



A380

AIRPLANE CHARACTERISTICS

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AIRPLANE CHARACTERISTICS

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SCOPE**1-1-0 Purpose******ON A/C A380-800 Models A380-800F Models****Purpose****1. General**

This A380 AIRPLANE CHARACTERISTICS (AC) manual is issued for the A380-800 and A380-800F series aircraft to provide necessary data to airport operators and airlines for airport facilities planning.

The A380-800 is a subsonic, very long range, very high capacity, civil transport aircraft.

There are two models in the A380-800 series :

- A380-841 model equipped with Rolls-Royce Trent 970 engine,
- A380-861 model equipped with Engine Alliance GP 7270 engine.

The A380-800F is a subsonic, very long range, civil freighter aircraft.

There are two models in the A380-800F series :

- A380-843F model equipped with Rolls-Royce Trent 977 engine,
- A380-863F model equipped with Engine Alliance GP 7277 engine.

In this manual, effectivity is managed as follows :

- by default, the data is effective for all A380-800 and A380-800F models,
- "A380-800/800F models" indicates that the related data or page is effective for all A380-800 and A380-800F models,
- "A380-800 models" restricts the effectivity of the related data or page to the A380-841 and A380-861 models,
- "A380-800F models" restricts the effectivity of the related data or page to the A380-843F and A380-863F models,
- the mention of a specific model (e.g. A380-841 model, A380-863F model, etc.) restricts the effectivity of the related data or page to that specific model.

This document conforms to NAS 3601.



AIRPLANE CHARACTERISTICS

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1-2-0 **Introduction******ON A/C A380-800 Models A380-800F Models**Introduction

1. General

This manual comprises 9 chapters with a List of Effective Content (L.E.C.) and a Table Of Contents (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,
- passenger and cargo compartment arrangements.

CHAPTER 3 : AIRPLANE PERFORMANCE

This chapter indicates the aircraft performance.

It covers :

- payload/range,
- take-off 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 equipment.

It covers :

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

CHAPTER 6 : OPERATING CONDITIONS

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

It includes :

- engine and APU exhaust velocities and temperatures data,
- engine noise data.

CHAPTER 7 : PAVEMENT DATA

This chapter contains the pavements 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 a possible new version with the associated size change.

CHAPTER 9 : SCALED DRAWINGS

This chapter contains different A380-800 and A380-800F scaled drawings.

1-2-1 **Glossary******ON A/C A380-800 Models A380-800F Models**Glossary

1. List of Abbreviations

A/C Aircraft

ACN	Aircraft Classification Number
APU	Auxiliary Power Unit
BLG	Body Landing Gear
CAS	Calibrated Air Speed
CBR	California Bearing Ratio
CG	Center of Gravity
C/L	Center Line
E	Young's Modulus
FAA	Federal Aviation Administration
FDL	Fuselage Datum Line
FR	Frame
FSTE	Full Size Trolley Equivalent
FWD	Forward
GPU	Ground Power Unit
GSE	Ground Support Equipment
ICAO	International Civil Aviation Organisation
ISA	International Standard Atmosphere
L	Left
L	Radius of relative stiffness
LCN	Load Classification Number
LPS	Last Pax Seating
MAC	Mean Aerodynamic Chord
MAX	Maximum
MIN	Minimum
MLW	Maximum Design Landing Weight
MRW	Maximum Design Ramp Weight
MTOW	Maximum Design Take-Off Weight
MTW	Maximum Design Taxi Weight
MZFW	Maximum Design Zero Fuel Weight
NLG	Nose Landing Gear
OAT	Outside Air Temperature
OEW	Operational Empty Weight

PAX	Passenger
PB/D	Passenger Boarding/Deboarding
PCN	Pavement Classification Number
R	Right
SLS	Sea Level Static condition
TBD	To Be Determined
TBIL	To Be Issued Later
ULD	Unit Load Device
US	United States
VF	Variable Frequency
Vref	Landing reference speed
WLG	Wing Landing Gear

2. Units of Measurement

°	degree (angle)
%	percent
°C	degree Celsius
°F	degree Fahrenheit
bar	bar
cm	centimeter
deg	degree (angle)
ft	foot
ft/s	foot per second
ft/s ²	foot per second squared
ft ²	square foot
ft ³	cubic foot
in	inch
kg	kilogram
kg/l	kilogram per liter
km/h	kilometer per hour
kt	knot
kVA	kiloVolt Ampere
l	liter
lb	pound
m	meter
m/s	meter per second
m ²	square meter
m ³	cubic meter

min	minute
mm	millimeter
MN/m ³	MegaNewton per cubic meter
MPa	MegaPascal
nm	nautical mile
pci	pound-force per cubic inch
psi	pound-force per square inch
t	tonne
US gal	United States gallon

3. Design Weight Terminology

- Maximum Design Ramp Weight (MRW) :

Maximum weight for ground maneuver (including weight of taxi and runup fuel) as limited by aircraft strength and airworthiness requirements. It is also called Maximum Design Taxi Weight (MTW).

- Maximum Design Landing Weight (MLW) :

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

- Maximum Design Takeoff Weight (MTOW) :

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

- Maximum Design Zero Fuel Weight (MZFW) :

Maximum permissible weight of the aircraft less usable fuel.

- Operational Empty Weight (OWE) :

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, seats, documents, etc.

- Maximum Payload :

Maximum Design Zero Fuel Weight (MZFW) minus Operating Weight Empty (OWE).

- 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

AIRPLANE DESCRIPTION

2-1-0 General Airplane Characteristics

**ON A/C A380-800 Models A380-800F Models

General Airplane Characteristics

1. General Airplane Characteristics

2-1-1 General Airplane Characteristics Data

****ON A/C A380-800 Models A380-800F Models**

General Airplane Characteristics Data

- The following table provides characteristics of A380-800 Models, these data are specific to each Weight Variant:

Aircraft Characteristics				
	WV000	WV001	WV002	WV003
Maximum Ramp Weight (MRW)	562 000 kg (1 238 998 lb)	512 000 kg (1 128 766 lb)	571 000 kg (1 258 839 lb)	512 000 kg (1 128 766 lb)
Maximum Taxi Weight (MTW)				
Maximum Take off Weight (MTOW)	560 000 kg (1 234 588 lb)	510 000 kg (1 124 357 lb)	569 000 kg (1 254 430 lb)	510 000 kg (1 124 357 lb)
Maximum Landing Weight (MLW)	386 000 kg (850 984 lb)	394 000 kg (868 621 lb)	391 000 kg (862 007 lb)	395 000 kg (870 826 lb)
Maximum Zero Fuel Weight (MZFW)	361 000 kg (795 869 lb)	372 000 kg (820 119 lb)	366 000 kg (806 892 lb)	373 000 kg (822 324 lb)
Estimated Operating Empty Weight (OEW)	With Trent 970 Engines : 270 364 kg (596 050 lb)			
	With GP 7270 Engines : 270 630 kg (596 637 lb)			
Estimated Maximum Payload Trent 970	90 636 kg (199 818 lb)	101 636 kg (224 069 lb)	95 636 kg (210 841 lb)	102 636 kg (226 274 lb)
Estimated Maximum Payload GP 7270	90 370 kg (199 232 lb)	101 370 kg (223 483 lb)	95 370 kg (210 255 lb)	102 370 kg (225 687 lb)

Aircraft Characteristics		
	WV004	WV005
Maximum Ramp Weight (MRW)	562 000 kg (1 238 998 lb)	562 000 kg (1 238 9998 lb)
Maximum Taxi Weight (MTW)		
Maximum Take Off Weight (MTOW)	560 000 kg (1 234 588 lb)	560 000 (1 234 588 lb)
Maximum Landing Weight (MLW)	391 000 kg (862 007 lb)	386 000 kg (850984 lb)
Maximum Zero Fuel Weight (MZFW)	366 000 kg (806 892 lb)	366 000 kg (806 892 lb)
Estimated Operating Empty Weight (OEW)	With Trent 970 Engines : 270 364 kg (596 050 lb)	
	With GP 7270 Engines : 270 630 kg (596 637 lb)	

Aircraft Characteristics		
	WV004	WV005
Estimated Maximum Payload Trent 970	95 636 kg (210 841 lb)	95 636 kg (210 841 lb)
Estimated Maximum Payload GP 7270	95 370 kg (210 255 lb)	95 370 kg (210 255 lb)

****ON A/C A380-800 Models**

2. The following table provides characteristics of A380-800 Models, these data are common to each Weight Variant:

Aircraft Characteristics						
	WV000	WV001	WV002	WV003	WV004	WV005
Standard Seating Capacity <1>	555					
Usable Fuel Capacity (density = 0.785 kg/l)	323 546 l (85 472 US gal)					
	253 983 kg (559 937 lb)					
Pressurized Fuselage Volume (A/C non equipped, main and upper deck)	2100 m ³ (74 161 ft ³)					
Passenger Compartment Volume (main deck)	775 m ³ (27 369 ft ³)					
Passenger Compartment Volume (upper deck)	530 m ³ (18 717 ft ³)					
Cockpit Volume	12 m ³ (424 ft ³)					
Usable Volume, FWD CC (Based on LD3)	89.4 m ³ (3 160 ft ³)					
Usable Volume, AFT CC (Based on LD3)	71.5 m ³ (2 528 ft ³)					
Usable Volume, Bulk CC	14.3 m ³ (505 ft ³)					
Water Volume, FWD CC	131 m ³ (4 626 ft ³)					
Water Volume, AFT CC	107.8 m ³ (3 807 ft ³)					

Aircraft Characteristics						
	WV000	WV001	WV002	WV003	WV004	WV005
Water Volume, Bulk CC	17.3 m ³ (611 ft ³)					

****ON A/C A380-800F Models**

3. The following table provides characteristics of A380-800F Models:

Aircraft Characteristics		
Airplane Model	A380-843F	A380-863F
Engines	TRENT 977	GP 7277
Maximum Design Ramp Weight (MRW)	592 000 kg (1 305 136 lb)	592 000 kg (1 305 136 lb)
Maximum Design Take Off Weight (MTOW)	590 000 kg (1 300 727 lb)	590 000 kg (1 300 727 lb)
Maximum Design Landing Weight (MLW)	427 000 kg (941 374 lb)	427 000 kg (941 374 lb)
Maximum Design Zero Fuel Weight (MZFW)	402 000 kg (886 258 lb)	402 000 kg (886 258 lb)
Operating Empty Weight (OEW) – Typical	250 560 kg (552 390 lb)	250 826 kg (552 976 lb)
Maximum Payload	151 440 kg (333 868 lb)	151 174 kg (333 281 lb)
Usable Fuel Capacity (density = 0.785 kg/l)	310 000 l <2> (81 893 US gal)	310 000 l <2> (81 893 US gal)
	243 350 kg (536 494 lb)	243 350 kg (536 494 lb)
Volume of Cargo Compartments <1>	938.4 m ³ (33 139 ft ³)	938.4 m ³ (33 139 ft ³)
Volume of Cockpit	12.60 m ³ (444.96 ft ³)	12.60 m ³ (444.96 ft ³)

<1> Volume of cargo compartments :

- Lower deck forward cargo compartment (usable containerized volume) : 90 m³ (3 157 ft³)
- Lower deck aft cargo compartment (usable containerized volume) : 72 m³ (2 525 ft³)
- Lower bulk cargo compartment (usable volume) : 18.4 m³ (650 ft³)
- main deck cargo compartment (usable palletized volume) : 508 m³ (18 222 ft³)
- upper deck cargo compartment (usable palletized volume) : 250 m³ (9 075 ft³)

<2> Usable fuel capacity with center tank: 355 850 l (94 005 US gal)



AIRPLANE CHARACTERISTICS

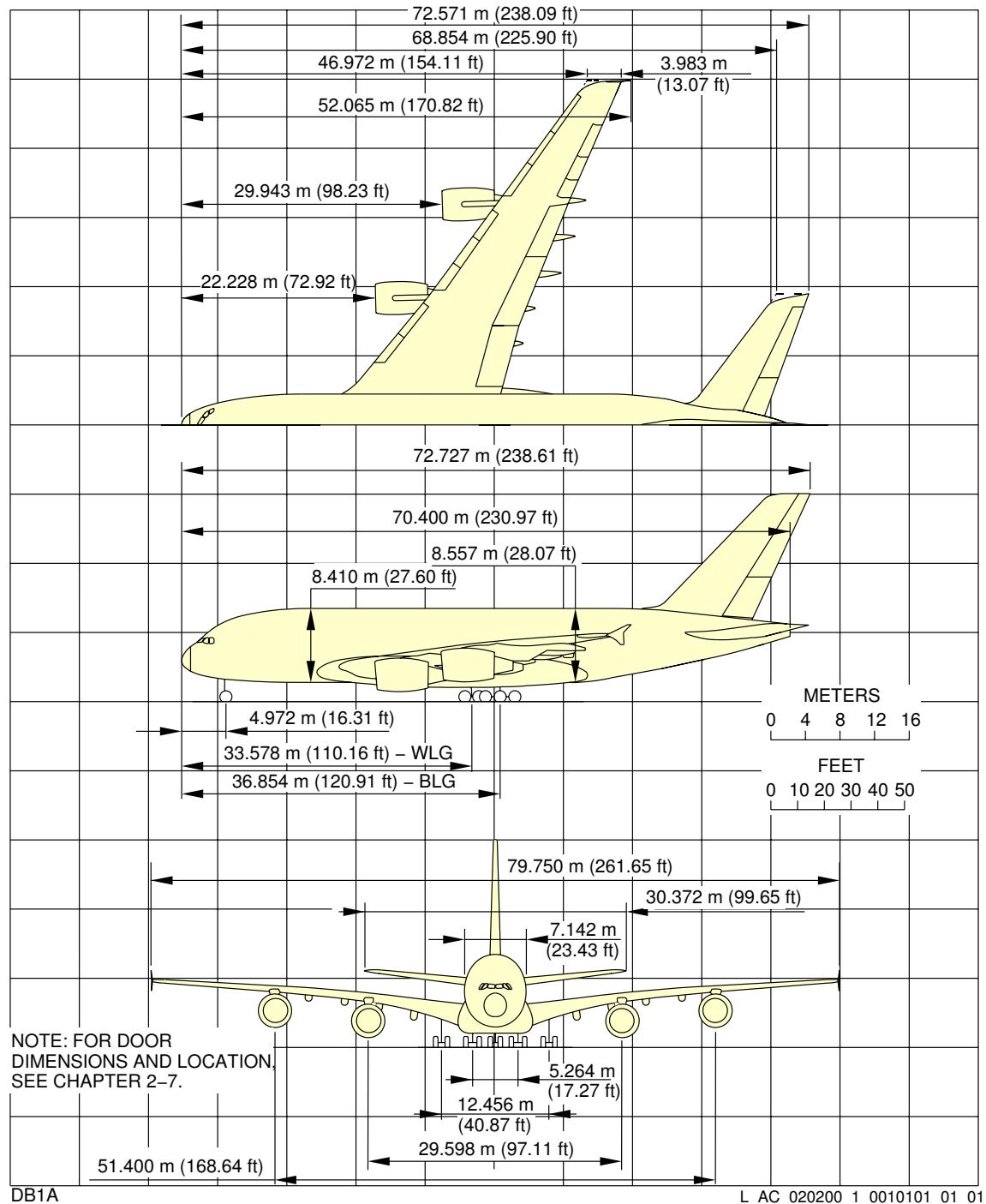
2-2-0 General Airplane Dimensions

**ON A/C A380-800 Models A380-800F Models

General Airplane Dimensions Data

1. This section provides General Airplane Dimensions.

****ON A/C A380-800 Models A380-800F Models**



General Airplane Dimensions
FIGURE 1



AIRPLANE CHARACTERISTICS

2-3-0 Ground Clearances

****ON A/C A380-800 Models**

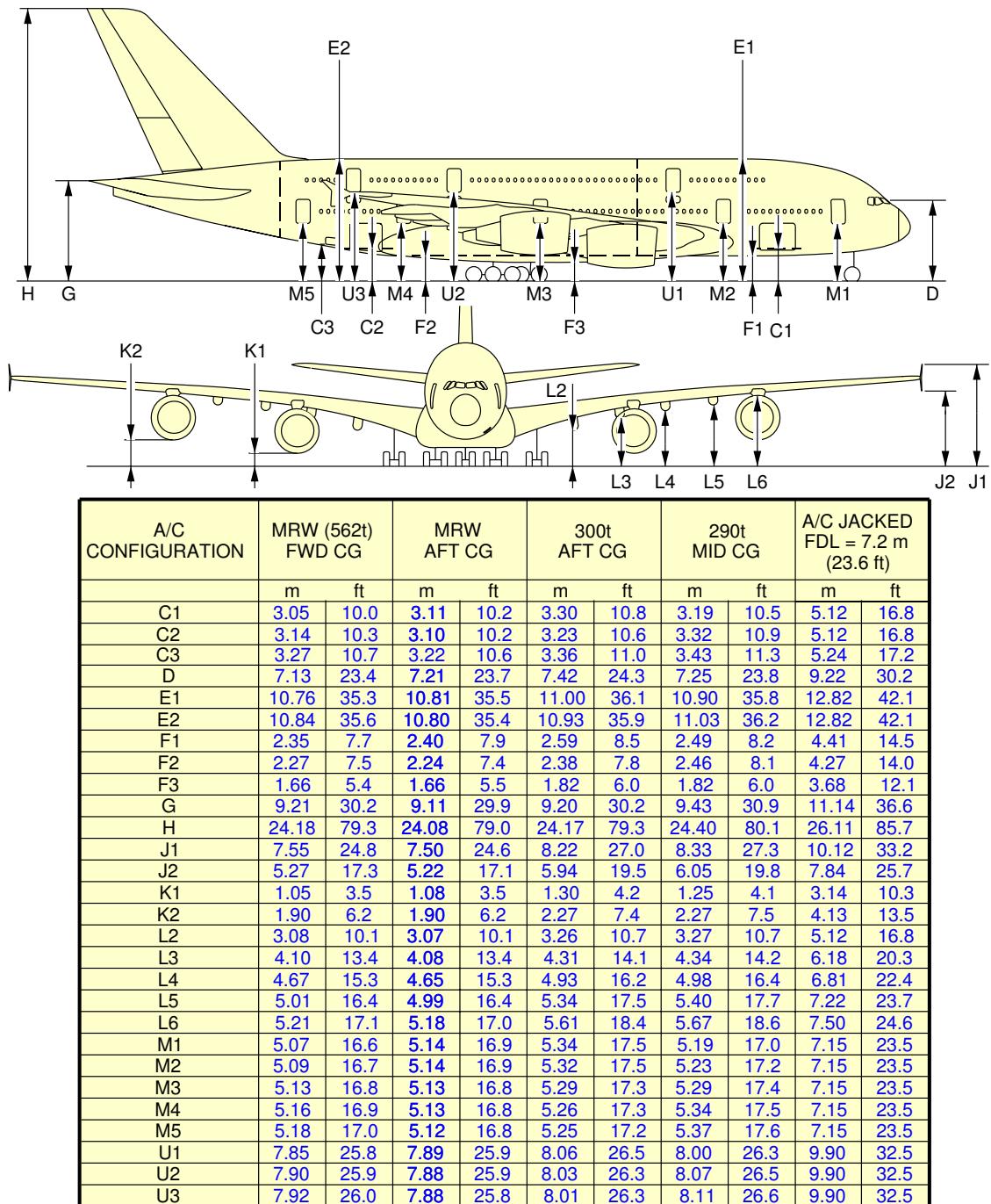
Ground Clearances - Pax

1. This section gives ground clearances of A380-800 Models.

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models



NOTE: MAXIMUM JACKING WEIGHT = 333 700 kg

L_AC_020300_1_0010101_01_01

Ground Clearances
A380-800 Models

FIGURE 1

2-3-0

Page 2
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AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

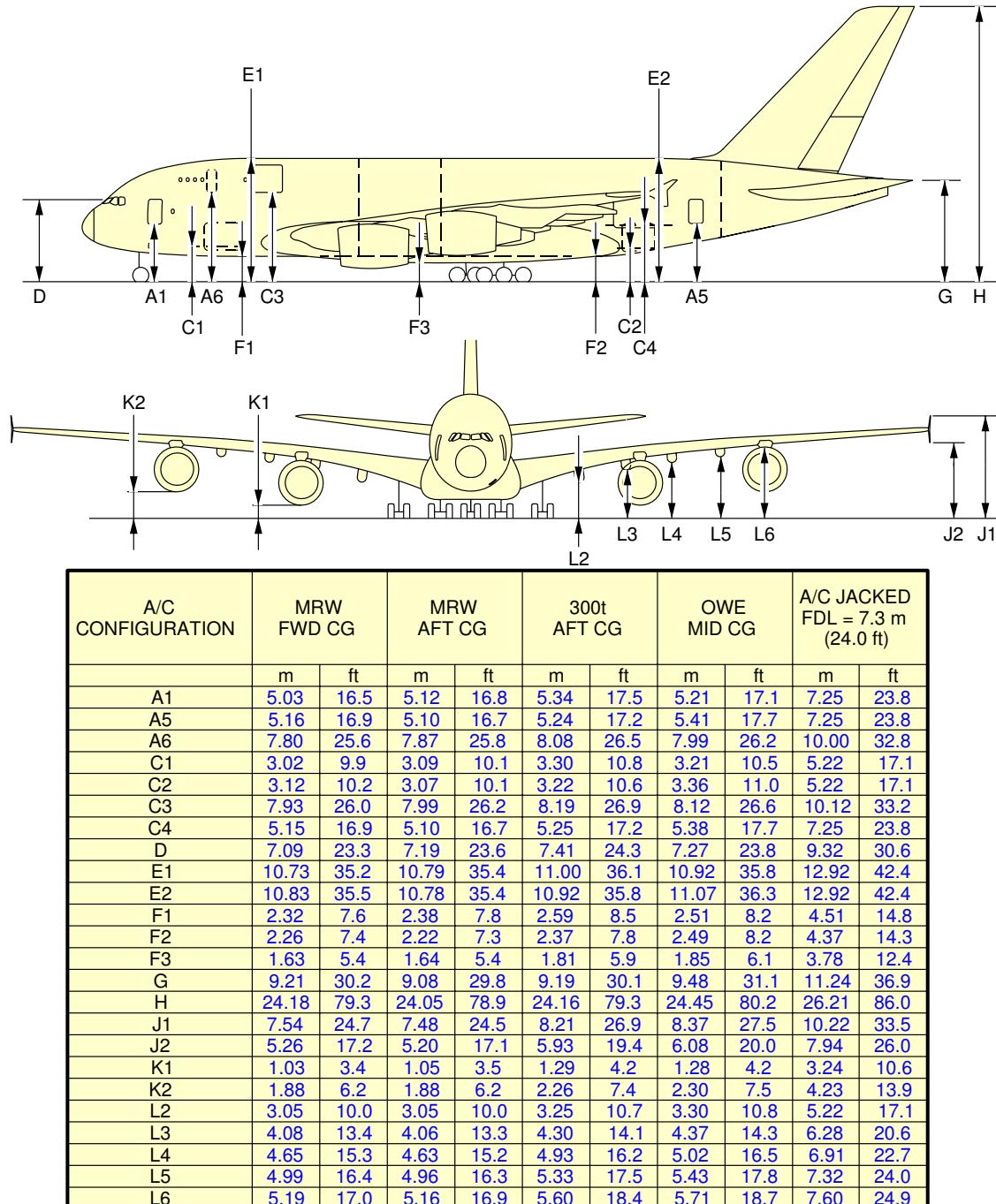
Ground Clearances - Freighter

1. This section gives ground clearances of A380-800F models.

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800F Models



L_AC_020300_1_0030101_01_00

Ground clearances
A380-800F Models

FIGURE 2

2-3-0



AIRPLANE CHARACTERISTICS

2-4-0 Interior Arrangement - Plan View

**ON A/C A380-800 Models A380-800F Models

Interior Arrangement - Plan View

1. Interior Arrangement - Plan View



AIRPLANE CHARACTERISTICS

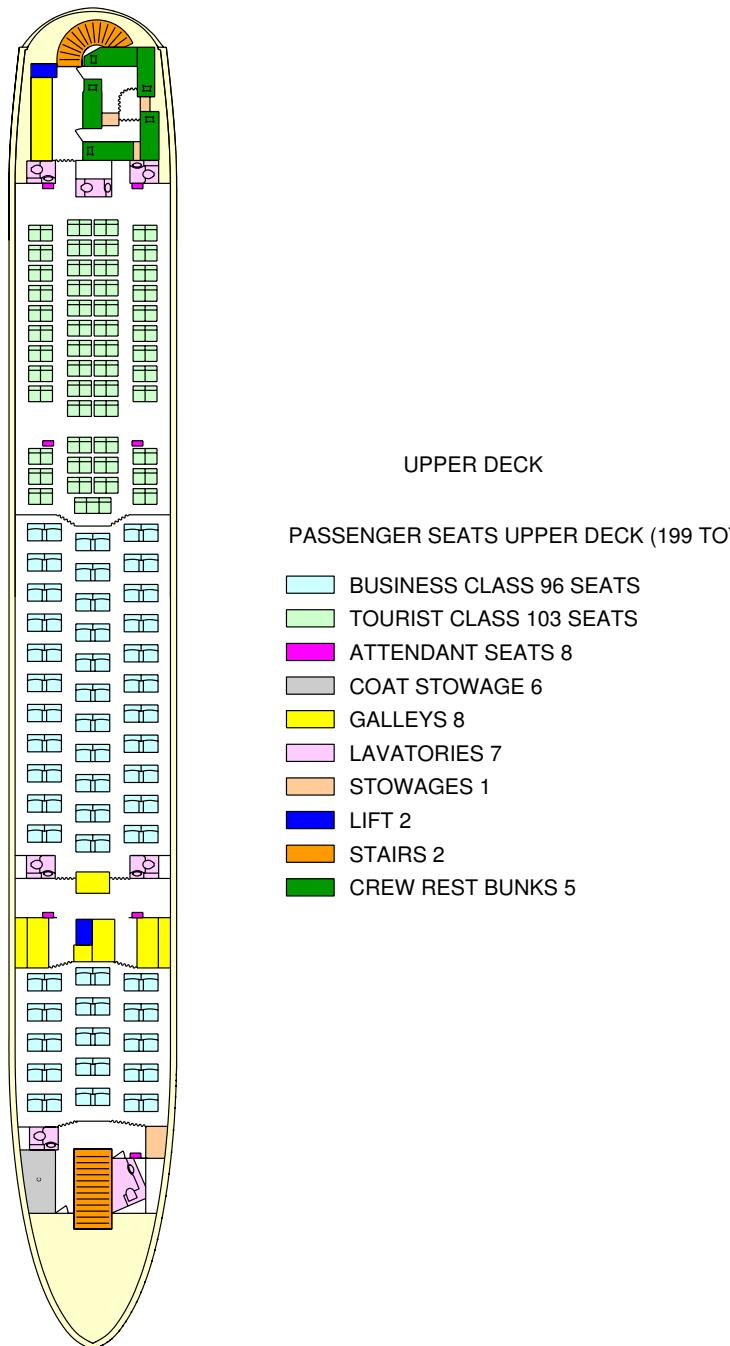
2-4-1 Standard Configuration

****ON A/C A380-800 Models**

Standard Configuration - Pax

1. This section gives the standard configuration of A380-800 models

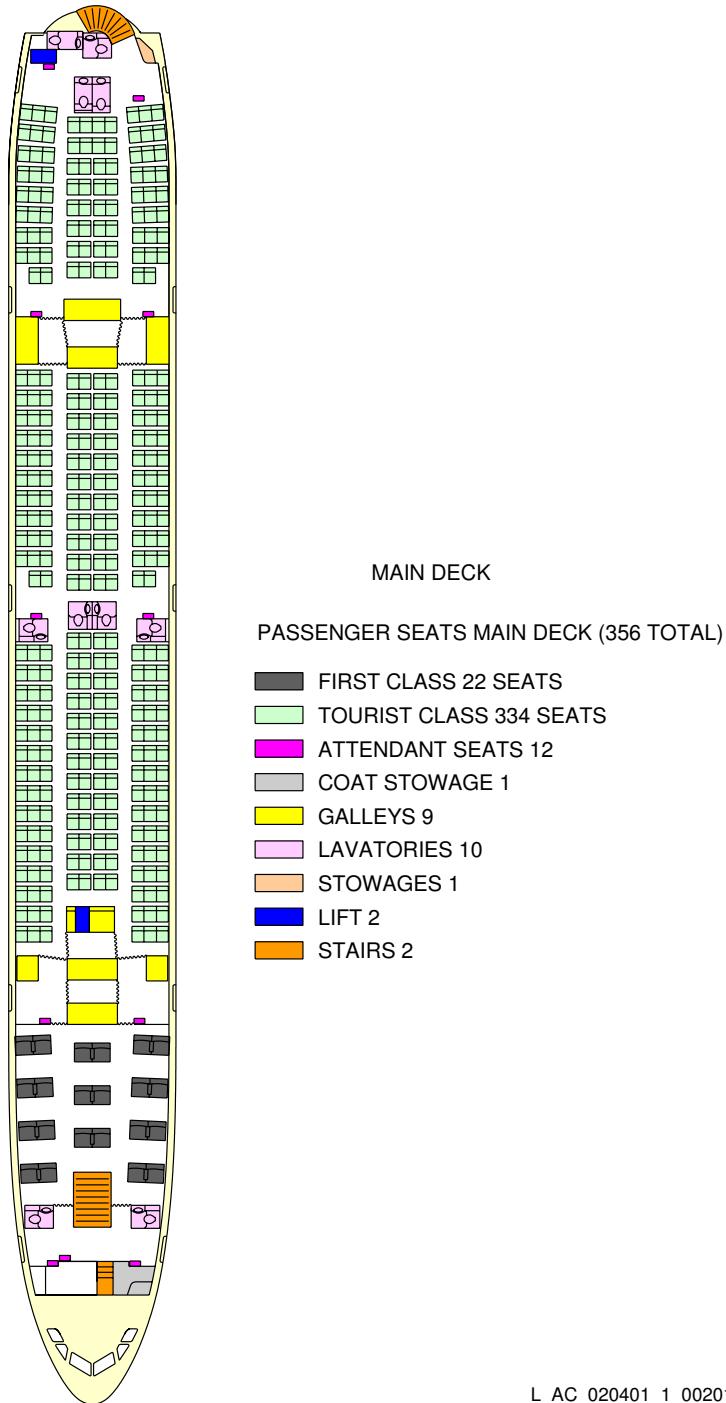
**ON A/C A380-800 Models



L_AC_020401_1_0010101_01_00

Interior Arrangements - Plan View
Standard Configuration - Upper Deck
FIGURE 1

**ON A/C A380-800 Models



L_AC_020401_1_0020101_01_00

Interior Arrangements - Plan View
Standard Configuration - Main Deck

FIGURE 2



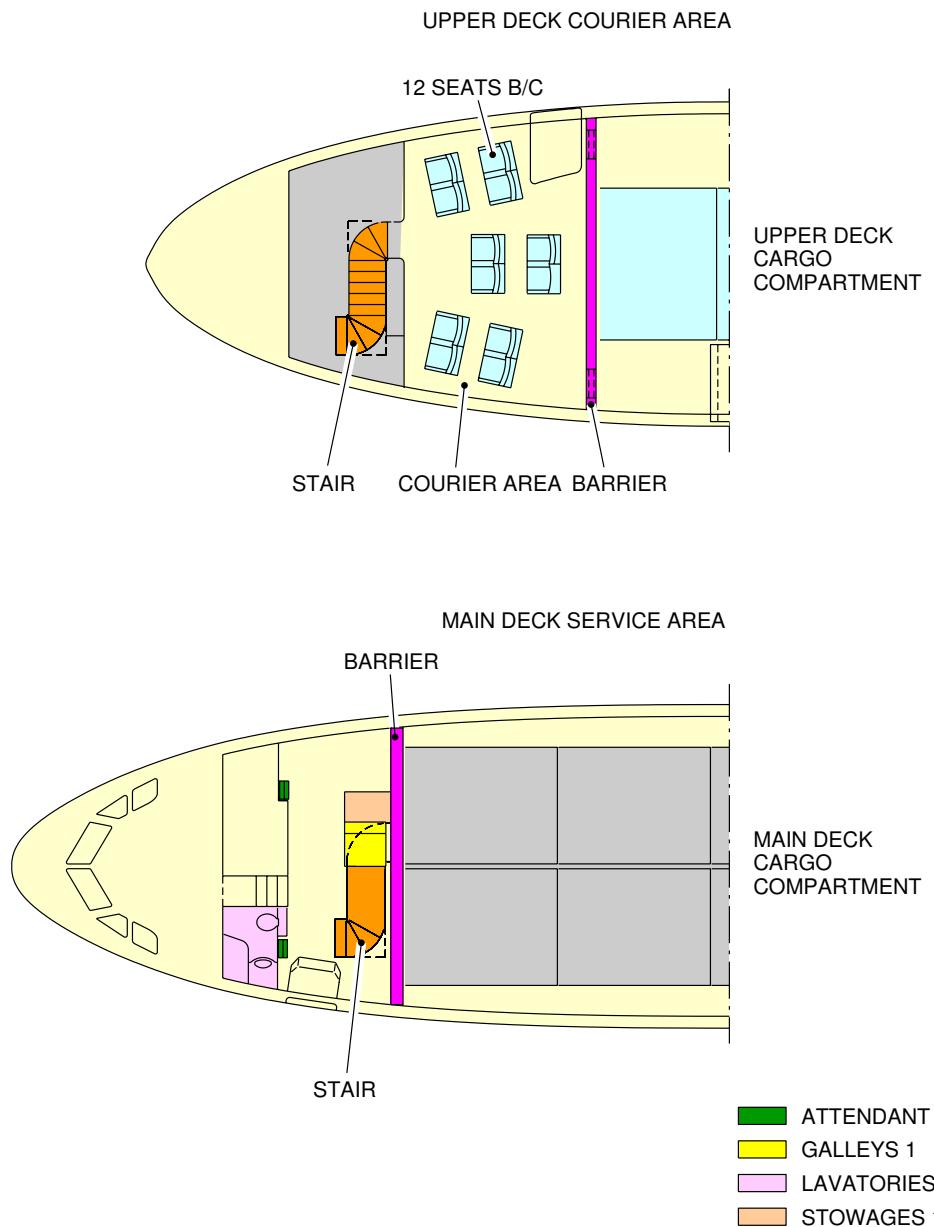
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

Standard Configuration - Freighter

1. This section gives the standard configuration of A380-800F models.

****ON A/C A380-800F Models**



L_AC_020401_1_0030101_01_00

Interior Arrangements - Plan View
Standard Configuration
FIGURE 3



AIRPLANE CHARACTERISTICS

2-5-0 Interior Arrangements - Cross Section

**ON A/C A380-800 Models A380-800F Models

Interior Arrangements - Cross Section

1. Interior Arrangements - Cross Section



AIRPLANE CHARACTERISTICS

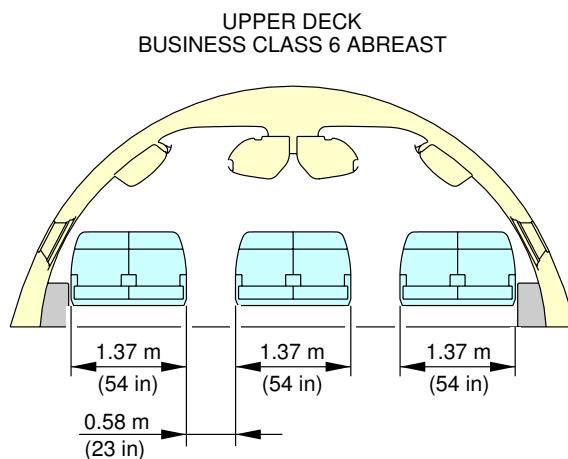
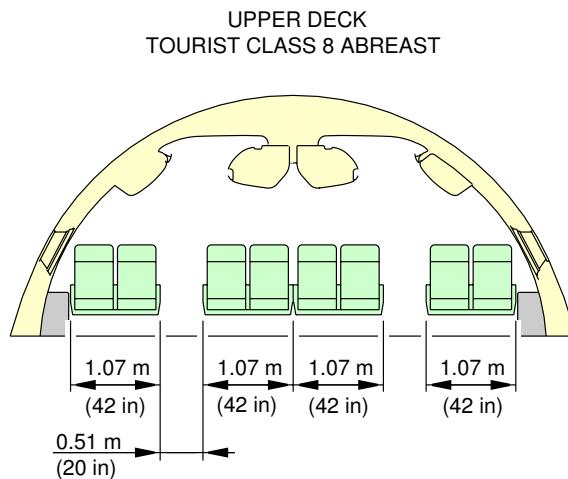
2-5-1 Typical Configuration

****ON A/C A380-800 Models**

Typical Configuration - Pax

1. This section gives the typical configuration of A380-800 models.

**ON A/C A380-800 Models

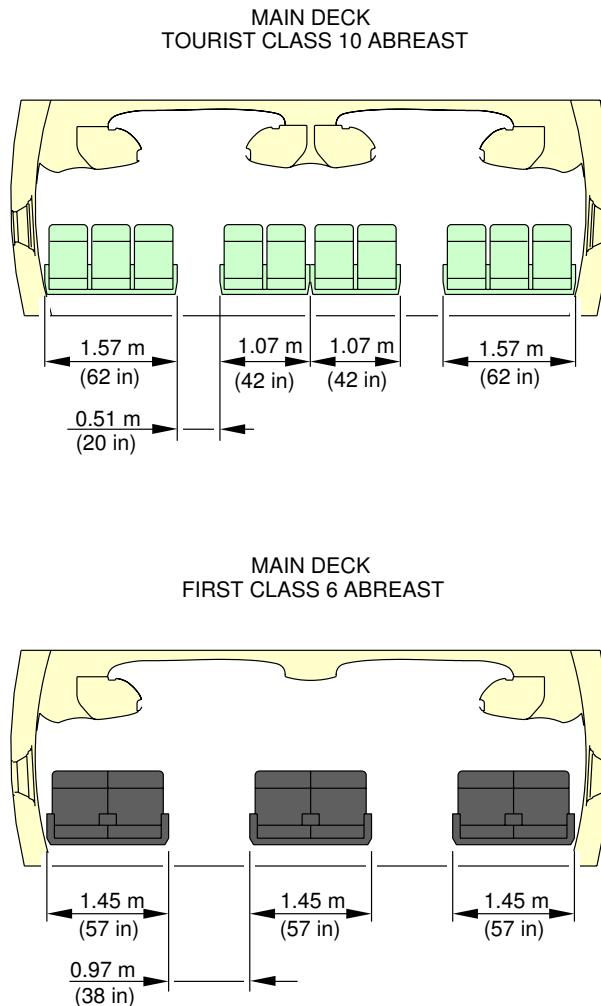


L_AC_020501_1_0010101_01_00

Interior Arrangements - Cross-section
Typical Configuration - Upper Deck

FIGURE 1

**ON A/C A380-800 Models



L_AC_020501_1_0020101_01_00

Interior Arrangements - Cross-section

Typical Configuration - Main Deck

FIGURE 2



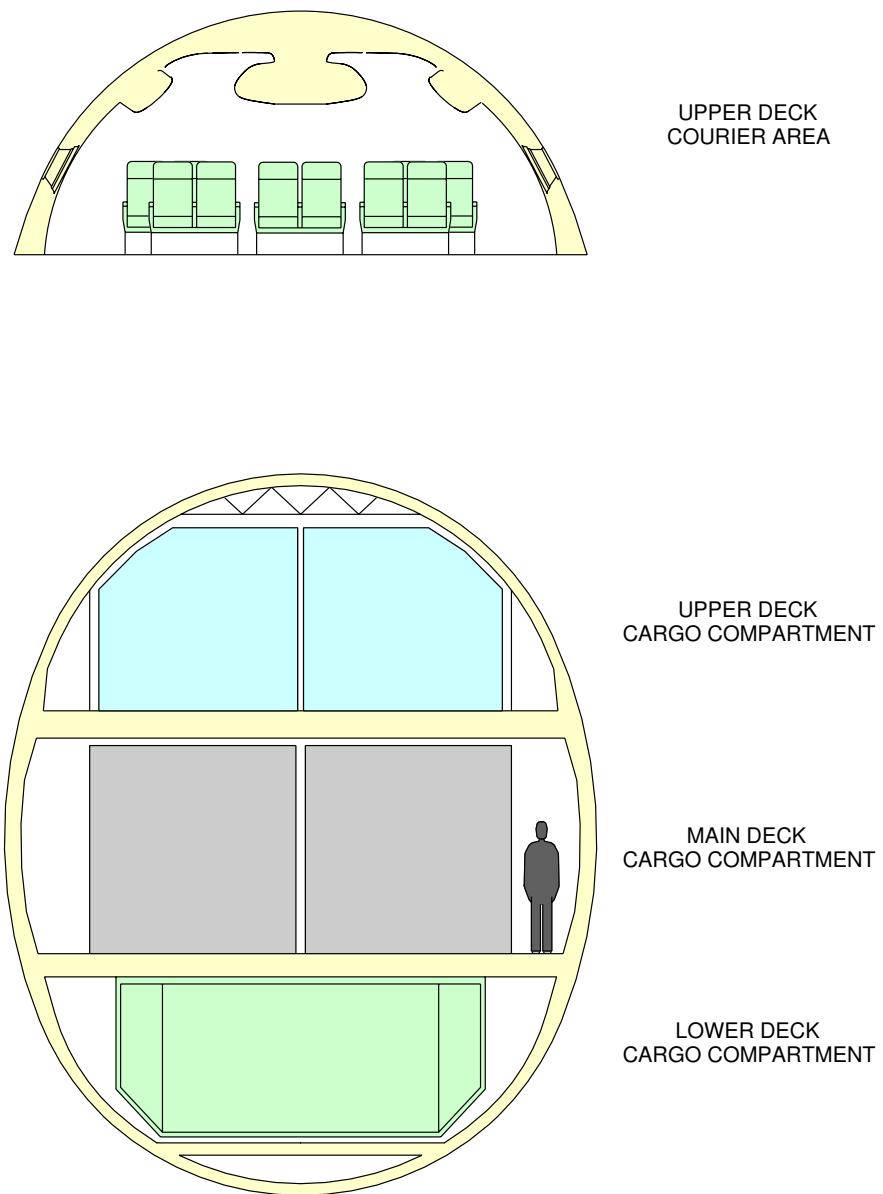
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

Typical Configuration - Freighter

1. This section gives the typical configuration of A380-800F models.

**ON A/C A380-800F Models



L_AC_020501_1_0030101_01_00

Interior Arrangements - Cross-section
Typical Configuration - A380- 800F Models All Decks
FIGURE 3



AIRPLANE CHARACTERISTICS

2-6-0 **Cargo Compartments**

**ON A/C A380-800 Models A380-800F Models

Cargo Compartments

1. Cargo Compartments



AIRPLANE CHARACTERISTICS

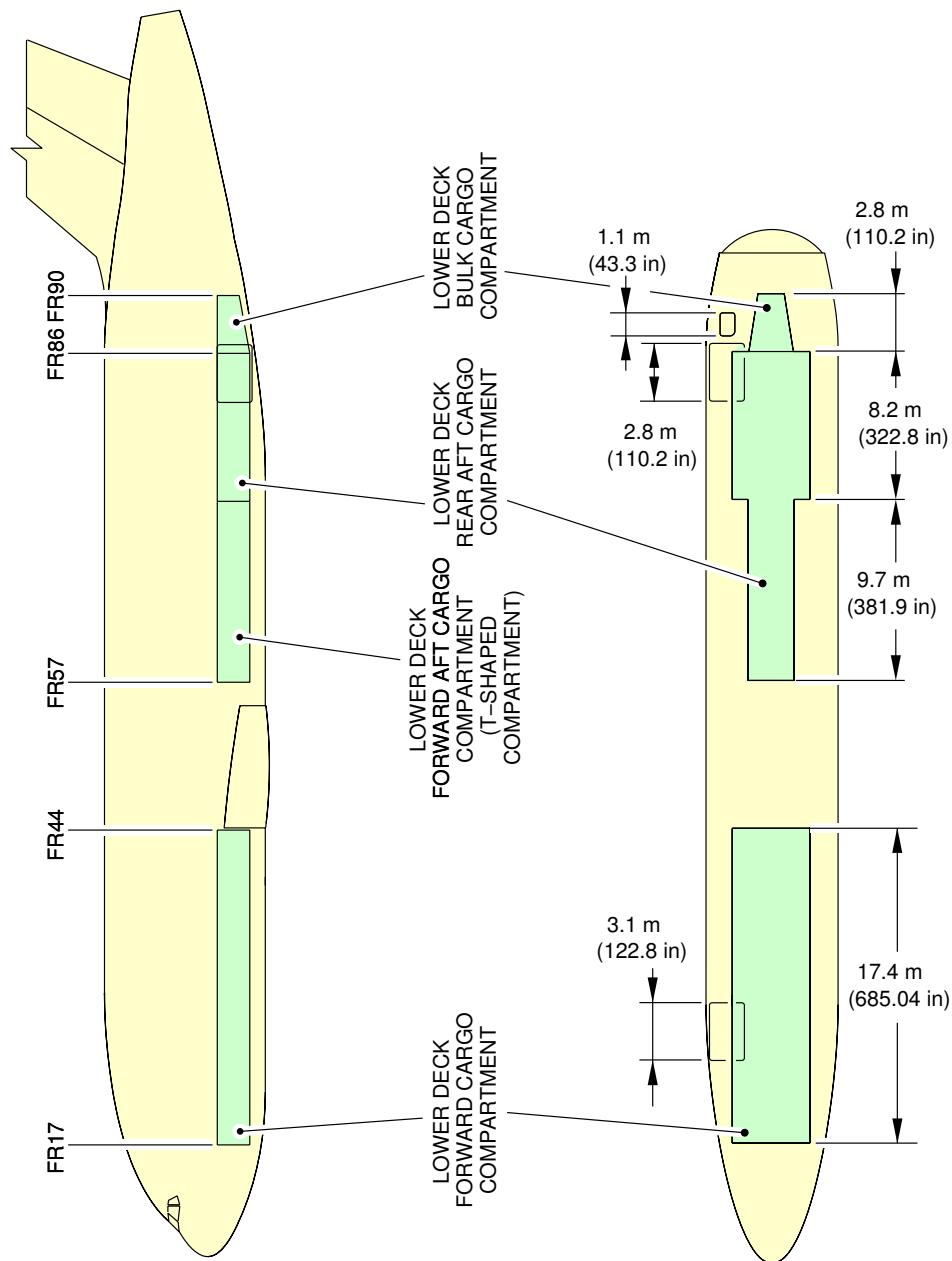
2-6-1 Location and Dimensions

****ON A/C A380-800 Models**

Location and Dimensions - Pax

1. This section gives the cargo compartments location and dimensions of A380-800 models.

**ON A/C A380-800 Models



L_AC_020601_1_0010101_01_00

Cargo Compartments
Location and Dimensions
FIGURE 1



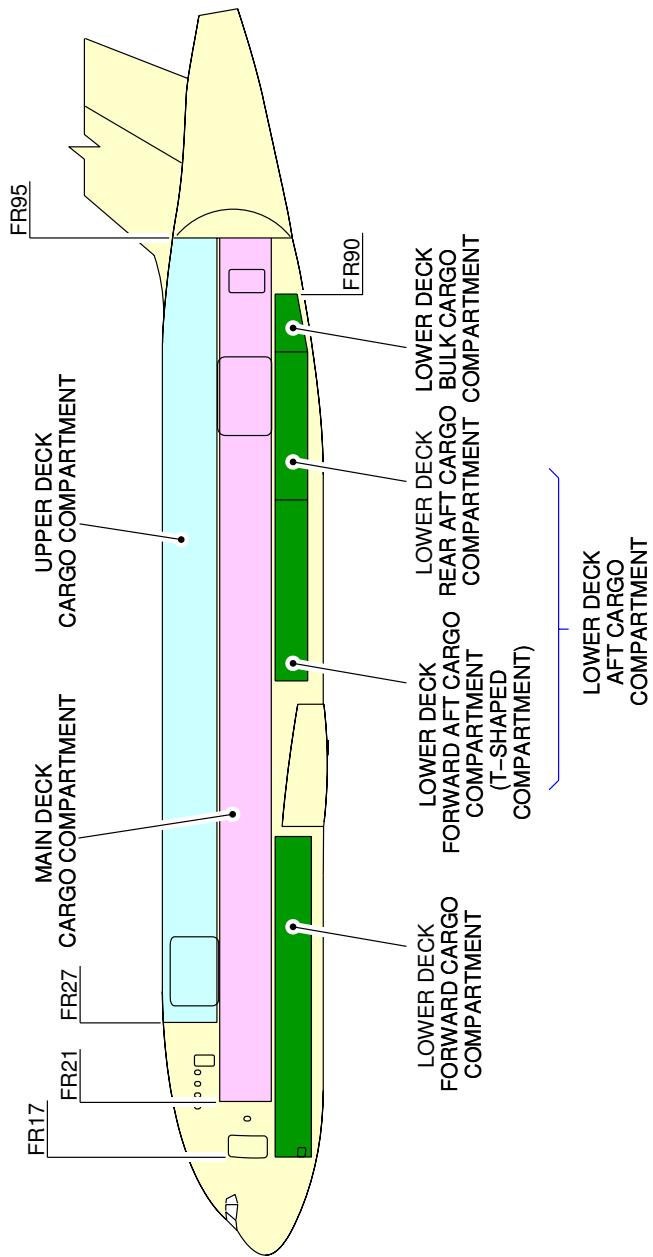
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

Location and Dimensions - Freighter

1. This section gives the cargo compartments location and dimensions of A380-800F models.

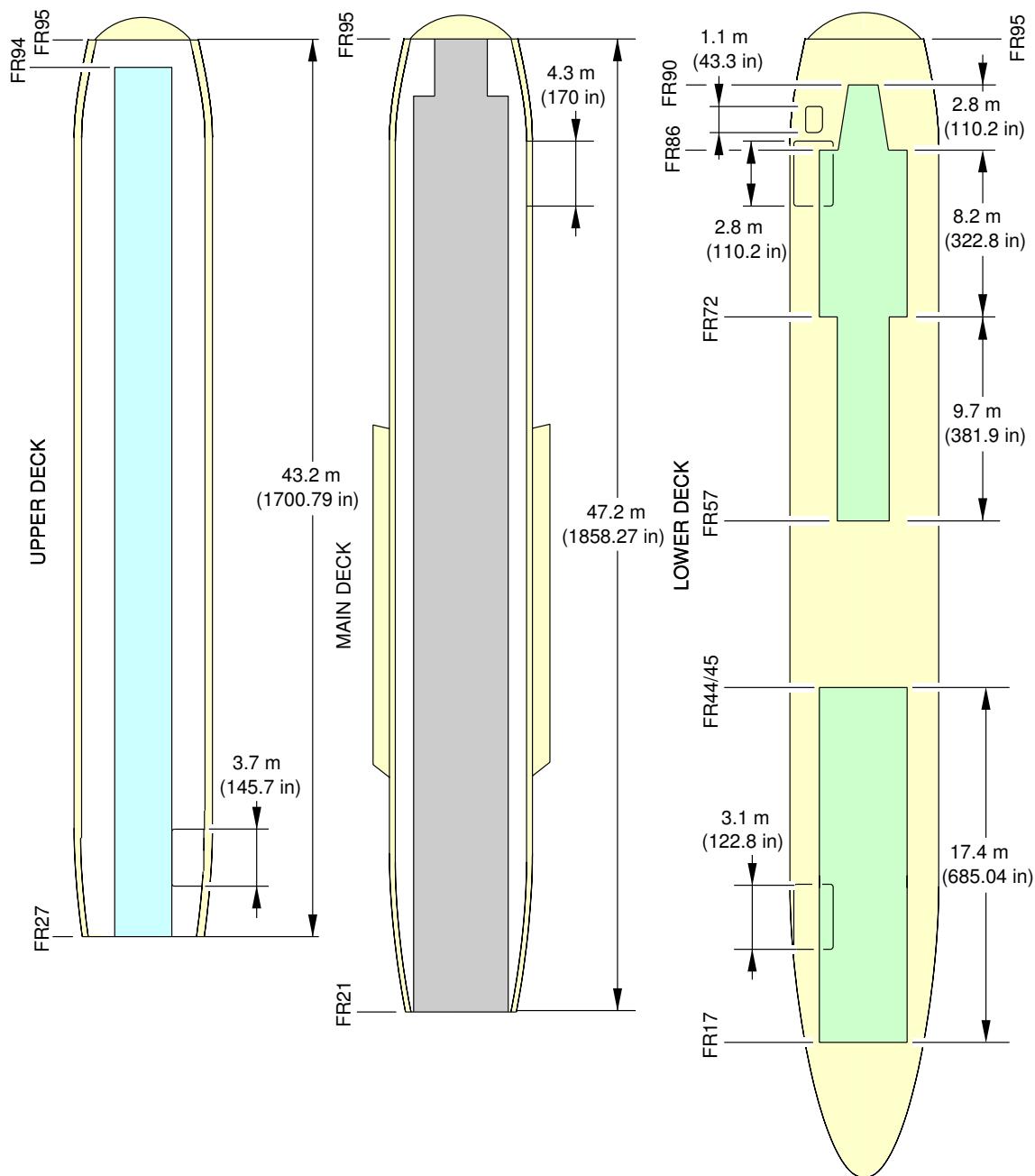
**ON A/C A380-800F Models



L_AC_020601_1_0020101_01_00

Cargo Compartments
Location and Dimensions (Sheet 1)
FIGURE 2

**ON A/C A380-800F Models



L_AC_020601_1_0030101_01_00

Cargo Compartments
Location and Dimensions (Sheet 2)
FIGURE 3



AIRPLANE CHARACTERISTICS

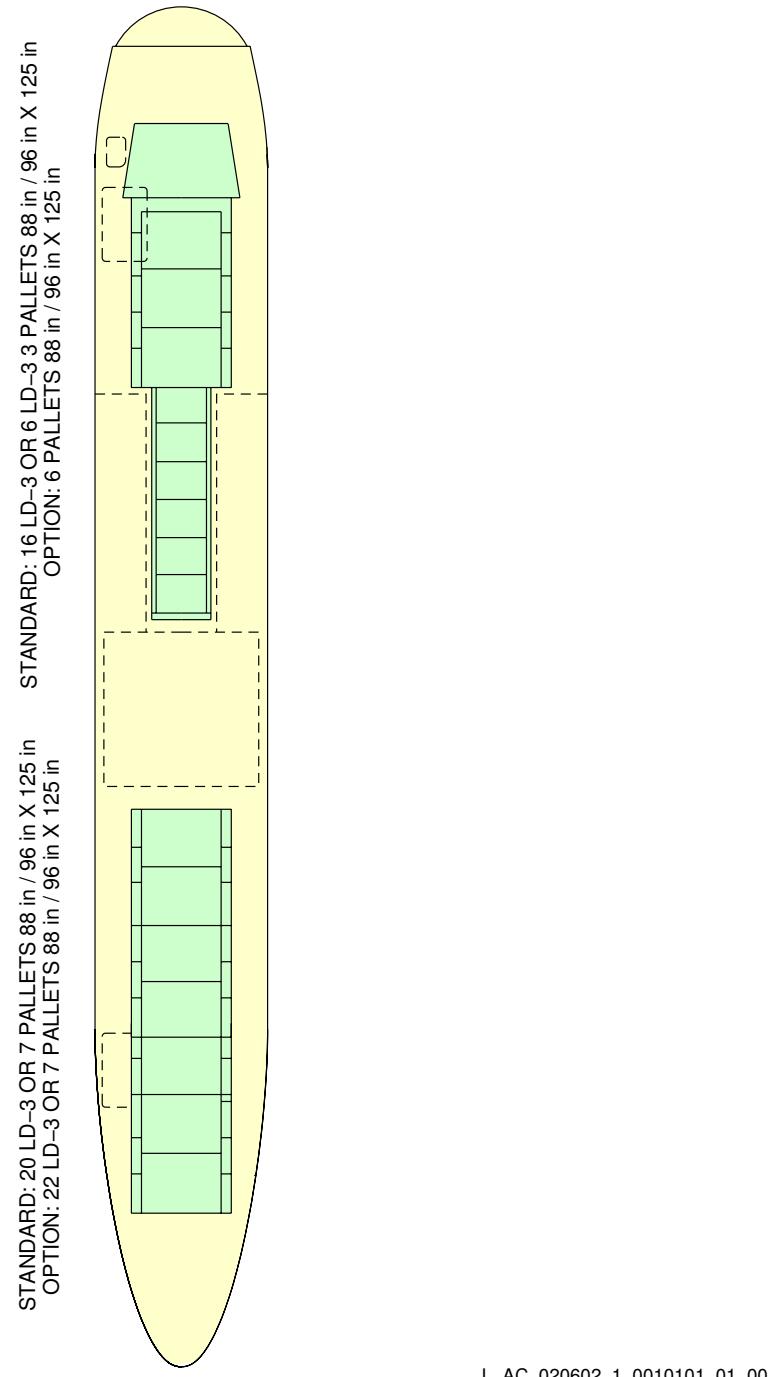
2-6-2 Loading Combinations

**ON A/C A380-800 Models

Loading Combinations - Pax

1. This section gives cargo compartments loading combinations.

**ON A/C A380-800 Models



L_AC_020602_1_0010101_01_00

Cargo Compartments
Loading Combinations

FIGURE 1



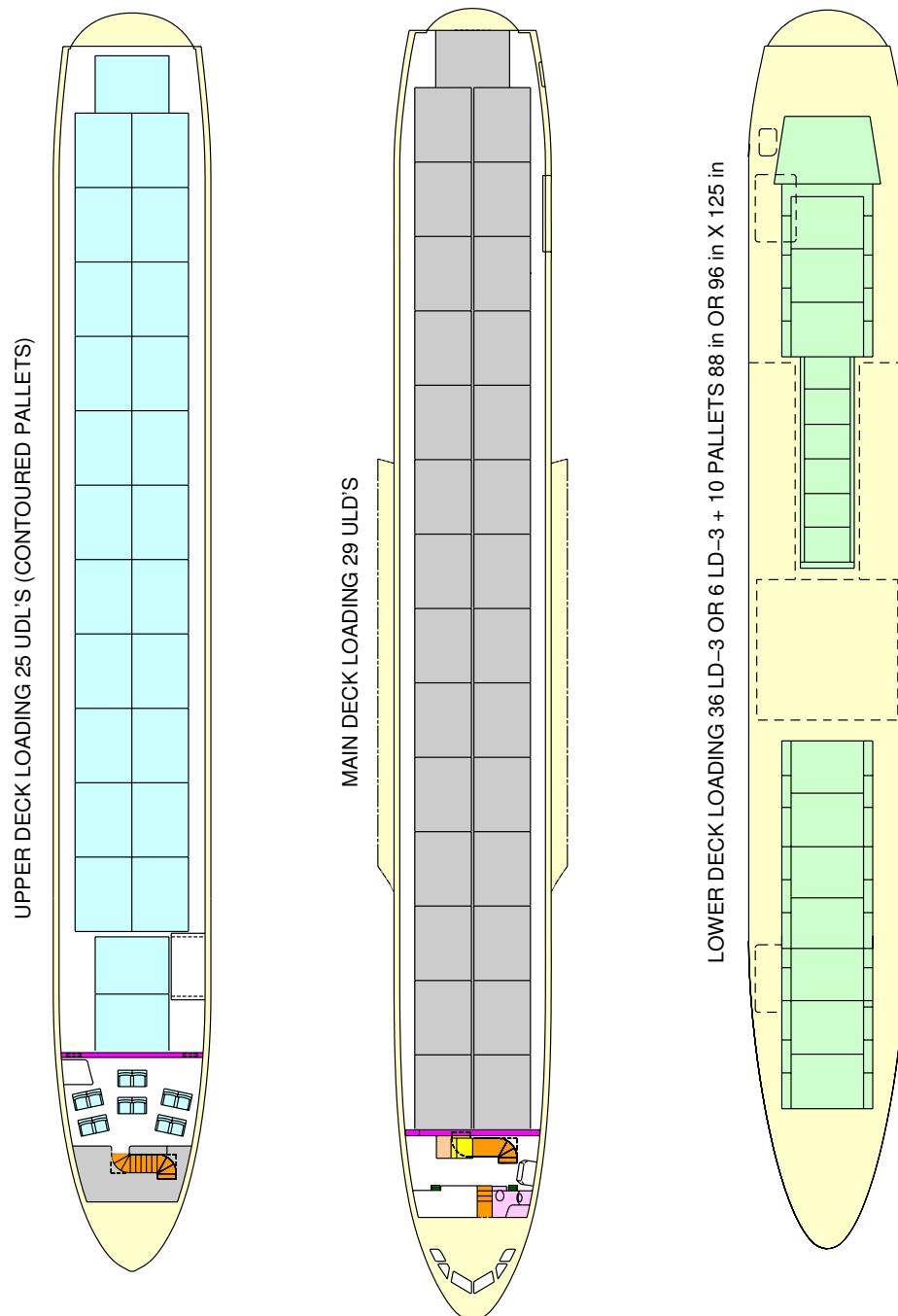
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

