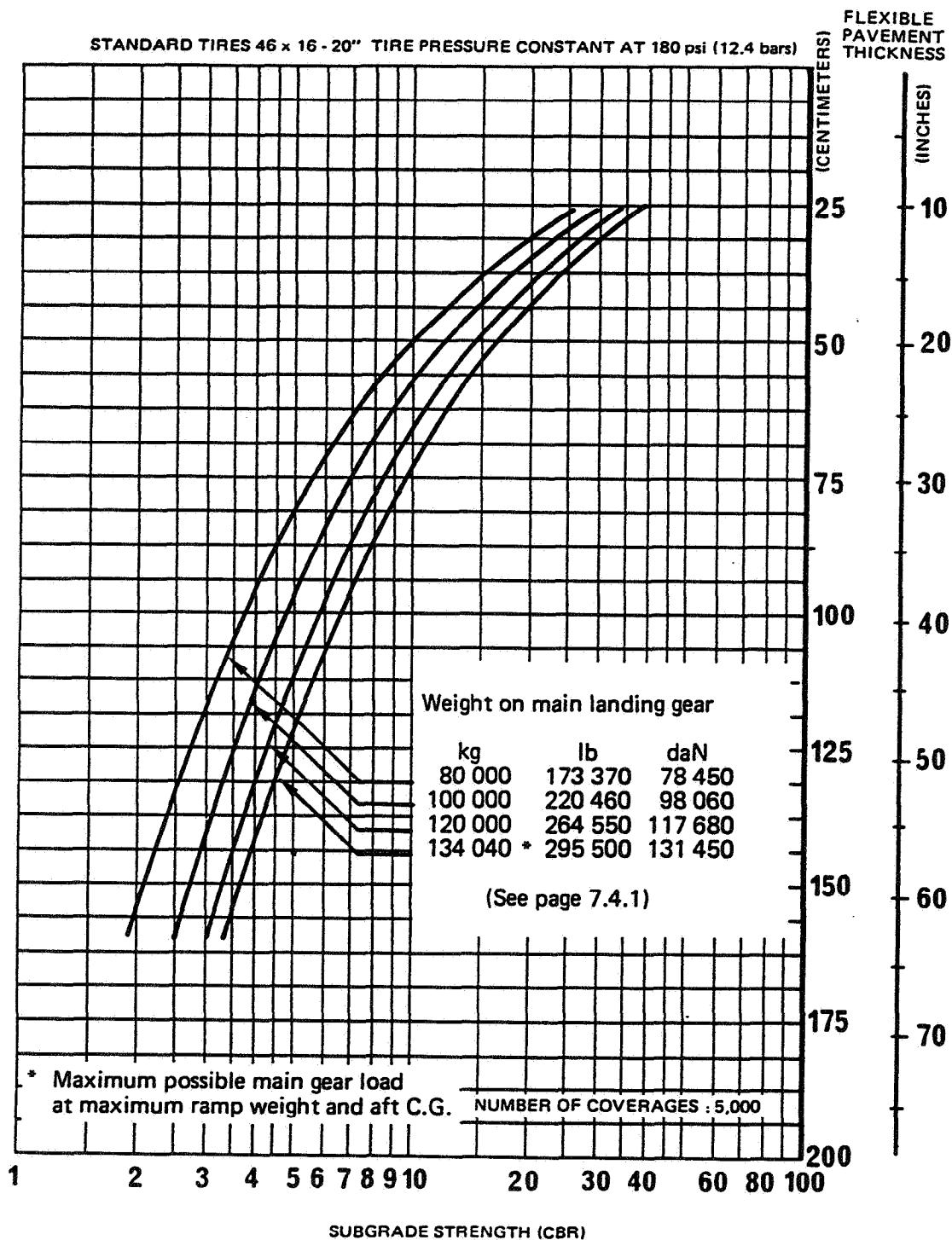
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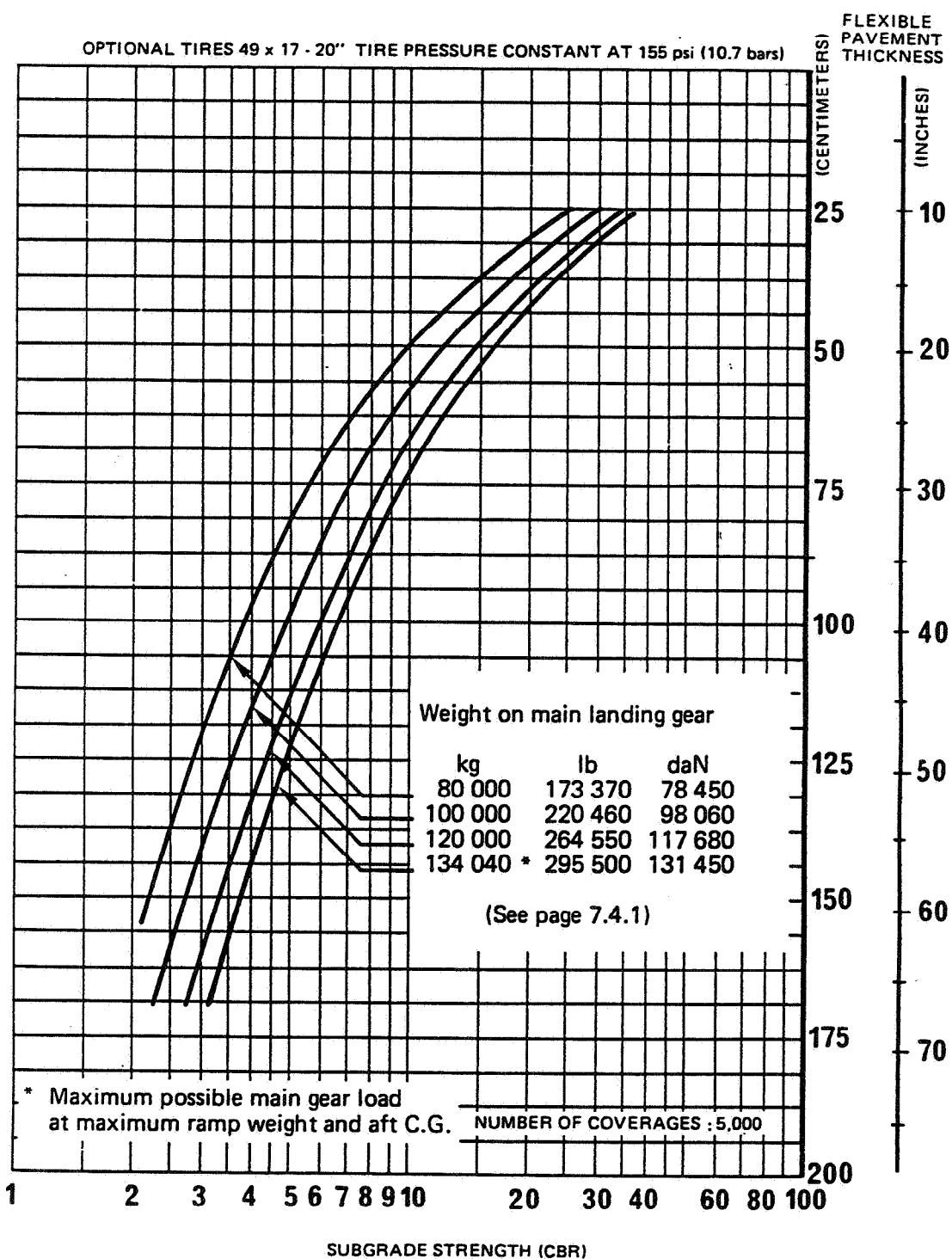
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7.5.2.1 FLEXIBLE PAVEMENT REQUIREMENTS U.S. CORPS OF ENGINEERS DESIGN METHOD MODEL B2K - 142t STANDARD TIRES

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A 300
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7.5.2.2 FLEXIBLE PAVEMENT REQUIREMENTS
 U.S. CORPS OF ENGINEERS DESIGN METHOD
 MODEL B2K - OPTIONAL TIRES

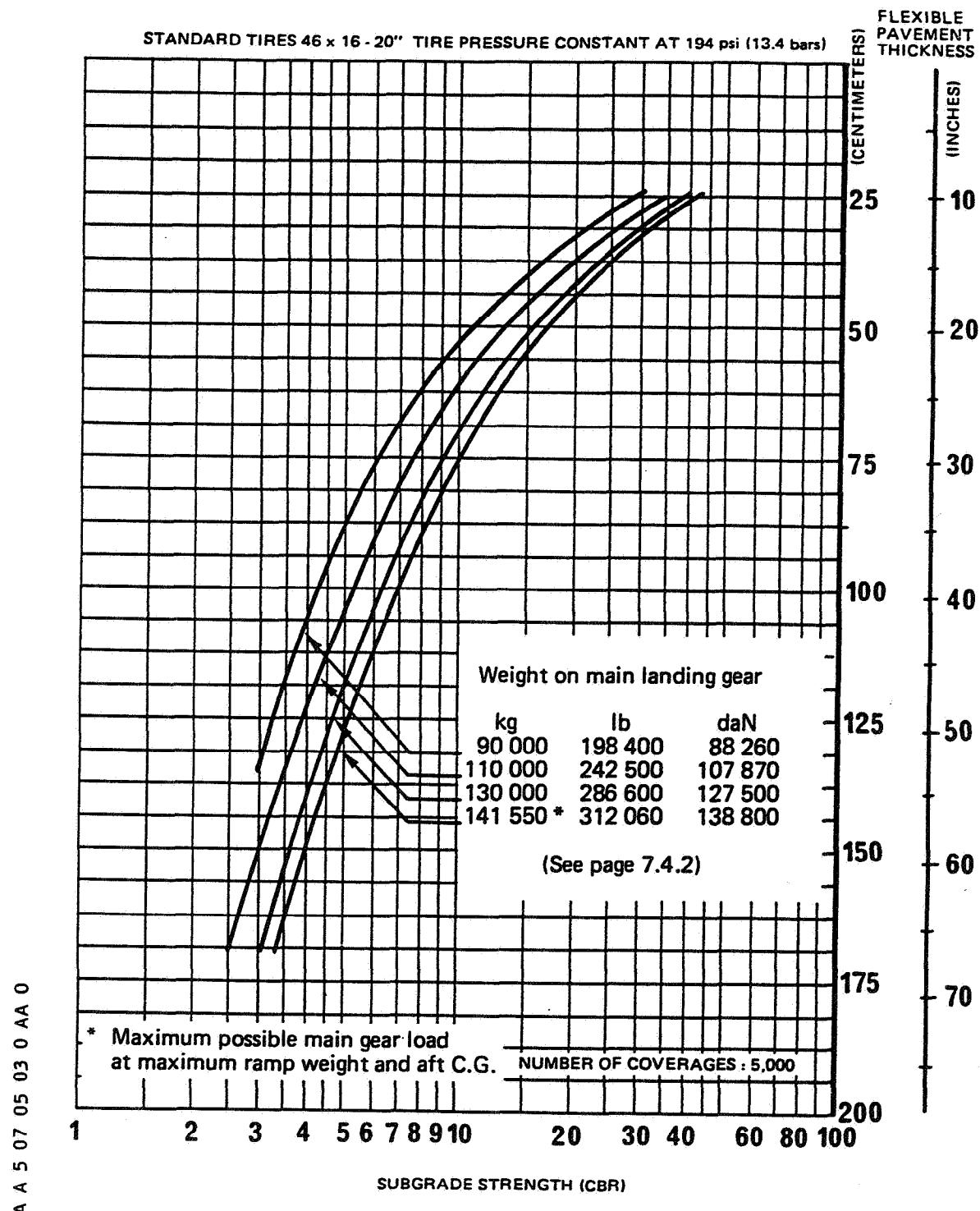
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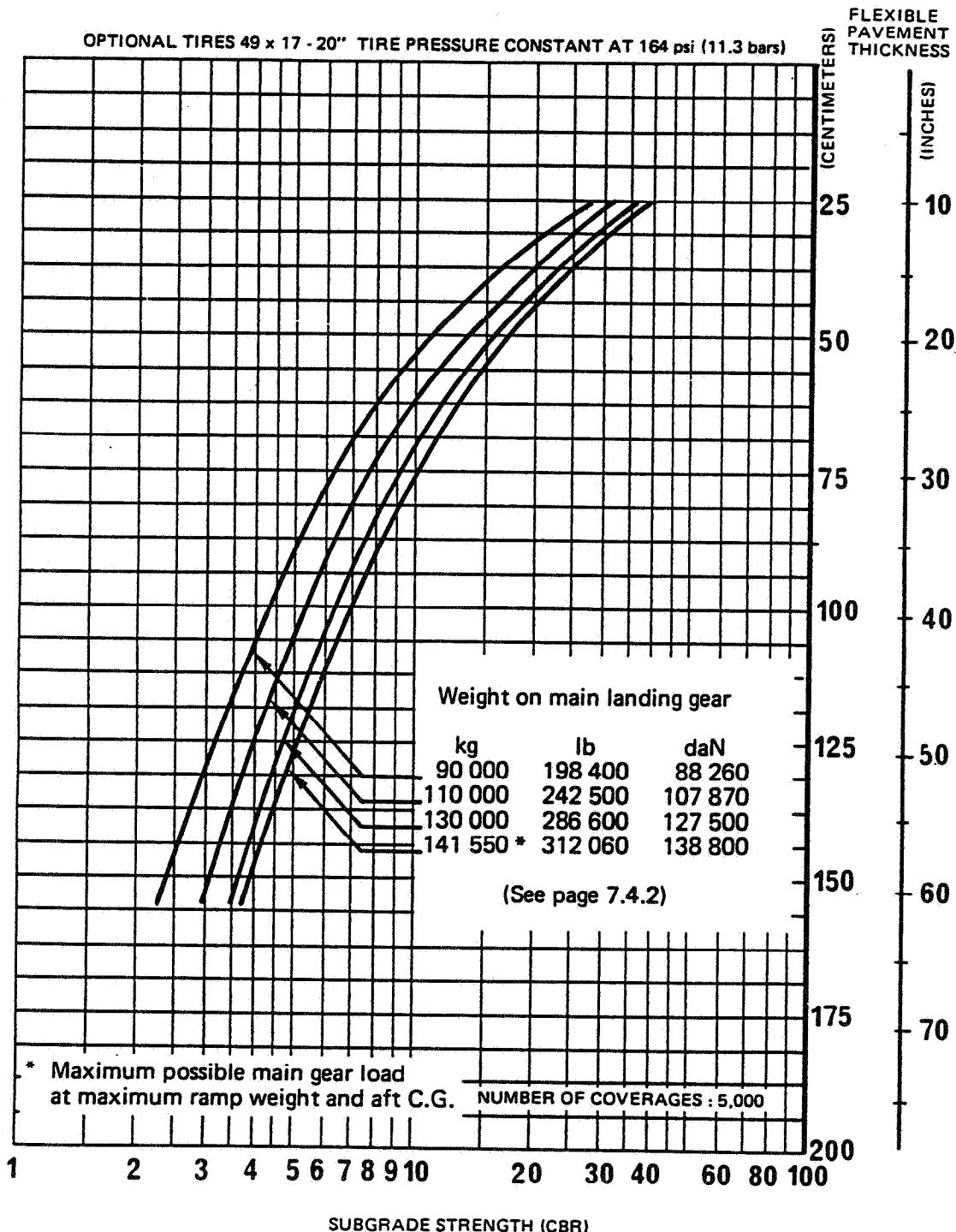
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7.5.3.1 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B4 - 150t STANDARD TIRES

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AIRPLANE CHARACTERISTICS



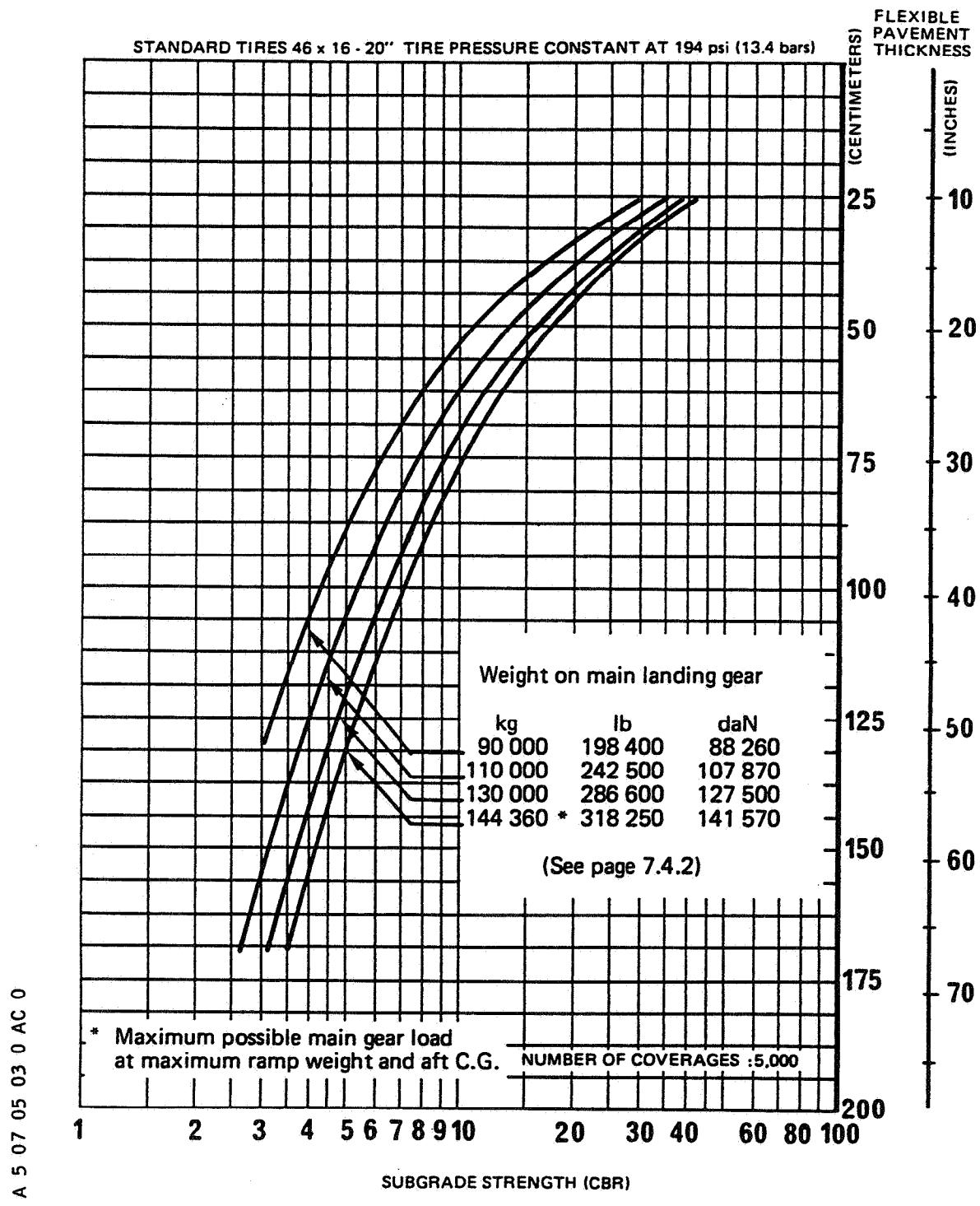
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7.5.3.2 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B4 - 150t OPTIONAL TIRES

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AIRPLANE CHARACTERISTICS

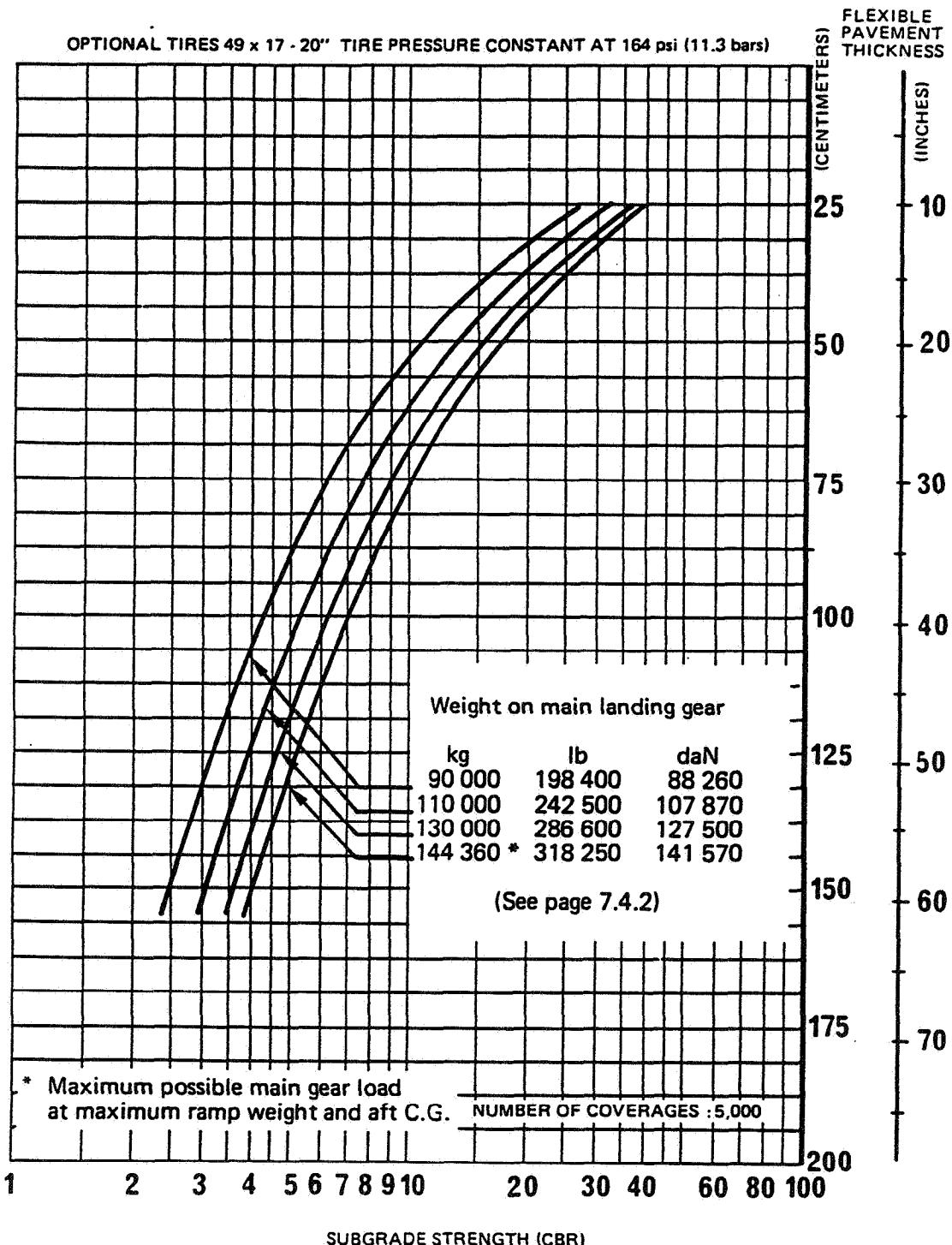
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7.5.3.3 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B4 - 153t STANDARD TIRES

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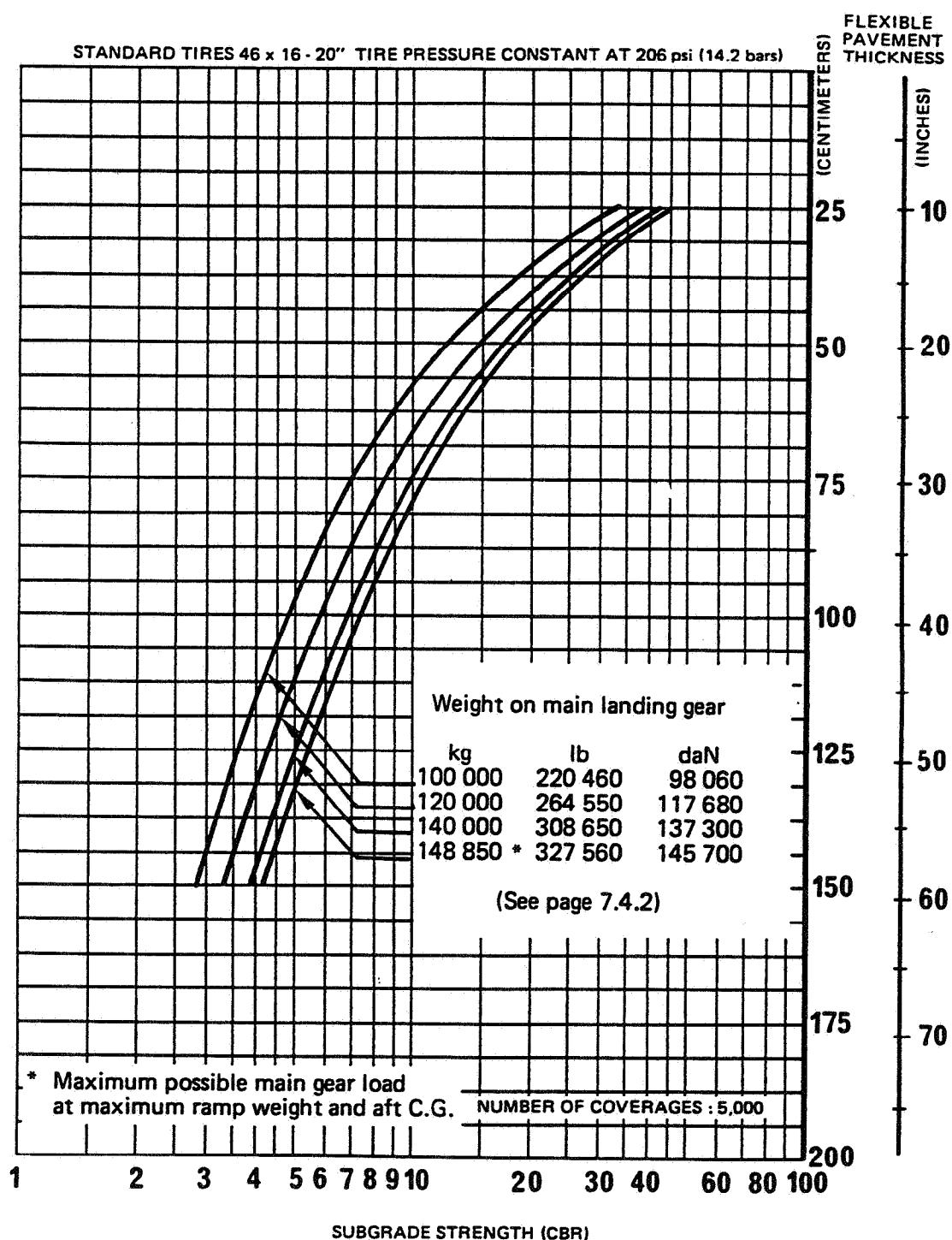
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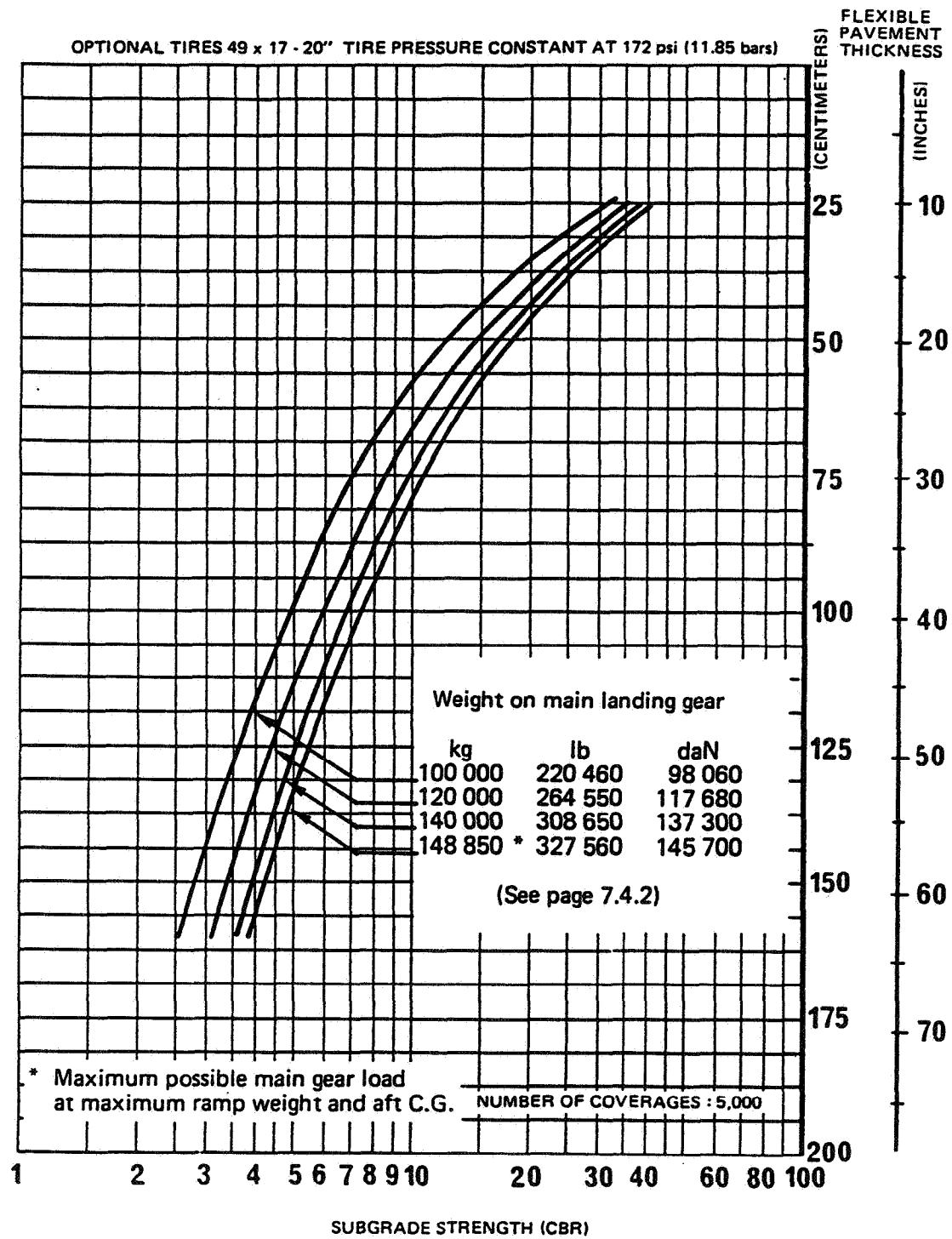


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7.5.3.5 FLEXIBLE PAVEMENT REQUIREMENTS
 U.S. CORPS OF ENGINEERS DESIGN METHOD
 MODEL B4 - 157.5t STANDARD TIRES

A 300

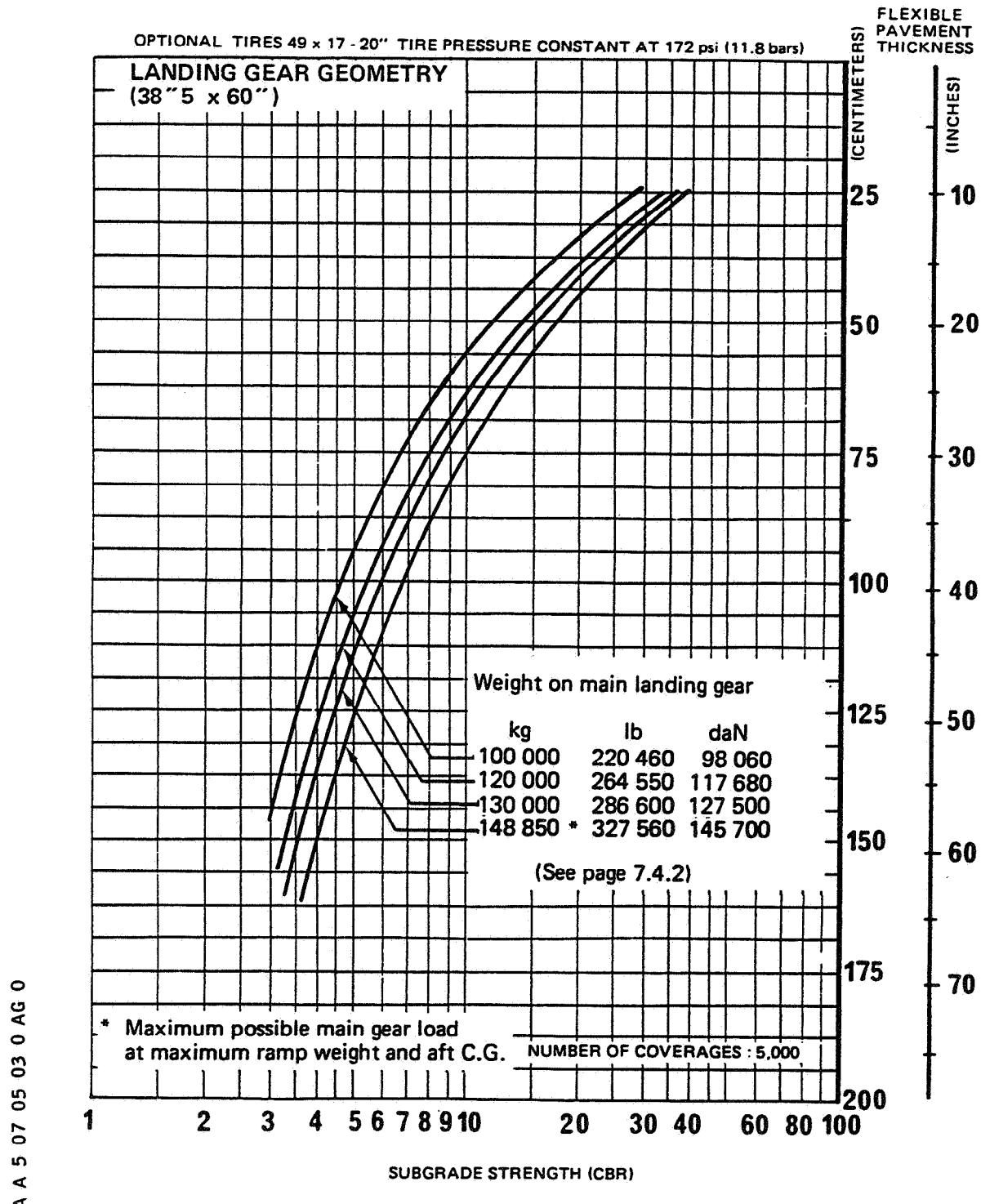
AIRPLANE CHARACTERISTICS



7.5.3.6 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B4 - 157.5t OPTIONAL TIRES

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AIRPLANE CHARACTERISTICS

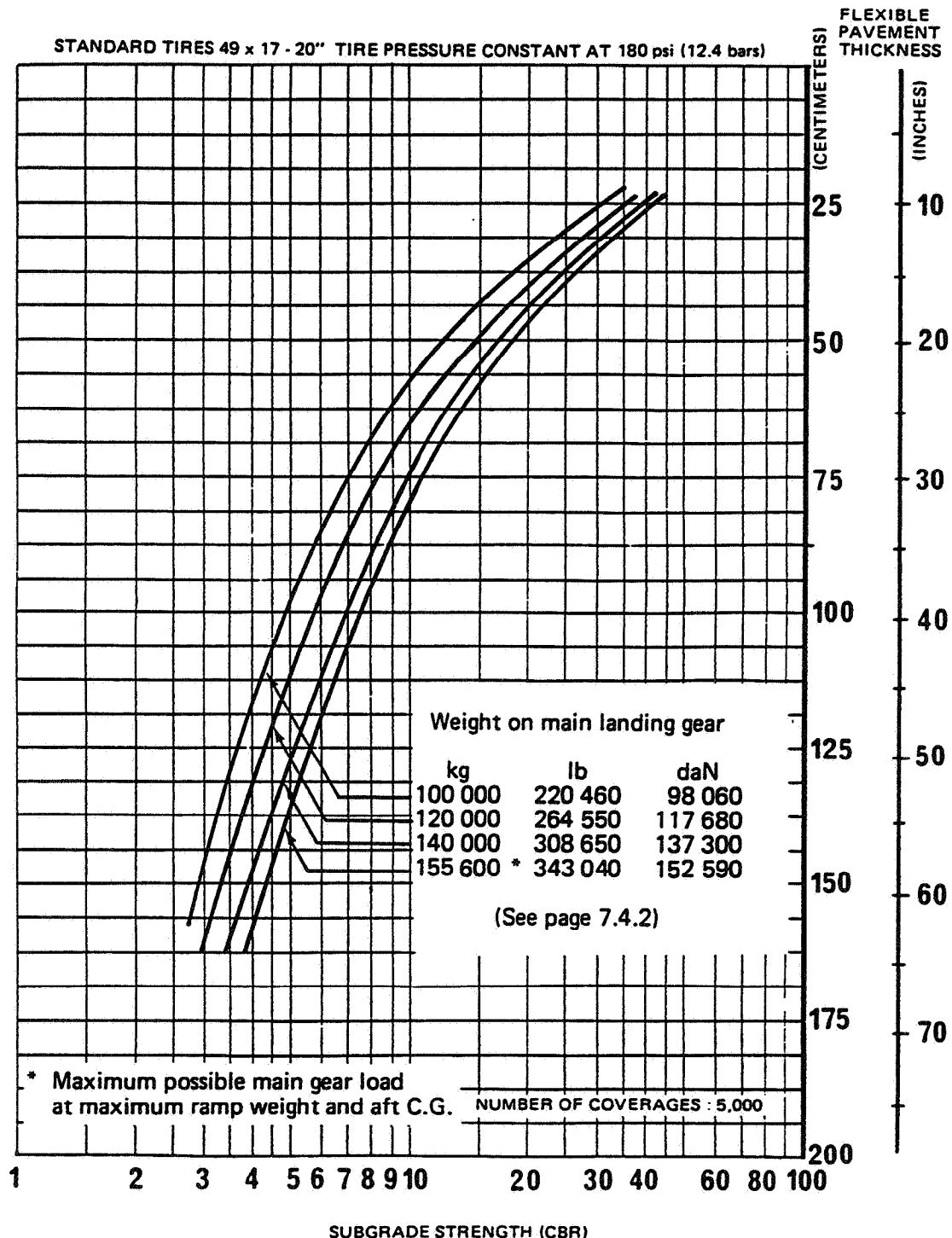


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7.5.3.7 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B4 - 157.5t OPTIONAL TIRES
LANDING GEAR GEOMETRY
38"5x60"

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AIRPLANE CHARACTERISTICS



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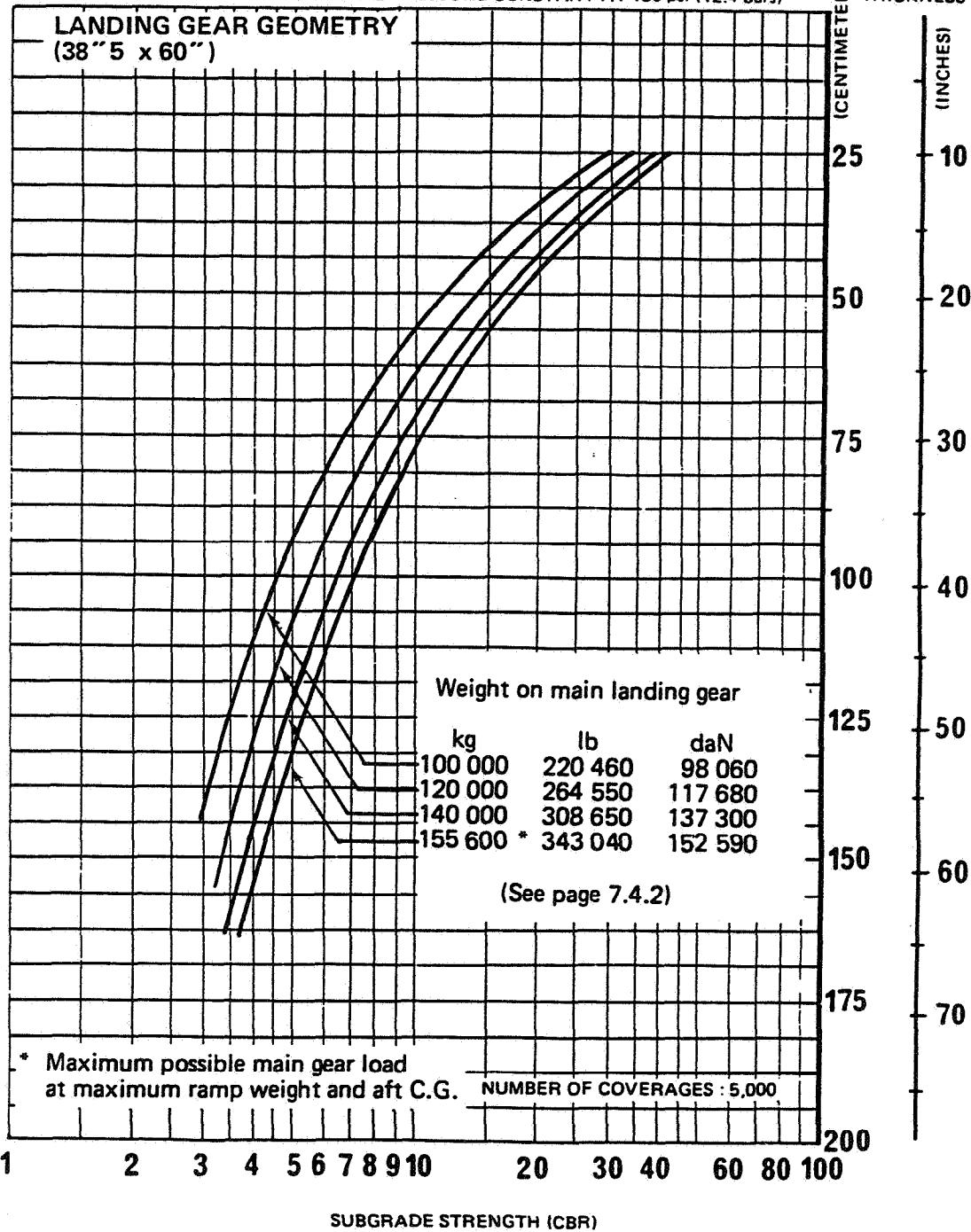
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7.5.3.8 FLEXIBLE PAVEMENT REQUIREMENTS U.S. CORPS OF ENGINEERS DESIGN METHOD MODEL B4-C4 - 165t STANDARD TIRES

A 300

AIRPLANE CHARACTERISTICS

STANDARD TIRES 49 x 17 - 20" TIRE PRESSURE CONSTANT AT 180 psi (12.4 bars)



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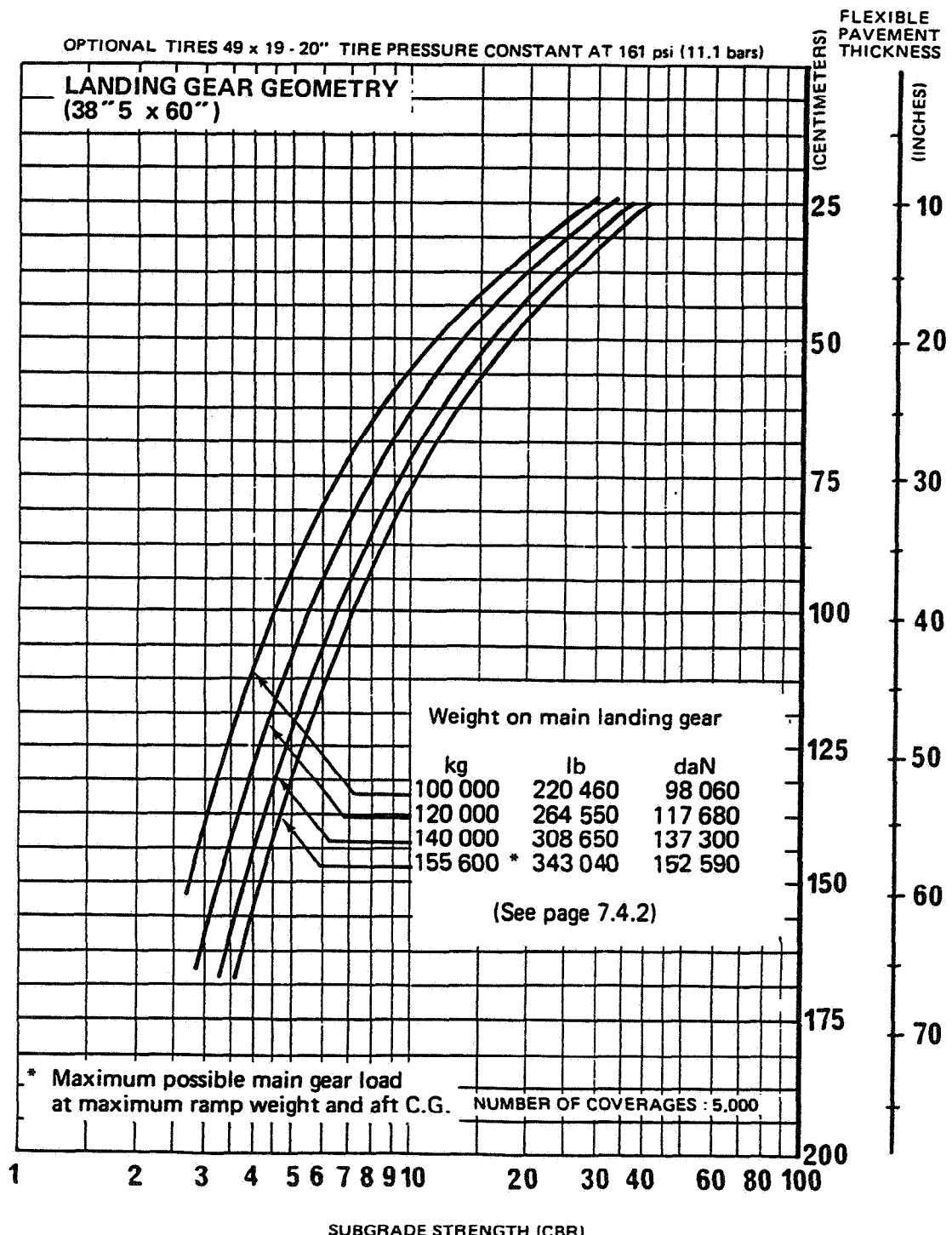
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7.5.3.9 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B4-C4 - 165t STANDARD TIRES
LANDING GEAR GEOMETRY
38"5x60"

Oct 1980

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7.6 FLEXIBLE PAVEMENT REQUIREMENTS - L.C.N. CONVERSION

In order to determine the airplane weight that can be accommodated on a particular flexible airport pavement, both the LCN of the pavement and the thickness "h" of the pavement must be known.

Example No. 1

Determination of the LCN of an A300 on a given runway.

Data :

- . Runway : $h = 25"$
- . Aircraft A300 B2 : Ramp weight 132 t
 - Tires : 46 x 16-20 (standard)
 - Average C.G. position

- a) Determination of the weight on main landing gear for the average C.G. position
Refer Page 7.4.1
 - Load on main landing gear : 91 % of the total load :

$$\frac{132T \times 91}{100} = 120 \text{ T}$$

- b) Aircraft LCN at " h " = 25"
Refer to page 7.6.1.1
Aircraft LCN : 73

Example No. 2

Determination of the max. ramp weight admissible on a given runway.

Data :

- . Runway : LCN 68
Thickness : 48 cm
- . Aircraft A300 B4 basic (150 T)
 - Tires : 49 x 17-20 (option)
 - Max. aft C.G. position

- a) Determination of the max. admissible load on main landing gear
Refer to page 7.6.3.2

Admissible weight on main landing gear : 125,000 kg.

