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Airbus A380 vs Boeing 747-8, Which Jumbo Jet is Better?

Admin 22:50 Airbus Versus Boeing, Review



Airbus A380 vs Boeing 747-8, Which Jumbo Jet is Better? - The Boeing 747-8 Intercontinental, the latest incarnation of its age-defined passenger jets, has received certification from the Federal Aviation Administration. The European Aviation Security Agency is expected to immediately follow suit.

The new Boeing 747-8i is the lengthiest passenger plane in the world and directly faces the Airbus A380. But how do

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these two leviathans in the sky compare?
We present to you Airbus 747-8 and Airbus A380 face off.

Capacity of Airbus A380 vs Boeing 747-8

The Airbus A380 has a capacity of 525 passengers, in a three-class configuration. While the Boeing 747-8 has a capacity of 467 passengers, in a three-class configuration.
Airbus is a clear winner in terms of passenger capacity.

Length of Airbus A380 vs Boeing 747-8

The Airbus A380 has a length of 72.72 meters, while the Boeing 747-8 has a length of 76 meters.
Boeing is 3.28 meters longer than Airbus, officially making it the longest commercial airplane in the world today.

Internal Cabin Width of Airbus A380 vs Boeing 747-8

The Airbus A380 has an internal cabin with a width of 6.54 meters, while the Boeing 747-8 has an internal cabin with a width of 6.1 meters.
Intercontinental has the same cabin width as its predecessor (Boeing 747-400), but claims to be able to carry 51 more passengers because of the extra length of 18.3 feet.
However, Airbus executives have shown that 747-8 have not passed an evacuation test. Regarding this, Boeing spokesman Jim Proulx replied that the aircraft would meet all certification standards for emergency evacuation.

Price of Airbus A380 vs Boeing 747-8

The Airbus A380 is marketed at a price of US \$ 375.3 million, while the Boeing 747-8 is marketed at a price of US \$ 317.5 million.
Airbus A380-800 sells for almost US \$ 58 million more than the new Boeing in January 2012 and prices depend on customization and engines.
That's not a small change. This means that for every five A380 you buy, you can get six 747-8.

Cruising Speed of Airbus A380 vs Boeing 747-8

The Airbus A380 has a distinctive cruise speed at Mach 0.85, the top cruising speed at Mach 0.88.
The Boeing 747-8 has a typical cruising speed at Mach 0.855, and a top cruising speed of Mach 0.86 (or 86 percent speed of sound).
In terms of typical speed, the Boeing 747-8 wins, but this is a serious slug-fest, and there is no time for cruising. We give this one to Airbus.

Range of Airbus A380 vs Boeing 747-8

The Airbus A380 has a range of 8,300 nautical miles, while the Boeing 747-8 has a range of 8,000 nautical miles.
Both planes will be able to travel lengthh distances, transcontinental flights such as between New York and Hong Kong, Los Angeles to Mumbai, and London to Singapore.

Wingspan of Airbus A380 vs Boeing 747-8

The Airbus A380 has a wingspan of 79.75 meters, while The Boeing 747-8 has a wingspan of 68.5 meters.
Airbus chewed Boeing several times when it hit the wing. But both of them do smart things.
Boeing's new wing design claims it can improve performance while reducing noise levels. Fly-by-wire spoilers and outboard ailerons, spearheaded by the 787 Dreamliner, are thought to save weight.
The Airbus A380 also has a new wing design (at launch), which uses aluminum alloys for wings and fuselage, and composite materials for the middle wing box, which reduces the overall weight of the aircraft.

Fuel Efficiency of Airbus A380 vs Boeing 747-8

The Airbus A380 consumes 2.9 liters of fuel per seat per 100 kilometers while the Boeing 747-8 consumes 2.8 liters of fuel per seat per 100 kilometer.
In articles written by Nat Geo, both parties spewed out a few PRs when they came to fuel efficiency, preferring to just say "worse competition" and compile estimates based on different underlying assumptions, especially the average flight length and number of passengers in aircraft, because of this Nat Geo article explains.
But while Boeing gave us a hard rate of 2.8 liters per seat per 100 kilometers, Airbus didn't respond, so we gave them a 2.9 liter figure per passenger per 100 kilometers.

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