Loading Combinations - Freighter

1. This section gives cargo compartments loading combinations.

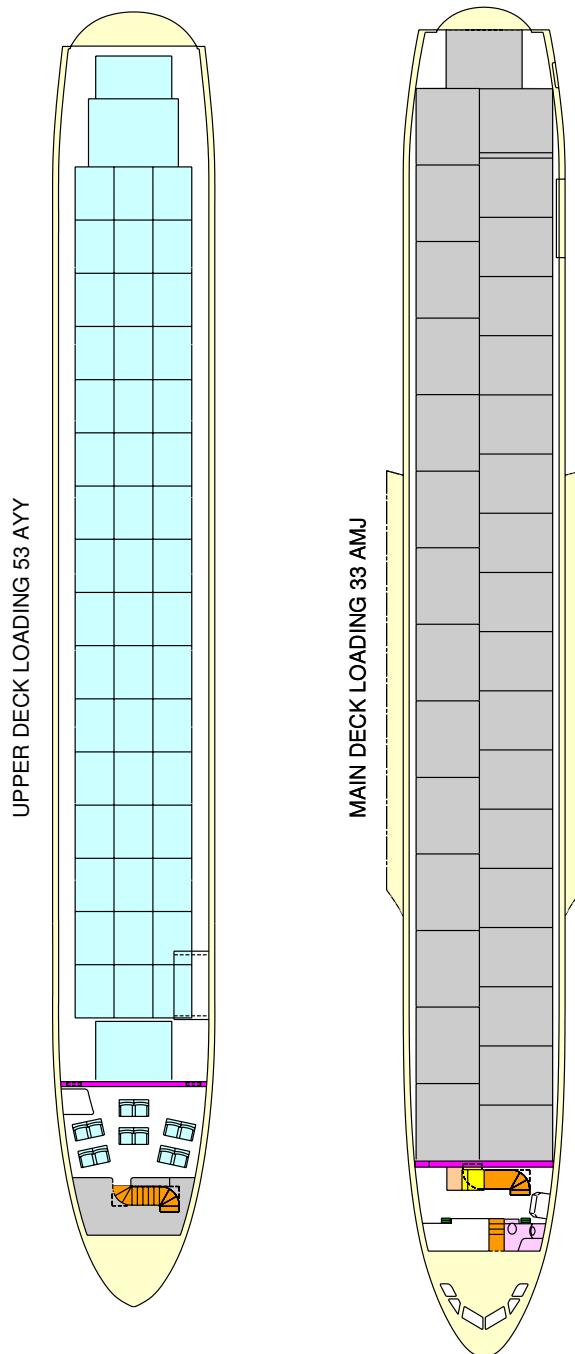
**ON A/C A380-800F Models



L_AC_020602_1_0020101_01_00

Cargo Compartments
Loading Combinations (Sheet 1)
FIGURE 2

**ON A/C A380-800F Models



L_AC_020602_1_0030101_01_00

Cargo Compartments
Loading Combinations (Sheet 2)
FIGURE 3



AIRPLANE CHARACTERISTICS

2-7-0 Door Clearances

**ON A/C A380-800 Models

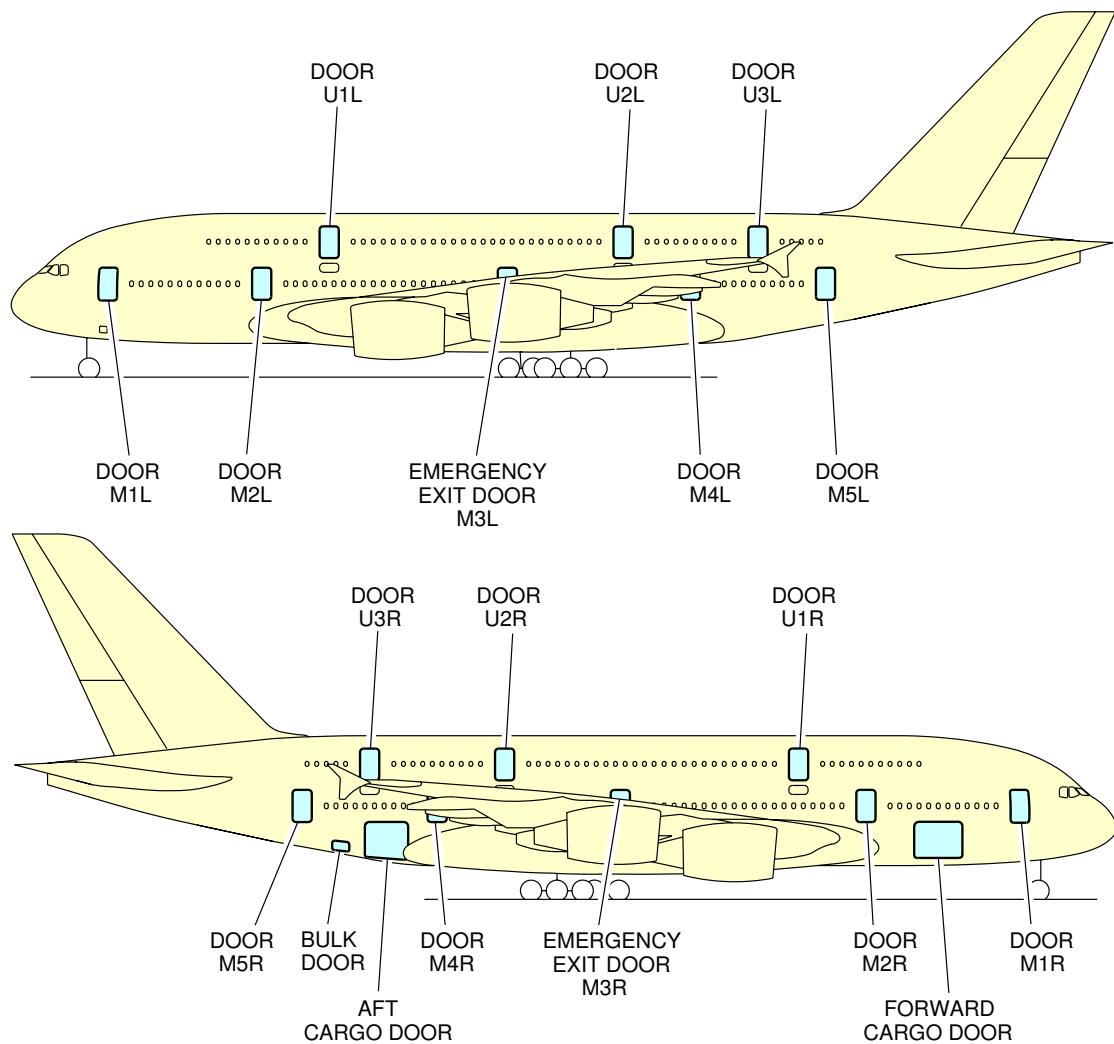
Door Clearances - Pax

1. This section gives Door Clearances.

A380

AIRPLANE CHARACTERISTICS

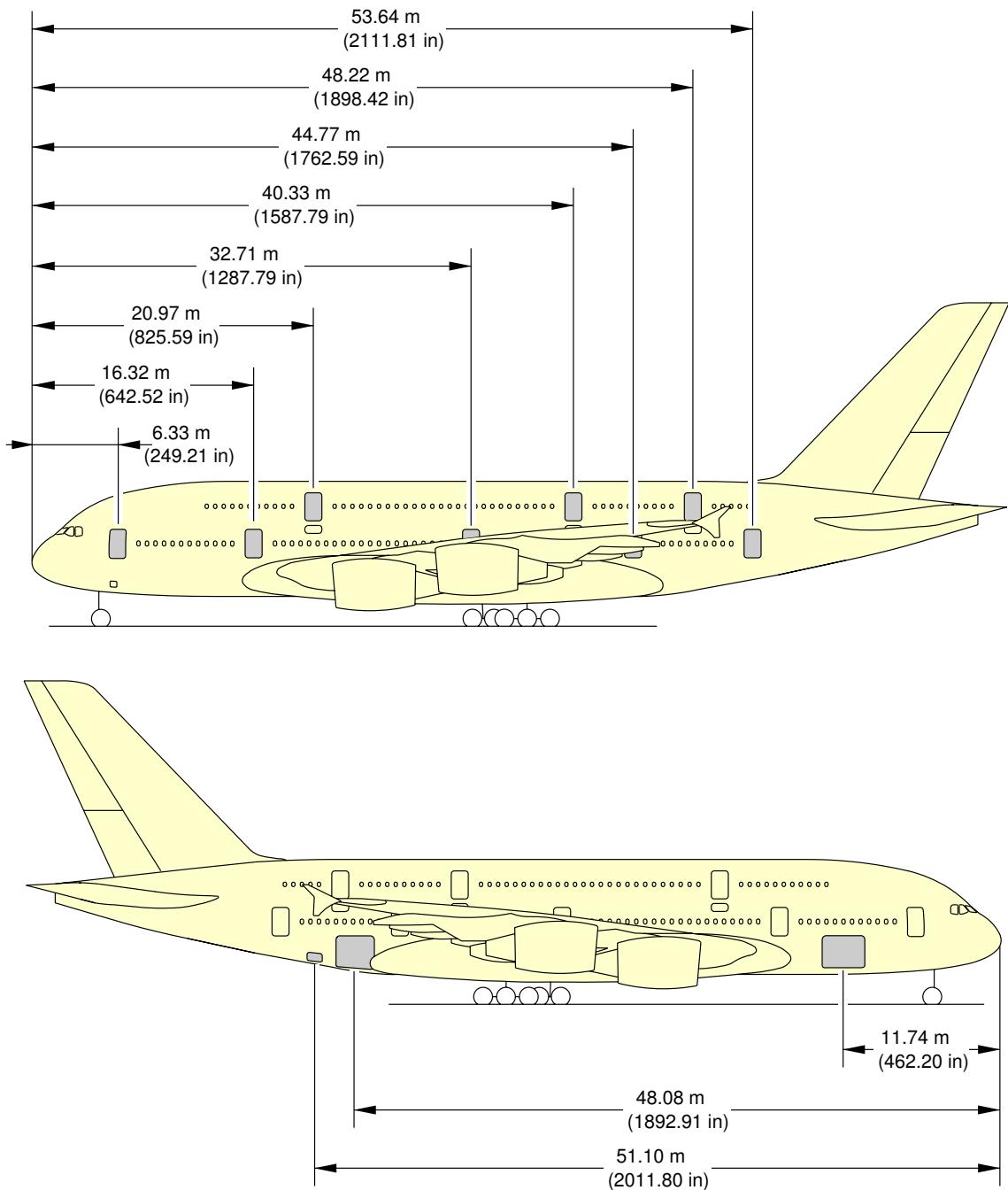
**ON A/C A380-800 Models



L_AC_020700_1_0010101_01_00

Door Clearances
Door Location (Sheet 1) - A380-800 Models
FIGURE 1

****ON A/C A380-800 Models**



L_AC_020700_1_0020101_01_00

Door Clearances
Door Location (Sheet 2) - A380-800 Models
FIGURE 2



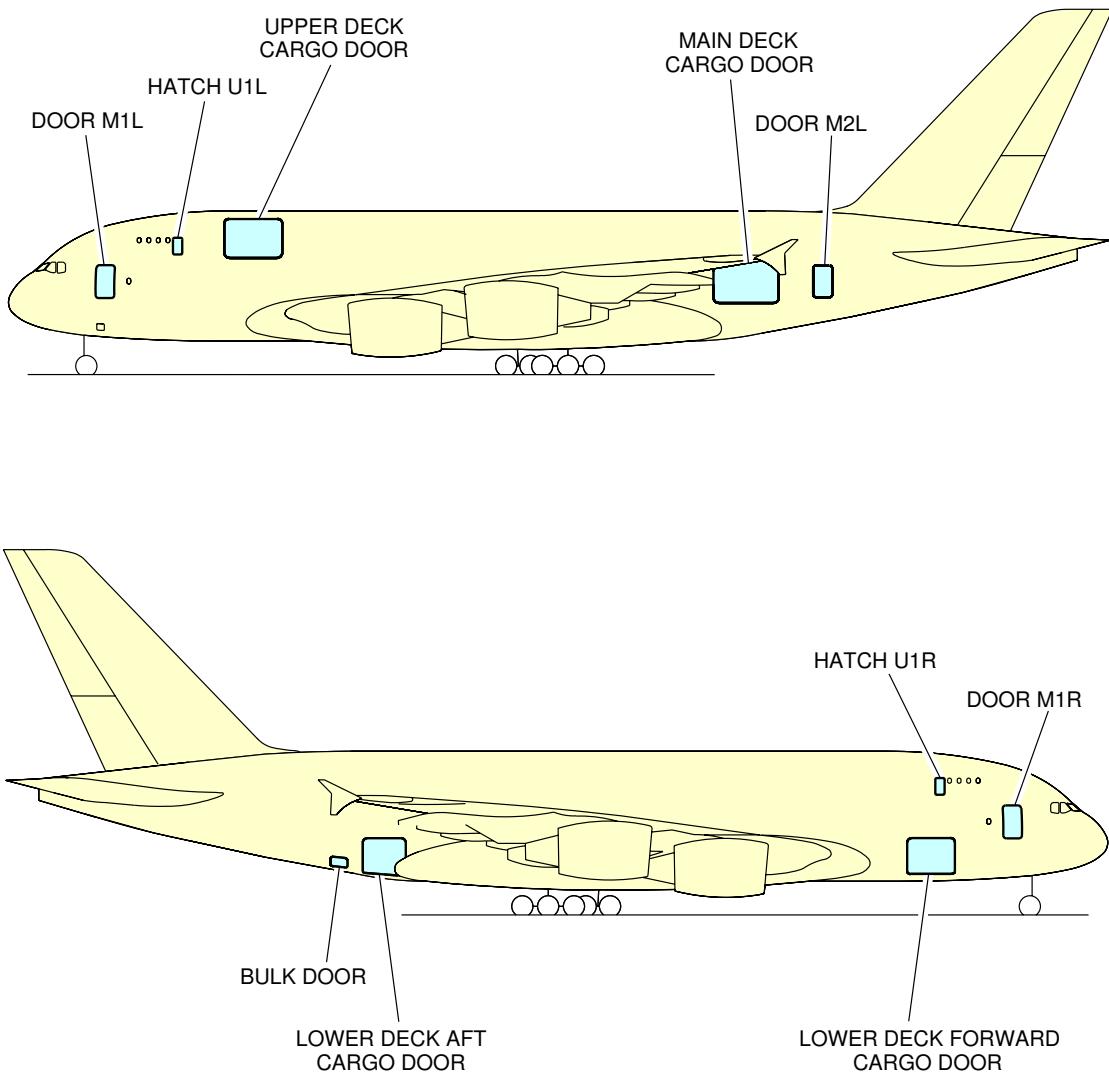
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

Door Clearances - Freighter

1. This section gives door clearances.

**ON A/C A380-800F Models



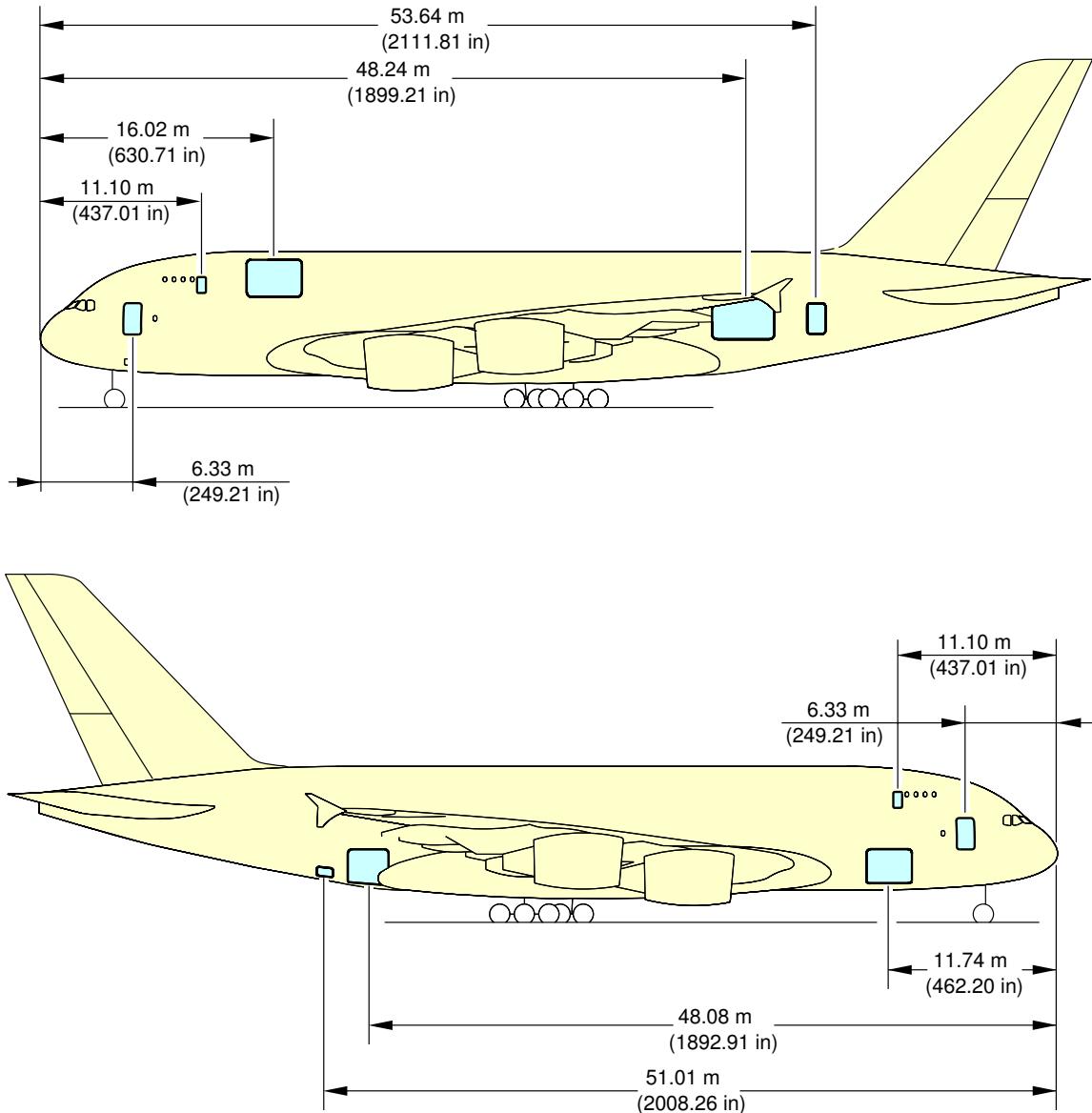
L_AC_020700_1_0030101_01_00

Door Clearances
Door Location (Sheet 1) - A380-800F Models
FIGURE 3

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800F Models



L_AC_020700_1_0040101_01_00

Door Clearances
Door Location (Sheet 2) - A380-800F Models
FIGURE 4



AIRPLANE CHARACTERISTICS

2-7-1 Forward Doors

**ON A/C A380-800 Models A380-800F Models

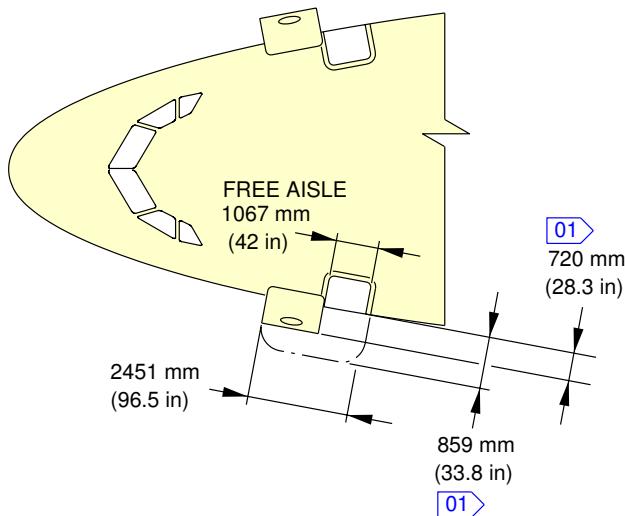
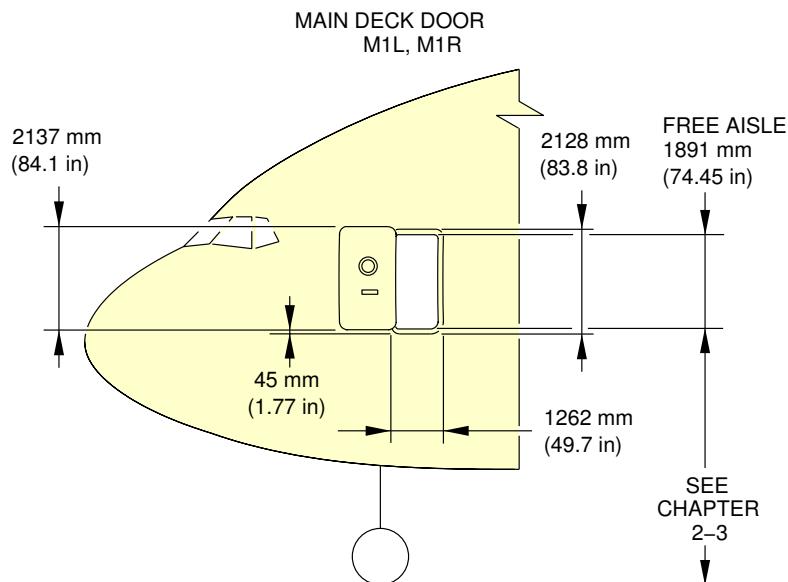
Forward Doors

1. This section gives forward doors clearances.

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models



NOTE:

01 MEASURED FROM THE EXTERNAL POINT OF
THE SCUFF PLATE AND THE MOST
EXTERNAL POINT OF THE DOOR SKIN

L_AC_020701_1_0010101_01_00

Door Clearances
Forward Doors
FIGURE 1

2-7-1

Page 2
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AIRPLANE CHARACTERISTICS

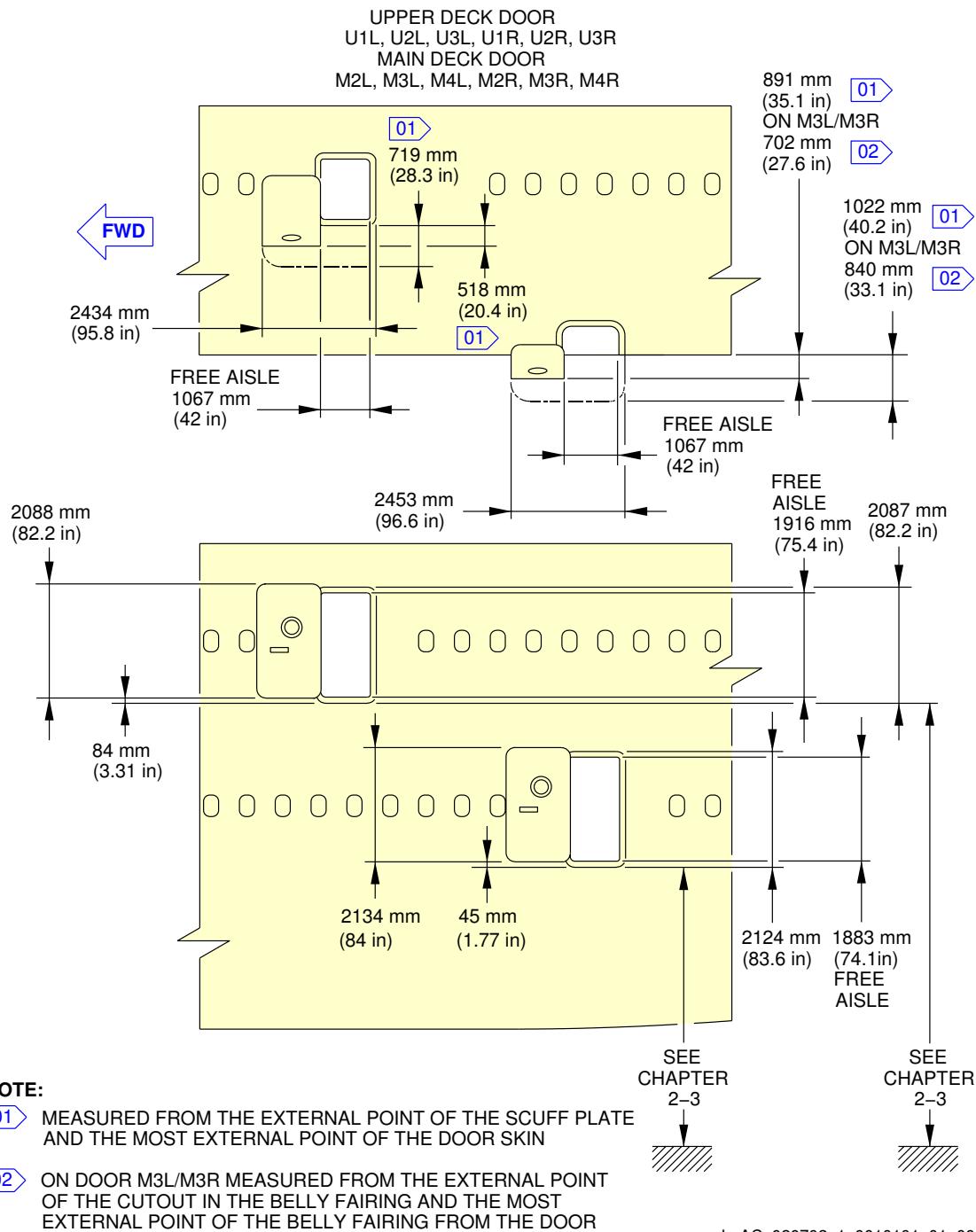
2-7-2 Main and Upper Deck Doors

****ON A/C A380-800 Models**

Main and Upper Deck Doors - Pax

1. This section gives main and upper deck doors clearances.

**ON A/C A380-800 Models



L_AC_020702_1_0010101_01_00

Door Clearances
Main and Upper Deck Doors - A380-800 Models
FIGURE 1



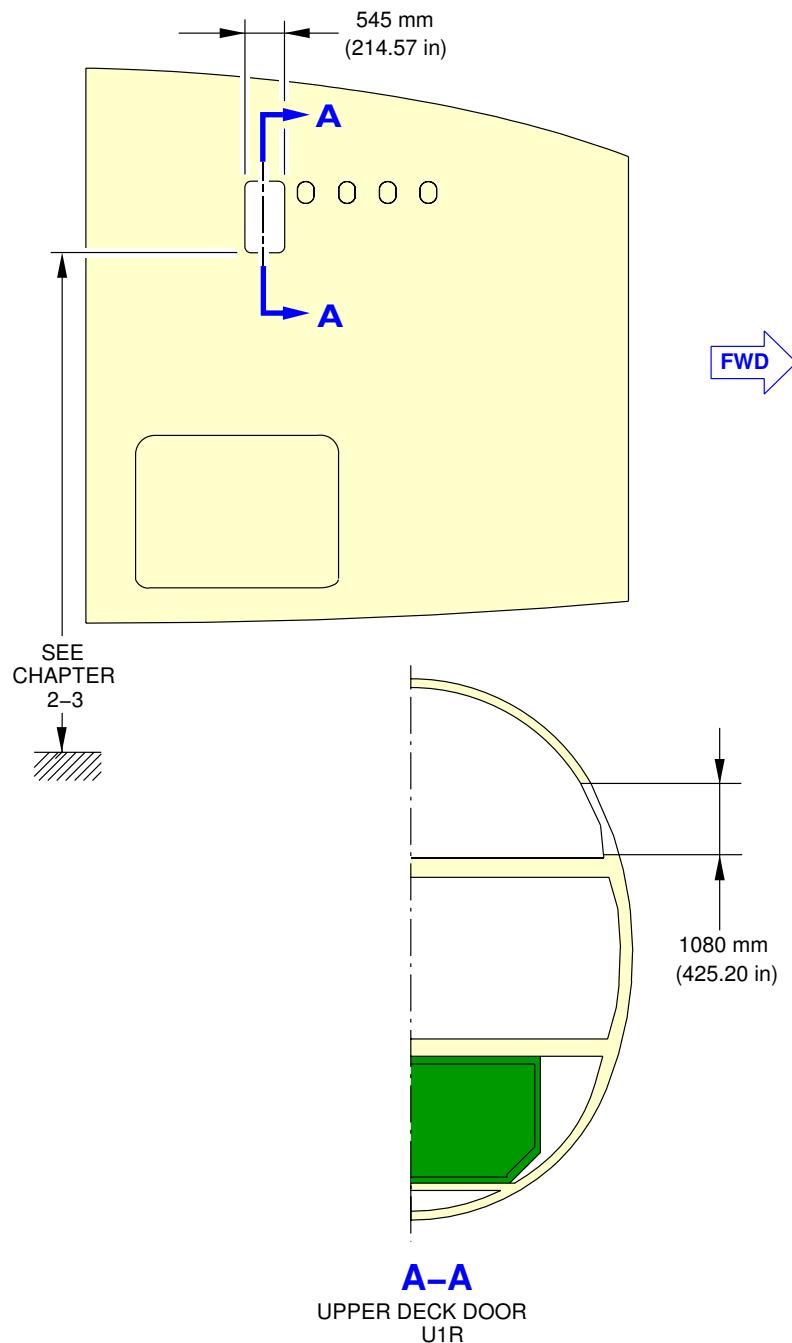
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

Upper Deck Door - Freighter

1. This section gives upper deck door clearances.

**ON A/C A380-800F Models



L_AC_020702_1_0020101_01_00

Door Clearances
Upper Deck Door - A380-800F Models
FIGURE 2



AIRPLANE CHARACTERISTICS

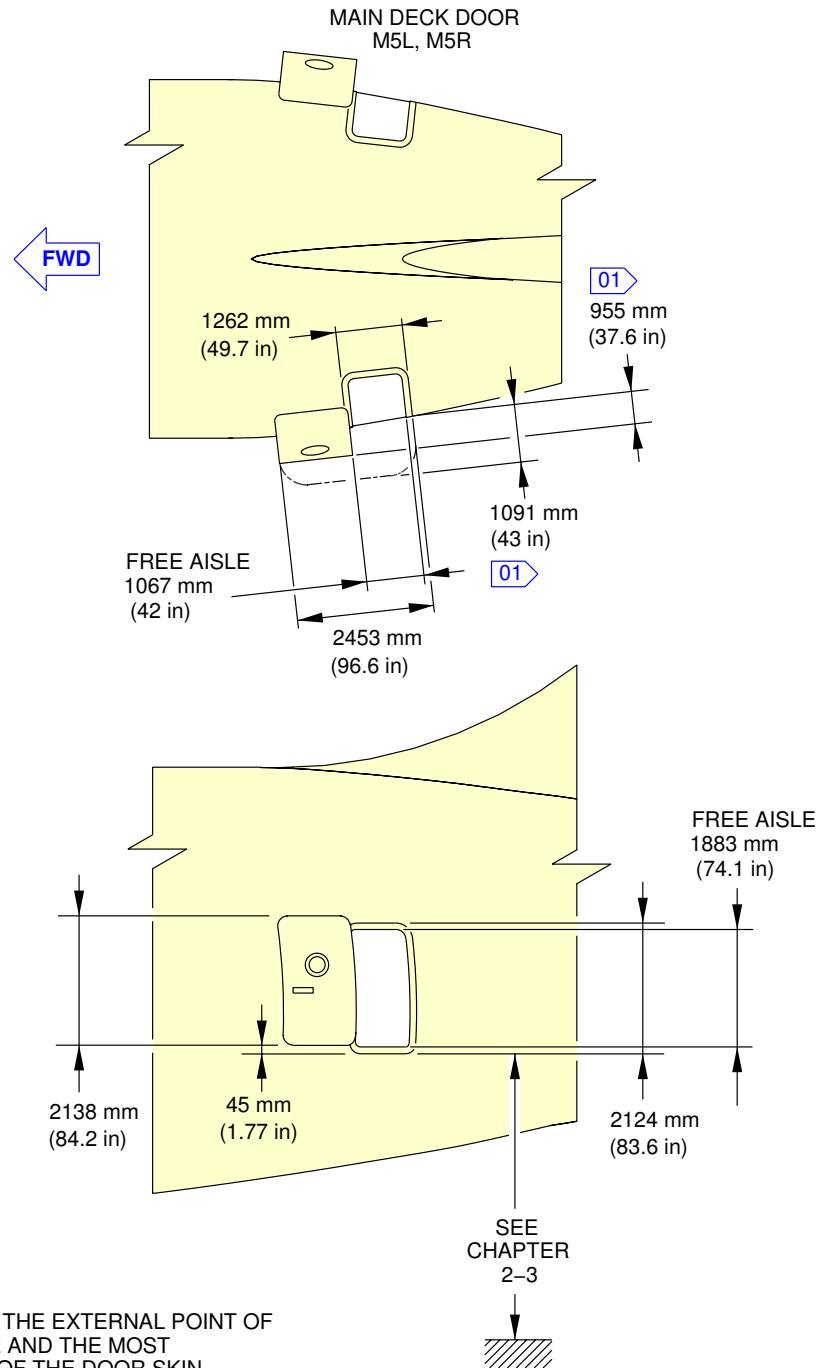
2-7-3 Aft Doors

****ON A/C A380-800 Models**

Aft Doors - Pax

1. This section gives aft doors clearances.

**ON A/C A380-800 Models



NOTE:

01 MEASURED FROM THE EXTERNAL POINT OF
THE SCUFF PLATE AND THE MOST
EXTERNAL POINT OF THE DOOR SKIN

L_AC_020703_1_0010101_01_00

Door Clearances
Aft Doors - A380-800 Models
FIGURE 1



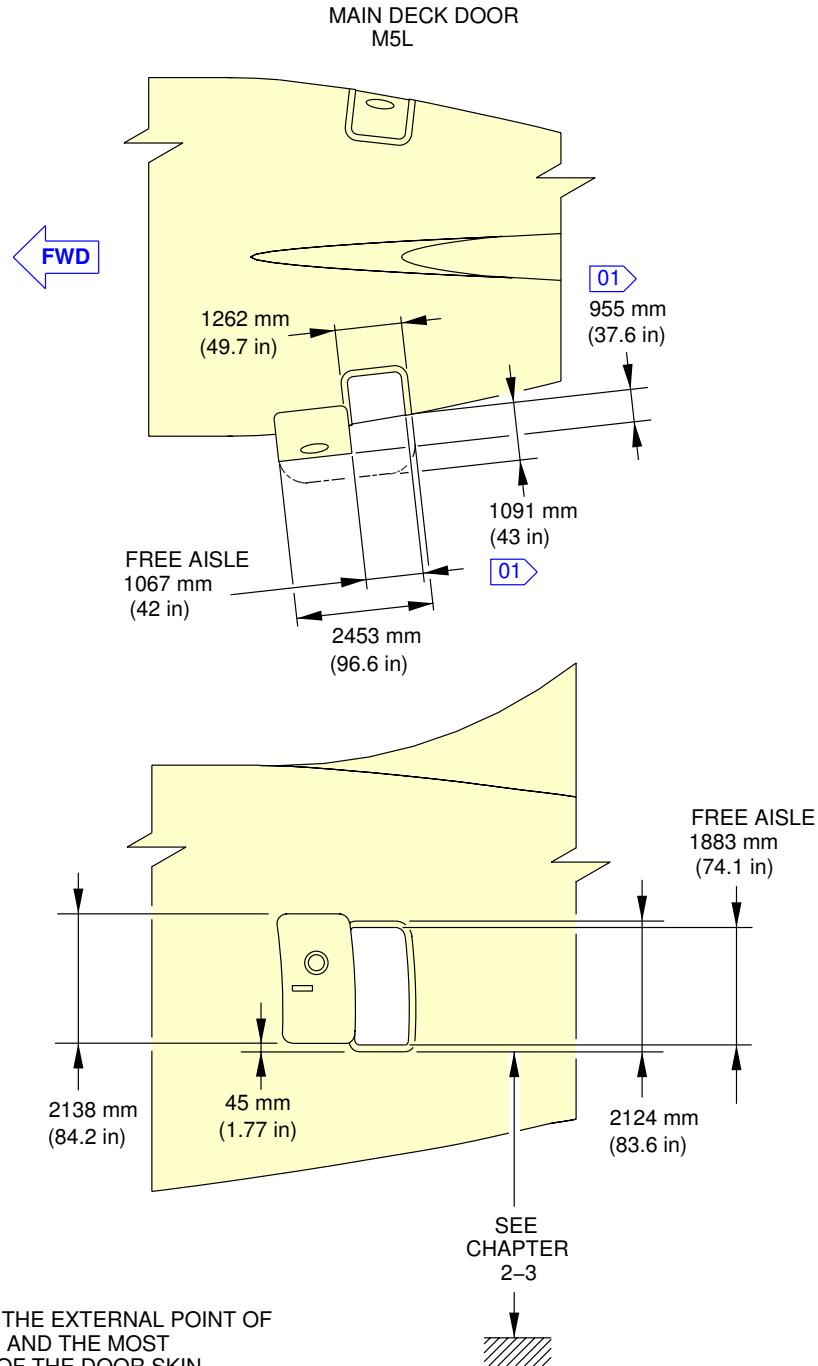
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

Aft Doors - Freighter

1. This section gives aft doors clearances.

**ON A/C A380-800F Models



NOTE:

01 MEASURED FROM THE EXTERNAL POINT OF
THE SCUFF PLATE AND THE MOST
EXTERNAL POINT OF THE DOOR SKIN

L_AC_020703_1_0020101_01_00

Door Clearances
Aft Doors - A380-800F Models
FIGURE 2



AIRPLANE CHARACTERISTICS

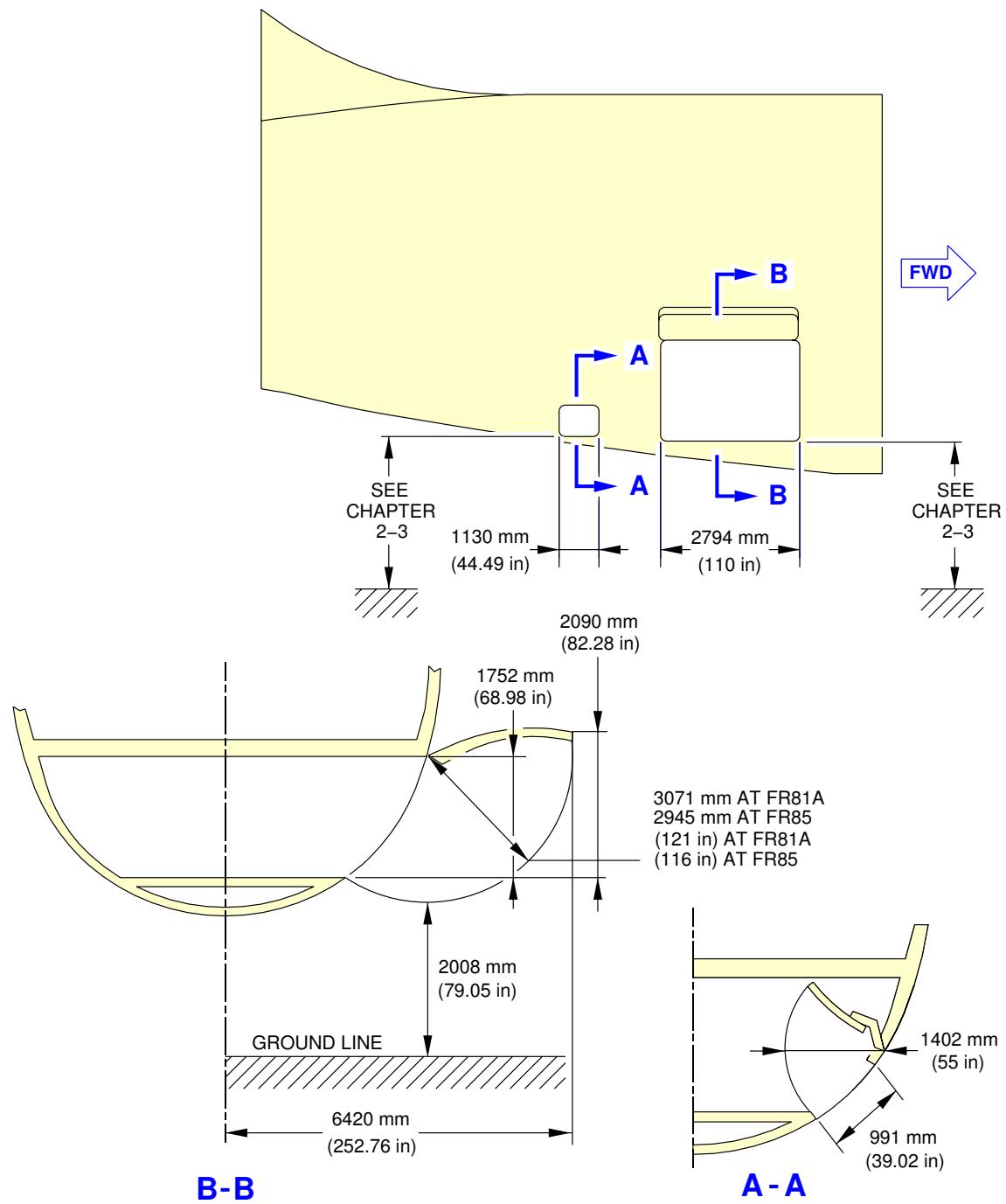
2-7-4 Aft Cargo Compartment Doors

**ON A/C A380-800 Models

Aft Cargo Compartment Doors - Pax

1. This section gives aft cargo compartment doors clearances.

**ON A/C A380-800 Models



Door Clearances
Aft Cargo Compartment Doors - A380-800 Models
FIGURE 1



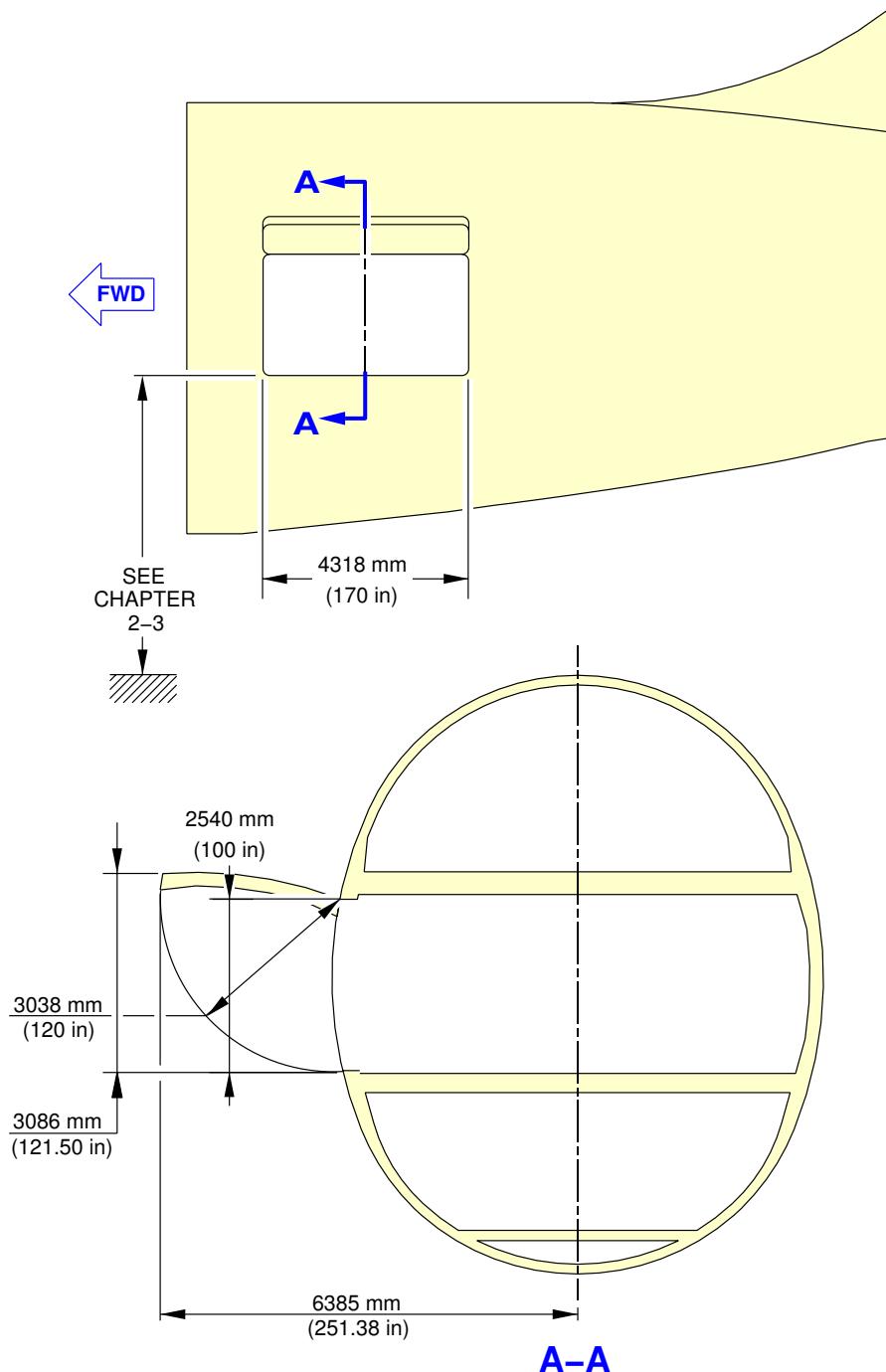
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

Aft Cargo Compartment Doors - Freighter

1. This section gives aft cargo compartment doors clearances.

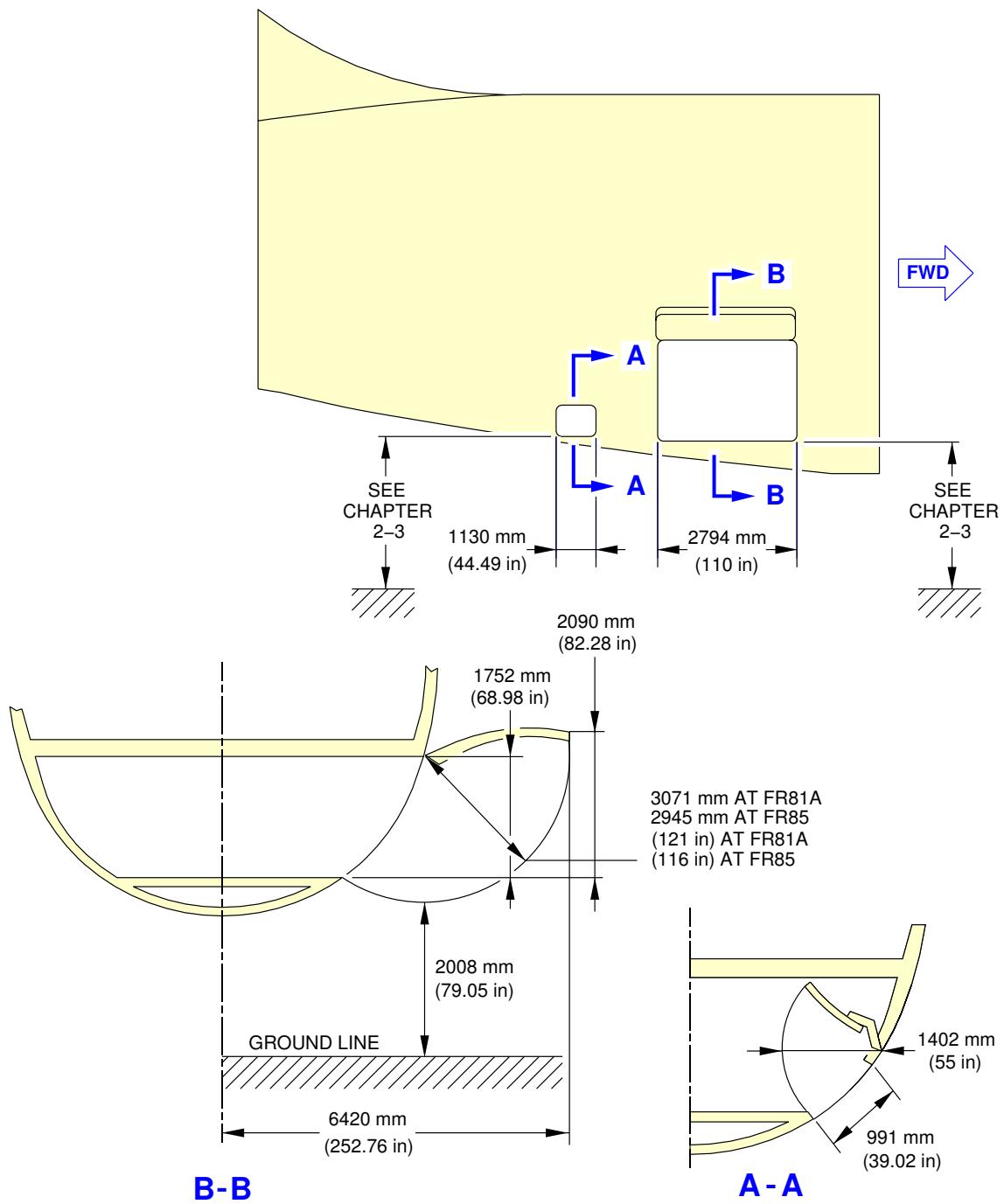
**ON A/C A380-800F Models



L_AC_020704_1_0020101_01_00

Door Clearances
Main Deck Cargo Door - A380-800F Models
FIGURE 2

**ON A/C A380-800F Models



L_AC_020704_1_0030101_01_01

Door Clearances
Lower Deck Aft Cargo Doors - A380-800F Models
FIGURE 3



AIRPLANE CHARACTERISTICS

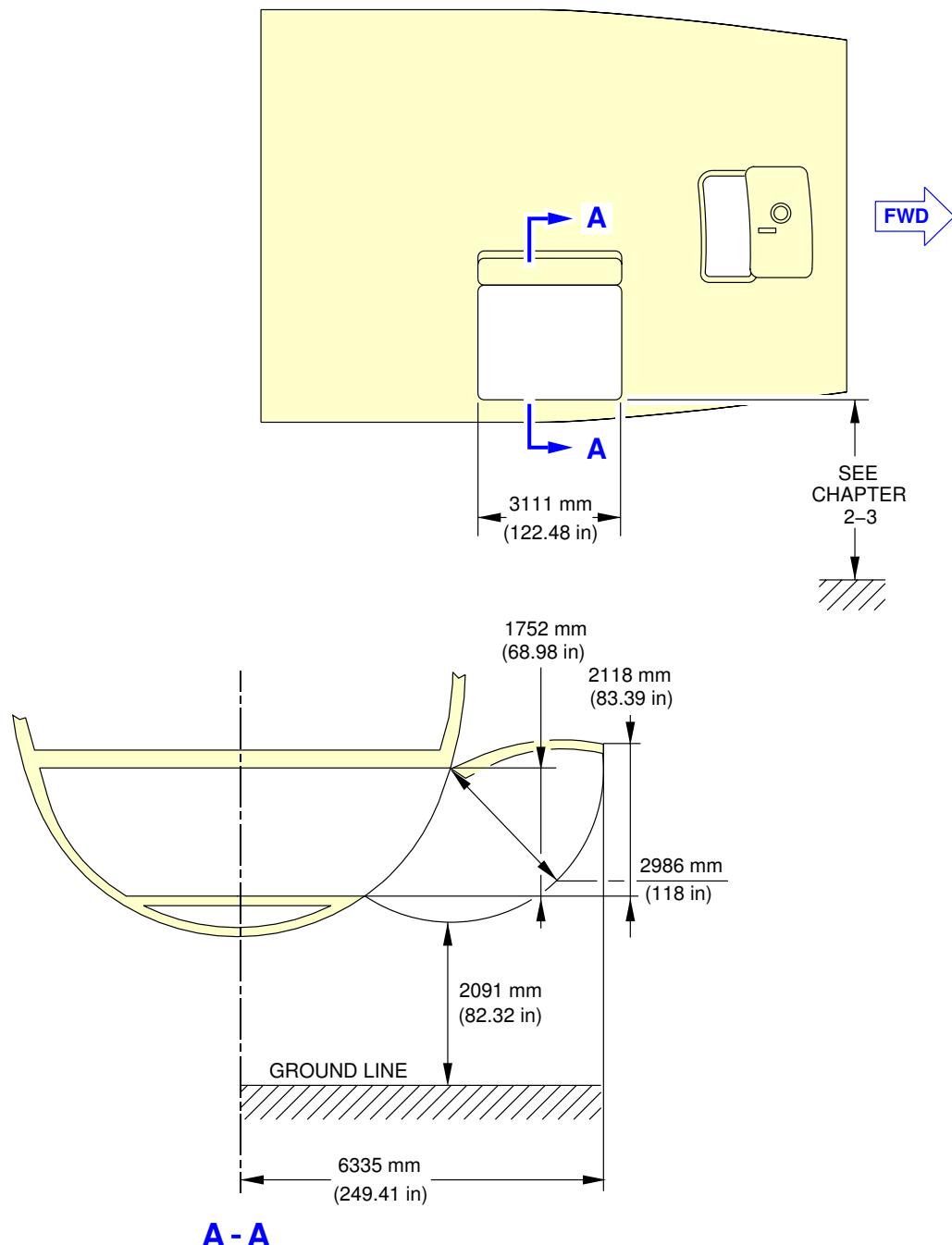
2-7-5 Forward Cargo Compartment Doors

**ON A/C A380-800 Models

Forward Cargo Compartment Doors - Pax

1. This section gives forward cargo compartment doors clearances.

**ON A/C A380-800 Models



L_AC_020705_1_0010101_01_01

Door Clearances
Forward Cargo Compartment Doors - A380-800 Models
FIGURE 1



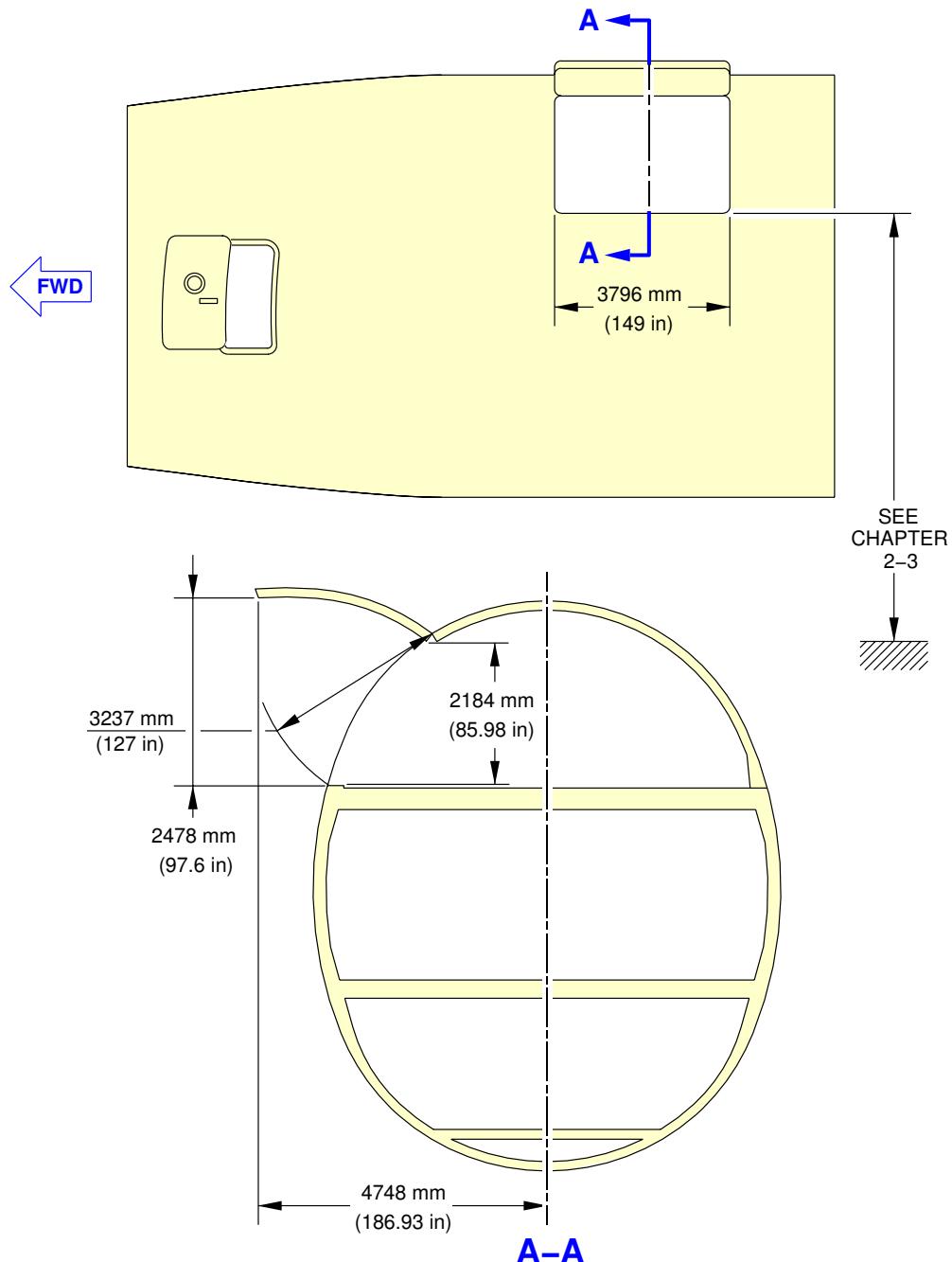
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