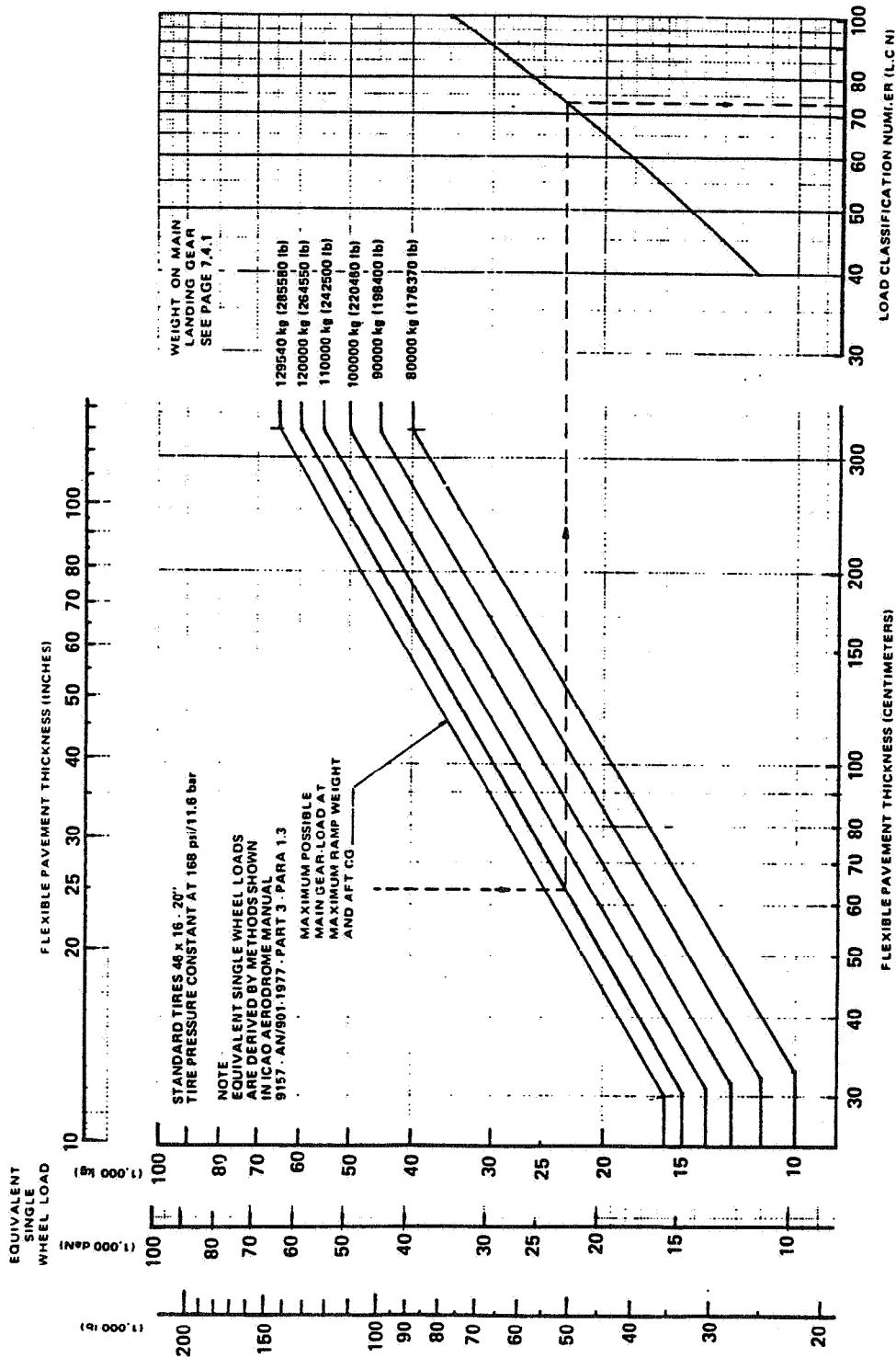
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A 300
AIRPLANE CHARACTERISTICS

b) Determination of the max. permissible aircraft ramp weight
Refer to page 7.4.2

- % of weight on main landing gear : 93.8 %
- Max. admissible aircraft ramp weight :

$$\frac{125\ 000 \text{ kg} \times 100}{93.8} = 133\ 260 \text{ kg}$$

A 300
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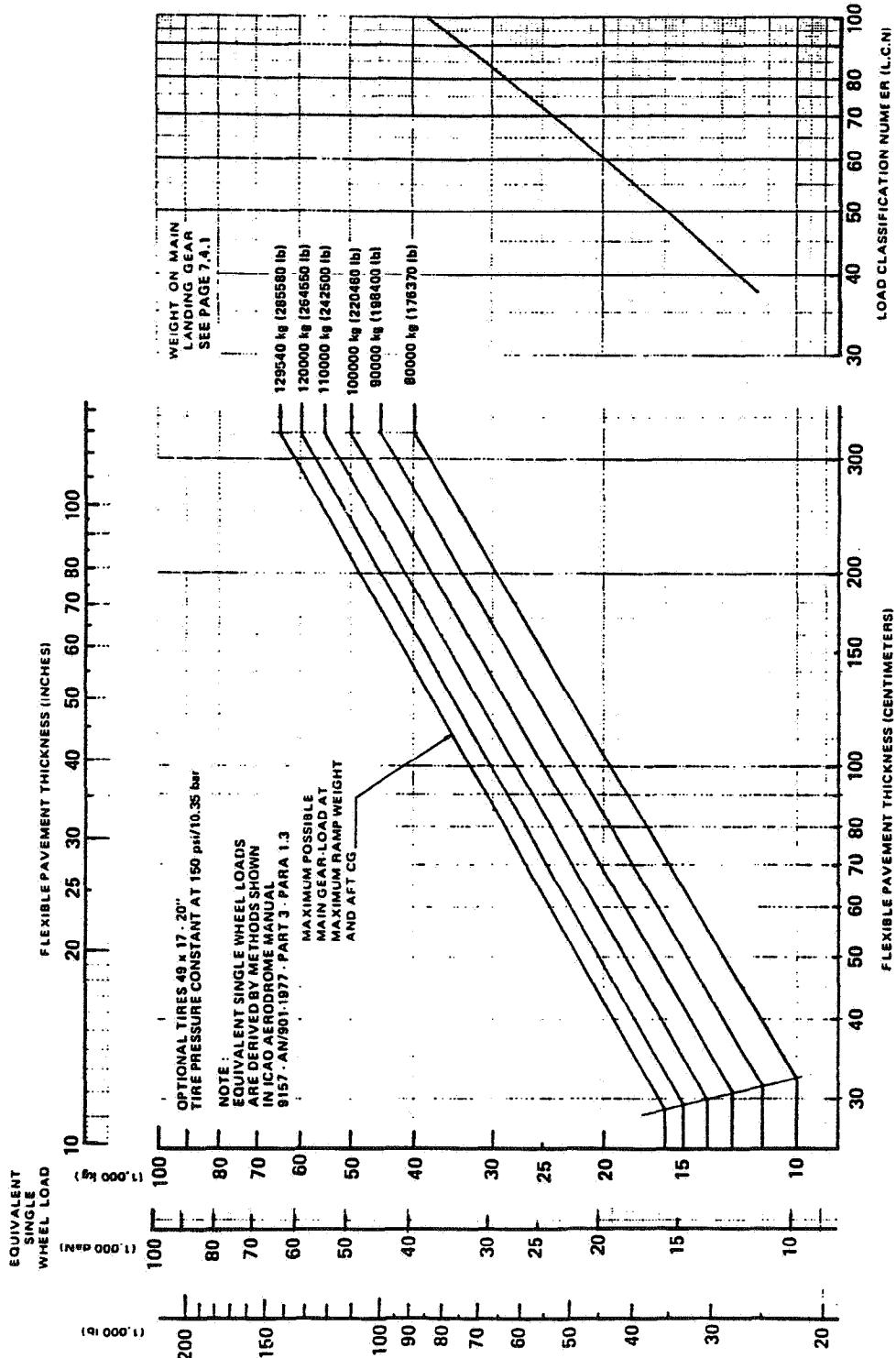


7.6.1.1 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2 - 137t STANDARD TIRES

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A 300

AIRPLANE CHARACTERISTICS

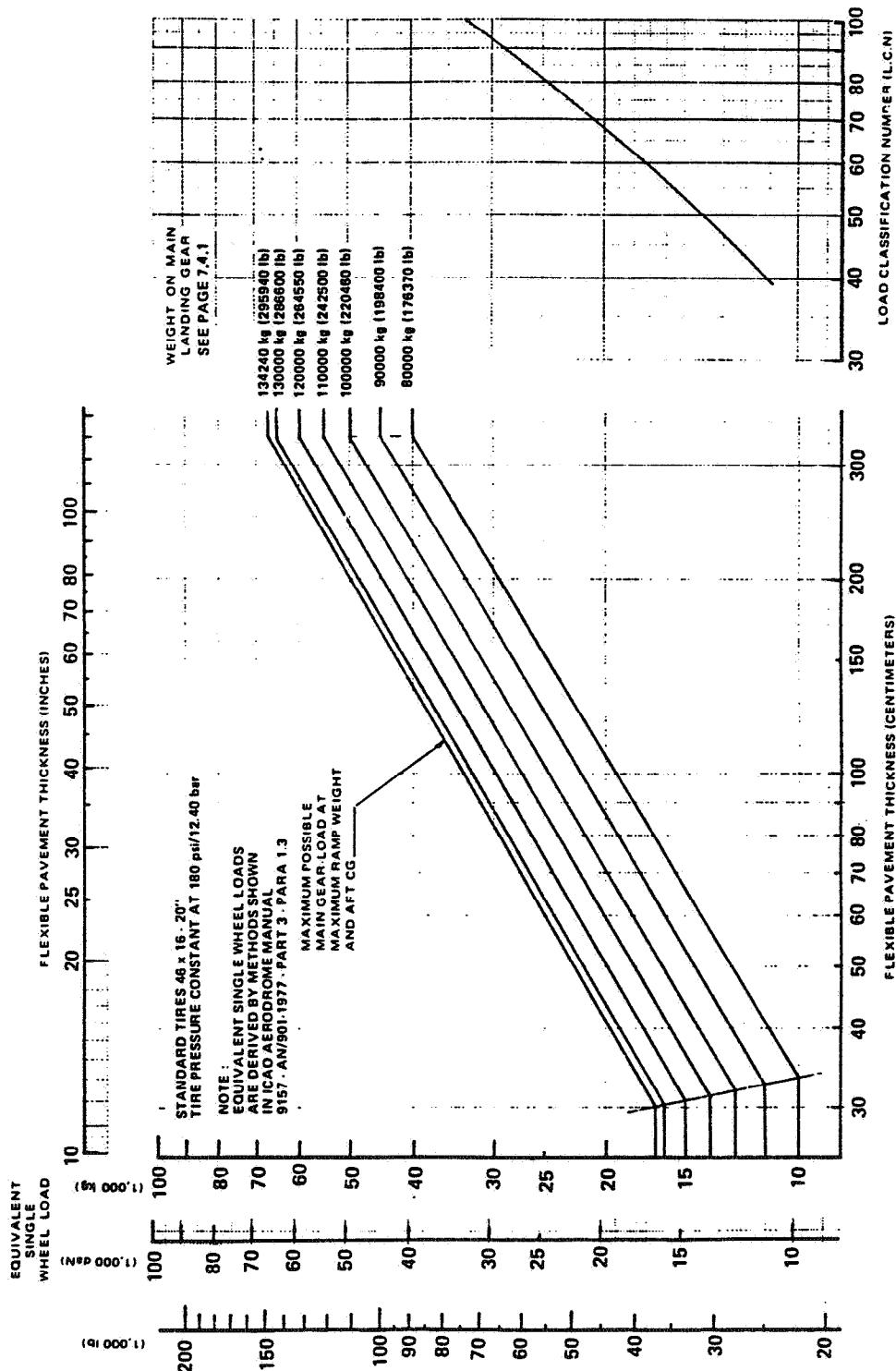


7.6.1.2 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2 - 137t OPTIONAL TIRES

A 300

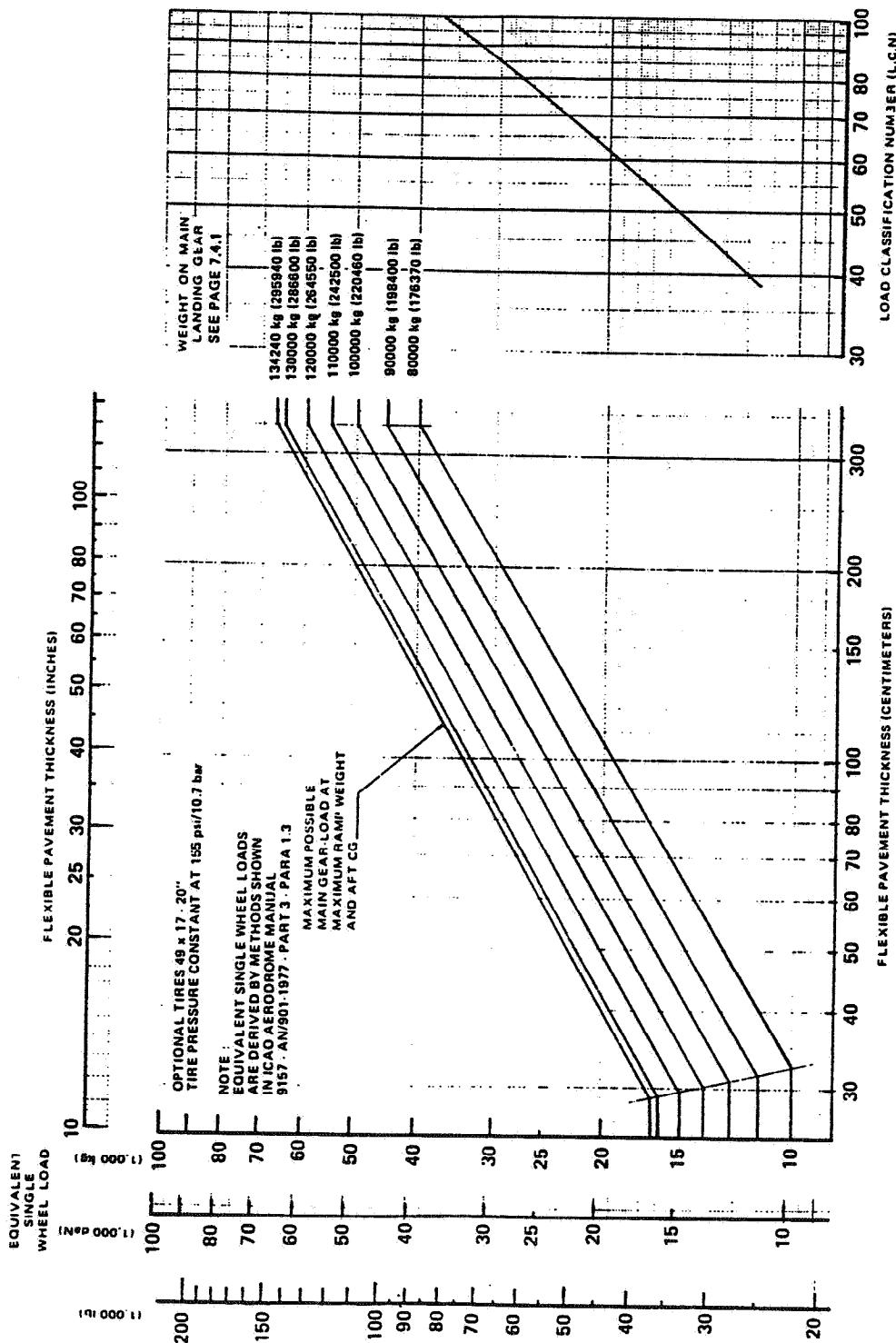
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7.6.1.3 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2 - 142t STANDARD TIRES

A 300
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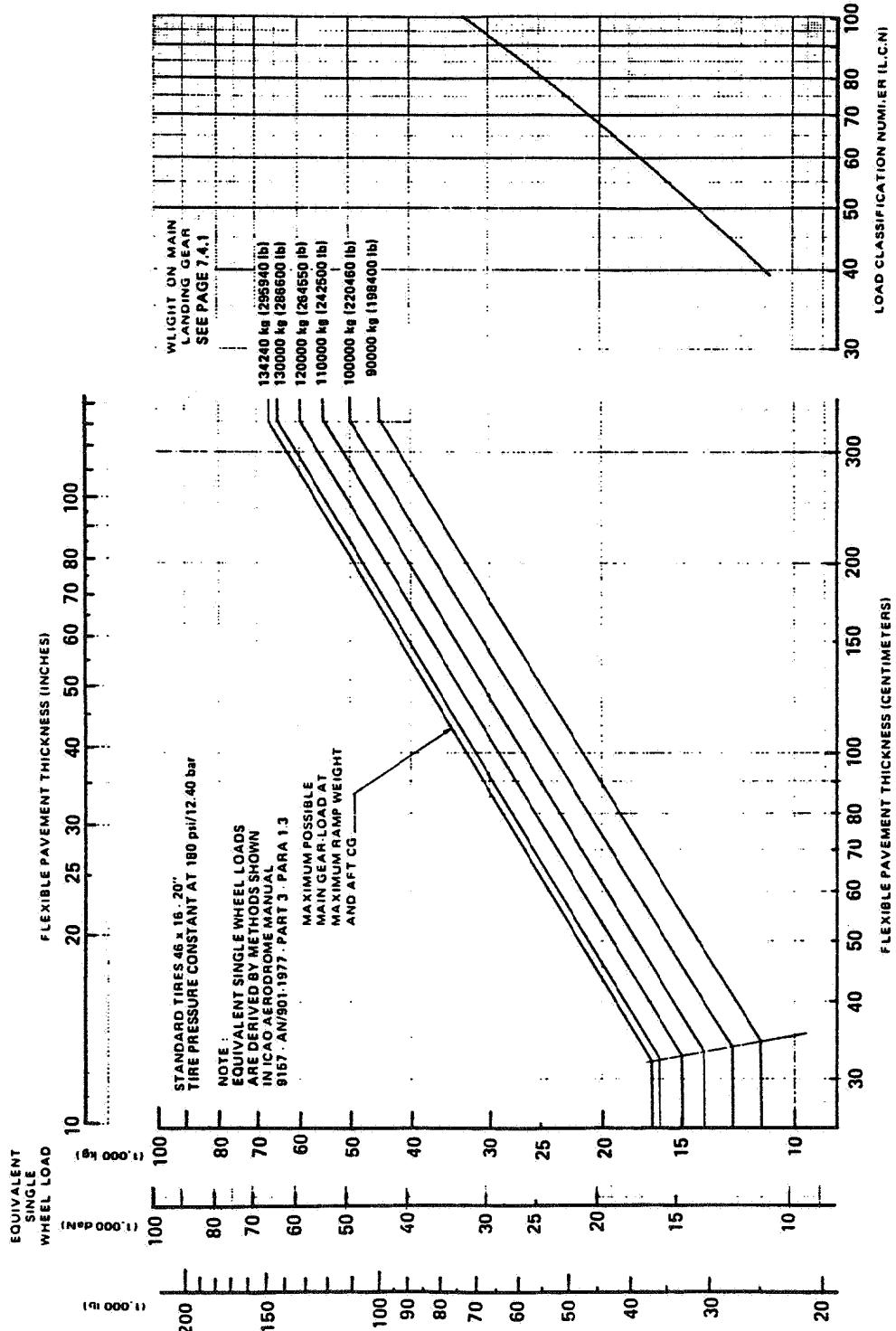
7.6.1.4 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2 - 142t OPTIONAL TIRES

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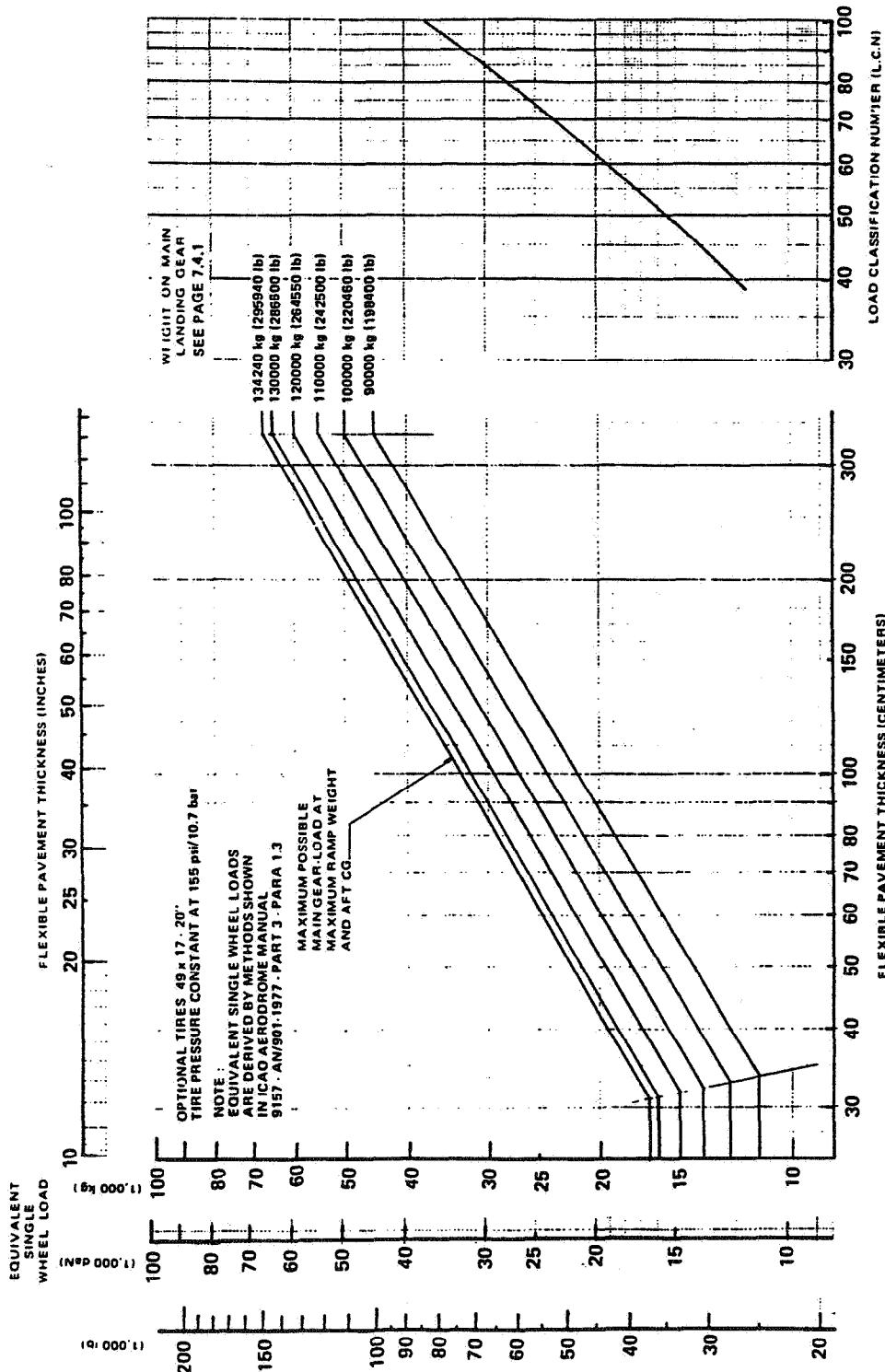
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A 300
AIRPLANE CHARACTERISTICS



7.6.2.1 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2K - 142t STANDARD TIRES

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7.6.2.2 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2K - 142t OPTIONAL TIRES

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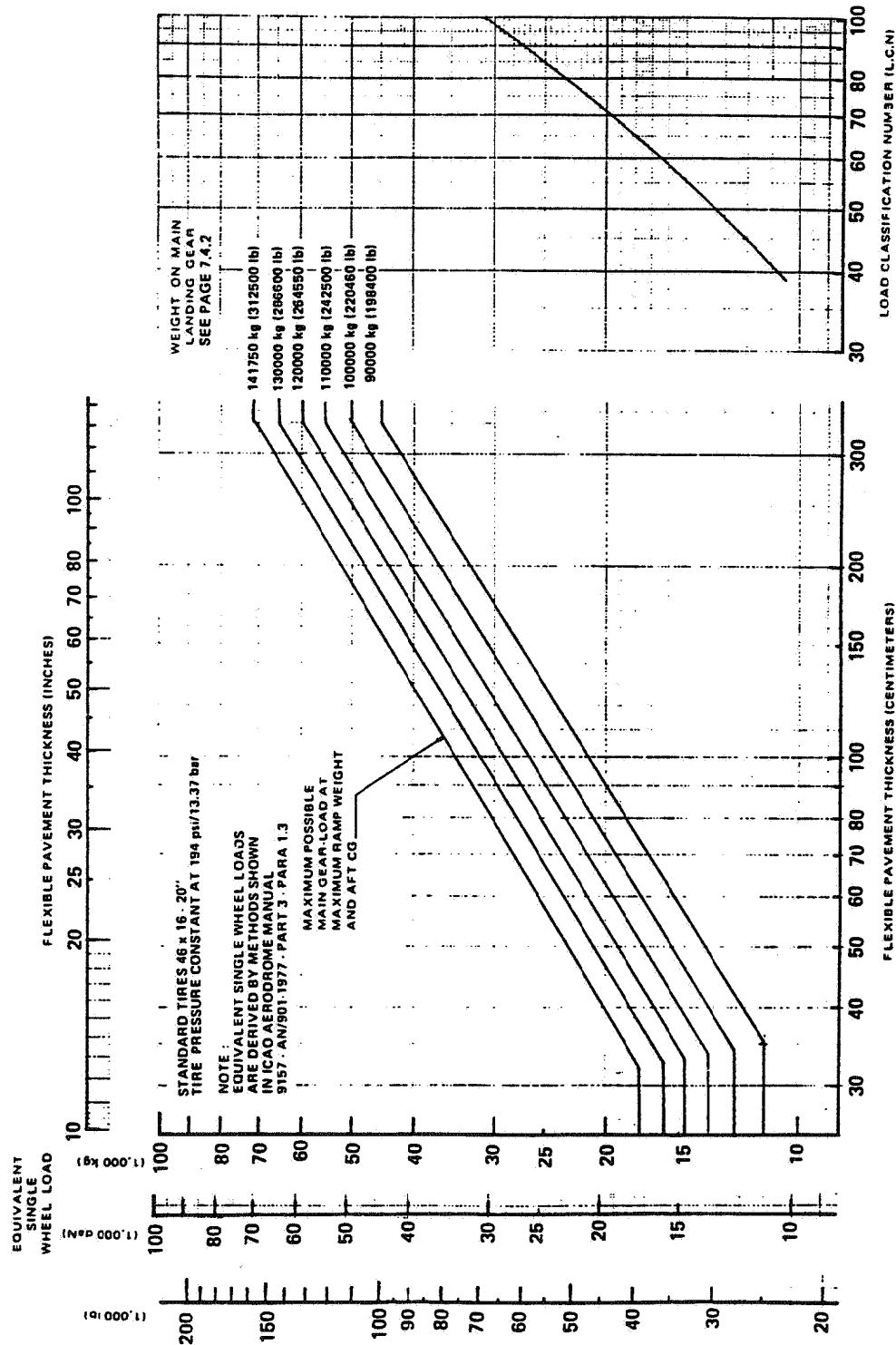
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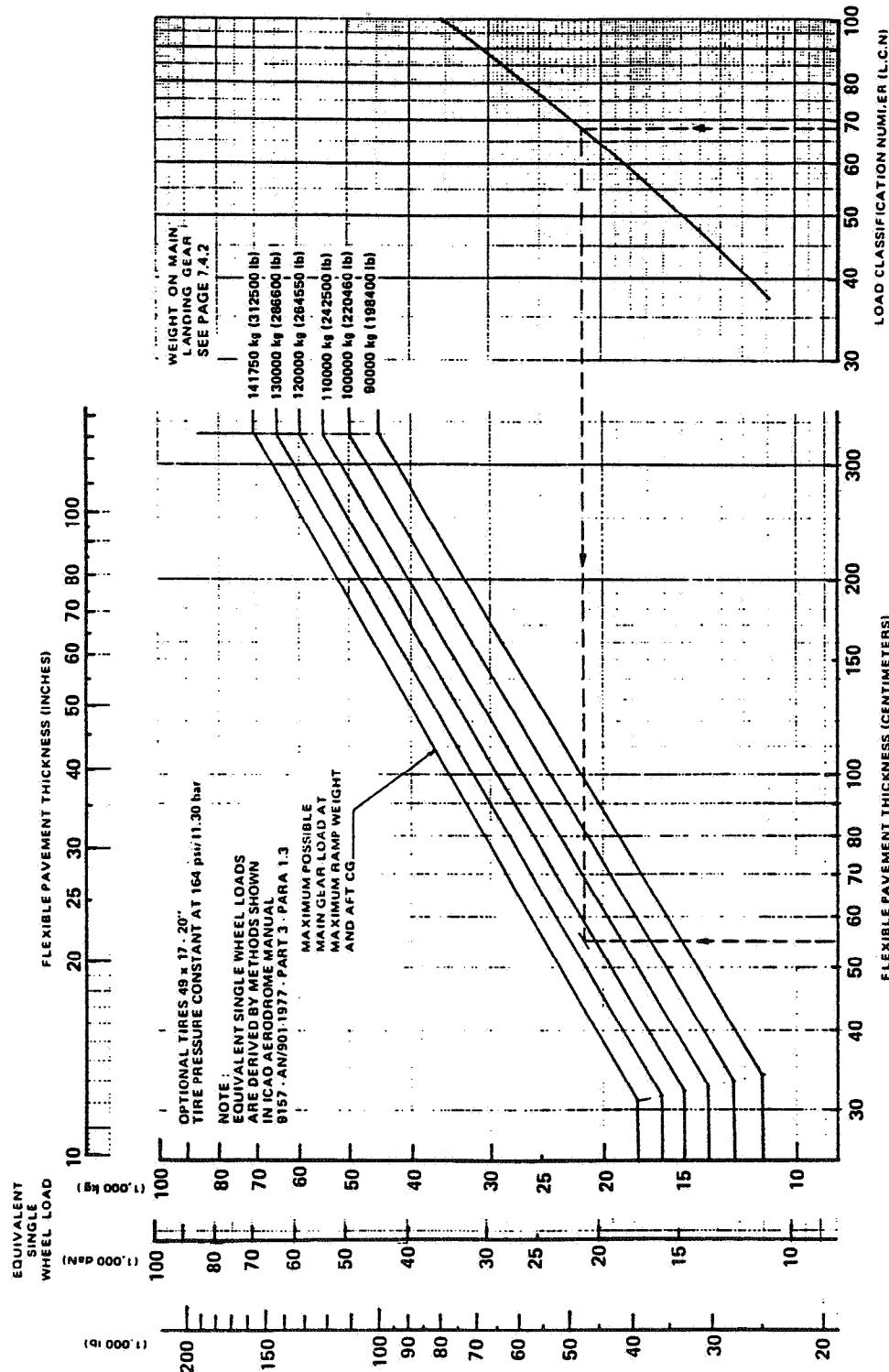
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7.6.3.1 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - 150t STANDARD TIRES

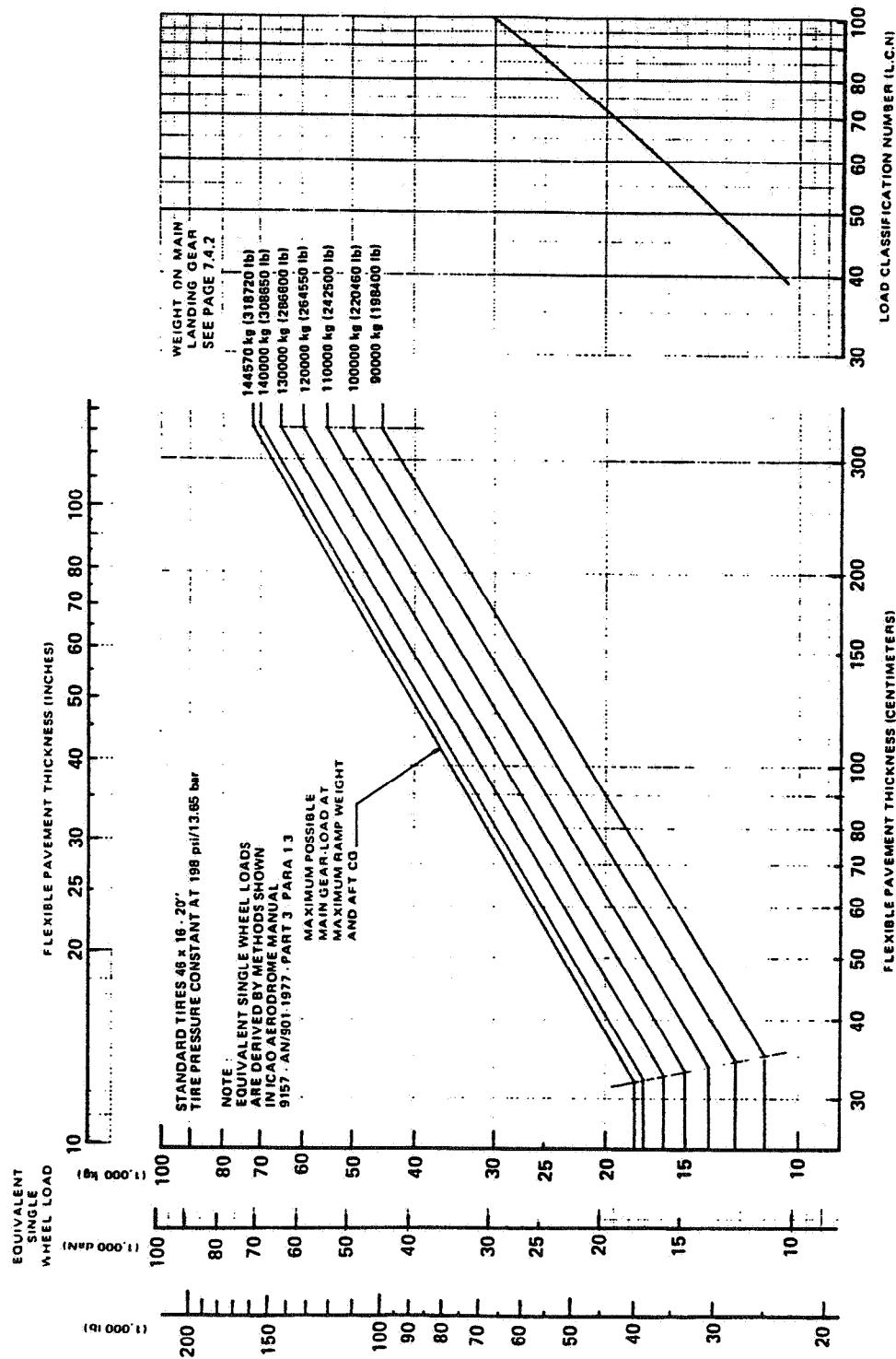
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AIRPLANE CHARACTERISTICS



7.6.3.2 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - 150t OPTIONAL TIRES

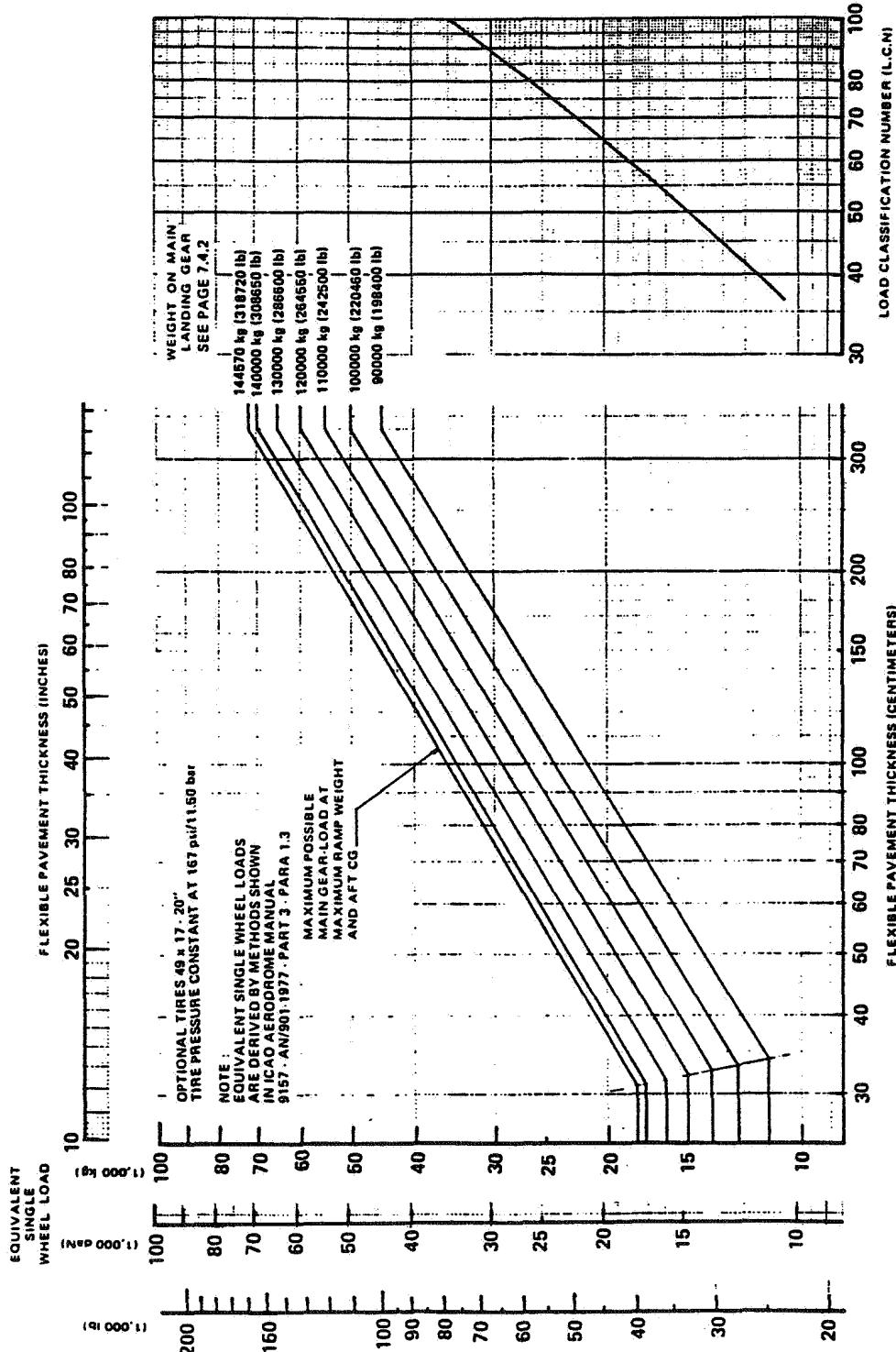
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7.6.3.3 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - 153t STANDARD TIRES

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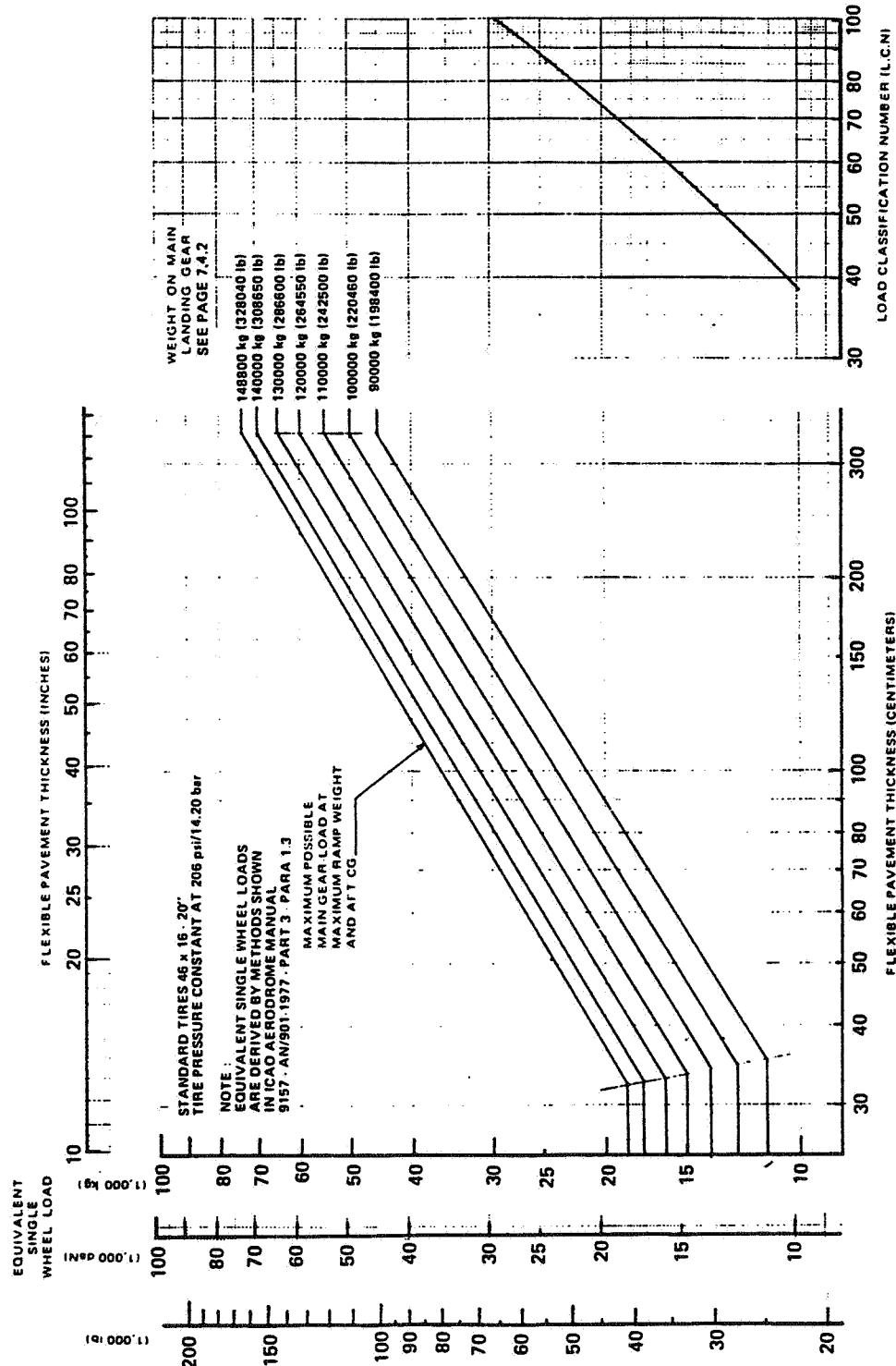


7.6.3.4 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - 153t OPTIONAL TIRES

A 300

AIRPLANE CHARACTERISTICS

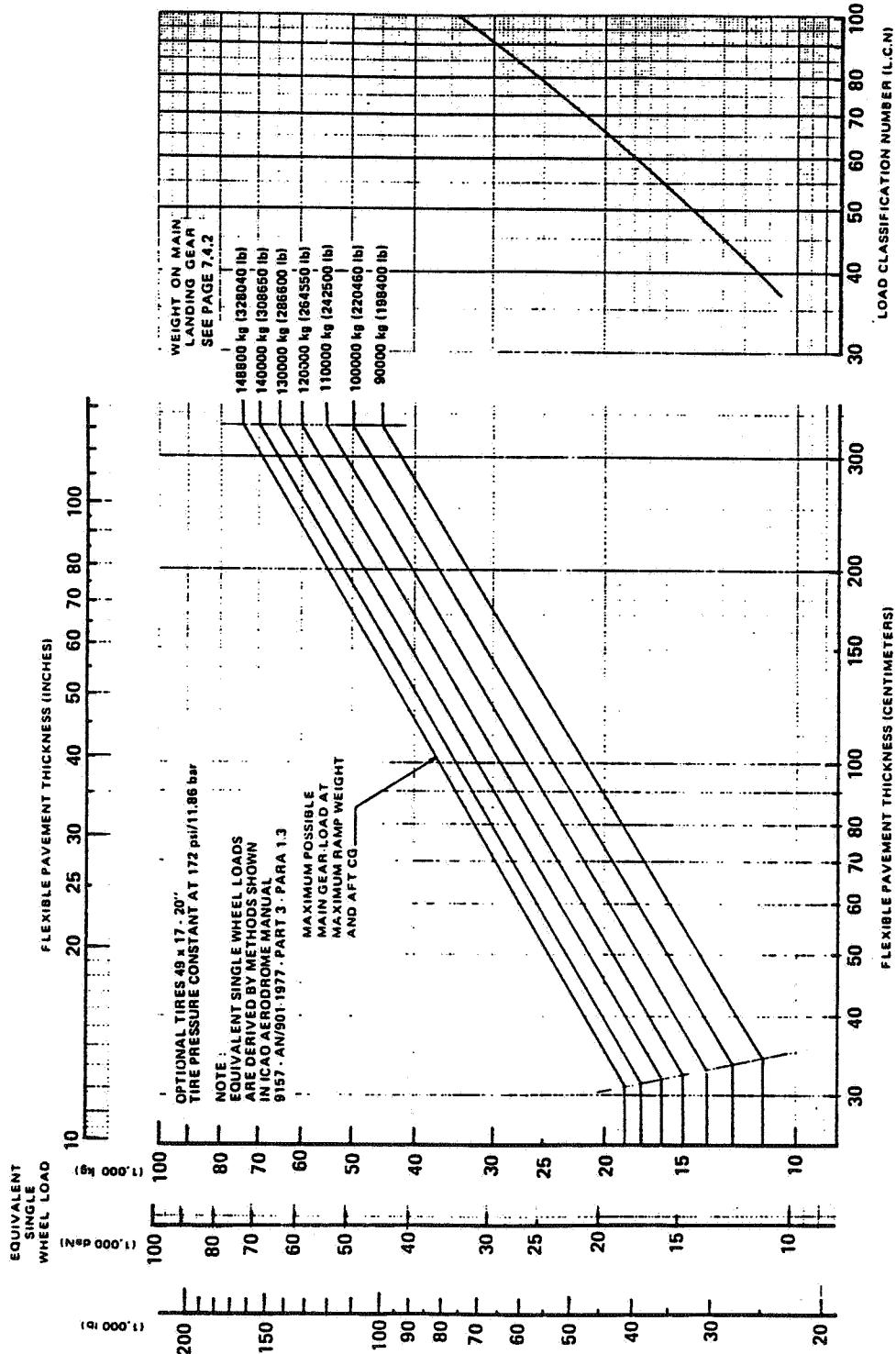
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7.6.3.5 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
 MODEL B4 - STANDARD TIRES

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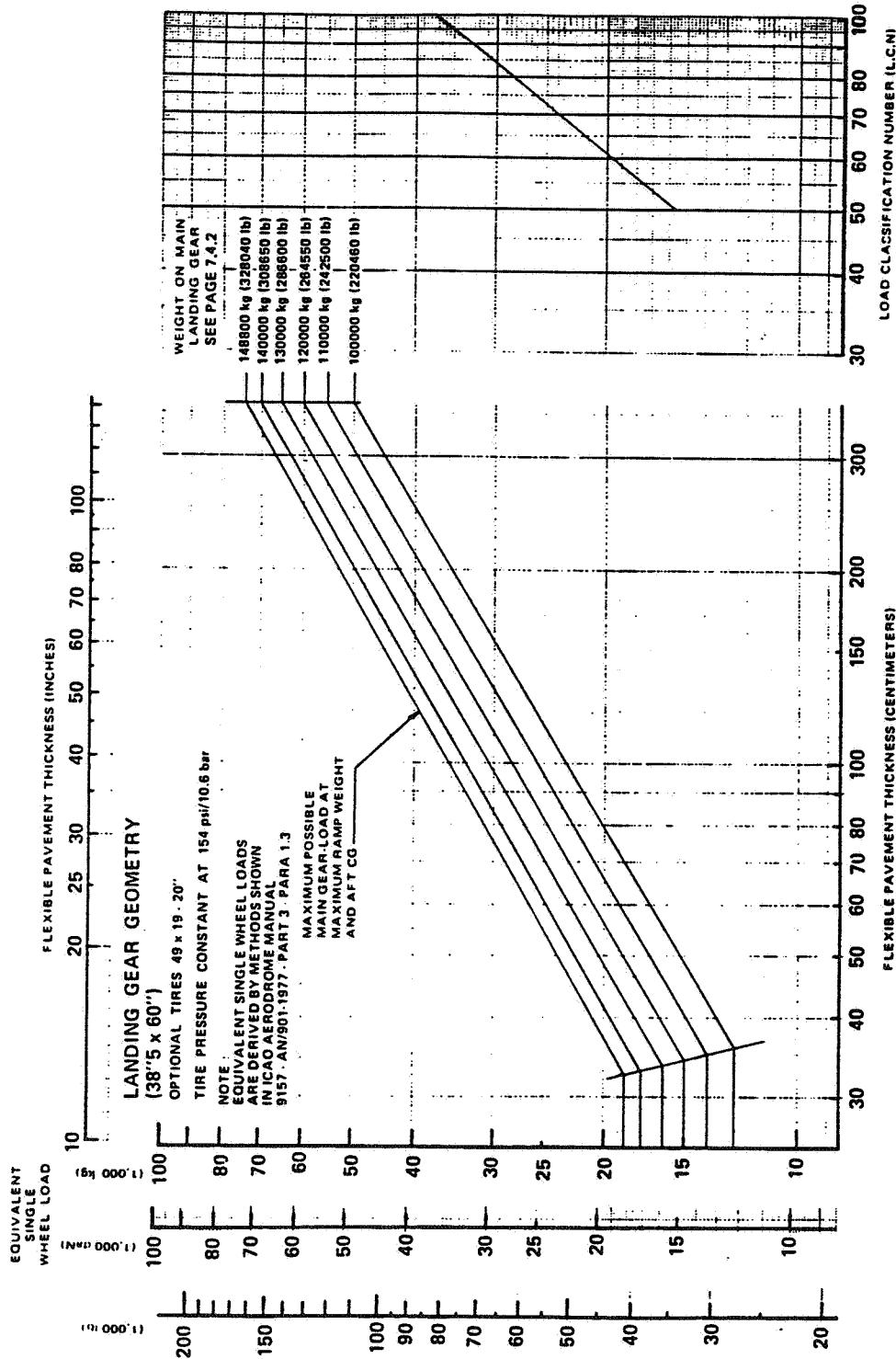
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7.6.3.6 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION MODEL B4 - OPTIONAL TIRES

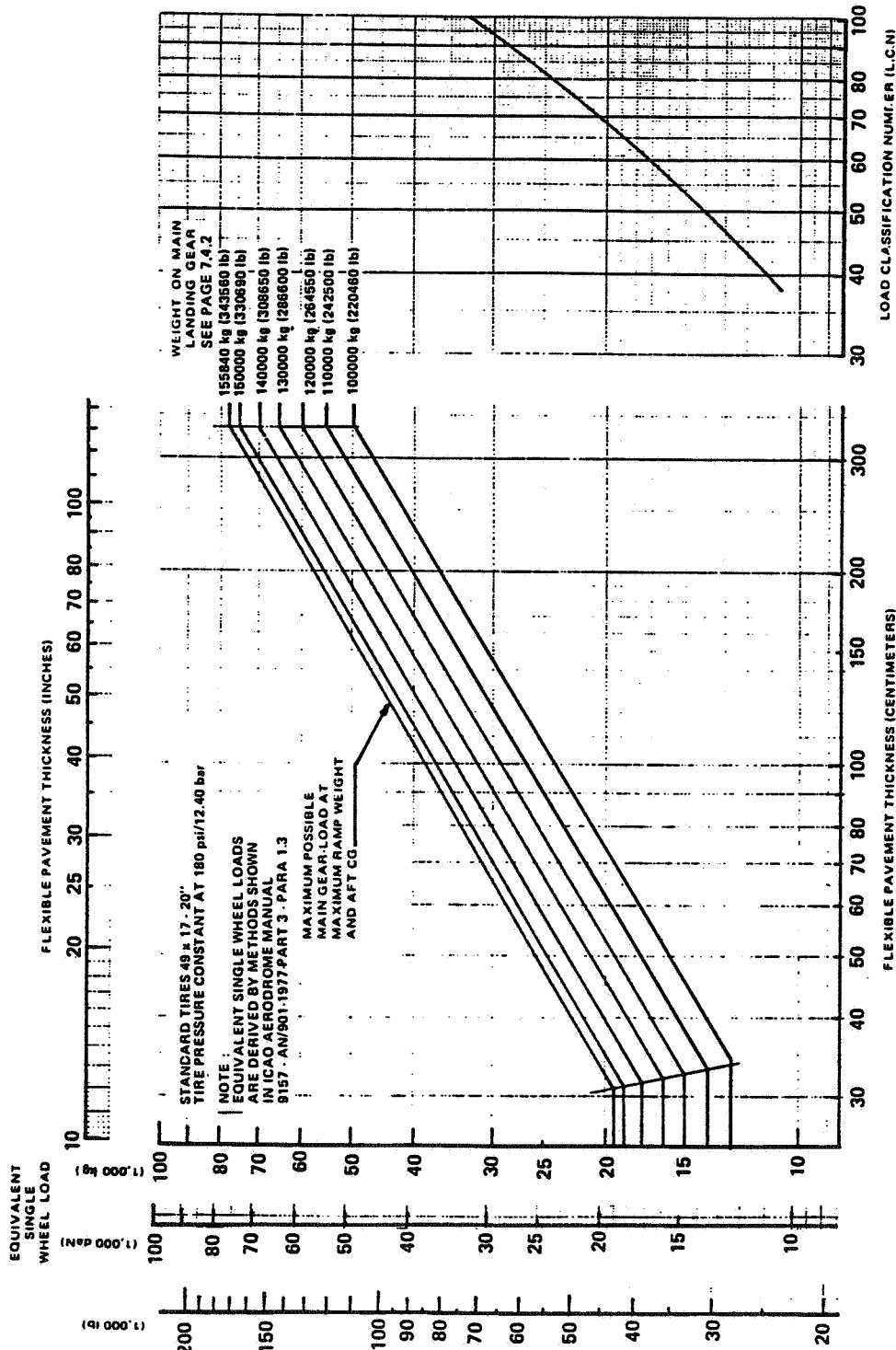
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7.6.3.7 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - OPTIONAL TIRES

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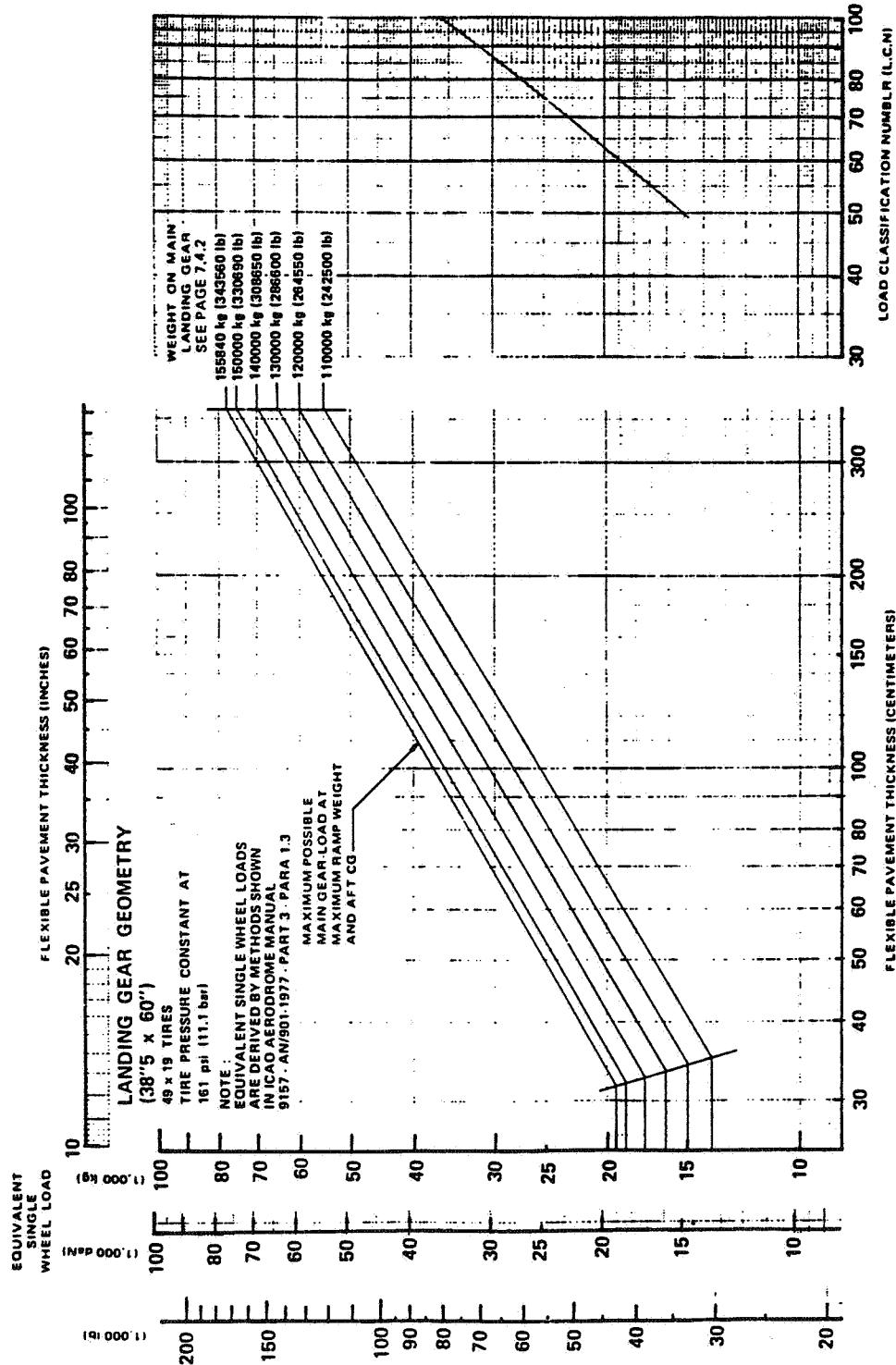


7.6.3.8 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4-C4 - 165t STANDARD TIRES

A 300

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7.6.3.9 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4-C4 - 165t OPTIONAL TIRES

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7.7 Rigid Pavement Requirements - Portland Cement Association Design Method

Rigid pavement requirements, presented herein, are based upon two Portland Cement Association practices :

- The former, standard manual method of counting unit moment blocks of the Pickett and Ray influence charts (Reference : Portland Cement Association publication "The Design of Concrete Airport Pavement, 1955").
- The new computerized version of the above as described in "Computer Program for Airport Pavement Design" by Robert G. Packard, Portland Cement Association, 1967, and "Operating Instructions for Computer Program BDILB". 1968.

Higher stresses for equivalent pavement thicknesses are obtained by the computerized method. These occur because of the following :

- INCREASED RADIUS OF INFLUENCE

The effect of influence from adjacent wheels by the manual method was limited to approximately 2 (the radius of relative stiffness). The computer utilizes the Westergaard equation directly and includes influence from all wheels within a radius of 3.

- MAXIMIZING PROCESS

It has been a common practice when using the manual count method to align the landing gear footprint on the major axis of the influence chart with one wheel centered over the origin. While this practice does not necessarily produce the maximum possible moment, the values obtained have been considered practical because the procedure eliminates arduous repetitive manual summations of moment blocks.

The computer determines the actual maximum stress values by a combination of shifting the footprint in relationship to the origin and by angular rotation of the footprint.

- DIFFERENCE IN FOOTPRINT SHAPE

An elliptical contact area is used in the computerized version to represent a single-wheel footprint instead of a rectangle with rounded ends. The variance in moment attributed to this change is minor.

Actual pavement stress for any given model or airplane has not increased. The state of the art in calculation of pavement stress has advanced to permit prediction of stress values to a higher degree of certainty. This permits a proportionate decrease in design stress safety factor.

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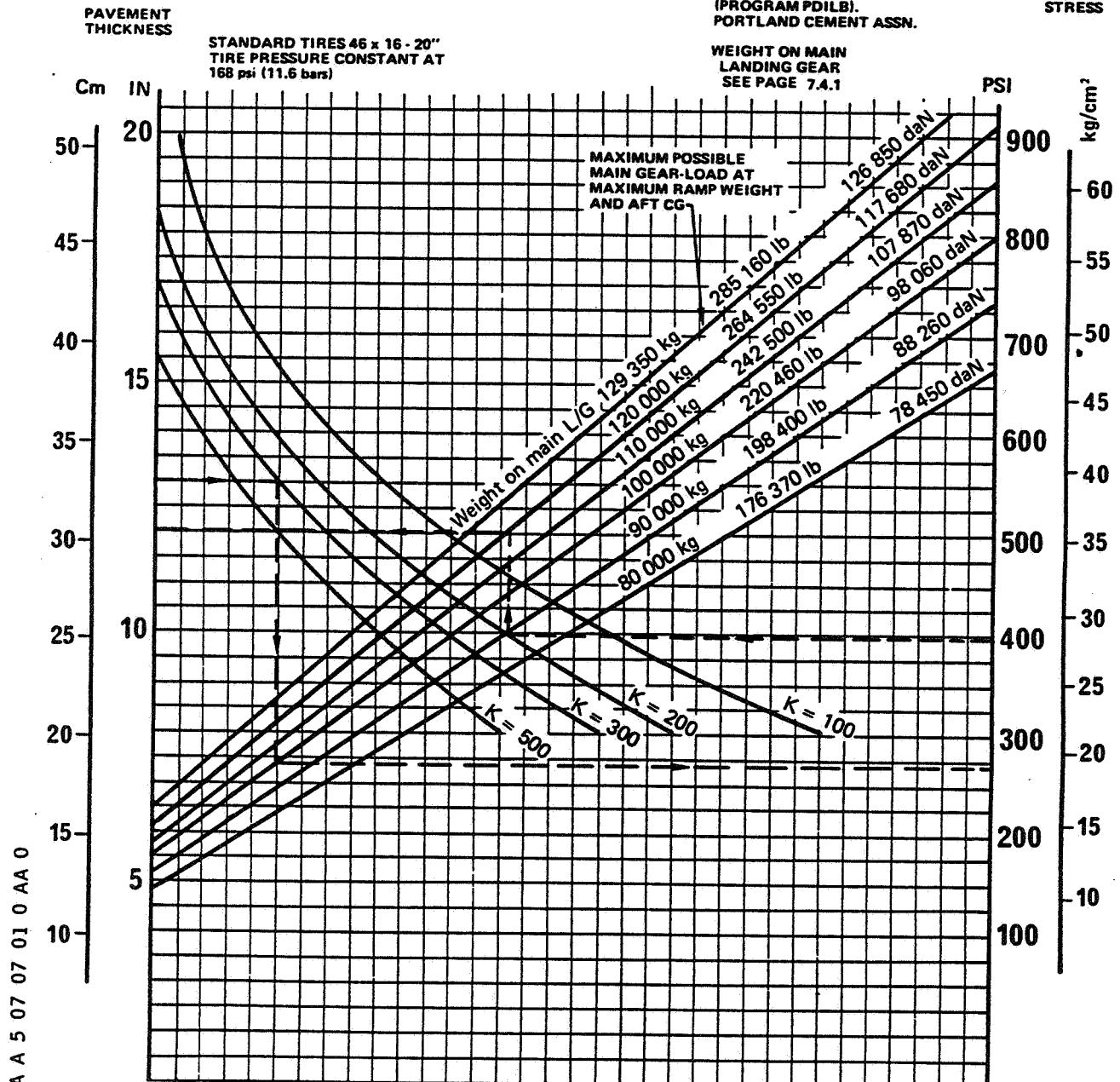
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AIRPLANE CHARACTERISTICS

NOTE : THE VALUES OBTAINED BY USING THE MAXIMUM-LOAD REFERENCE LINE AND ANY VALUE OF k ARE EXACT, FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR $k = 300$ BUT DEVIATE SLIGHTLY FOR OTHER VALUES OF k .

REFERENCE : "DESIGN OF CONCRETE AIRCRAFT PAVEMENT AND COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN" (PROGRAM PDILB), PORTLAND CEMENT ASSN.

ALLOWABLE WORKING STRESS



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7.7.1.1 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B2 - 137t STANDARD TIRES

A 300

AIRPLANE CHARACTERISTICS

NOTE : THE VALUES OBTAINED BY USING THE MAXIMUM-LOAD REFERENCE LINE AND ANY VALUE OF k ARE EXACT, FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR $k = 300$ BUT DEVIATE SLIGHTLY FOR OTHER VALUES OF k .

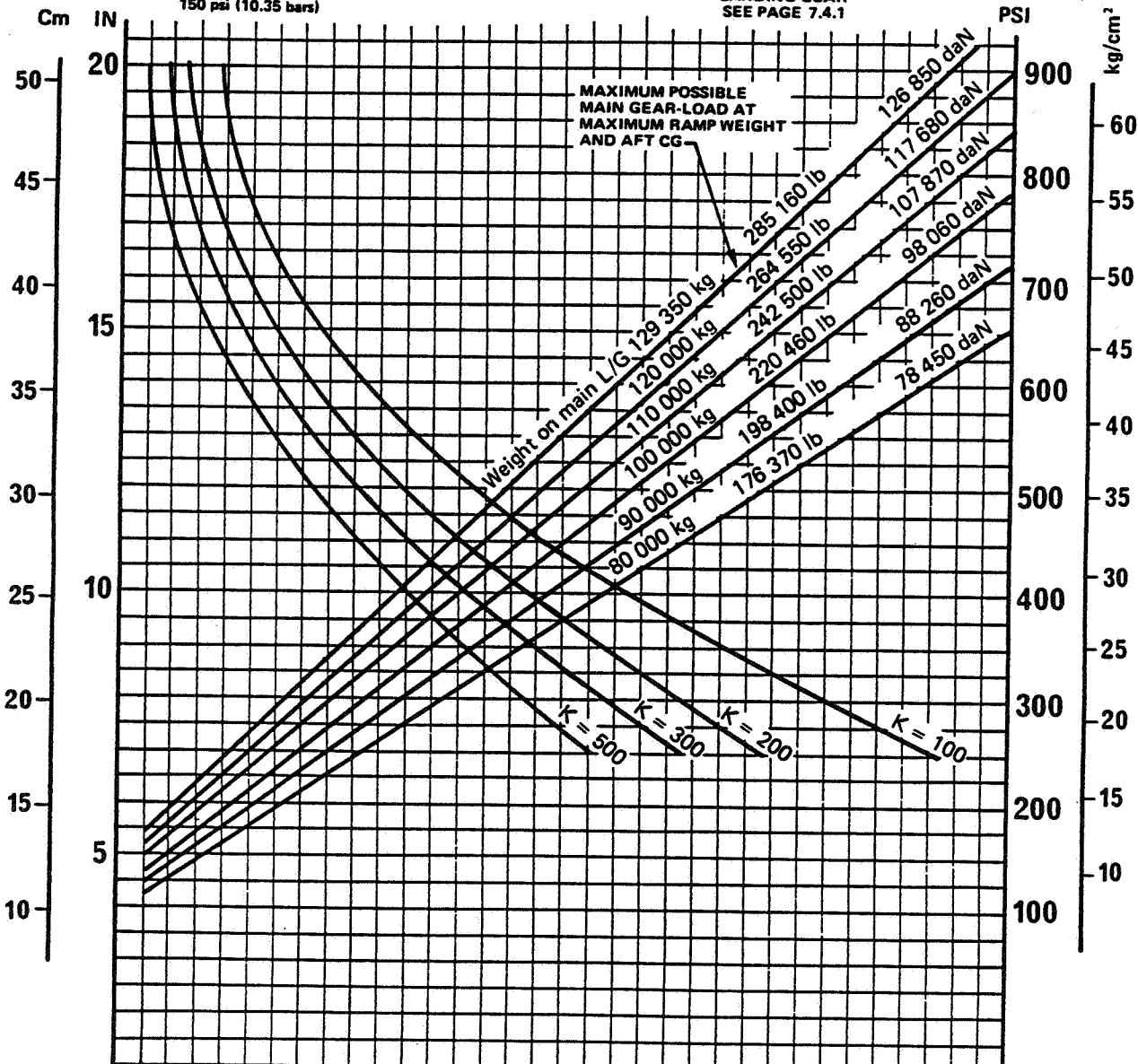
REFERENCE : "DESIGN OF CONCRETE AIRCRAFT PAVEMENT AND COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN" (PROGRAM PDILB). PORTLAND CEMENT ASSN.

ALLOWABLE WORKING STRESS

PAVEMENT THICKNESS

OPTIONAL TIRES 49 x 17 - 20"
TIRE PRESSURE CONSTANT AT
150 psi (10.35 bars)

WEIGHT ON MAIN
LANDING GEAR
SEE PAGE 7.4.1



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7.7.1.2 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B2 - 137t OPTIONAL TIRES

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AIRPLANE CHARACTERISTICS

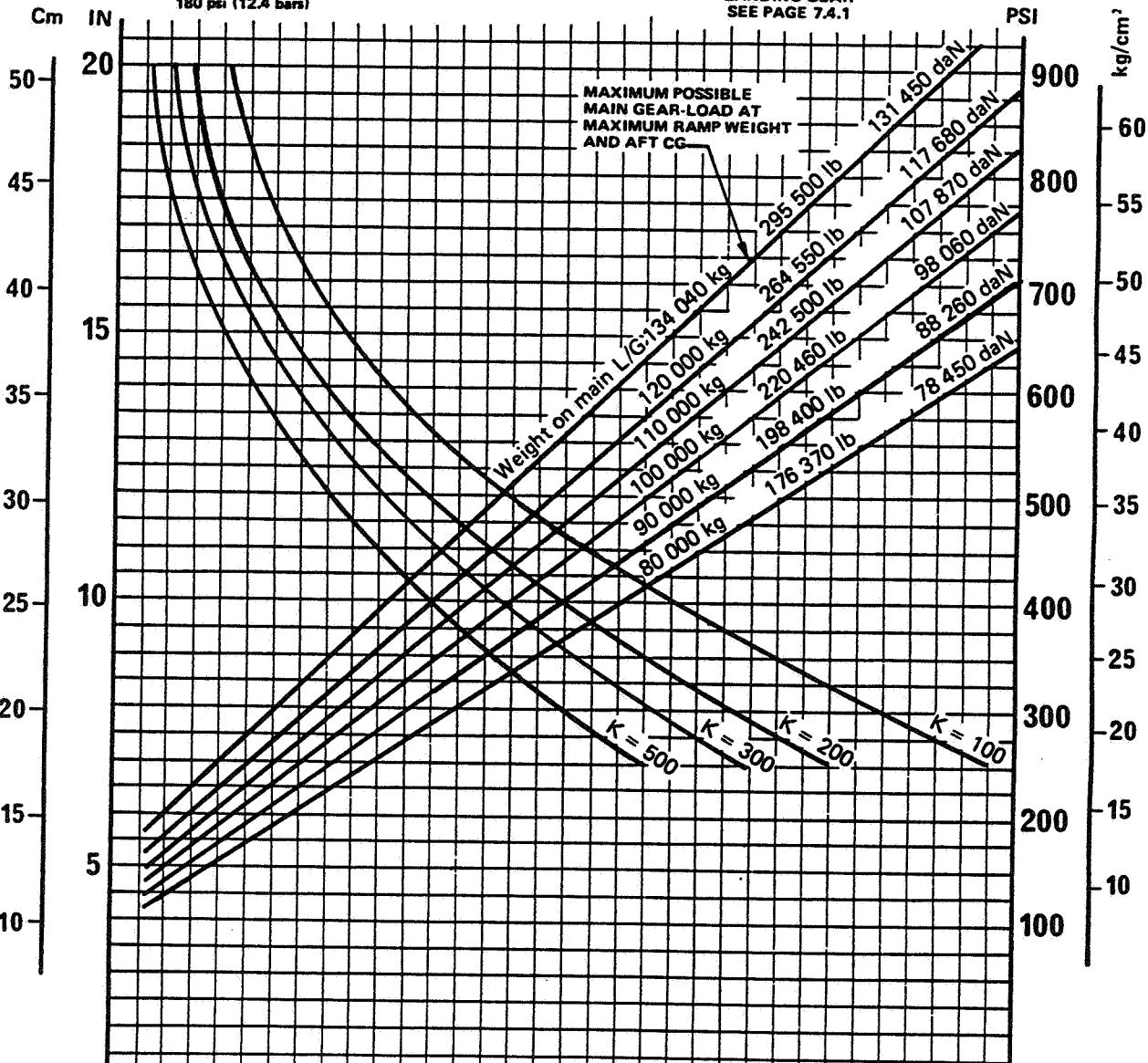
NOTE : THE VALUES OBTAINED BY USING THE MAXIMUM-LOAD REFERENCE LINE AND ANY VALUE OF k ARE EXACT. FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR $k = 300$ BUT DEVIATE SLIGHTLY FOR OTHER VALUES OF k .

REFERENCE : "DESIGN OF CONCRETE AIRCRAFT PAVEMENT AND COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN" (PROGRAM PDILB), PORTLAND CEMENT ASSN.

ALLOWABLE WORKING STRESS

PAVEMENT THICKNESS

STANDARD TIRES 46 x 16 - 20"
TIRE PRESSURE CONSTANT AT
180 psi (12.4 bars)



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7.7.1.3 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B2 - 142t STANDARD TIRES

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

NOTE : THE VALUES OBTAINED BY USING THE MAXIMUM-LOAD REFERENCE LINE AND ANY VALUE OF k ARE EXACT, FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR $k = 300$ BUT DEVIATE SLIGHTLY FOR OTHER VALUES OF k .

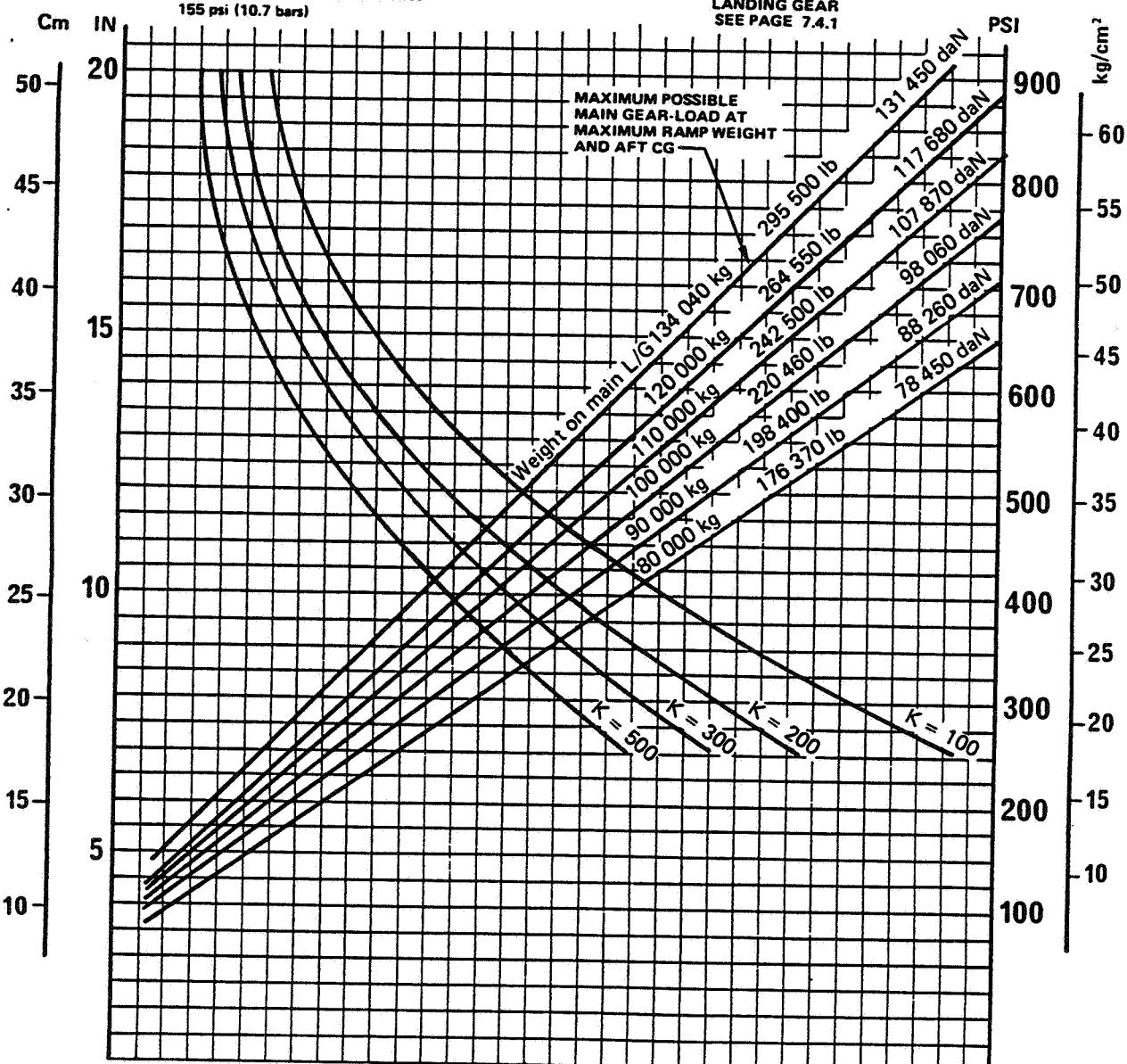
REFERENCE : "DESIGN OF CONCRETE AIRCRAFT PAVEMENT AND COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN" (PROGRAM PDILB). PORTLAND CEMENT ASSN.

ALLOWABLE WORKING STRESS

PAVEMENT THICKNESS

OPTIONAL TIRES 49 x 17 - 20"
TIRE PRESSURE CONSTANT AT
155 psi (10.7 bars)

WEIGHT ON MAIN
LANDING GEAR
SEE PAGE 7.4.1



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7.7.1.4 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B2 - 142t OPTIONAL TIRES

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A 300
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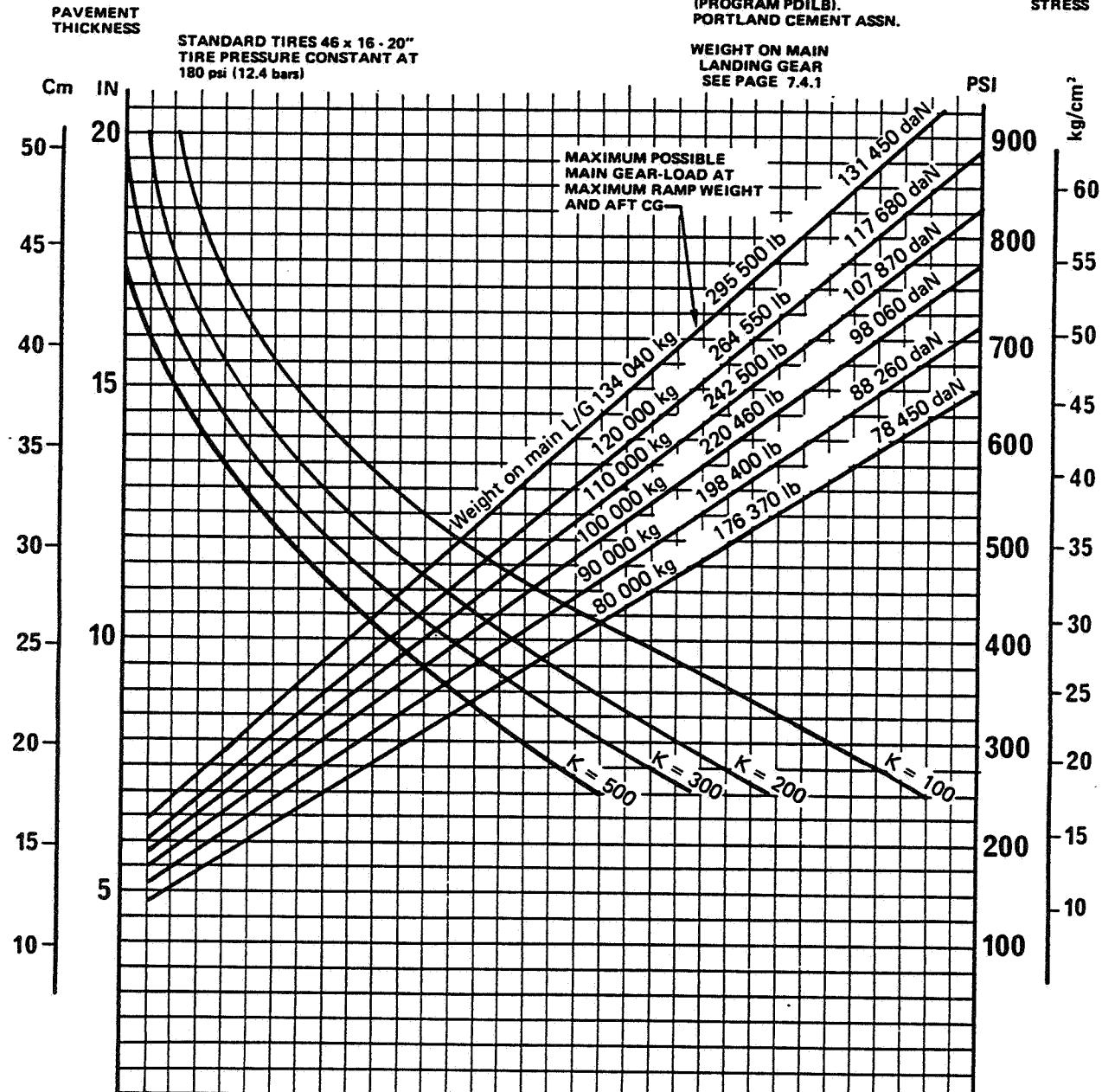
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AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

NOTE : THE VALUES OBTAINED BY USING THE MAXIMUM-LOAD REFERENCE LINE AND ANY VALUE OF k ARE EXACT, FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR $k = 300$ BUT DEVIATE SLIGHTLY FOR OTHER VALUES OF k .

REFERENCE : "DESIGN OF CONCRETE AIRCRAFT PAVEMENT AND COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN" (PROGRAM PDILB). PORTLAND CEMENT ASSN.

ALLOWABLE WORKING STRESS



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7.7.2.1 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B2K - 142t STANDARD TIRES

A 300

AIRPLANE CHARACTERISTICS

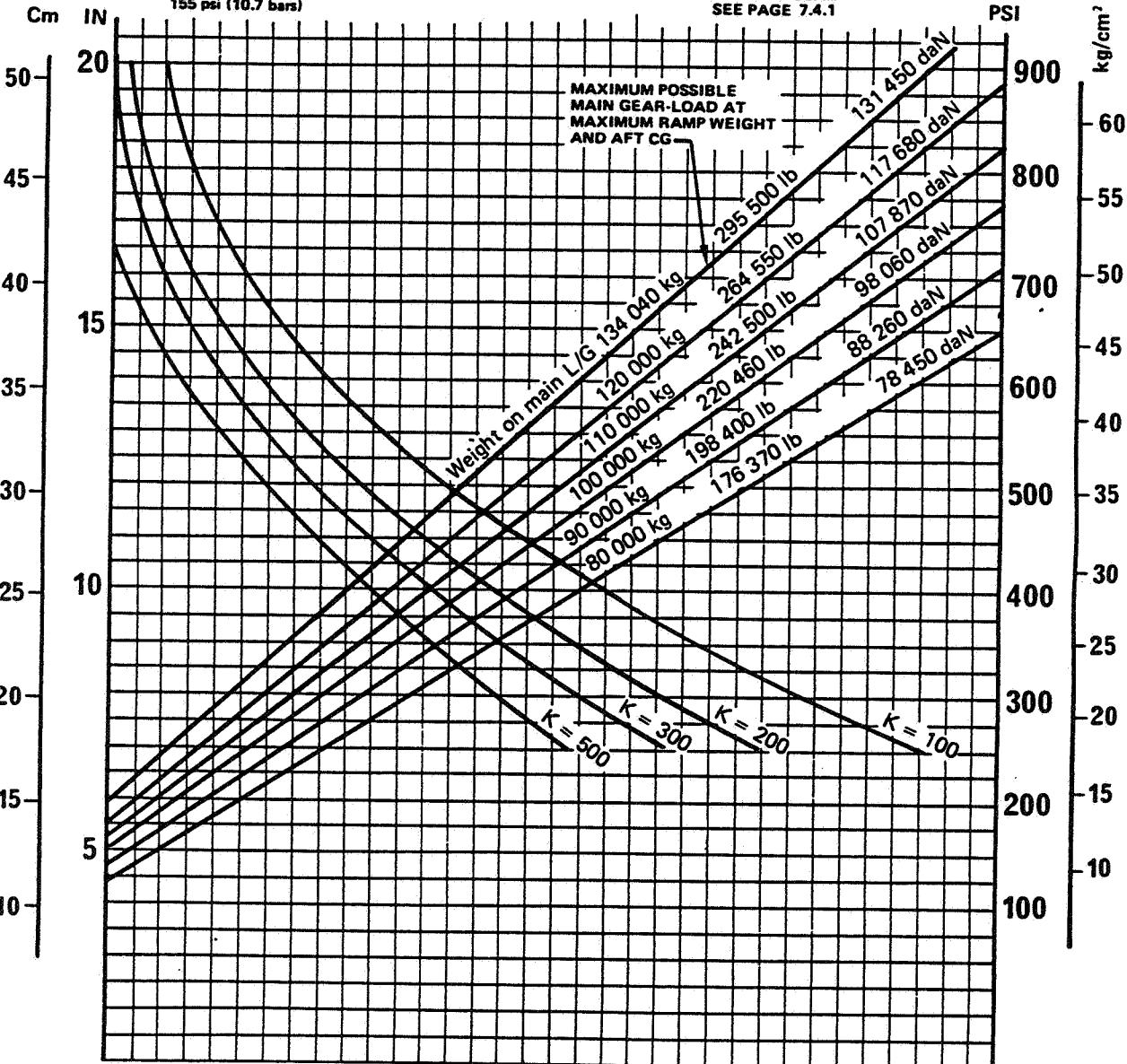
NOTE : THE VALUES OBTAINED BY USING THE MAXIMUM-LOAD REFERENCE LINE AND ANY VALUE OF k ARE EXACT, FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR $k = 300$ BUT DEVIATE SLIGHTLY FOR OTHER VALUES OF k .

REFERENCE : "DESIGN OF CONCRETE AIRCRAFT PAVEMENT AND COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN" (PROGRAM PDILB). PORTLAND CEMENT ASSN.

ALLOWABLE WORKING STRESS

PAVEMENT THICKNESS

OPTIONAL TIRES 49 x 17 - 20"
TIRE PRESSURE CONSTANT AT
155 psi (10.7 bars)



A A 5 07 07 02 0 AB 0

7.7.2.2 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B2K - 142t OPTIONAL TIRES

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

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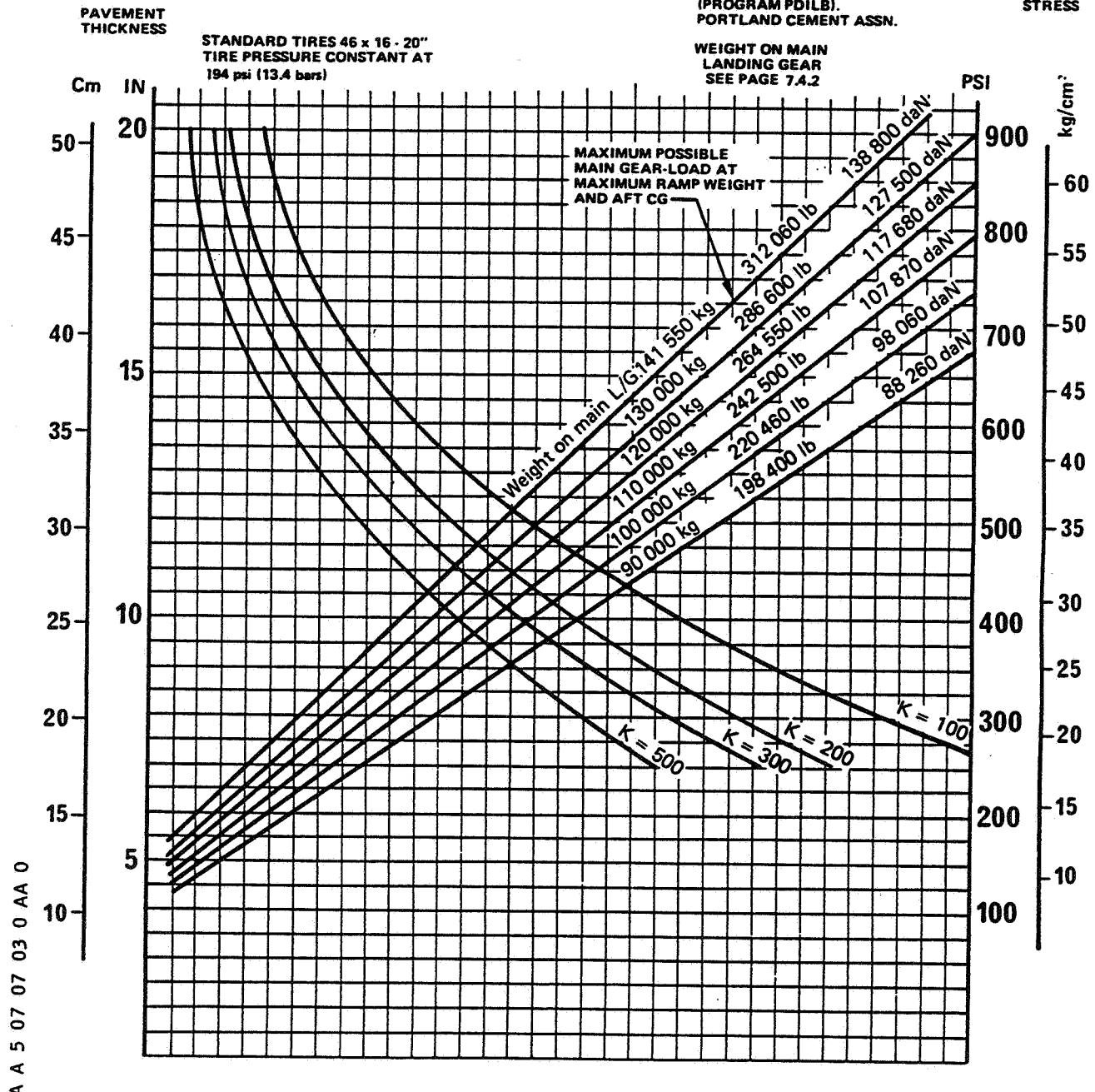
AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

Printed in France

NOTE : THE VALUES OBTAINED BY USING THE MAXIMUM-LOAD REFERENCE LINE AND ANY VALUE OF k ARE EXACT, FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR $k = 300$ BUT DEVIATE SLIGHTLY FOR OTHER VALUES OF k .

REFERENCE : "DESIGN OF CONCRETE AIRCRAFT PAVEMENT AND COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN" (PROGRAM PDILB). PORTLAND CEMENT ASSN.

ALLOWABLE WORKING STRESS



A A 5 0 7 0 7 0 3 0 AA 0

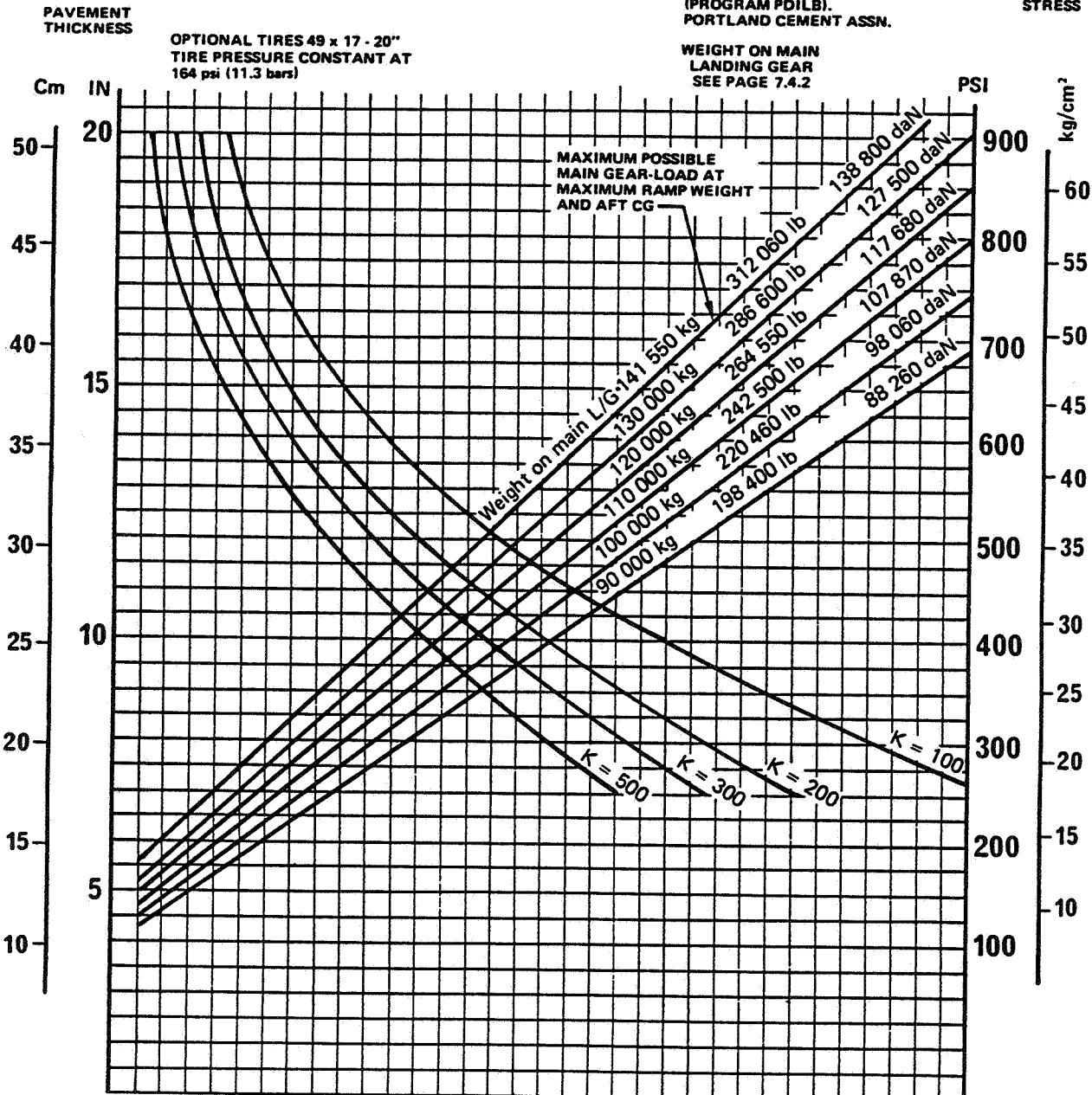
7.7.3.1 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B4 - 150t STANDARD TIRES

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

NOTE : THE VALUES OBTAINED BY USING THE MAXIMUM-LOAD REFERENCE LINE AND ANY VALUE OF k ARE EXACT. FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR $k = 300$ BUT DEVIATE SLIGHTLY FOR OTHER VALUES OF k .

REFERENCE : "DESIGN OF CONCRETE AIRCRAFT PAVEMENT AND COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN" (PROGRAM PDILB). PORTLAND CEMENT ASSN.