Forward Cargo Compartment Doors - Freighter

1. This section gives forward cargo compartment doors clearances.

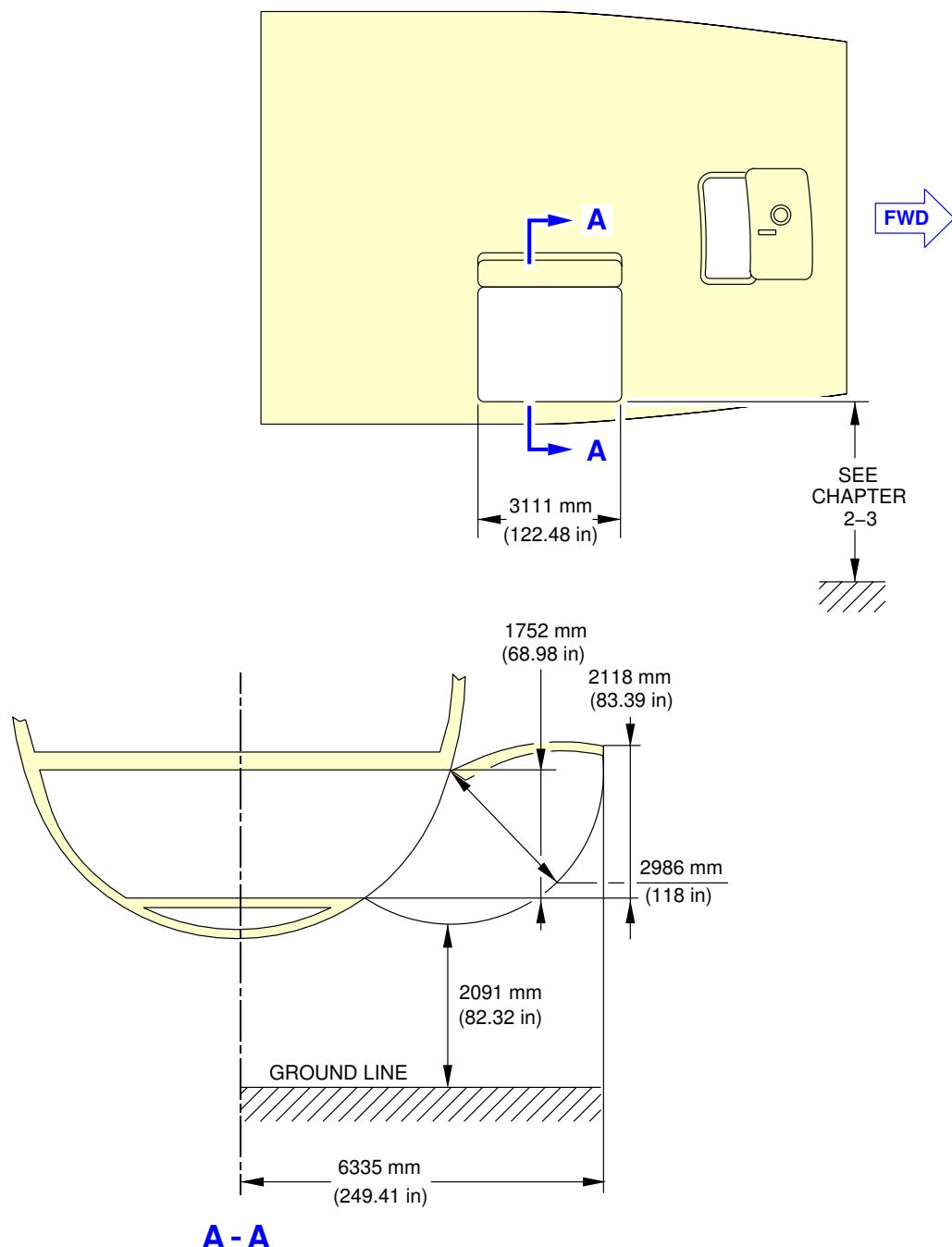
****ON A/C A380-800F Models**



L_AC_020705_1_0020101_01_01

Door Clearances
Upper Deck Cargo Door - A380-800F Models
FIGURE 2

**ON A/C A380-800F Models



L_AC_020705_1_0030101_01_01

Door Clearances
 Lower Deck Forward Cargo Door - A380-800F Models
 FIGURE 3



AIRPLANE CHARACTERISTICS

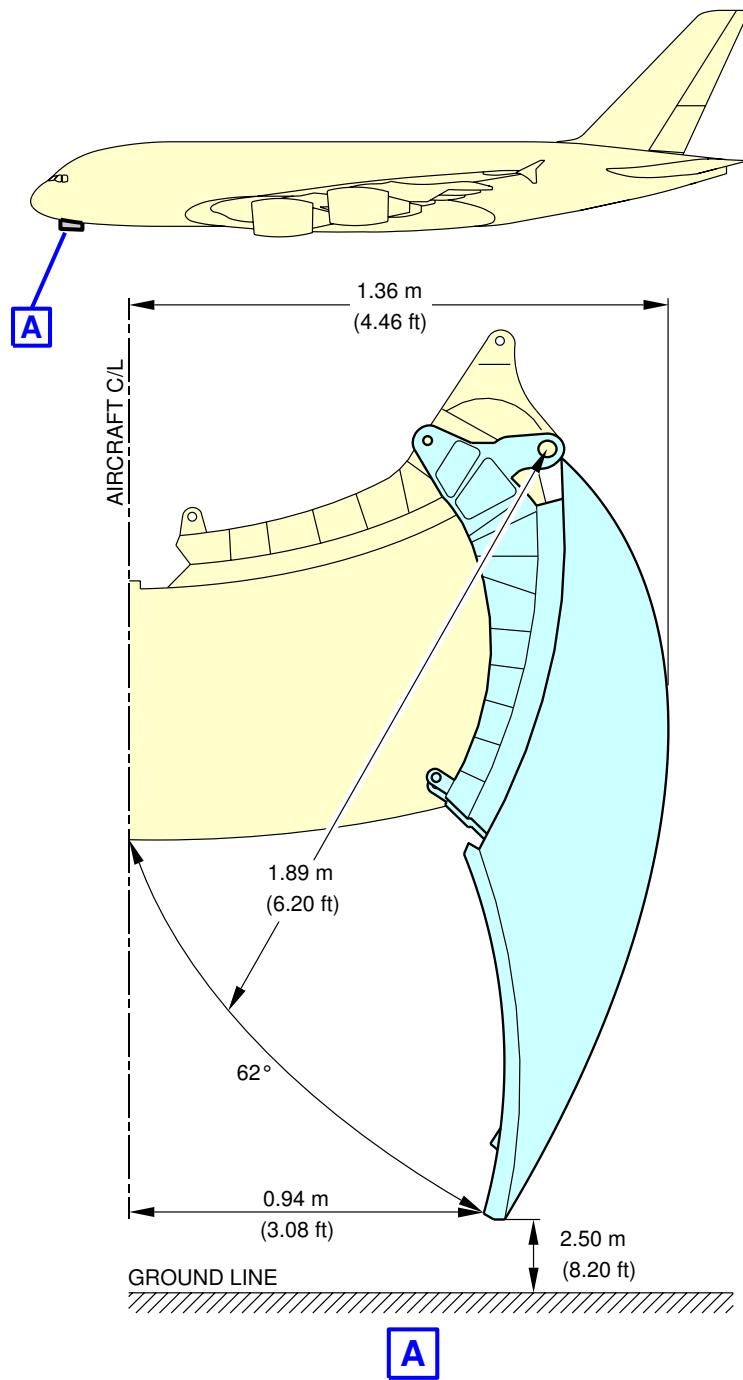
2-7-6 Nose Landing Gear Doors

**ON A/C A380-800 Models A380-800F Models

Nose Landing Gear Doors

1. This section gives nose landing gear doors clearances.

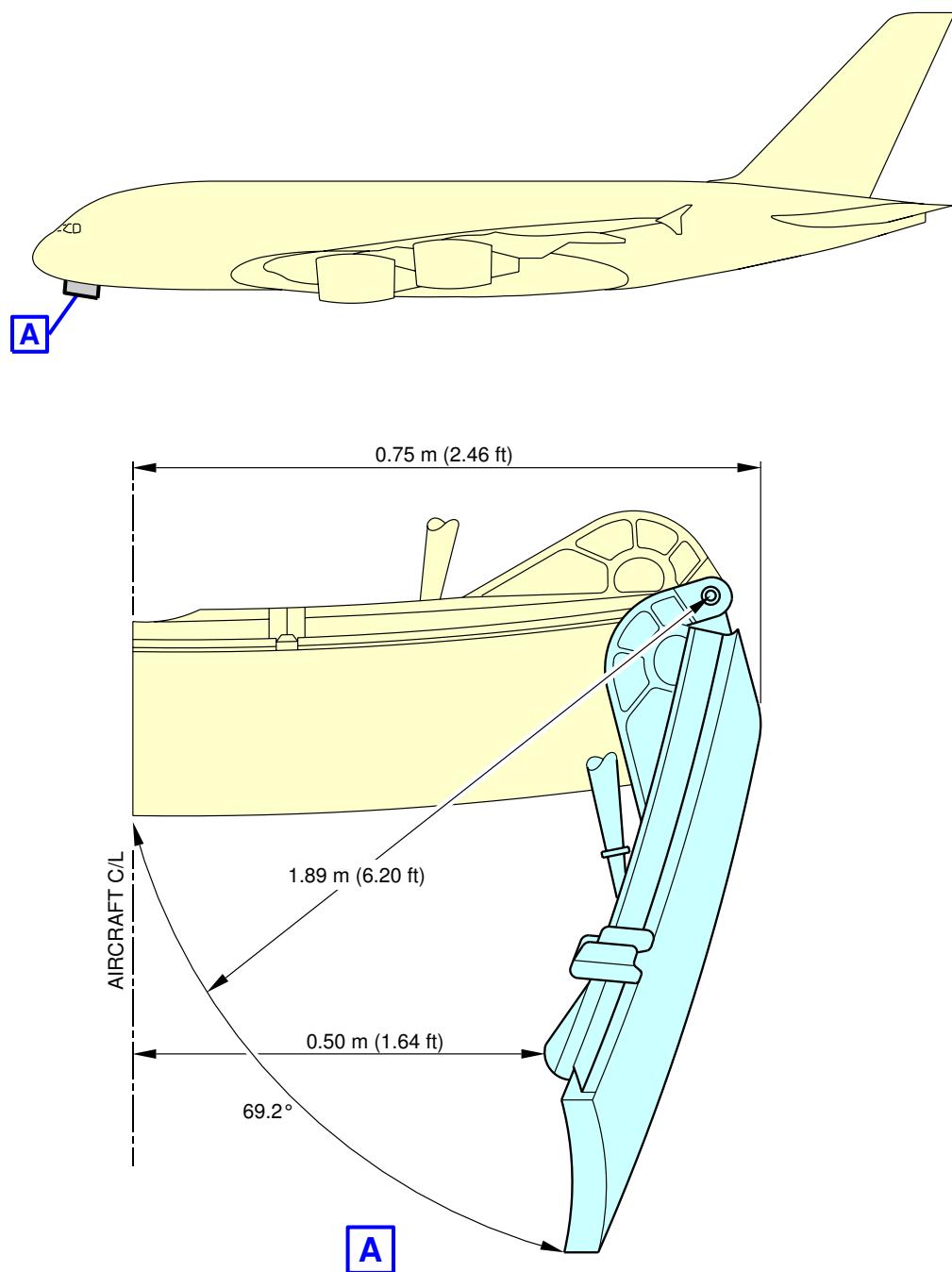
**ON A/C A380-800 Models A380-800F Models



L_AC_020706_1_0010101_01_00

Door Clearances
Forward Nose Landing Gear Doors
FIGURE 1

**ON A/C A380-800 Models A380-800F Models



L_AC_020706_1_0020101_01_00

Door Clearances
Aft Nose Landing Gear Doors
FIGURE 2



AIRPLANE CHARACTERISTICS

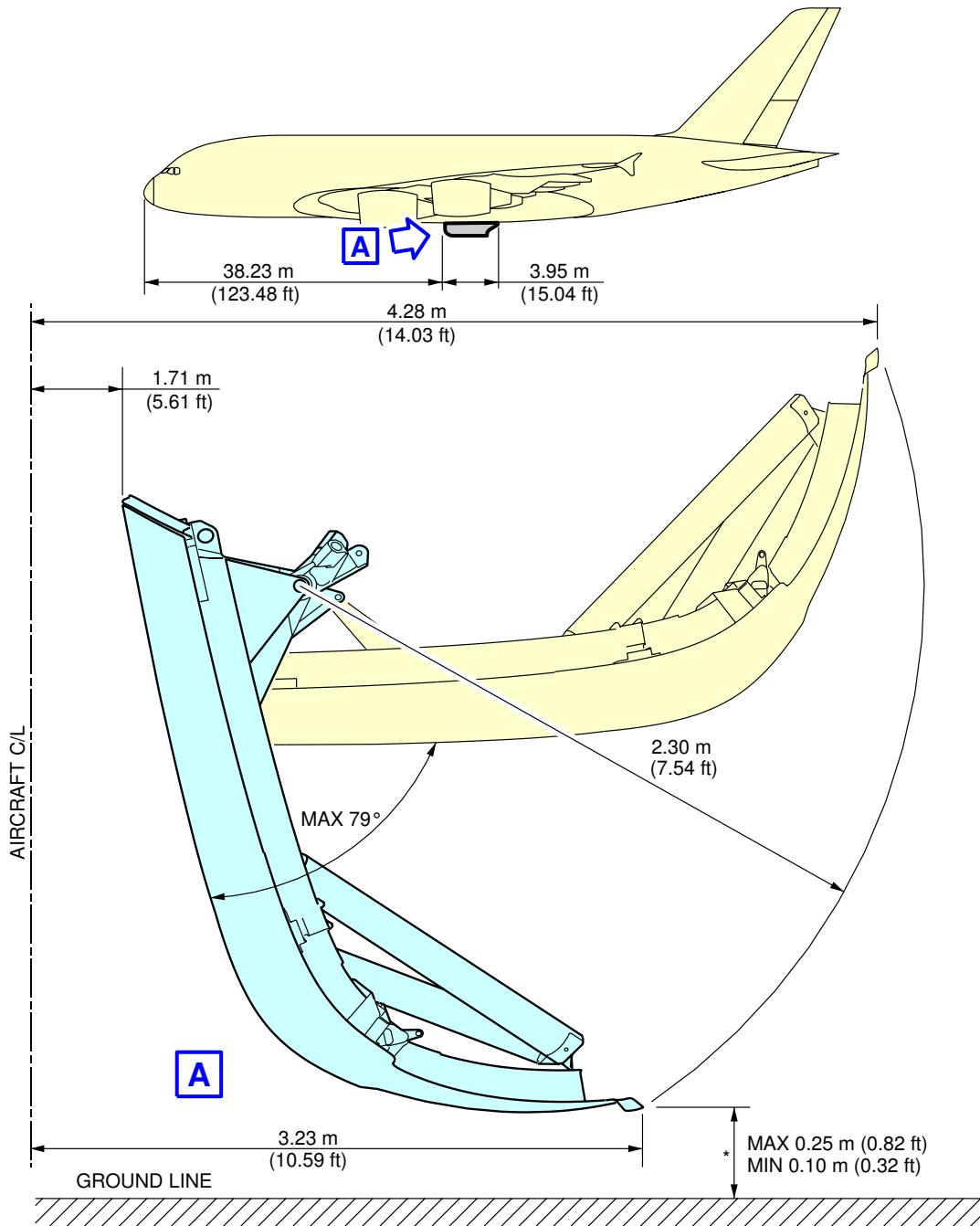
2-7-7 Wing Landing Gear Doors

**ON A/C A380-800 Models A380-800F Models

Wing Landing Gear Doors

1. This section gives wing landing gear doors clearances.

**ON A/C A380-800 Models A380-800F Models



* DEPENDING ON CG POSITION AND AIRCRAFT WEIGHT

L_AC_020707_1_0010101_01_00

Door Clearances
Wing Landing Gear Doors
FIGURE 1



AIRPLANE CHARACTERISTICS

2-7-8 Body Landing Gear Doors

**ON A/C A380-800 Models A380-800F Models

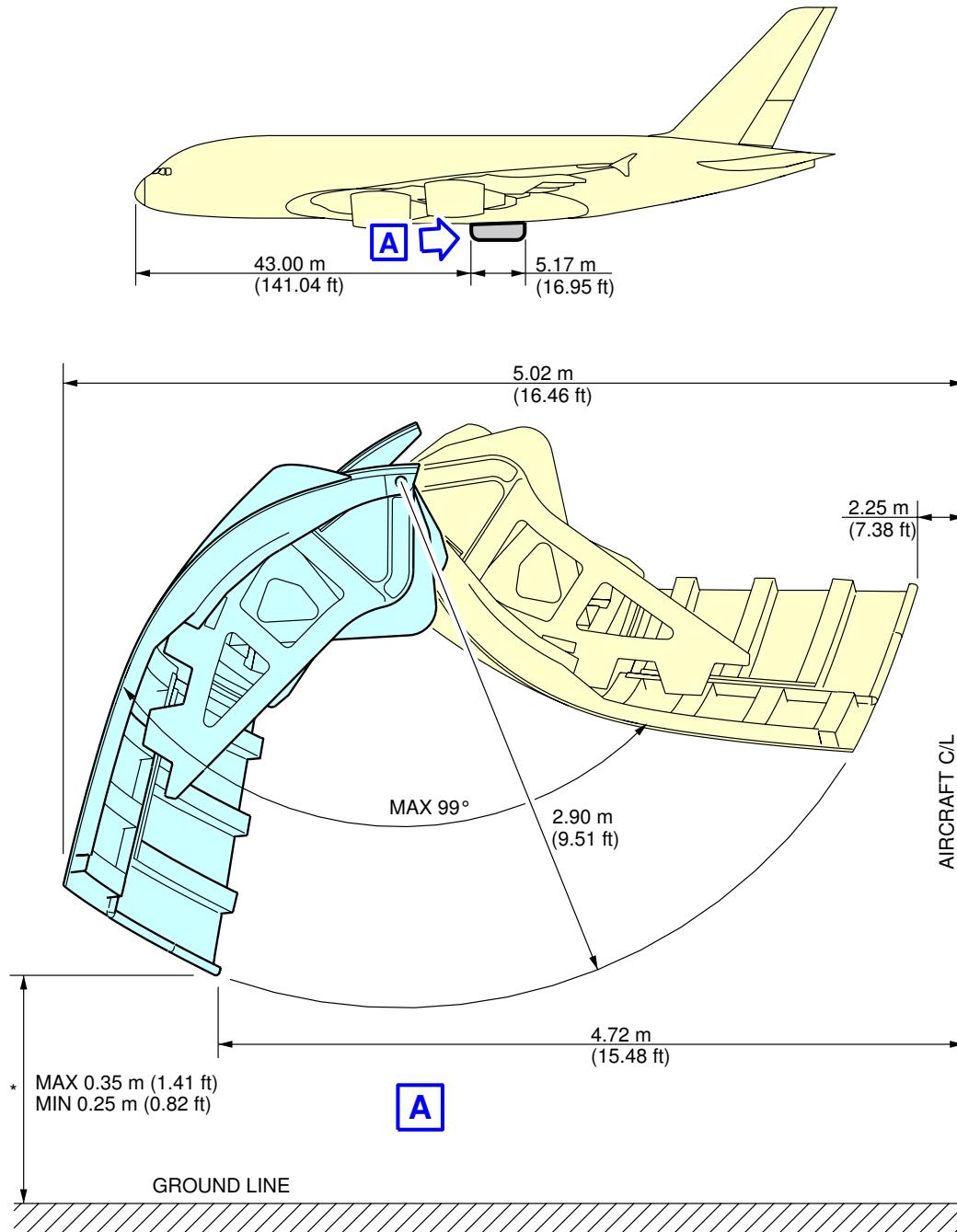
Body Landing Gear Doors

1. This section gives body landing gear doors clearances.

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models

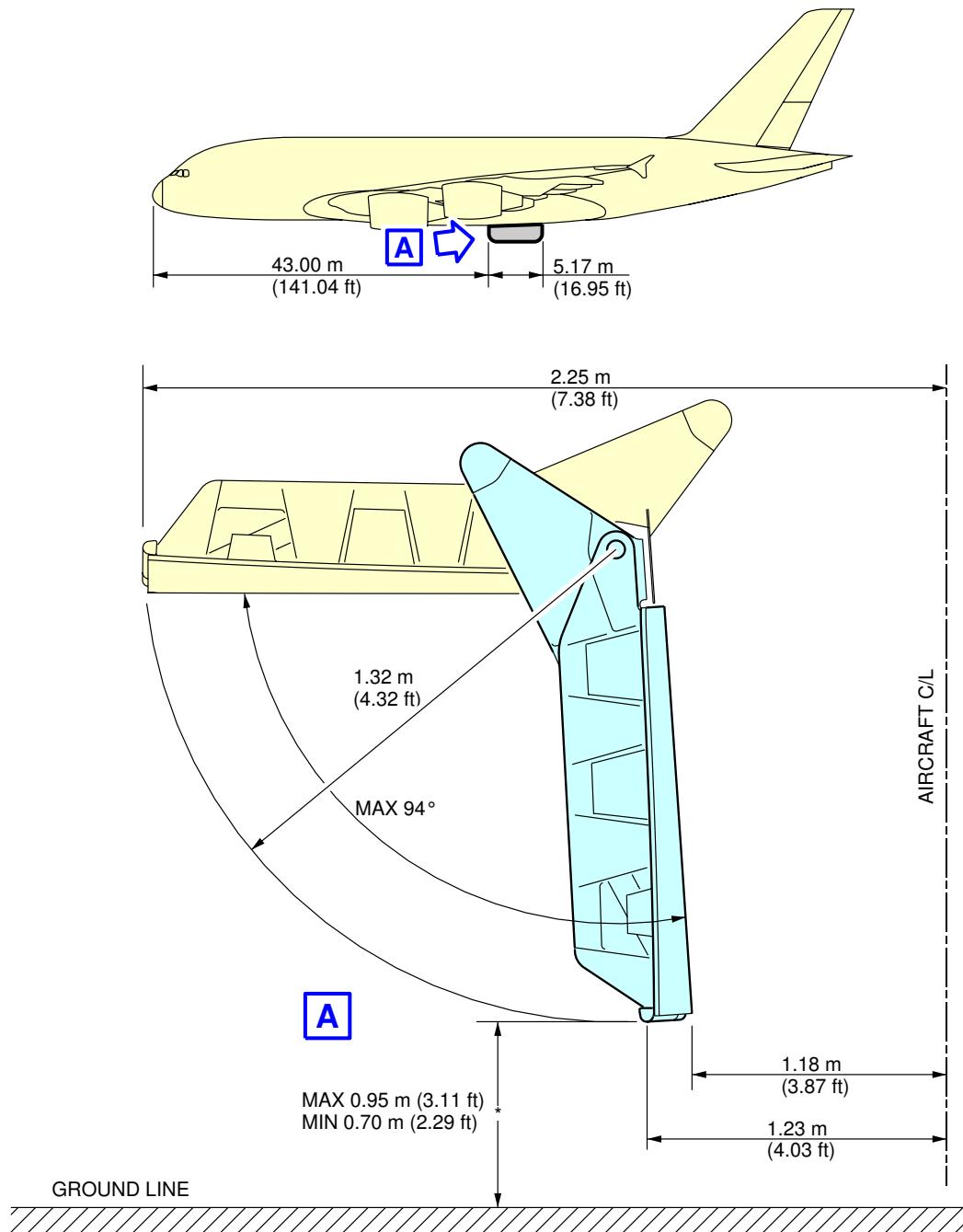


* DEPENDING ON CG POSITION AND AIRCRAFT WEIGHT

L_AC_020708_1_0010101_01_00

Door Clearances
Body Landing Gear Doors (Sheet 1)
FIGURE 1

**ON A/C A380-800 Models A380-800F Models



* DEPENDING ON CG POSITION AND AIRCRAFT WEIGHT L_AC_020708_1_0020101_01_00

Door Clearances
 Body Landing Gear Doors (Sheet 2)
 FIGURE 2



AIRPLANE CHARACTERISTICS

2-7-9 APU Doors

**ON A/C A380-800 Models A380-800F Models

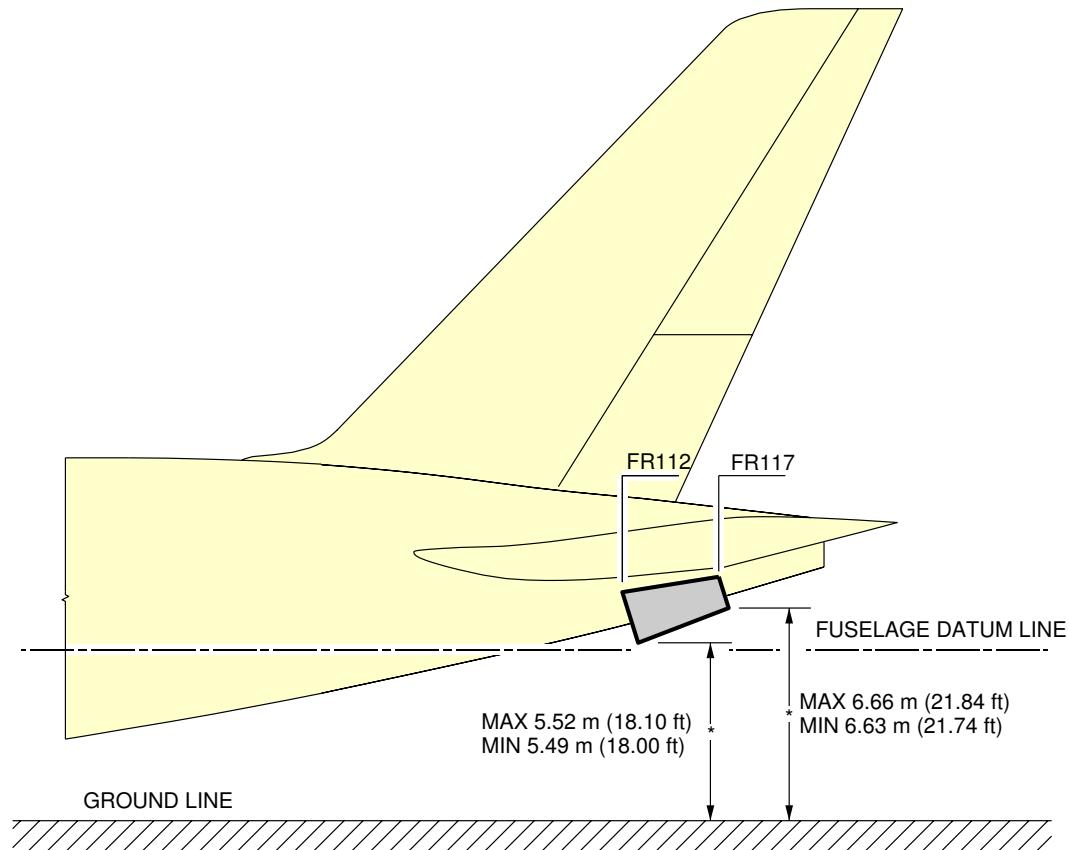
APU Doors

1. This section gives APU doors clearances.

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models



* DEPENDING ON CG POSITION AND AIRCRAFT WEIGHT

L_AC_020709_1_0010101_01_00

Door Clearances
APU Doors
FIGURE 1



AIRPLANE CHARACTERISTICS

AIRPLANE PERFORMANCE

3-1-0 General Information

**ON A/C A380-800 Models A380-800F Models

General Information

1. Standard day temperatures for the altitudes shown are tabulated below :

Standard day temperatures for the altitudes			
Altitude		Standard Day Temperature	
FEET	METERS	° F	° C
0	0	59.0	15.0
2000	610	51.9	11.6
4000	1220	44.7	7.1
6000	1830	37.6	3.1
8000	2440	30.5	-0.8



AIRPLANE CHARACTERISTICS

3-2-0 Payload / Range

**ON A/C A380-800 Models A380-800F Models

Payload /Range

1. Payload / Range



AIRPLANE CHARACTERISTICS

3-2-1 ISA Conditions

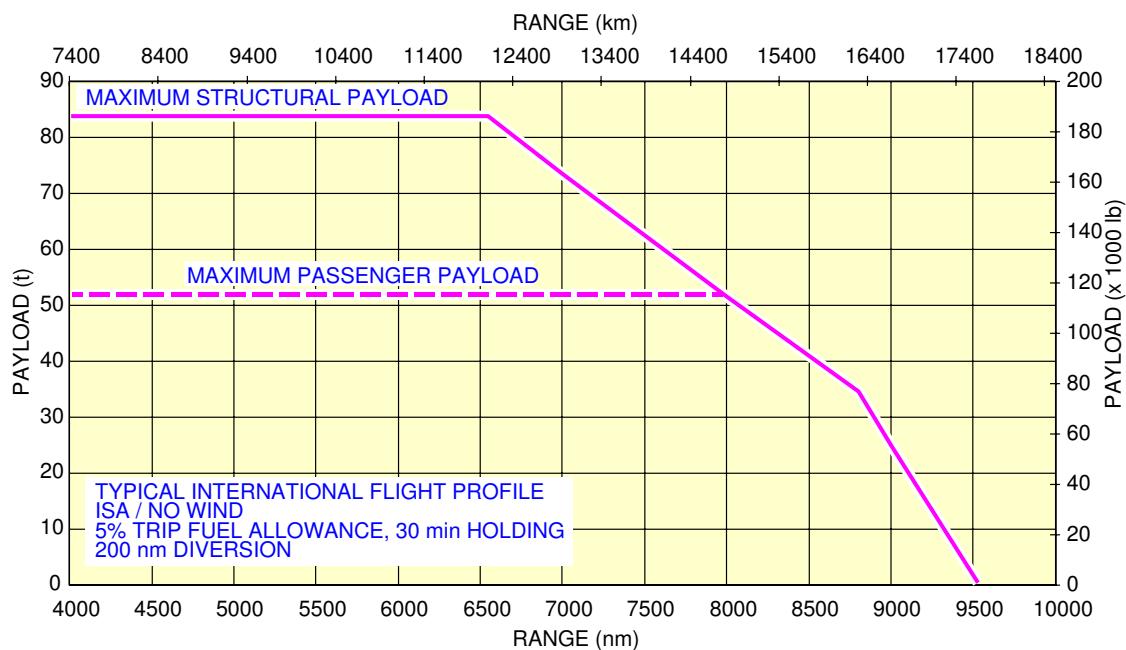
****ON A/C A380-800 Models**

Payload/Range - Pax

1. This section gives the payload/range at ISA conditions.

**ON A/C A380-800 Models

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

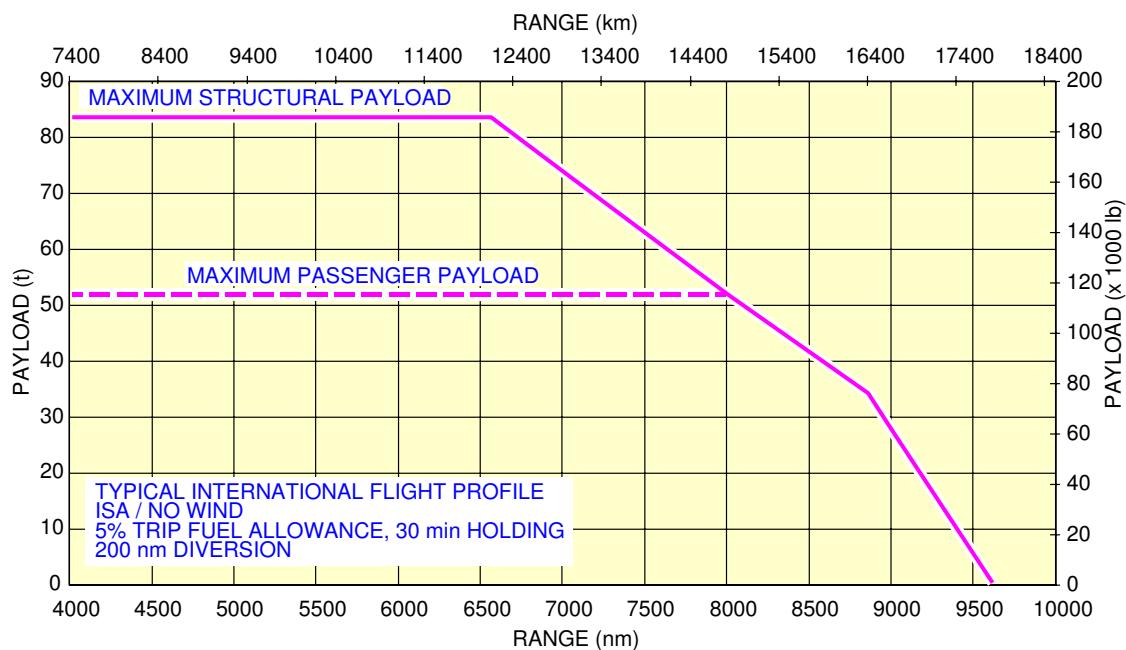


L_AC_030201_1_0010101_01_00

Payload/Range
ISA Conditions - TRENT 900 Engines
FIGURE 1

****ON A/C A380-800 Models**

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



L_AC_030201_1_0080101_01_00

Payload/Range
 ISA Conditions - GP 7200 Engines
 FIGURE 2



AIRPLANE CHARACTERISTICS

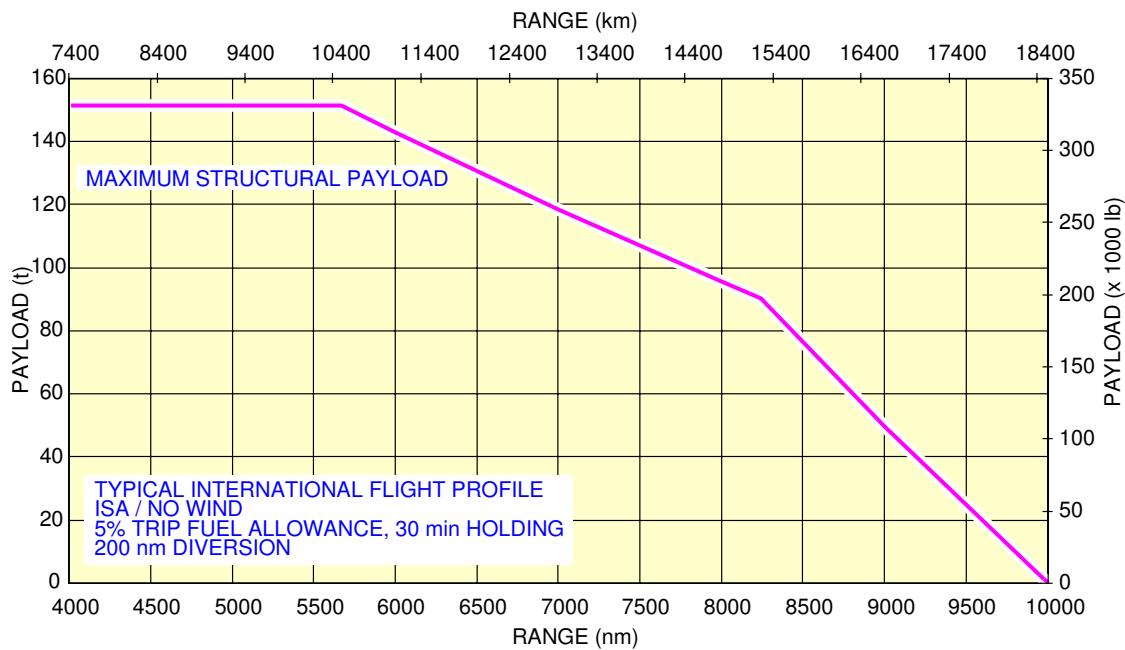
****ON A/C A380-800F Models**

Payload/Range - Freighter

1. This section gives the payload/range at ISA conditions.

****ON A/C A380-800F Models**

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

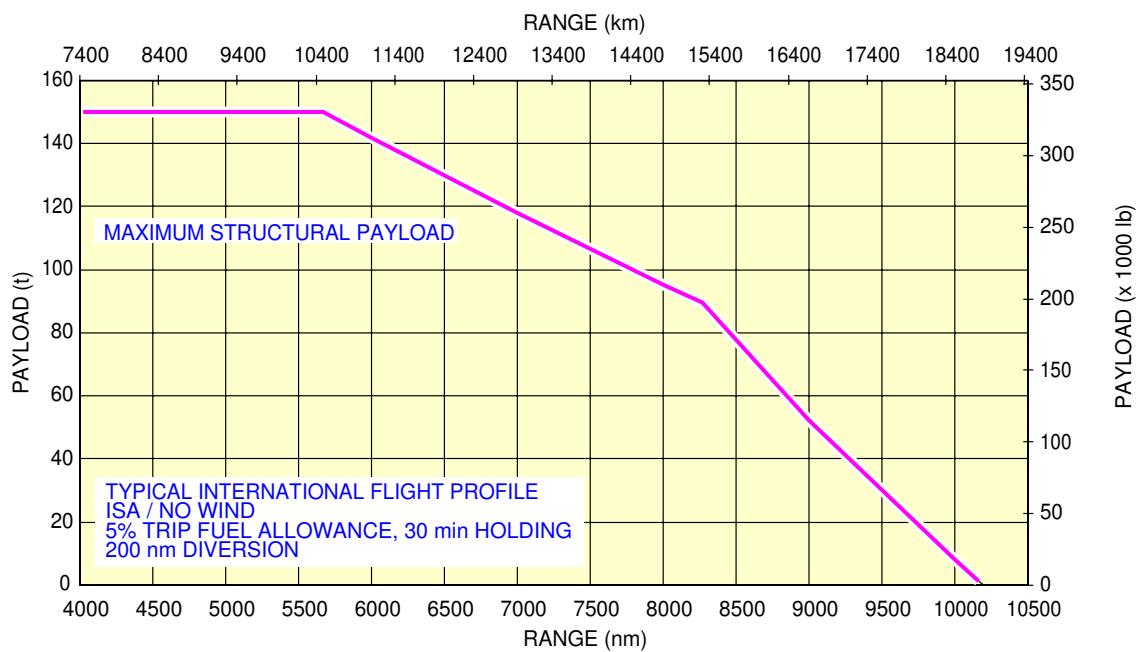


L_AC_030201_1_0060101_01_00

Payload/Range
 ISA Conditions - TRENT 900 Engines
 FIGURE 3

****ON A/C A380-800F Models**

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



L_AC_030201_1_0090101_01_00

Payload/Range
 ISA Conditions - GP 7200 Engines
 FIGURE 4



AIRPLANE CHARACTERISTICS

3-3-0 Take Off Weight Limitation

**ON A/C A380-800 Models A380-800F Models

Take Off Weight Limitation

1. Take Off Weight Limitation



AIRPLANE CHARACTERISTICS

3-3-1 ISA Conditions

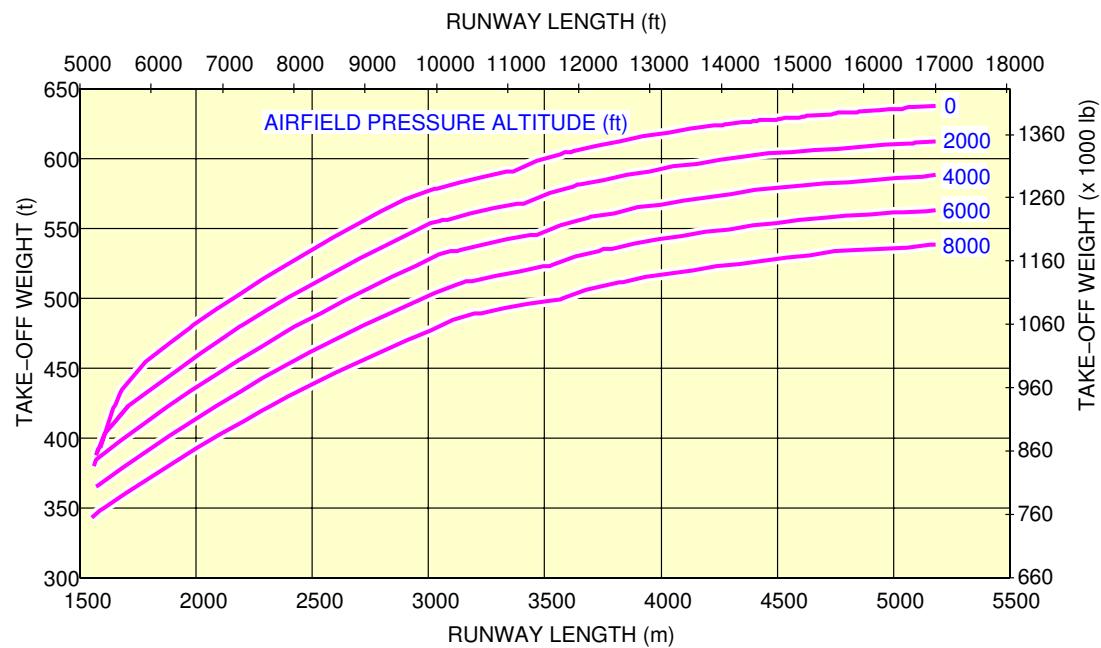
****ON A/C A380-800 Models**

Take Off Weight Limitation - Pax

1. This section gives the take-off weight limitation at ISA conditions.

****ON A/C A380-800 Models**

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



L_AC_030301_1_0010101_01_00

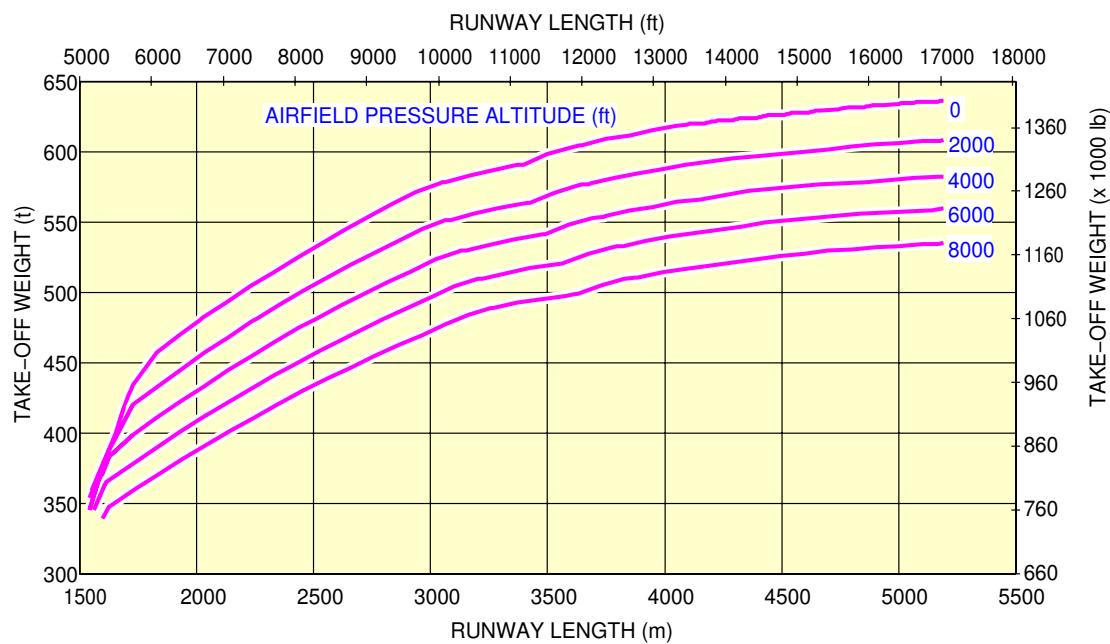
Take-Off Weight Limitation
 ISA Conditions - TRENTE 900 Engines
 FIGURE 1

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models

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



L_AC_030301_1_0080101_01_00

Take-Off Weight Limitation
ISA Conditions - GP 7200 Engines
FIGURE 2



AIRPLANE CHARACTERISTICS

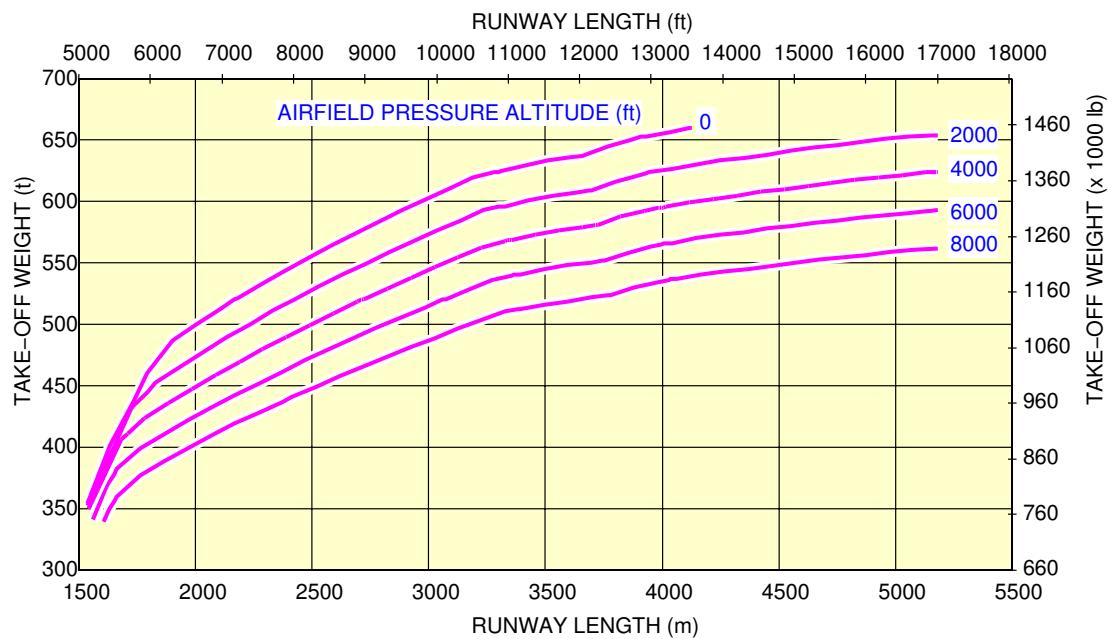
****ON A/C A380-800F Models**

Take-Off Weight Limitation - Freighter

1. This section gives the take-off weight limitation at ISA conditions.

****ON A/C A380-800F Models**

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



L_AC_030301_1_0060101_01_00

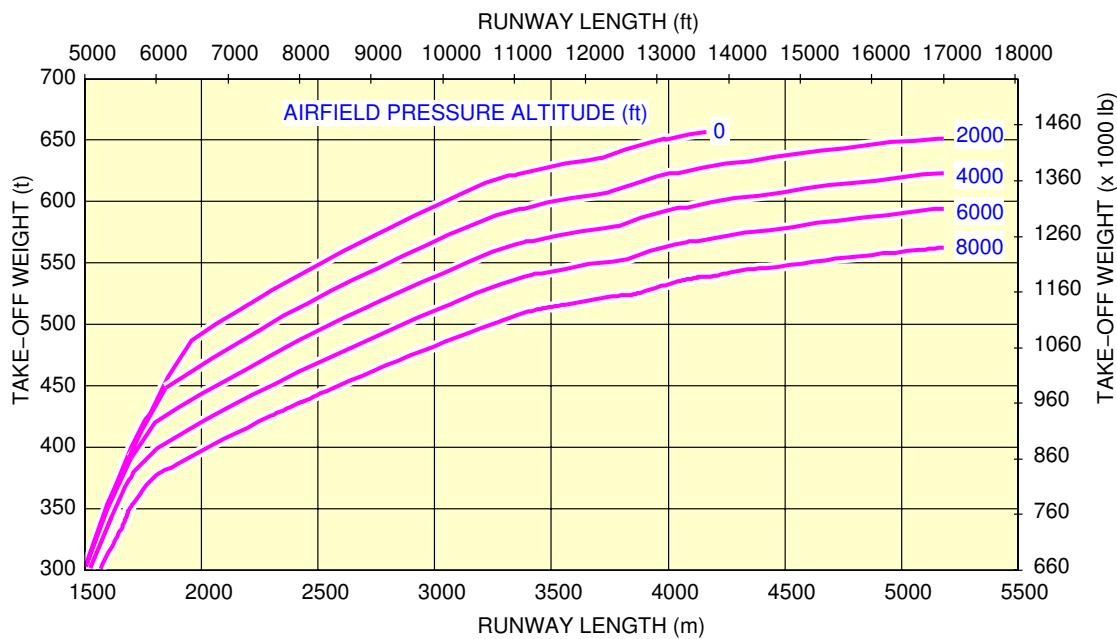
Take-Off Weight Limitation
 ISA Conditions - TRENT 900 Engines
 FIGURE 3

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800F Models

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



L_AC_030301_1_0090101_01_00

Take-Off Weight Limitation
ISA Conditions - GP 7200 Engines
FIGURE 4



AIRPLANE CHARACTERISTICS

3-3-2 ISA + 15 °C (59 °F)

**ON A/C A380-800 Models

ISA + 15 °C (59 °F) - Pax

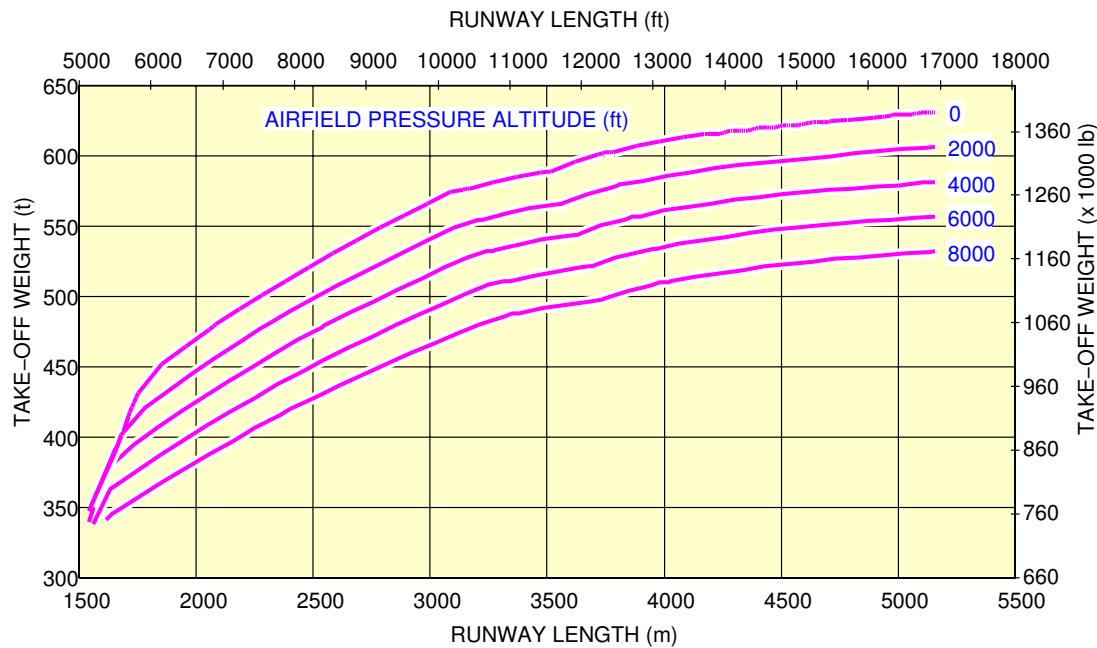
1. This section gives the take-off weight limitation at ISA +15 °C (59 °F) conditions.