ALLOWABLE WORKING STRESS



A A 5 07 07 03 0 AB 0

7.7.3.2 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B4 - 150t OPTIONAL TIRES

A 300

AIRPLANE CHARACTERISTICS

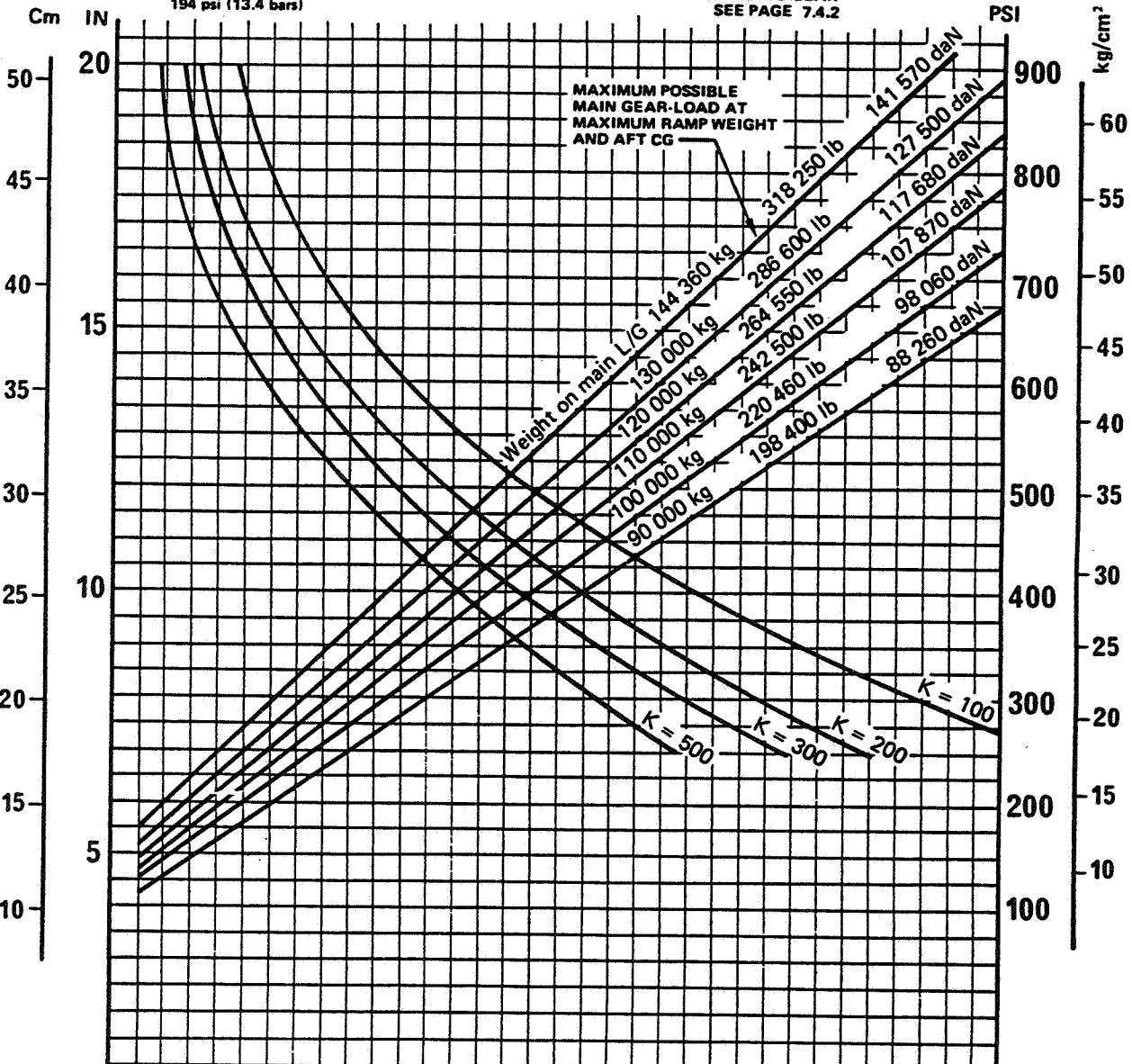
NOTE : THE VALUES OBTAINED BY USING THE MAXIMUM-LOAD REFERENCE LINE AND ANY VALUE OF k ARE EXACT. FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR $k = 300$ BUT DEVIATE SLIGHTLY FOR OTHER VALUES OF k .

REFERENCE : "DESIGN OF CONCRETE AIRCRAFT PAVEMENT AND COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN" (PROGRAM PDILB). PORTLAND CEMENT ASSN.

ALLOWABLE WORKING STRESS

PAVEMENT THICKNESS

STANDARD TIRES 46 x 16 - 20"
TIRE PRESSURE CONSTANT AT
194 psi (13.4 bars)



A A 5 07 07 03 0 AC 0

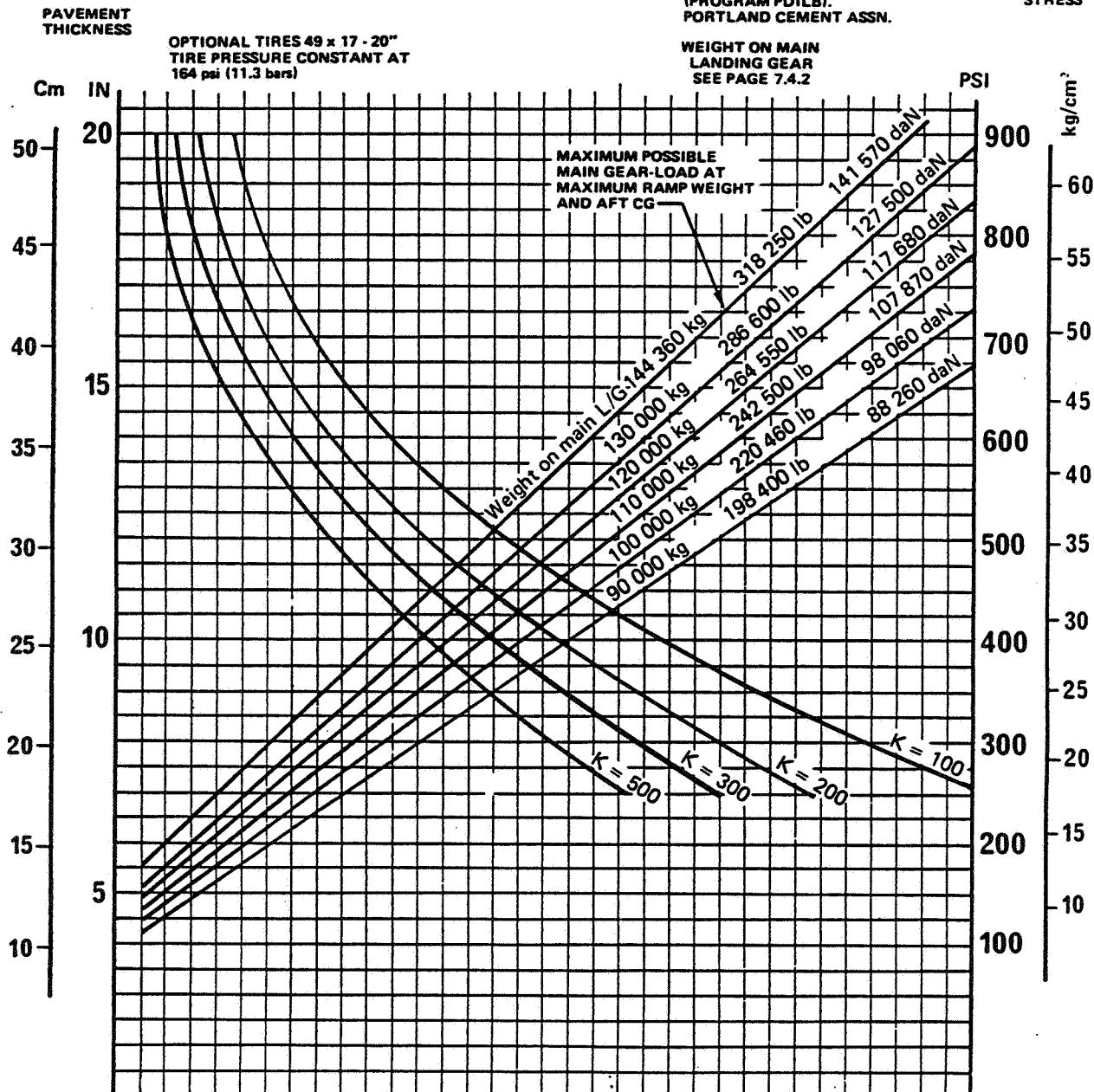
7.7.3.3 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B4 - 153t STANDARD TIRES

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

NOTE : THE VALUES OBTAINED BY USING THE MAXIMUM-LOAD REFERENCE LINE AND ANY VALUE OF k ARE EXACT, FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR $k = 300$ BUT DEVIATE SLIGHTLY FOR OTHER VALUES OF k .

REFERENCE : "DESIGN OF CONCRETE AIRCRAFT PAVEMENT AND COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN" (PROGRAM PDILB). PORTLAND CEMENT ASSN.

ALLOWABLE WORKING STRESS



7.7.3.4 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B4 - 153t OPTIONAL TIRES

A 300

AIRPLANE CHARACTERISTICS

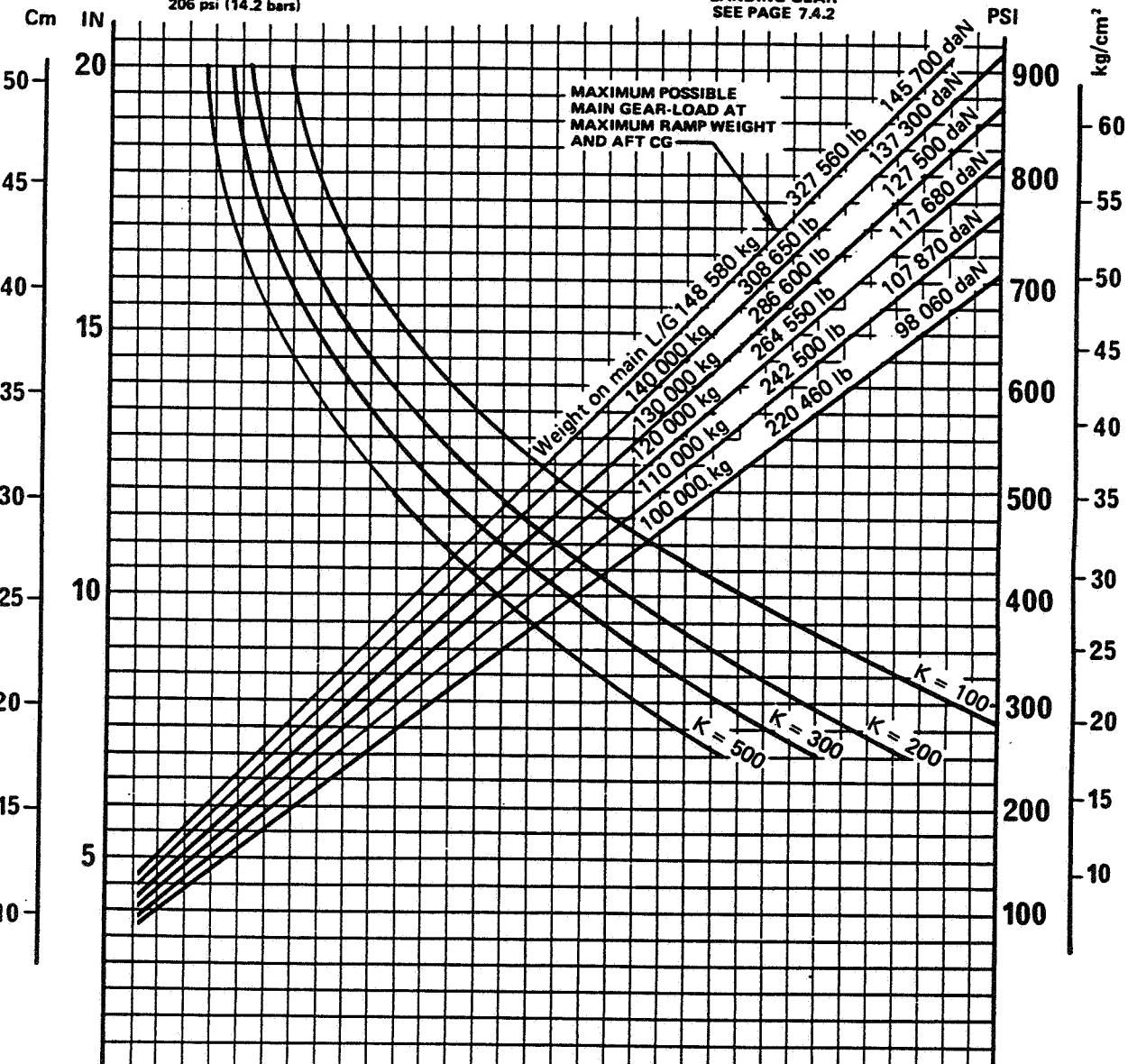
NOTE : THE VALUES OBTAINED BY USING THE MAXIMUM-LOAD REFERENCE LINE AND ANY VALUE OF k ARE EXACT, FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR $k = 300$ BUT DEVIATE SLIGHTLY FOR OTHER VALUES OF k .

REFERENCE : "DESIGN OF CONCRETE AIRCRAFT PAVEMENT AND COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN" (PROGRAM PDILB), PORTLAND CEMENT ASSN.

ALLOWABLE
WORKING
STRESS

PAVEMENT
THICKNESS

STANDARD TIRES 46 x 16 - 20"
TIRE PRESSURE CONSTANT AT
206 psi (14.2 bars)



AA 5 07 07 03 0 AE 0

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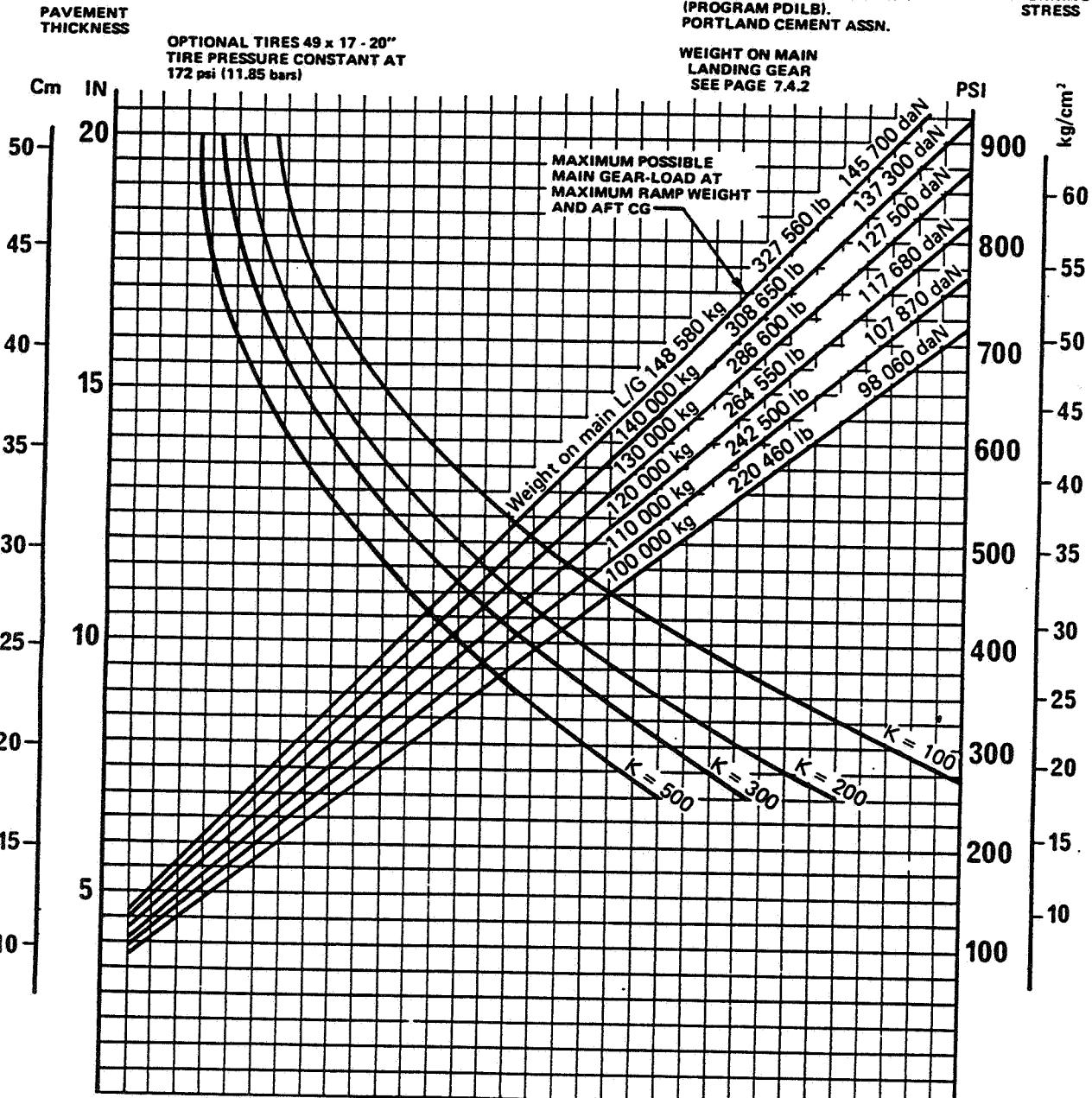
7.7.3.5 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B4 - 157.5t STANDARD TIRES

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

NOTE : THE VALUES OBTAINED BY USING THE MAXIMUM-LOAD REFERENCE LINE AND ANY VALUE OF k ARE EXACT, FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR $k = 300$ BUT DEVIATE SLIGHTLY FOR OTHER VALUES OF k .

REFERENCE : "DESIGN OF CONCRETE AIRCRAFT PAVEMENT AND COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN" (PROGRAM PDILB). PORTLAND CEMENT ASSN.

ALLOWABLE WORKING STRESS



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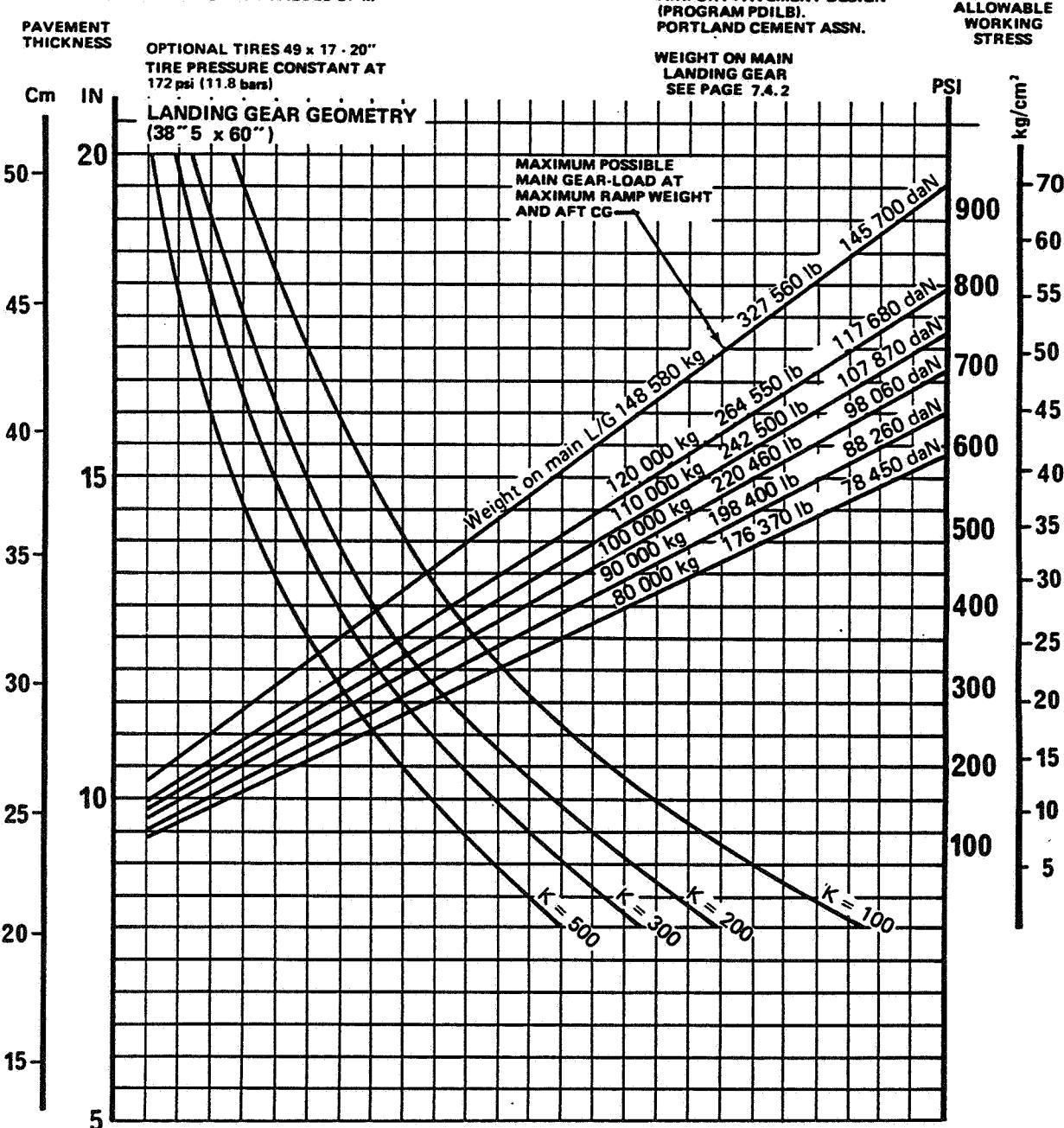
7.7.3.6 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B4 - 157.5t OPTIONAL TIRES

A 300

AIRPLANE CHARACTERISTICS

NOTE : THE VALUES OBTAINED BY USING THE MAXIMUM-LOAD REFERENCE LINE AND ANY VALUE OF k ARE EXACT, FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR $k = 300$ BUT DEVIATE SLIGHTLY FOR OTHER VALUES OF k .

REFERENCE : "DESIGN OF CONCRETE AIRCRAFT PAVEMENT AND COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN" (PROGRAM PDILB). PORTLAND CEMENT ASSN.



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AA 5 07 07 03 0 AG 0

N
7.7.3.7 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B4 - 157.5t OPTIONAL TIRES

LANDING GEAR GEOMETRY
38"5x60"

Oct 1980

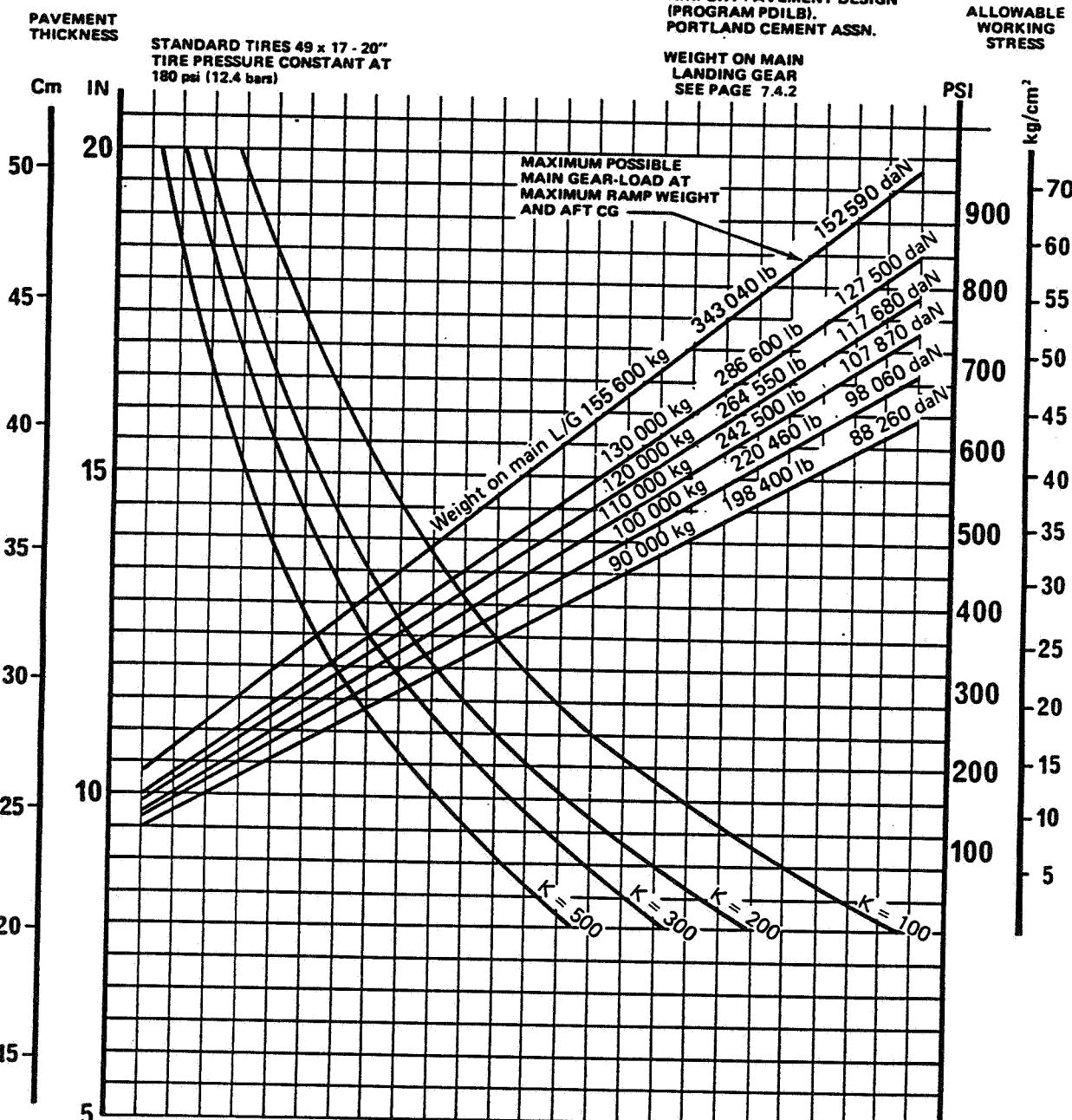
Chapter 7
Page 65

A 300

AIRPLANE CHARACTERISTICS

NOTE : THE VALUES OBTAINED BY USING THE MAXIMUM-LOAD REFERENCE LINE AND ANY VALUE OF k ARE EXACT. FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR $k = 300$ BUT DEVIATE SLIGHTLY FOR OTHER VALUES OF k .

REFERENCE : "DESIGN OF CONCRETE AIRCRAFT PAVEMENT AND COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN" (PROGRAM PDILB). PORTLAND CEMENT ASSN.



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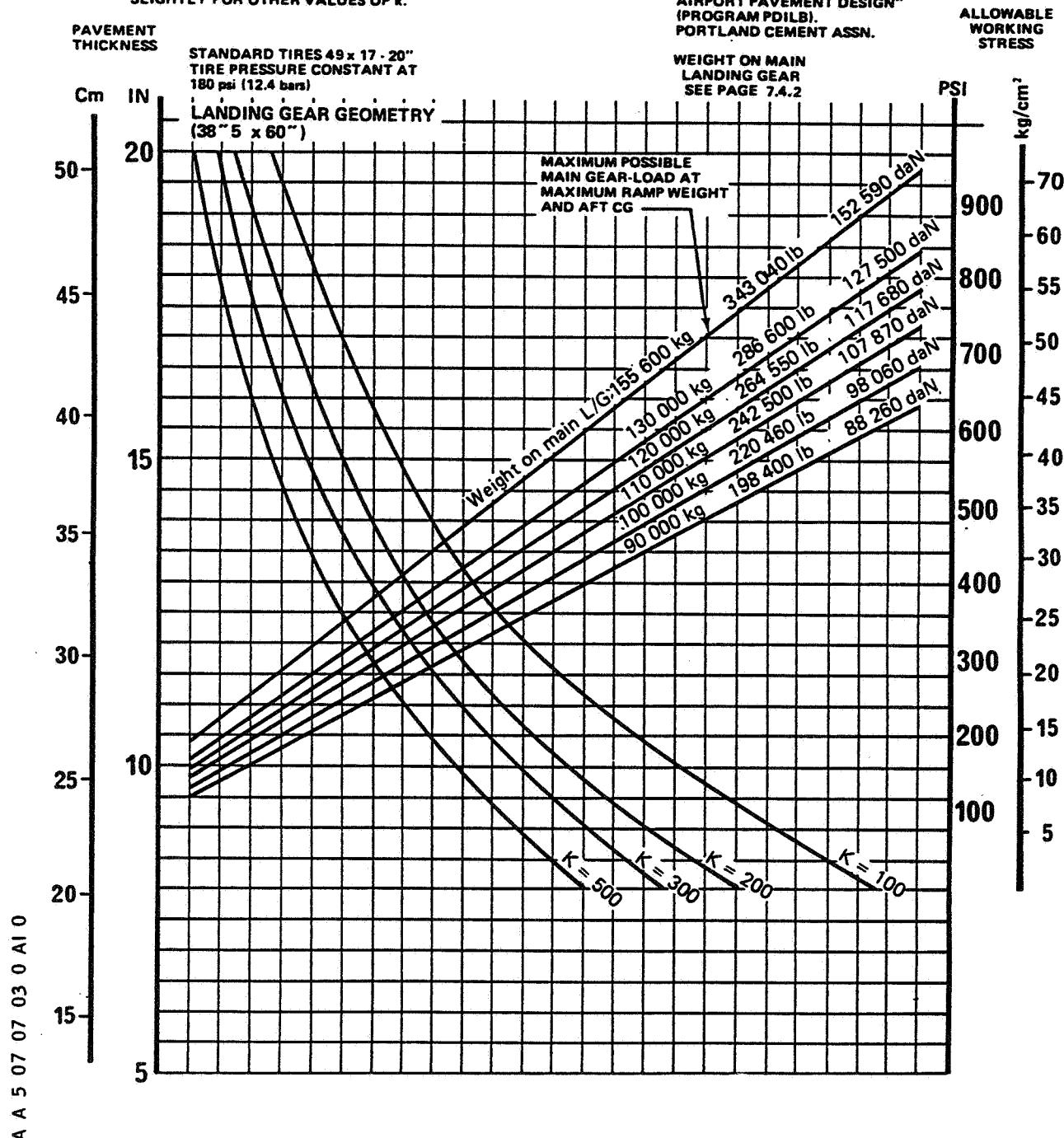
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7.7.3.8 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B4-C4 - 165t STANDARD TIRES

A 300

AIRPLANE CHARACTERISTICS

NOTE : THE VALUES OBTAINED BY USING THE MAXIMUM-LOAD REFERENCE LINE AND ANY VALUE OF k ARE EXACT. FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR $k = 300$ BUT DEVIATE SLIGHTLY FOR OTHER VALUES OF k .

REFERENCE : "DESIGN OF CONCRETE AIRCRAFT PAVEMENT AND COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN" (PROGRAM PDILBI). PORTLAND CEMENT ASSN.



A A 5 07 07 03 0 A I 0

N
7.7.3.9 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B4-C4 - 165t STANDARD TIRES

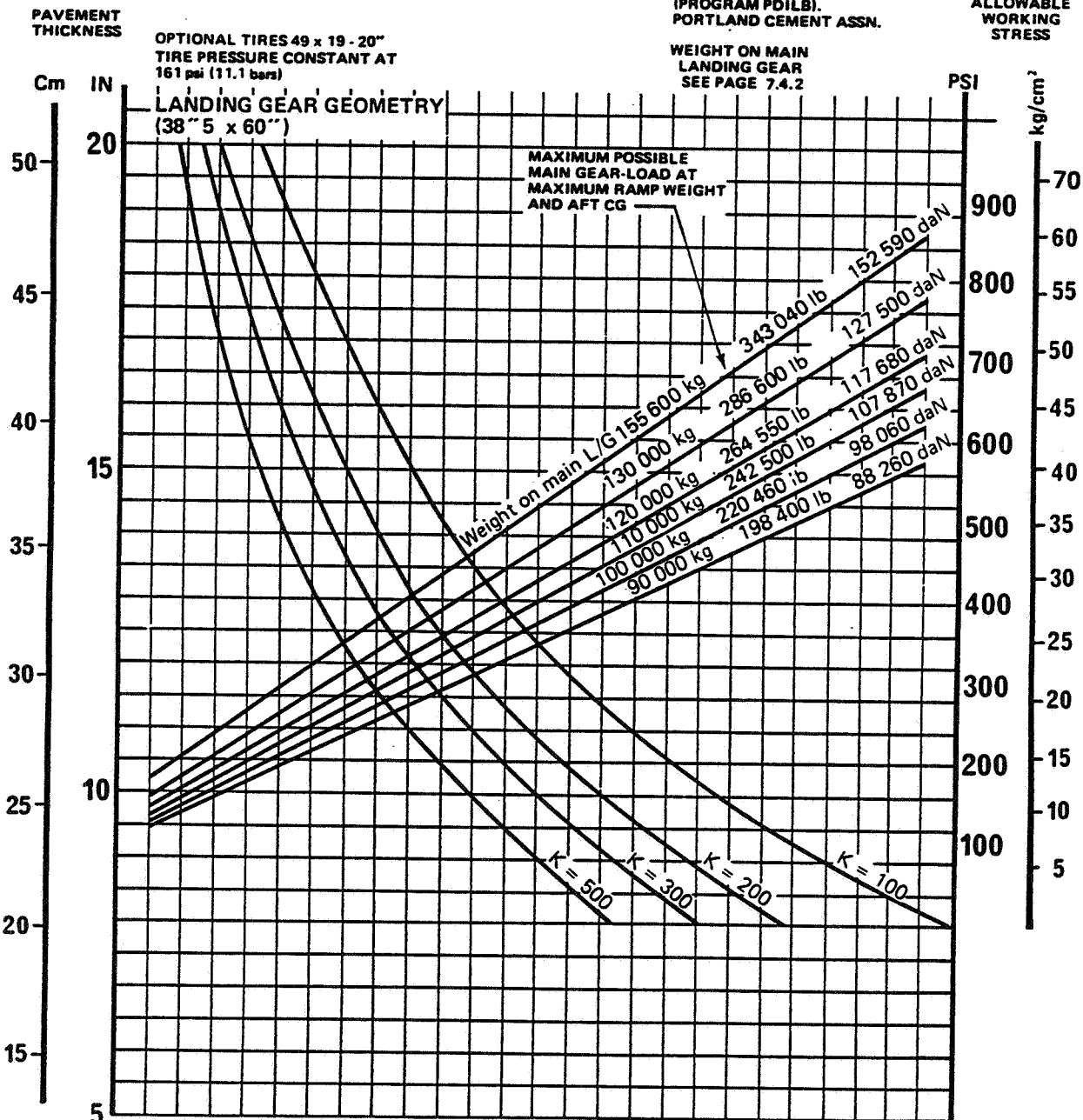
LANDING GEAR GEOMETRY
38"5x60"

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

NOTE : THE VALUES OBTAINED BY USING THE MAXIMUM-LOAD REFERENCE LINE AND ANY VALUE OF k ARE EXACT. FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR $k = 300$ BUT DEVIATE SLIGHTLY FOR OTHER VALUES OF k .

REFERENCE : "DESIGN OF CONCRETE AIRCRAFT PAVEMENT AND COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN" (PROGRAM PDILB). PORTLAND CEMENT ASSN.

ALLOWABLE WORKING STRESS



N AA 5 07 07 03 0 AJ 0

7.7.3.10 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B4-C4 - 165t OPTIONAL TIRES

A 300

AIRPLANE CHARACTERISTICS

RADIUS OF RELATIVE STIFFNESS (ℓ)VALUES OF ℓ IN INCHESFOR E = 4,000,000 P.S.I AND μ = 0.15

$$\text{RADIUS OF RELATIVE STIFFNESS} = \ell = \sqrt[4]{\frac{Ed^3}{12(1-\mu^2)k}} = 24.1652 \sqrt[4]{\frac{d^3}{k}}$$

d in in.	K=50	K=100	K=150	K=200	K=250	K=300	K=350	K=400	K=500
6.0	34.84	29.30	26.47	24.63	23.30	22.26	21.42	20.72	19.59
6.5	36.99	31.11	28.11	26.16	24.74	23.64	22.74	22.00	20.80
7.0	39.11	32.89	29.72	27.65	26.15	24.99	24.04	23.25	21.99
7.5	41.19	34.63	31.29	29.12	27.54	26.32	25.32	24.49	23.16
8.0	43.23	36.35	32.85	30.57	28.91	27.62	26.58	25.70	24.31
8.5	45.24	38.04	34.37	31.99	30.25	28.91	27.81	26.90	25.44
9.0	47.22	39.71	35.88	33.39	31.58	30.17	29.03	28.08	26.55
9.5	49.17	41.35	37.36	34.77	32.89	31.42	30.23	29.24	27.65
10.0	51.10	42.97	38.83	36.14	34.17	32.65	31.42	30.39	28.74
10.5	53.01	44.57	40.28	37.48	35.45	33.87	32.59	31.52	29.81
11.0	54.89	46.16	41.71	38.81	36.71	35.07	33.75	32.64	30.87
11.5	56.75	47.72	43.12	40.13	37.95	36.26	34.89	33.74	31.91
12.0	58.59	49.27	44.52	41.43	39.18	37.44	36.02	34.84	32.95
12.5	60.41	50.80	45.90	42.72	40.40	38.60	37.14	35.92	33.97
13.0	62.22	52.32	47.27	43.99	41.61	39.75	38.25	36.99	34.99
13.5	64.00	53.82	48.63	45.26	42.80	40.89	39.35	38.06	35.99
14.0	65.77	55.31	49.98	46.51	43.98	42.02	40.44	39.11	36.99
14.5	67.53	56.78	51.31	47.75	45.16	43.15	41.51	40.15	37.97
15.0	69.27	58.25	52.63	48.98	46.32	44.26	42.58	41.19	38.95
15.5	70.99	59.70	53.94	50.20	47.47	45.36	43.64	42.21	39.92
16.0	72.70	61.13	55.24	51.41	48.62	46.45	44.70	43.23	40.88
16.5	74.40	62.56	56.53	52.61	49.75	47.54	45.74	44.24	41.84
17.0	76.08	63.98	57.81	53.80	50.88	48.61	46.77	45.24	42.78
17.5	77.75	65.38	59.48	54.98	52.00	49.68	47.80	46.23	43.72
18.0	79.41	66.78	60.35	56.16	53.11	50.74	48.82	47.22	44.66
19.0	82.70	69.54	62.84	58.48	55.31	52.84	50.84	49.17	46.51
20.0	85.95	72.27	65.30	60.77	57.47	54.92	52.84	51.10	48.33
21.0	89.15	74.97	67.74	63.04	59.62	56.96	54.81	53.01	50.13
22.0	92.31	77.63	70.14	65.28	61.73	58.98	56.75	54.89	51.91
23.0	95.44	80.26	72.52	67.49	63.83	60.98	58.68	56.75	53.67
24.0	98.54	82.86	74.87	69.68	65.90	62.96	60.58	58.59	55.41

7.7.4.1 RADIUS OF RELATIVE STIFFNESS (REFERENCE : PORTLAND CEMENT ASSOCIATION)

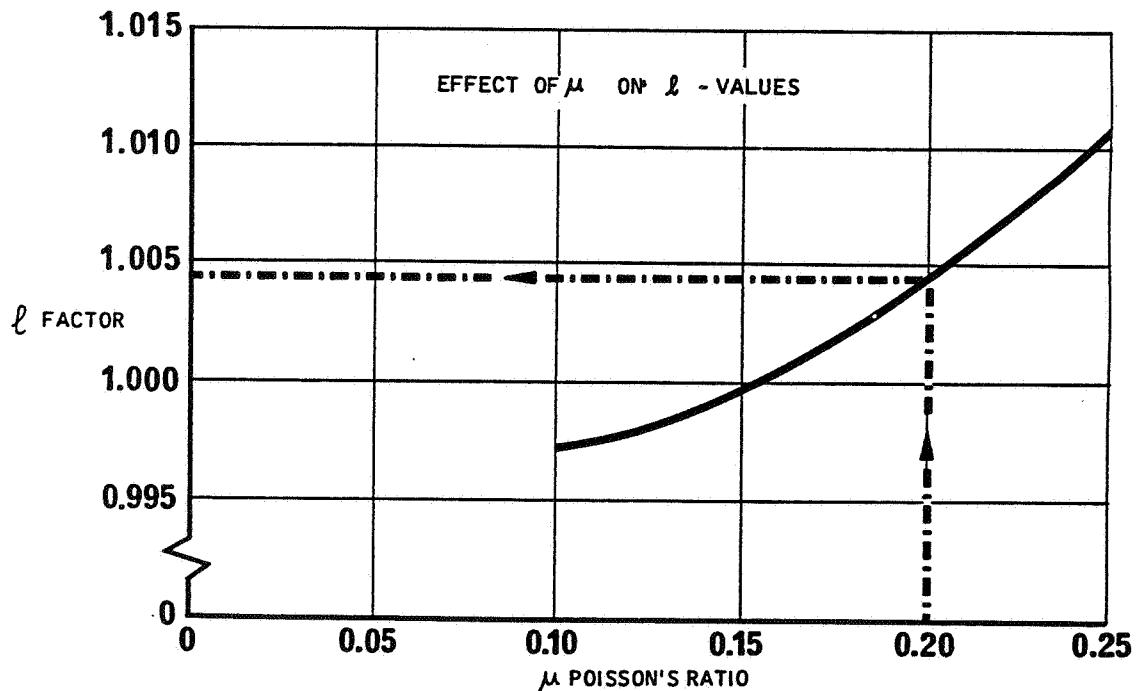
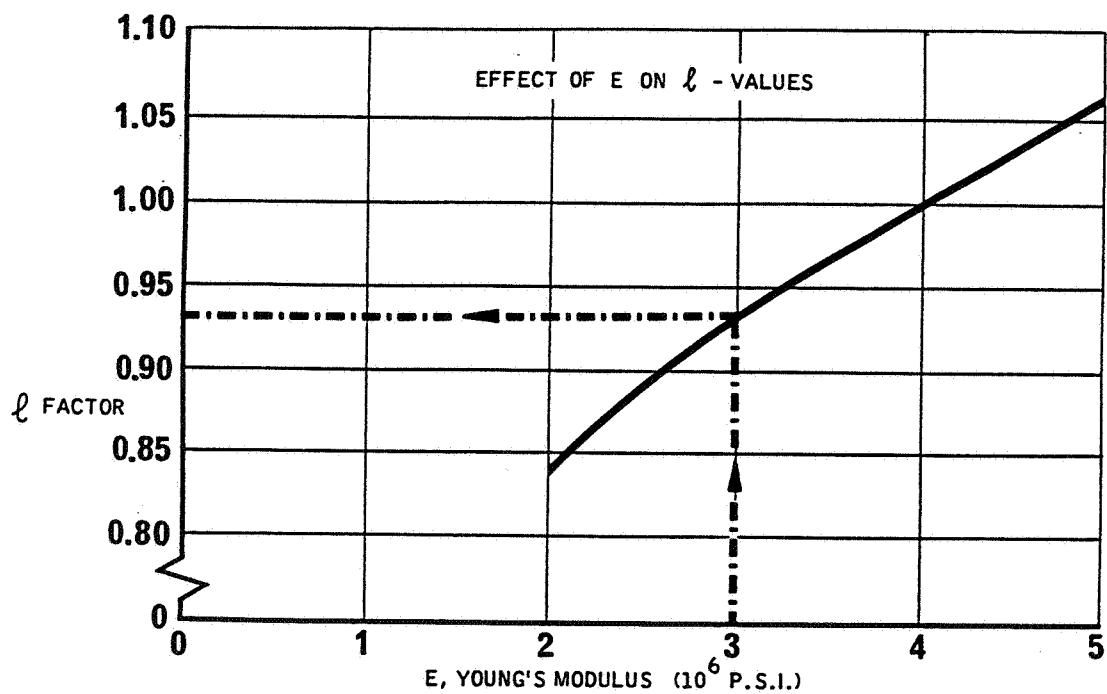
AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

7.7.4.2 Radius of Relative Stiffness (other values of E and μ)

The chart of section 7.7.4.1 presents ℓ -values based on Young's Modulus (E) of 4,000,000 psi and Poisson's (μ) Ratio of 0.15. For convenience in finding ℓ values based on other values of E and μ , the curves of section 7.7.4.3 are included. For example, to find an ℓ -value based on an E of 3,000,000 psi, the ℓ factor of 0.931 is multiplied by the ℓ -value found in table of section 7.7.3. The effect of variations of μ on the ℓ -value is treated in a similar manner.

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A 300
 AIRPLANE CHARACTERISTICS

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A A 5 07 07 00 0 CM 0
 A 00 5 B P014 01 00 A

NOTE : BOTH CURVES ON THIS PAGE ARE USED TO
 ADJUST THE ℓ VALUES OF THE TABLE IN SECTION 7.7.3

7.7.4.3 RADIUS OF RELATIVE STIFFNESS
 (EFFECT OF E AND μ ON ℓ VALUES)
 MODEL B2 - B4

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

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A 300
AIRPLANE CHARACTERISTICS

7.8 RIGID PAVEMENT REQUIREMENTS LCN CONVERSION

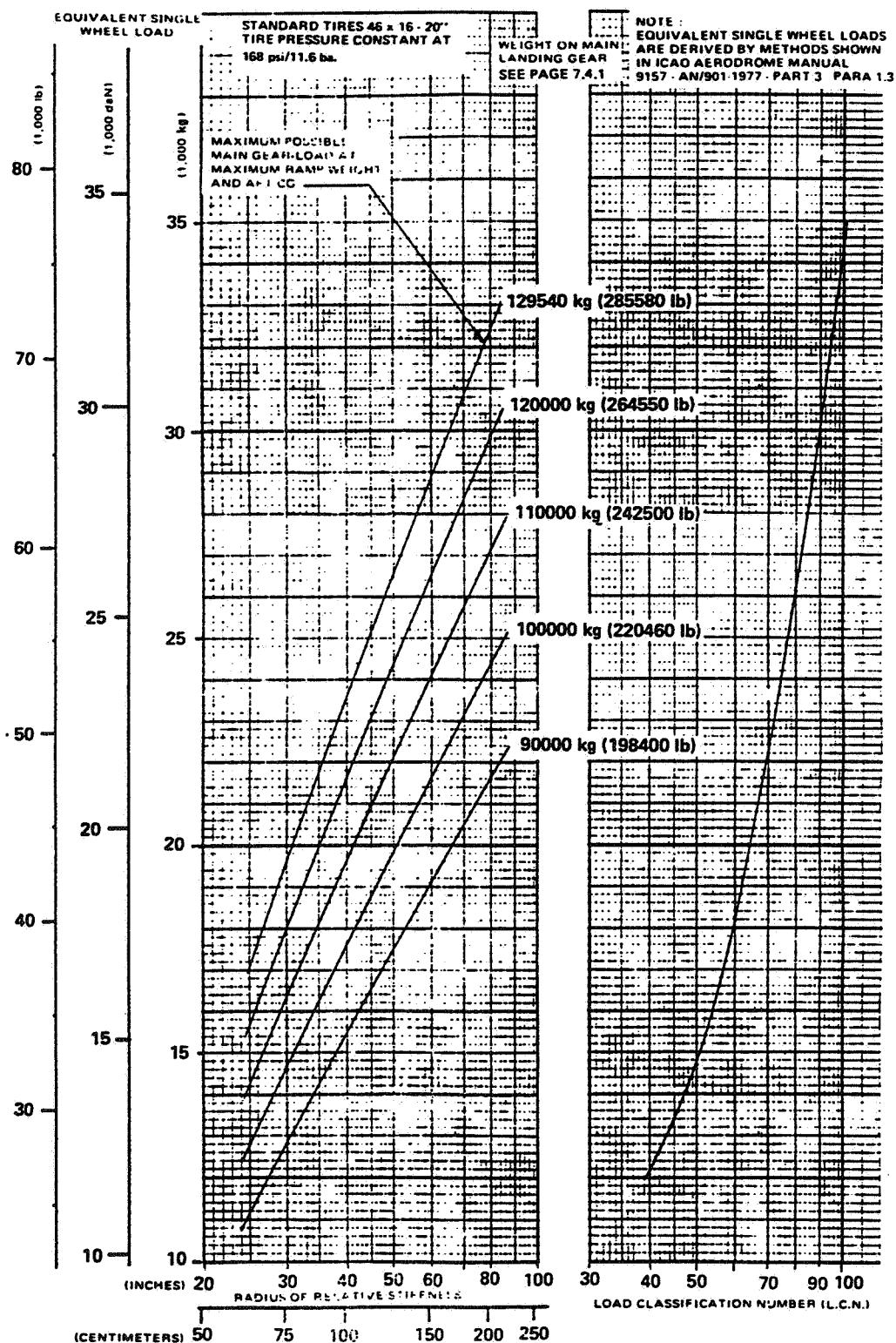
In order to determine the airplane weight that can be accommodated on a particular rigid airport pavement, both the LCN of the pavement and the radius of relative stiffness "l" must be known.

See examples given Sub-section 7.6 for flexible runways.

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

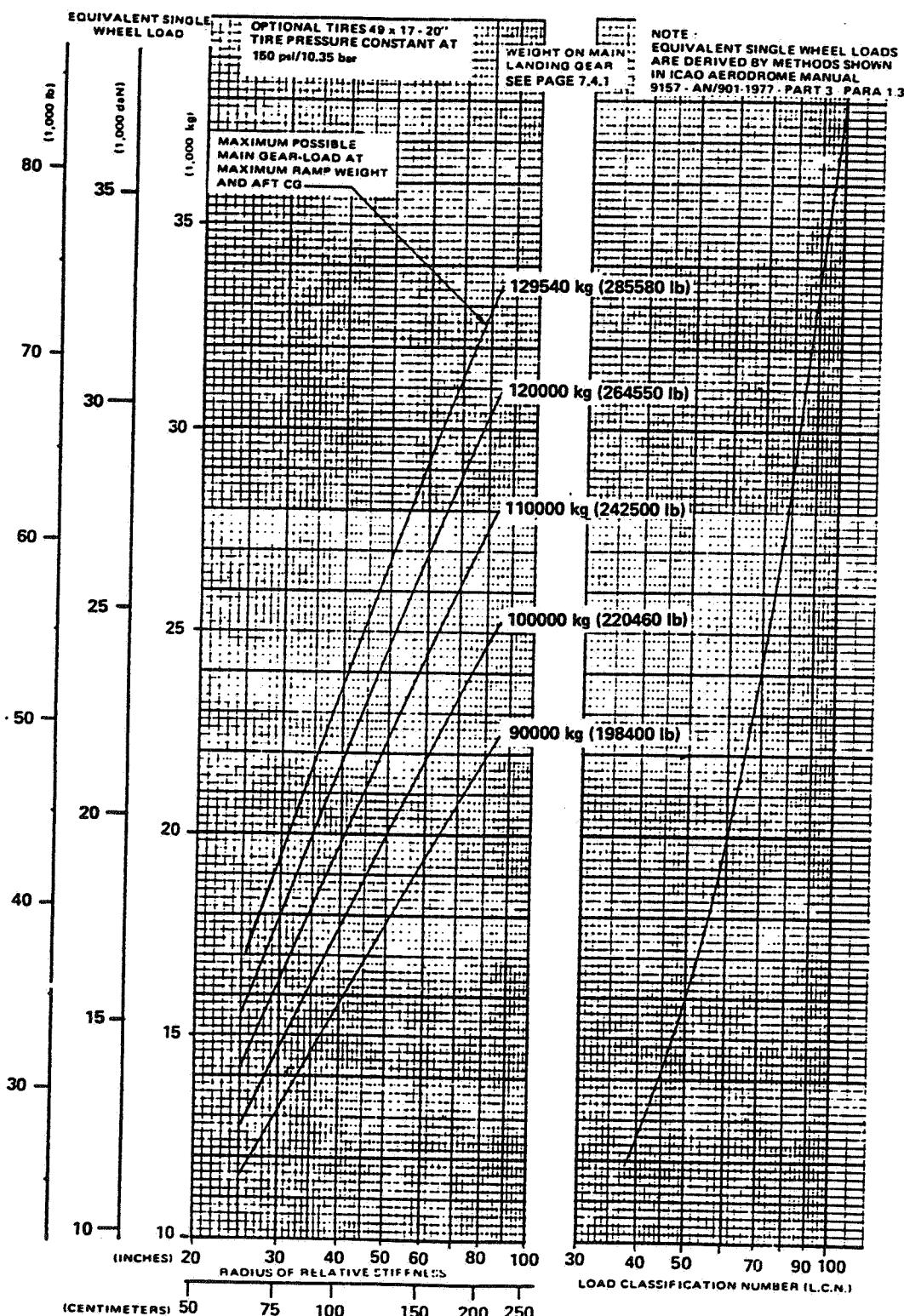
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A 300 AIRPLANE CHARACTERISTICS



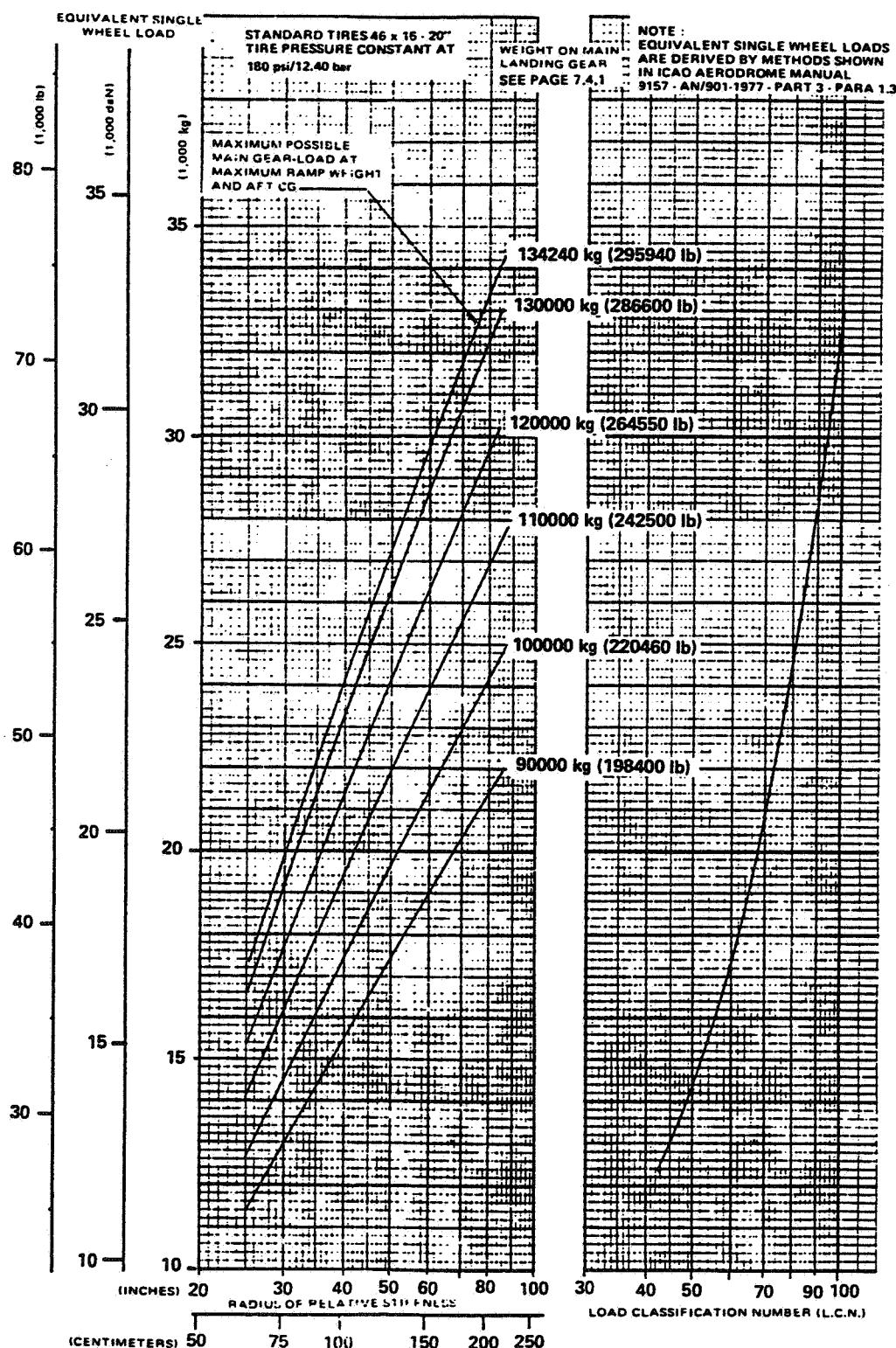
7.8.1.1 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2 - 137t STANDARD TIRES

A 300
AIRPLANE CHARACTERISTICS



7.8.1.2 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2 - 137t OPTIONAL TIRES

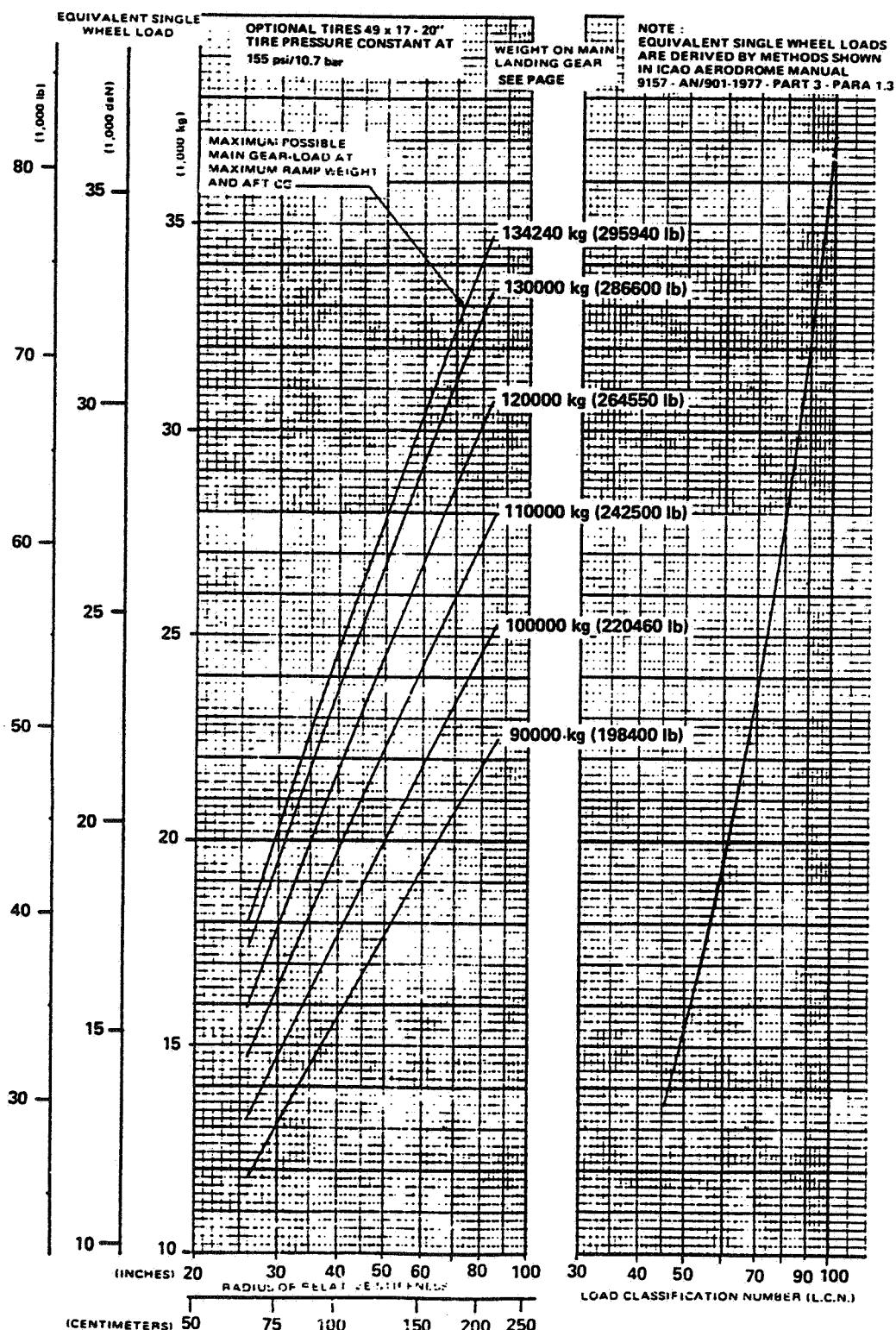
A 300
AIRPLANE CHARACTERISTICS



7.8.1.3 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2 - 142t STANDARD TIRES

A 300

AIRPLANE CHARACTERISTICS



7.8.1.4 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2 - 142t OPTIONAL TIRES

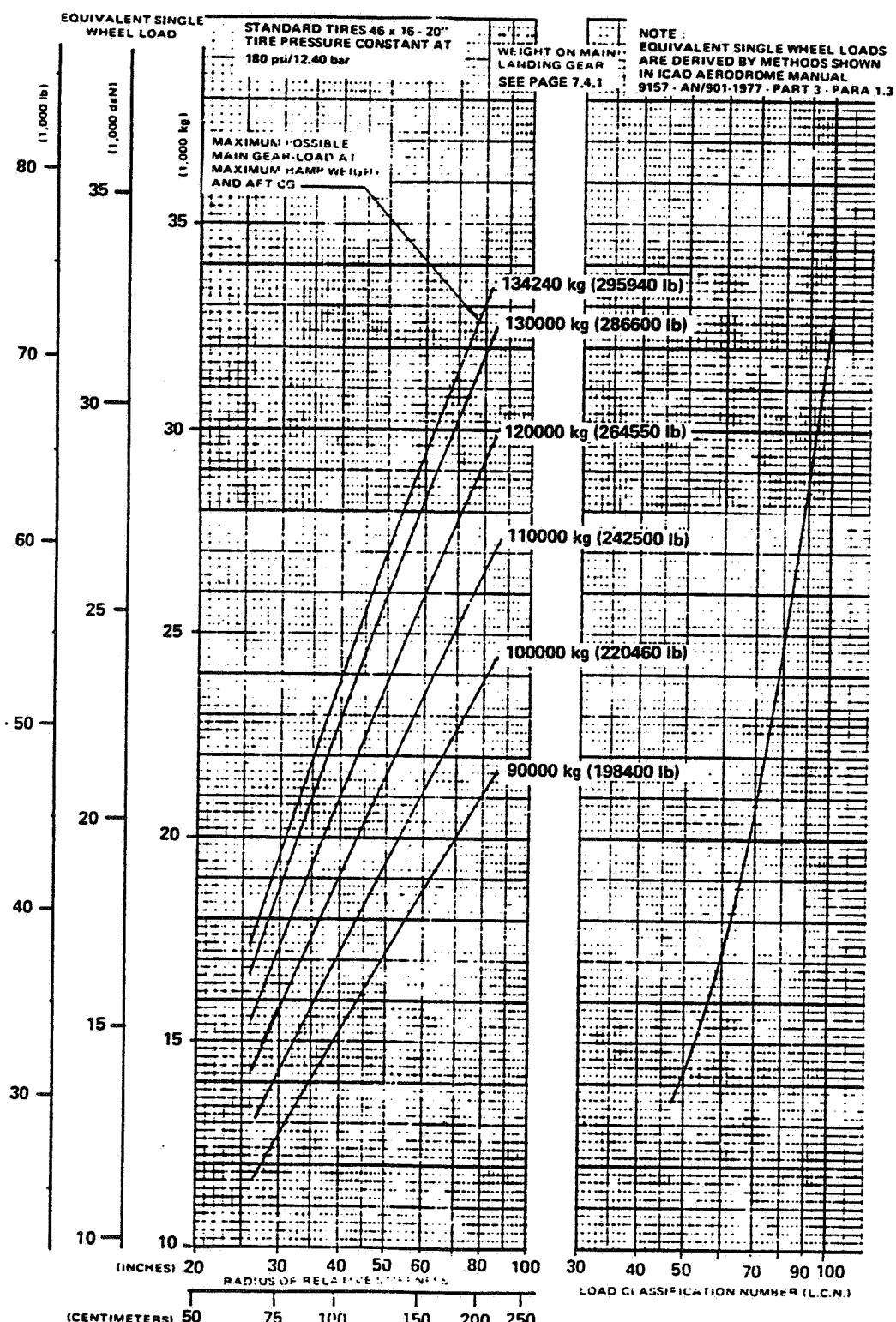
AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

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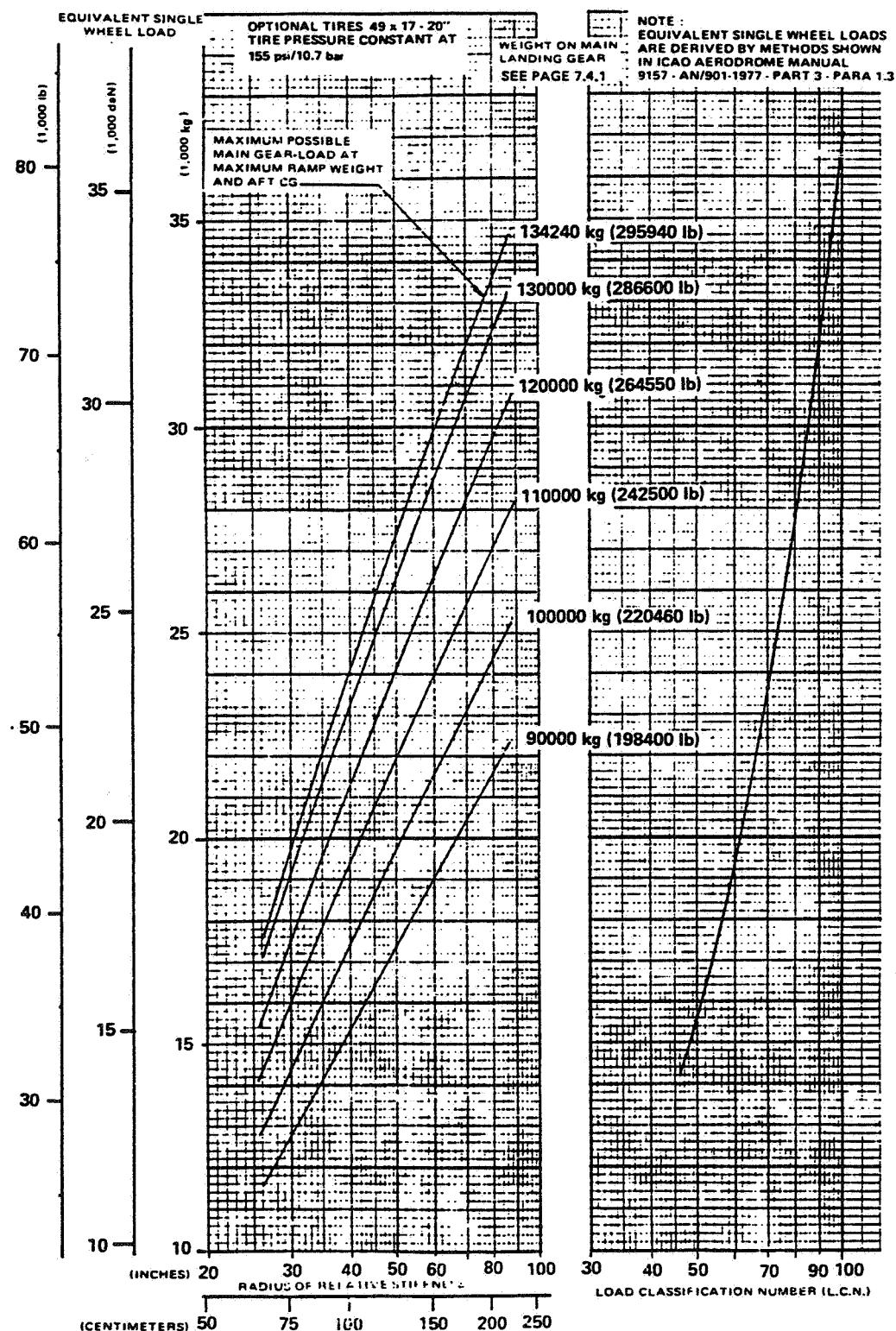
A 300

AIRPLANE CHARACTERISTICS



7.8.2.1 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2K - 142t STANDARD TIRES

A 300
AIRPLANE CHARACTERISTICS



7.8.2.2 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2K - 142t OPTIONAL TIRES

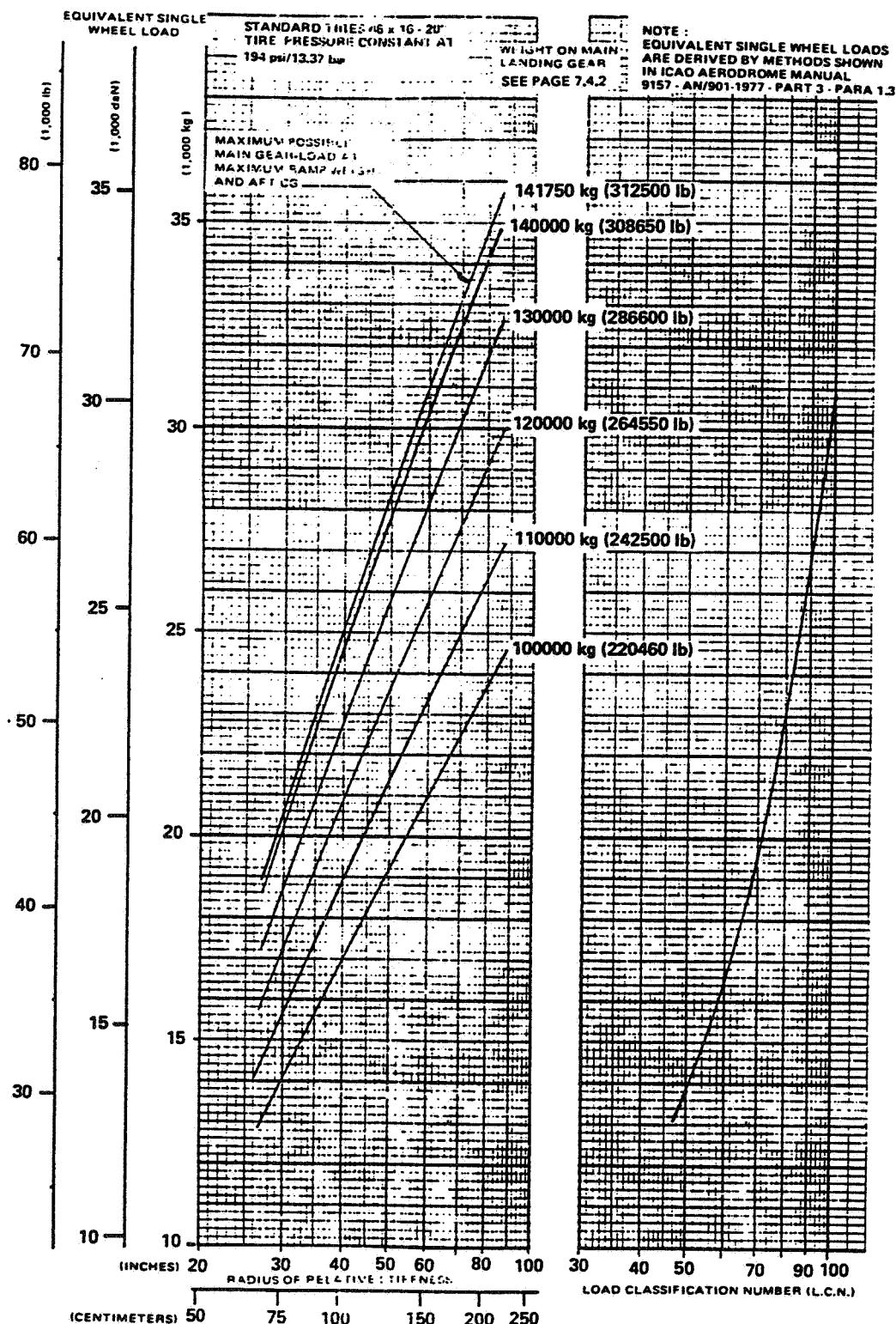
AIRBUS  INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

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A 300

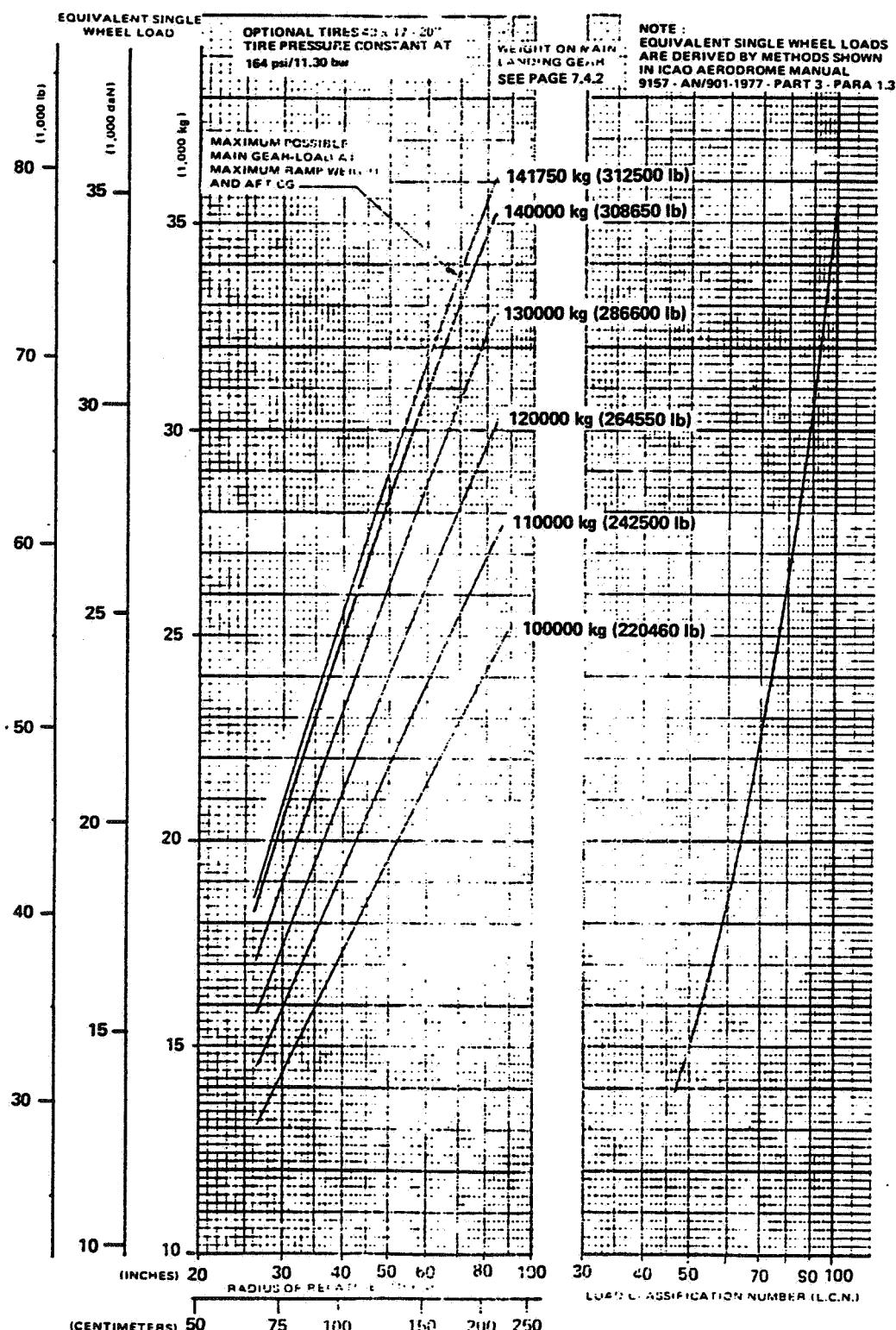
AIRPLANE CHARACTERISTICS



7.8.3.1 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - 150t STANDARD TIRES

A 300

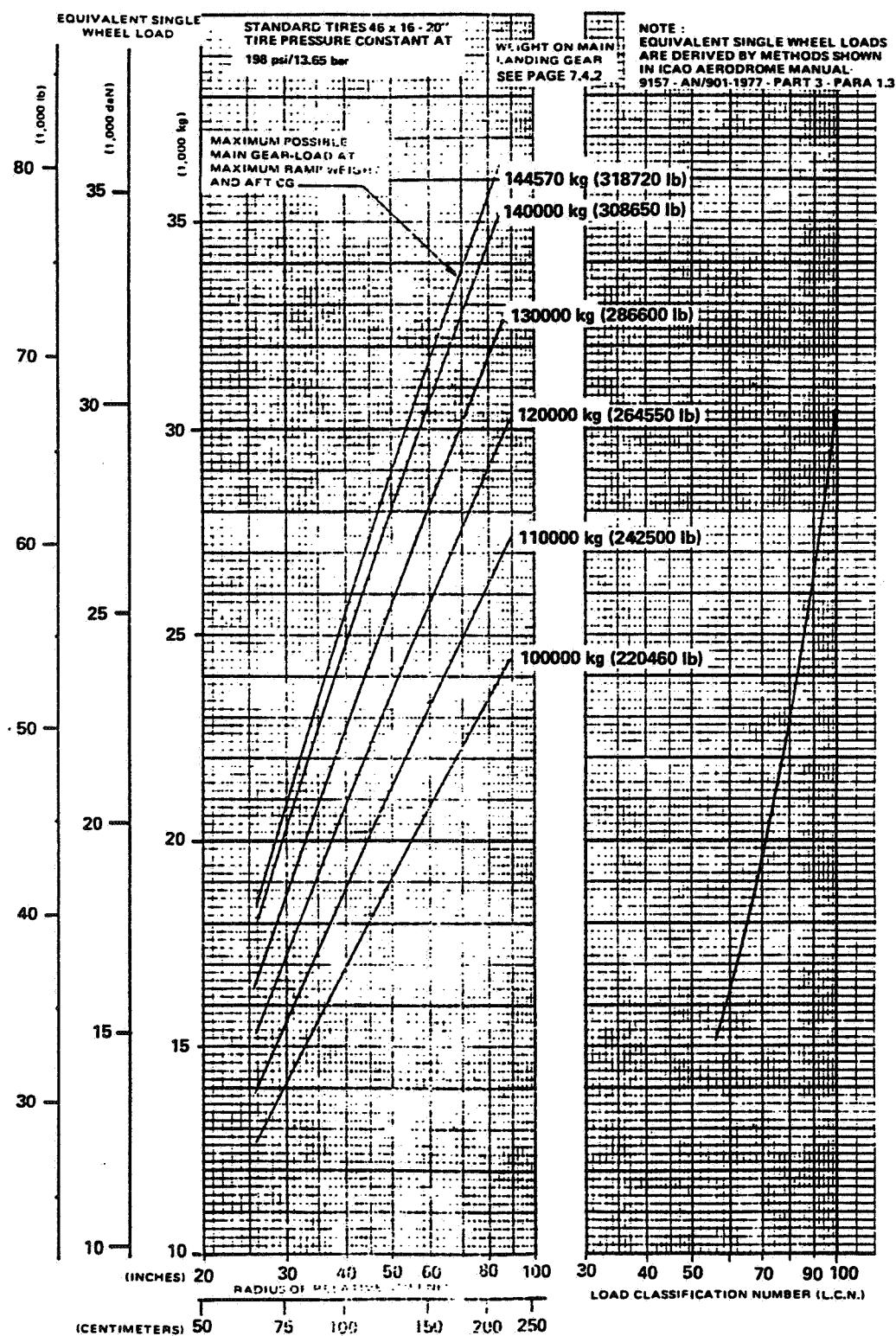
AIRPLANE CHARACTERISTICS



7.8.3.2 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - 150t OPTIONAL TIRES

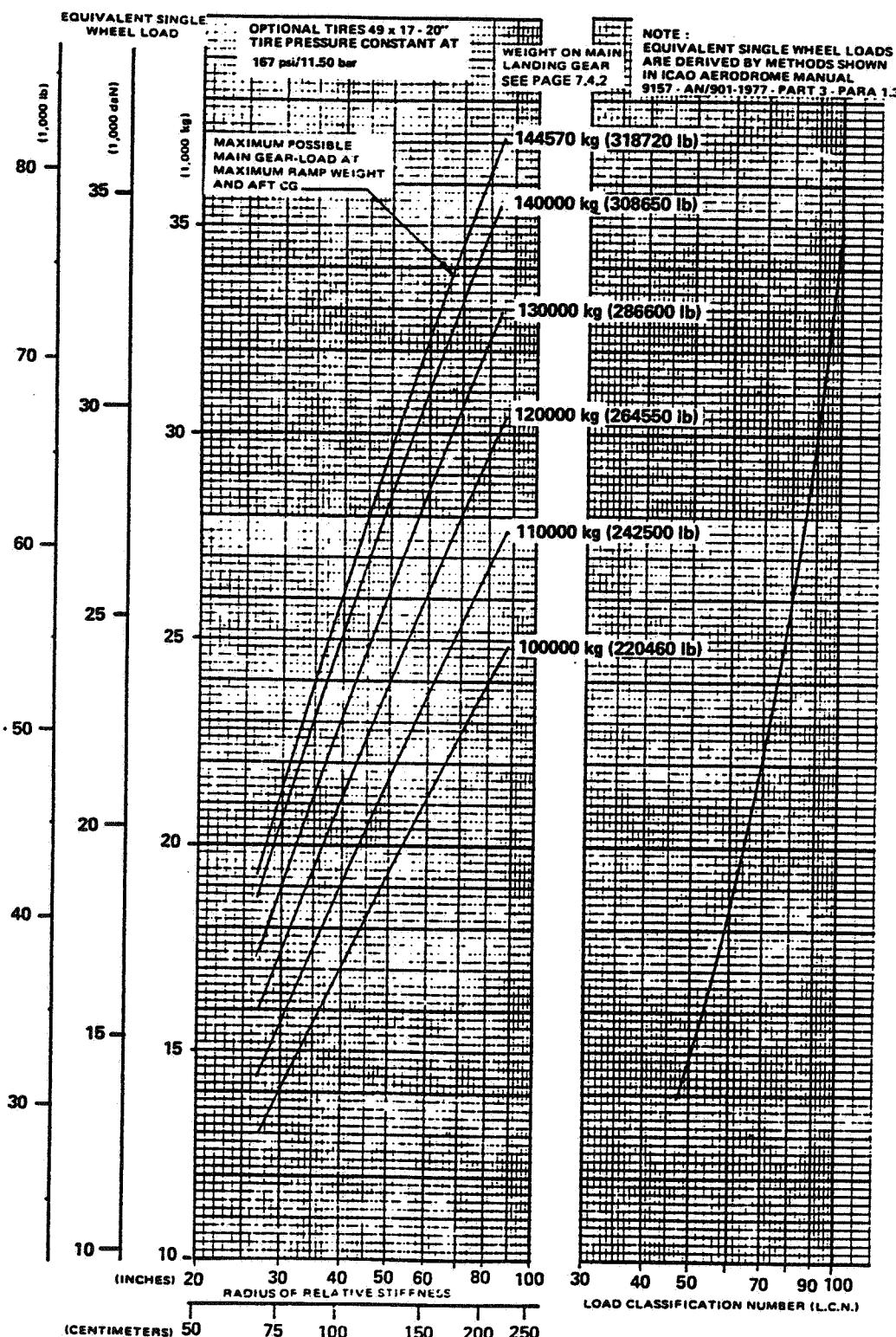
A 300

AIRPLANE CHARACTERISTICS



7.8.3.3 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - 153t STANDARD TIRES

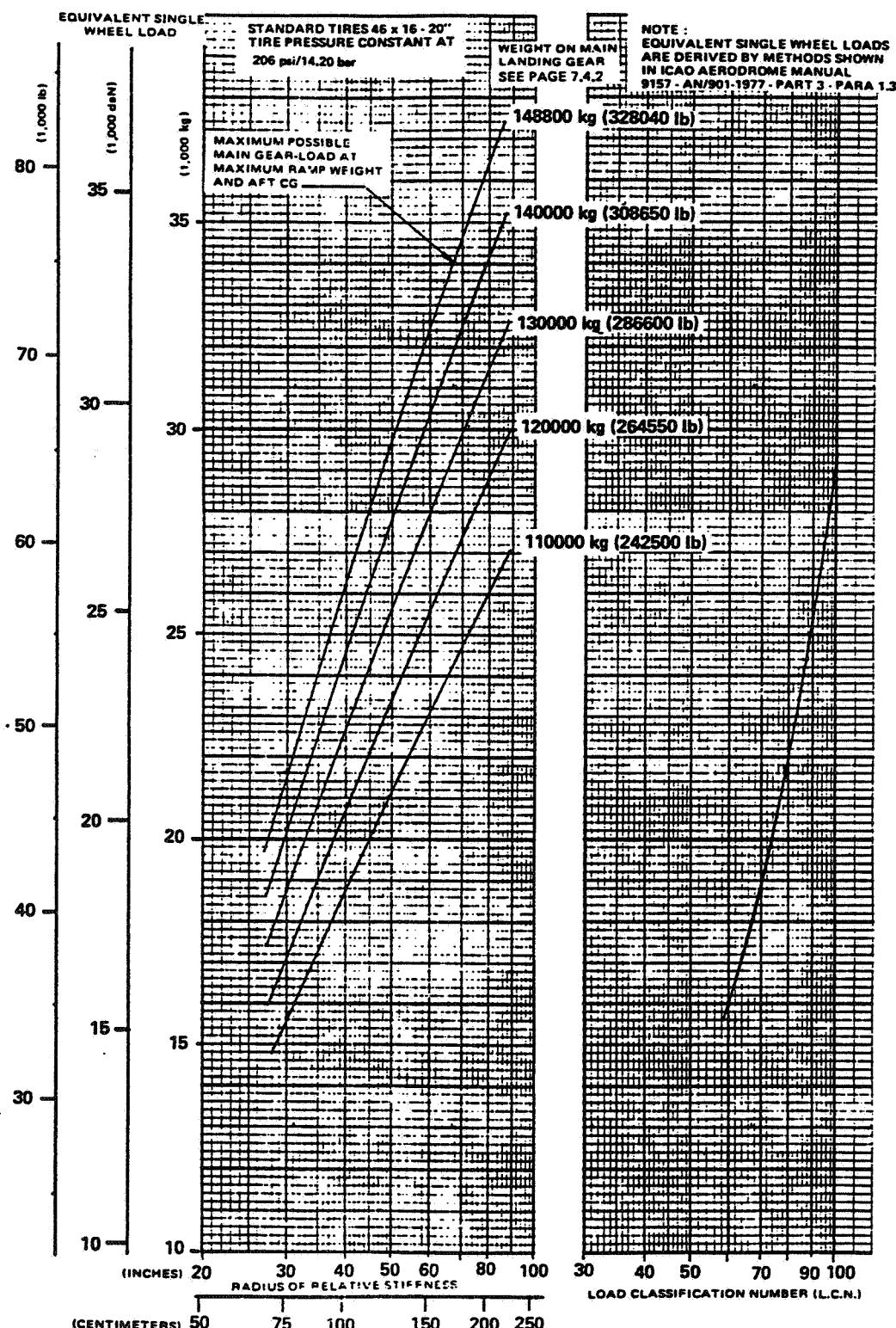
A 300
AIRPLANE CHARACTERISTICS



7.8.3.4 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - 153t OPTIONAL TIRES

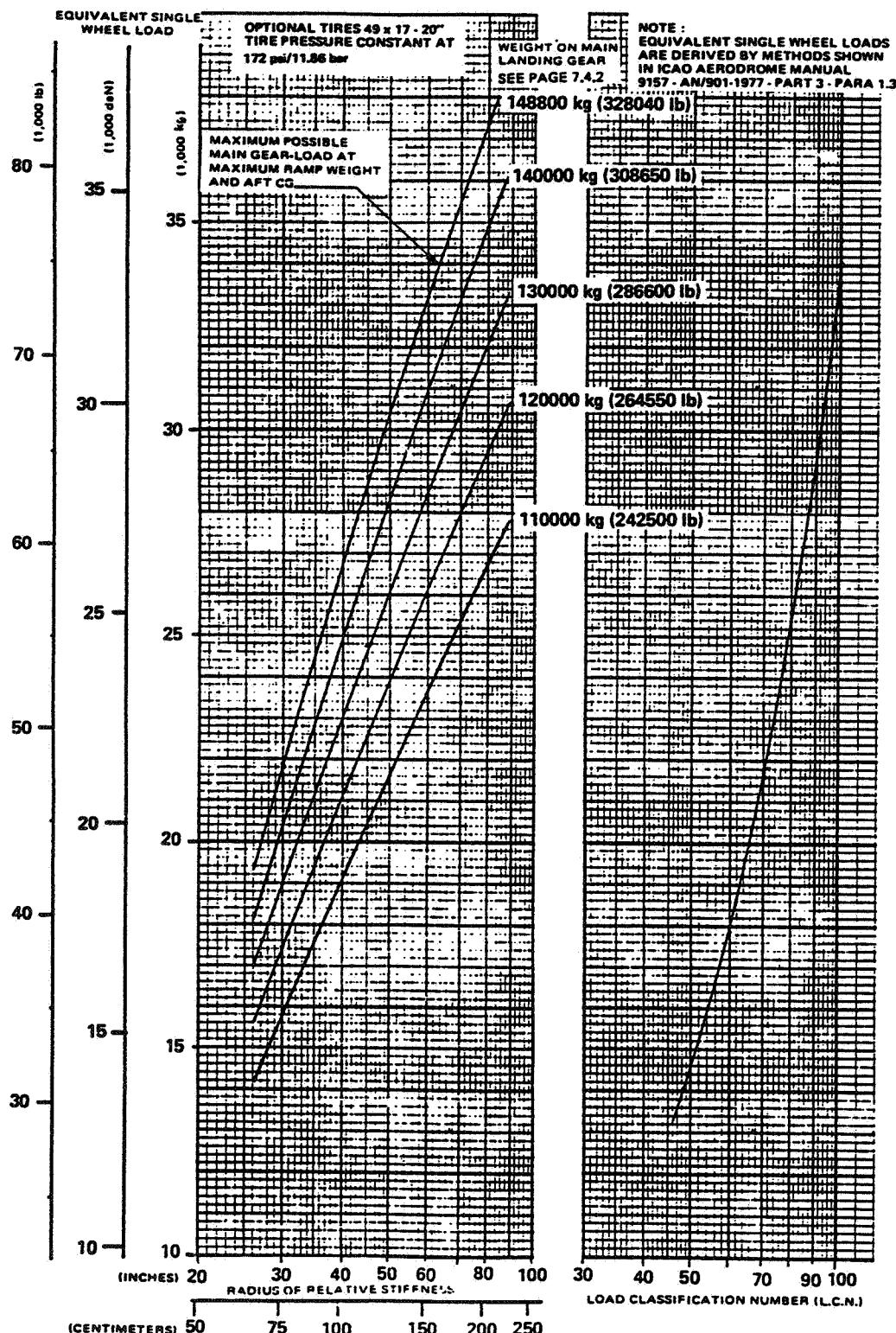
A 300

AIRPLANE CHARACTERISTICS



7.8.3.5 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - 157.5t STANDARD TIRES

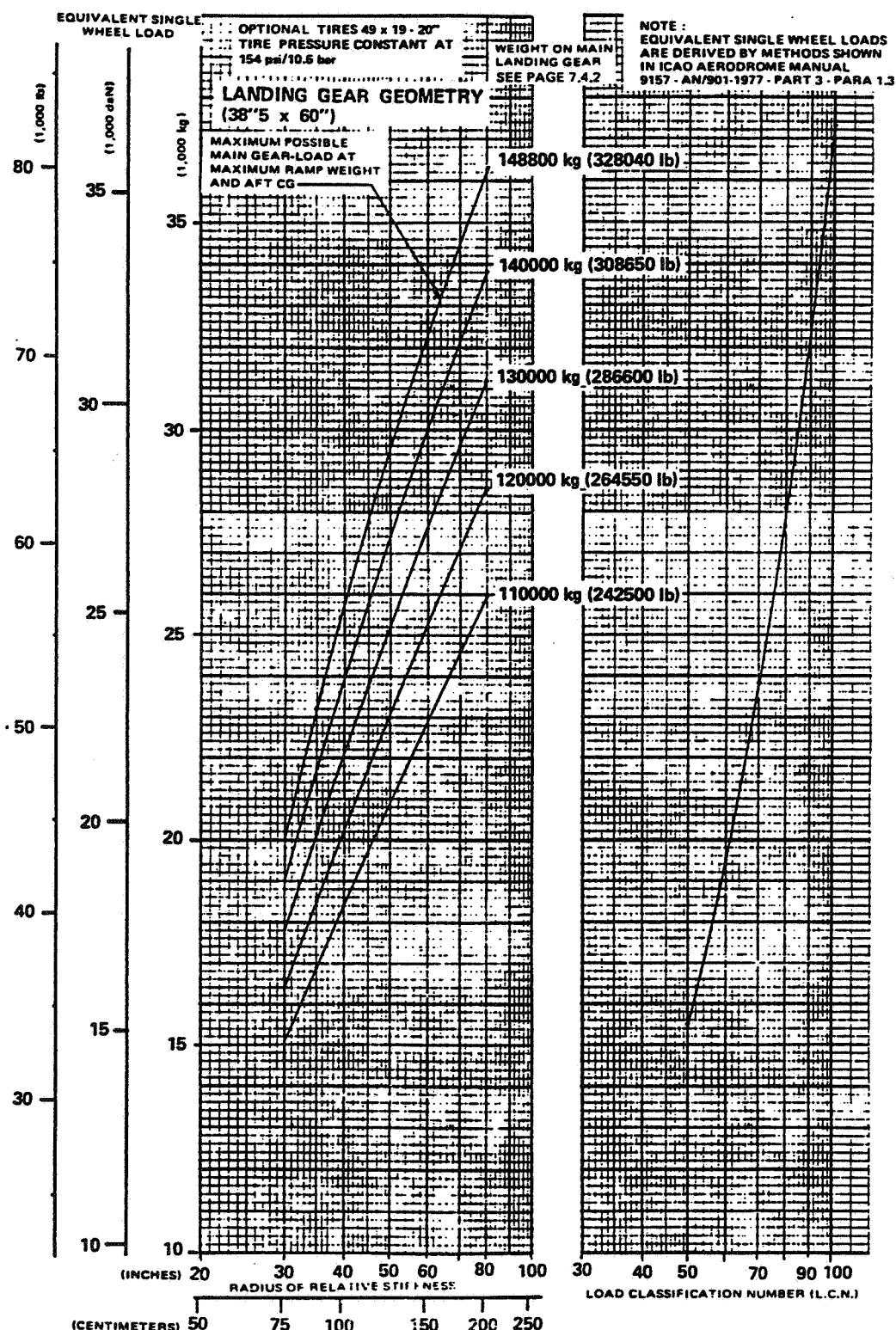
A 300 AIRPLANE CHARACTERISTICS



7.8.3.6 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - 157.5t OPTIONAL TIRES

A 300

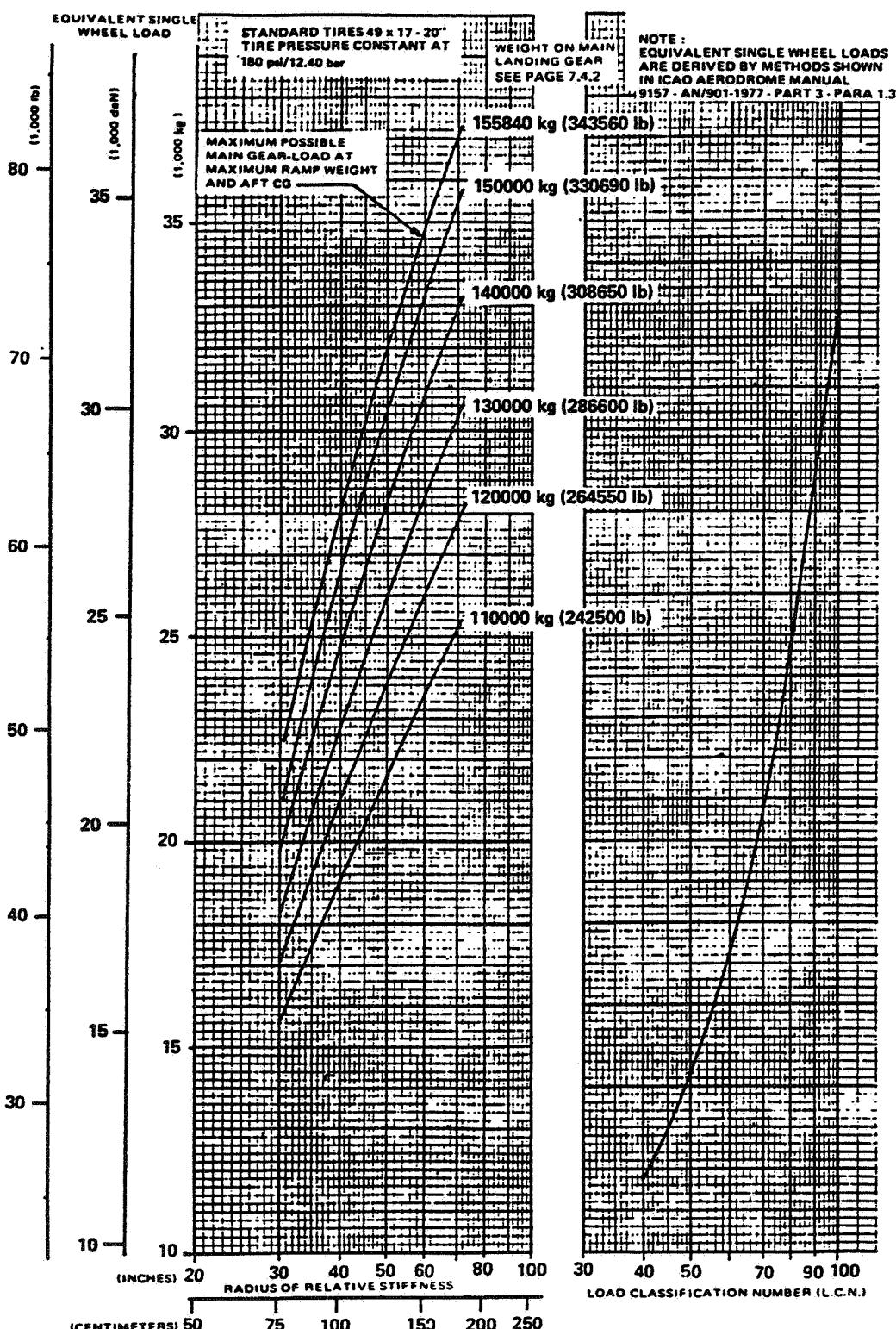
AIRPLANE CHARACTERISTICS



7.8.3.7 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - 157.5t OPTIONAL TIRES

A 300

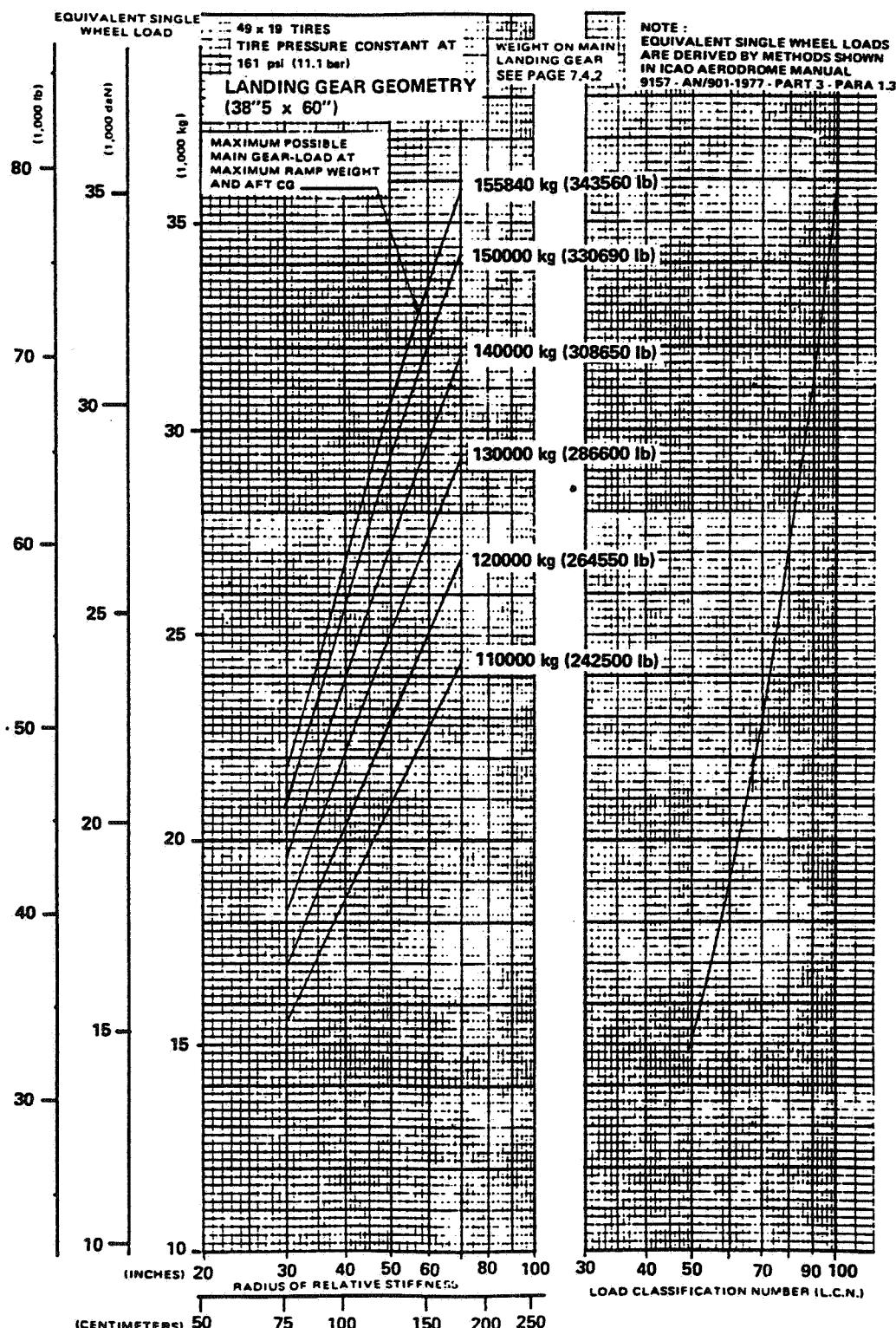
AIRPLANE CHARACTERISTICS



7.8.3.8 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4-C4 - 165t STANDARD TIRES

A 300

AIRPLANE CHARACTERISTICS



7.8.3.9 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
 MODEL B4-C4 - 165t OPTIONAL TIRES

AIRBUS INDUSTRIE

A 300
AIRPLANE CHARACTERISTICS

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7.9 ACN/PCN REPORTING SYSTEM - FLEXIBLE AND RIGID PAVEMENTS

To determine the ACN of an aircraft on a flexible or rigid pavements, both the aircraft TOW and the subgrade strength category of the pavement must be known.