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models

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

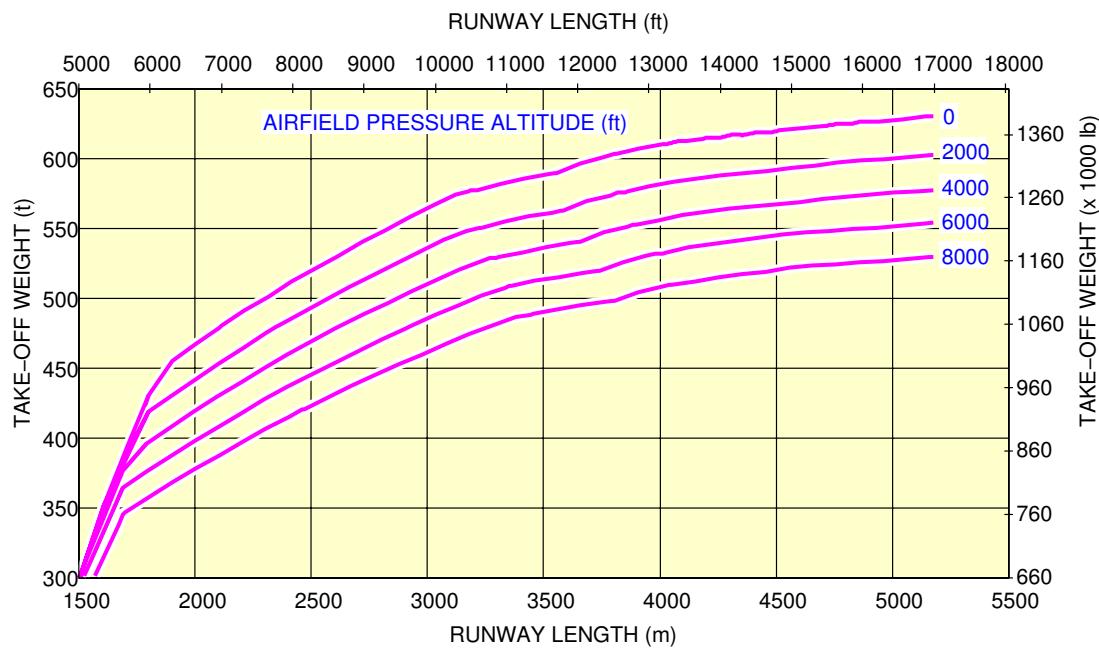


L_AC_030302_1_0010101_01_00

Take-Off Weight Limitation
ISA + 15 °C (59 °F) - TRENT 900 Engines
FIGURE 1

**ON A/C A380-800 Models

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



L_AC_030302_1_0080101_01_00

Take-Off Weight Limitation
 ISA + 15 °C (59 °F) - GP 7200 Engines
 FIGURE 2



AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

ISA + 15 °C (59 °F) - Freighter

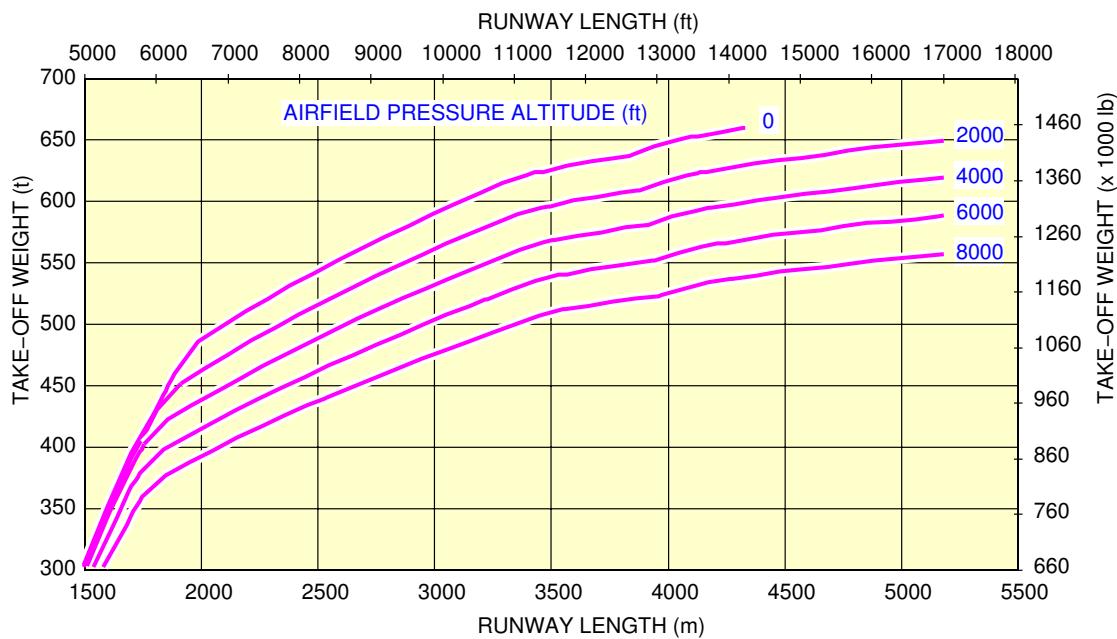
1. This section gives the take-off weight limitation at ISA +15 °C (59 °F) conditions.

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800F Models

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



L_AC_030302_1_0060101_01_00

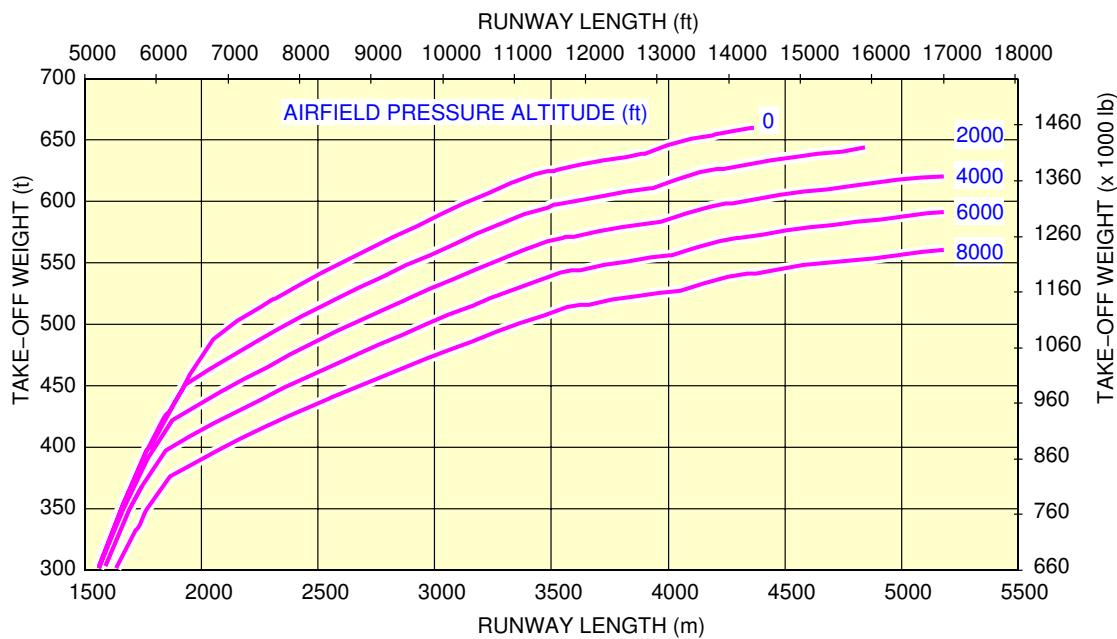
Take-Off Weight Limitation
ISA + 15 °C (59 °F) - TRENT 900 Engines
FIGURE 3

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800F Models

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



L_AC_030302_1_0090101_01_00

Take-Off Weight Limitation
ISA + 15 °C (59 °F) - GP 7200 Engines
FIGURE 4



AIRPLANE CHARACTERISTICS

3-4-0 Landing Field Length

**ON A/C A380-800 Models A380-800F Models

Landing Field Length

1. Landing Field Length



AIRPLANE CHARACTERISTICS

3-4-1 Landing Field Length

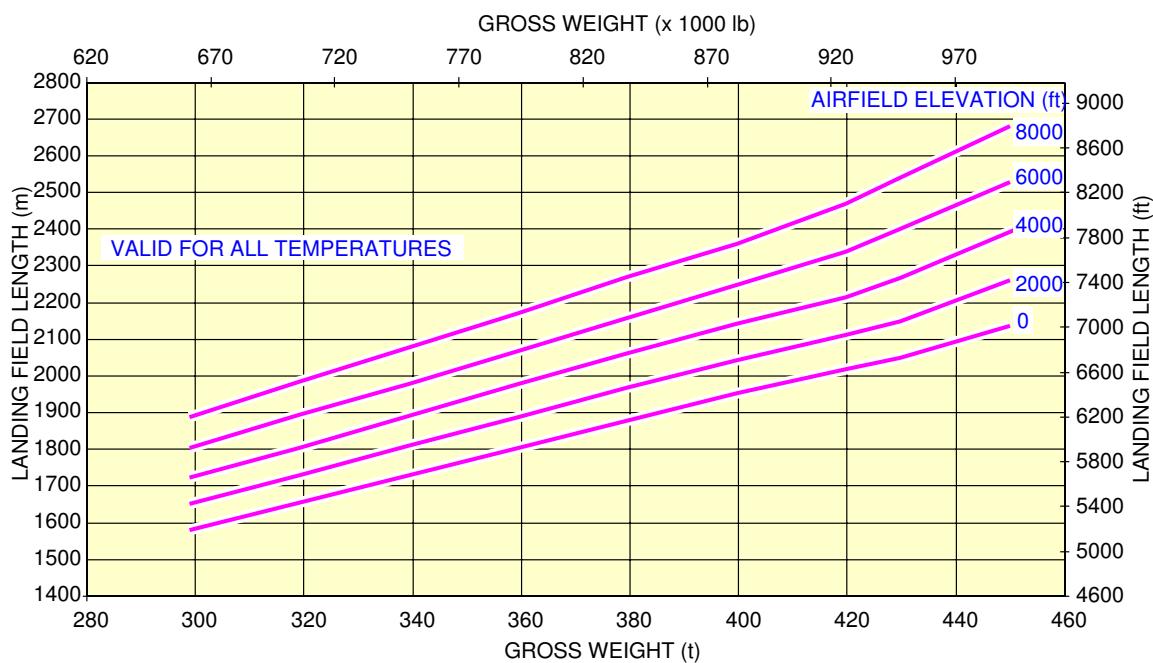
**ON A/C A380-800 Models

Landing Field Length - Pax

1. This section gives the landing field length.

****ON A/C A380-800 Models**

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



L_AC_030401_1_0010101_01_01

Landing Field Length
 Landing Field Length - A380-800 Models
 FIGURE 1



AIRPLANE CHARACTERISTICS

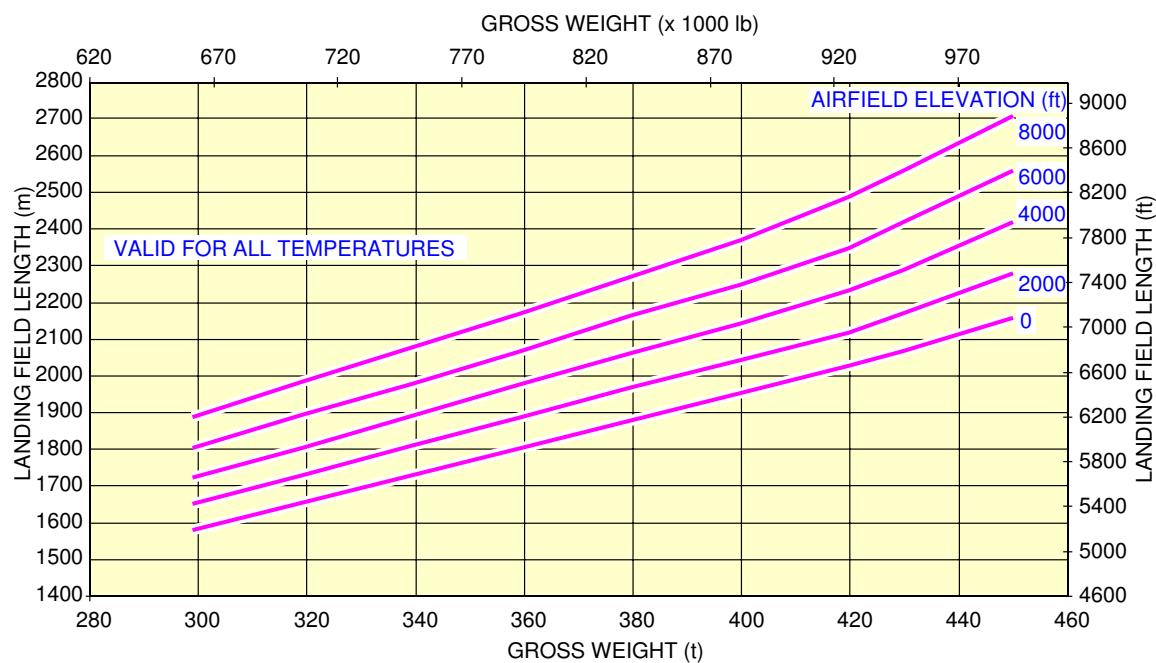
****ON A/C A380-800F Models**

Landing Field Length - Freighter

1. This section gives the landing field length.

****ON A/C A380-800F Models**

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



L_AC_030401_1_0030101_01_00

Landing Field Length
 Landing Field Length - A380-800F Models
 FIGURE 2



AIRPLANE CHARACTERISTICS

3-5-0 Final Approach Speed

**ON A/C A380-800 Models A380-800F Models

Final Approach Speed

1. Final Approach Speed



AIRPLANE CHARACTERISTICS

3-5-1 Final Approach Speed

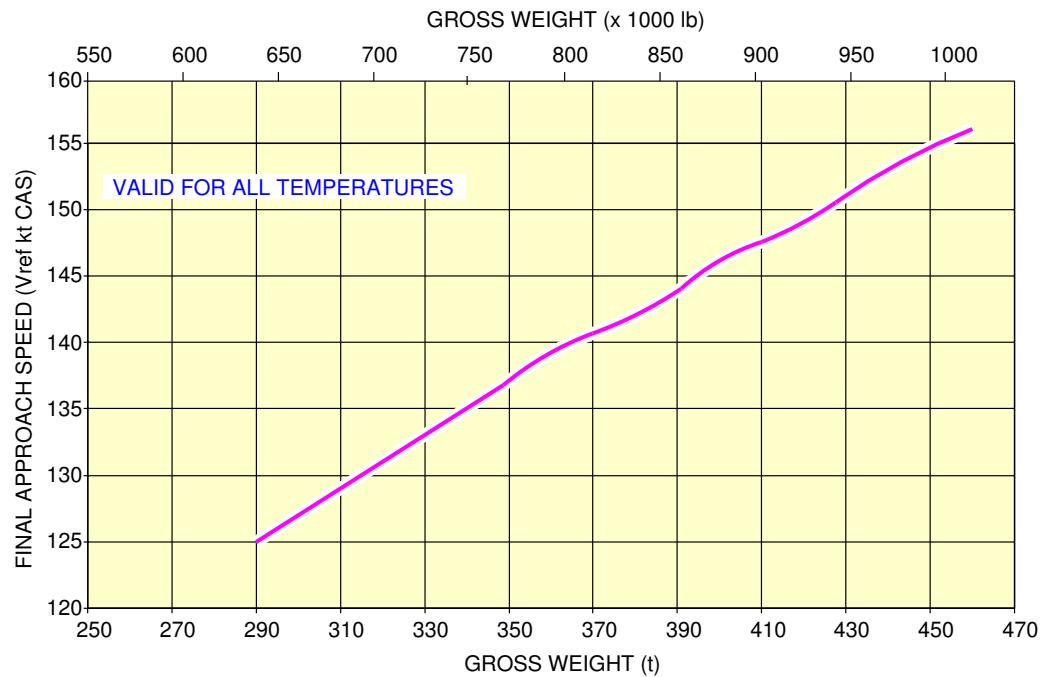
**ON A/C A380-800 Models

Final Approach Speed - Pax

1. This section gives the final approach speed.

**ON A/C A380-800 Models

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



L_AC_030501_1_0010101_01_00

Final Approach Speed (CG=29%)

A380-800 Models

FIGURE 1



AIRPLANE CHARACTERISTICS

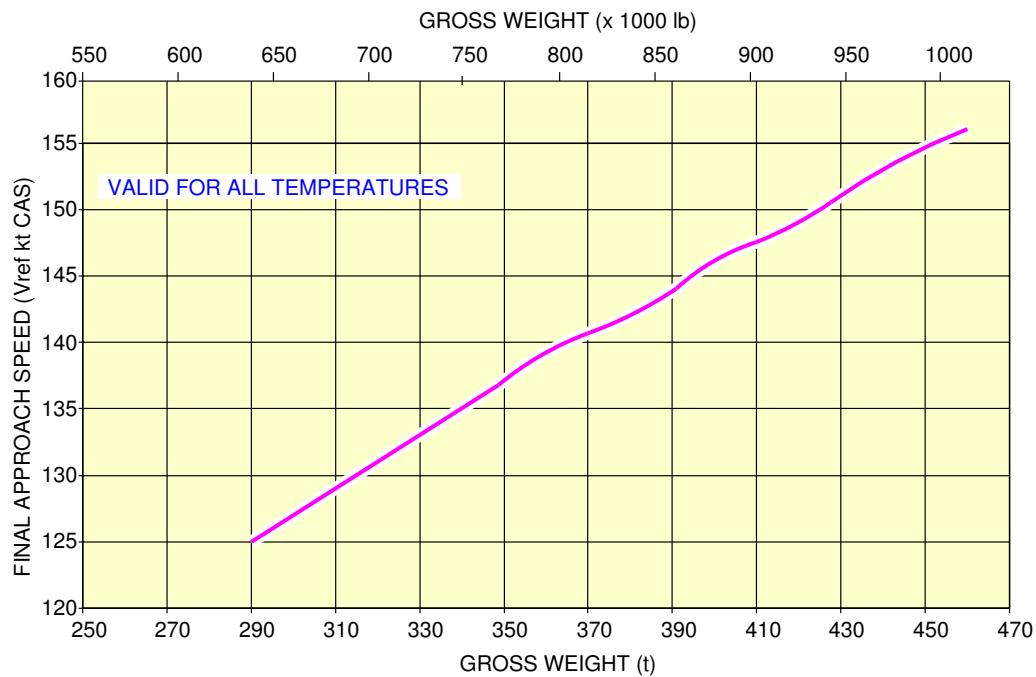
****ON A/C A380-800F Models**

Final Approach Speed - Freighter

1. This section gives the final approach speed.

**ON A/C A380-800F Models

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



L_AC_030501_1_0030101_01_00

Final Approach Speed (CG=29%)

A380-800F Models

FIGURE 2



GROUND MANEUVERING

4-1-0 General Information

**ON A/C A380-800 Models A380-800F Models

General

1. This section provides airplane turning capability and maneuvering characteristics.

For ease of presentation, this data has been determined from the theoretical limits imposed by the geometry of the aircraft, and where noted, provides for a normal allowance for tire slippage. As such, it reflects the turning capability of the aircraft in favorable operating circumstances. This data should only be used as guidelines for the method of determination of such parameters and for the maneuvering characteristics of this aircraft type.

In the ground operating mode, varying airline practices may demand that more conservative turning procedures be adopted to avoid excessive tire wear and reduce possible maintenance problems. Airline operating techniques will vary in the level of performance, over a wide range of operating circumstances throughout the world. Variations from standard aircraft operating patterns may be necessary to satisfy physical constraints within the maneuvering area, such as adverse grades, limited area or high risk of jet blast damage. For these reasons, ground maneuvering requirements should be coordinated with the using airlines prior to layout planning.



AIRPLANE CHARACTERISTICS

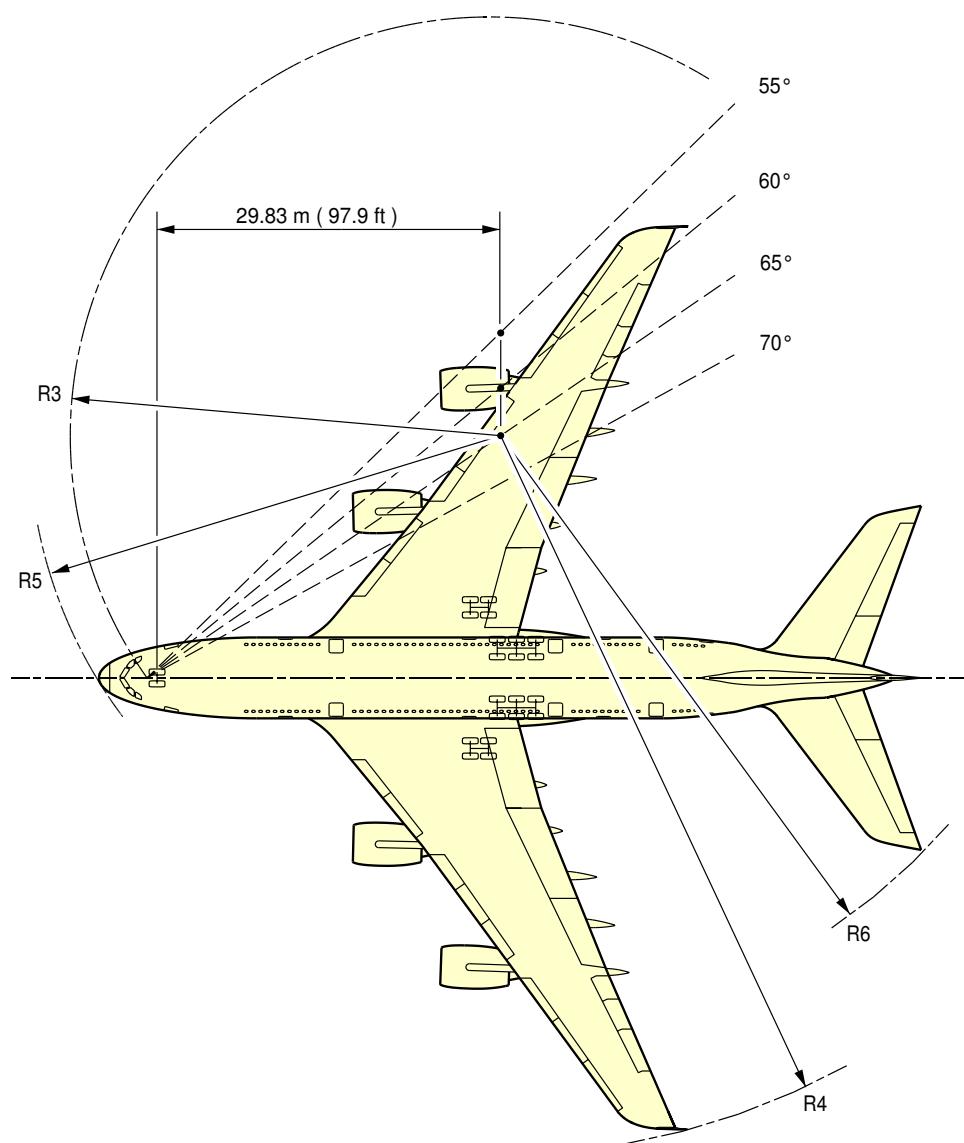
4-2-0 Turning Radii

**ON A/C A380-800 Models A380-800F Models

Turning Radii

1. This section gives the turning radii.

**ON A/C A380-800 Models A380-800F Models



NOTE: SEE PAGE 2 FOR DIMENSIONS

L_AC_040200_1_0010101_01_00

Turning Radii
Turning Radii (Sheet 1)
FIGURE 1



AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models

A380-800/800F TURNING RADII							
TYPE OF TURN	STEERING ANGLE	EFFECTIVE STEERING ANGLE		R3	R4	R5	R6
2	20°	17.9°	m	100.16	135.45	101.01	115.87
			ft	328.6	444.4	331.4	380.1
2	25°	22.7°	m	78.86	113.14	80.12	94.90
			ft	258.7	371.2	262.9	311.4
2	30°	27.5°	m	65.69	98.90	67.33	81.91
			ft	215.5	324.5	220.9	268.7
2	35°	32.1°	m	56.84	88.97	58.83	73.13
			ft	186.5	291.9	193.0	239.9
2	40°	36.6°	m	50.59	81.61	52.89	66.84
			ft	166.0	267.8	173.5	219.3
2	45°	41.0°	m	46.02	75.94	48.61	62.16
			ft	151.0	249.1	159.5	203.9
2	50°	45.1°	m	42.61	71.43	45.45	58.57
			ft	139.8	234.4	149.1	192.2
1	55°	51.2°	m	40.13	67.02	43.22	55.43
			ft	131.6	219.9	141.8	181.9
1	60°	57.3°	m	37.64	62.60	40.98	52.29
			ft	123.5	205.4	134.5	171.5
1	65°	63.4°	m	35.15	58.18	38.75	49.15
			ft	115.3	190.9	127.1	161.2
1	70°	69.5°	m	32.66	53.76	36.52	46.01
			ft	107.2	176.4	119.8	150.9

NOTE:

TYPE 1 TURNS USE :

ASYMMETRIC THRUST – BOTH ENGINES ON THE INSIDE OF THE TURN TO BE AT IDLE THRUST
DIFFERENTIAL BRAKING – BRAKING APPLIED TO THE WING GEAR WHEELS ON THE INSIDE OF THE TURN.

TYPE 2 TURNS USE :

SYMMETRIC THRUST AND NO BRAKING.

L_AC_040200_1_0020101_01_00

Turning Radii
Turning Radii (Sheet 2)
FIGURE 2

4-2-0

Page 3
Nov 01/10



AIRPLANE CHARACTERISTICS

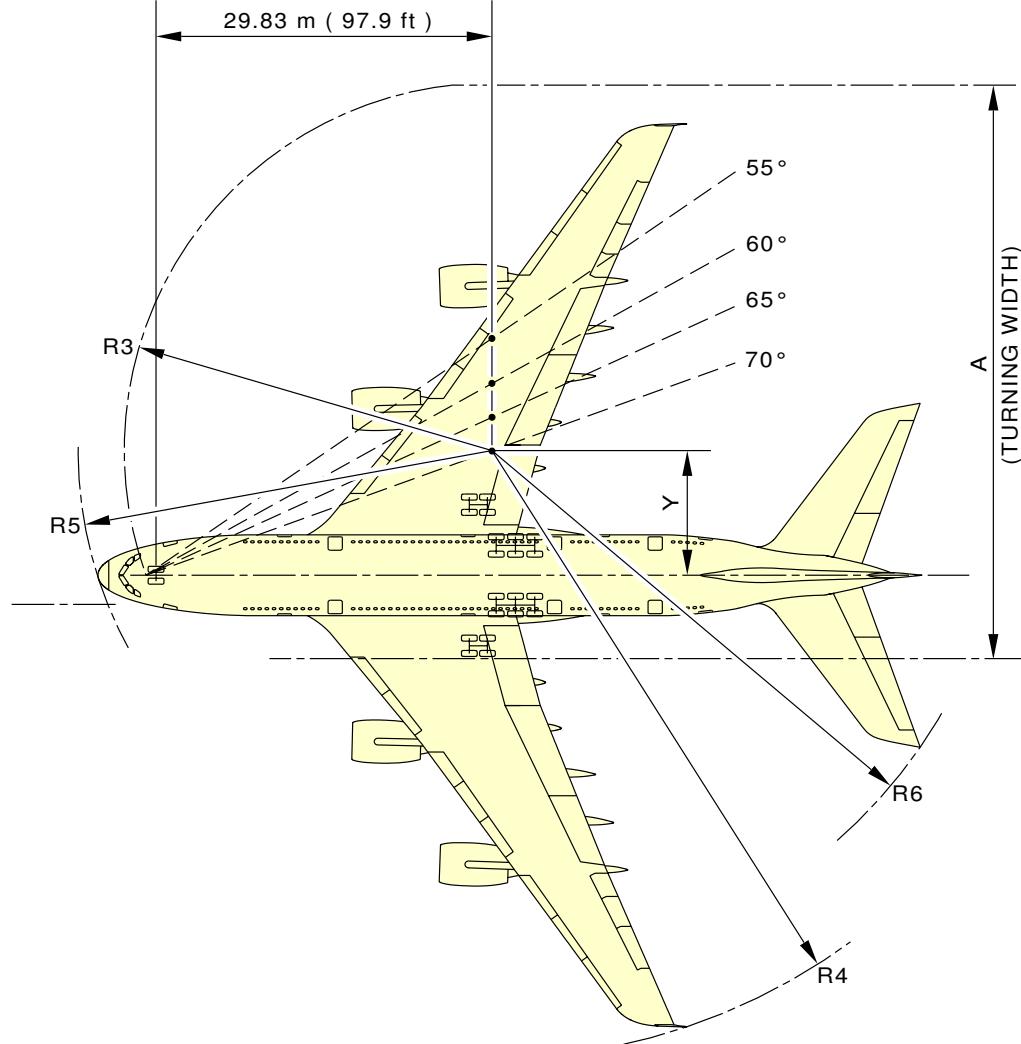
4-3-0 Minimum Turning Radii

**ON A/C A380-800 Models A380-800F Models

Minimum Turning Radii

1. This section gives the minimum turning radii.

**ON A/C A380-800 Models A380-800F Models



A380-800/800F Minimum Turning Radius

Type of Turn	Steering Angle	Effective Steering Angle		Y	A	R3	R4	R5	R6
1	70°	69.5°	m	11.08	50.91	32.66	53.76	36.52	46.01
			ft	36.3	167.0	107.2	176.4	119.8	150.9

NOTE: TURN PERFORMED WITH ASYMMETRIC THRUST AND DIFFERENTIAL BRAKING

L_AC_040300_1_0010101_01_01

Minimum Turning Radii
FIGURE 1



AIRPLANE CHARACTERISTICS

4-4-0 Visibility from Cockpit in Static Position

**ON A/C A380-800 Models A380-800F Models

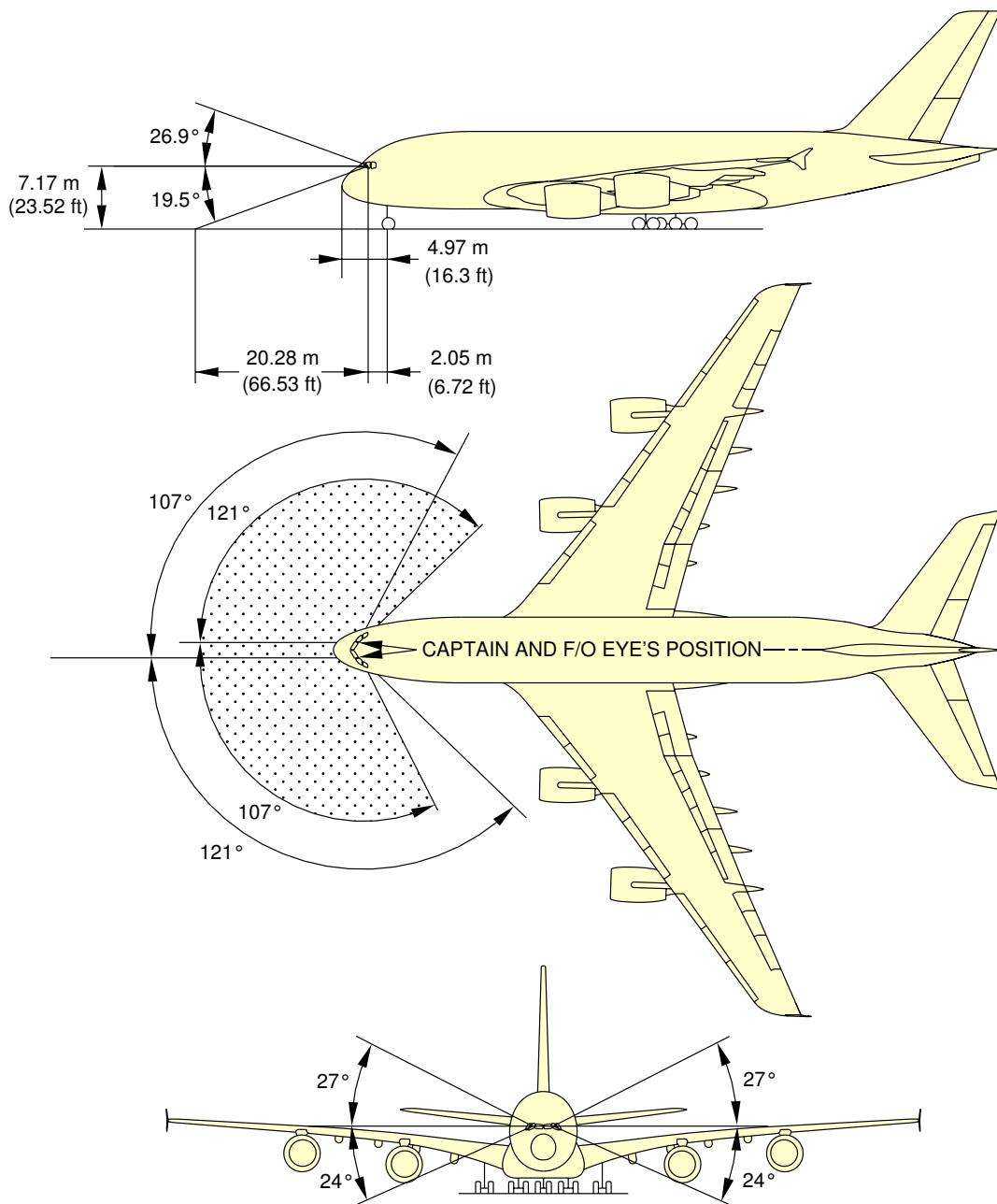
Visibility from Cockpit in Static Position

1. This section gives the visibility from cockpit in static position.

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models



L_AC_040400_1_0010101_01_00

Visibility from Cockpit in Static Position
FIGURE 1



AIRPLANE CHARACTERISTICS

4-5-0 Runway and Taxiway Turn Paths

**ON A/C A380-800 Models A380-800F Models

Runway and Taxiway Turn Paths

1. Runway and Taxiway Turn Paths



AIRPLANE CHARACTERISTICS

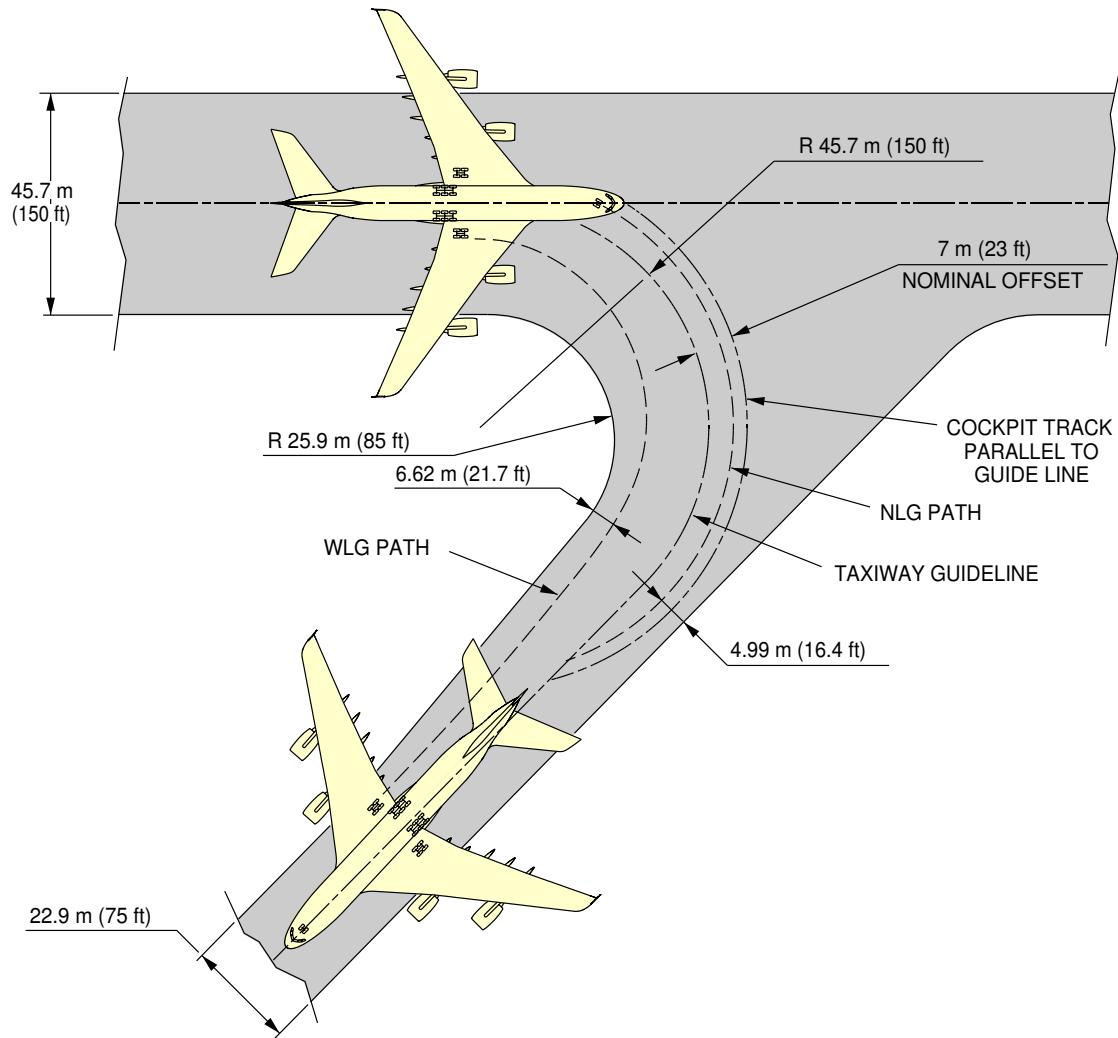
4-5-1 **135° Turn - Runway to Taxiway**

****ON A/C A380-800 Models A380-800F Models**

135° Turn - Runway to Taxiway

1. This section gives the 135° turn – runway to taxiway.

**ON A/C A380-800 Models A380-800F Models

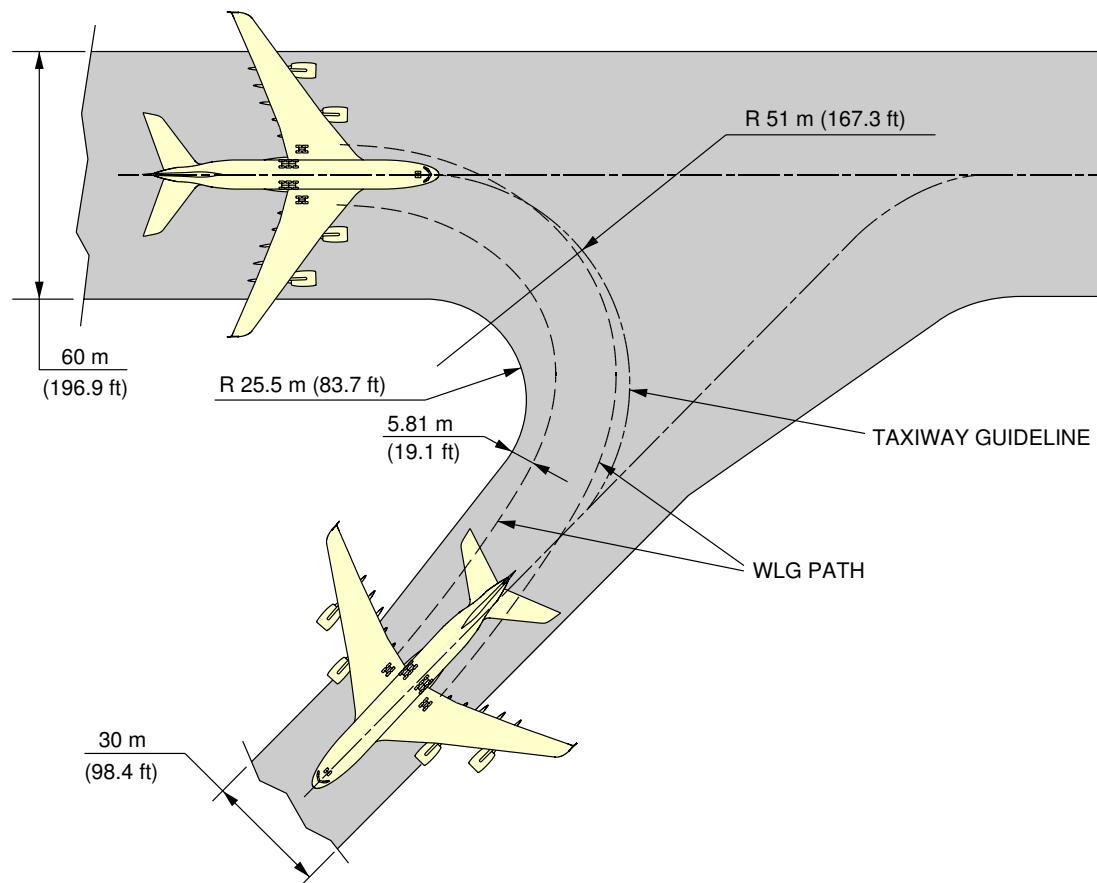


NOTE: FAA GROUP V JUDGEMENTAL OVERSTEER METHOD

L_AC_040501_1_0010101_01_00

135° Turn – Runway to Taxiway
 135° Turn – Runway to Taxiway (Sheet 1)
 FIGURE 1

****ON A/C A380-800 Models A380-800F Models**



NOTE: FAA GROUP VI COCKPIT TRACKS CENTRELINE METHOD

L_AC_040501_1_0020101_01_00

135° Turn – Runway to Taxiway
 135° Turn – Runway to Taxiway (Sheet 2)
 FIGURE 2



AIRPLANE CHARACTERISTICS

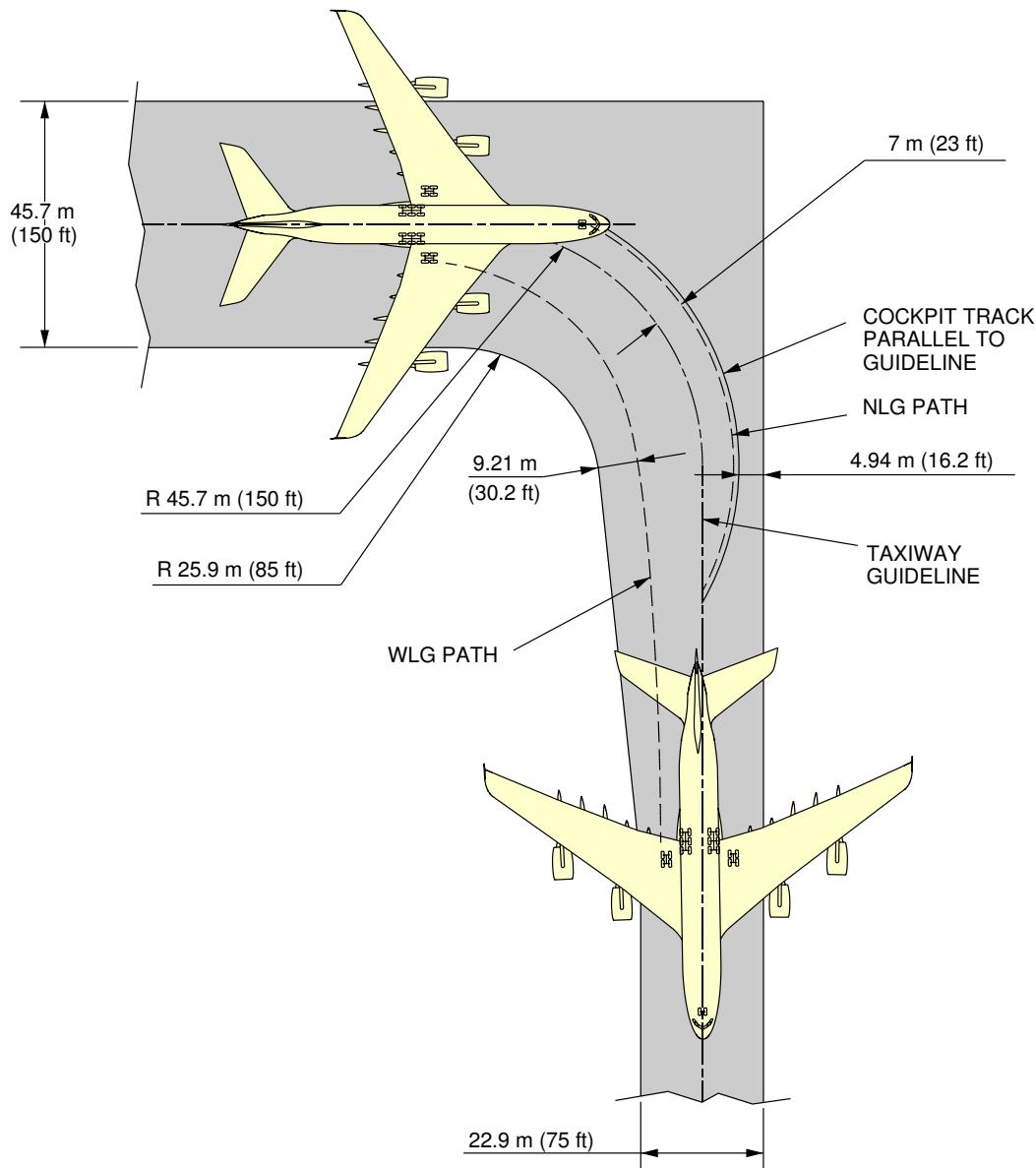
4-5-2 90° Turn - Runway to Taxiway

**ON A/C A380-800 Models A380-800F Models

90° Turn - Runway to Taxiway

1. This section gives the 90° turn – runway to taxiway.

**ON A/C A380-800 Models A380-800F Models

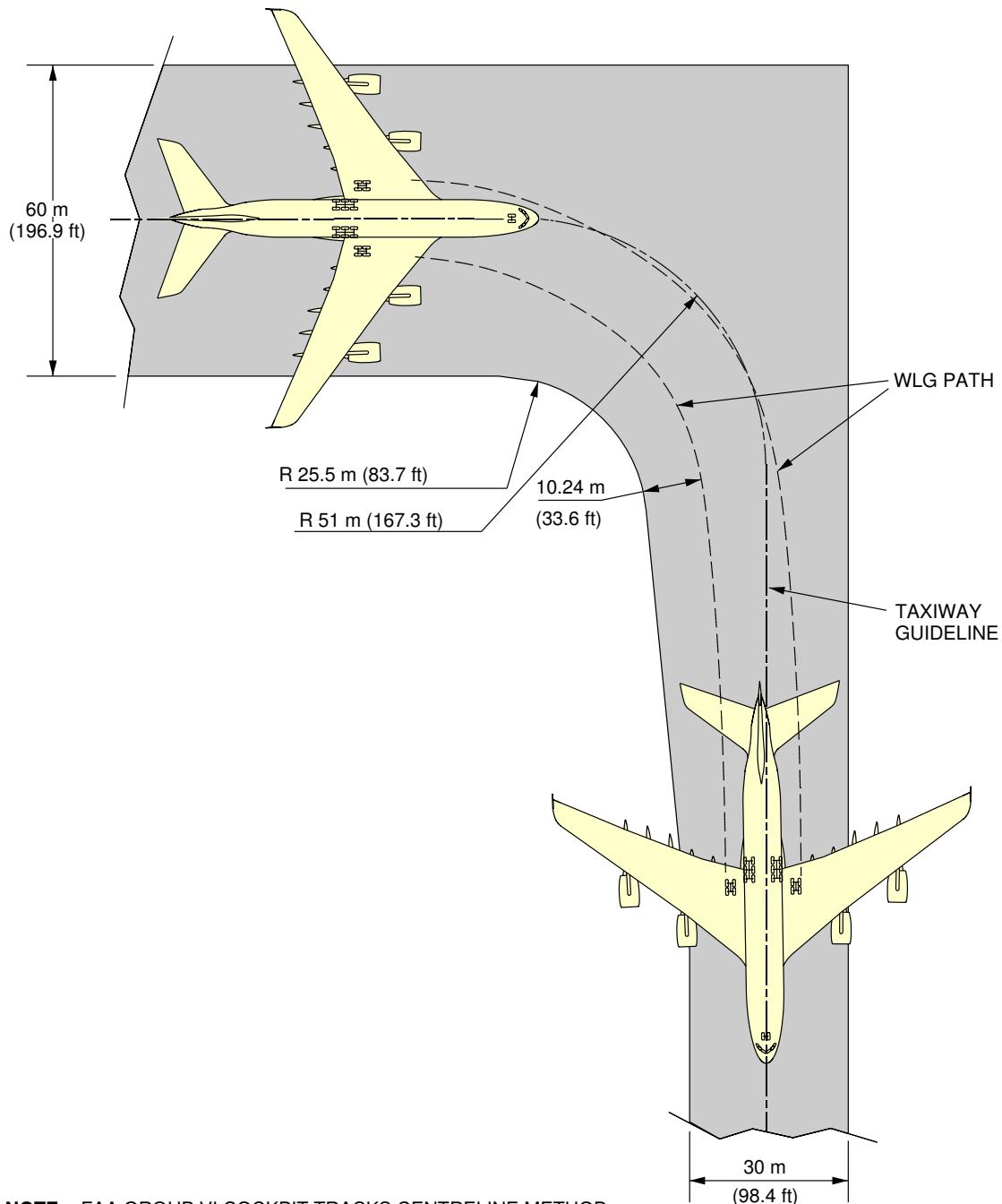


NOTE: FAA GROUP V JUDGEMENTAL OVERSTEER METHOD

L_AC_040502_1_0010101_01_00

90° Turn – Runway to Taxiway
 90° Turn – Runway to Taxiway (Sheet 1)
 FIGURE 1

****ON A/C A380-800 Models A380-800F Models**



NOTE: FAA GROUP VI COCKPIT TRACKS CENTRELINE METHOD

L_AC_040502_1_0020101_01_00

90° Turn – Runway to Taxiway
 90° Turn – Runway to Taxiway (Sheet 2)
 FIGURE 2



AIRPLANE CHARACTERISTICS

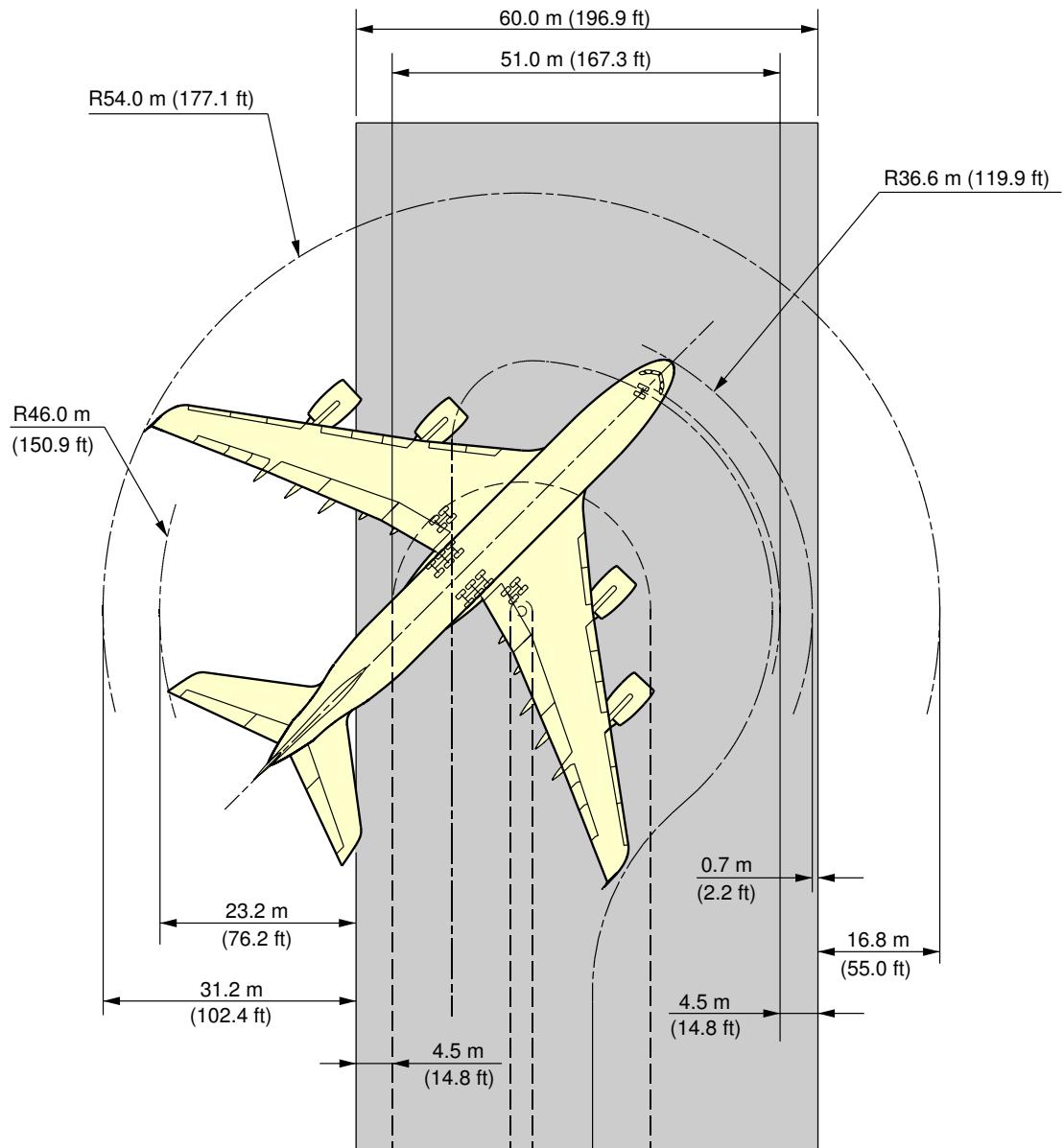
4-5-3 **180° Turn on a Runway**

****ON A/C A380-800 Models A380-800F Models**

180° Turn on a Runway

1. This section gives the 180° turn on a runway.

****ON A/C A380-800 Models A380-800F Models**



NOTE: 70° NOSE GEAR STEERING ASYMMETRIC THRUST AND BRAKING
ON A 60.0 m (196.9 ft) WIDE RUNWAY.