Examples of calculations are given hereafter.

Note : An aircraft having an ACN equal or less than the PCN can operate without any limitations. However, if the aircraft tire pressure is higher than the maximum admissible tire pressure published for the pavement concerned, the aircraft operations will not be authorized.

EXAMPLE 1 : CALCULATION OF THE ACN OF AN AIRCRAFT AT MAX. RAMP WEIGHT

Aircraft Data : A300B2 at 137.9 t
 Standard tires 46 X 16 - 20 Type VII
 Pavement Data : Flexible CAT B (CBR 10)

Referring to the relevant ACN curve 7.9.1.1 given in chapter 7 page 95 will give ACN 43 for max ramp weight (column CBR 10, for 129540 kg, which corresponds to the maximum load on main L/G at max. aft C.G. position).

EXAMPLE 2 : CALCULATION OF THE ACN OF AN AIRCRAFT AT INTERMEDIATE WEIGHT

Data Aircraft : A300 (Design TOW 137 t)
 operating at an intermediate TOW of 125 t.
 - Standard tires 46 X 16 - 20 Type VII
 - Medium CG position 25 %
 Runway : Flexible, CAT A (CBR 15)

At first, the real load on the main L/G must be calculated. For this exercise, use the curve 7.4.1 given in Chapter 7 page 9.

Load on the main L/G at 25 % CG : 114 t. Then, enter this value in the relevant ACN curve 7.9.1.1 given in chapter 7 page 95. ACN found is 33.

EXAMPLE 3 : CALCULATION OF THE MAXIMUM PERMISSIBLE TOW FOR AN AIRCRAFT OPERATING ON A GIVEN RUNWAY

Aircraft Data : A300 (Design TOW 137 t)
 Standard tires 46 X 16 - 20 Type VII
 Medium CG position 25 %
 Pavement Data : PCN 45/R/C/...



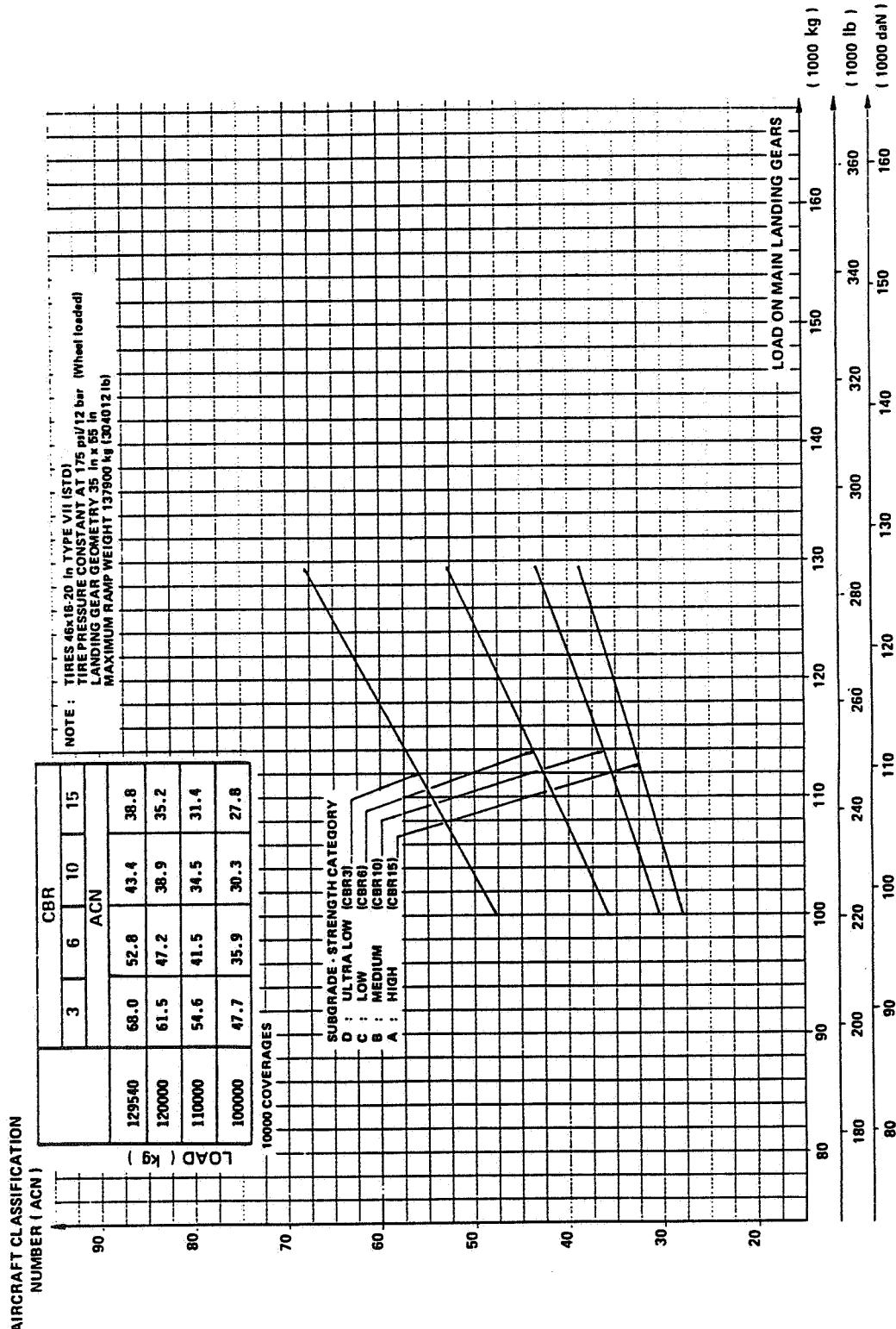
AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

The maximum load on main L/G admissible on that pavement must be determined by using the relevant ACN curve 7.9.4.1 in Chapter 7 page 111.

This load equals 120 t.

Then, using the graph 7.4.1 given in Chapter 7 page 9, the corresponding permissible TOW is determined. In the present case, it equals 133 t.

A 300
AIRPLANE CHARACTERISTICS



7.9.1.1 AIRCRAFT CLASSIFICATION NUMBER
FLEXIBLE PAVEMENT - STANDARD TIRES
MODEL B2-137t

AIRBUS INDUSTRIE
A 300
AIRPLANE CHARACTERISTICS

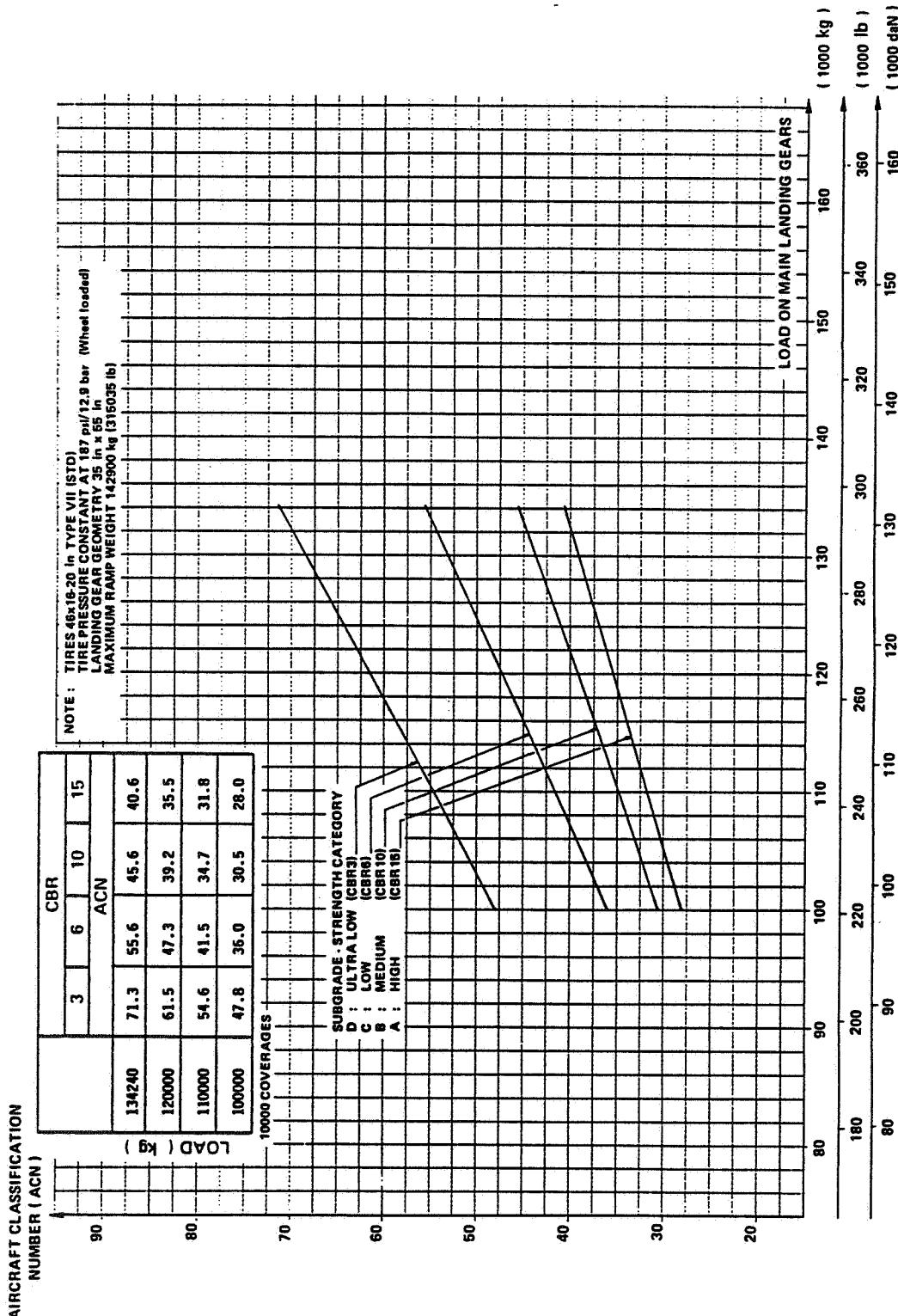
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A 300

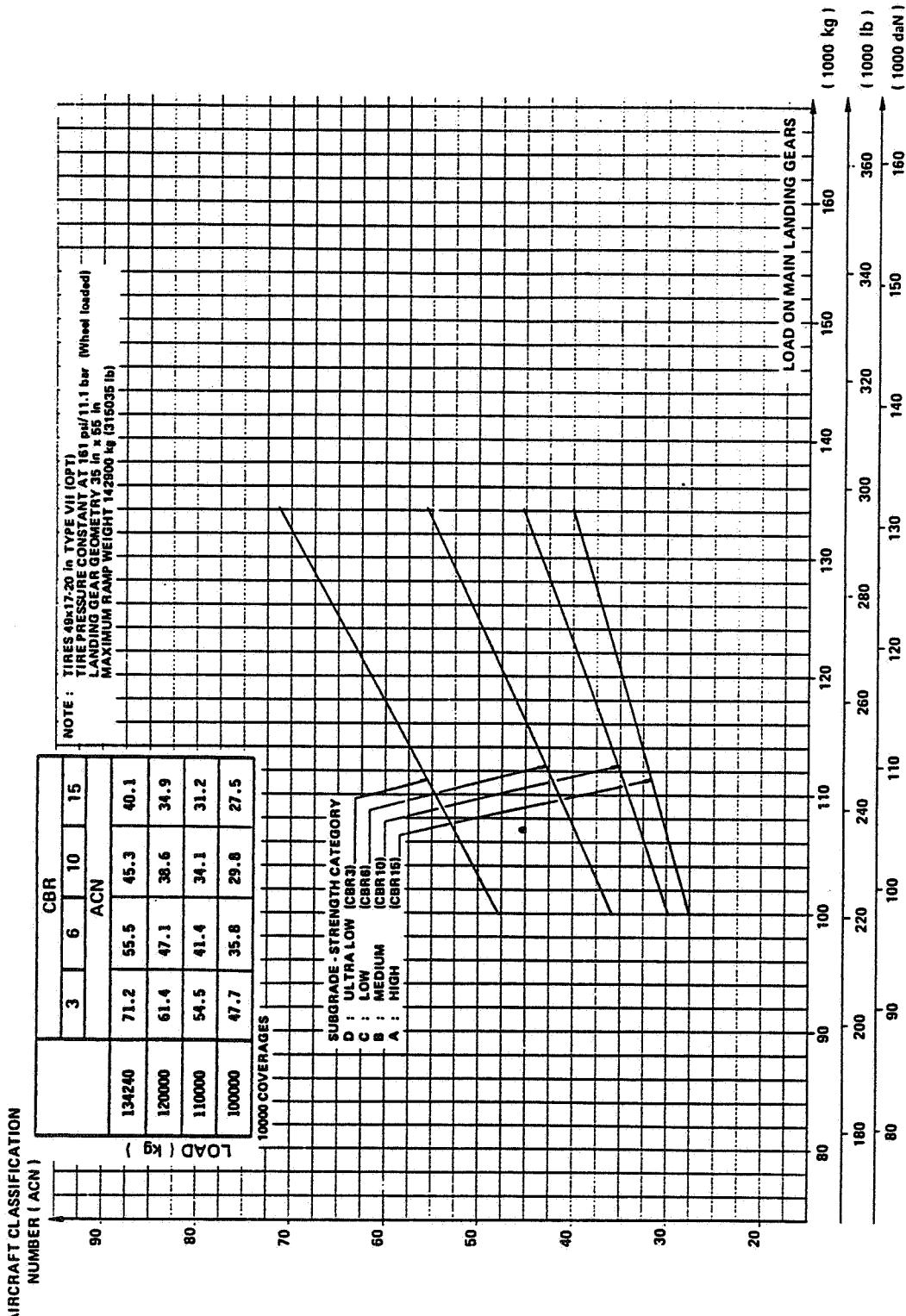
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7.9.1.3 AIRCRAFT CLASSIFICATION NUMBER FLEXIBLE PAVEMENT - STANDARD TIRES MODEL B2-142t

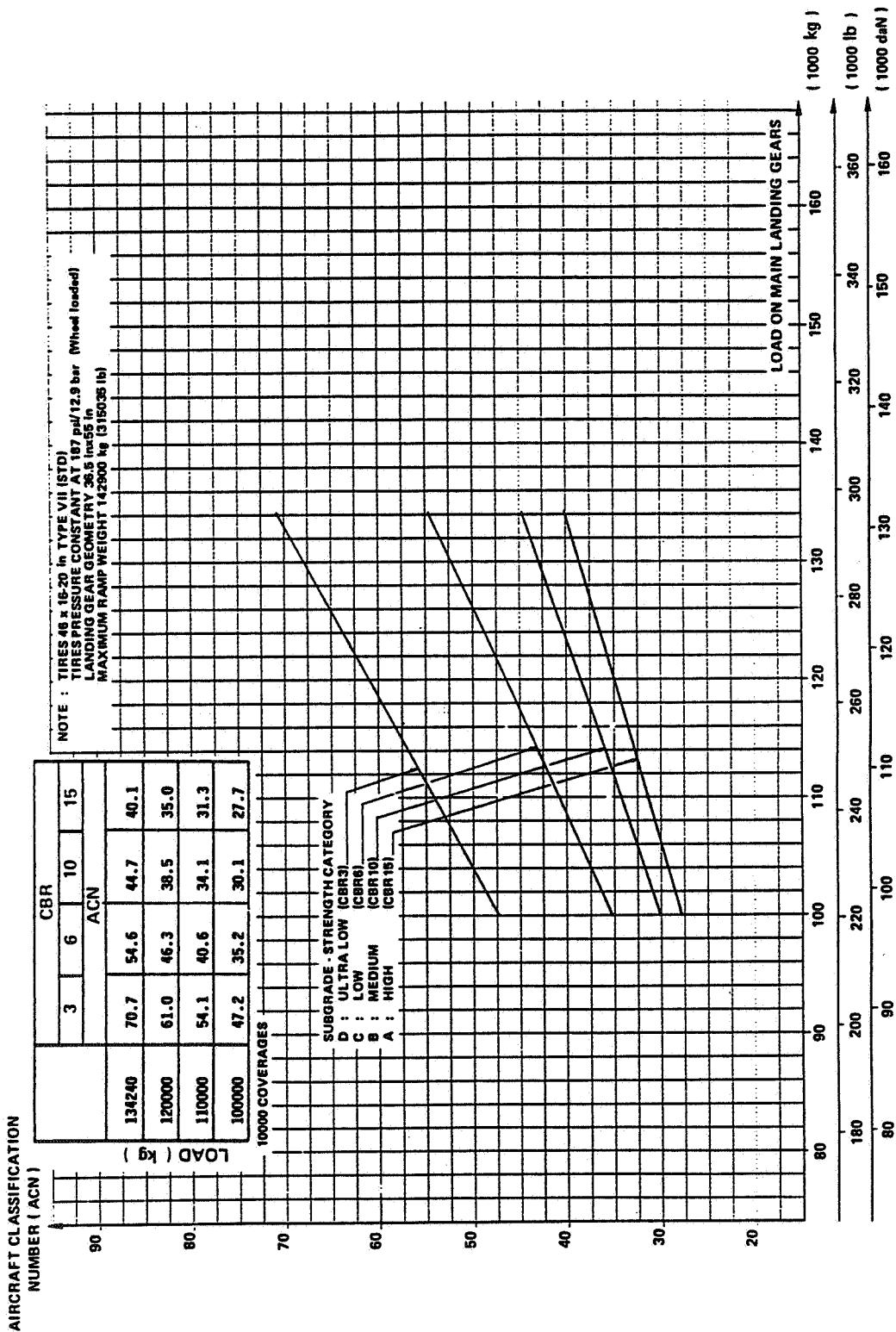
A 300
AIRPLANE CHARACTERISTICS



7.9.1.4 AIRCRAFT CLASSIFICATION NUMBER
FLEXIBLE PAVEMENT - OPTIONAL TIRES
MODEL B2-142t

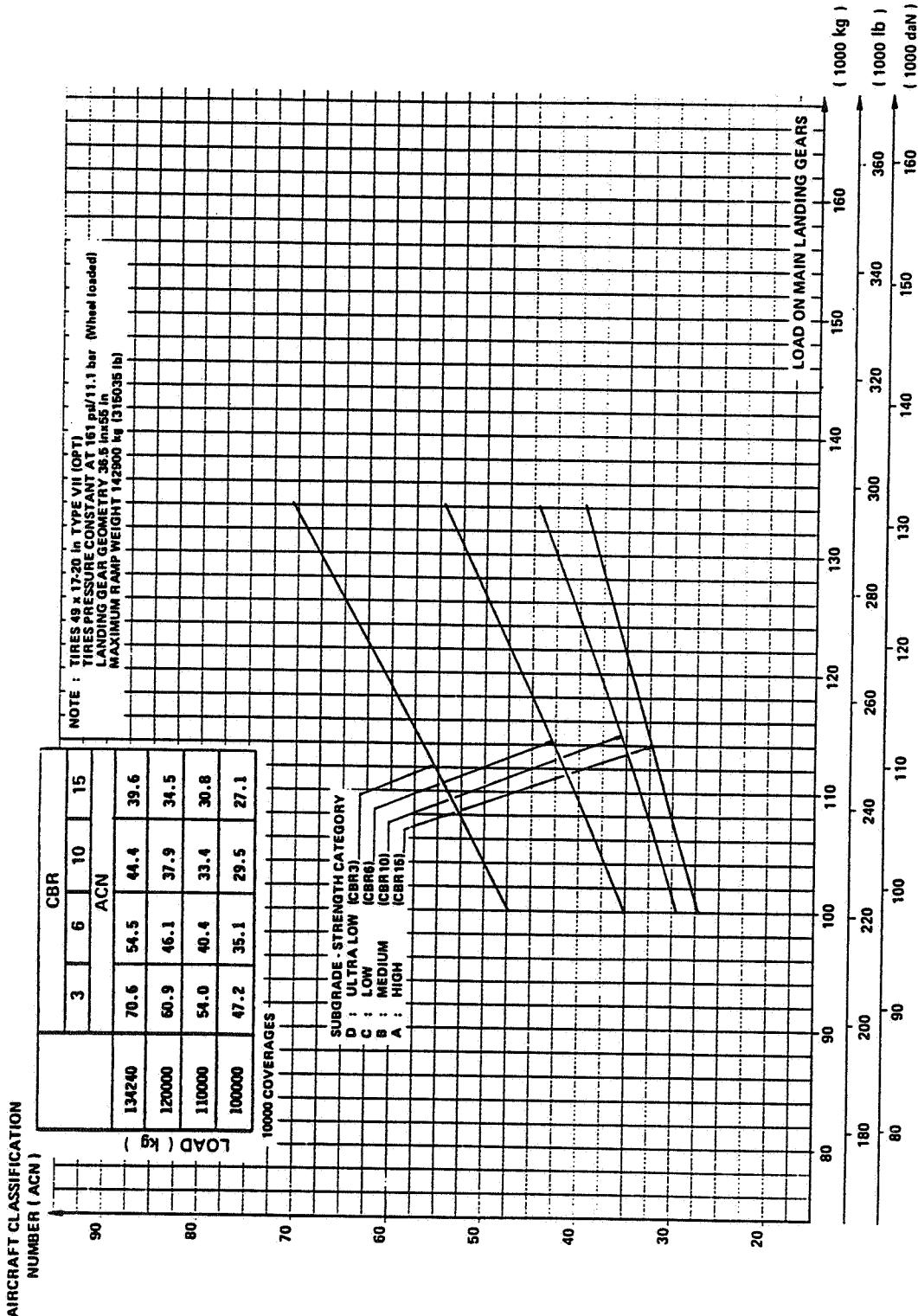
A 300
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7.9.2.1 AIRCRAFT CLASSIFICATION NUMBER
FLEXIBLE PAVEMENT - STANDARD TIRES
MODEL B2K-142t

A 300
AIRPLANE CHARACTERISTICS



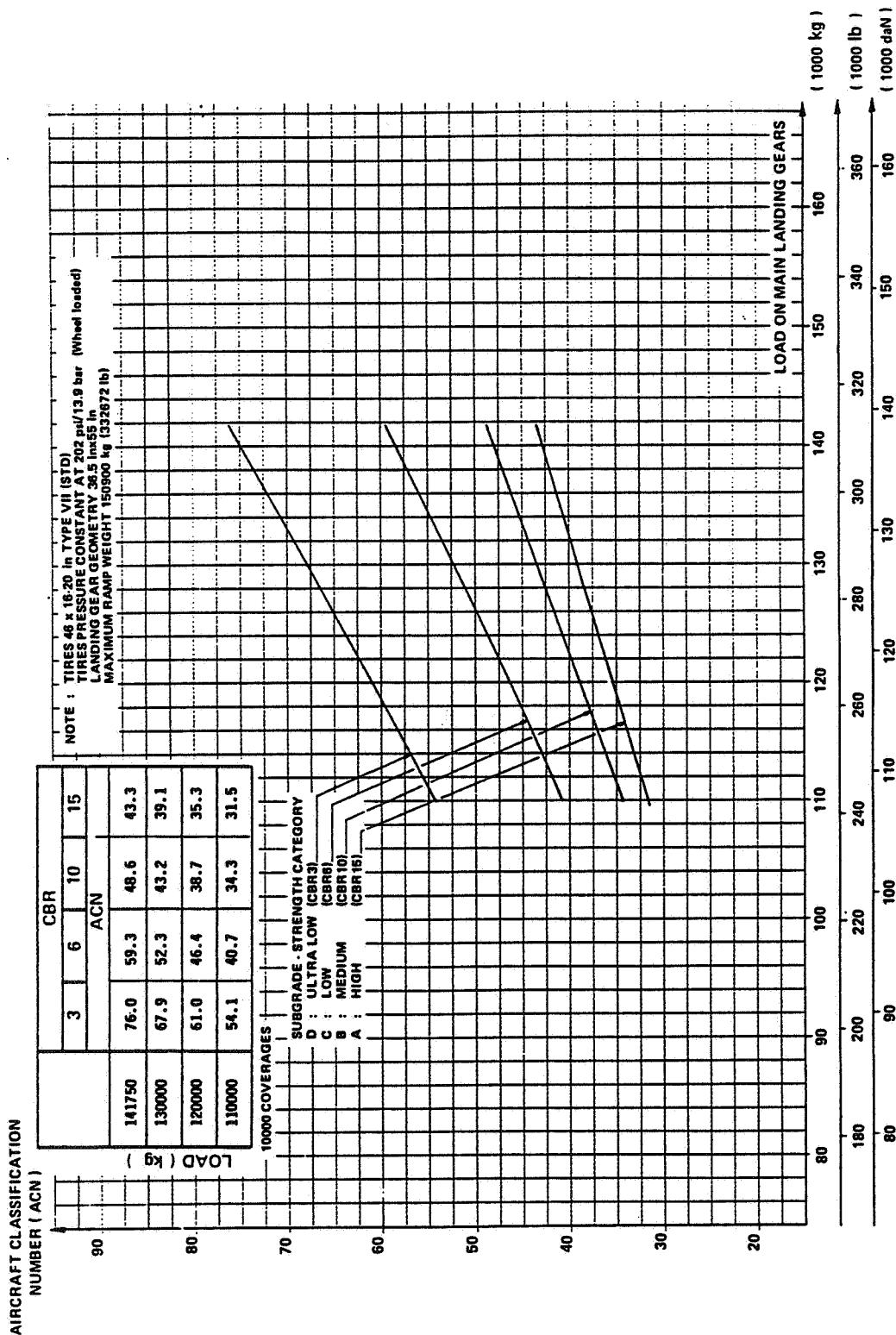
AIRCRAFT CLASSIFICATION
NUMBER (ACN)

7.9.2.2 AIRCRAFT CLASSIFICATION NUMBER
FLEXIBLE PAVEMENT - OPTIONAL TIRES
MODEL B2K-142t

A 300

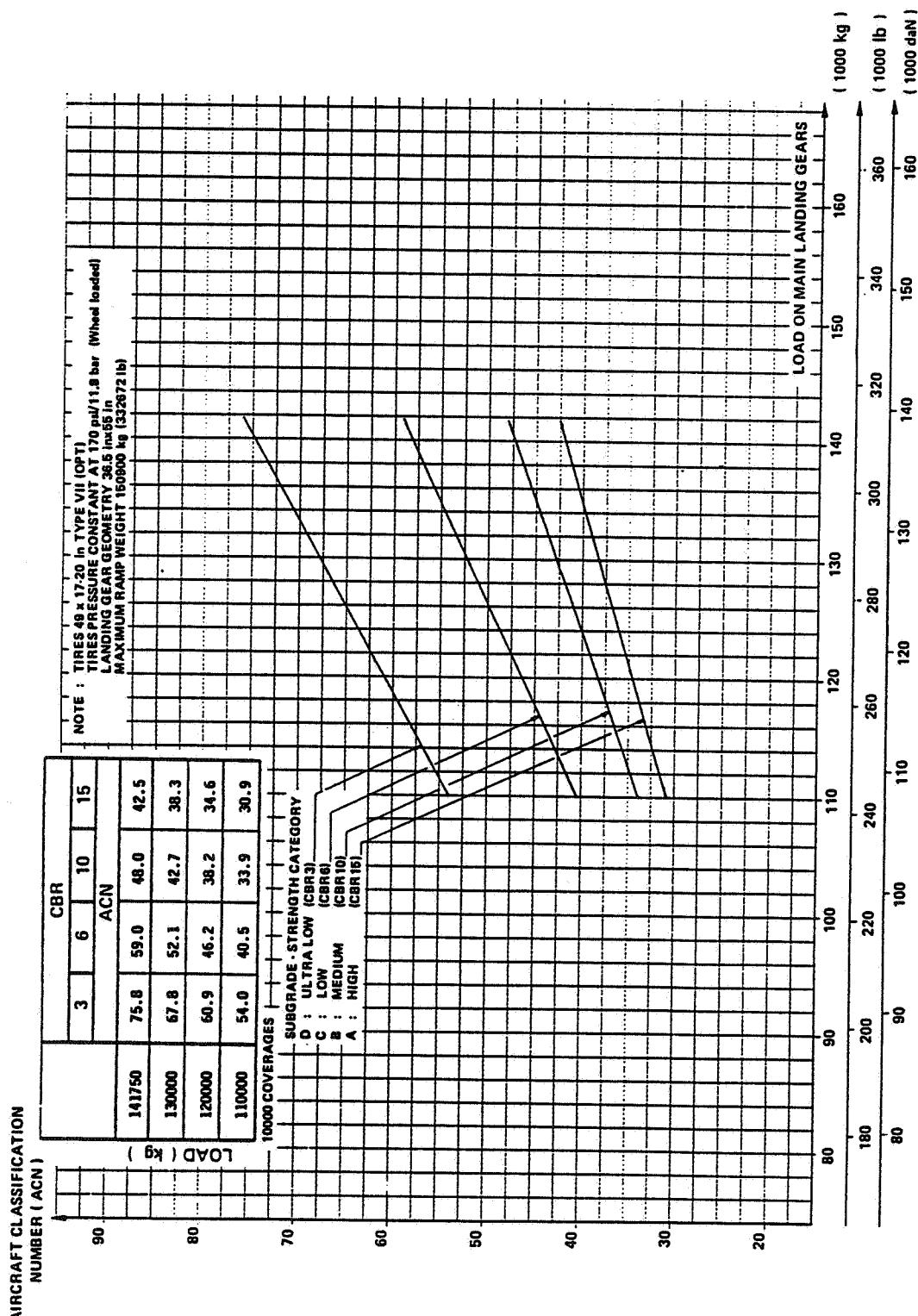
AIRPLANE CHARACTERISTICS

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7.9.3.1 AIRCRAFT CLASSIFICATION NUMBER FLEXIBLE PAVEMENT - STANDARD TIRES MODEL B4-150t

A 300
AIRPLANE CHARACTERISTICS



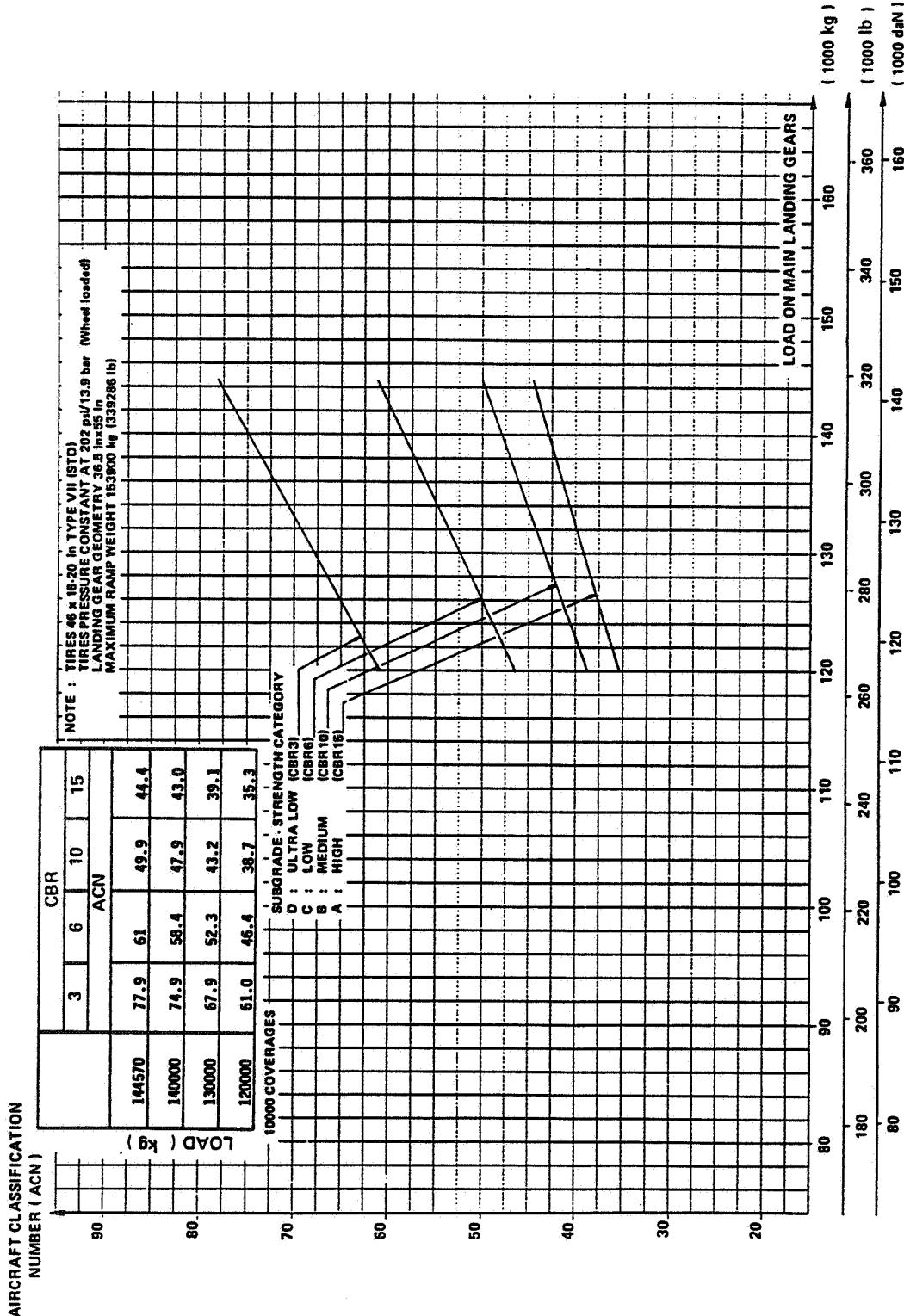
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7.9.3.2 AIRCRAFT CLASSIFICATION NUMBER
FLEXIBLE PAVEMENT - OPTIONAL TIRES
MODEL B4-150t

A 300

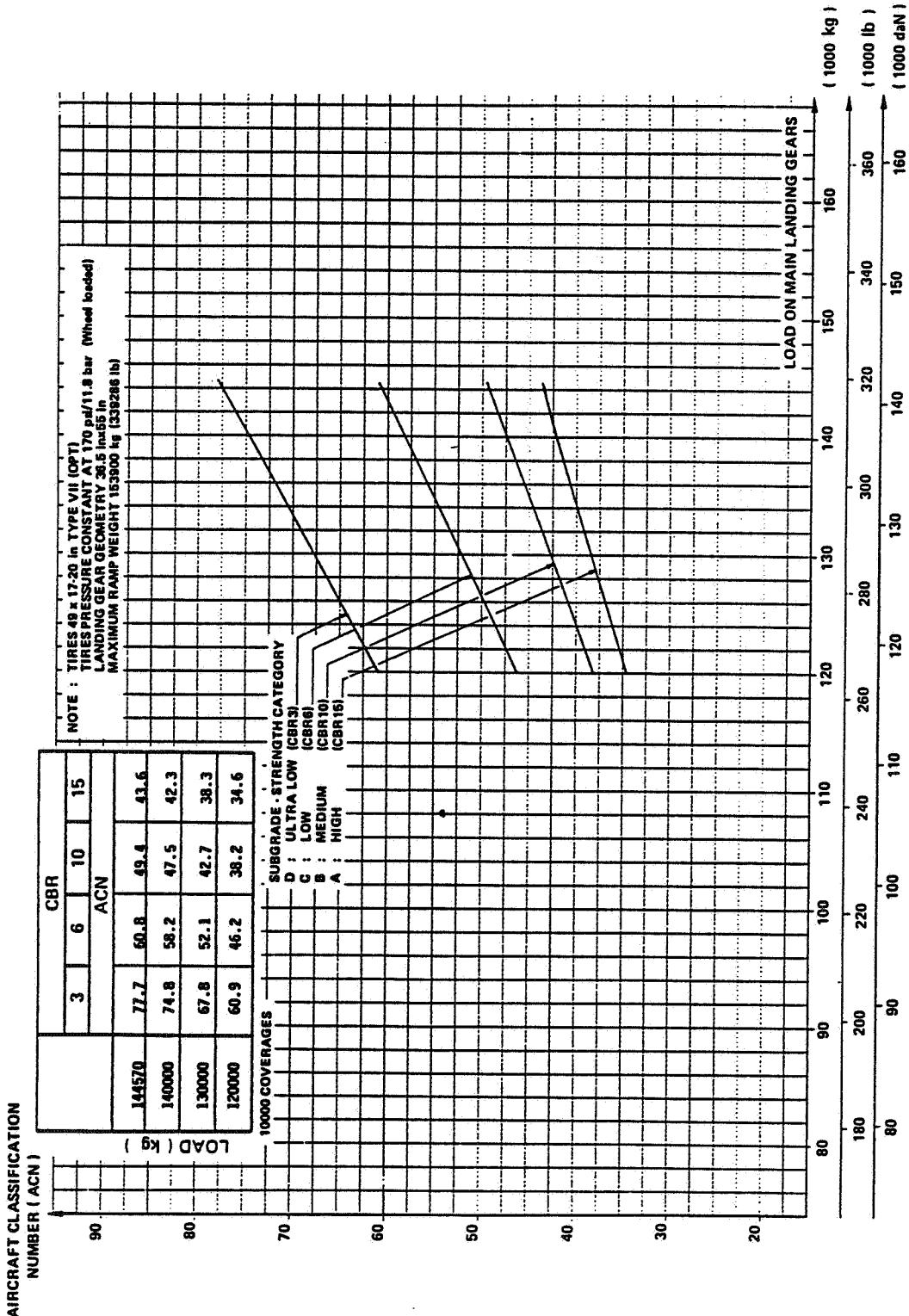
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7.9.3.3 AIRCRAFT CLASSIFICATION NUMBER
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MODEL B4-153t

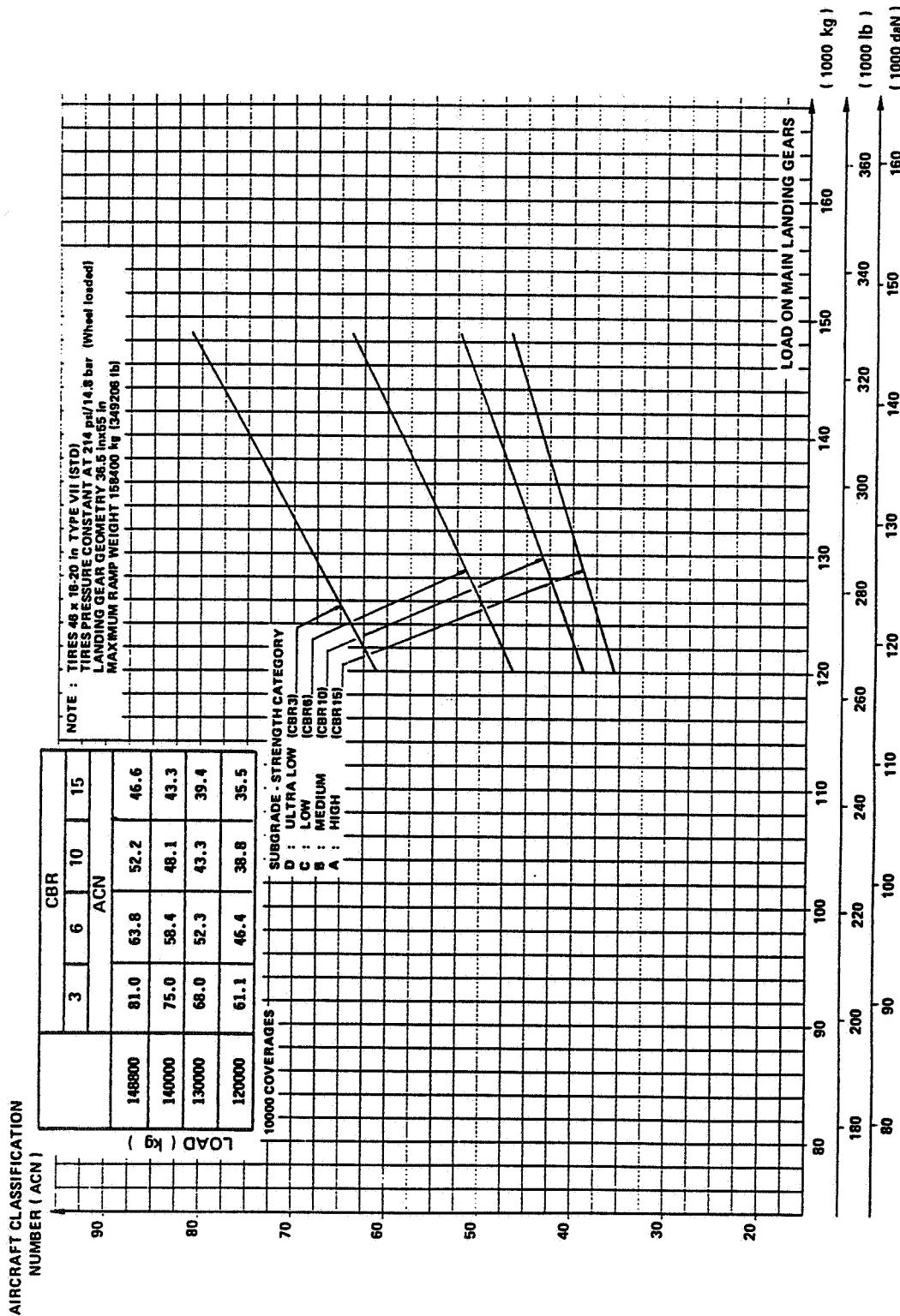
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AIRPLANE CHARACTERISTICS