L_AC_040503_1_0010101_01_00

180° Turn on a Runway
FIGURE 1



AIRPLANE CHARACTERISTICS

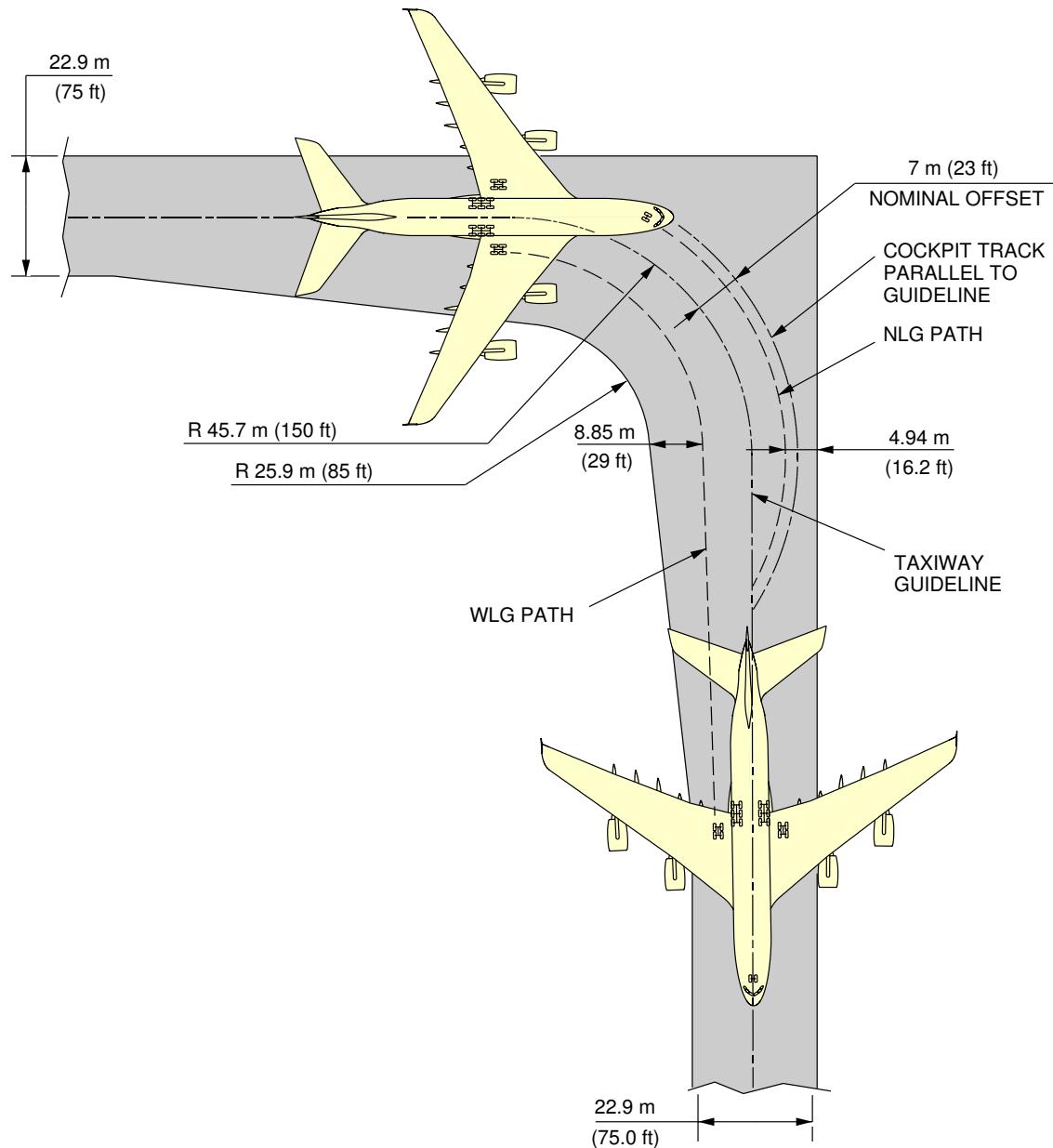
4-5-4 **90° Turn - Taxiway to Taxiway**

****ON A/C A380-800 Models A380-800F Models**

90° Turn - Taxiway to Taxiway

1. This section gives the 90° turn - taxiway to taxiway.

****ON A/C A380-800 Models A380-800F Models**

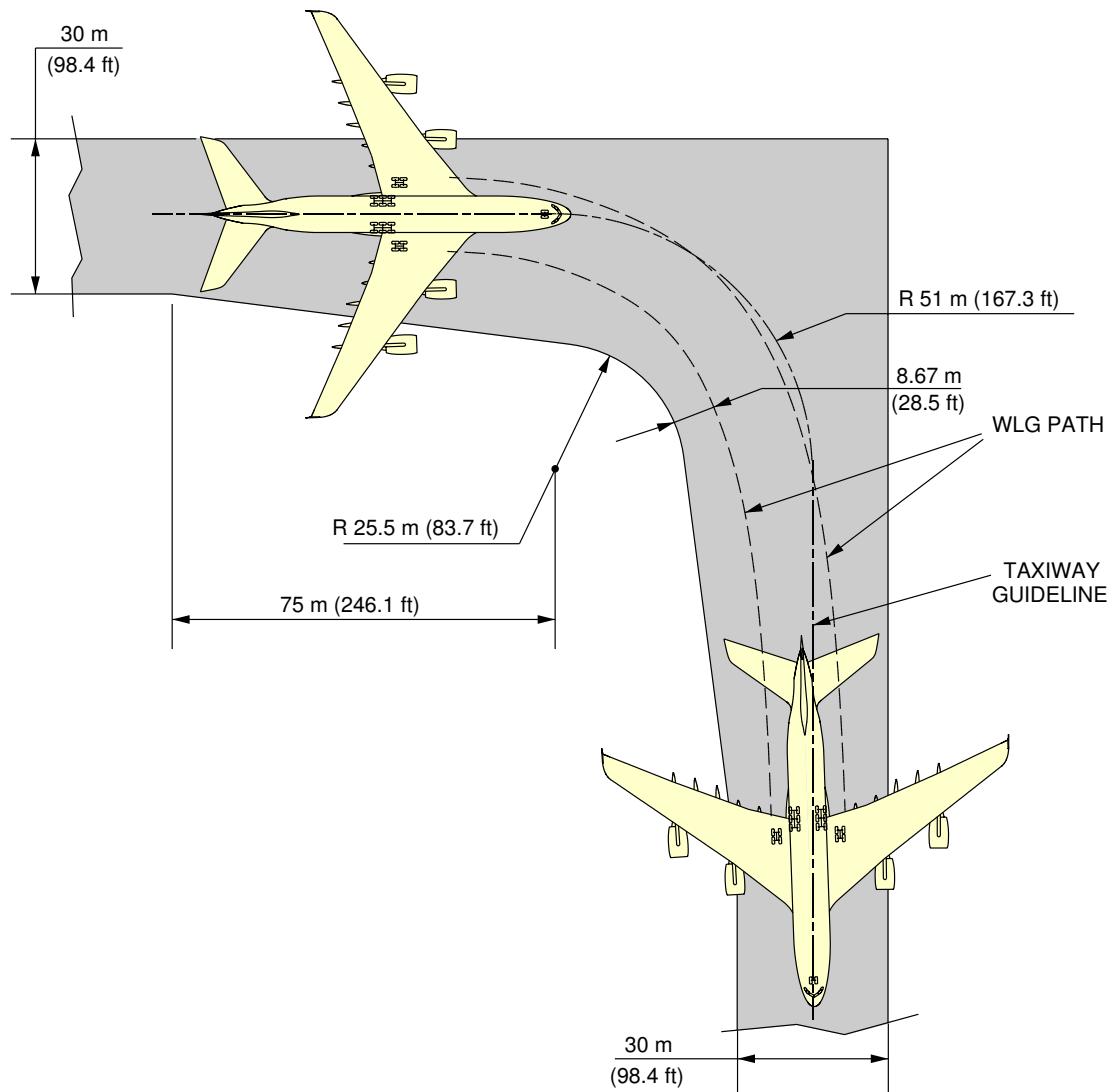


NOTE: FAA GROUP V JUDGEMENTAL OVERSTEER METHOD

L_AC_040504_1_0010101_01_00

90° Turn – Taxiway to Taxiway
 90° Turn – Taxiway to Taxiway (Sheet 1)
 FIGURE 1

****ON A/C A380-800 Models A380-800F Models**



NOTE: FAA GROUP VI COCKPIT TRACKS CENTRELINE METHOD

L_AC_040504_1_0020101_01_00

90° Turn – Taxiway to Taxiway
 90° Turn – Taxiway to Taxiway (Sheet 2)
 FIGURE 2



AIRPLANE CHARACTERISTICS

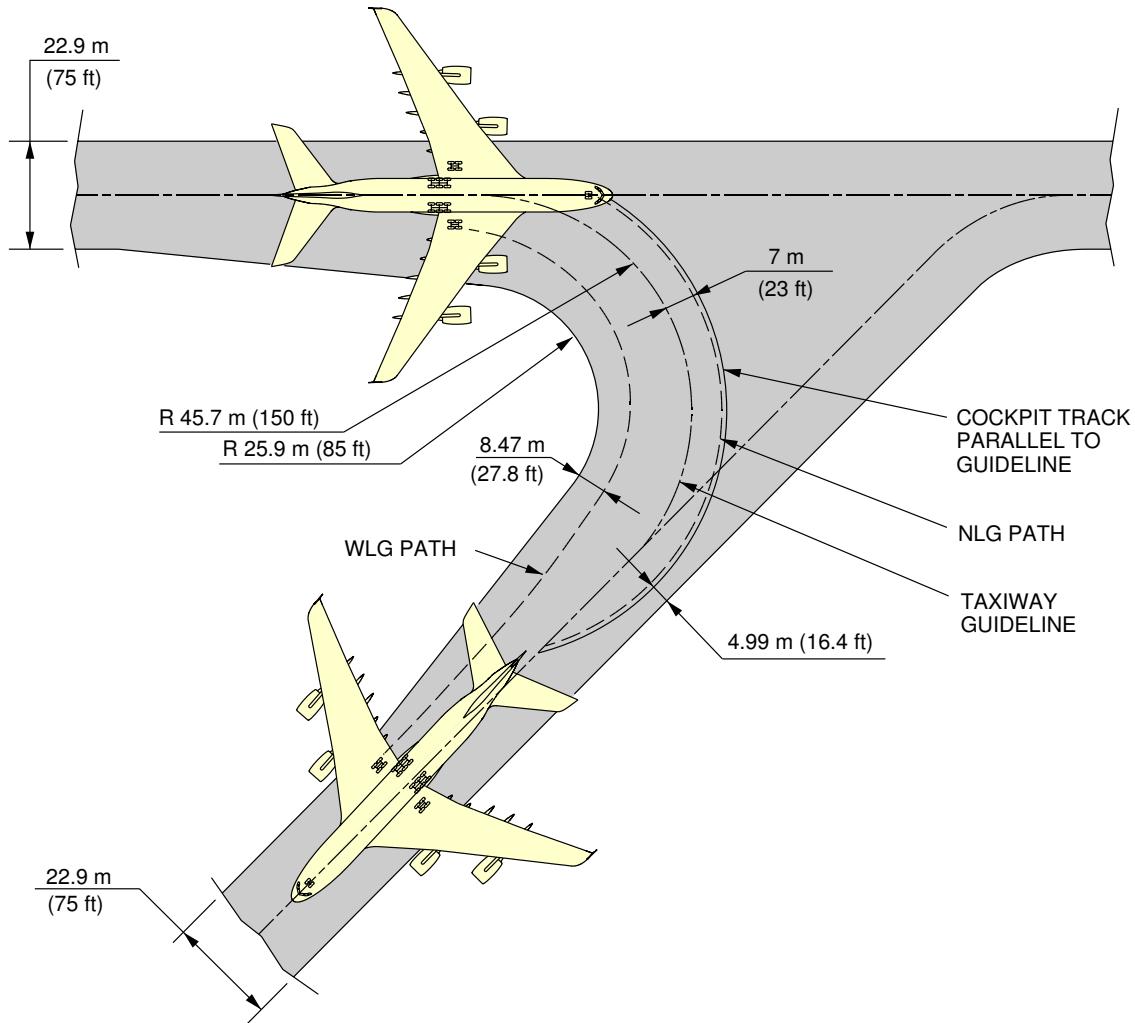
4-5-5 135° Turn - Taxiway to Taxiway

**ON A/C A380-800 Models A380-800F Models

135° Turn - Taxiway to Taxiway

1. This section gives the 135° turn - taxiway to taxiway.

****ON A/C A380-800 Models A380-800F Models**

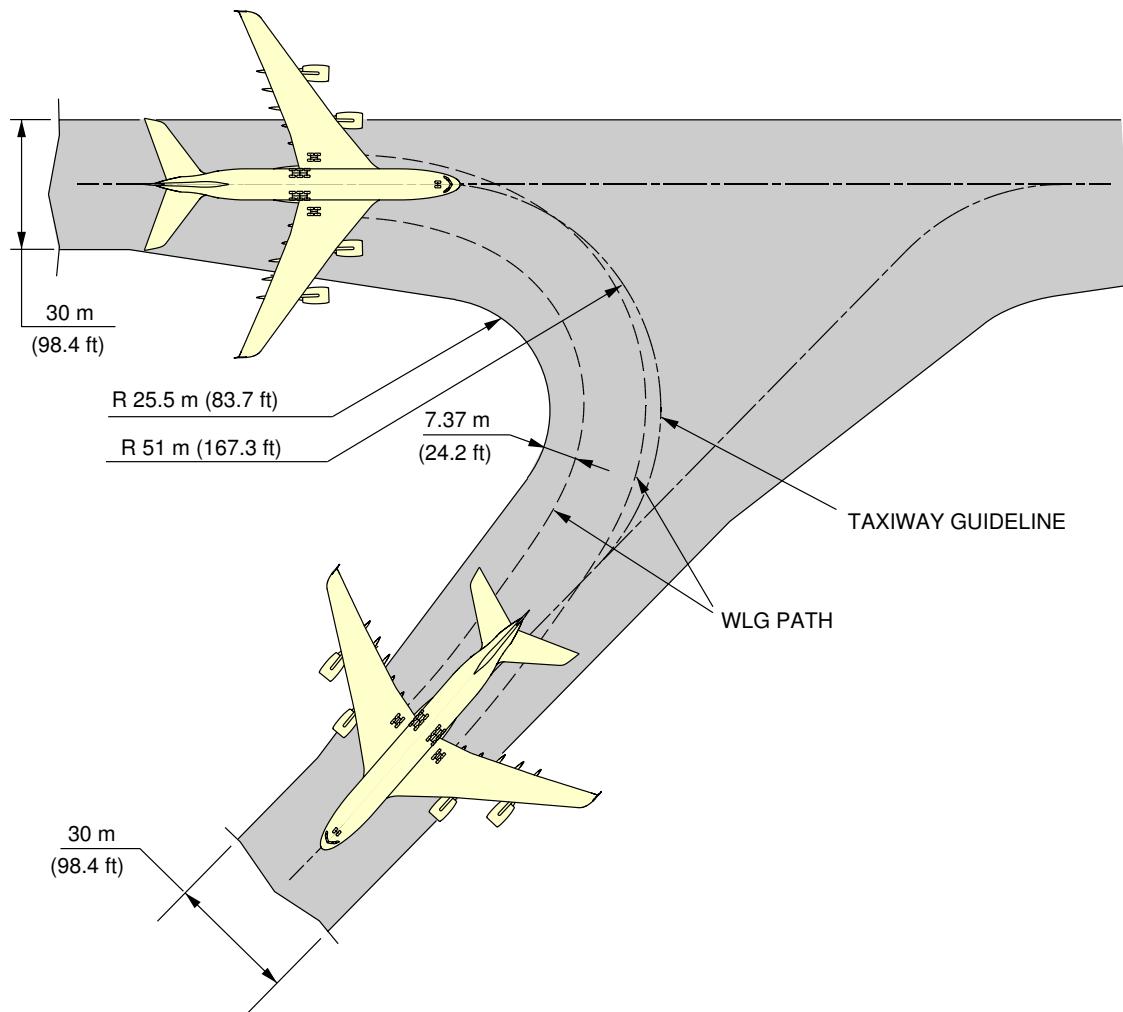


NOTE: FAA GROUP V JUDGEMENTAL OVERSTEER METHOD

L_AC_040505_1_0010101_01_00

135° Turn – Taxiway to Taxiway
 135° Turn – Taxiway to Taxiway (Sheet 1)
 FIGURE 1

****ON A/C A380-800 Models A380-800F Models**



NOTE: FAA GROUP VI COCKPIT TRACKS CENTRELINE METHOD

L_AC_040505_1_0020101_01_00

135° Turn – Taxiway to Taxiway
 135° Turn – Taxiway to Taxiway (Sheet 2)
 FIGURE 2



AIRPLANE CHARACTERISTICS

4-6-0 Runway Holding Bay (Apron)

**ON A/C A380-800 Models A380-800F Models

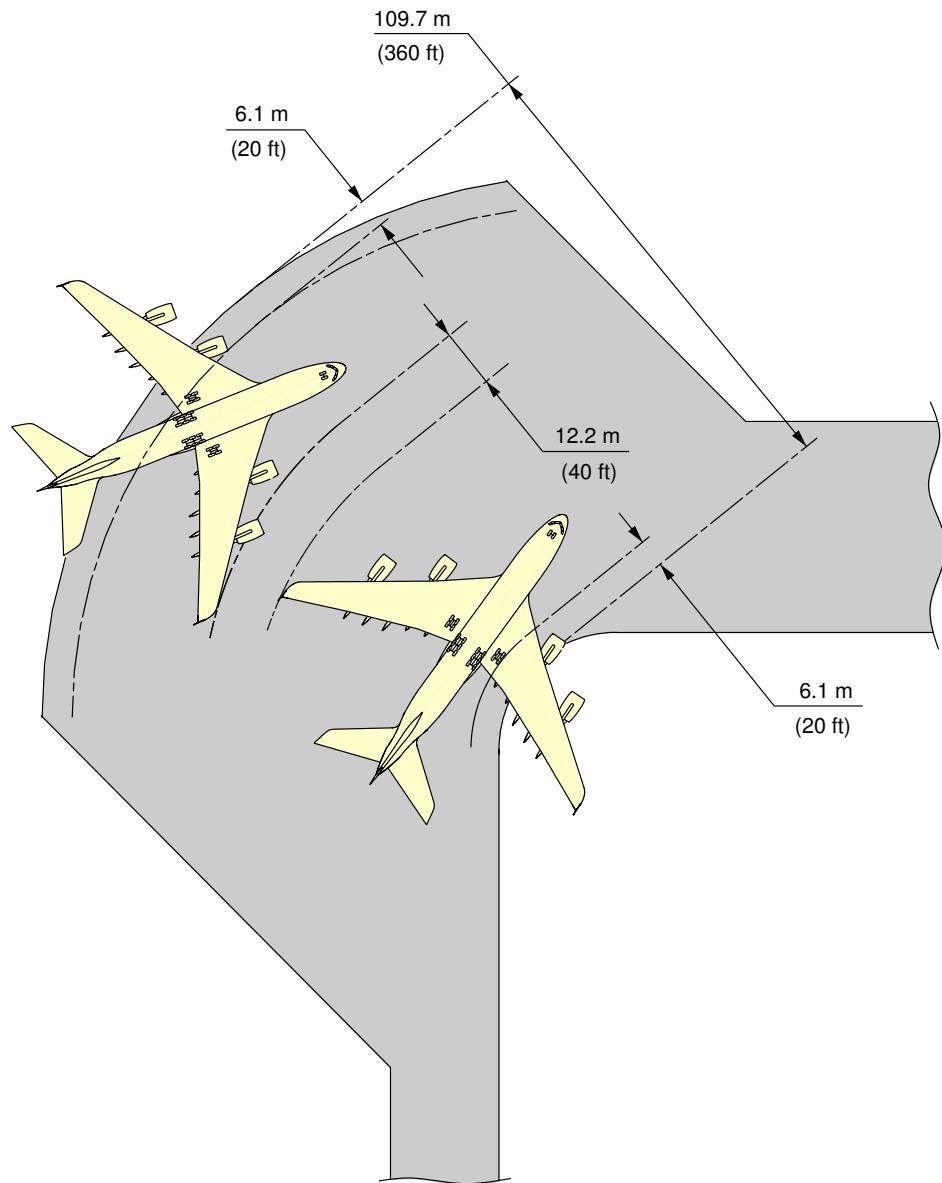
Runway Holding Bay (Apron)

1. This section gives the runway holding bay (Apron).

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models



NOTE: COORDINATE WITH USING AIRLINE FOR SPECIFIC PLANNED OPERATING PROCEDURE

L_AC_040600_1_0010101_01_00

Runway Holding Bay (Apron)
FIGURE 1



AIRPLANE CHARACTERISTICS

4-7-0 Airplane Parking

**ON A/C A380-800 Models A380-800F Models

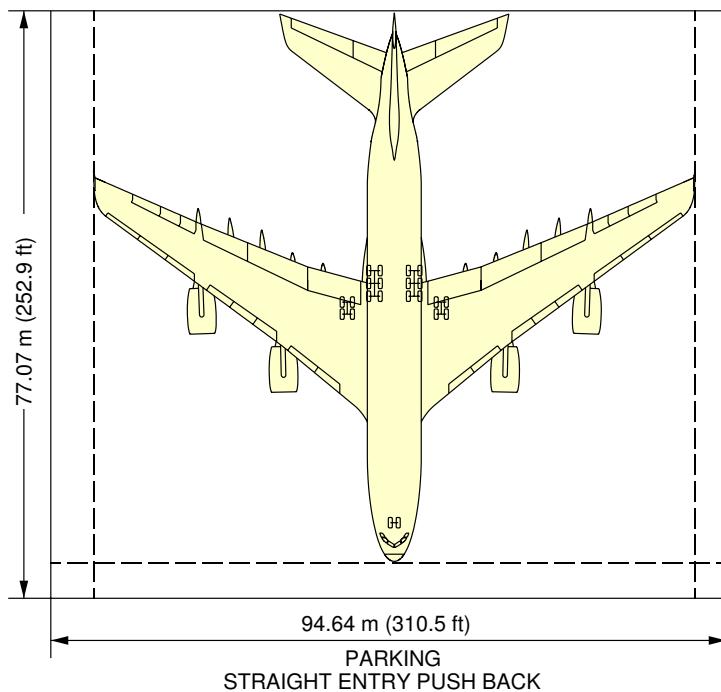
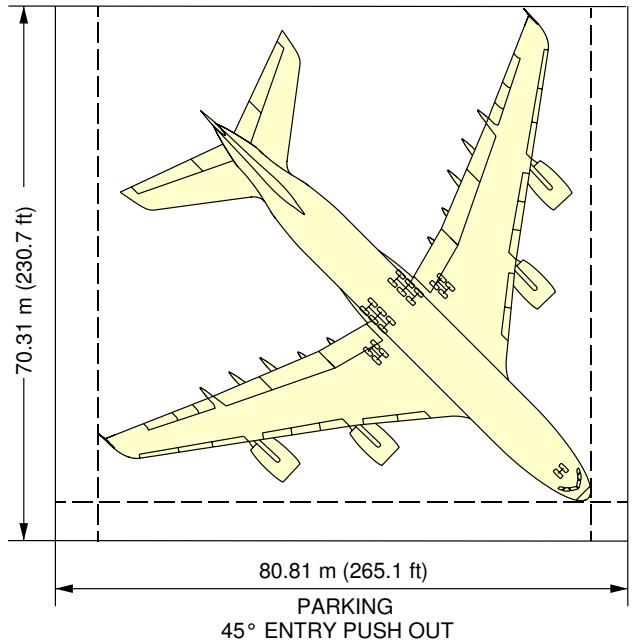
Airplane Parking

1. The following figures and charts show the rectangular space required for parking against the terminal building :
 - A. Steering Geometry
 - B. Minimum Parking Space Requirements

A380

AIRPLANE CHARACTERISTICS

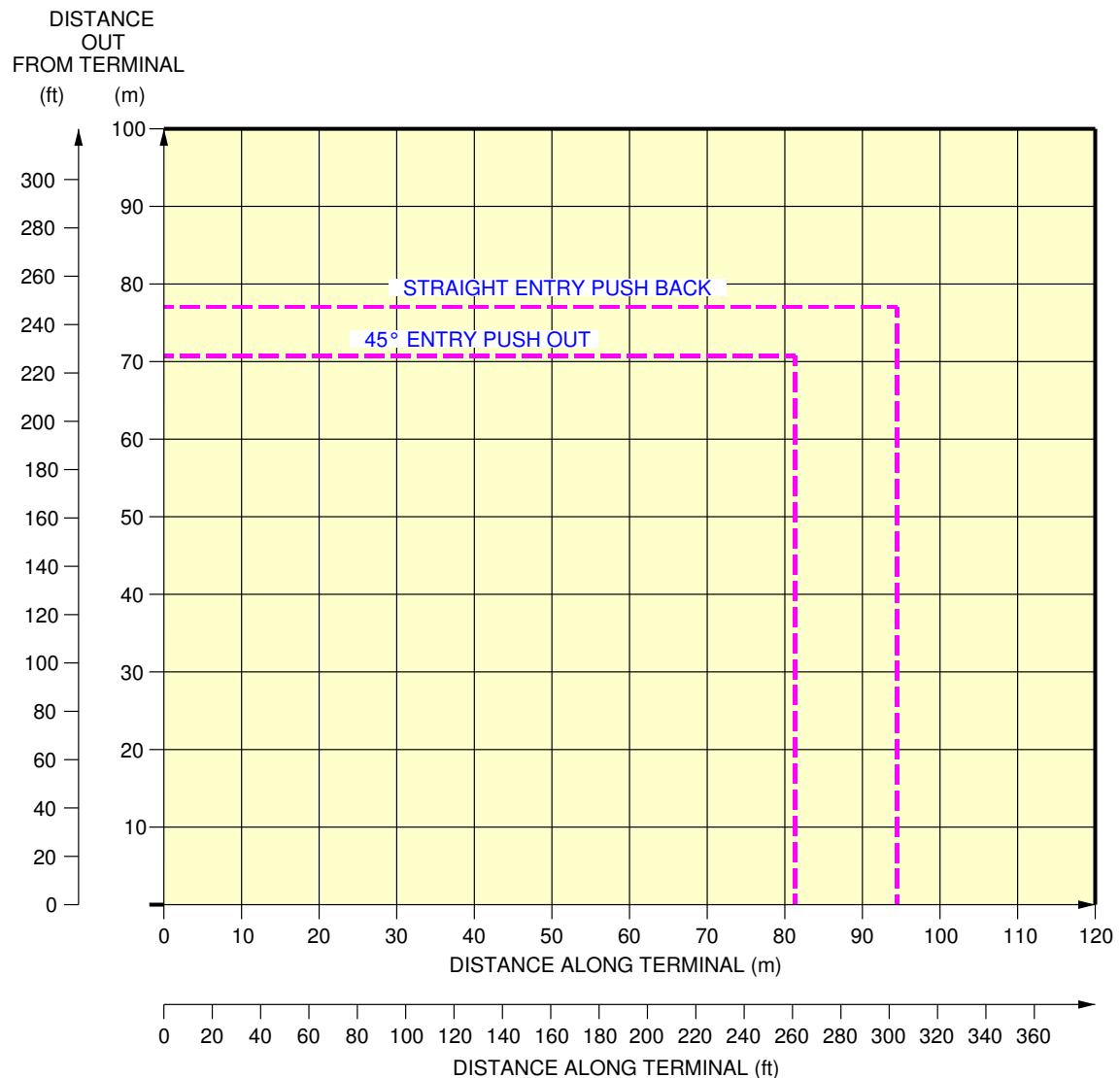
**ON A/C A380-800 Models A380-800F Models



L_AC_040700_1_0010101_01_00

Airplane Parking
Steering Geometry
FIGURE 1

**ON A/C A380-800 Models A380-800F Models



L_AC_040700_1_0020101_01_00

Airplane Parking
Minimum Parking Space Requirements
FIGURE 2



AIRPLANE CHARACTERISTICS

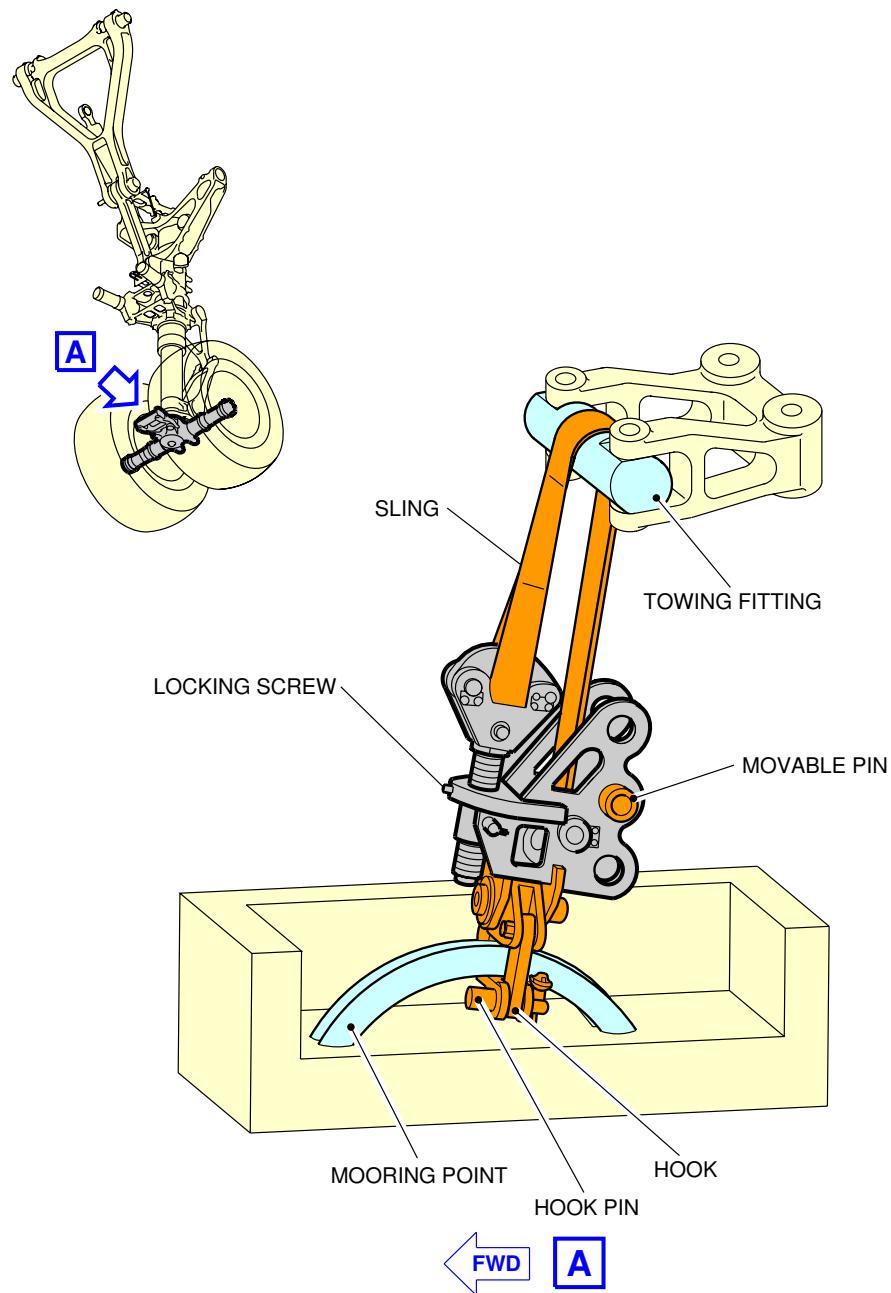
4-8-0 Airplane Mooring

**ON A/C A380-800 Models A380-800F Models

General

1. This section provides information on airplane mooring.

**ON A/C A380-800 Models A380-800F Models



L_AC_040800_1_0010101_01_00

Airplane Mooring
FIGURE 1



AIRPLANE CHARACTERISTICS

TERMINAL SERVICING

5-1-0 Airplane Servicing Arrangements

**ON A/C A380-800 Models A380-800F Models

Airplane Servicing Arrangements

1. This section provides typical ramp layouts, showing the various GSE items in position during typical turn-round scenarios.

These ramp layouts show typical arrangements only. Each operator will have its own specific requirements/regulations for the positioning and operation on the ramp.

For each ramp layout, the associated typical turn-round time is given in a Chart in the section 5-2 for passenger aircraft and section 5-3 for cargo aircraft.



AIRPLANE CHARACTERISTICS

5-1-1 Typical Ramp Layout - Two Bridges - Standard Servicing Via Main Deck and Upper Deck

****ON A/C A380-800 Models**

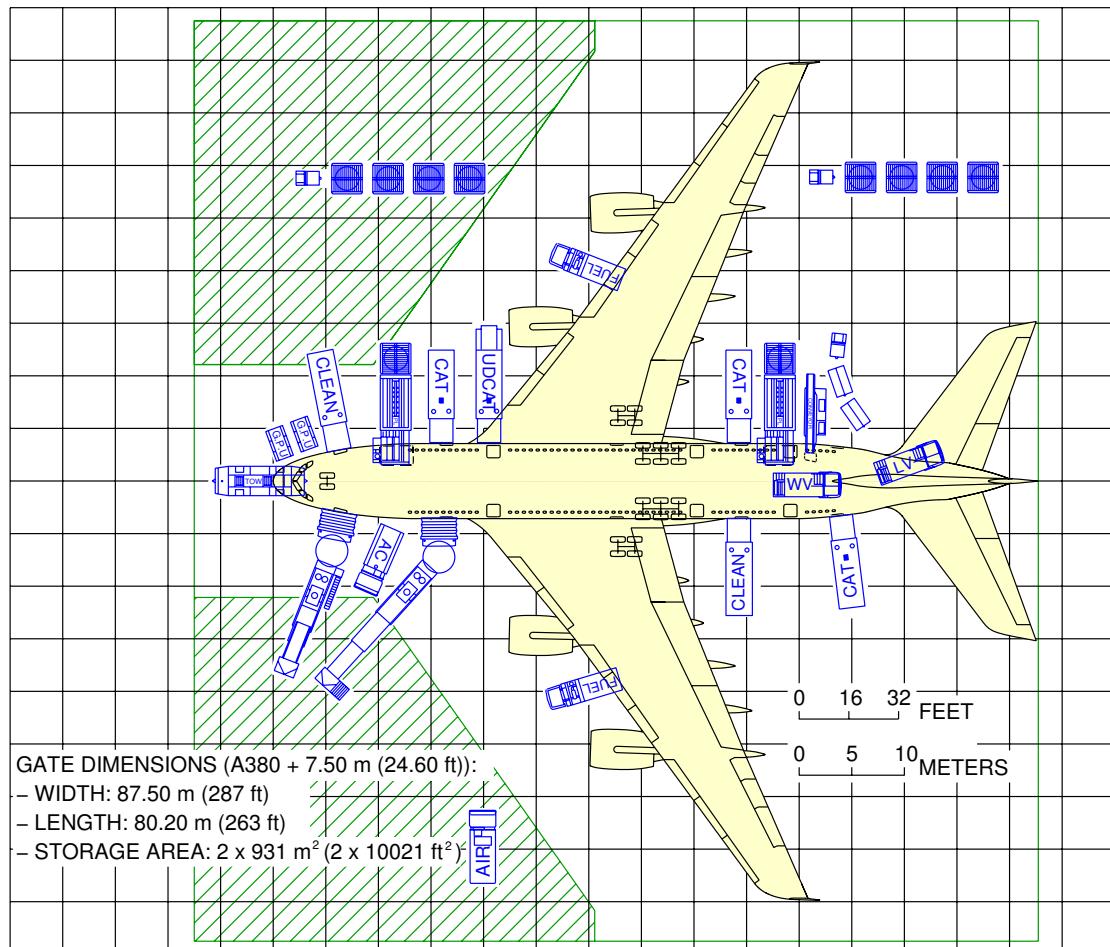
Typical Ramp Layout - Two Bridges - Standard Servicing

1. This section gives the typical ramp layout - two bridges - servicing via main deck and upper deck.

**ON A/C A380-800 Models

AC: AIR COND UNIT
 AIR: AIR START UNIT
 CAT: CATERING VEHICLE
 CLEAN: CLEANING VEHICLE
 CONVEYOR: CONVEYOR BELT
 FUEL: FUEL HYDRANT DISPENSER

GPU: GROUND POWER UNIT
 LV: LAVATORY VEHICLE
 PL: PALLET/CONTAINER LOADER
 TOW: TOWING TRACTOR
 UDCAT: UPPER DECK CATERING VEHICLE
 WV: POTABLE WATER VEHICLE



RL28/B1A/800/STD

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Baseline Ramp Layout – Two Bridges
Servicing Via Main and Upper Decks

FIGURE 1



AIRPLANE CHARACTERISTICS

5-1-2 Typical Ramp Layout - Two Bridges - Servicing Via Main Deck

****ON A/C A380-800 Models**

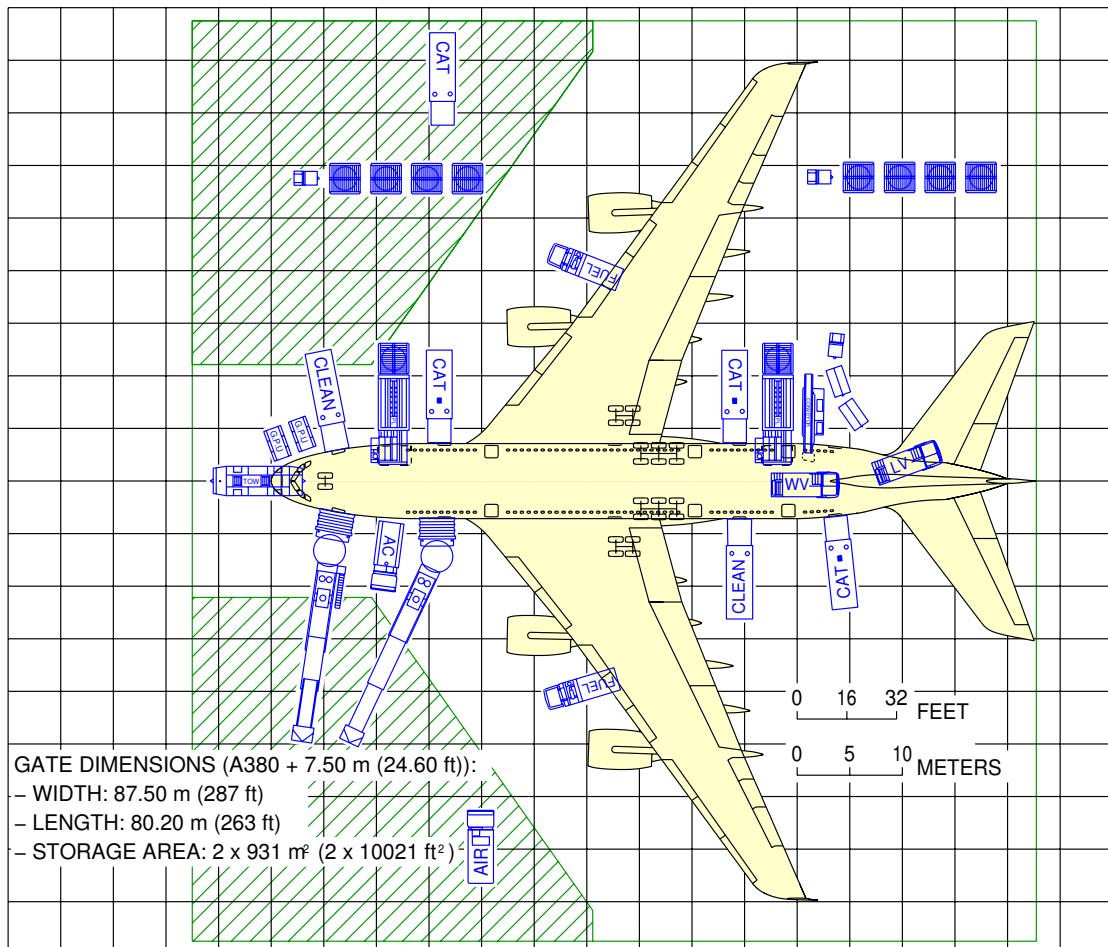
Typical Ramp Layout - Two Bridges - Servicing Via Main Deck

1. This section gives the typical ramp layout - two bridges - servicing via main deck.

****ON A/C A380-800 Models**

AC: AIR COND UNIT
 AIR: AIR START UNIT
 CAT: CATERING VEHICLE
 CLEAN: CLEANING VEHICLE
 CONVEYOR: CONVEYOR BELT
 FUEL: FUEL HYDRANT DISPENSER

GPU: GROUND POWER UNIT
 LV: LAVATORY VEHICLE
 PL: PALLET/CONTAINER LOADER
 TOW: TOWING TRACTOR
 WV: POTABLE WATER VEHICLE



RL01/B1A/800/STD

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Typical Ramp Layout – Two Bridges
Servicing Via Main Deck

FIGURE 1



AIRPLANE CHARACTERISTICS

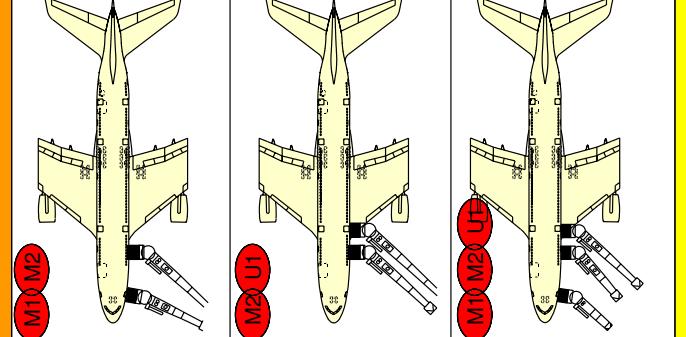
5-1-3 Opportunities of Direct Upper Deck Access for Airport and Airlines

****ON A/C A380-800 Models**

Opportunities of Direct Upper Deck Access for Airport and Airlines

1. This section gives the opportunities of direct upper deck access for airport and airlines.

**ON A/C A380-800 Models

SCENARIOS	OPPORTUNITIES OF DIRECT UPPER DECK (UD) ACCESS FOR AIRPORTS & AIRLINES	BENEFITS REALISED LARGELY ON CABIN LAYOUT & BOARDING PROCEDURES	TURN-ROUND TIME (TRT)
	PRODUCT & SERVICE DIFFERENTIATION		
		BASELINE	
		HIGH	SIMILAR TO BASELINE MD ACCESS
		VERY HIGH	SIMILAR TO BASELINE MD ACCESS
			

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Opportunities of Direct Upper Deck Access
for Airport and Airlines

FIGURE 1



AIRPLANE CHARACTERISTICS

5-1-4 Baseline Ramp Layout

**ON A/C A380-800F Models

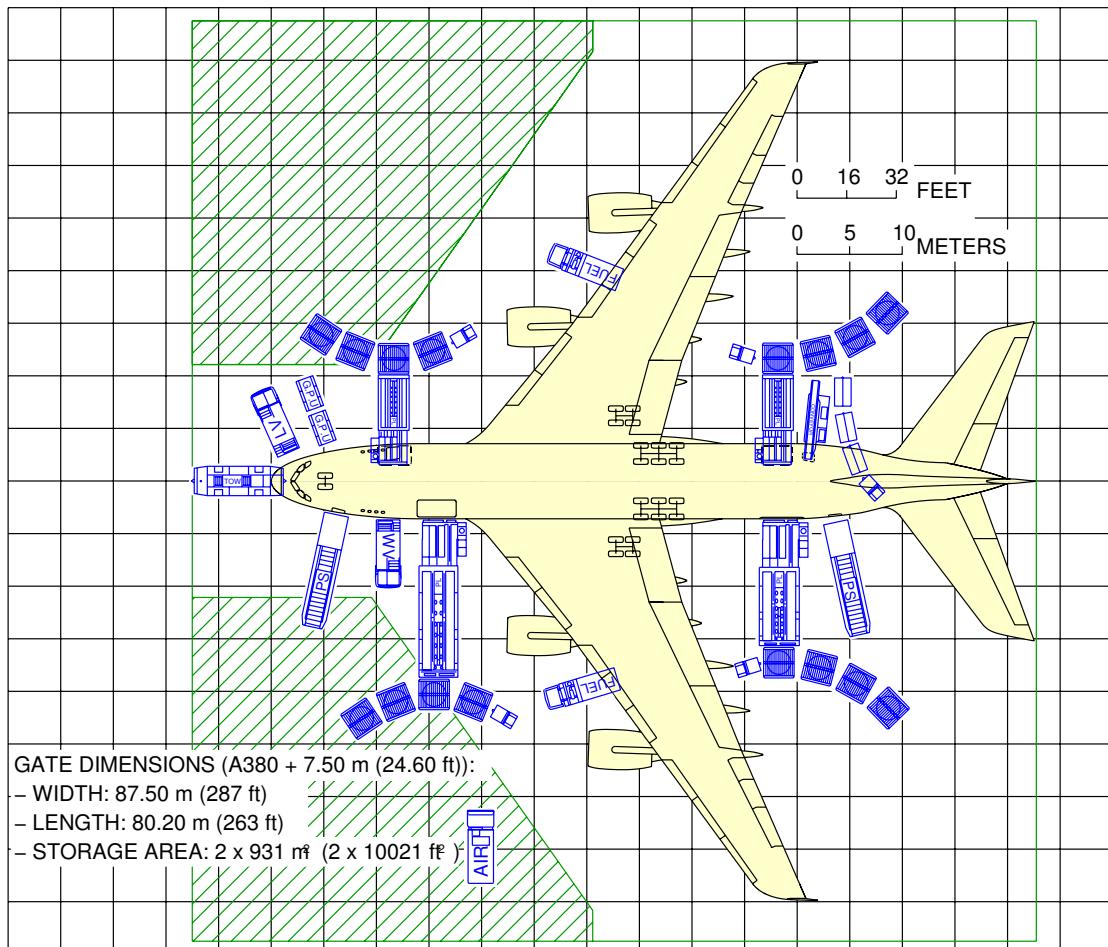
Baseline Ramp Layout

1. This section gives the typical ramp layout - cargo aircraft servicing.

****ON A/C A380-800F Models**

AC: AIR COND UNIT
 AIR: AIR START UNIT
 CONVEYOR: CONVEYOR BELT
 FUEL: FUEL HYDRANT DISPENSER
 GPU: GROUND POWER UNIT

LV: LAVATORY VEHICLE
 PL: PALLET/CONTAINER LOADER
 PS: PASSENGER STAIRS
 TOW: TOWING TRACTOR
 WV: POTABLE WATER VEHICLE



RL04/B1/800F/STD

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Baseline Ramp Layout
FIGURE 1

5-2-0 Terminal Operation - Passenger Aircraft

****ON A/C A380-800 Models**Terminal Operation - Passenger Aircraft

1. This section provides typical turn-round time charts showing the typical times for ramp activities during aircraft turn-round.

Actual times may vary due to each operator's specific practice and operating conditions.

For each turn-round time chart, the associated typical ramp layout is given in section 5-1.

2. ASSUMED TURN-ROUND TIME PARAMETERS

A. PASSENGER BOARDING/DEBOARDING (PB/D) → 100% (555 pax) passenger exchange :

- Doors (type A - 42" wide) used : M1L and M2L (main deck) and U1R (upper deck).
- PB/D rate : boarding = 15 pax/min / deboarding = 25 pax/min
- Last Pax Seating Allowance (LPS) = + 4 min
- 60" stair flow rate : up-flow = 14 pax/min / down-flow = 18 pax/min

B. CARGO → Full LD-3 exchange (22 + 16) LD-3 and bulk exchange of 2 000 kg (4 409 lb) :

- LD-3 off-loading/loading times : off-loading = 1.4 min/LD-3 / loading = 1.7 min/LD-3
- Pallet loading times : off-loading = 2.5 min/pallet / loading = 2.9 min/pallet
- bulk off-loading/loading times : off-loading = 9.2 min/t / loading = 10.5 min/t

C. REFUELLENG → Block fuel for Nominal Range through 4 nozzles :

- 261 200 liters (67 364 US gallons) at 40 psi (48 min)
- dispenser positioning or removal = 3 min (fuel truck change) / if any = 5 min

D. CLEANING → Full cleaning :

- Crew adapted to match catering time

E. CATERING → Full catering :

- average truck capacity = 30 Full Size Trolley Equivalent (FSTE)
- simultaneous catering and PB/D = not represented
- inbound/outbound FSTE = mixed in the same truck
- FSTE exchange time :

- (1) dedicated door-galley = 1.5 min/FSTE
- (2) cart circulation (1 seat zone) = + 0.5 min/FSTE
- (3) cart circulation (> 1 seat zone) = + 1.0 min/FSTE
- (4) via lift :
 - dedicated door to single lift = 2.0 min/FSTE

F. GROUND HANDLING/SERVICING

- start of operations :

- (1) bridges = $t_0 = 0$
- (2) others = $t_0 + 1 \text{ min}$
 - vehicle positioning/removal = 2 min (fuel truck excluded)
 - upper deck vehicle positioning/removal = 3 min
 - clearance between GSE = 0.5 m (20 in)
 - Ground Power Unit (GPU) = up to $4 \times 90 \text{ kVA}$
 - air conditioning = two carts
 - potable water (standard/option) = 1 700/2 500 liters (495/660 US gal) at 60 l/min (23 US gal/min).
 - waste water = discharge and rinsing
 - dollies per tractor = 4 to 6



AIRPLANE CHARACTERISTICS

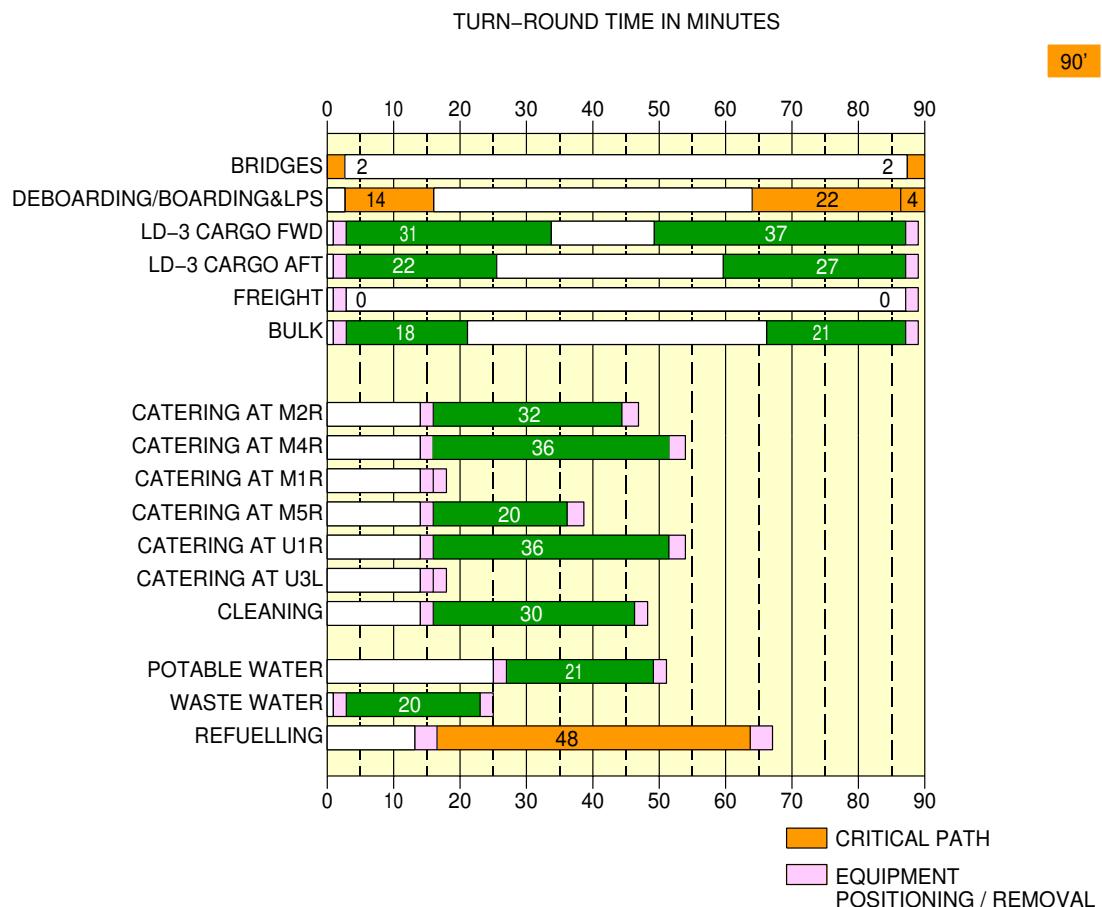
5-2-1 **Typical Turn-Round Time - Two Bridges - Standard Servicing Via Main Deck and Upper Deck**

****ON A/C A380-800 Models**

Typical Turn-Round Time - Two Bridges - Standard Servicing Via Main Deck and Upper Decks

1. Typical Turn-Round Time - Two Bridges - Servicing via Main Deck and Upper Decks

**ON A/C A380-800 Models



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Typical Turn-Round Time – Two Bridges
Servicing Via Main and Upper Decks

FIGURE 1



AIRPLANE CHARACTERISTICS

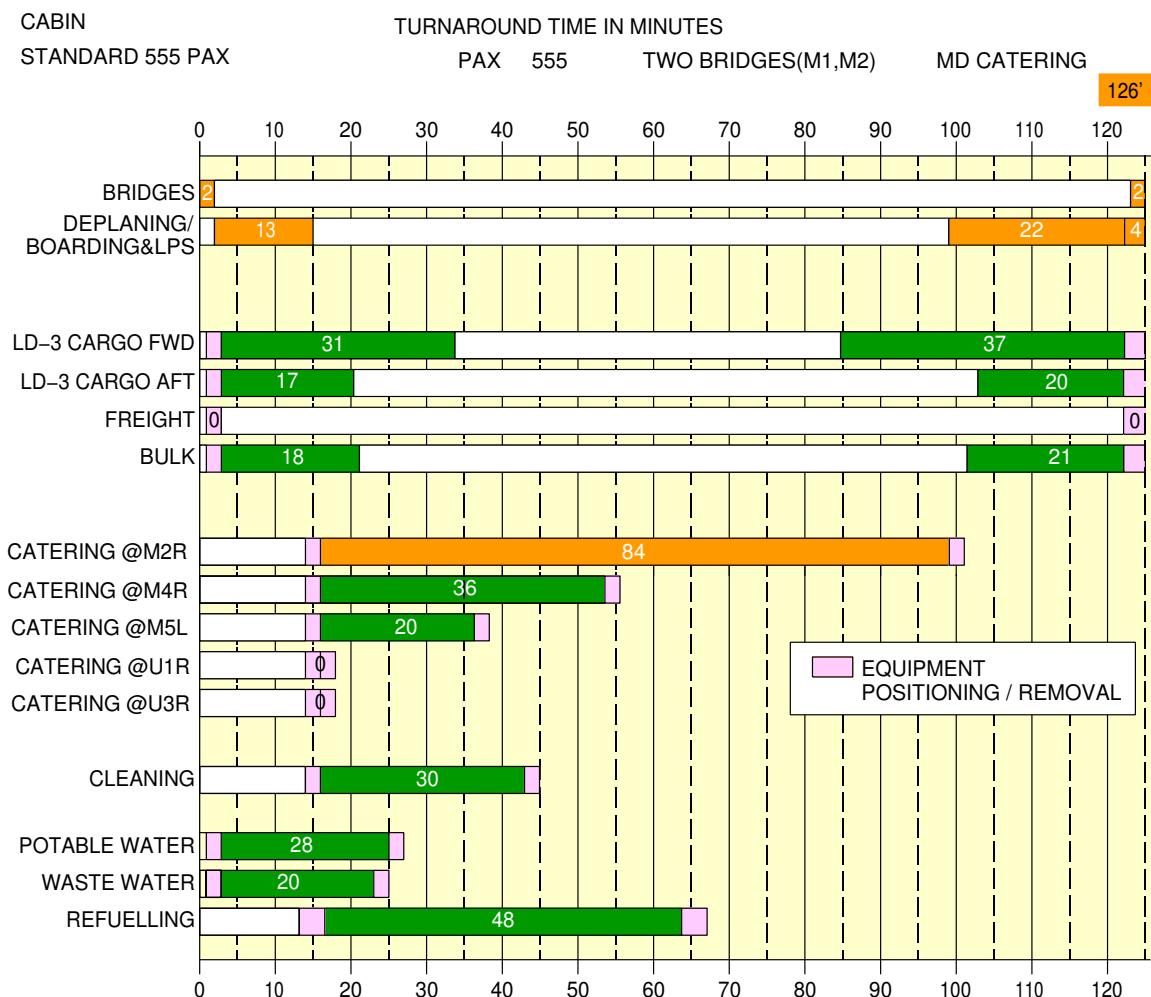
5-2-2 **Typical Turn-Round Time - Two Bridges - Servicing Via Main Deck**

****ON A/C A380-800 Models**

Typical Turn-Round Time - Two Bridges - Servicing Via Main Deck

1. Typical Turn-Round Time - Two Bridges - Servicing via Main Deck

**ON A/C A380-800 Models



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Typical Turn-Round Time – Two Bridges
Servicing Via Main Deck

FIGURE 1



AIRPLANE CHARACTERISTICS

5-3-0 Terminal Operation - Cargo Aircraft

****ON A/C A380-800F Models**

Terminal Operation - Cargo Aircraft

1. Terminal Operation - Cargo Aircraft



AIRPLANE CHARACTERISTICS

5-3-1 Typical Turn-Round Time

****ON A/C A380-800F Models**

Typical Turn-Round Time

1. The A380-800F can achieve turn-round times of 120 ± 20 minutes depending on ULD layouts on the three decks.

NOTE : These values are similar to other wide-body freighter aircraft in similar operating conditions.



AIRPLANE CHARACTERISTICS

5-4-0 Ground Service Connections

**ON A/C A380-800 Models A380-800F Models

Ground Service Connections

1. Ground Service Connections



AIRPLANE CHARACTERISTICS

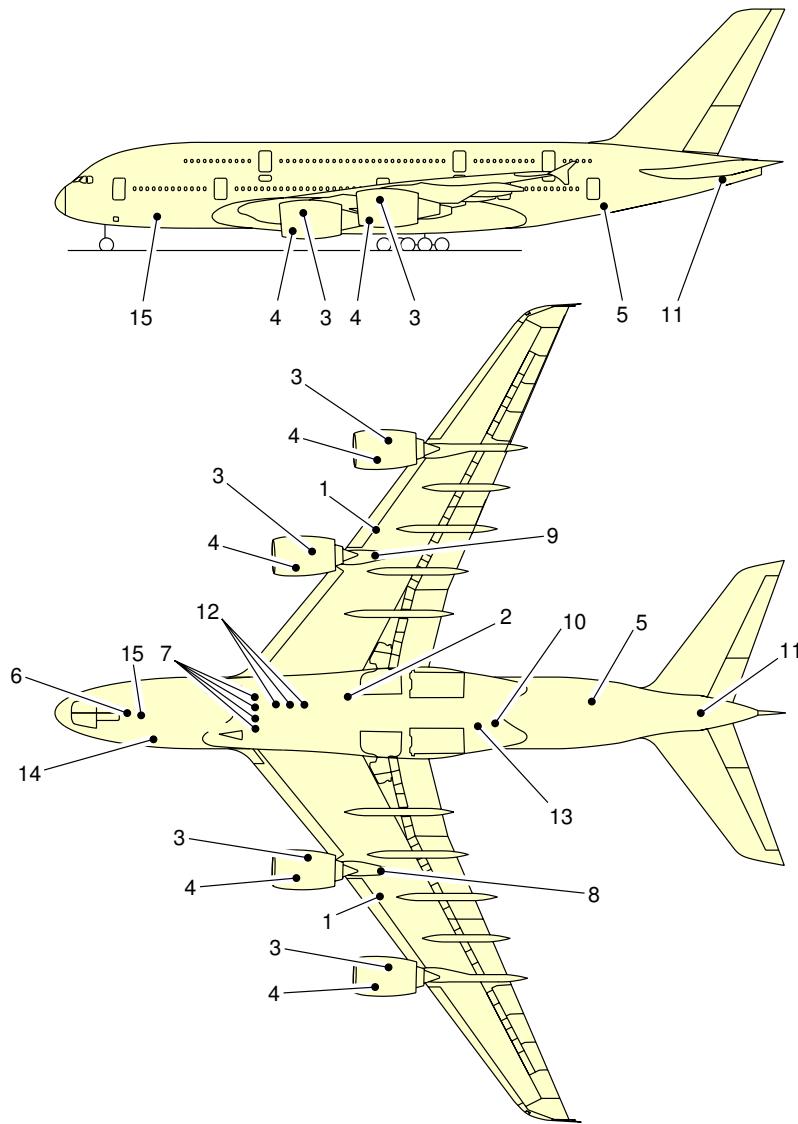
5-4-1 Ground Service Connections Layout

**ON A/C A380-800 Models

Ground Service Connections Layout - Pax

1. This section gives the ground service connections layout.

****ON A/C A380-800 Models**



- 1 - PRESSURE REFUEL CONNECTORS
- 2 - HYDRAULIC RESERVOIR SERVICING PANEL
(RESERVOIR FILLING AND RESERVOIR PRESSURISATION)
- 3 - ENGINE OIL FILLING
- 4 - VF GENERATOR OIL FILLING
- 5 - TOILET AND WASTE SERVICE PANEL
- 6 - GROUND ELECTRICAL POWER
- 7 - LOW PRESSURE PRECONDITIONED AIR

- 8 - YELLOW HYDRAULIC GROUND CONNECTOR
- 9 - GREEN HYDRAULIC GROUND CONNECTOR
- 10 - POTABLE WATER SERVICE PANEL
- 11 - APU OIL FILLING
- 12 - HIGH PRESSURE AIR ENGINE START
- 13 - REFUEL/DEFUEL CONTROL PANEL
- 14 - OXYGEN SYSTEM
- 15 - POTABLE WATER DRAIN PANEL

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Ground Service Connections
Ground Service Connections Layout - A380-800 Models
FIGURE 1



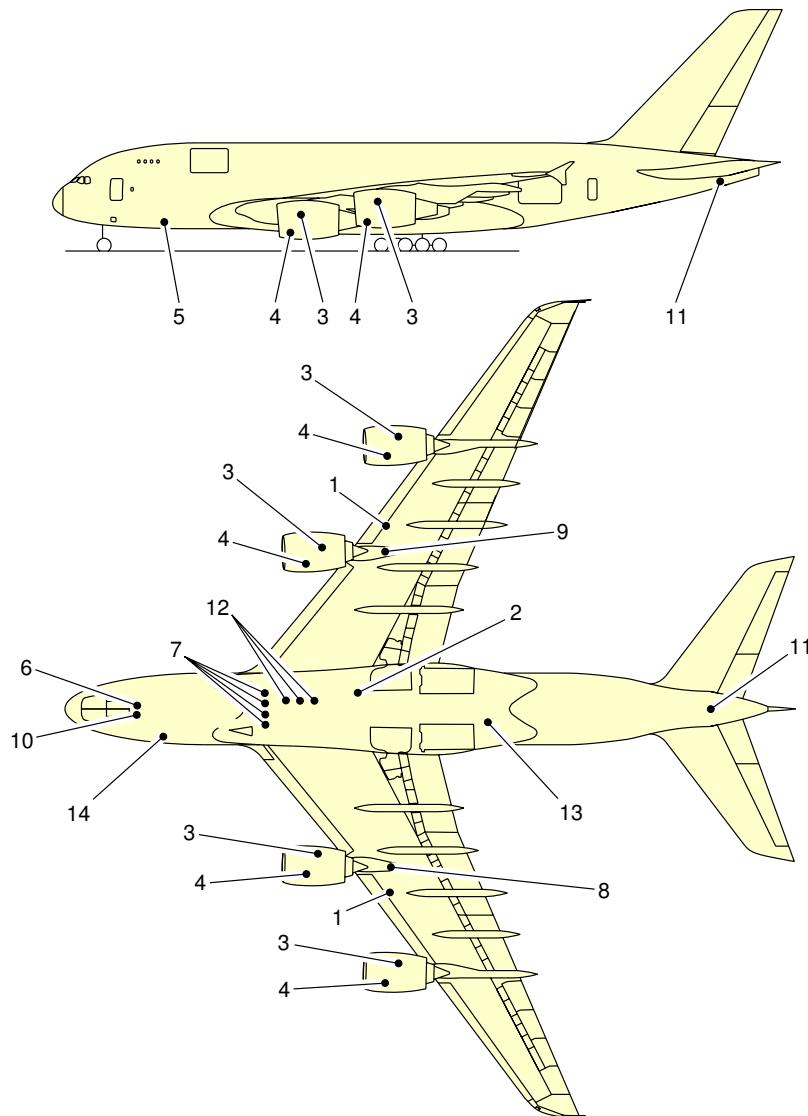
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

Ground Service Connections Layout - Freighter

1. This section gives the ground service connections layout.

****ON A/C A380-800F Models**



- 1 - PRESSURE REFUEL CONNECTORS
- 2 - HYDRAULIC RESERVOIR SERVICING PANEL
(RESERVOIR FILLING AND RESERVOIR PRESSURISATION)
- 3 - ENGINE OIL FILLING
- 4 - VF GENERATOR OIL FILLING
- 5 - TOILET AND WASTE SERVICE PANEL
- 6 - GROUND ELECTRICAL POWER
- 7 - LOW PRESSURE PRECONDITIONED AIR

- 8 - YELLOW HYDRAULIC GROUND CONNECTOR
- 9 - GREEN HYDRAULIC GROUND CONNECTOR
- 10 - POTABLE WATER SERVICE PANEL
- 11 - APU OIL FILLING
- 12 - HIGH PRESSURE AIR ENGINE START
- 13 - REFUEL/DEFUEL CONTROL PANEL
- 14 - OXYGEN SYSTEM

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Ground Service Connections
Ground Service Connections Layout - A380-800F Models
FIGURE 2

5-4-2 Grounding Points

**ON A/C A380-800 Models A380-800F Models

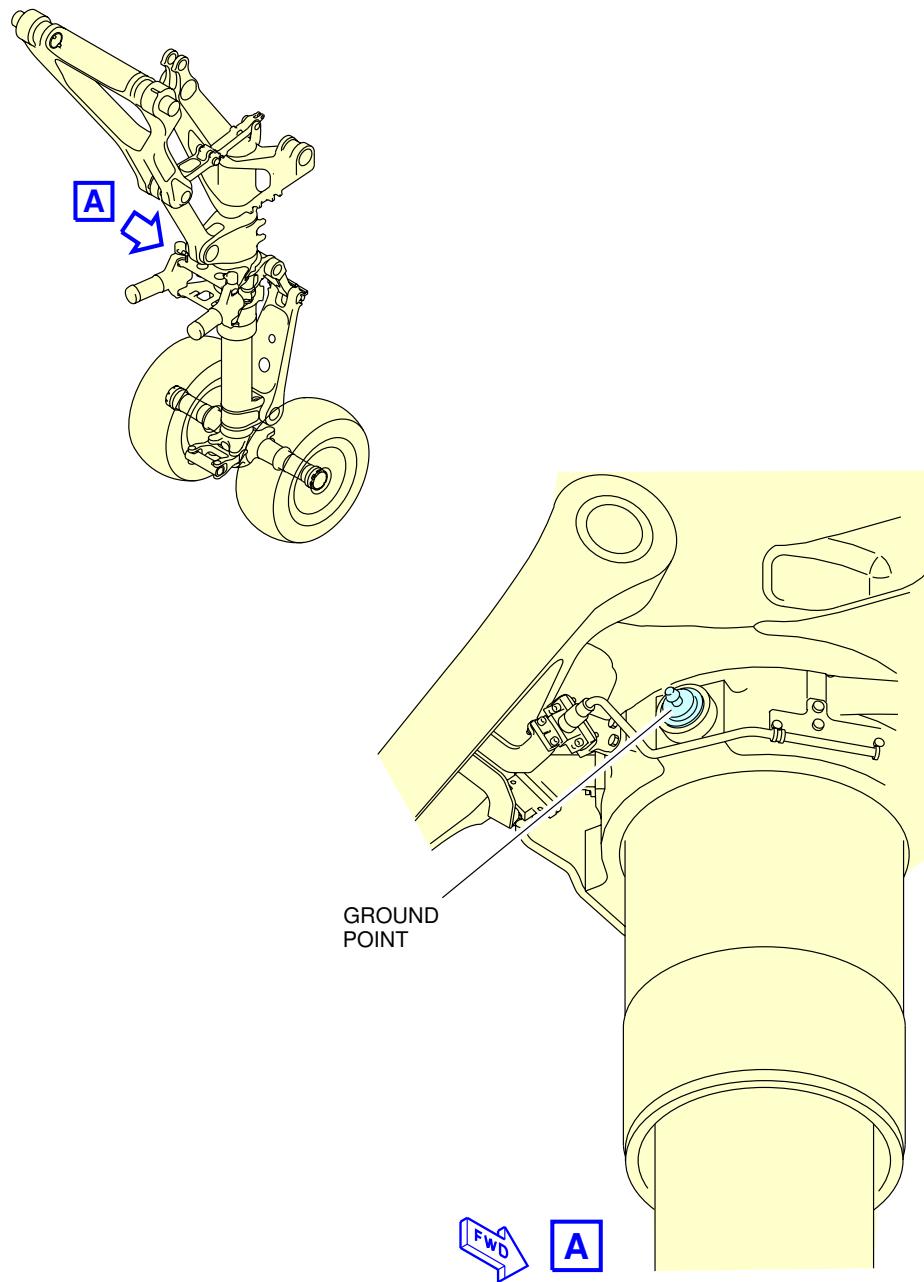
Grounding Points

1. Grounding Points

	DISTANCE: Meters (ft)		
	AFT OF NOSE	FROM AIRPLANE CENTERLINE	MEAN HEIGHT FROM GROUND
On Nose Landing Gear	5.713 (18.7)	0.182 (0.6) On the RH side	1.385 (4.5)
On left Wing Gear leg	34.207 (112.2)	5.949 (19.5)	1.237 (4.0)
On right Wing Gear leg	34.207 (112.2)	5.949 (19.5)	1.237 (4.0)
On left Body Gear leg (Outboard)	37.158 (121.9)	2.852 (9.4)	1.379 (4.5)
On left Body Gear leg (Inboard)	37.158 (121.9)	2.412 (7.9)	1.379 (4.5)
On right Body Gear leg (Outboard)	37.158 (121.9)	2.852 (9.4)	1.379 (4.5)
On right Body Gear leg (Inboard)	37.158 (121.9)	2.412 (7.9)	1.379 (4.5)

- A. The grounding stud on each landing gear is designed for use with a clip-on connector, such as an Appleton TGR.
- B. The grounding studs are used to connect the airplane to approved ground connection on the ramp or in the hangar for:
 - (1) refuel/defuel operations
 - (2) maintenance operations
 - (3) bad weather conditions.

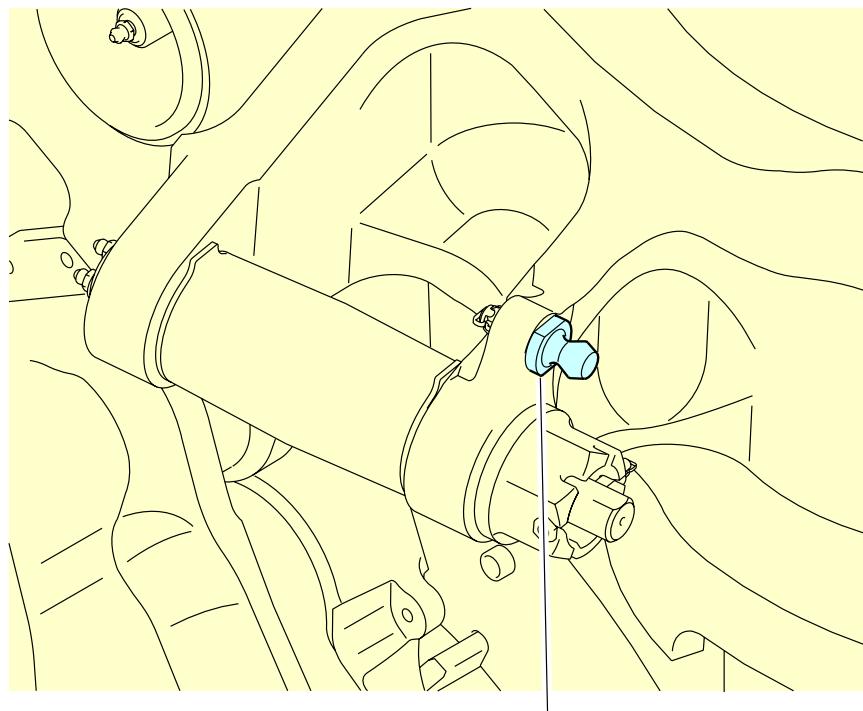
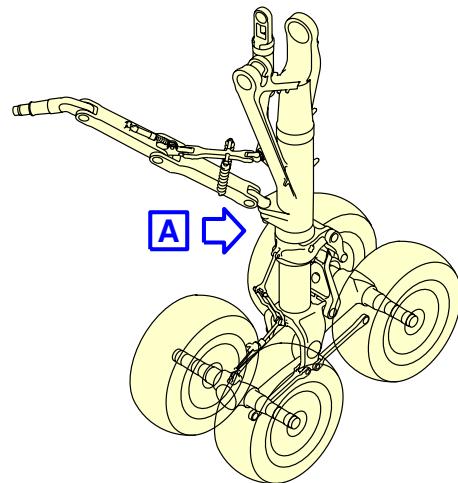
**ON A/C A380-800 Models A380-800F Models



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Ground Points NLG
FIGURE 1

**ON A/C A380-800 Models A380-800F Models

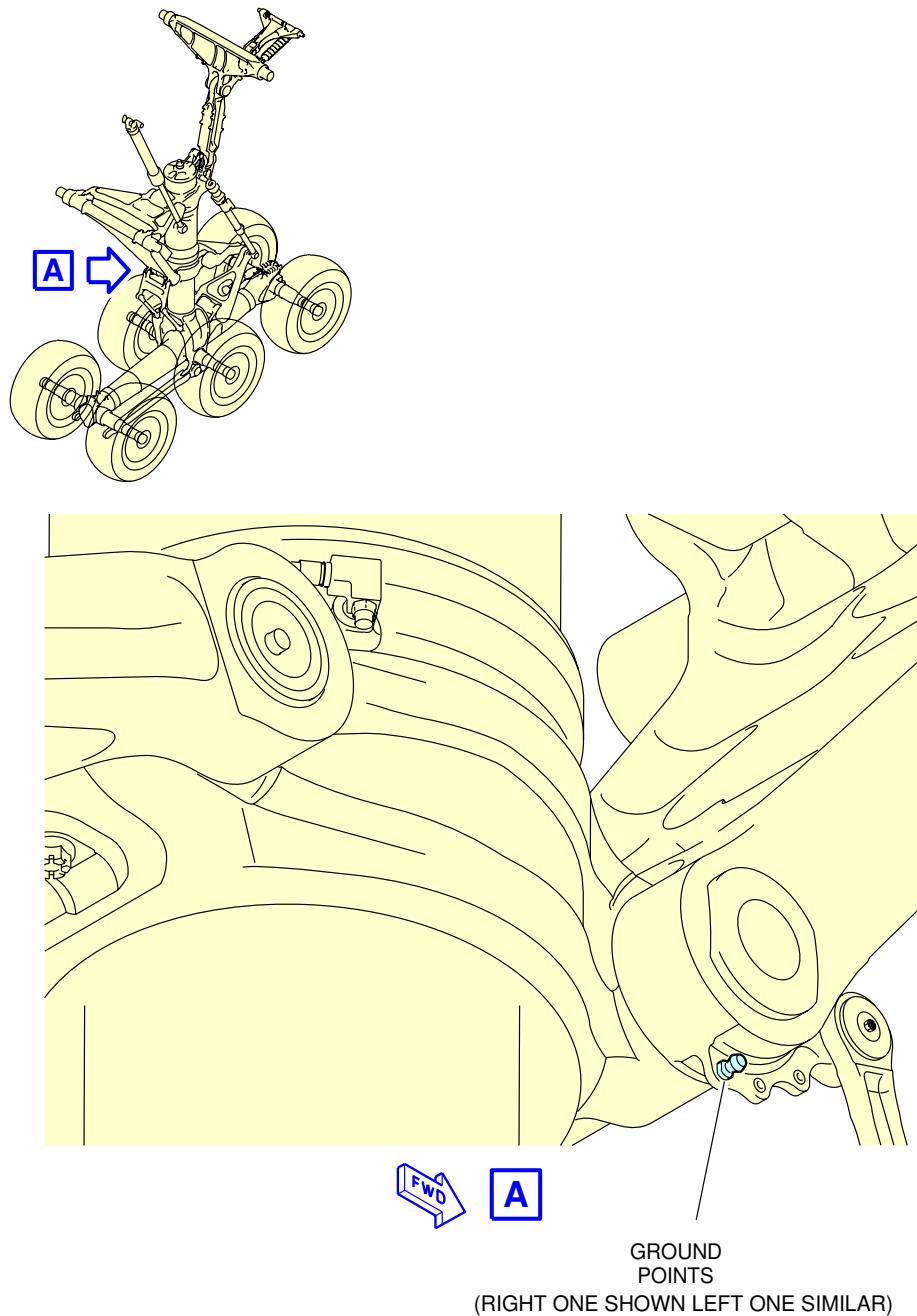


GROUND POINT

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Ground Point WLG
FIGURE 2

**ON A/C A380-800 Models A380-800F Models



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Ground Points BLG
FIGURE 3

5-4-3 Hydraulic System
****ON A/C A380-800 Models A380-800F Models**
Hydraulic System

1. Door Location

	DISTANCE : Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
– Green hydraulic ground connectors : (Access door 469FL)	34.67 (113.7)		14.90 (48.88)	5.08 (16.66)
– Yellow hydraulic ground connector : (Access door 479FL)	34.67 (113.7)	14.90 (48.88)		5.08 (16.66)
– Hydraulic Reservoir Servicing Panel : (Access door 197CB)	31.89 (104.63)		2.34 (7.67)	1.71 (5.61)

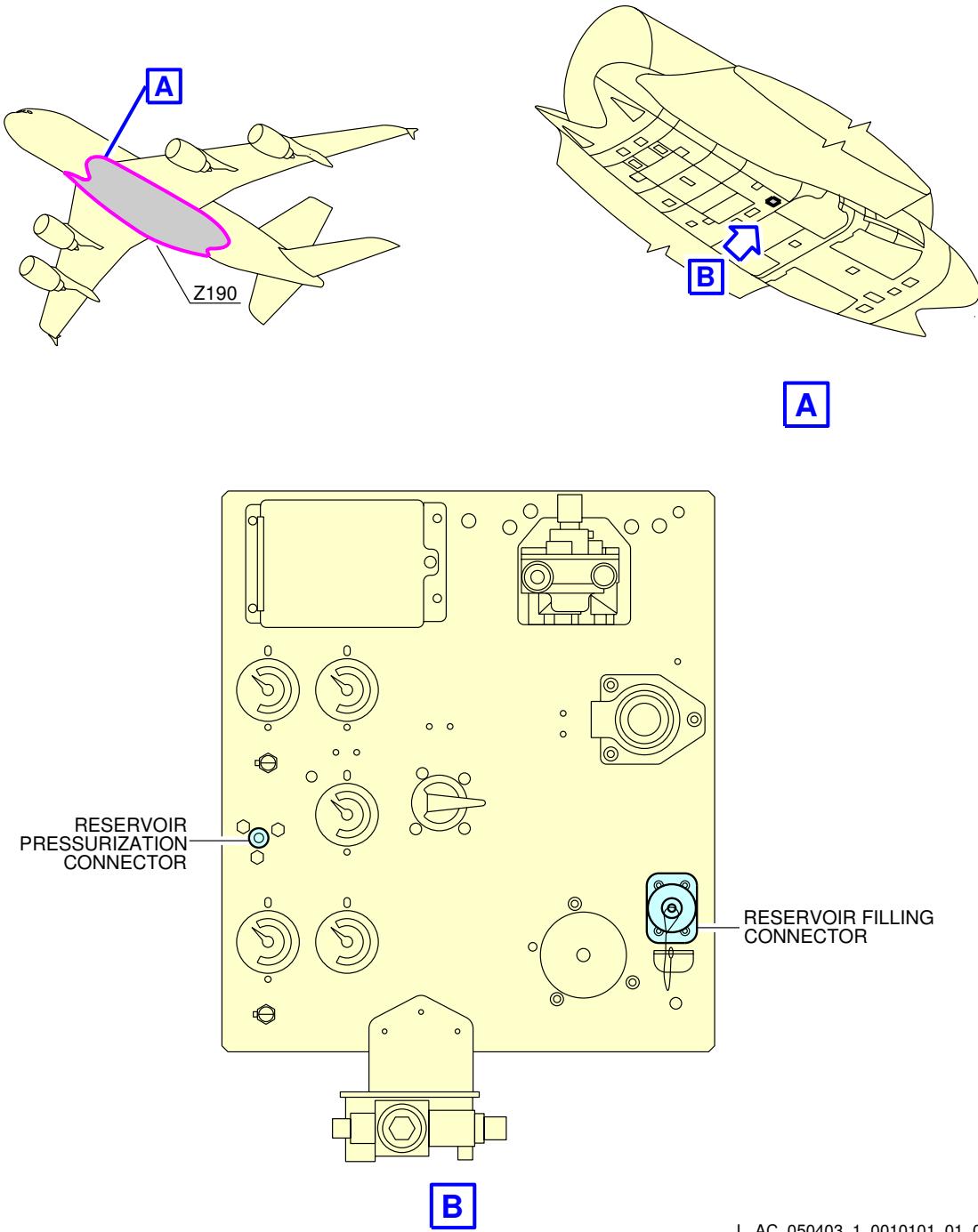
A. Reservoir Pressurization

- (1) One connector ETRTO V0.09.6, 1/4 in.

B. Reservoir Filling

- (1) One connector AE96993E, 1/4 in.

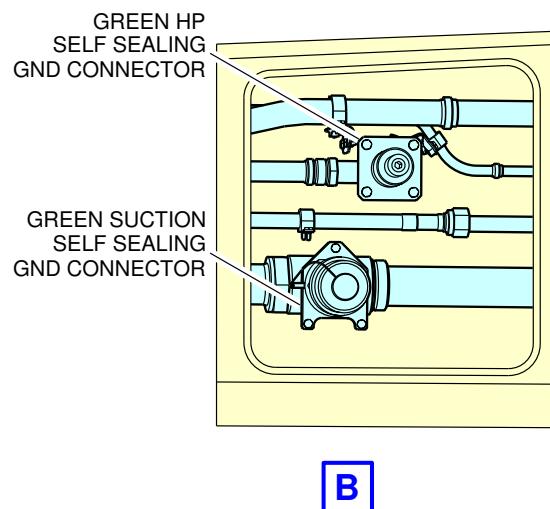
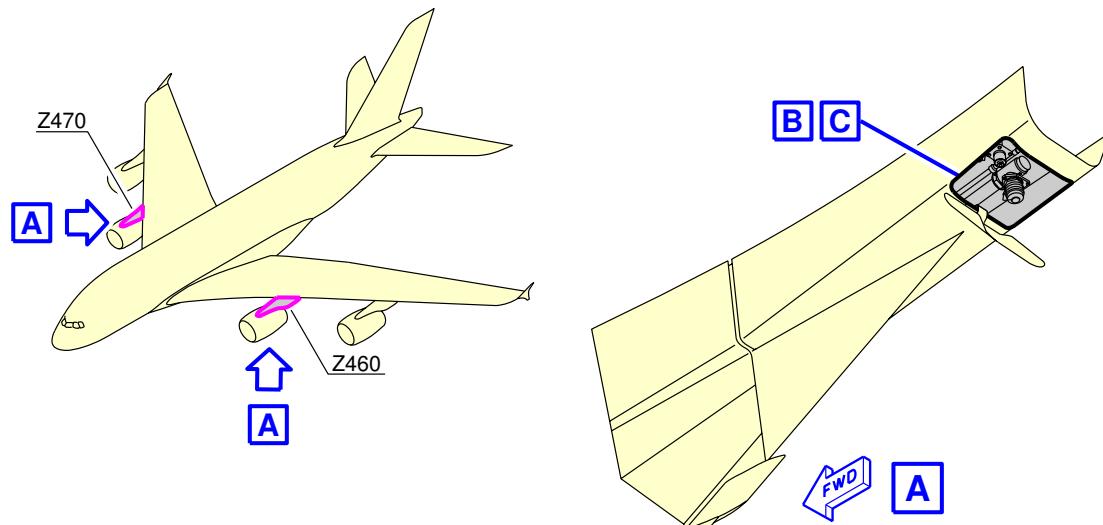
**ON A/C A380-800 Models A380-800F Models



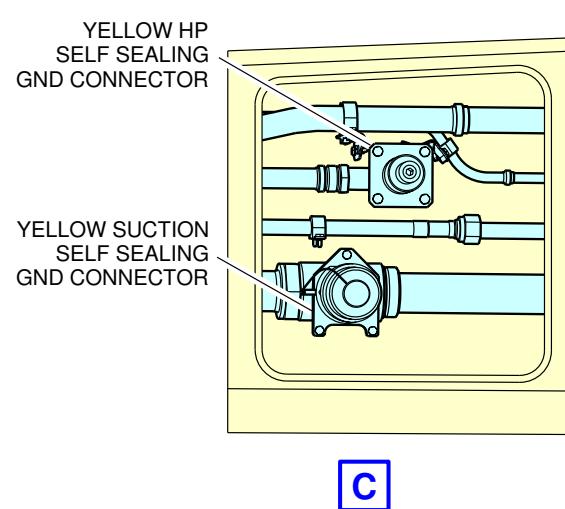
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Ground Service Connections
Hydraulical Reservoir Servicing Panel
FIGURE 1

**ON A/C A380-800 Models A380-800F Models



FOR LH PYLON



FOR RH PYLON

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Ground Service Connections
Hydraulic Ground Connections
FIGURE 2

5-4-4 Electrical System

**ON A/C A380-800 Models

Electrical System - Pax

1. Electrical System

	DISTANCE : Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
- Right side access door : 134AR	5.99 (19.65)	0.45 (1.47)		2.59 (8.49)
- Left side access door : 133AL	5.99 (19.65)		0.45 (1.47)	2.59 (8.49)

A. External Power Receptacles :

- (1) four standard ISO R461 receptacles - 90 KVA each.

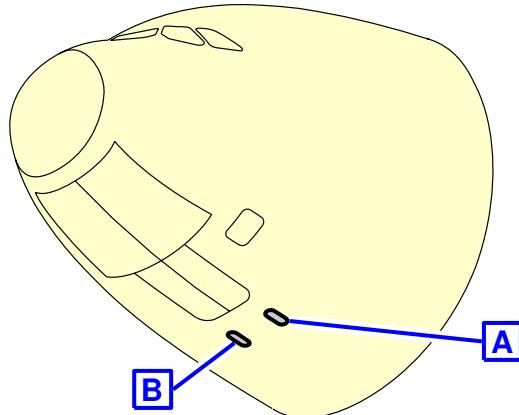
B. Power supply :

- (1) three phase, 115V, 400 Hz.

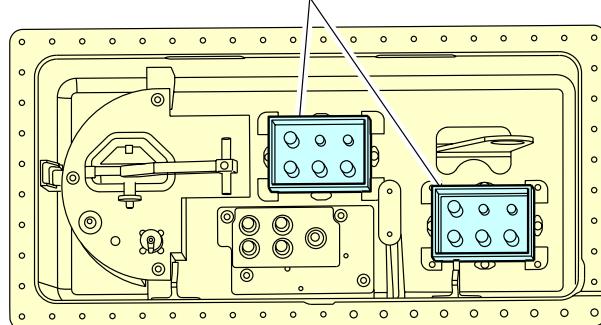
C. Electrical connectors for servicing :

- (1) AC outlets : HUBBEL 5258
- (2) DC outlets : HUBBEL 7472
- (3) Vacuum cleaner outlets : HUBBEL 5258

**ON A/C A380-800 Models

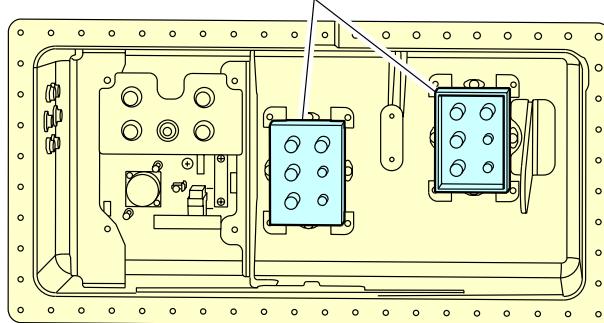


EXTERNAL POWER RECEPTABLES



A

EXTERNAL POWER RECEPTABLES



B

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Ground Service Connections
Electrical Service Panel - A380-800 Models
FIGURE 1

**ON A/C A380-800F Models

Electrical System - Freighter

1. Electrical System

	DISTANCE : Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
- access door : TBD		5.99 (19.65)		0.45 (1.47) 2.59 (8.49)

A. External Power Receptacles :

- (1) four standard ISO R461 receptacles - 90 KVA each.

B. Power supply :

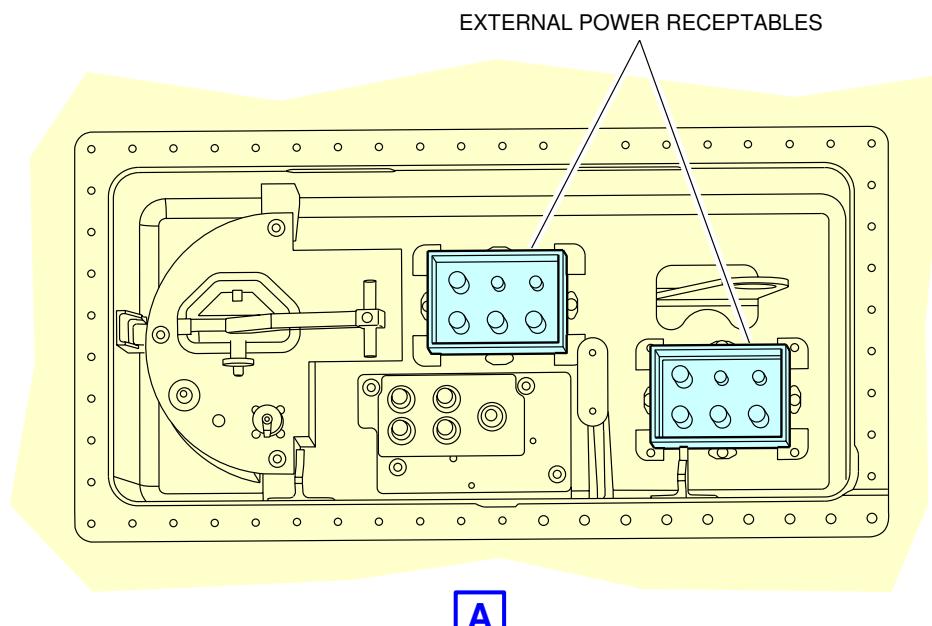
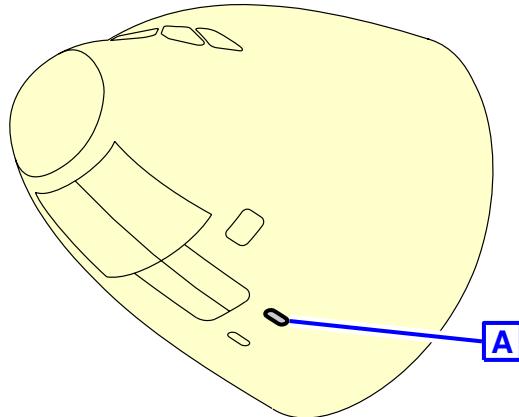
- (1) three phase, 115V, 400 Hz.

C. Electrical connectors for servicing :

- (1) AC outlets : HUBBEL 5258

- (2) DC outlets : HUBBEL 7472

**ON A/C A380-800F Models



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Ground Service Connections
Electrical Service Panel - A380-800F Models
FIGURE 2

5-4-5 Oxygen System

**ON A/C A380-800 Models A380-800F Models

Oxygen System

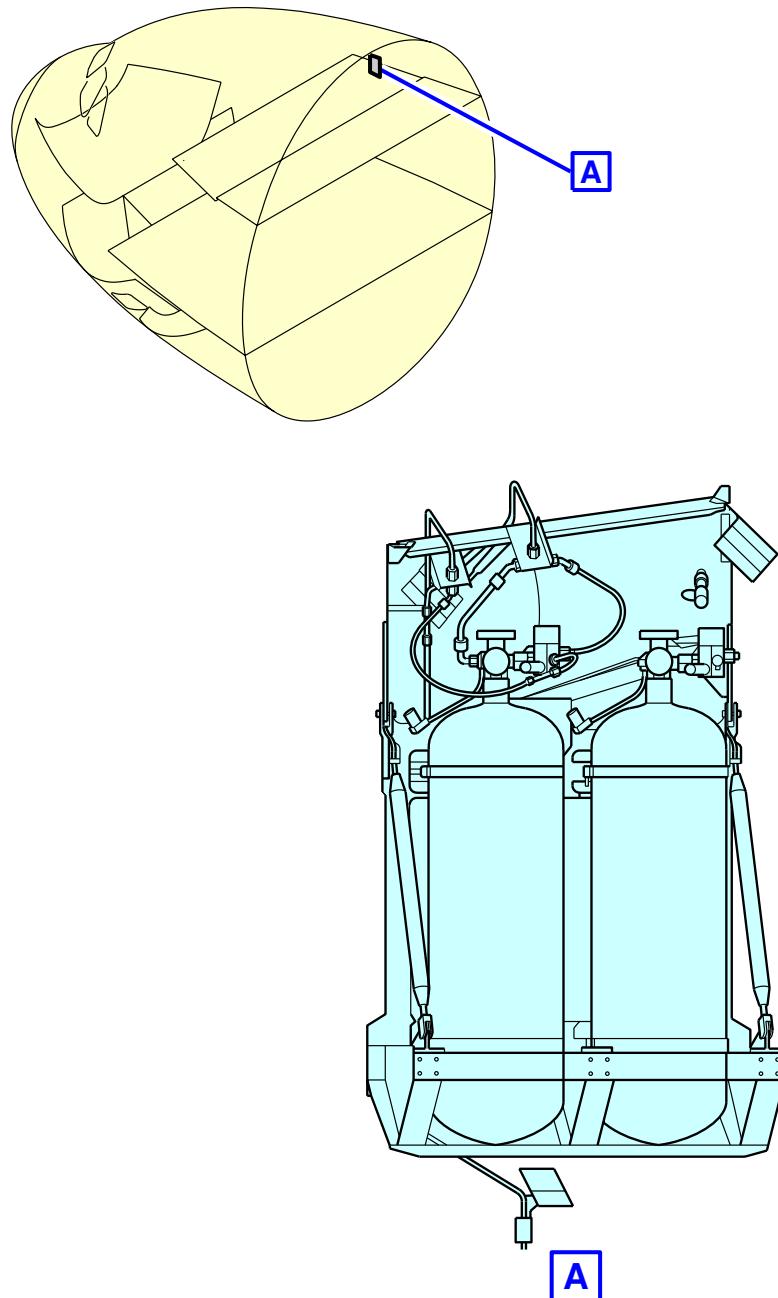
1. Door Location

NOTE : INTERNAL CHARGING CONNECTION PROVIDED

AFT OF NOSE	DISTANCE : Meters (ft)		
	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
	R SIDE	L SIDE	
- Access door : 272AFZ	7.45 (24.44)	2.23 (7.32)	3.25 (10.66)

Zero, one or two service connections (external charging in the avionics compartment) MS22066 Std

**ON A/C A380-800 Models A380-800F Models



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Ground Service Connections
Oxygen System
FIGURE 1

5-4-6 Fuel System
****ON A/C A380-800 Models A380-800F Models**
Fuel System

1. Refuel/Defuel Control Panel

	DISTANCE : Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
– Refuel/Defuel control panel : (Access door 199KB)	48 (159.48)	0.68 (2.23)		1.98 (6.50)

2. Refuel/Defuel Connectors

	DISTANCE : Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
– refuel/defuel coupling, left: (Access door 522GB)	31.89 (104.62)		17.97 (58.95)	5.94 (19.49)
– refuel/defuel coupling, right: (Access door 622GB)	31.89 (104.62)	17.97 (58.95)		5.94 (19.49)

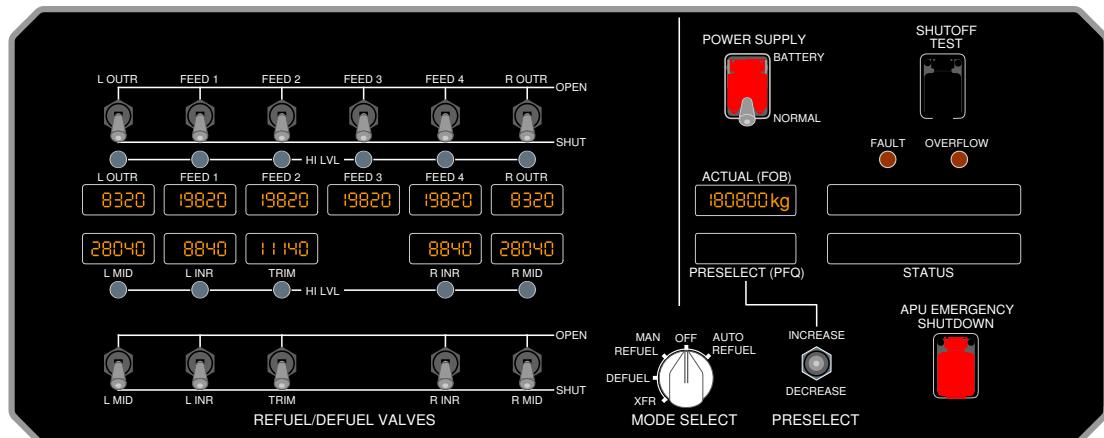
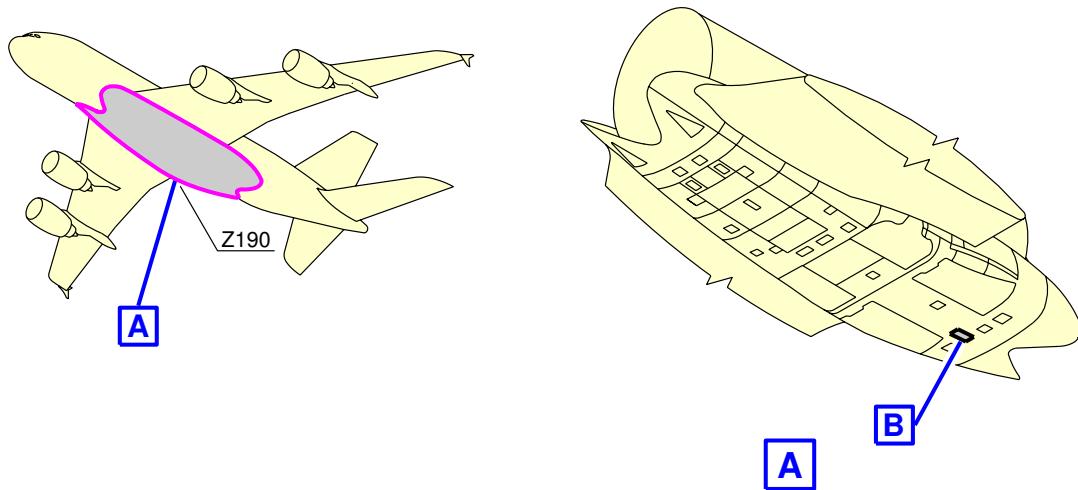
A. Refuel/Defuel couplings :

- (1) Standard ISO R45, 2.5 in., two per wing

B. Refuel pressure :

- (1) Max. pressure : 3.45 bar (50 psi)

**ON A/C A380-800 Models A380-800F Models



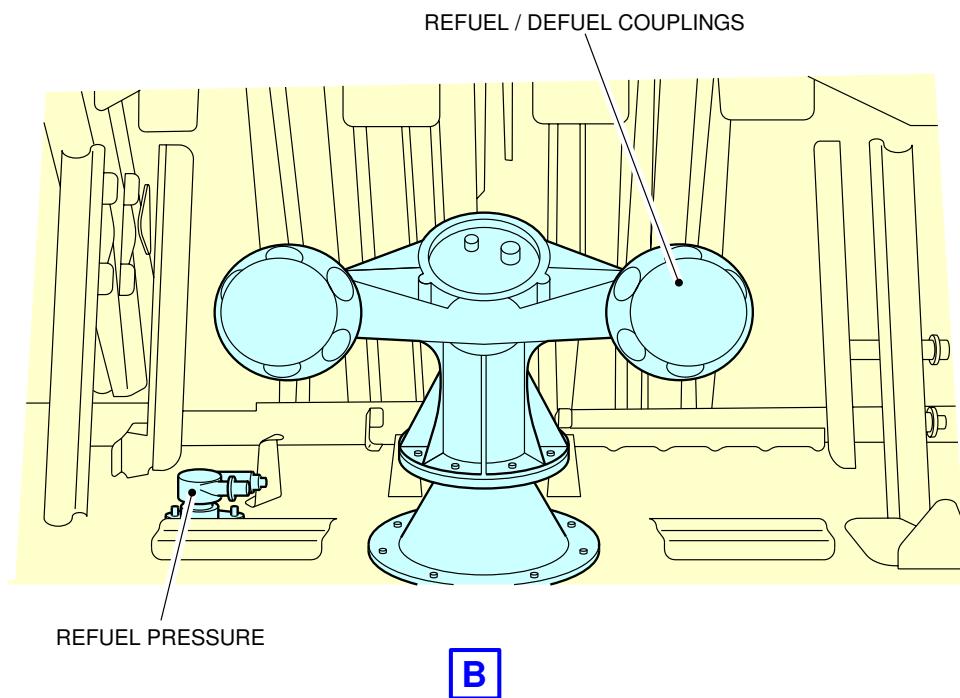
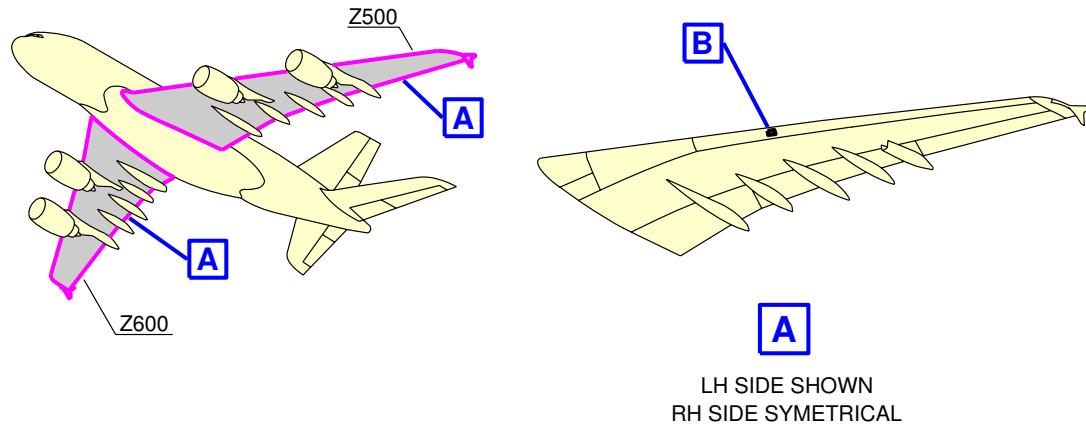
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Ground Service Connections
Refuel/Defuel Control Panel
FIGURE 1

**ON A/C A380-800 Models A380-800F Models



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Ground Service Connections
Pressure Refuel Connections
FIGURE 2

5-4-7 Pneumatic System

****ON A/C A380-800 Models A380-800F Models**

Pneumatic System

1. Low Pressure Connectors

	DISTANCE : Meters (ft)			
	FROM AIRPLANE CENTERLINE			MEAN HEIGHT FROM GROUND
	AFT OF NOSE	R SIDE	L SIDE	
access doors 191GB	21.85 (71.69)		1.24 (4.07)	2.08 (6.82)
access doors 191JB	22.36 (73.36)		1.76 (5.77)	2.08 (6.82)
access doors 191HB	21.85 (71.69)	1.24 (4.07)		2.08 (6.82))
access doors 191KB	22.36 (73.36)	1.76 (5.77)		2.08 (6.82)

A. Connectors :

- (1) Four standard MS33562 (ISO1034), 8 in.

2. High Pressure Connectors

	DISTANCE : Meters (ft)			
	FROM AIRPLANE CENTERLINE			MEAN HEIGHT FROM GROUND
	AFT OF NOSE	R SIDE	L SIDE	
- access doors 193BB	25.37 (83.23)		0.2 (0.66)	1.78 (5.84)

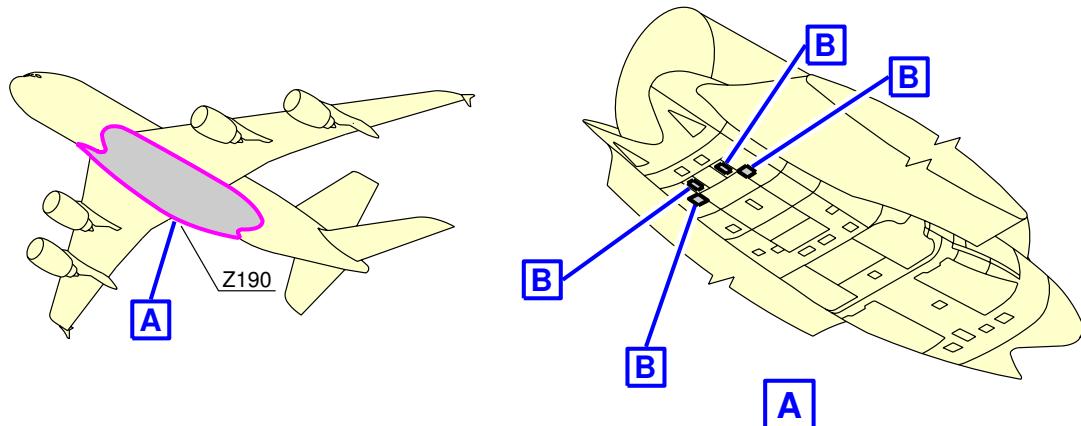
A. Connectors :

- (1) Three standard MS33740 (ISO2026), 3 in.

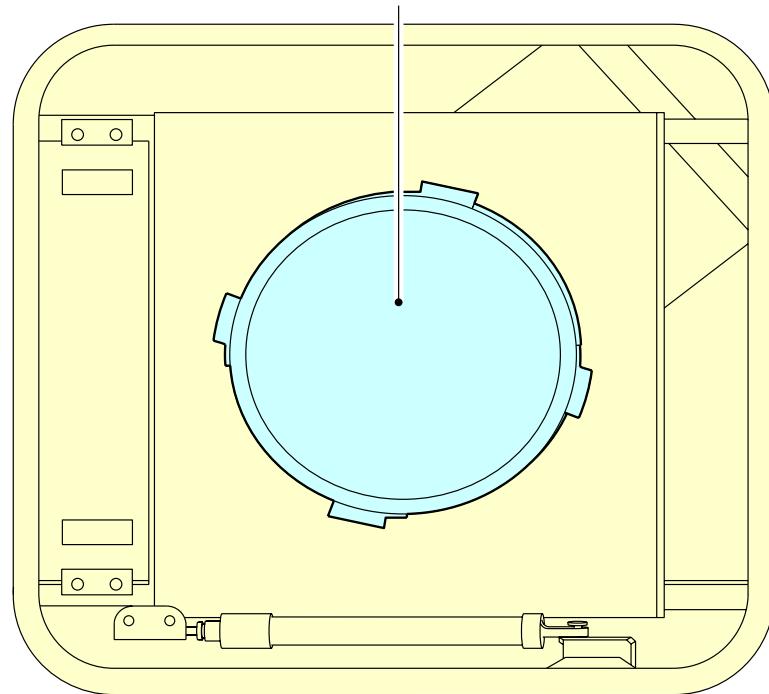
A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models



LOW PRESSURE AIR CONNECTOR

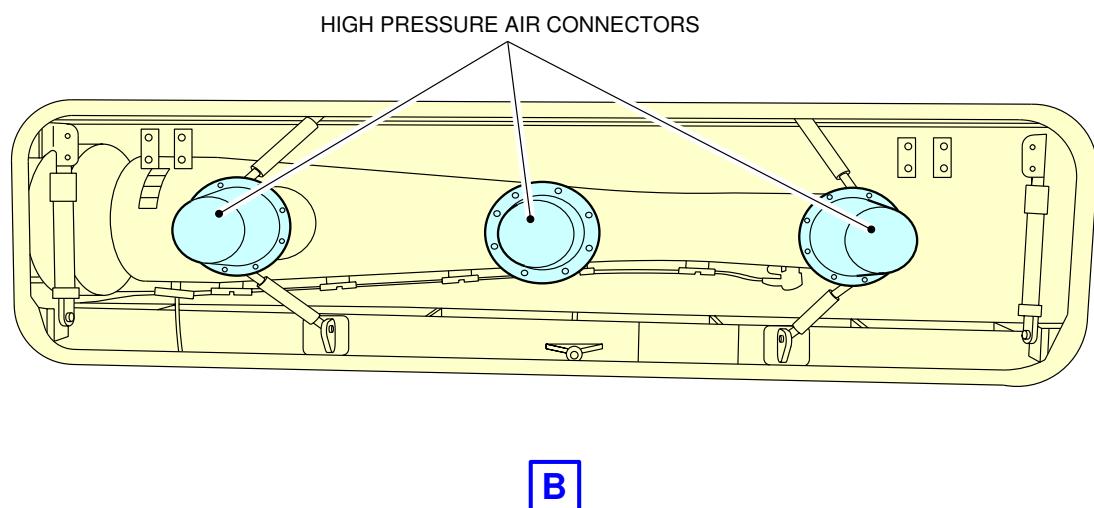
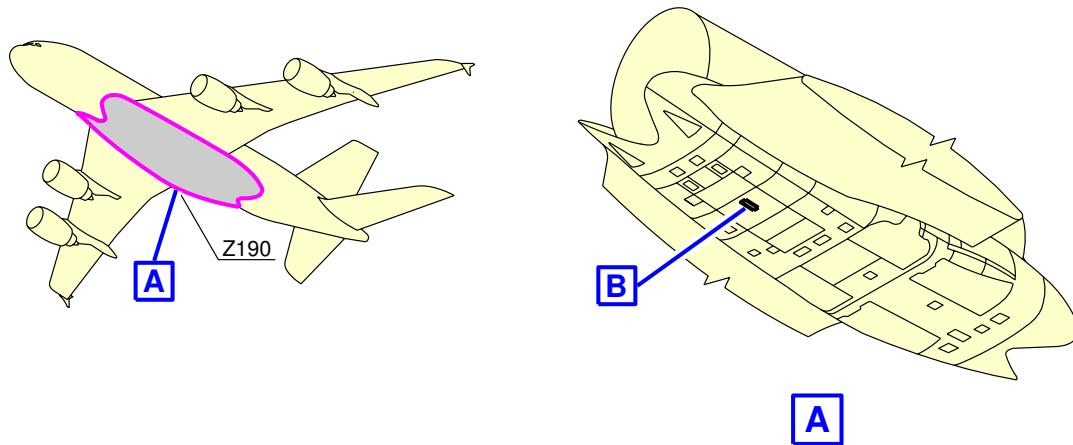


B

L_AC_050407_1_0010101_01_00

Ground Service Connections
Low Pressure Preconditioned Air
FIGURE 1

**ON A/C A380-800 Models A380-800F Models



L_AC_050407_1_0020101_01_00

Ground Service Connections
High Pressure Preconditioned Air
FIGURE 2

5-4-8 Potable Water System

**ON A/C A380-800 Models

Potable Water System - Pax

1. Potable Water System

	DISTANCE : Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
- Potable water ground service panel: access door 199NB	43.67 (143.27)		0.37 (1.21)	2.18 (7.15)
- Potable water drain panel: access door 133BL	9.83 (32.25)		0.3 (0.98)	2.74 (8.99)

A. Connectors :

- (1) Fill/Drain Nipple, 3/4 in.