7.9.3.4 AIRCRAFT CLASSIFICATION NUMBER
FLEXIBLE PAVEMENT - OPTIONAL TIRES
MODEL B4-153t

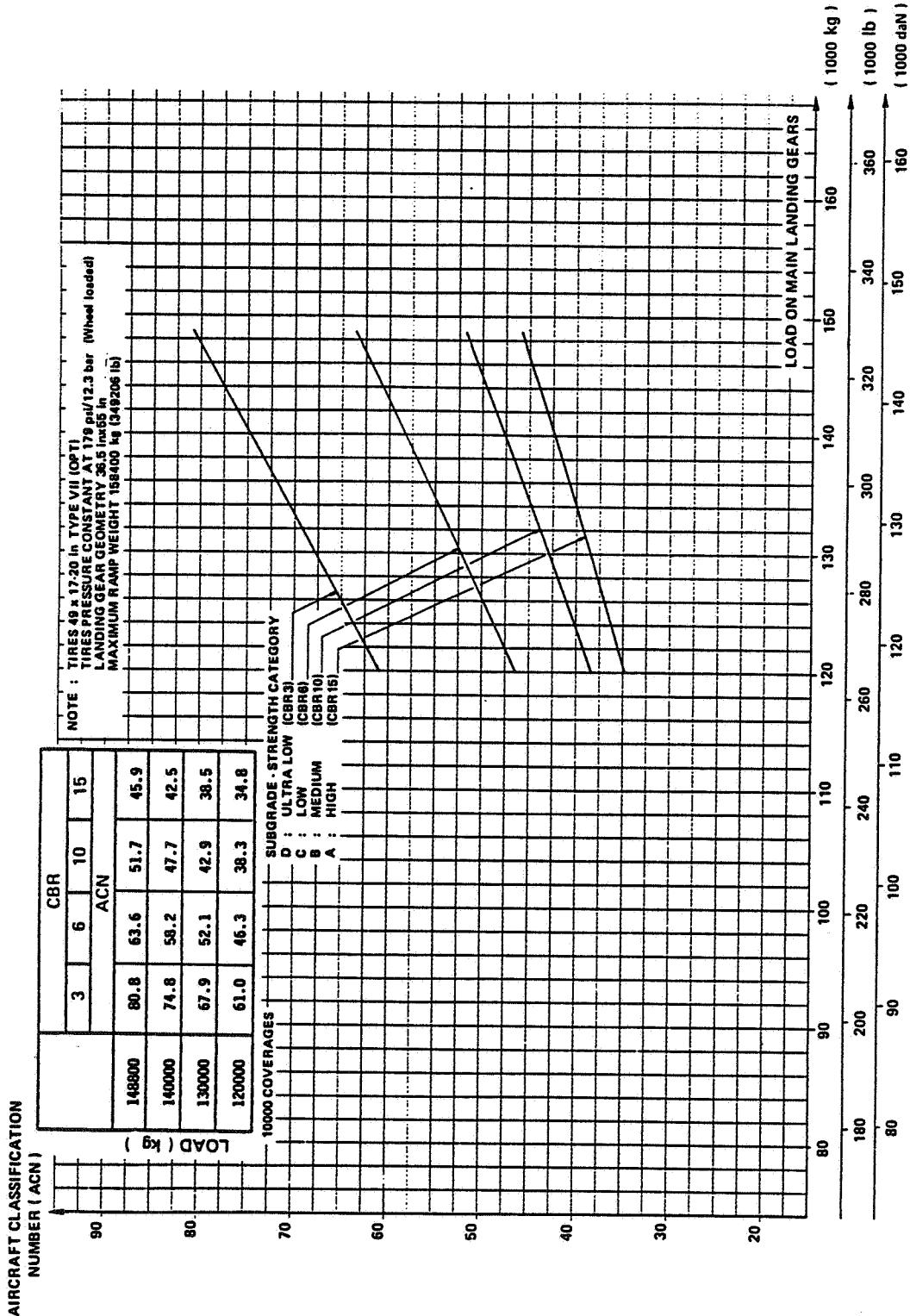
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**7.9.3.5 AIRCRAFT CLASSIFICATION NUMBER
FLEXIBLE PAVEMENT - STANDARD TIRES
MODEL B4-157.5t**

A 300
AIRPLANE CHARACTERISTICS

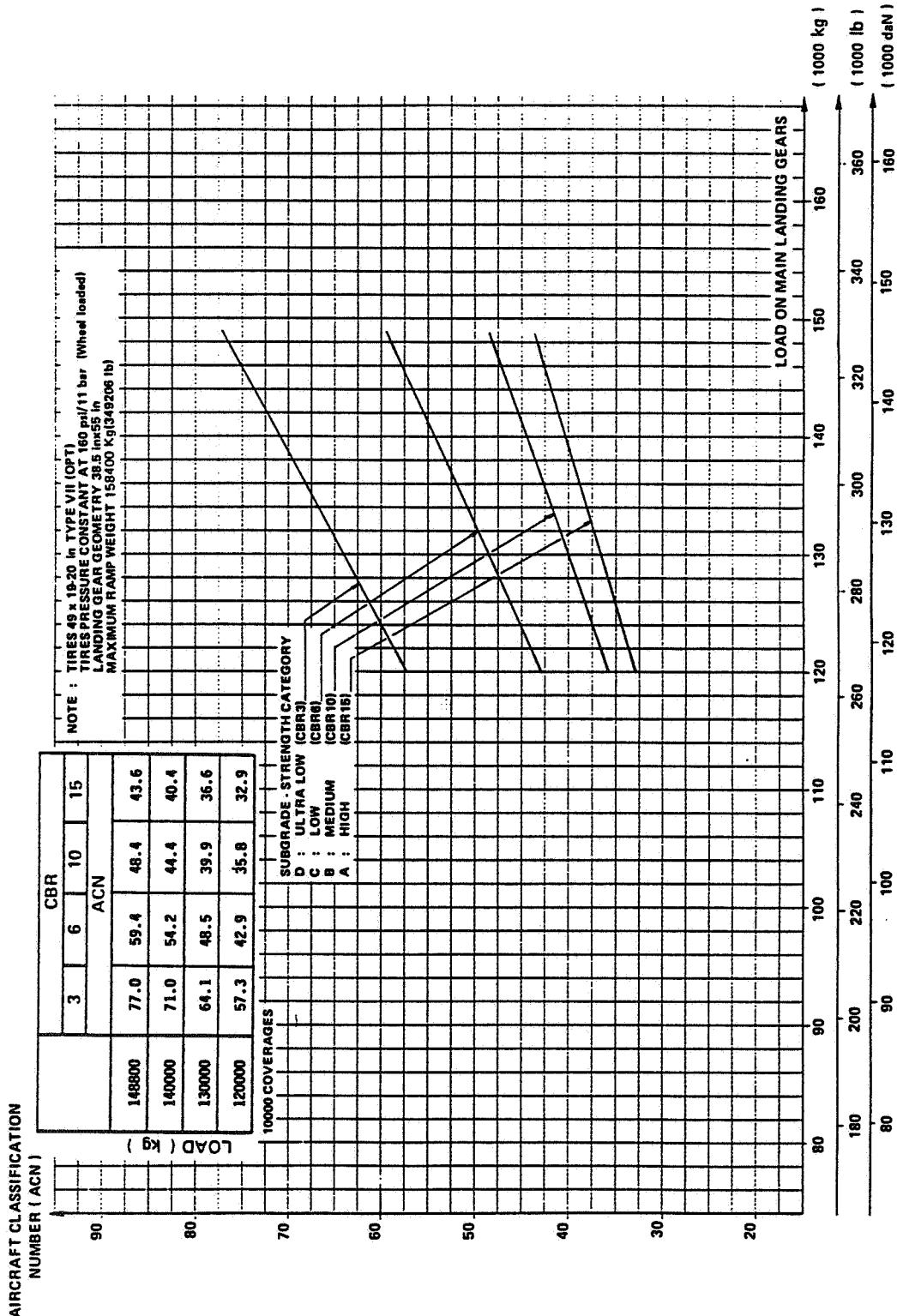


**7.9.3.6 AIRCRAFT CLASSIFICATION NUMBER
FLEXIBLE PAVEMENT - OPTIONAL TIRES
MODEL B4-157.5t**

A 300

AIRPLANE CHARACTERISTICS

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7.9.3.7 AIRCRAFT CLASSIFICATION NUMBER FLEXIBLE PAVEMENT - OPTIONAL TIRES MODEL B4-157.5t

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A 300
AIRPLANE CHARACTERISTICS

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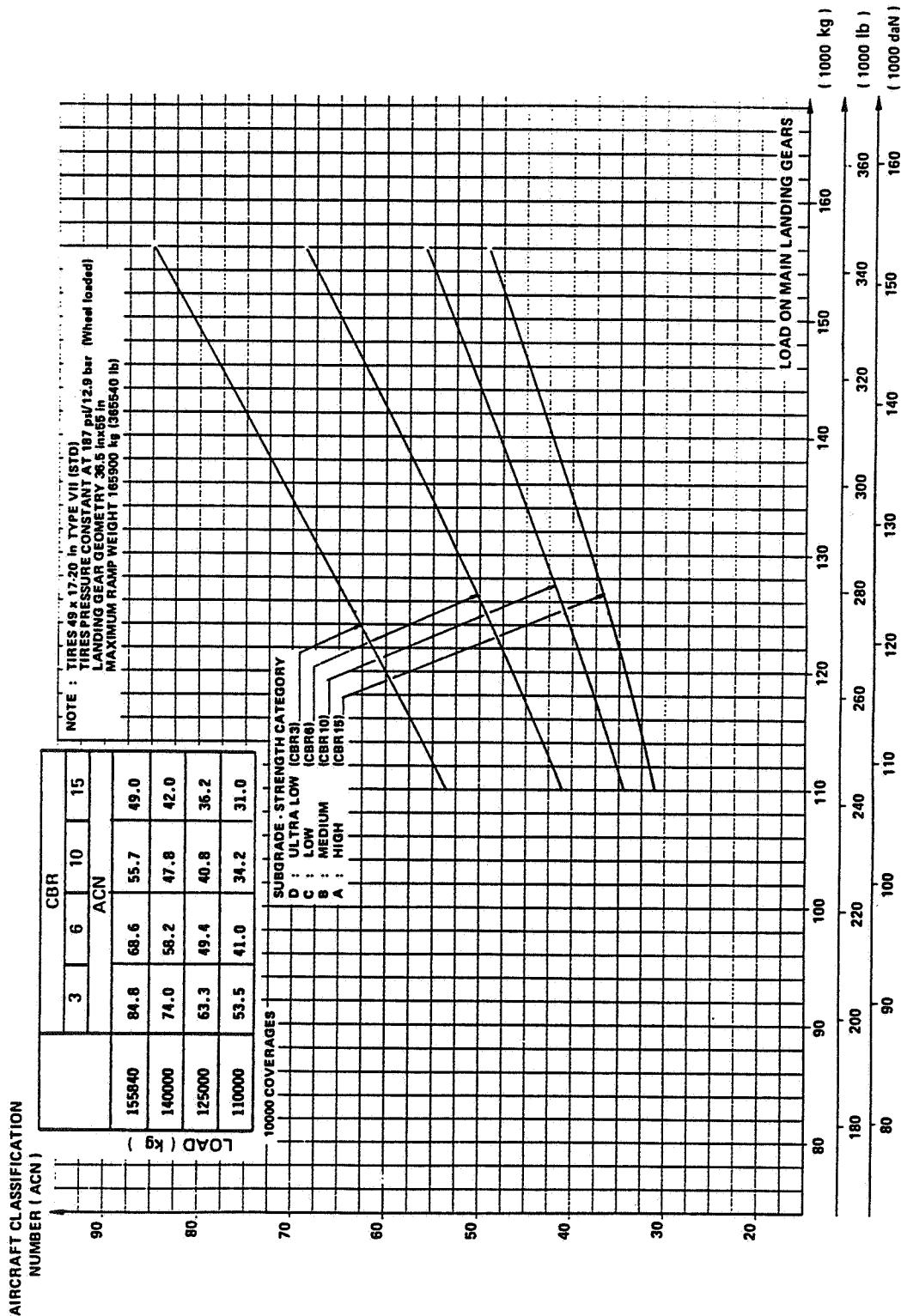
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AIRBUS INDUSTRIE

A300

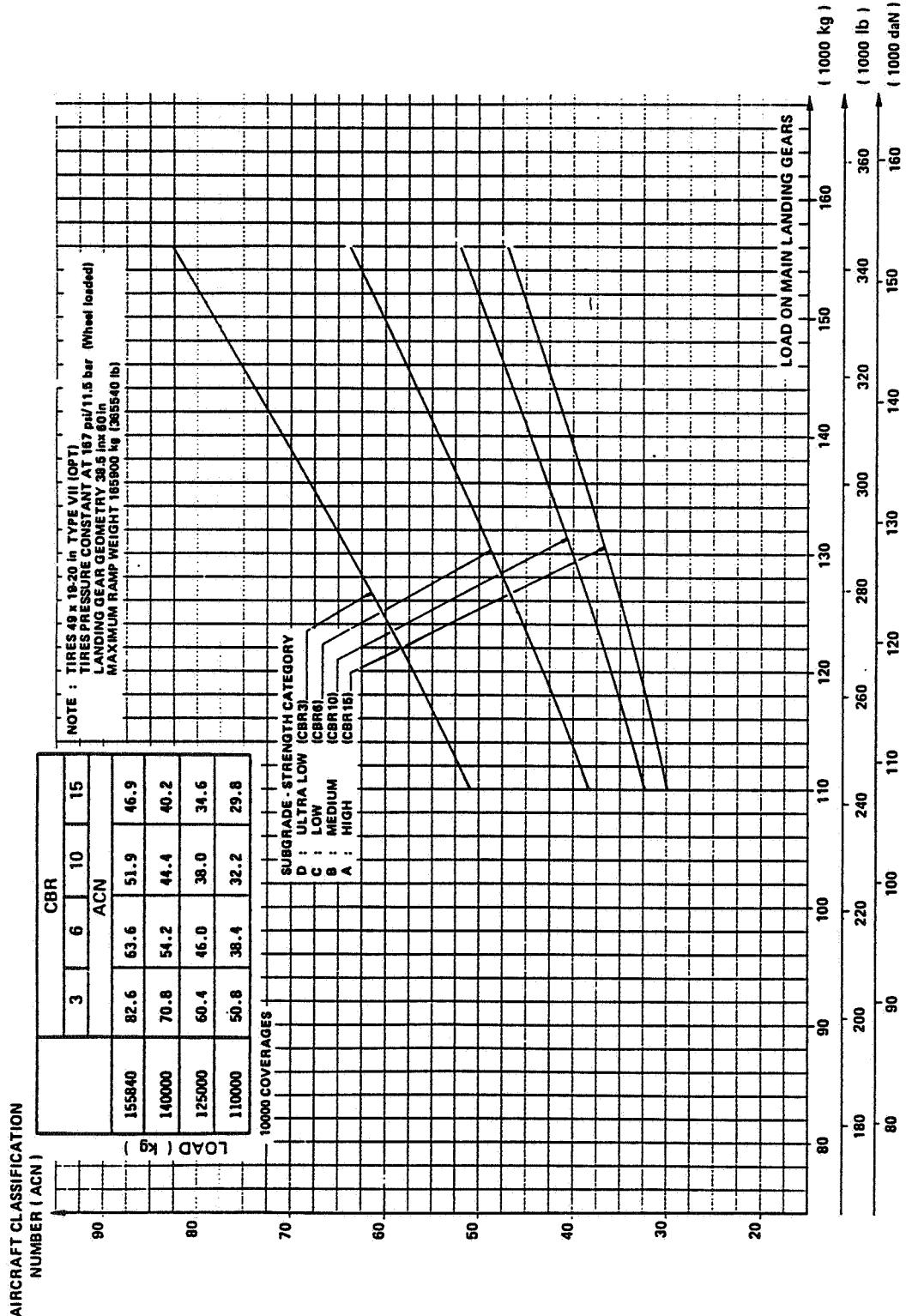
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**7.9.3.9 AIRCRAFT CLASSIFICATION NUMBER
FLEXIBLE PAVEMENT - STANDARD TIRES
MODEL B4 - C4 - 165t**

A 300
AIRPLANE CHARACTERISTICS

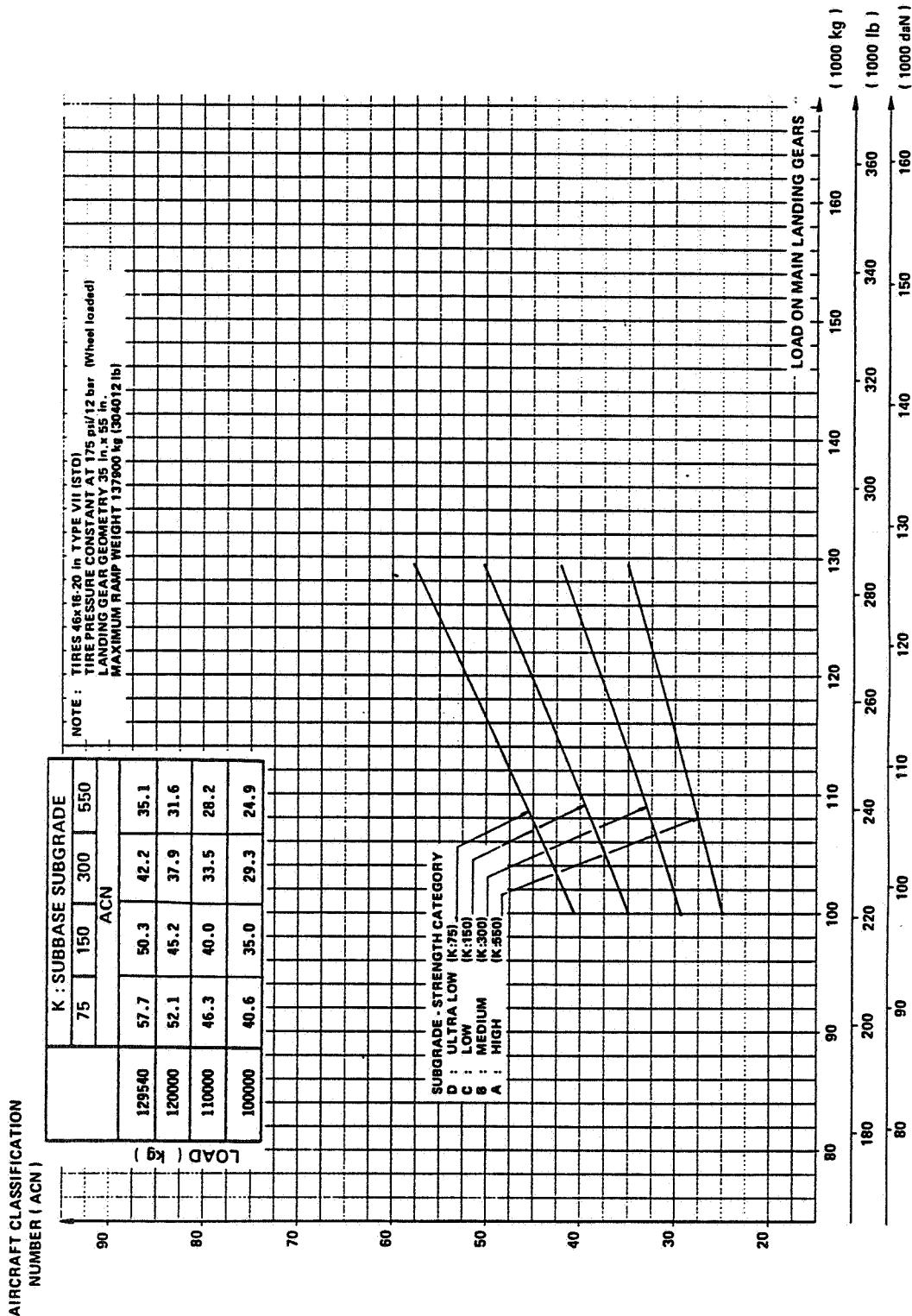


7.9.3.10 AIRCRAFT CLASSIFICATION NUMBER
FLEXIBLE PAVEMENT - OPTIONAL TIRES
MODEL B4 - C4 - 165t

A 300

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7.9.4.1 AIRCRAFT CLASSIFICATION NUMBER RIGID PAVEMENT - STANDARD TIRES MODEL B2-137t

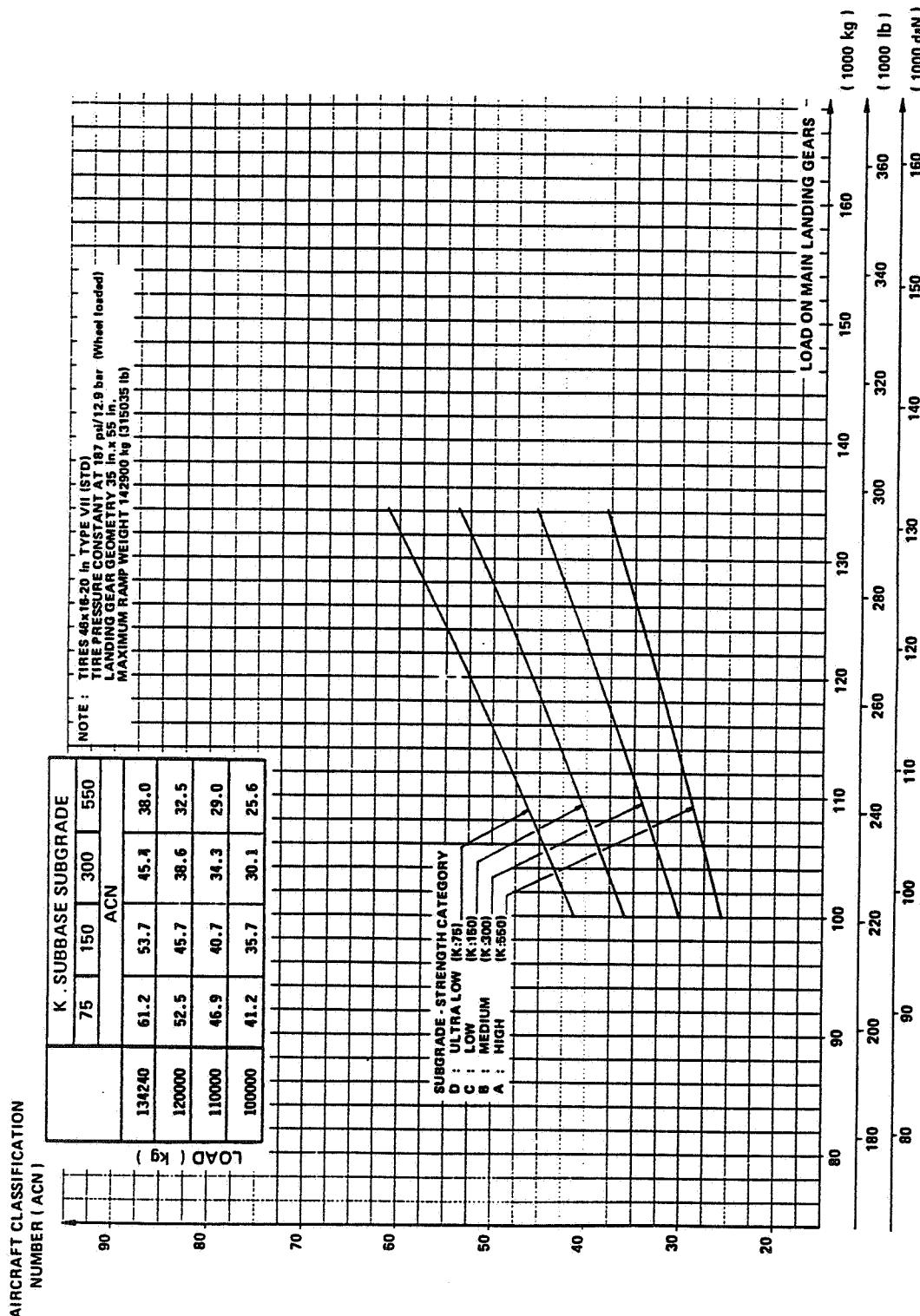
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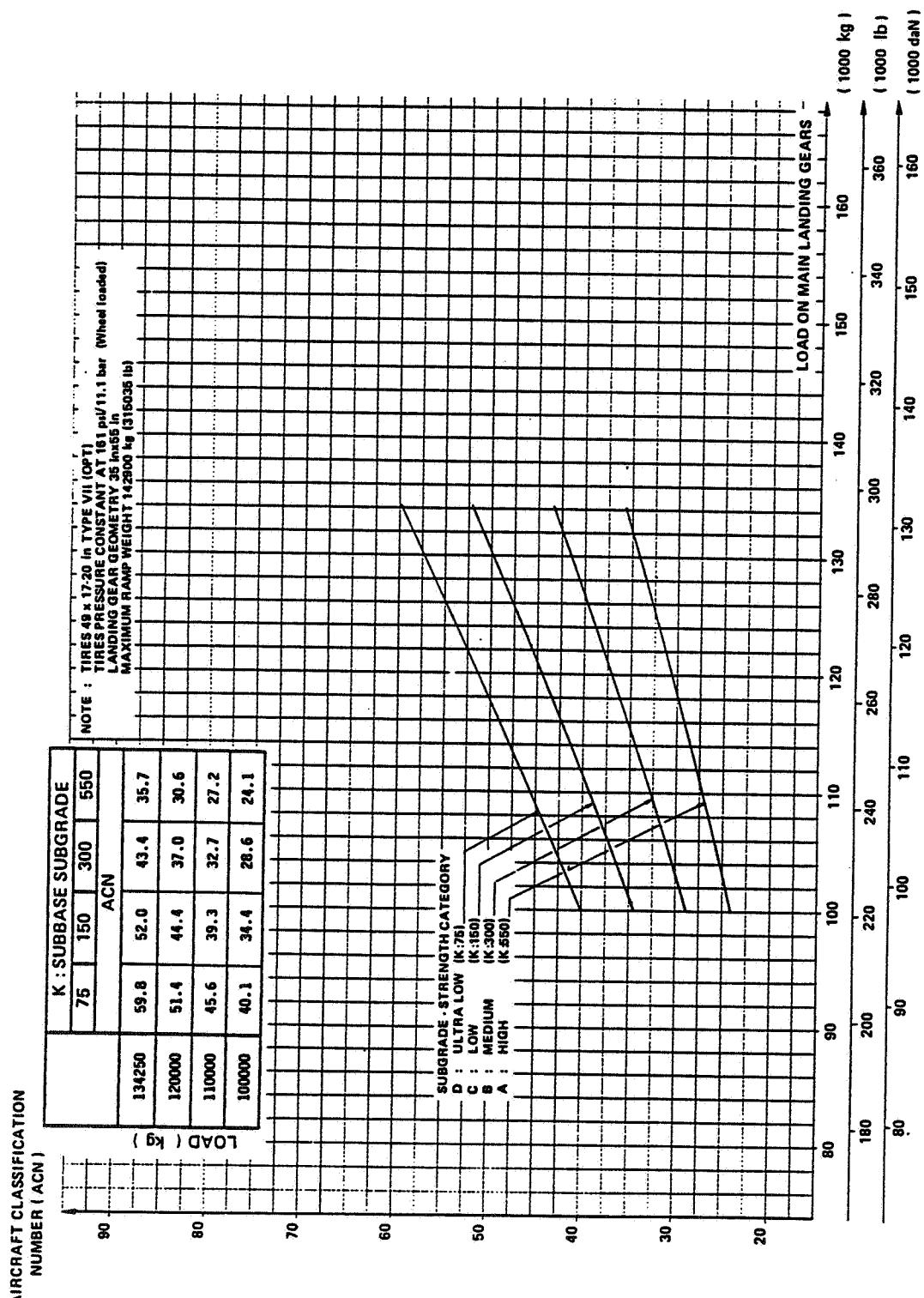
A 300
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**7.9.4.3 AIRCRAFT CLASSIFICATION NUMBER
RIGID PAVEMENT - STANDARD TIRES
MODEL B2-142t**

A 300
AIRPLANE CHARACTERISTICS



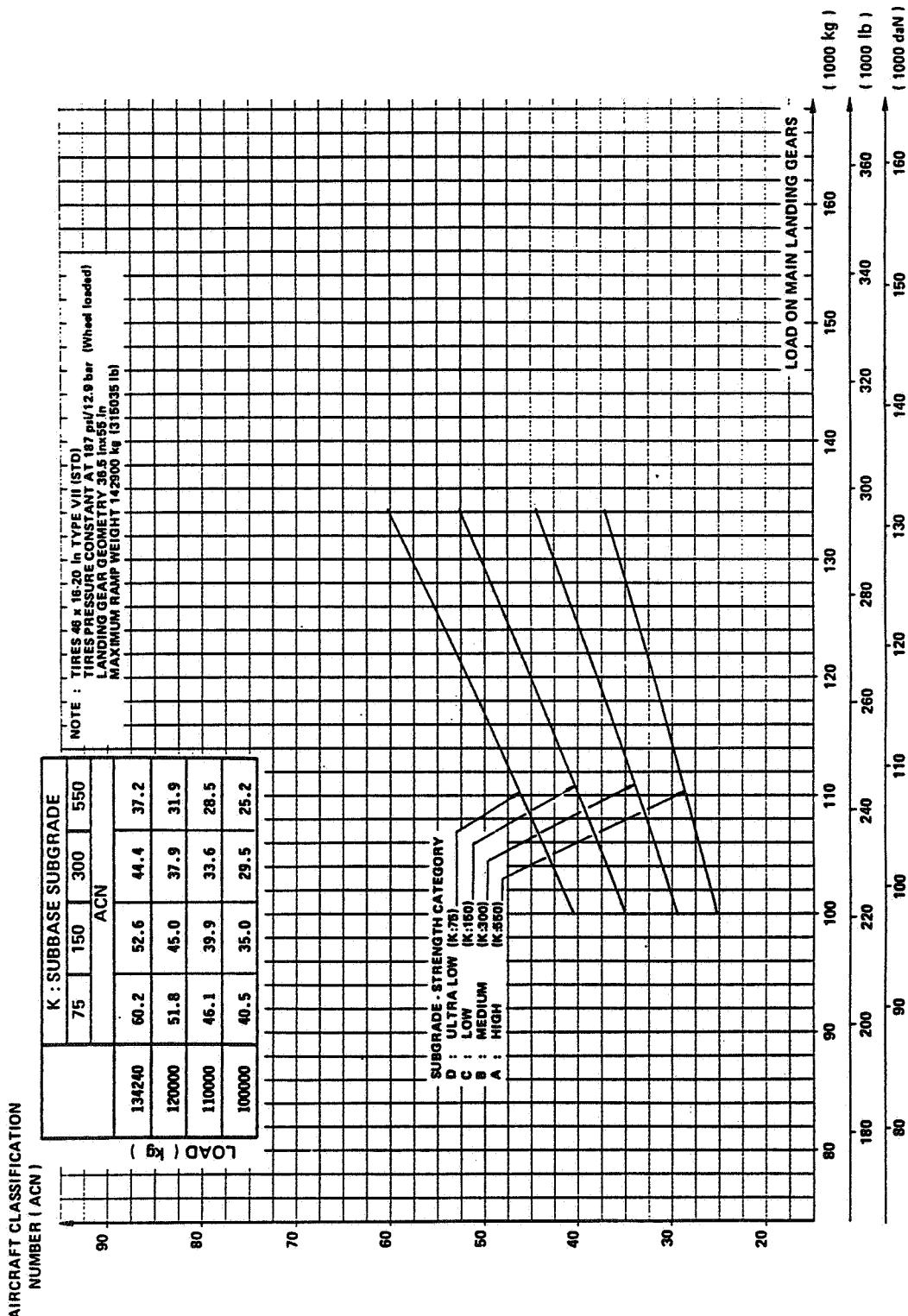
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RIGID PAVEMENT - OPTIONAL TIRES
MODEL B2-142t**

AIRBUS INDUSTRIE

A 300

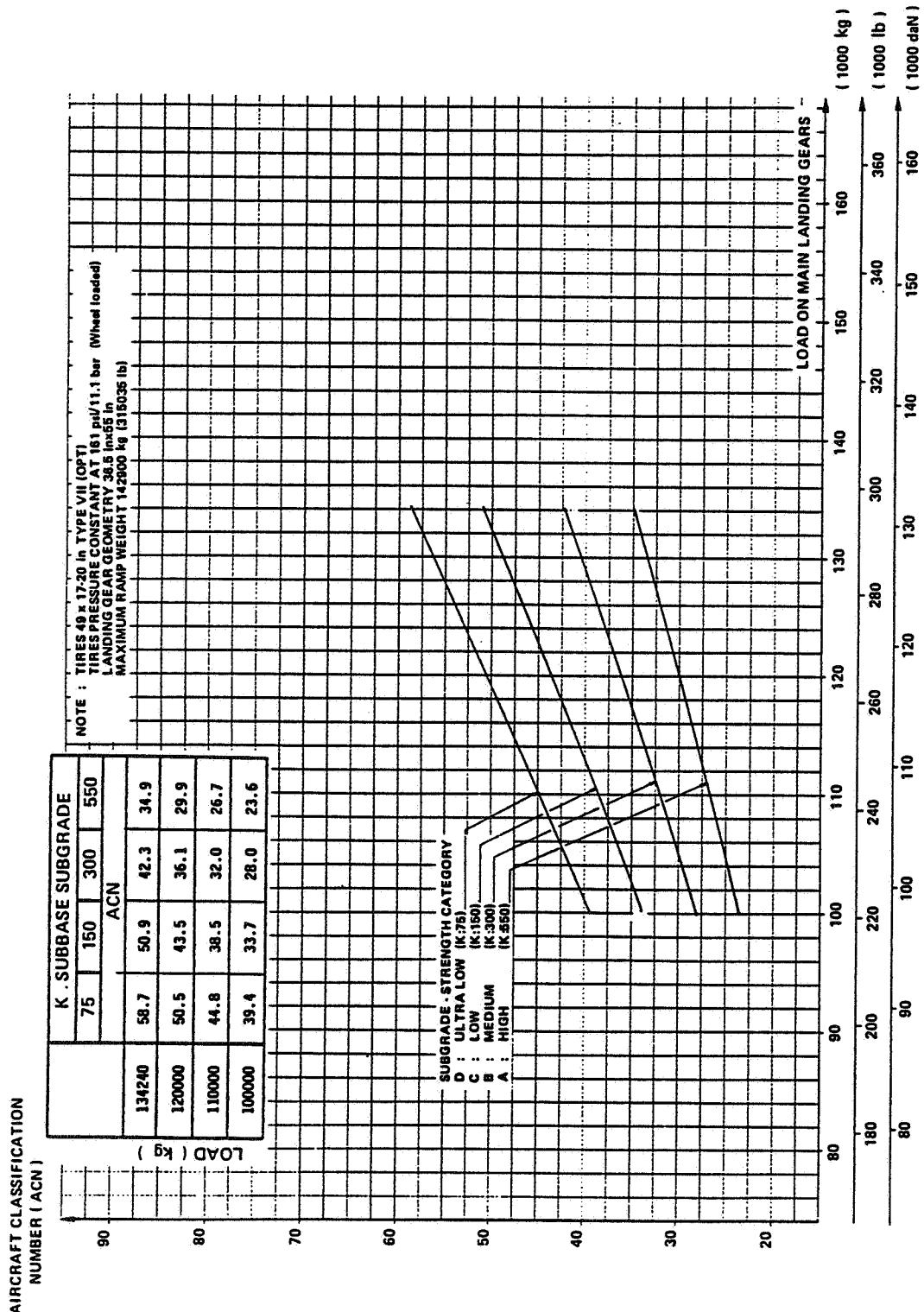
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7.9.5.1 AIRCRAFT CLASSIFICATION NUMBER RIGID PAVEMENT - STANDARD TIRES MODEL B2K-142t

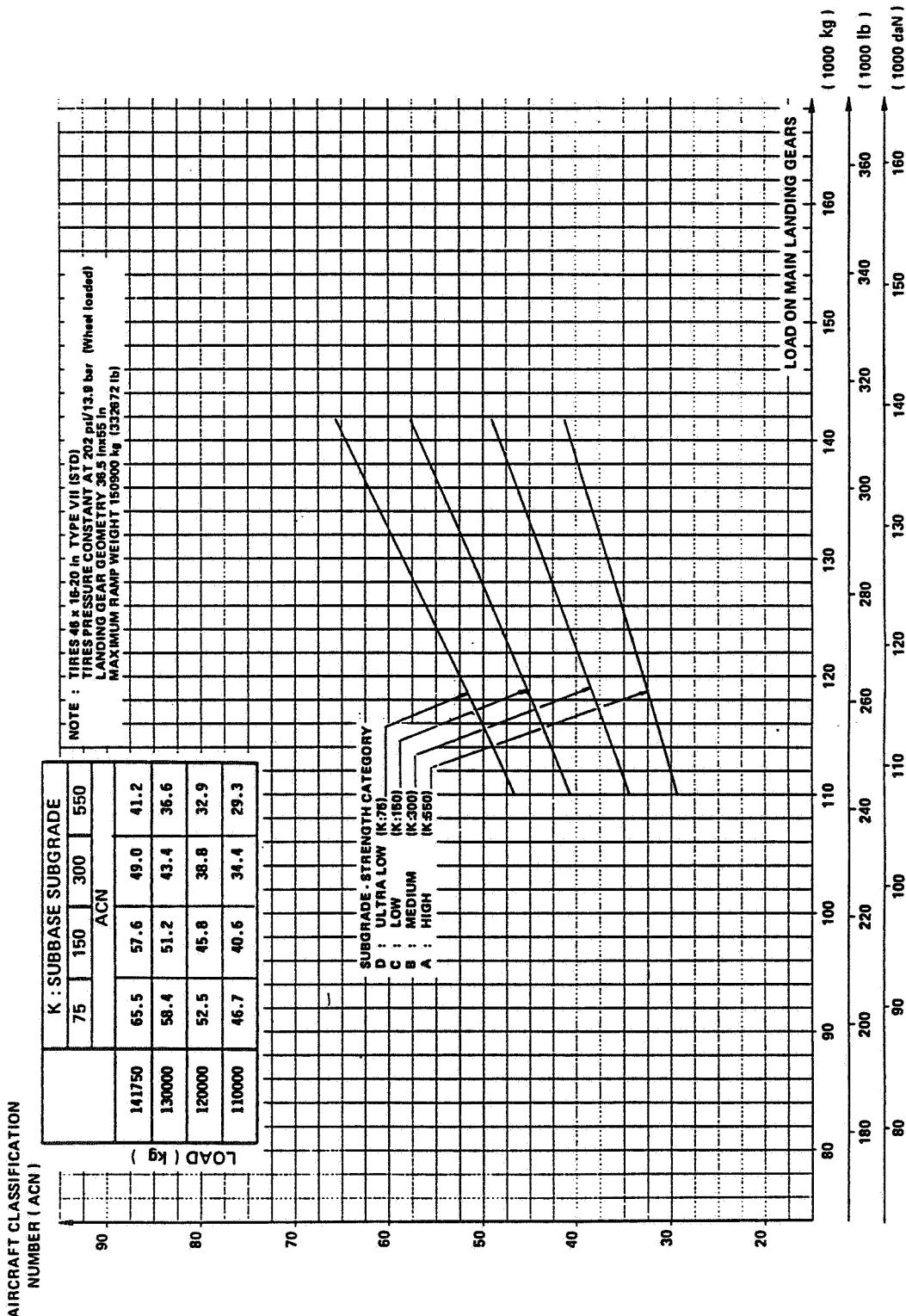
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**7.9.5.2 AIRCRAFT CLASSIFICATION NUMBER
RIGID PAVEMENT - OPTIONAL TIRES
MODEL B2K - 142t**

A 300

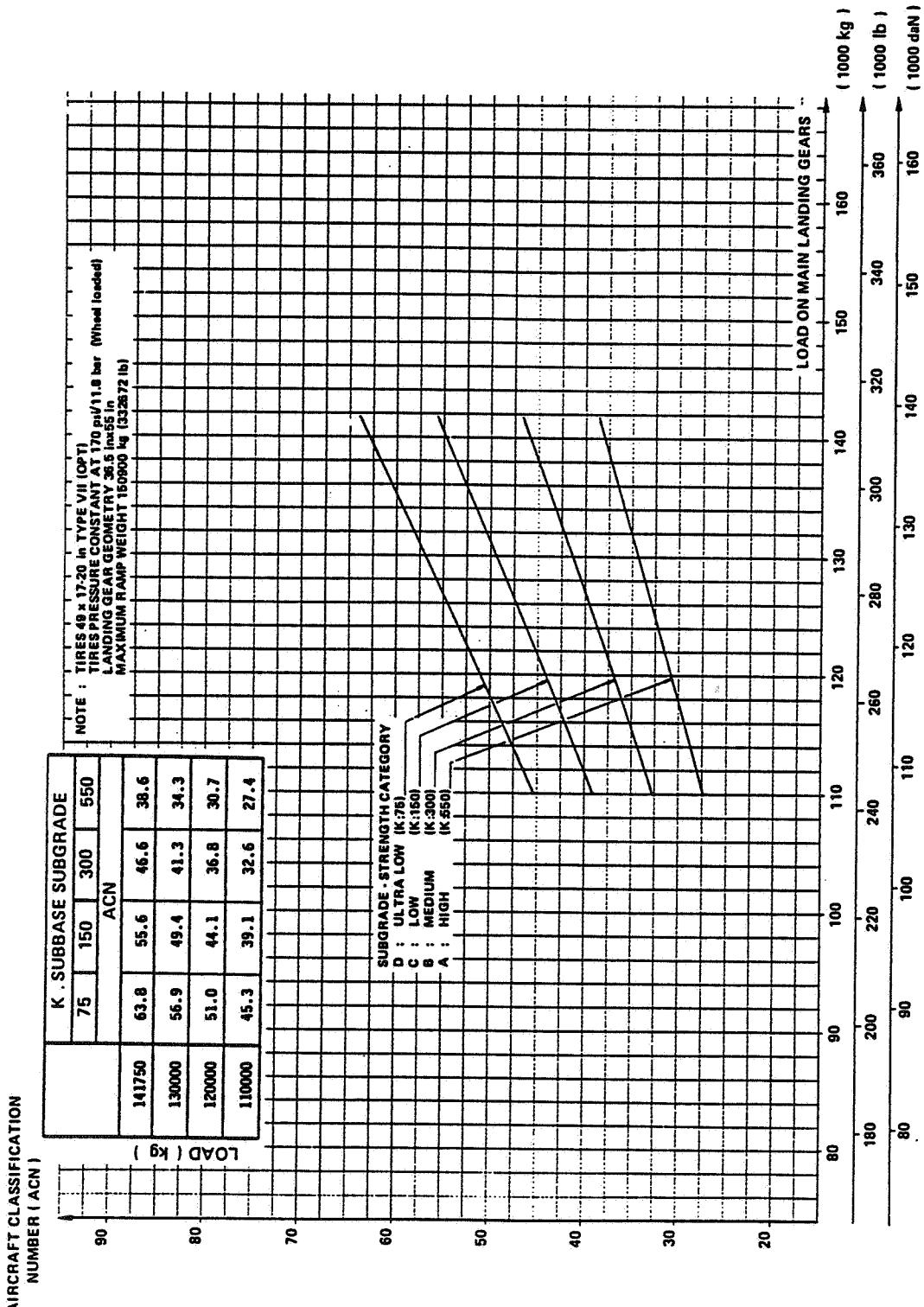
AIRPLANE CHARACTERISTICS



7.9.6.1 AIRCRAFT CLASSIFICATION NUMBER
RIGID PAVEMENT - STANDARD TIRES
MODEL B4-150t

AIRBUS INDUSTRIE

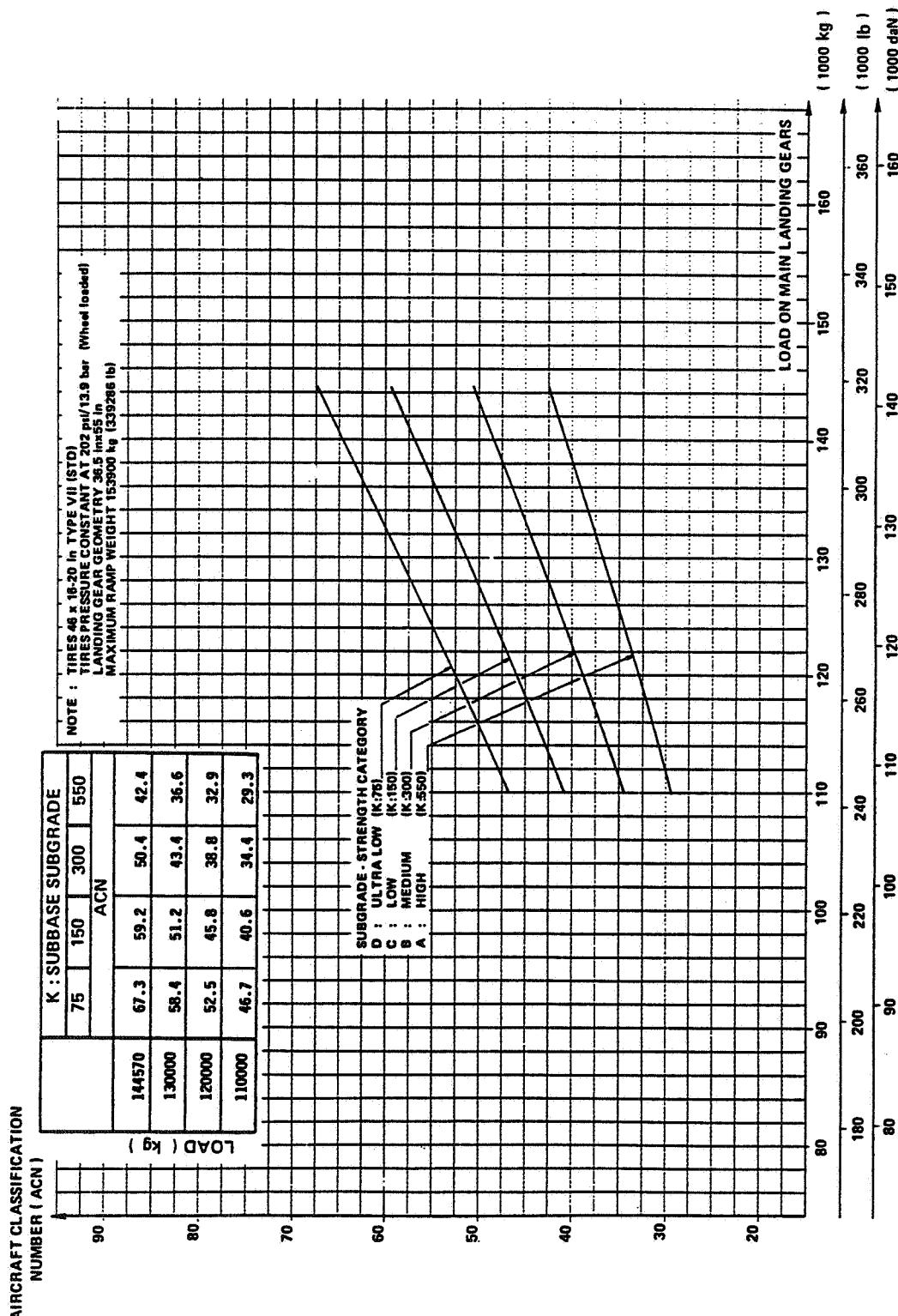
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7.9.6.2 AIRCRAFT CLASSIFICATION NUMBER
RIGID PAVEMENT - OPTIONAL TIRES
MODEL B4-150t