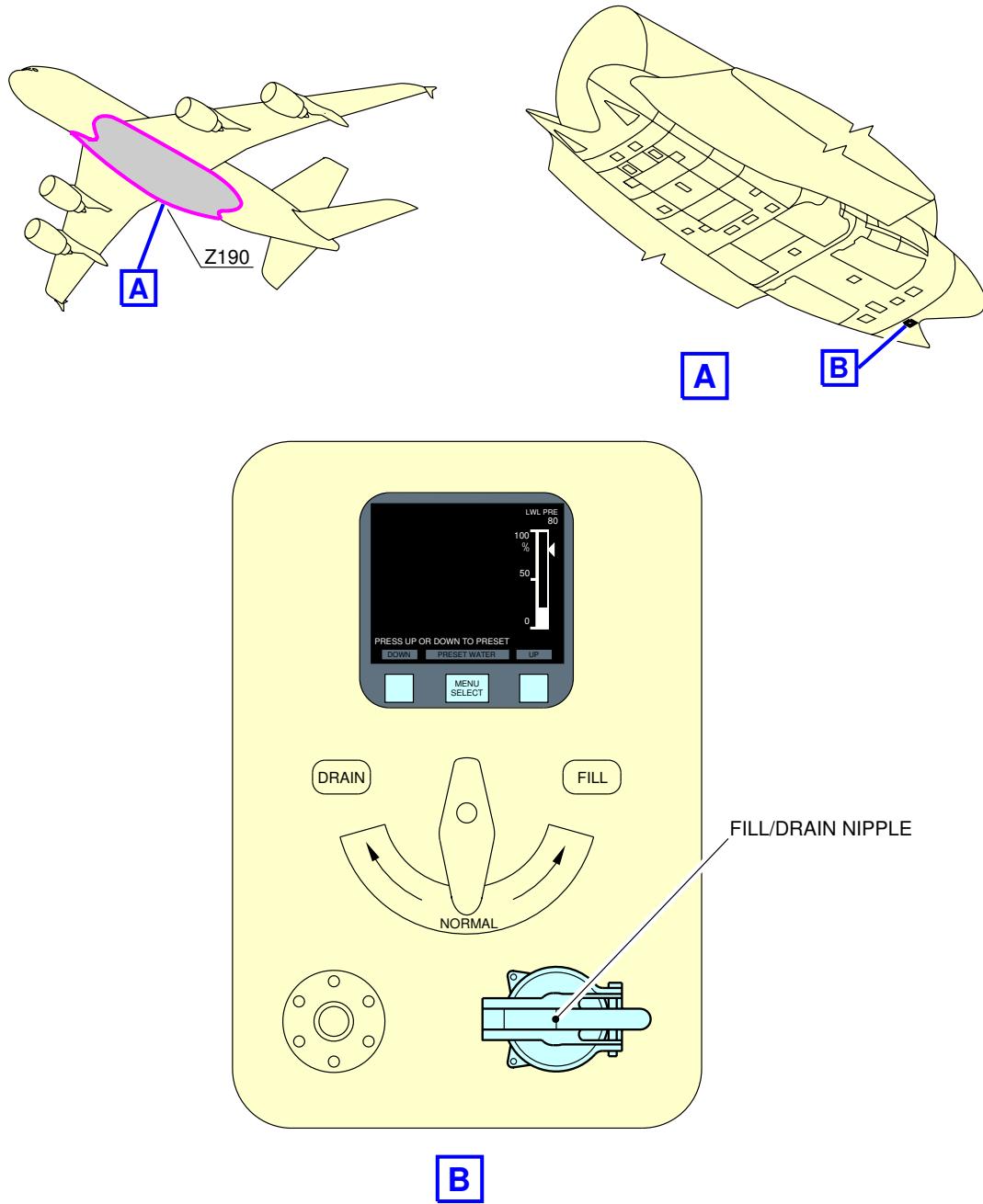
B. Capacity :

- (1) Standard configuration - six tanks : 1700 l (449 USgal)
- (2) Optional : 2266 l (598 USgal)

C. Filling pressure :

- (1) Max Filling Pressure: 8.6 bar (125 psi)

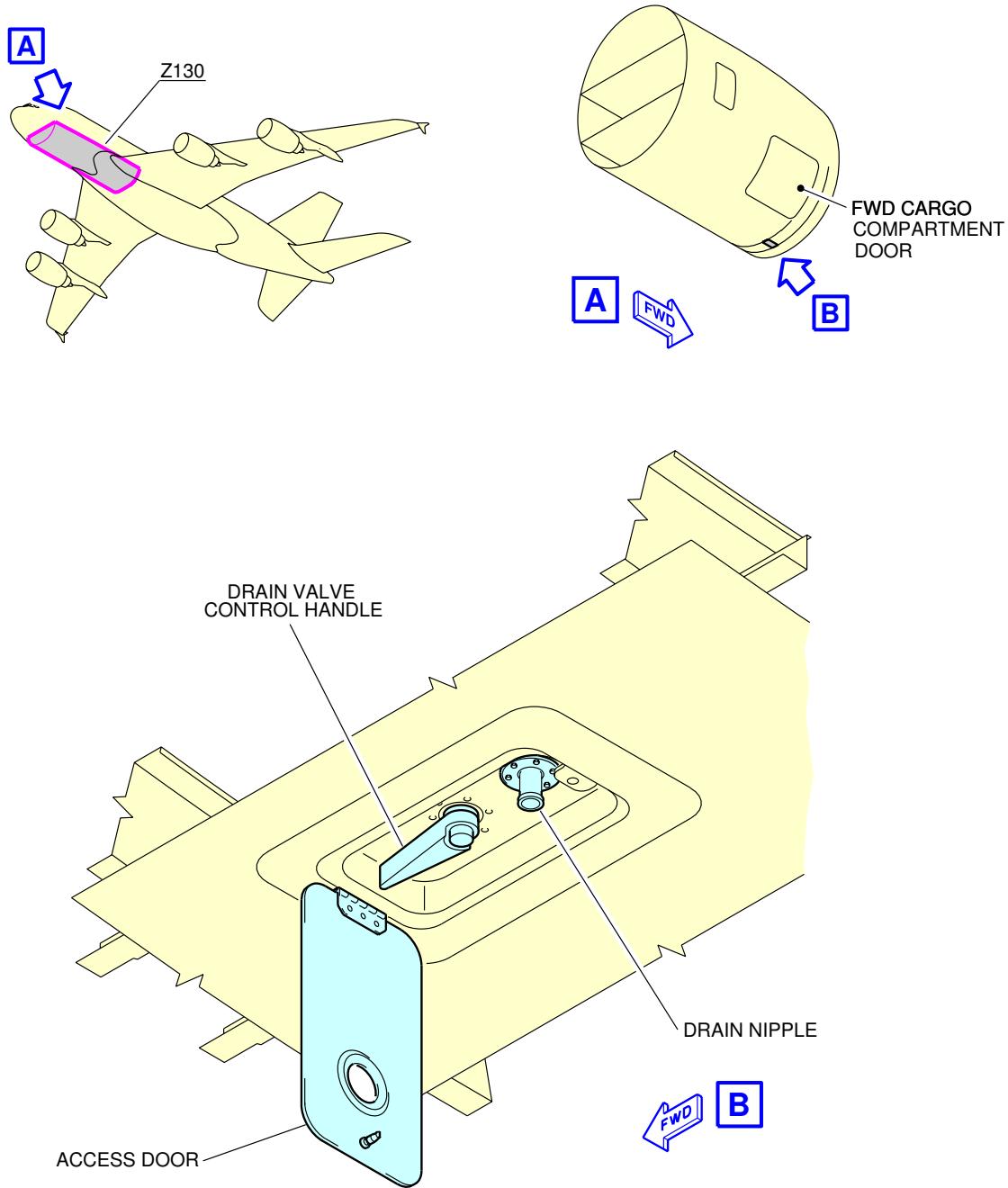
**ON A/C A380-800 Models



L_AC_050408_1_0010101_01_00

Ground Service Connections
Potable Water Ground Service Panel - A380-800 Models
FIGURE 1

**ON A/C A380-800 Models



L_AC_050408_1_0040101_01_00

Ground Service Connections
Potable Water Drain Panel - A380-800 Models
FIGURE 2

**ON A/C A380-800F Models

Potable Water System - Freighter

1. Potable Water System

AFT OF NOSE	DISTANCE : Meters (ft)			MEAN HEIGHT FROM GROUND	
	FROM AIRPLANE CENTERLINE		R SIDE		
	L SIDE				
- access door TBD	5.99 (19.65)	0.45 (1.48)		2.59 (8.50)	

A. Connectors :

- (1) Fill/Drain Nipple, 3/4 in.

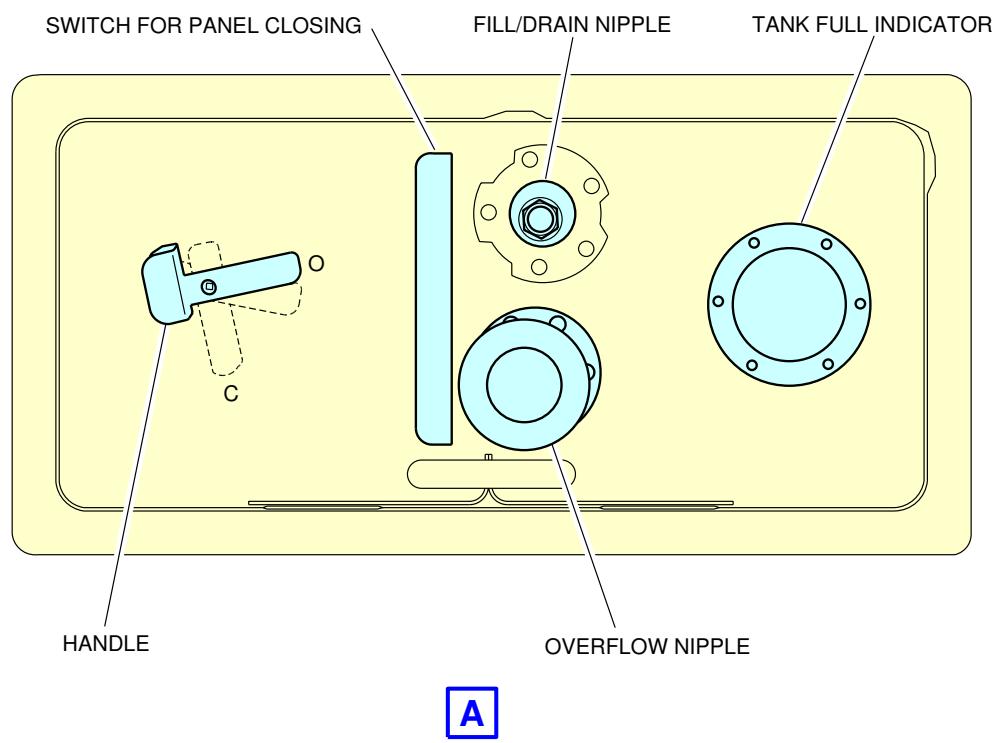
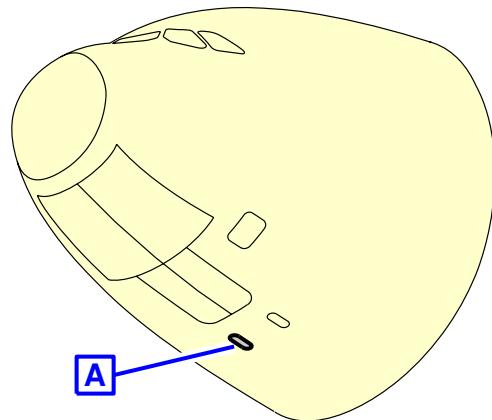
B. Capacity :

- (1) Standard configuration - one tank : 80 l (21 USgal)
- (2) Option available for reservoir of 160 l (42 USgal)

C. Filling pressure :

- (1) Max Filling Pressure: 8.6 bar (125 psi)

**ON A/C A380-800F Models



L_AC_050408_1_0030101_01_00

Ground Service Connections
Potable Water Ground Service Panel - A380-800F Models
FIGURE 3

5-4-9 Oil System

**ON A/C A380-800 Models A380-800F Models

Engine Oil Servicing

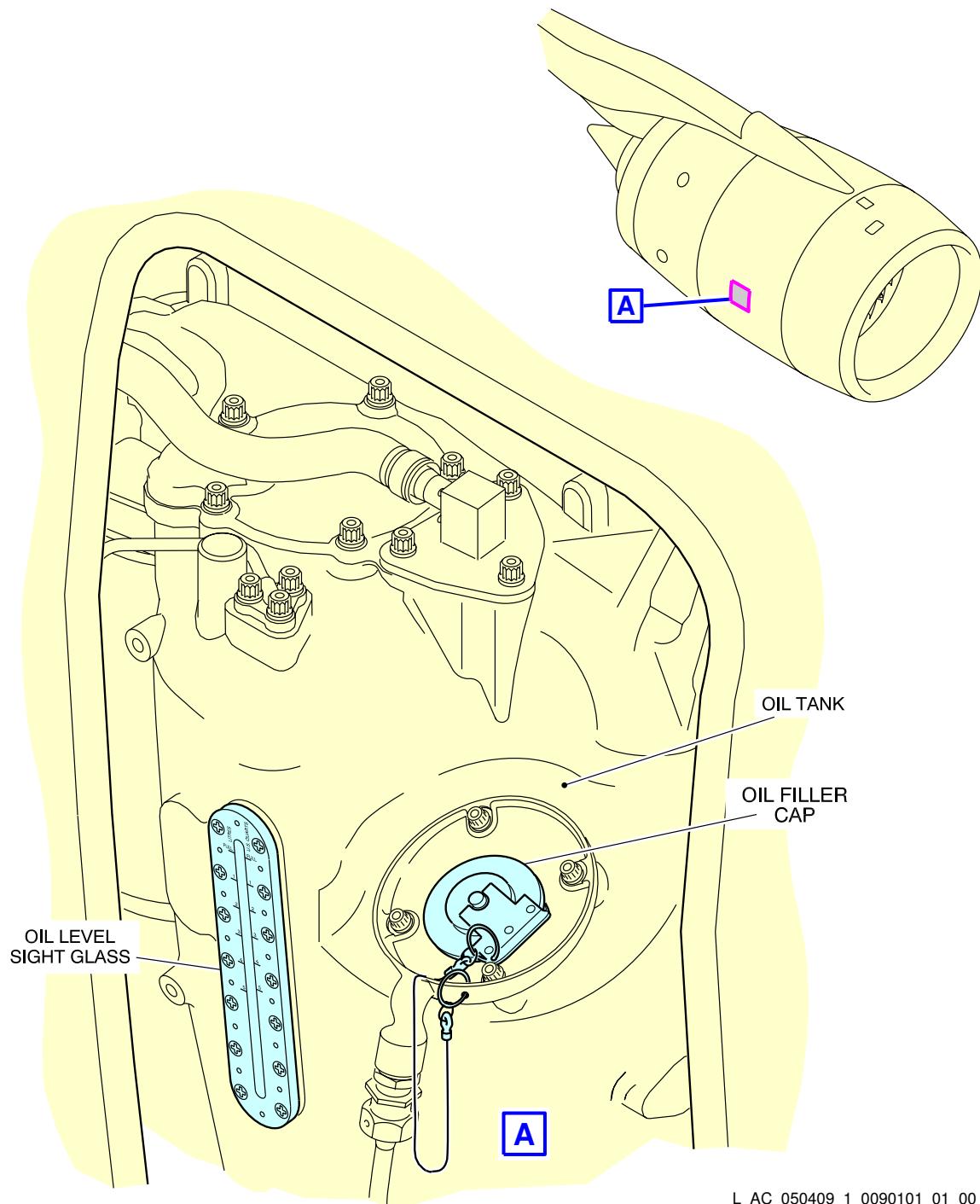
1. Engine Oil Servicing (TRENT900 Engines)

	DISTANCE : Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
- Engine 1 (access door 416BR)	32.65 (107.12)		23.58 (77.36)	4.24 (13.91)
- Engine 2 (access door 426BR)	24.98 (81.96)		12.74 (41.79)	3.08 (10.10)
- Engine 3 (access door 436BR)	24.98 (81.96)	16.61 (54.49)		3.08 (10.10)
- Engine 4 (access door 446BR)	32.65 (107.12)	27.45 (90.05)		4.24 (13.91)

2. Engine Oil Servicing (GP7200 Engines)

	DISTANCE : Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
- Engine 1 (access door 415CL)	33.03 (108.37)		27.42 (89.96)	4.4 (14.44)
- Engine 2 (access door 425CL)	25.35 (83.17)		16.62 (54.53)	3.13 (10.27)
- Engine 3 (access door 435CL)	25.35 (83.17)	12.78 (41.93)		3.13 (10.27)
- Engine 4 (access door 445CL)	33.03 (108.37)	23.62 (77.49)		4.4 (14.44)

**ON A/C A380-800 Models A380-800F Models



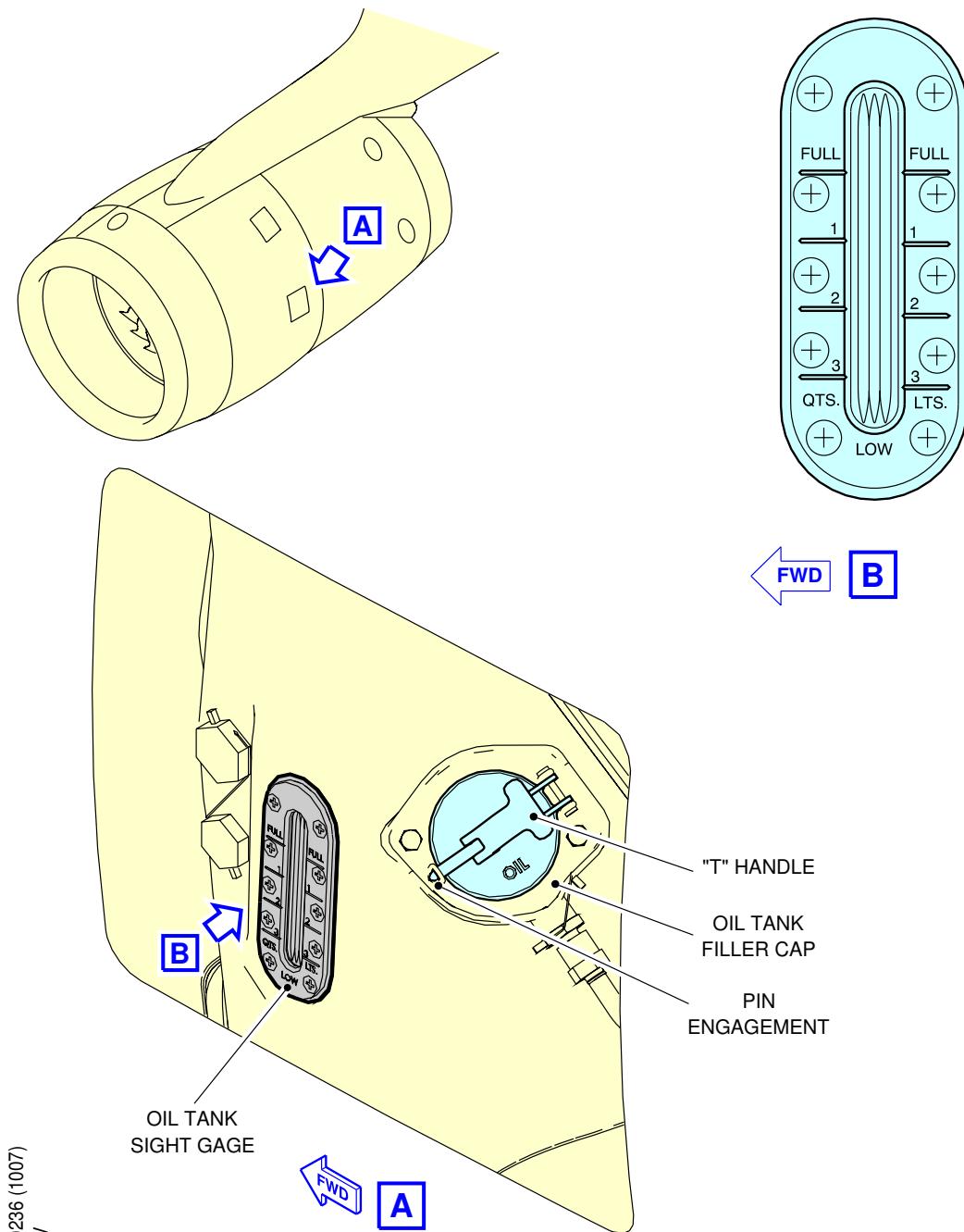
L_AC_050409_1_0090101_01_00

Ground Service Connections
Engine Oil Servicing - TRENT 900 Engines
FIGURE 1

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models



E-00236 (1007)
PW V

L_AC_050409_1_0100101_01_01

Ground Service Connections
Engine Oil Servicing - GP 7200 Engines
FIGURE 2

****ON A/C A380-800 Models A380-800F Models**

VFG Oil Servicing

1. VFG oil servicing (TRENT900 Engines)

AFT OF NOSE	DISTANCE : Meters (ft)			MEAN HEIGHT FROM GROUND	
	FROM AIRPLANE CENTERLINE		R SIDE		
	L SIDE				
- Engine 1 (access door 415CL)	33.17 (108.83)		26.14 (85.76)	2.56 (8.39)	
- Engine 2 (access door 425CL)	25.57 (83.89)		15.31 (50.22)	1.33 (4.36)	
- Engine 3 (access door 435CL)	25.57 (83.89)	13.93 (45.70)		1.33 (4.36)	
- Engine 4 (access door 445CL)	33.17 (108.83)	24.90 (81.69)		2.56 (8.39)	

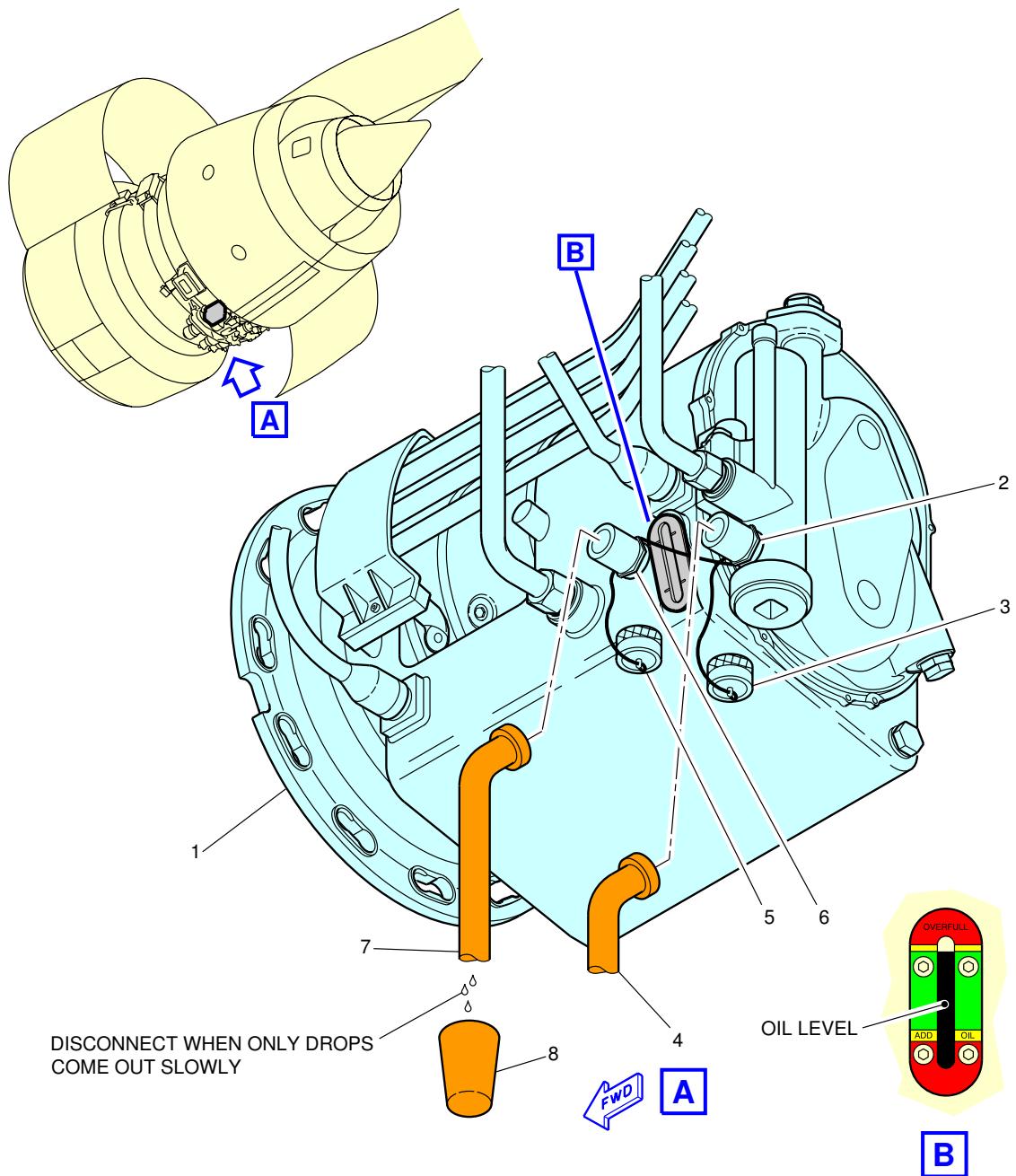
2. VFG oil servicing (GP7200 Engines)

AFT OF NOSE	DISTANCE : Meters (ft)			MEAN HEIGHT FROM GROUND	
	FROM AIRPLANE CENTERLINE		R SIDE		
	L SIDE				
- Engine 1	34.49 (113.16)		25.43 (83.43)	2.63 (8.63)	
- Engine 2	26.81 (87.96)		14.63 (48.00)	1.36 (4.46)	
- Engine 3	26.81 (87.96)	14.63 (48.00)		1.36 (4.46)	
- Engine 4	34.49 (113.16)	25.43 (83.43)		2.63 (8.63)	

For VFG (GP7200 Engines), open:

- Fan Exhaust Cowl (engine 1 - 4)
- Thrust Reverser Cowl (engine 2 -3)

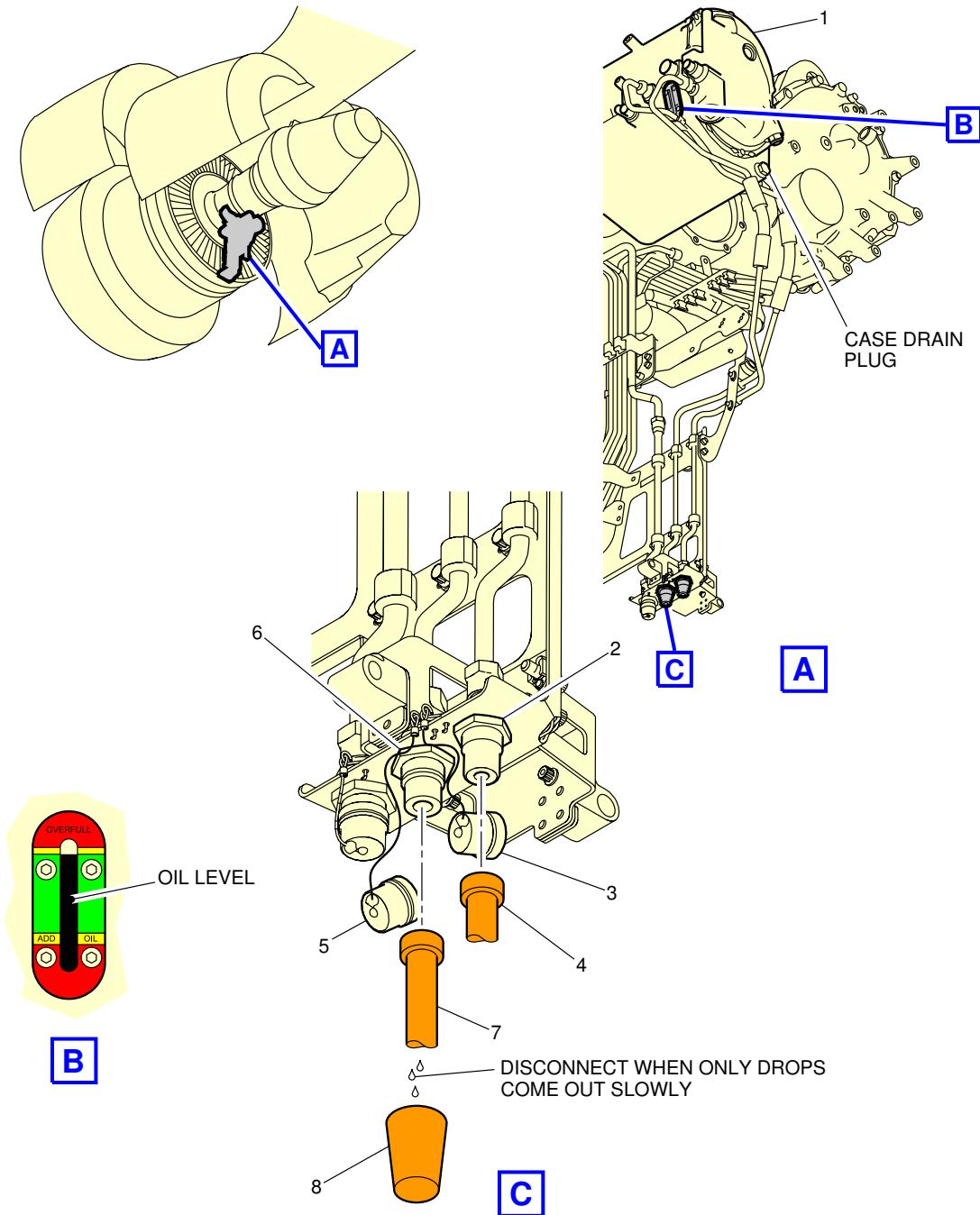
**ON A/C A380-800 Models A380-800F Models



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Ground Service Connections
VFG Oil Servicing - TRENT 900 Engines
FIGURE 3

**ON A/C A380-800 Models A380-800F Models



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Ground Service Connections
VFG Oil Servicing - GP 7200 Engines
FIGURE 4

****ON A/C A380-800 Models A380-800F Models**

Starter Oil Servicing

1. Starter Oil Servicing (TRENT900 Engines)

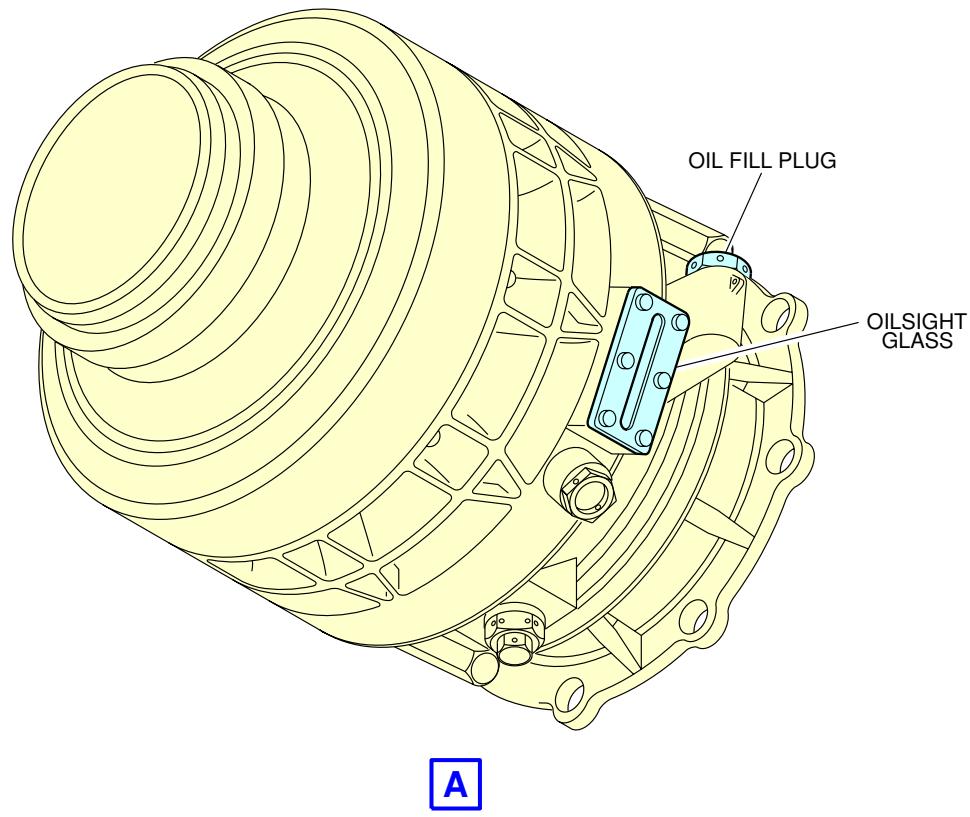
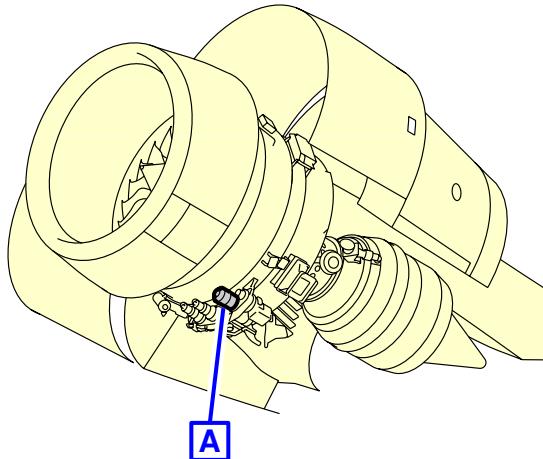
AFT OF NOSE	DISTANCE : Meters (ft)			MEAN HEIGHT FROM GROUND	
	FROM AIRPLANE CENTERLINE		R SIDE		
	L SIDE				
– Engine 1	39.78 (130.51)		25.78 (84.57)	2.59 (8.49)	
– Engine 2	32.15 (105.49)		14.94 (49.01)	1.39 (4.56)	
– Engine 3	32.15 (105.49)	14.42 (47.30)		1.39 (4.56)	
– Engine 4	39.78 (130.51)	25.25 (82.84)		2.59 (8.49)	

2. Starter Oil Servicing (GP7200 Engines)

AFT OF NOSE	DISTANCE : Meters (ft)			MEAN HEIGHT FROM GROUND	
	FROM AIRPLANE CENTERLINE		R SIDE		
	L SIDE				
– Engine 1	40.42 (132.61)		27.34 (89.70)	3.35 (10.99)	
– Engine 2	32.74 (107.41)		16.55 (54.30)	2.47 (8.10)	
– Engine 3	32.74 (107.41)	12.71 (41.70)		2.47 (8.10)	
– Engine 4	40.42 (132.61)	23.53 (77.20)		3.35 (10.99)	

For access to Starter Oil Servicing, open Fan Cowl

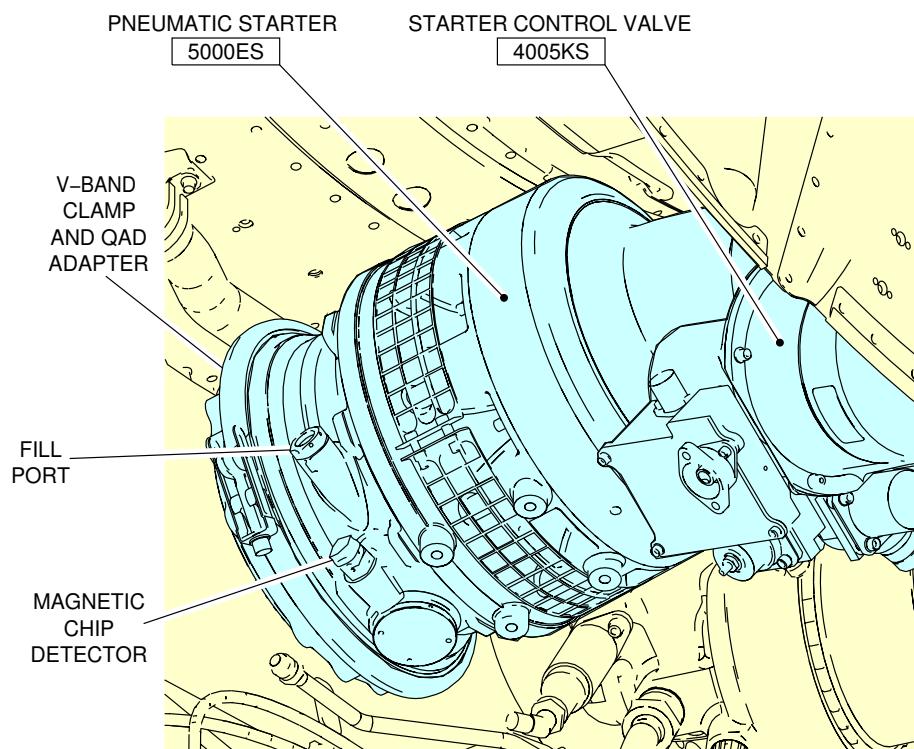
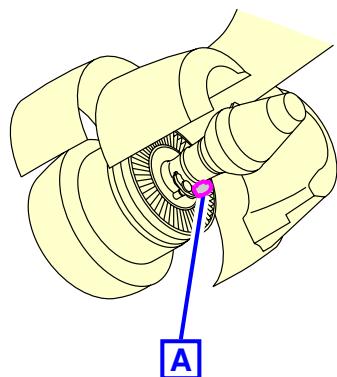
**ON A/C A380-800 Models A380-800F Models



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Ground Service Connections
Starter Oil Servicing - TRENT 900 Engines
FIGURE 5

**ON A/C A380-800 Models A380-800F Models



E-00549 (0308)
PWV

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Ground Service Connections
Starter Oil Servicing - GP 7200 Engines
FIGURE 6



AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models

APU Oil Servicing

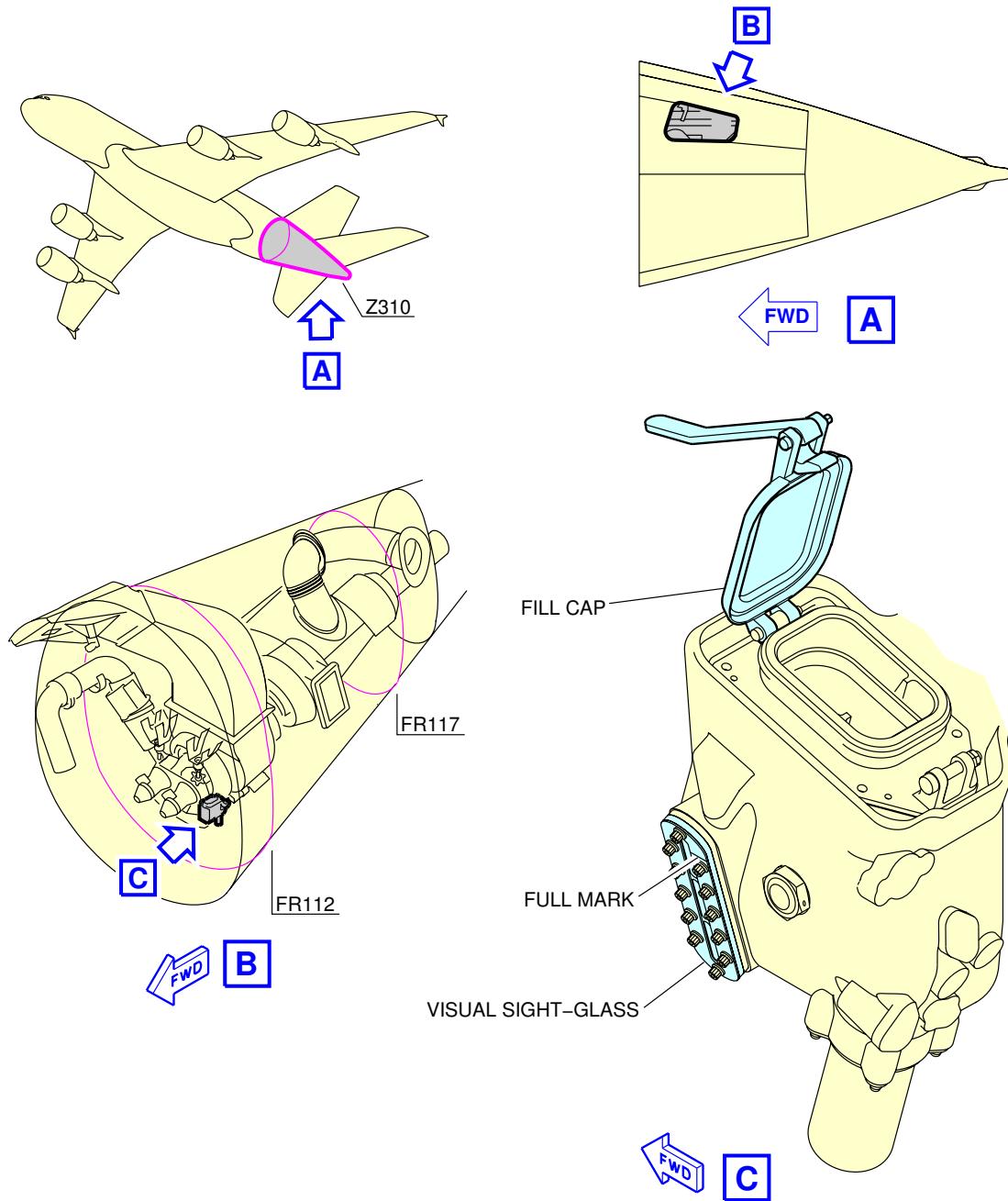
1. APU Oil

	DISTANCE : Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
– access doors : 315AL, 315AR	67.55 (221.62)		0.44 (1.44)	6.83 (22.40)

A. Capacity :

- (1) 18.13L (4.35 USgal)

**ON A/C A380-800 Models A380-800F Models



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Ground Service Connections
APU Oil Servicing
FIGURE 7

5-4-10 Vacuum Toilet System****ON A/C A380-800 Models**Vacuum Toilet System - Pax

1. Waste Water System

	DISTANCE : Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
- access door 171AL	53.31 (174.90)		0.26 (0.85)	3.40 (11.15)

A. Connectors :

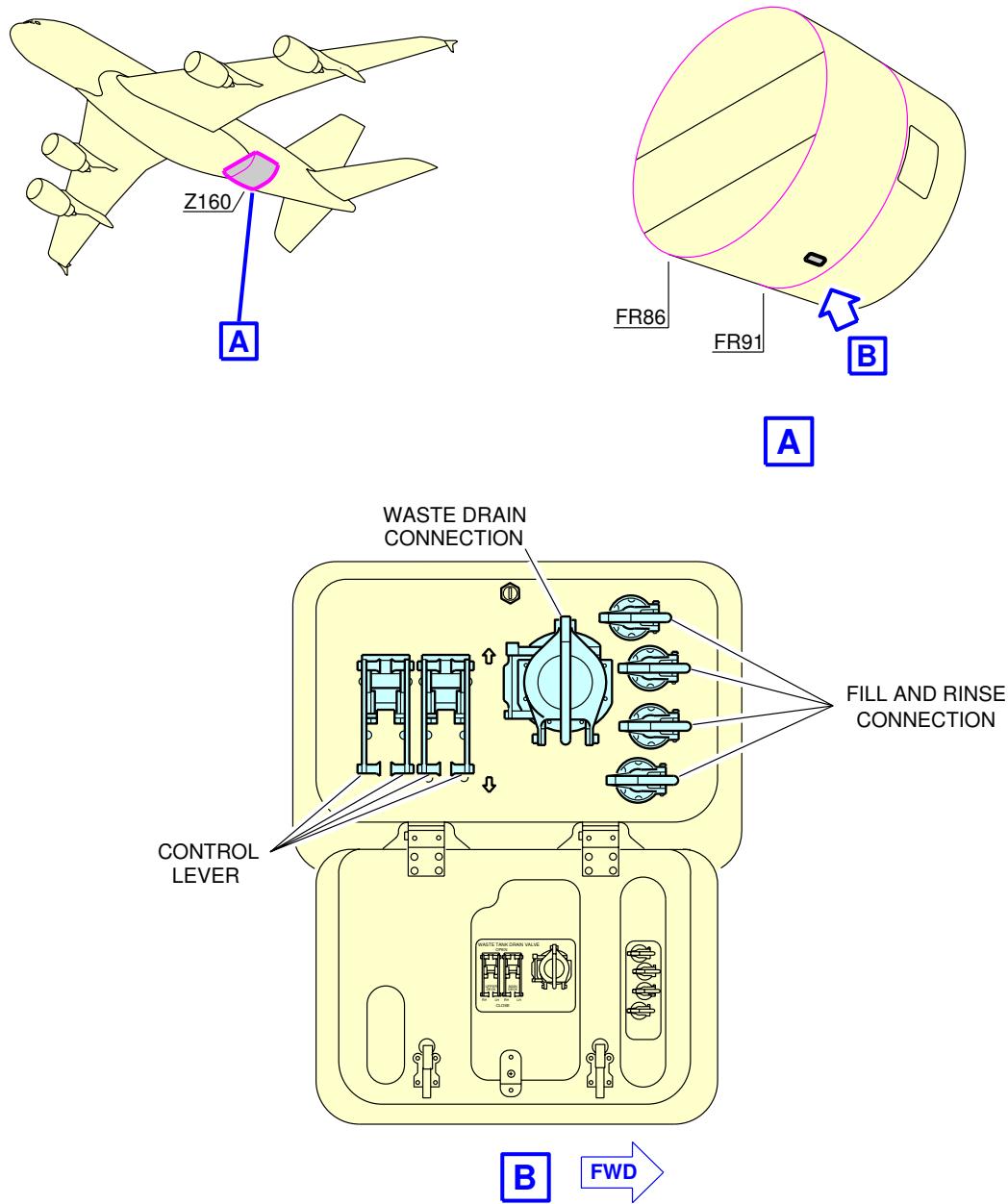
- (1) flushing and filling : 1 in.
- (2) draining : 4 in.

B. Capacity : 2100 l

C. Operating pressure for the waste tank rinsing process: 50 psi (max 125 psi)

D. Flow rate : 40 l/min

**ON A/C A380-800 Models



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Ground Service Connections
Vacuum Toilet System - A380-800 Models
FIGURE 1

****ON A/C A380-800F Models**

Vacuum Toilet System - Freighter

1. Waste Water System

	DISTANCE : Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
- access door TBD	11.11 (36.45)		2.48 (8.14 ft)	3.51 (11.52)

A. Connectors :

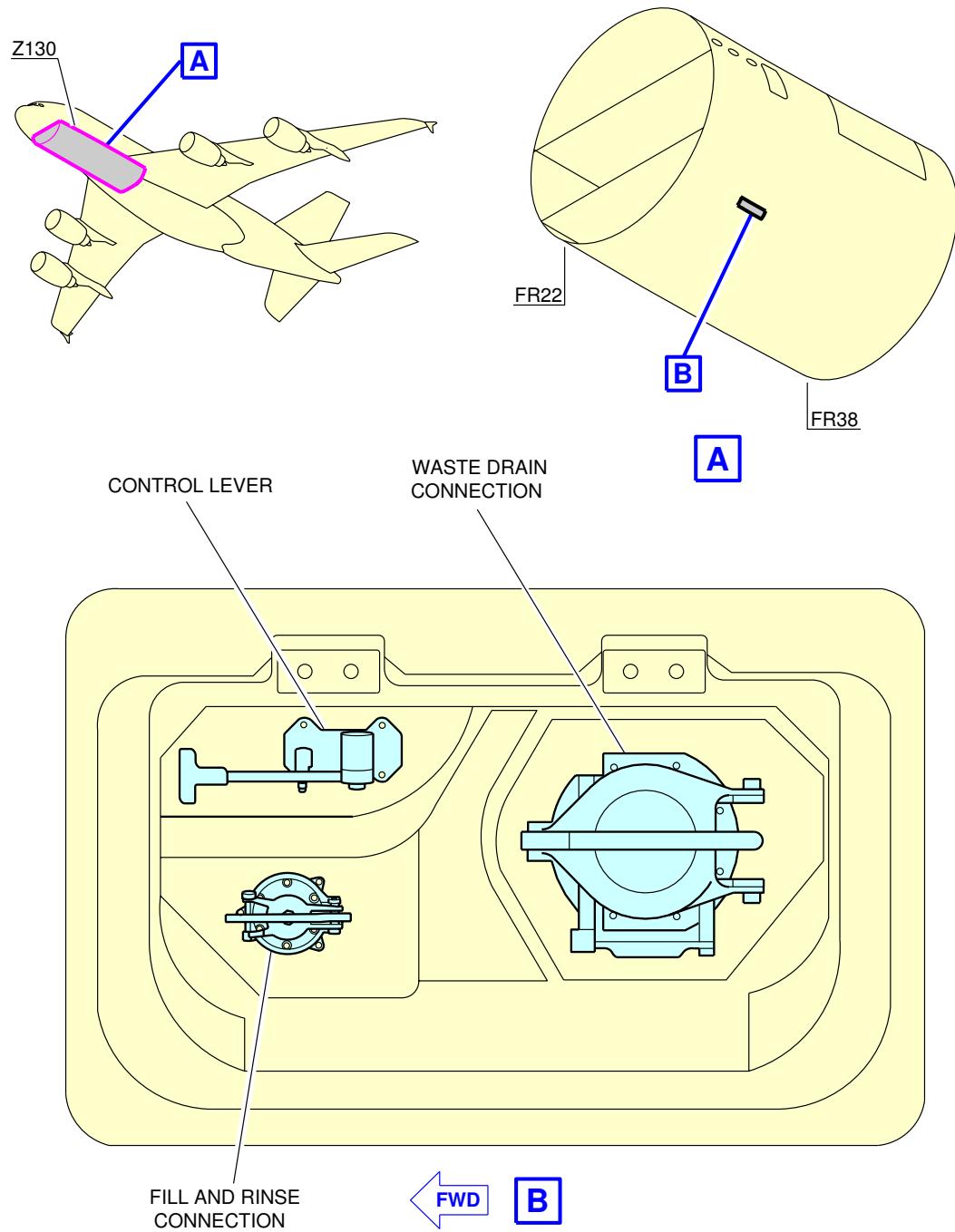
- (1) flushing and filling : 1 in.
- (2) draining : 4 in.

B. Capacity : 80 l

C. Operating pressure for the waste tank rinsing process: 50 psi (max 125 psi)

D. Flow rate : 40 l/min

**ON A/C A380-800F Models



L_AC_050410_1_0020101_01_00

Ground Service Connections
Vacuum Toilet System - A380-800F Models
FIGURE 2



AIRPLANE CHARACTERISTICS

5-5-0 Engine Starting Pneumatic Requirements

**ON A/C A380-800 Models A380-800F Models

Engine Starting Pneumatic Requirements

1. Engine Starting Pneumatic Requirements



AIRPLANE CHARACTERISTICS

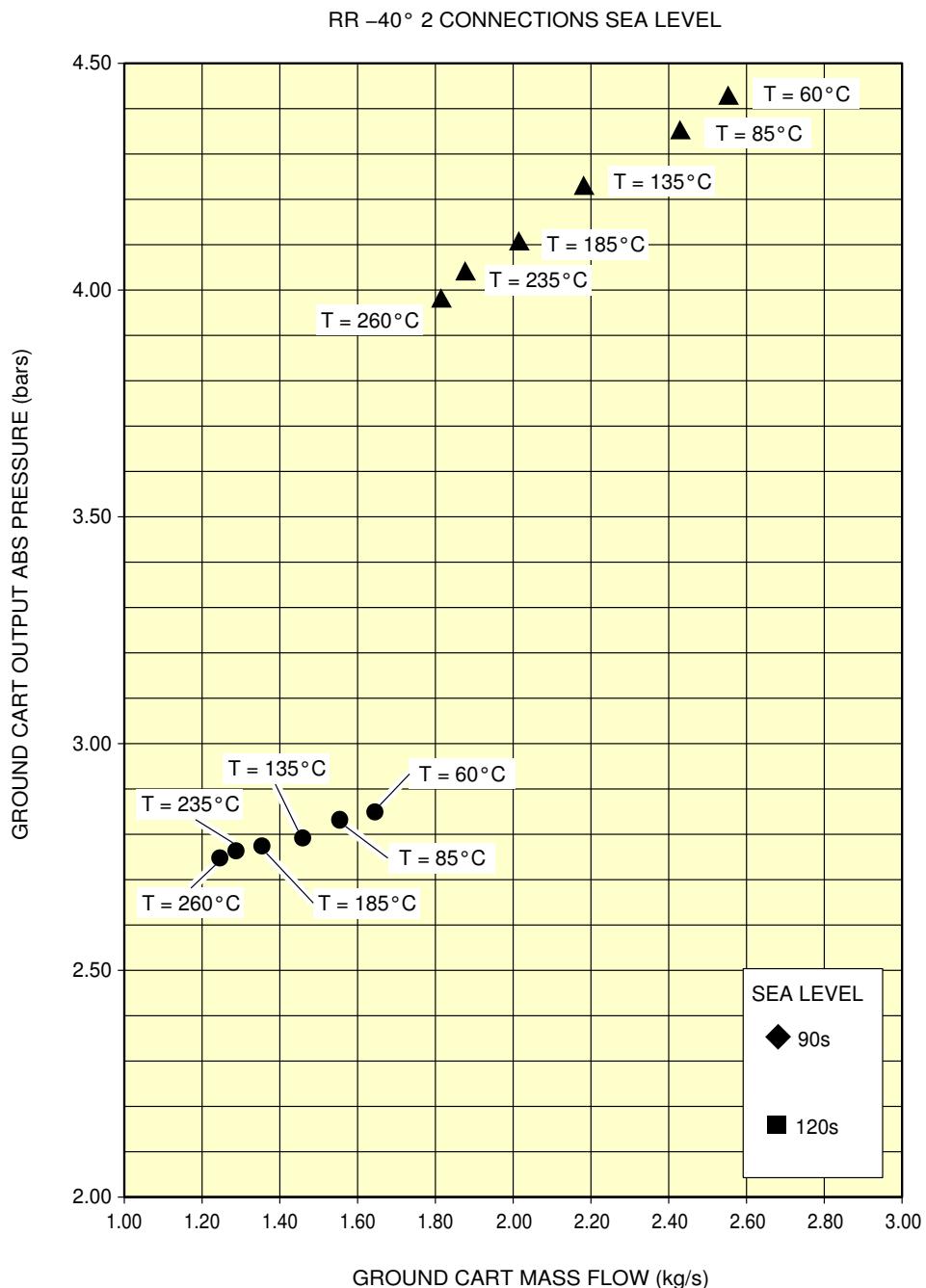
5-5-1 Outside Air Temperature = -40 °C (-40 °F)

**ON A/C A380-800 Models A380-800F Models

Outside Air Temperature = -40 °C (-40 °F)

1. This section provides the engine starting pneumatic requirements for an ambient temperature of -40 °C (-40 °F).

**ON A/C A380-800 Models A380-800F Models

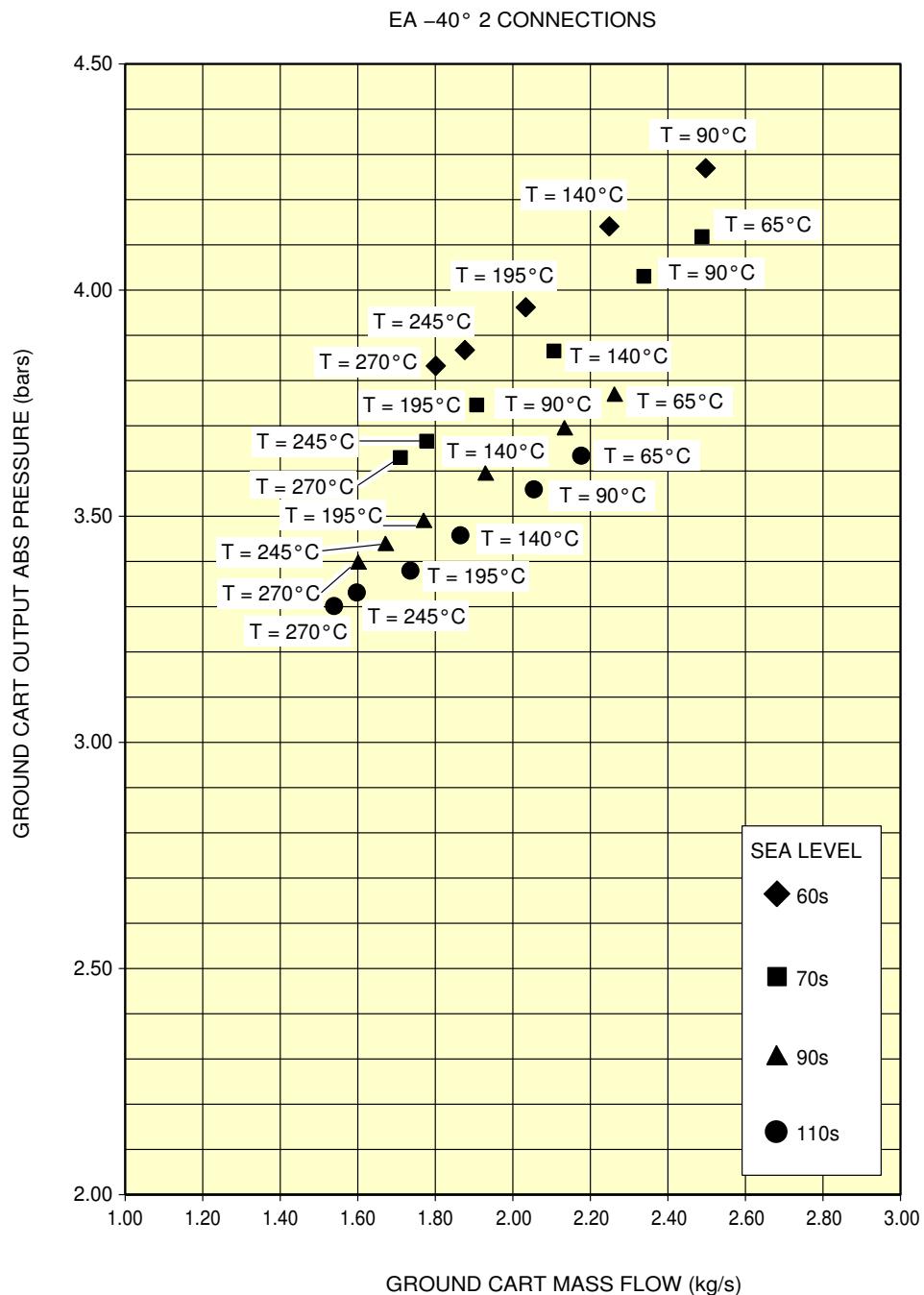


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Engine Starting Pneumatic Requirements (two high pressure ground carts)
Ambient Temperature -40°C (-40°F), sea level - TRENT 900 Engines