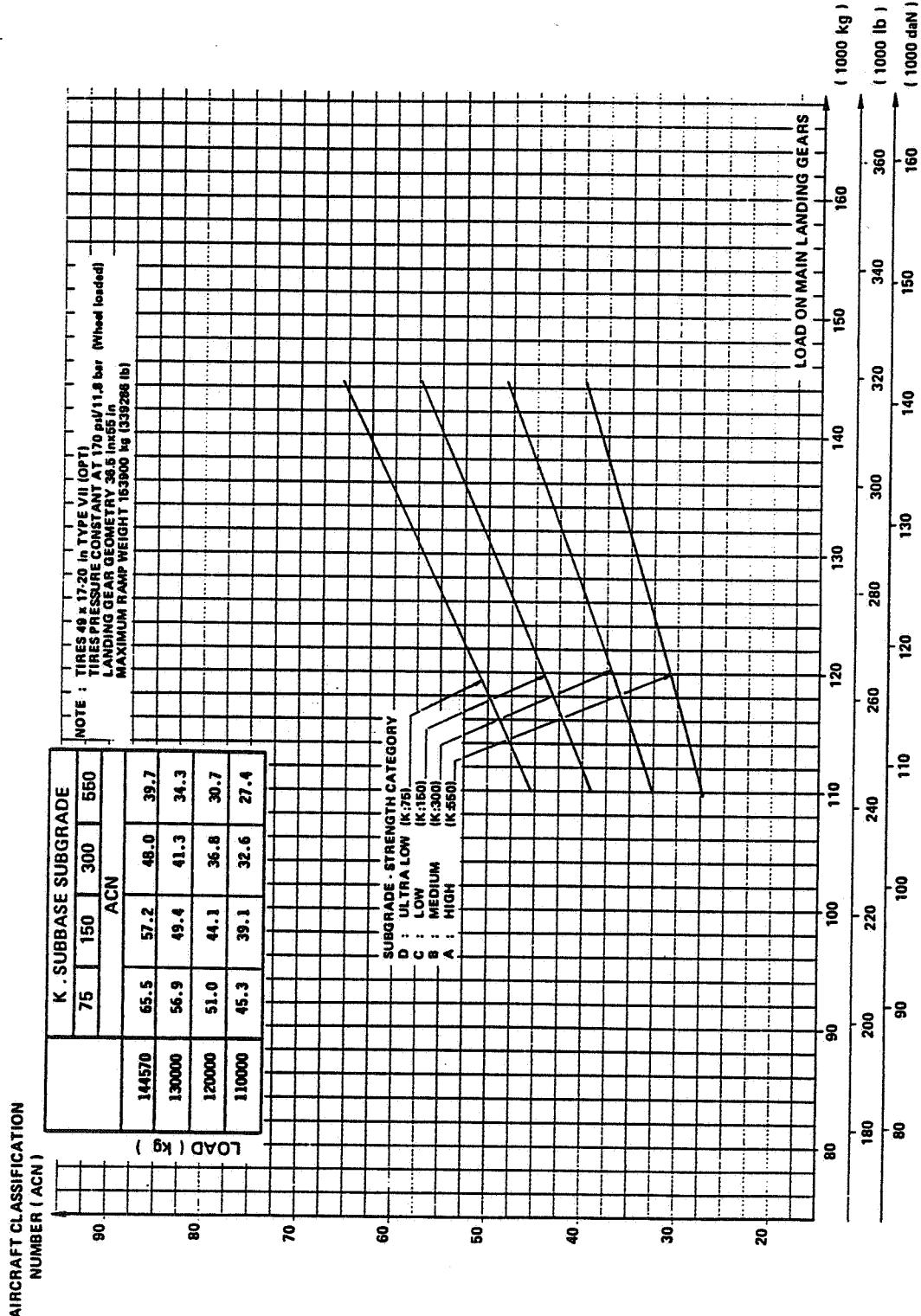
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7.9.6.3 AIRCRAFT CLASSIFICATION NUMBER
RIGID PAVEMENT - STANDARD TIRES
MODEL B4 - 153t

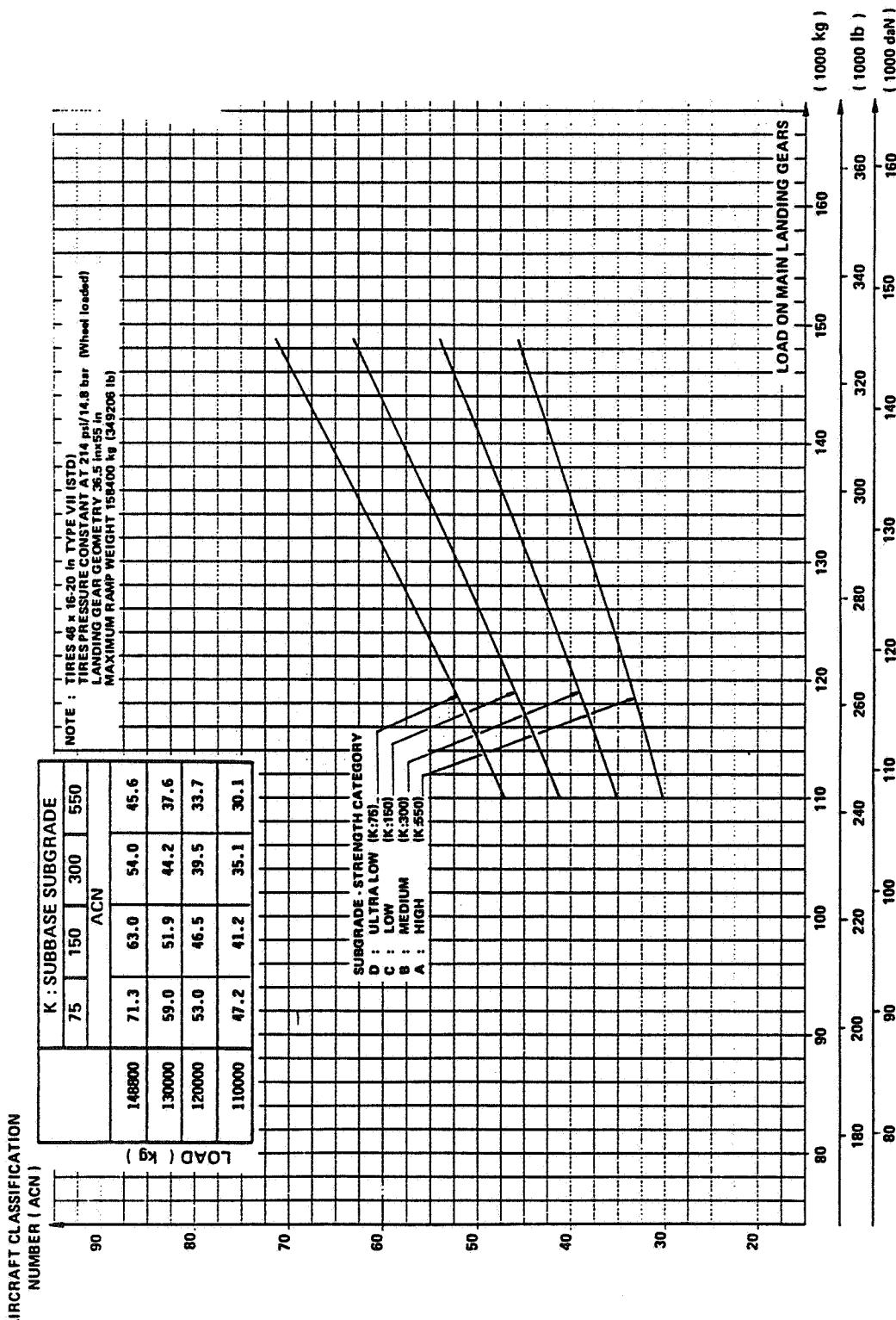
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7.9.6.4 AIRCRAFT CLASSIFICATION NUMBER
RIGID PAVEMENT - OPTIONAL TIRES
MODEL B4-153t

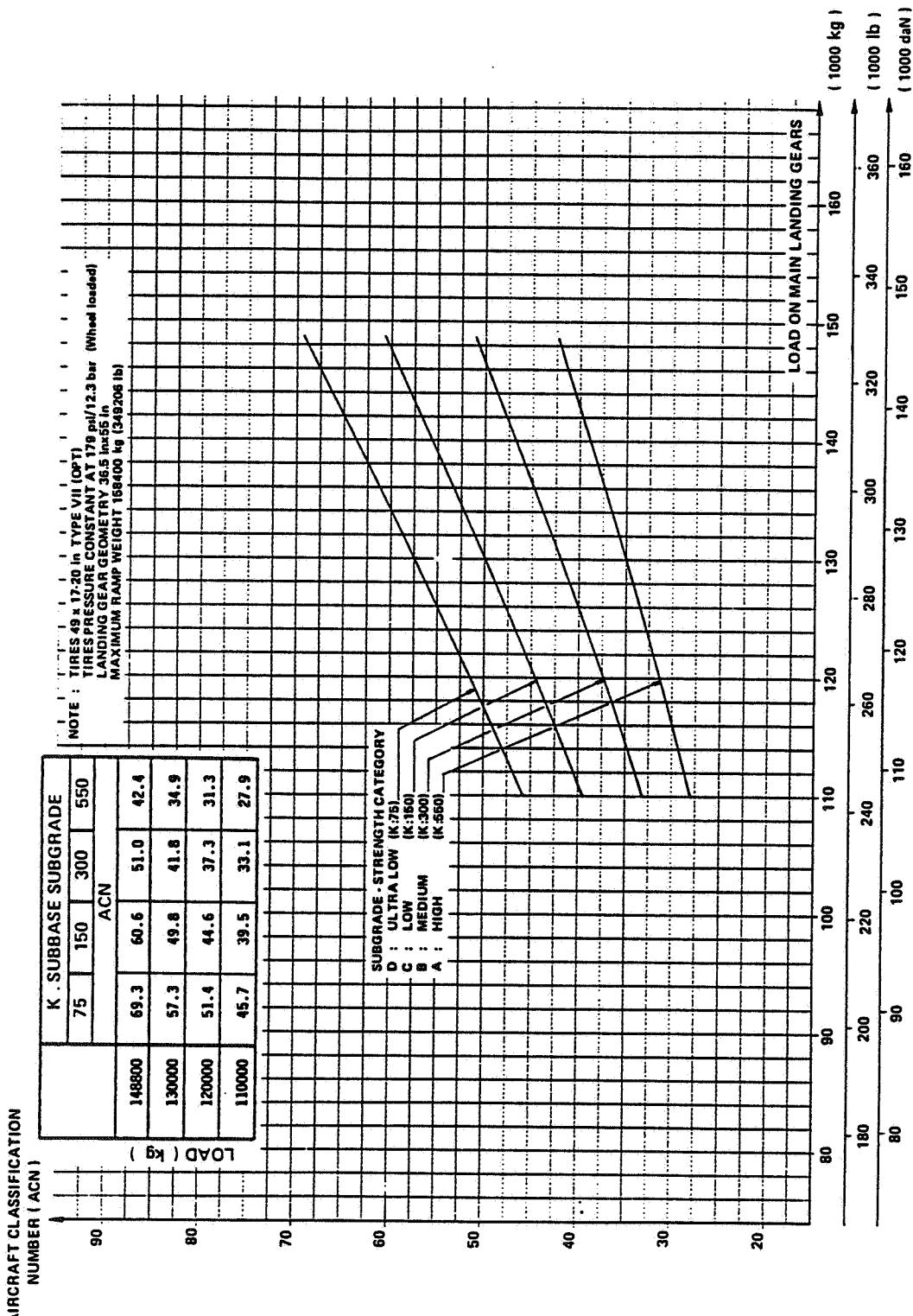
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AIRPLANE CHARACTERISTICS



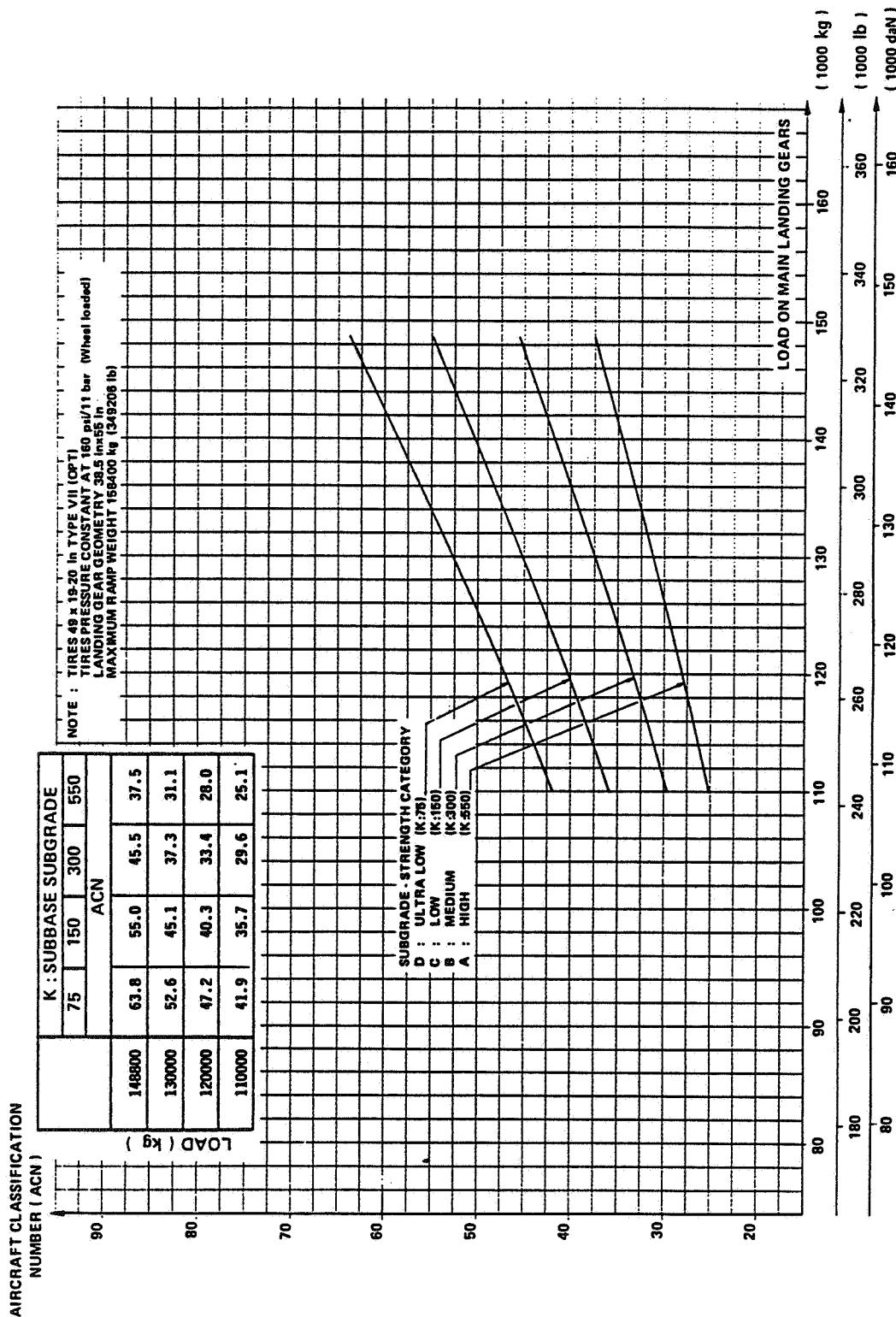
7.9.6.5 AIRCRAFT CLASSIFICATION NUMBER RIGID PAVEMENT - STANDARD TIRES MODEL B4-157.5t

A 300
AIRPLANE CHARACTERISTICS



**7.9.6.6 AIRCRAFT CLASSIFICATION NUMBER
RIGID PAVEMENT - OPTIONAL TIRES
MODEL B4-157.5t**

A 300
AIRPLANE CHARACTERISTICS



7.9.6.7 AIRCRAFT CLASSIFICATION NUMBER
RIGID PAVEMENT - OPTIONAL TIRES
MODEL B4-157.5t

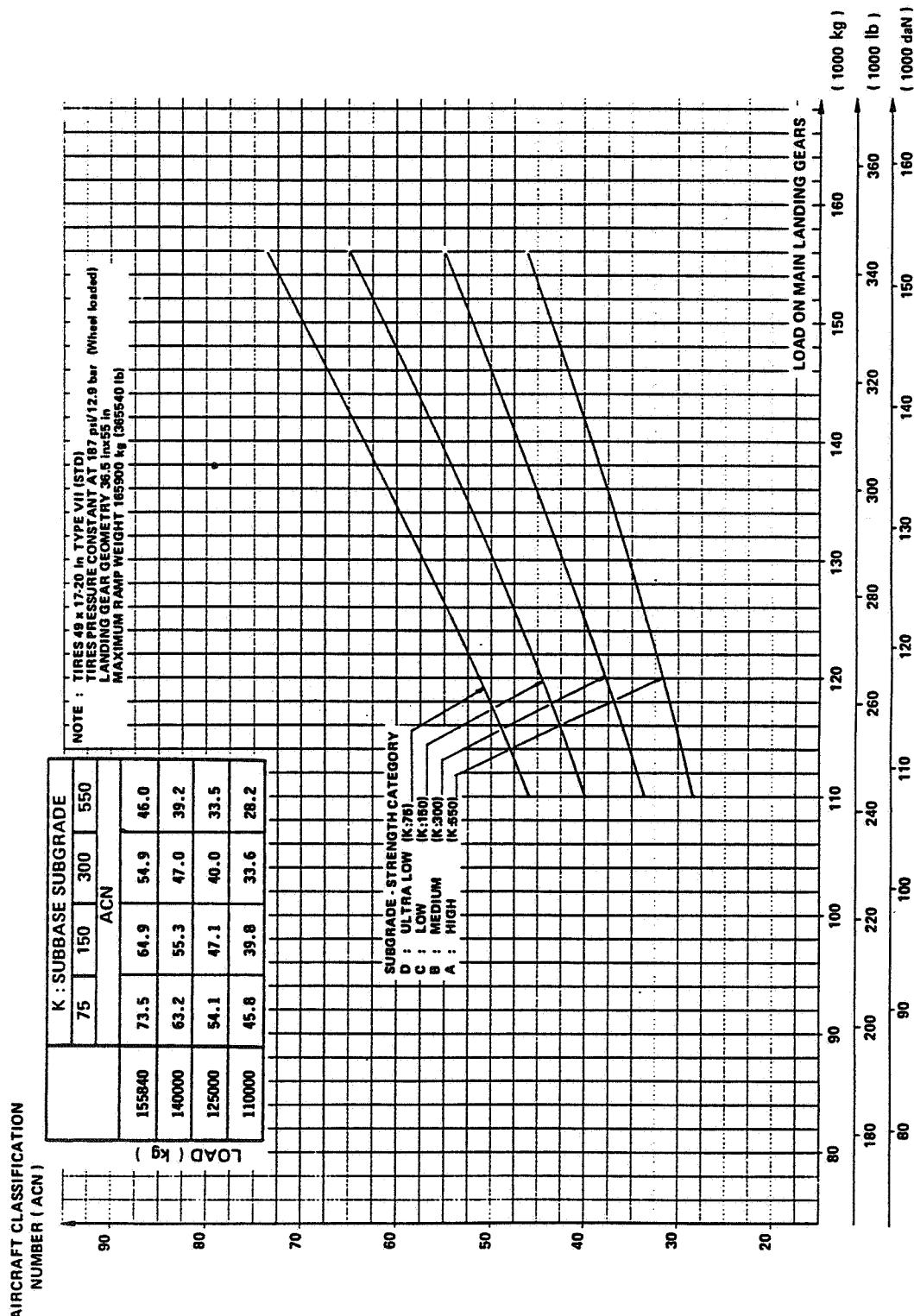
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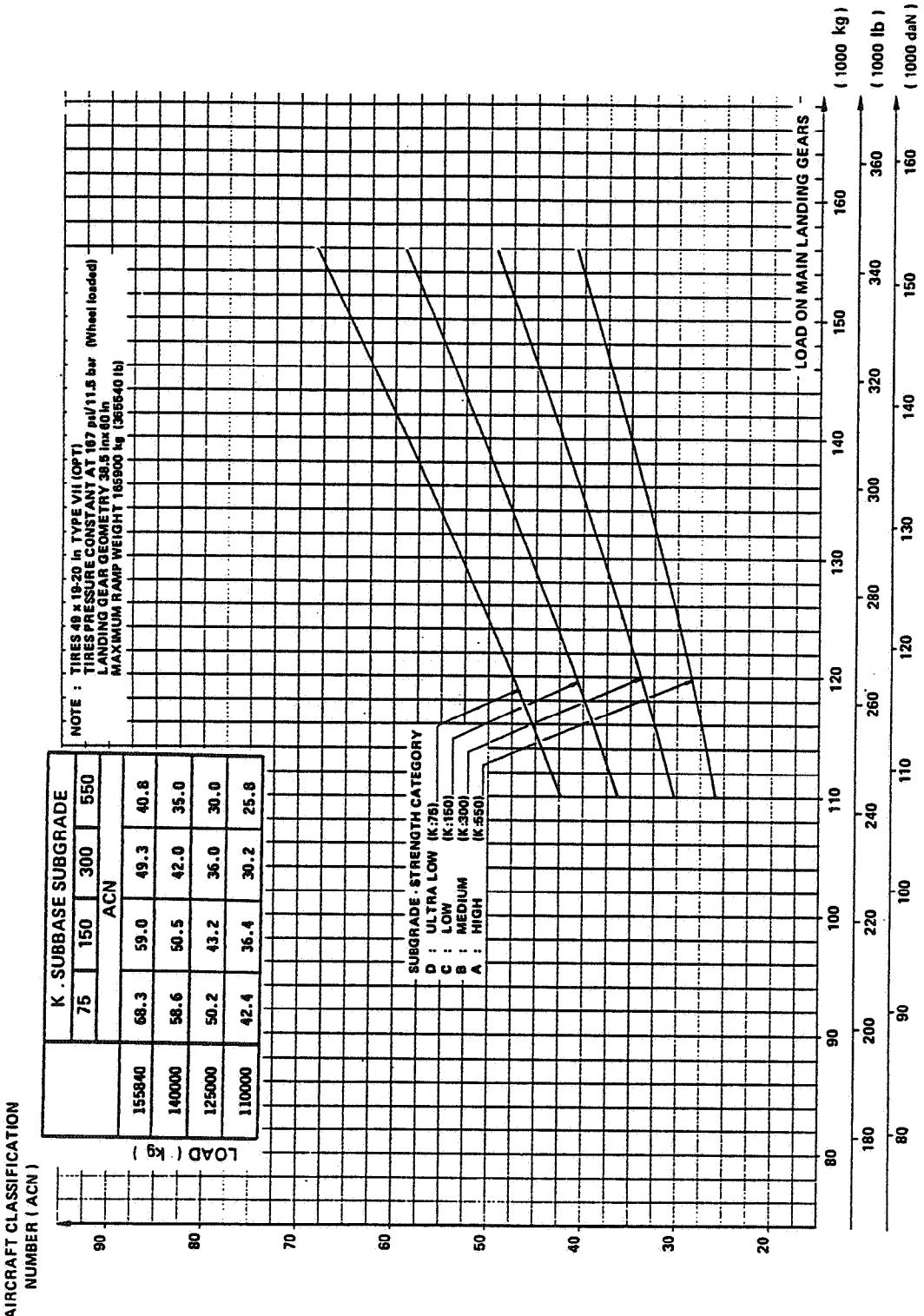
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7.9.6.9 AIRCRAFT CLASSIFICATION NUMBER
RIGID PAVEMENT - STANDARD TIRES
MODEL B4 - C4 - 165t

A 300
AIRPLANE CHARACTERISTICS



7.9.6.10 AIRCRAFT CLASSIFICATION NUMBER
RIGID PAVEMENT - OPTIONAL TIRES
MODEL B4 - C4 - 165t

7.9.7 Development of ACN Charts (for example)

The ACN charts for flexible and rigid pavements, as shown in Sections 7.9.1.1 to 7.9.3.10 thru 7.9.4.1 to 7.9.6.10 were developed by methods referenced in Amendment 35 to ICAO Annex 14. The procedures to develop these charts are also described below.

The following procedure is used to develop the flexible-pavement ACN charts, such as shown in Section 7.9.1.1.

1. Determine the percentage of weight on the main gear to be used below in steps 2, 3, and 4 below. It is the maximum aft center of gravity position that yields the critical loading on the critical gear (see chapter 7.4). This center of gravity position is used to determine main-gear loads at all gross weights of the model being considered.
2. Establish a flexible-pavement requirements chart using the S-77-1 design method, such as shown on the right-hand side of page 7. Use standard subgrade strengths of CBR 3, 6, 10 and 15 percent and 10 000 coverages. This chart provides the same thickness values as those of chapter 7.5, but is presented here in a different format.
3. Determine reference thickness values from the pavement requirements chart of step 2 for each standard subgrade strength and gear loading.
4. Enter the reference thickness values into the ACN flexible-pavement conversion chart shown on the left-hand side of page 7 to determine ACN. This chart was developed using the S-77-1 design method with a single tire inflated to 1.25 MPa (181 psi) pressure and 10,000 coverages. The ACN is two times the derived single-wheel load expressed in thousands of kilograms. These values of ACN are then plotted as a function of aircraft gross weight, as shown in Section 7.9.1.1.

The following procedure is used to develop the rigid-pavement ACN charts, such as those shown in Section 7.9.4.1.

1. Determine the percentage of weight on the main gear to be used in steps 2, 3 and 4 below. It is a maximum aft center of gravity position that yields the critical loading on the critical gear (see chapter 7.4). This center of gravity position is used to determine main-gear loads at all gross weights of the model being considered.

A 300

AIRPLANE CHARACTERISTICS

2. Establish a rigid-pavement-requirements chart using the PCA computer program PDILB, such as shown on the right-hand side of page 9. Use standard subgrade strengths of $k = 75, 150, 300$ and 550 pci (nominal values for $k = 20, 40, 80, 150 \text{ MN/m}^3$). This chart provides the same thickness values as those of chapter 7.7.
3. Determine reference thickness values from the pavement requirements chart of step 2 for each standard subgrade strength and gear loading at 400 psi working stress (nominal value for 2.75 MPa working stress).
4. Enter the reference thickness values into the ACN rigid-pavement conversion chart shown on the left-hand side of page 9 to determine ACN. This chart was developed using the PCA computer program PDILB with a single tire inflated to 1.25 MPa (181 psi) pressure and a working stress of 400 psi. The ACN is two times the derived single-wheel load expressed in thousands of kilograms. These values of ACN are then plotted as a function of aircraft gross weight, as shown in Section 7.9.4.1.



AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

R 8.0 DERIVATIVE AIRPLANES

R 8.1 Possible Future A300 Derivative Airplanes

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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

8.1 Possible Future A300 Derivative Airplanes

R No derivative versions of the "A300" are currently planned.



AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

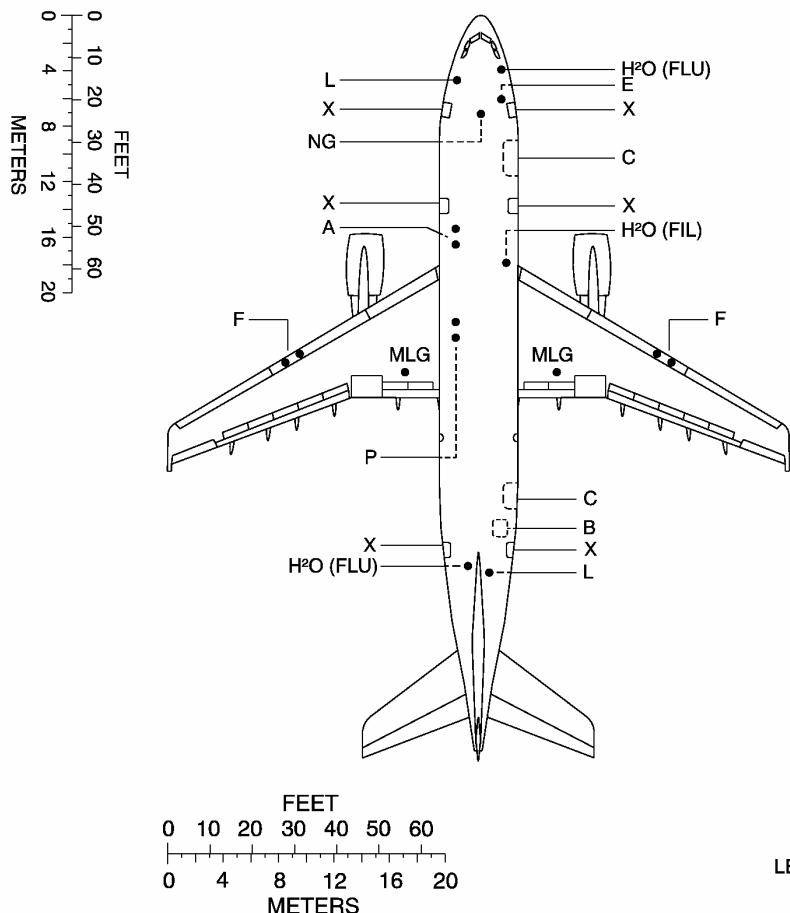
R 9.0 SCALED DRAWINGS

R 9.1 A300 Scaled Drawing 1 in. = 500 ft.

R 9.2 A300 Scaled Drawing 1 cm. = 500 cm.



AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING



LEGEND :

A	AIR CONDITIONING (2 CONNECTIONS)
B	BULK CARGO DOOR
C	CARGO CONTAINER DOOR
E	ELECTRICAL
F	FUEL (2 CONNECTIONS)
H2O (FIL)	POTABLE WATER - FILLING
H2O (FLU)	POTABLE WATER - FLUSHING
L	LAVATORY
MLG	MAIN LANDING GEAR
NG	NOSE GEAR
P	PNEUMATIC (2 CONNECTIONS)
X	PASSENGER DOOR

AA5 09 01 01 5 AAM000

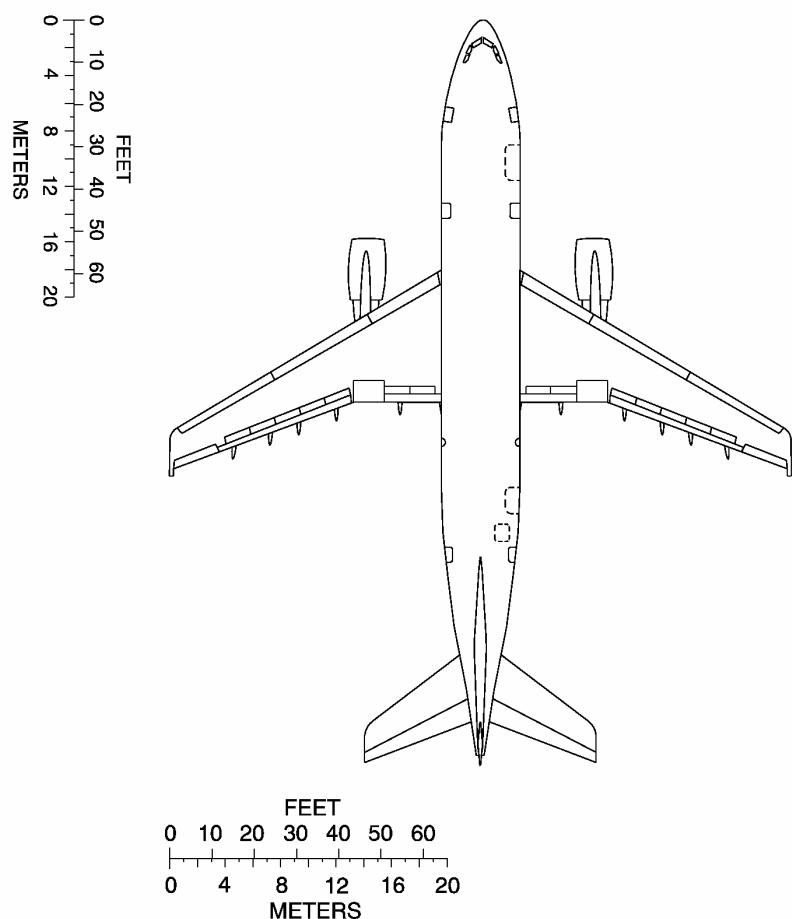
NOTE : WHEN PRINTING THIS DRAWING, SURE TO ADJUST FOR PROPER SCALING

9.1.1 Scaled Drawing - 1 in. = 500 ft.
Model B2 - B4

Chapter 9.1.1
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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING



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NOTE : WHEN PRINTING THIS DRAWING, SURE TO ADJUST FOR PROPER SCALING

9.1.1 Scaled Drawing - 1 in. = 500 ft.
Model B2 - B4

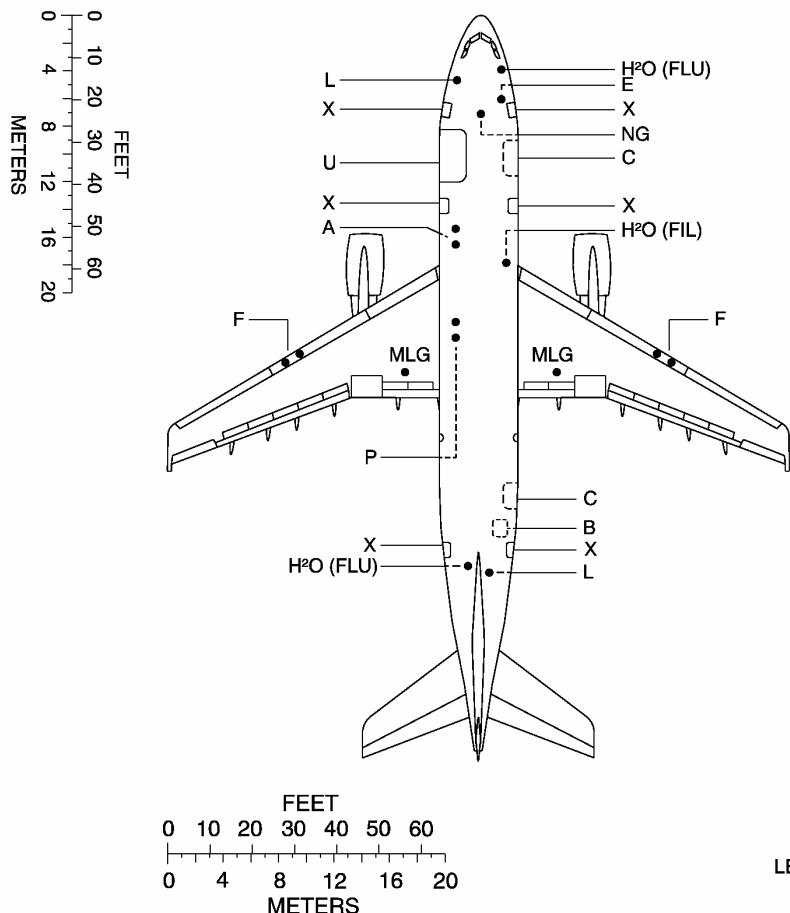
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Page 2
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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING



LEGEND :

A	AIR CONDITIONING (2 CONNECTIONS)
B	BULK CARGO DOOR
C	CARGO CONTAINER DOOR
E	ELECTRICAL
F	FUEL (2 CONNECTIONS)
H ² O (FIL)	POTABLE WATER - FILLING
H ² O (FLU)	POTABLE WATER - FLUSHING
L	LAVATORY
MLG	MAIN LANDING GEAR
NG	NOSE GEAR
P	PNEUMATIC (2 CONNECTIONS)
U	UPPER DECK CARGO DOOR
X	PASSENGER DOOR

AA5 09 01 01 5 ACM000

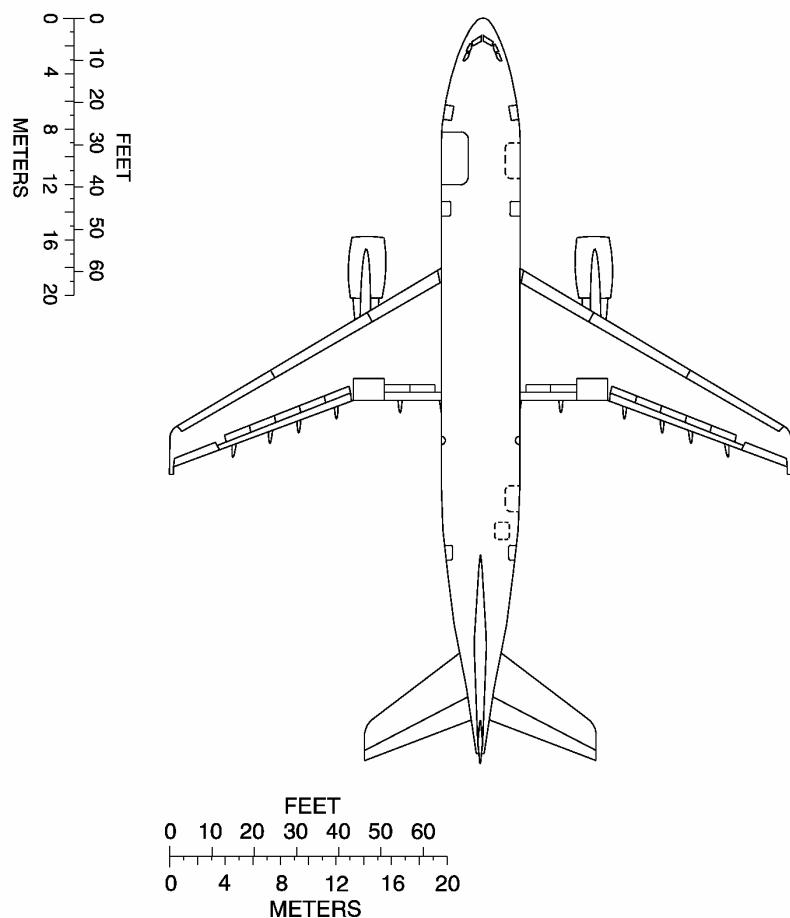
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9.1.1 Scaled Drawing - 1 in. = 500 ft.
Model C4

Chapter 9.1.1
Page 3
DEC 01/09



AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING



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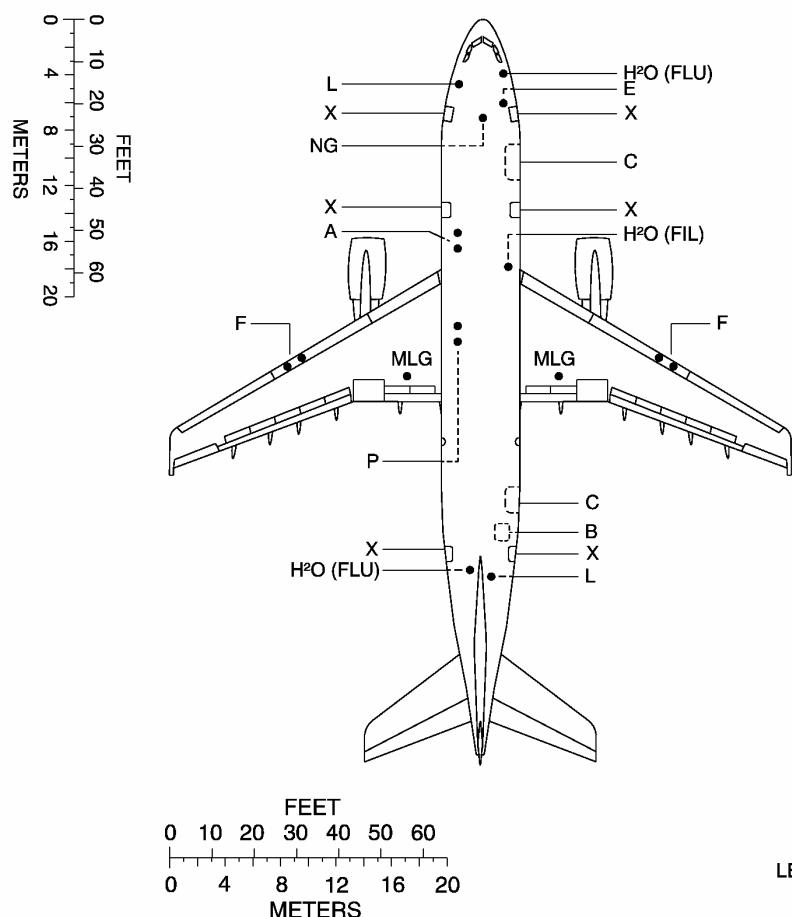
NOTE : WHEN PRINTING THIS DRAWING, SURE TO ADJUST FOR PROPER SCALING

9.1.1 Scaled Drawing - 1 in. = 500 ft.
Model C4

Chapter 9.1.1
Page 4
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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING



LEGEND :

A	AIR CONDITIONING (2 CONNECTIONS)
B	BULK CARGO DOOR
C	CARGO CONTAINER DOOR
E	ELECTRICAL
F	FUEL (2 CONNECTIONS)
H2O (FIL)	POTABLE WATER - FILLING
H2O (FLU)	POTABLE WATER - FLUSHING
L	LAVATORY
MLG	MAIN LANDING GEAR
NG	NOSE GEAR
P	PNEUMATIC (2 CONNECTIONS)
X	PASSENGER DOOR

AA5 09 02 01 5 AAM000

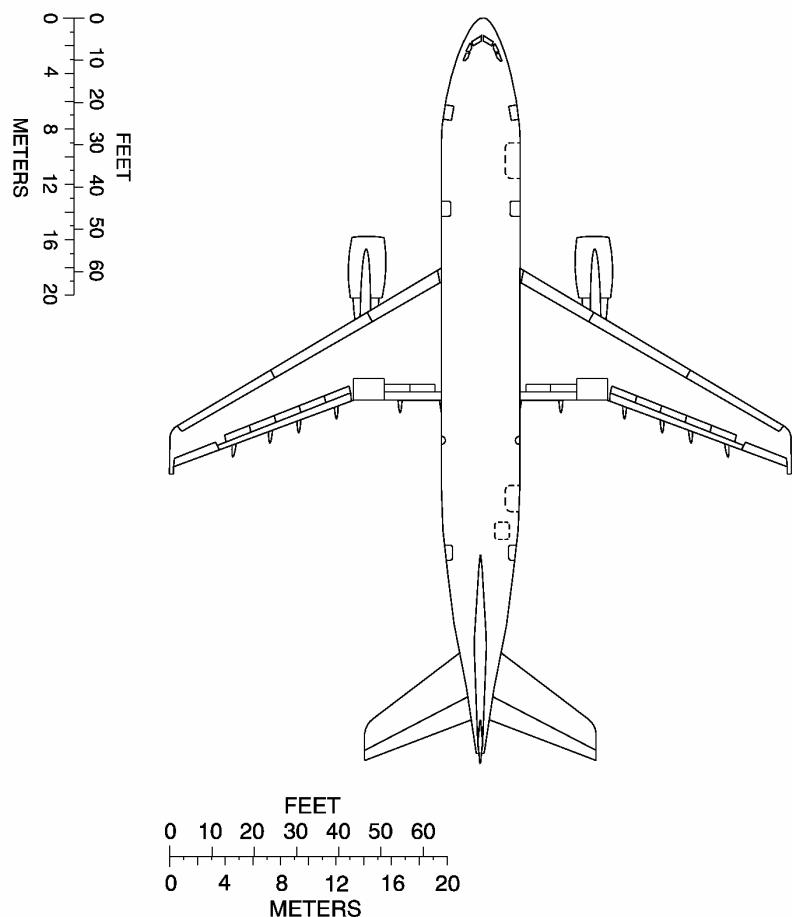
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9.2.1 Scaled Drawing - 1 cm. = 500 cm.
Model B2 - B4

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Page 1
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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING



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9.2.1 Scaled Drawing - 1 cm. = 500 cm.
Model B2 - B4

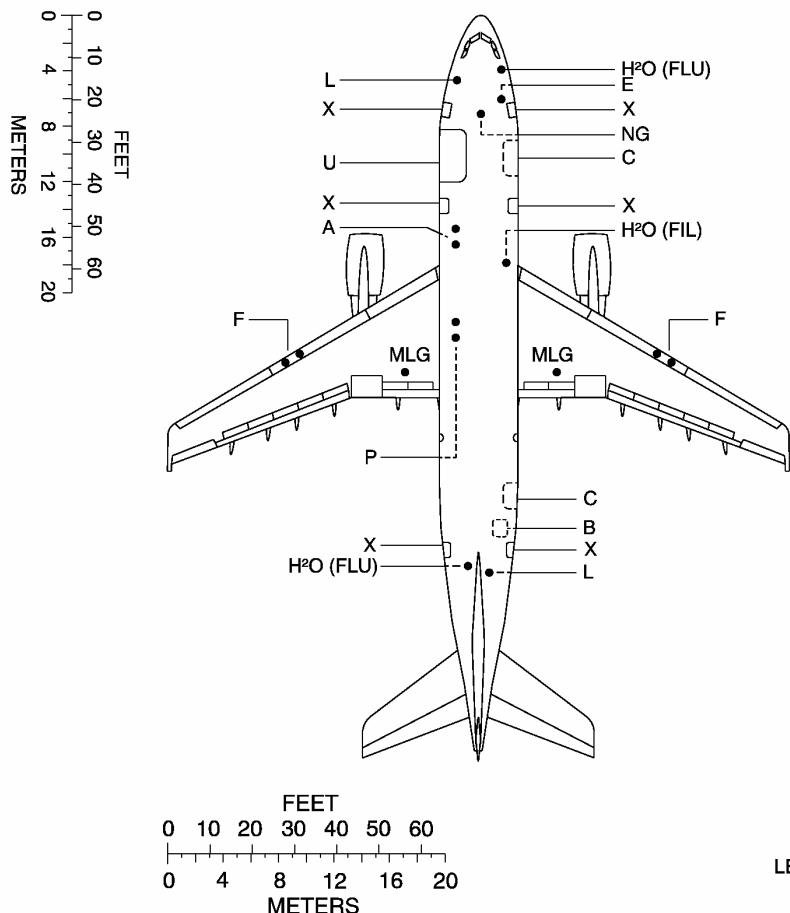
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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING



LEGEND :

A	AIR CONDITIONING (2 CONNECTIONS)
B	BULK CARGO DOOR
C	CARGO CONTAINER DOOR
E	ELECTRICAL
F	FUEL (2 CONNECTIONS)
H ² O (FIL)	POTABLE WATER - FILLING
H ² O (FLU)	POTABLE WATER - FLUSHING
L	LAVATORY
MLG	MAIN LANDING GEAR
NG	NOSE GEAR
P	PNEUMATIC (2 CONNECTIONS)
U	UPPER DECK CARGO DOOR
X	PASSENGER DOOR

AA5 09 02 01 5 ACM000

NOTE : WHEN PRINTING THIS DRAWING, SURE TO ADJUST FOR PROPER SCALING

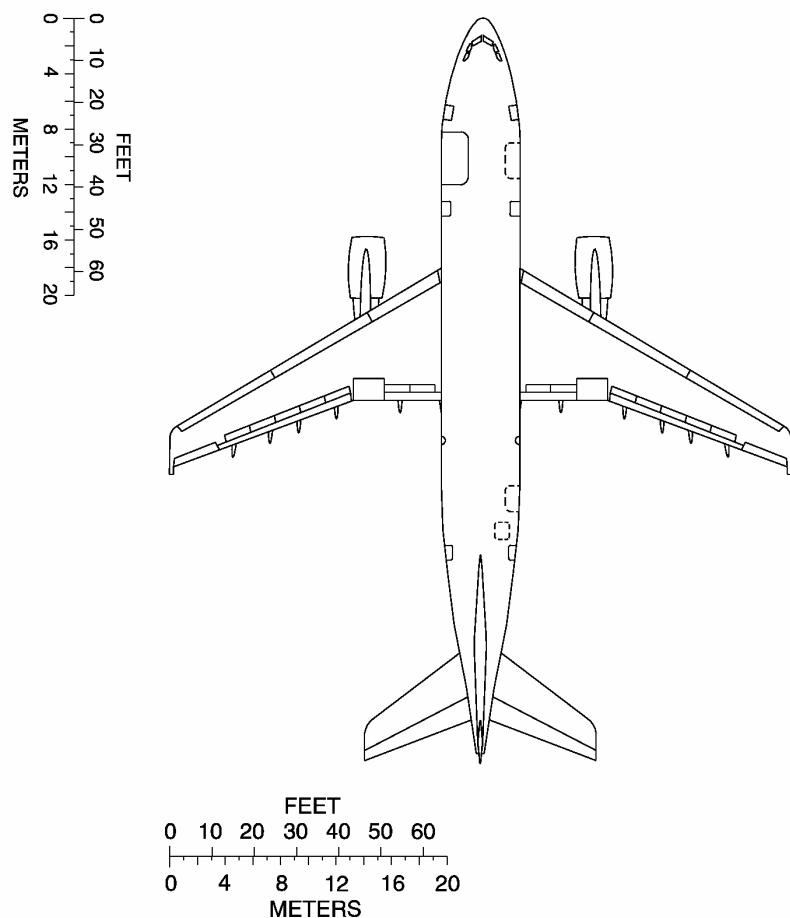
9.2.1 Scaled Drawing - 1 cm. = 500 cm.
Model C4

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NOTE : WHEN PRINTING THIS DRAWING, SURE TO ADJUST FOR PROPER SCALING

9.2.1 Scaled Drawing - 1 cm. = 500 cm.
Model C4

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