FIGURE 1

**ON A/C A380-800 Models A380-800F Models

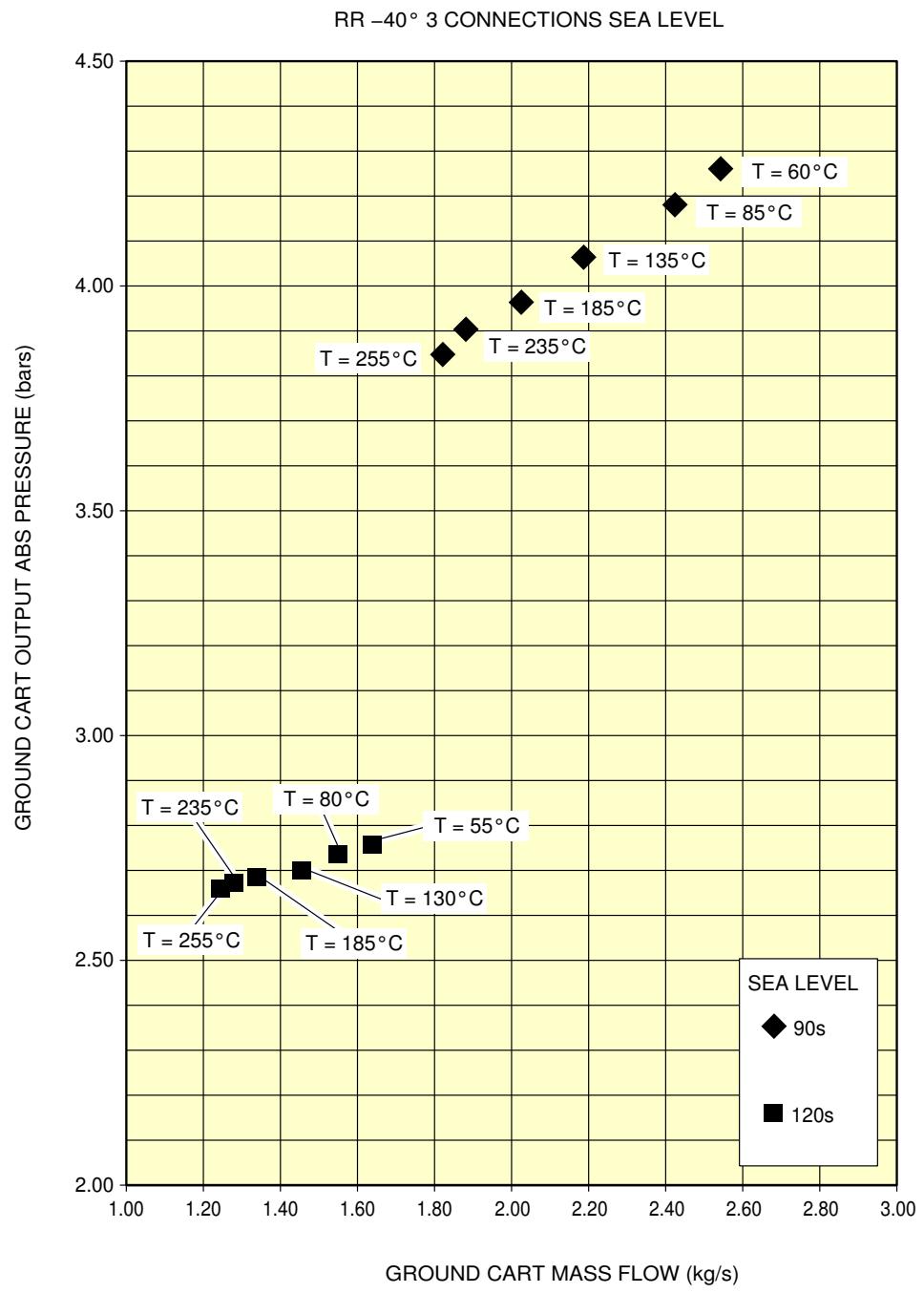


Engine Starting Pneumatic Requirements (two high pressure ground carts)

Ambient Temperature -40° C (-40° F), sea level - GP 7200 Engines

FIGURE 2

**ON A/C A380-800 Models A380-800F Models

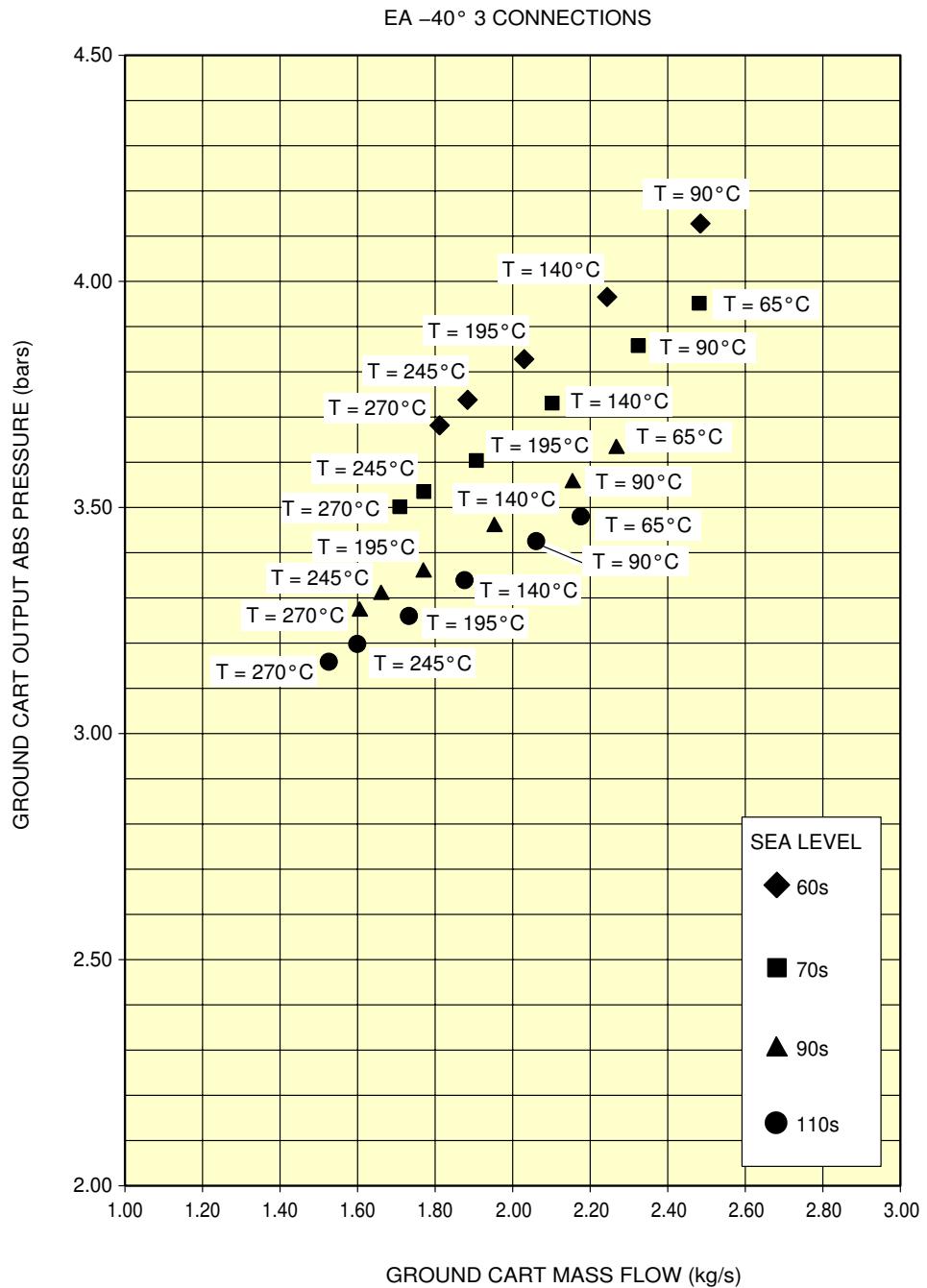


Engine Starting Pneumatic Requirements (three high pressure ground carts)

Ambient Temperature -40° C (-40° F), Sea Level - TRENT 900 Engines

FIGURE 3

**ON A/C A380-800 Models A380-800F Models



Engine Starting Pneumatic Requirements (three high pressure ground carts)

Ambient Temperature -40 °C (-40 °F), Sea Level - GP 7200 Engines

FIGURE 4



AIRPLANE CHARACTERISTICS

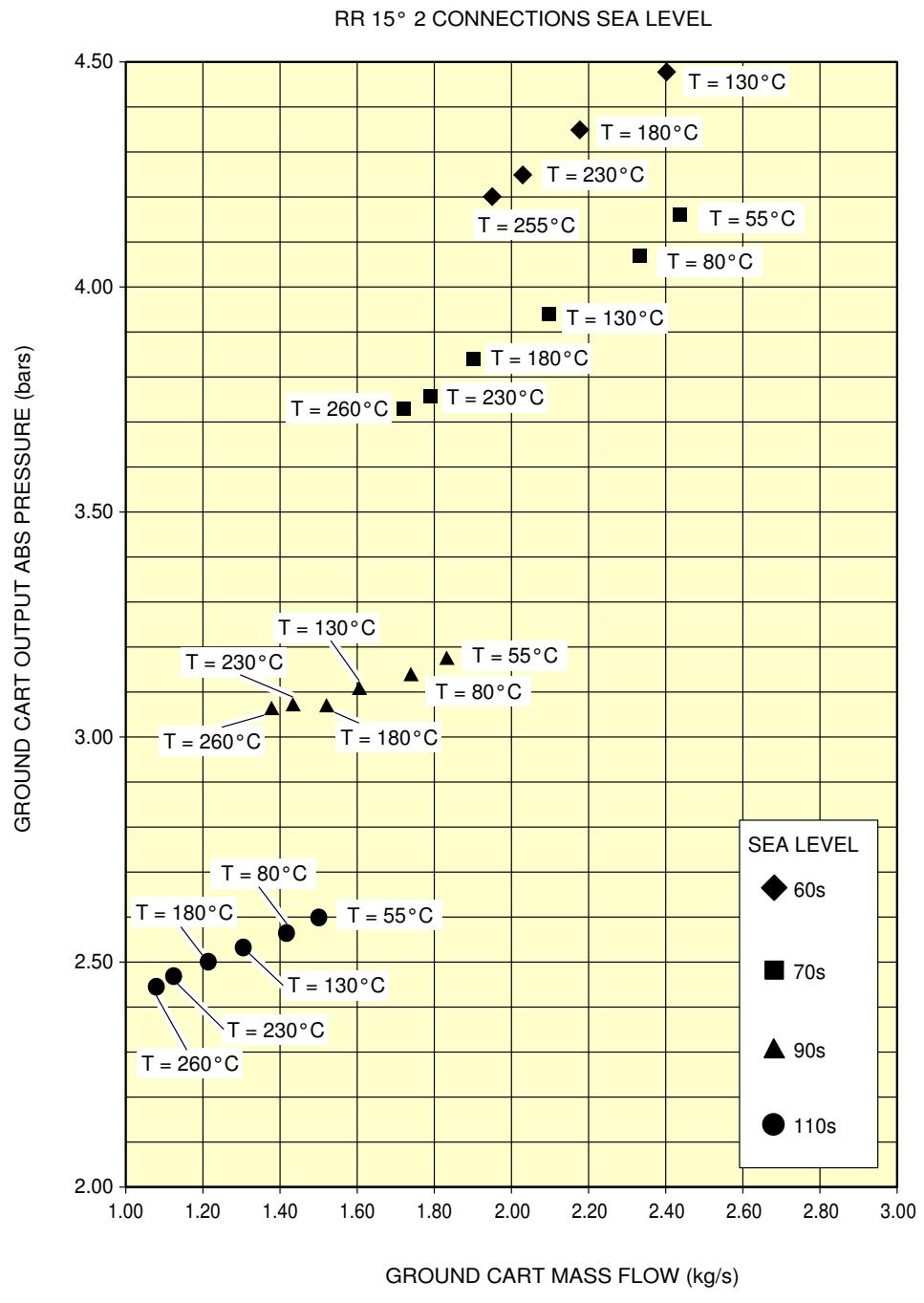
5-5-2 Outside Air Temperature = 15 °C (59 °F)

**ON A/C A380-800 Models A380-800F Models

Outside Air Temperature = 15 °C (59 °F)

1. This section provides the engine starting pneumatic requirements for an ambient temperature of +15 °C (+59.0 °F)

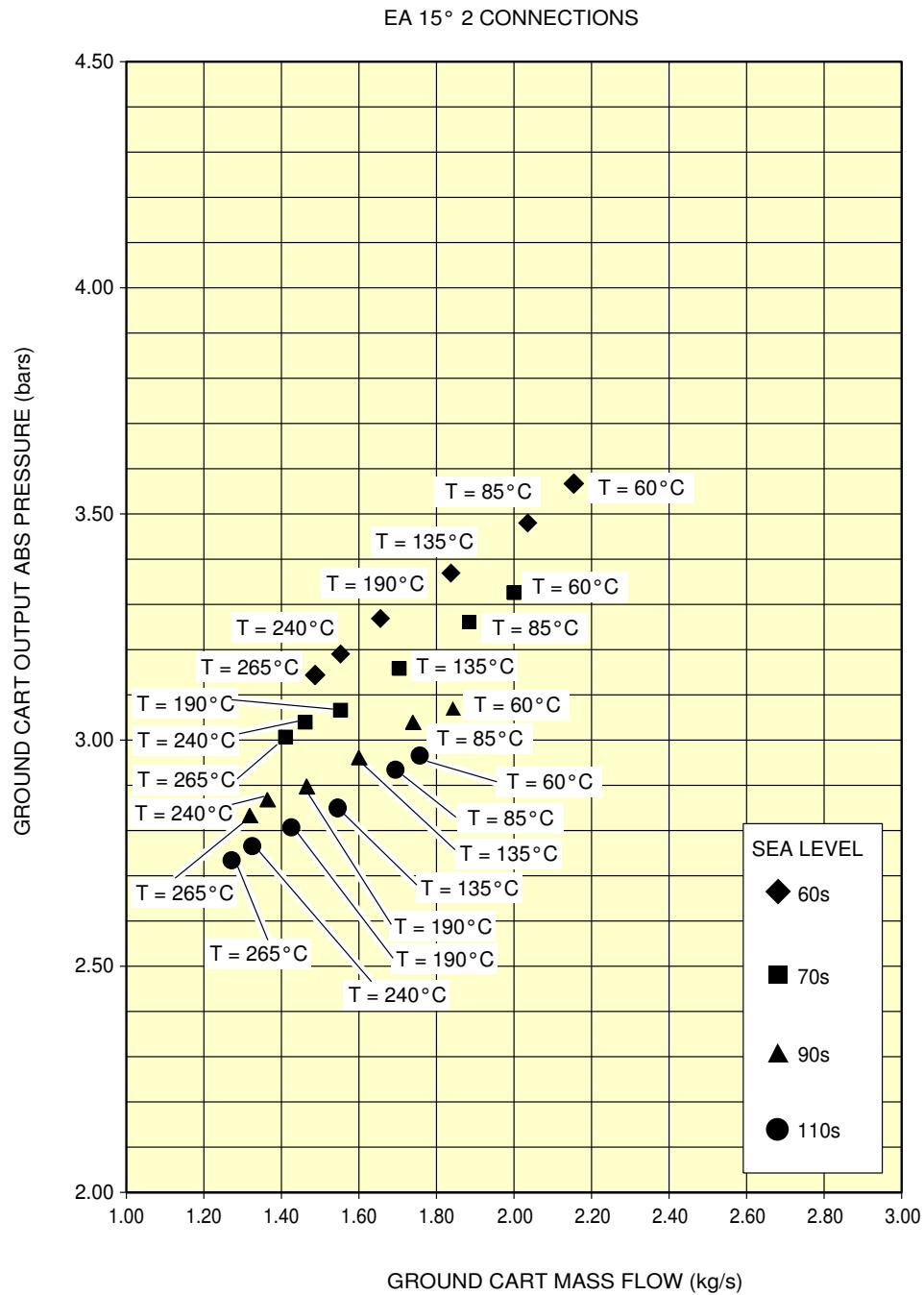
**ON A/C A380-800 Models A380-800F Models



Engine Starting Pneumatic Requirements (two high pressure ground carts)
 Ambient Temperature $+15^{\circ}\text{C}$ ($+59^{\circ}\text{F}$), Sea Level - TRENT 900 Engines

FIGURE 1

**ON A/C A380-800 Models A380-800F Models

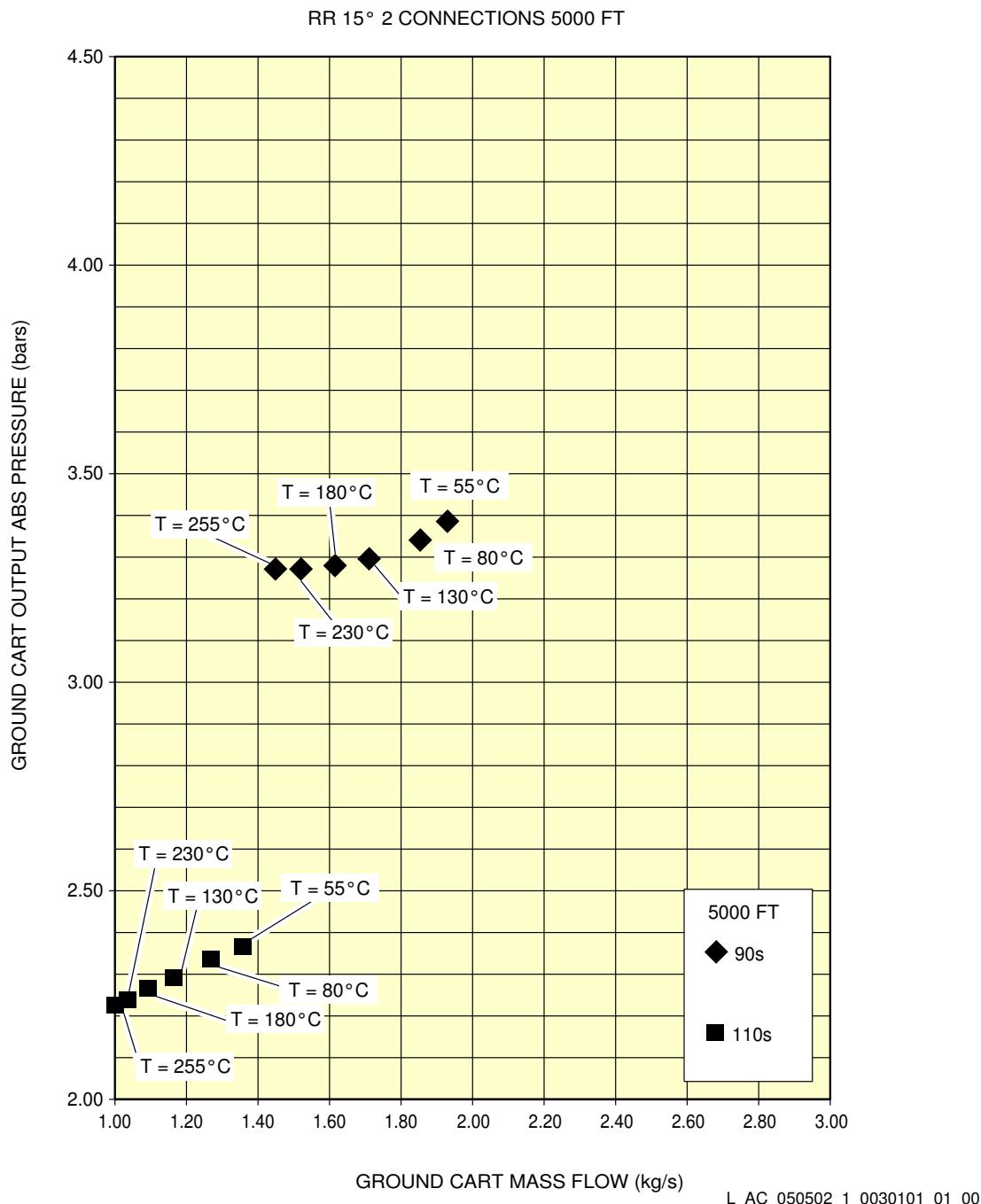


L_AC_050502_1_0020101_01_00

Engine Starting Pneumatic Requirements (two high pressure ground carts)
Ambient Temperature +15 °C (+59 °F), Sea Level - GP 7200 Engines

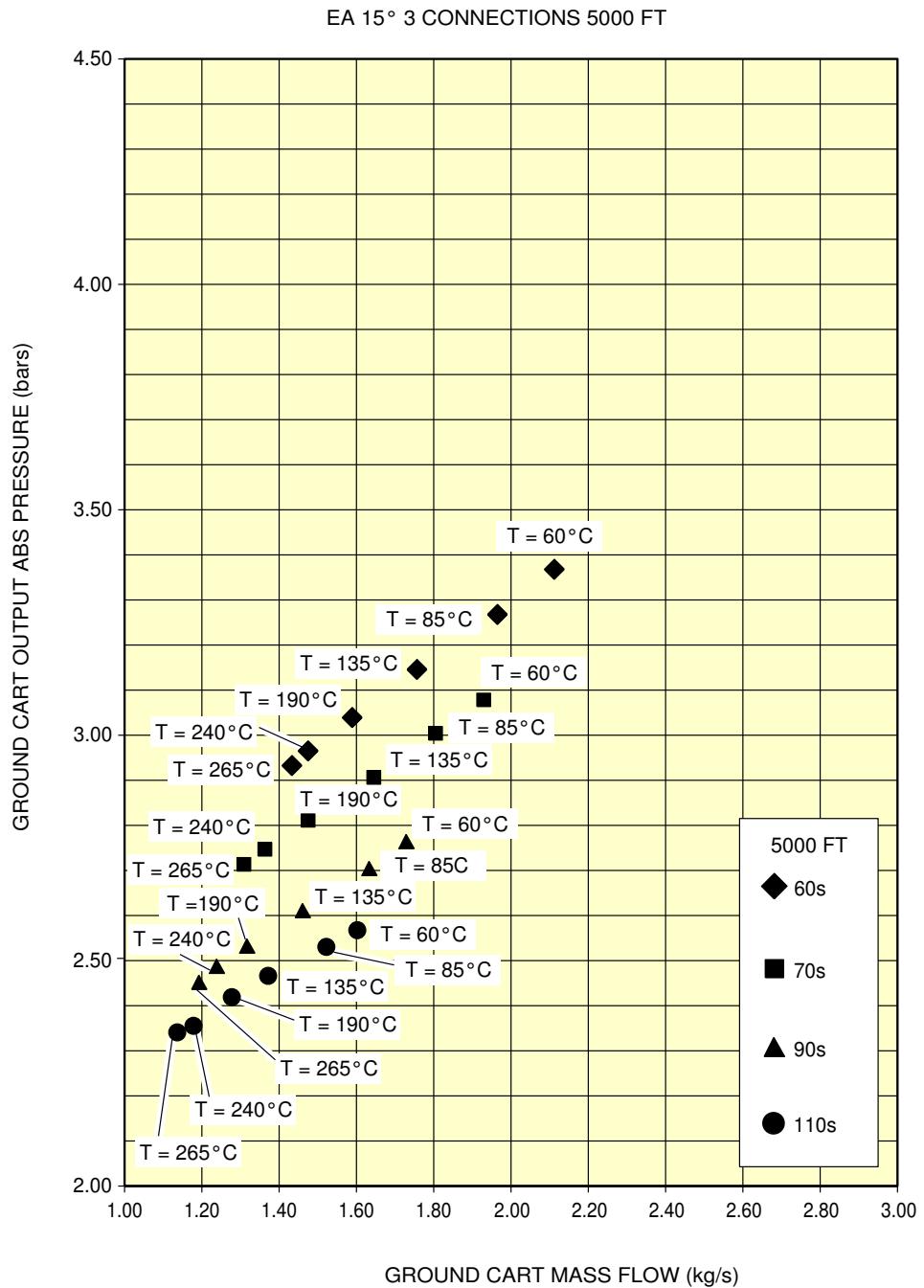
FIGURE 2

**ON A/C A380-800 Models A380-800F Models



Engine Starting Pneumatic Requirements (two high pressure ground carts)
 Ambient Temperature +15 °C (+59 °F), 5000FT Level - TRENT 900 Engines
 FIGURE 3

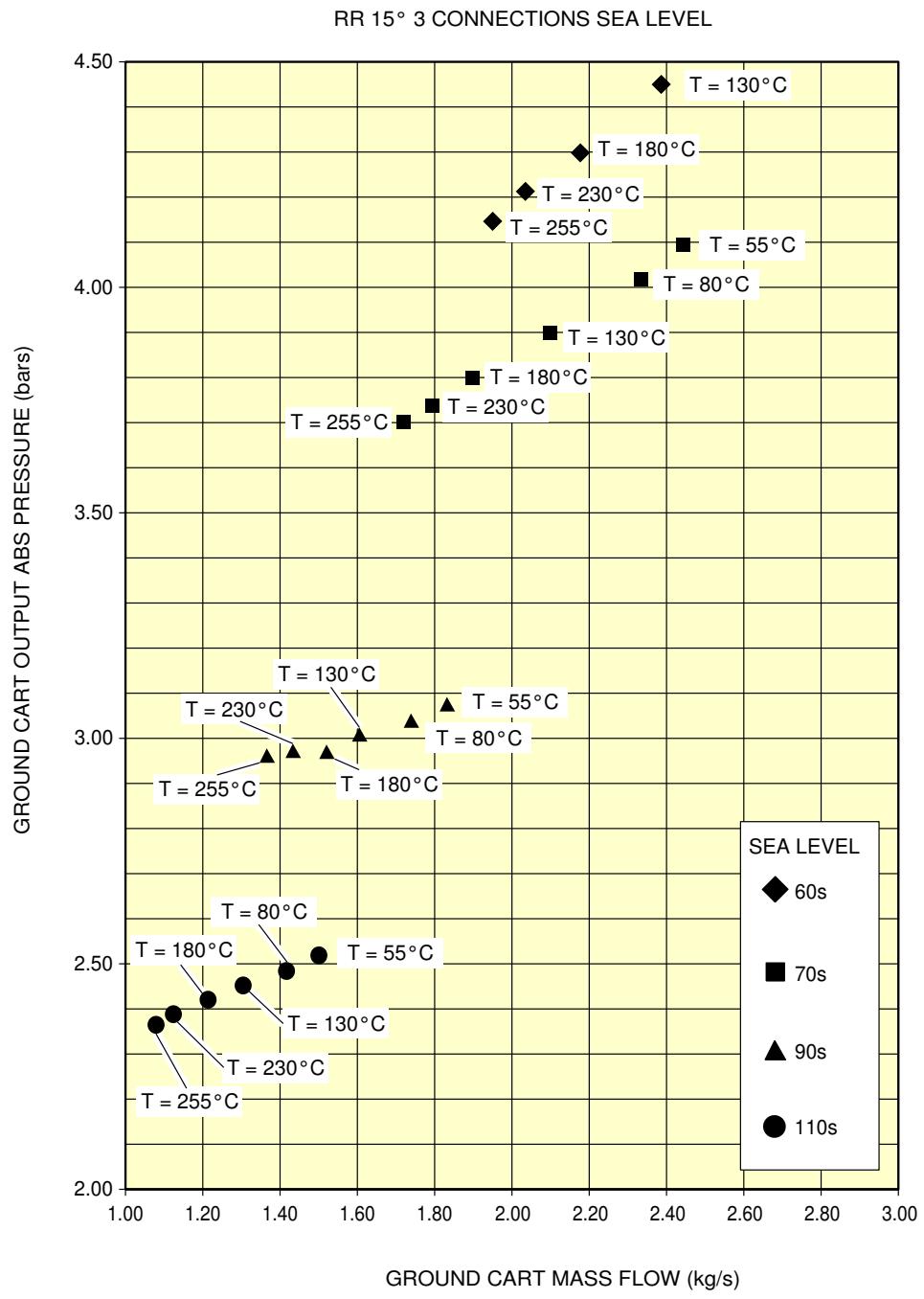
**ON A/C A380-800 Models A380-800F Models



Engine Starting Pneumatic Requirements (two high pressure ground carts)
Ambient Temperature $+15^\circ\text{C}$ ($+59^\circ\text{F}$), 5000FT Level - GP 7200 Engines

FIGURE 4

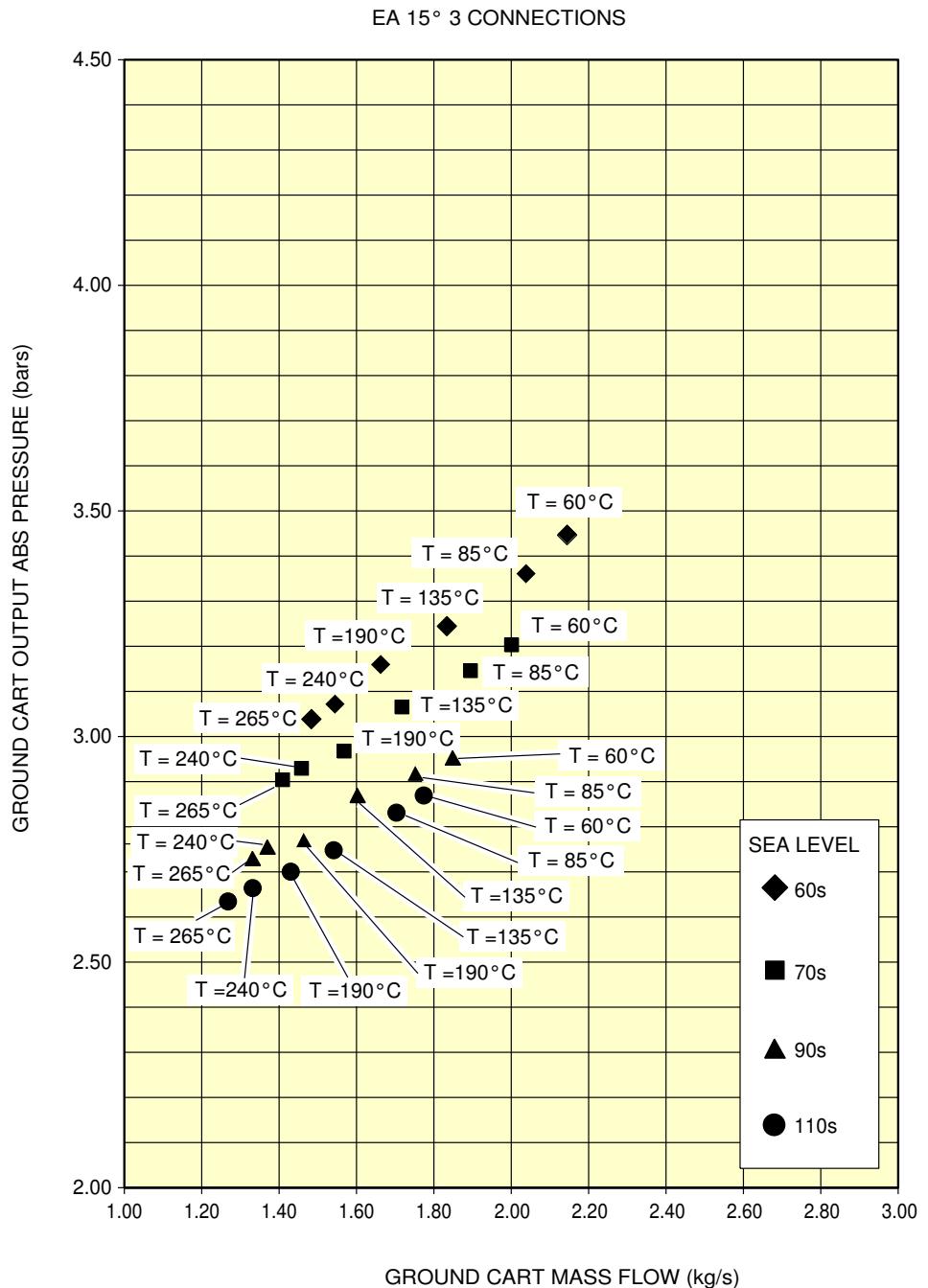
**ON A/C A380-800 Models A380-800F Models



Engine Starting Pneumatic Requirements (three high pressure ground carts)
 Ambient Temperature $+15^{\circ}\text{C}$ ($+59^{\circ}\text{F}$), Sea Level - TRENT 900 Engines

FIGURE 5

**ON A/C A380-800 Models A380-800F Models



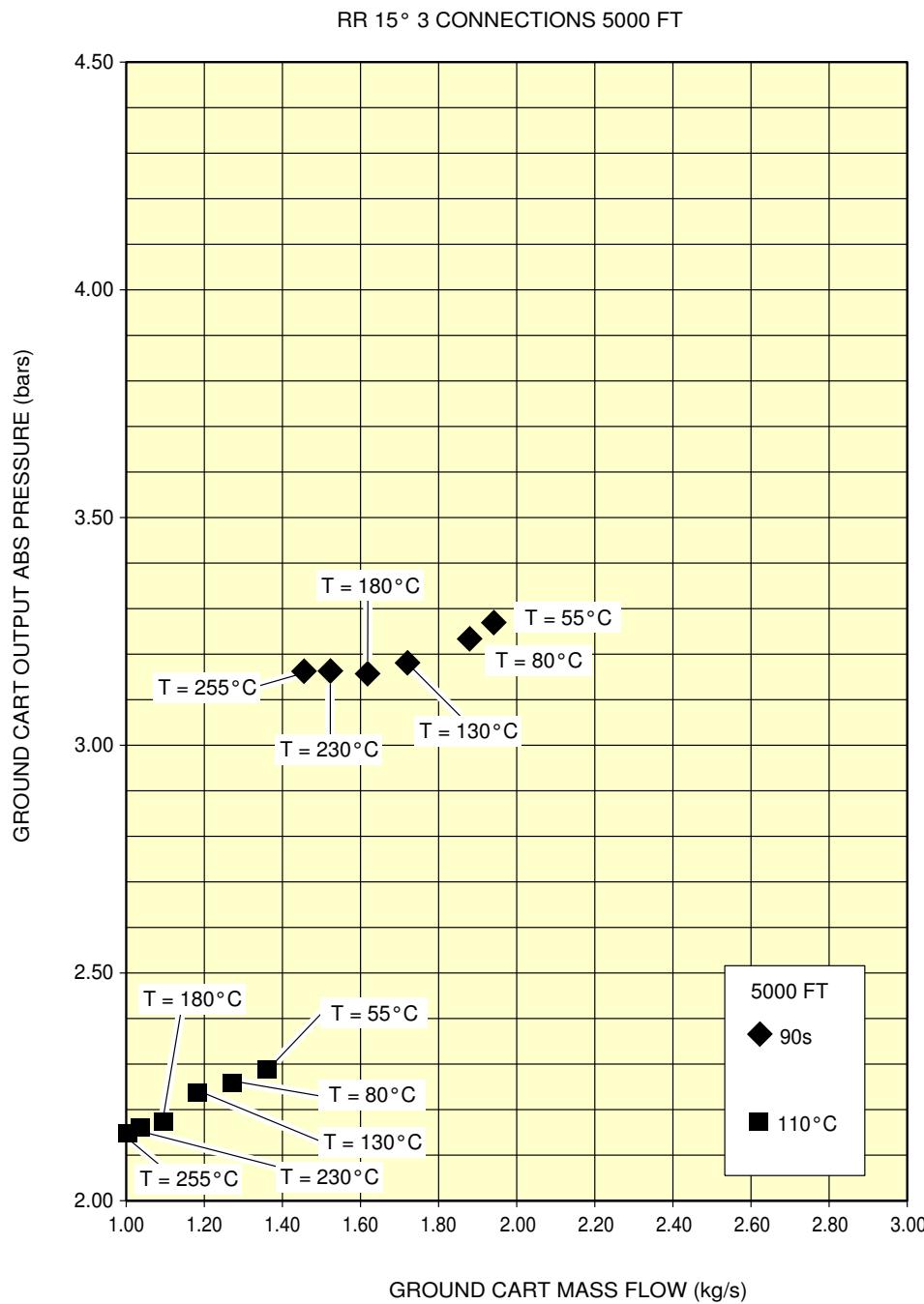
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Engine Starting Pneumatic Requirements (three high pressure ground carts)

Ambient Temperature +15 °C (+59 °F), Sea Level - GP 7200 Engines

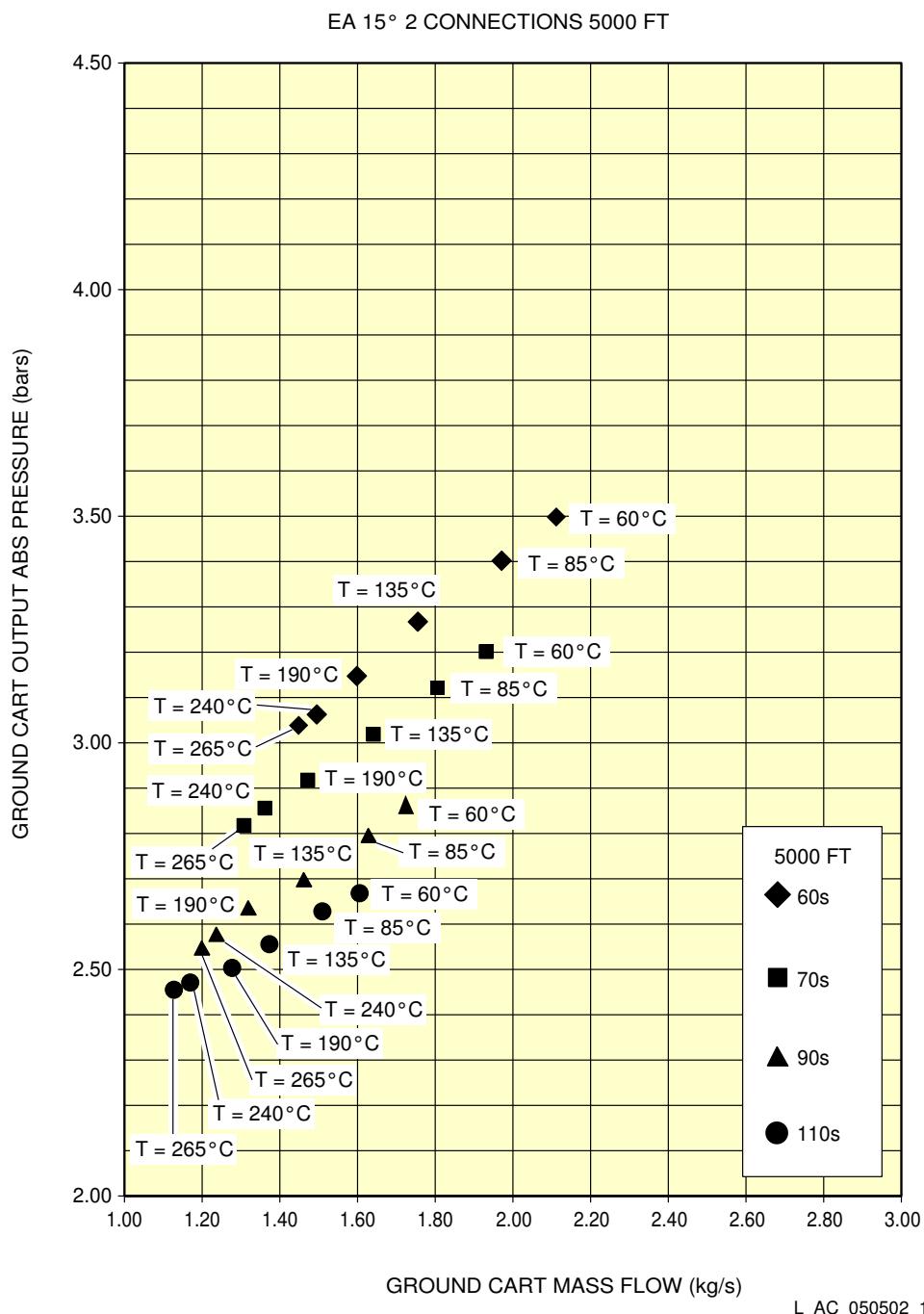
FIGURE 6

**ON A/C A380-800 Models A380-800F Models



Engine Starting Pneumatic Requirements (three high pressure ground carts)
 Ambient Temperature +15 °C (+59 °F), 5000FT Level - TRENT 900 Engines
 FIGURE 7

**ON A/C A380-800 Models A380-800F Models



Engine Starting Pneumatic Requirements (three high pressure ground carts)
 Ambient Temperature +15 °C (+59 °F), 5000FT Level - GP 7200 Engines

FIGURE 8



AIRPLANE CHARACTERISTICS

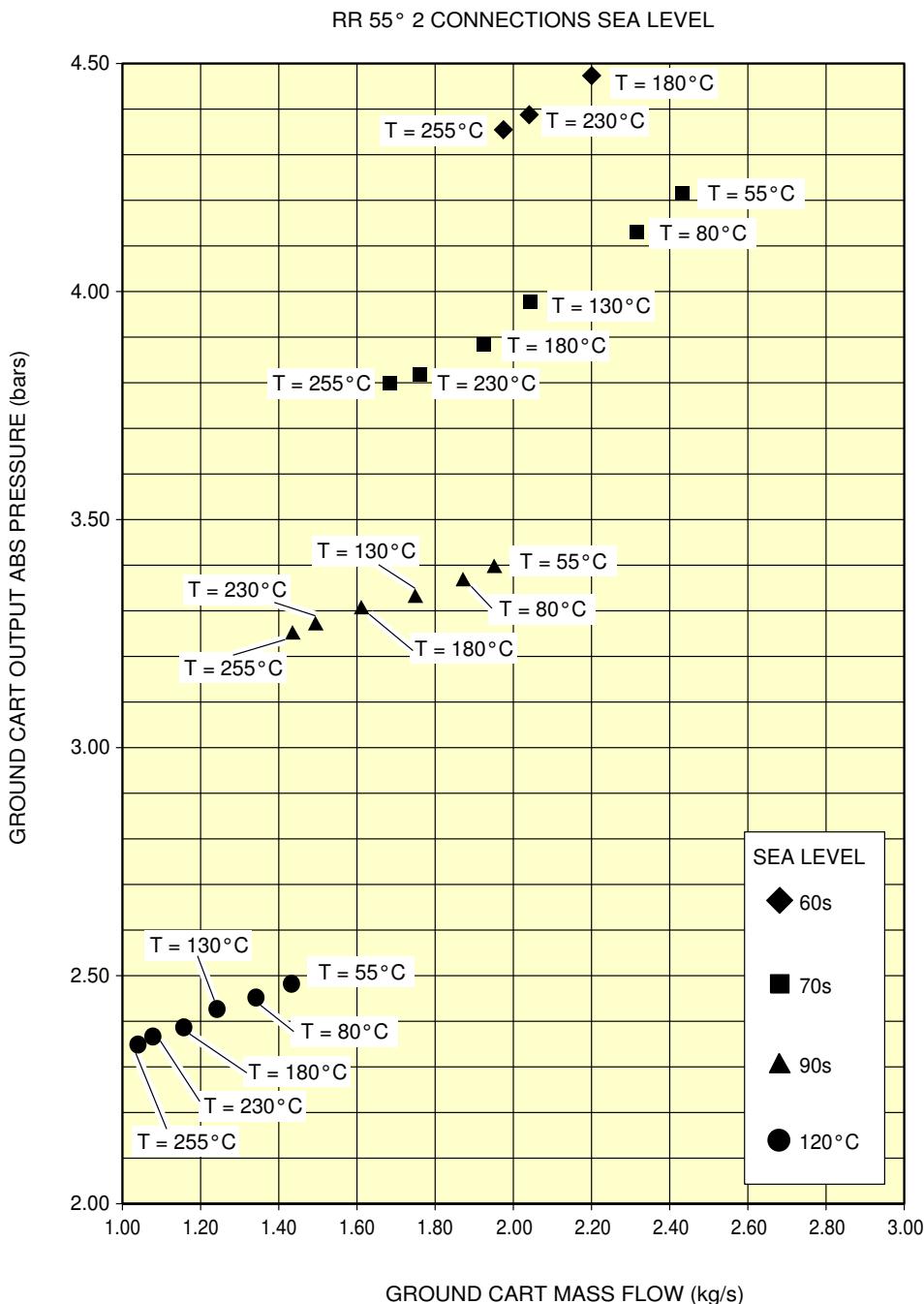
5-5-3 Outside Air Temperature = 50 °C (122 °F)

**ON A/C A380-800 Models A380-800F Models

Outside Air Temperature = 50 °C (122 °F)

1. This section provides the engine starting pneumatic requirements for an ambient temperature of +55 °C (+131.0 °F).

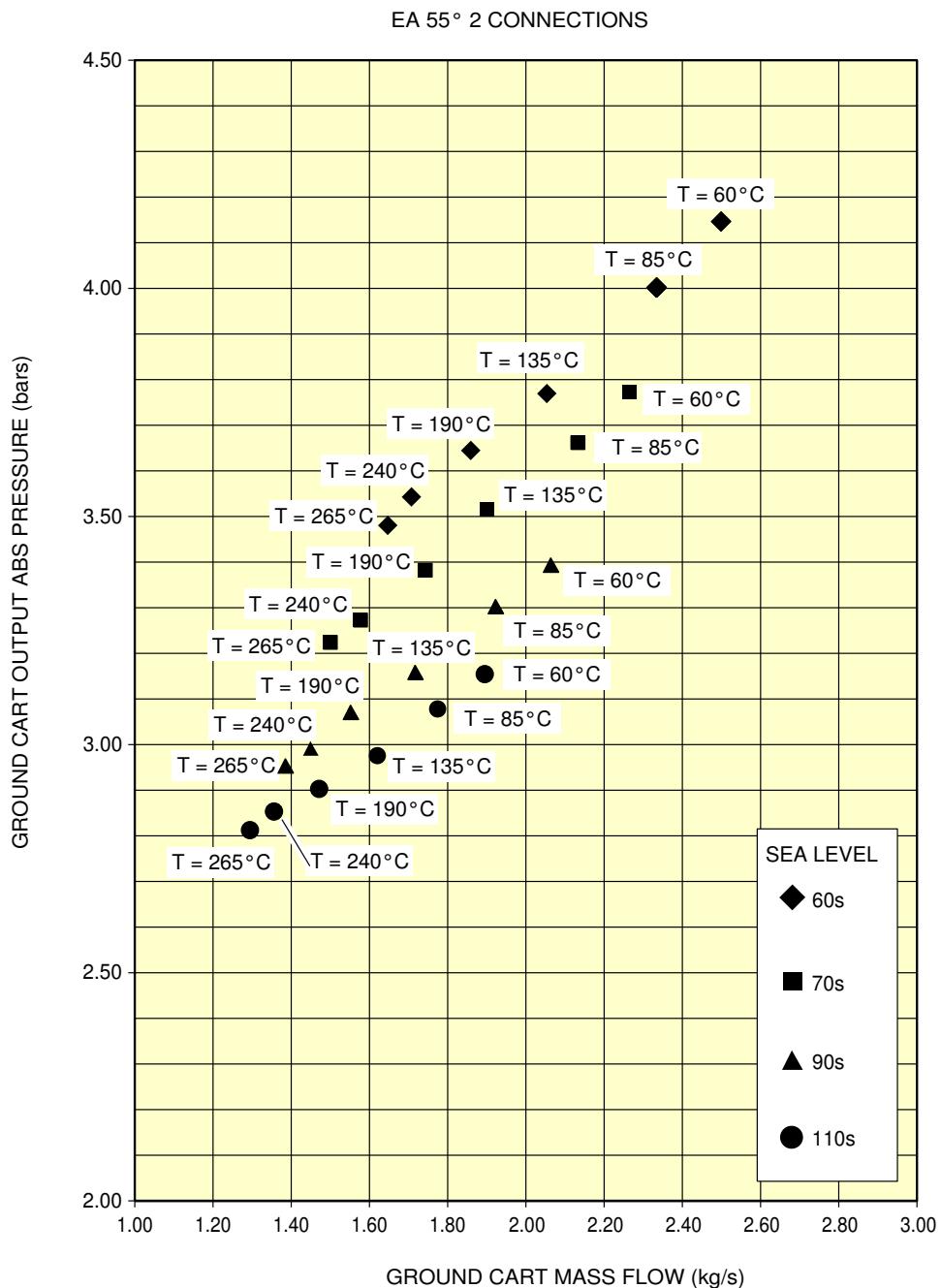
**ON A/C A380-800 Models A380-800F Models



Engine Starting Pneumatic Requirements (two high pressure ground carts)
Ambient Temperature +55 °C (+131 °F), Sea Level - TREN 900 Engines

FIGURE 1

**ON A/C A380-800 Models A380-800F Models

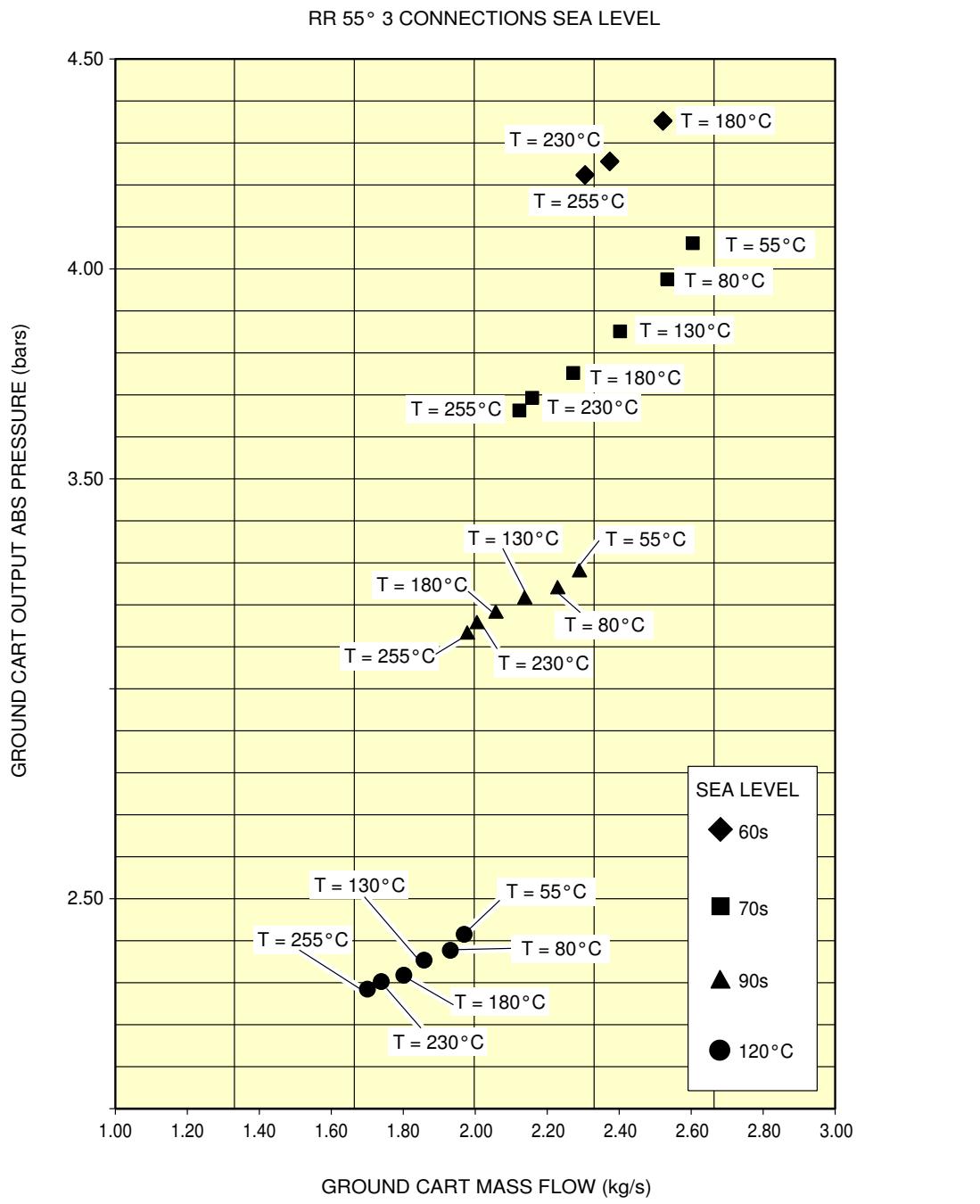


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Engine Starting Pneumatic Requirements (two high pressure ground carts)
Ambient Temperature +55 °C (+131 °F), Sea Level - GP 7200 Engines

FIGURE 2

**ON A/C A380-800 Models A380-800F Models

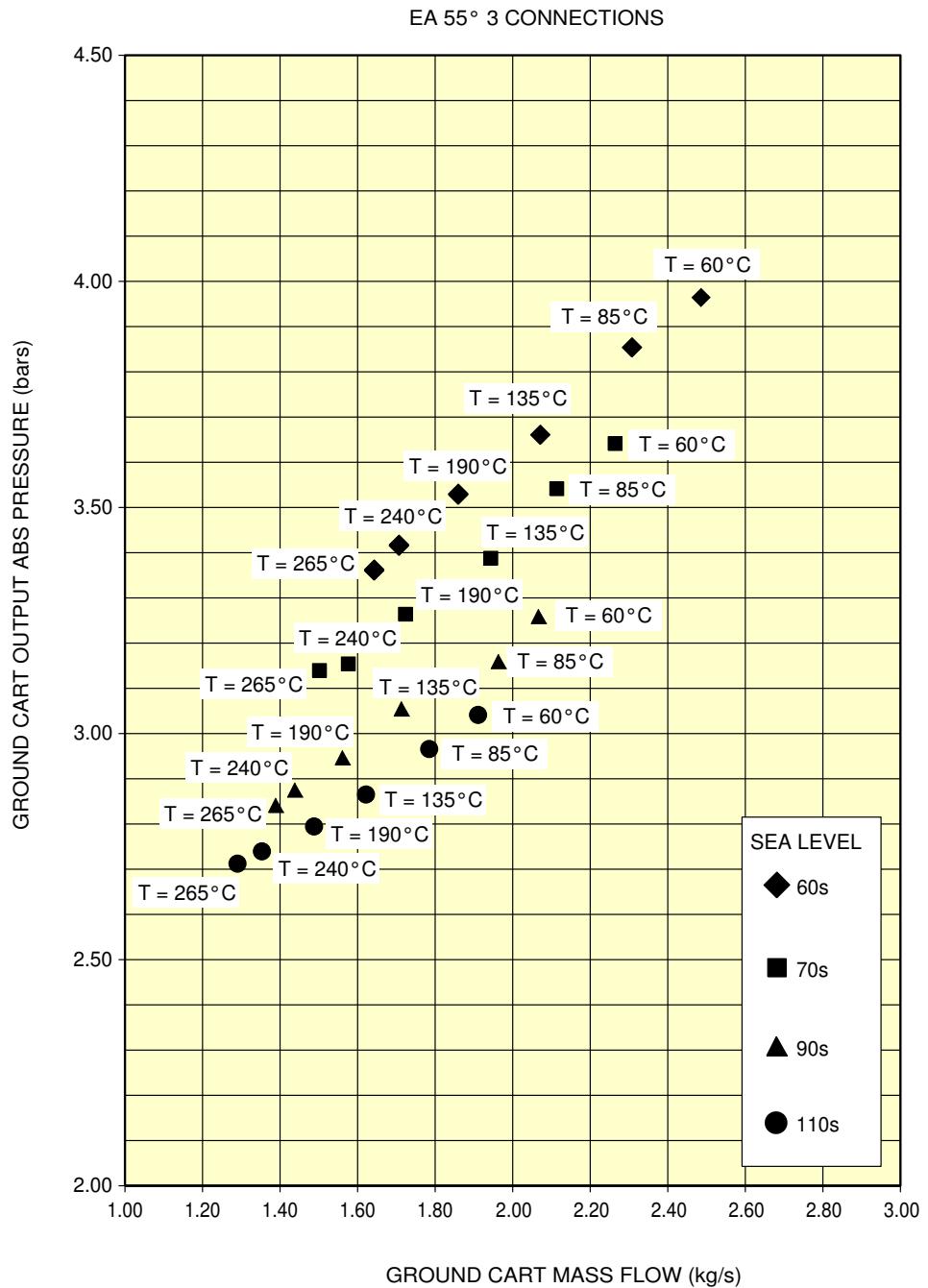


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Engine Starting Pneumatic Requirements (three high pressure ground carts)
Ambient Temperature $+55^\circ\text{C}$ ($+131^\circ\text{F}$), Sea Level - TRENT 900 Engines

FIGURE 3

**ON A/C A380-800 Models A380-800F Models



Engine Starting Pneumatic Requirements (three high pressure ground carts)
Ambient Temperature +55 °C (+131 °F), Sea Level - GP 7200 Engines

FIGURE 4



AIRPLANE CHARACTERISTICS

5-6-0 Ground Pneumatic Power Requirements

**ON A/C A380-800 Models A380-800F Models

Ground Pneumatic Power Requirements

1. Ground Pneumatic Power Requirements



AIRPLANE CHARACTERISTICS

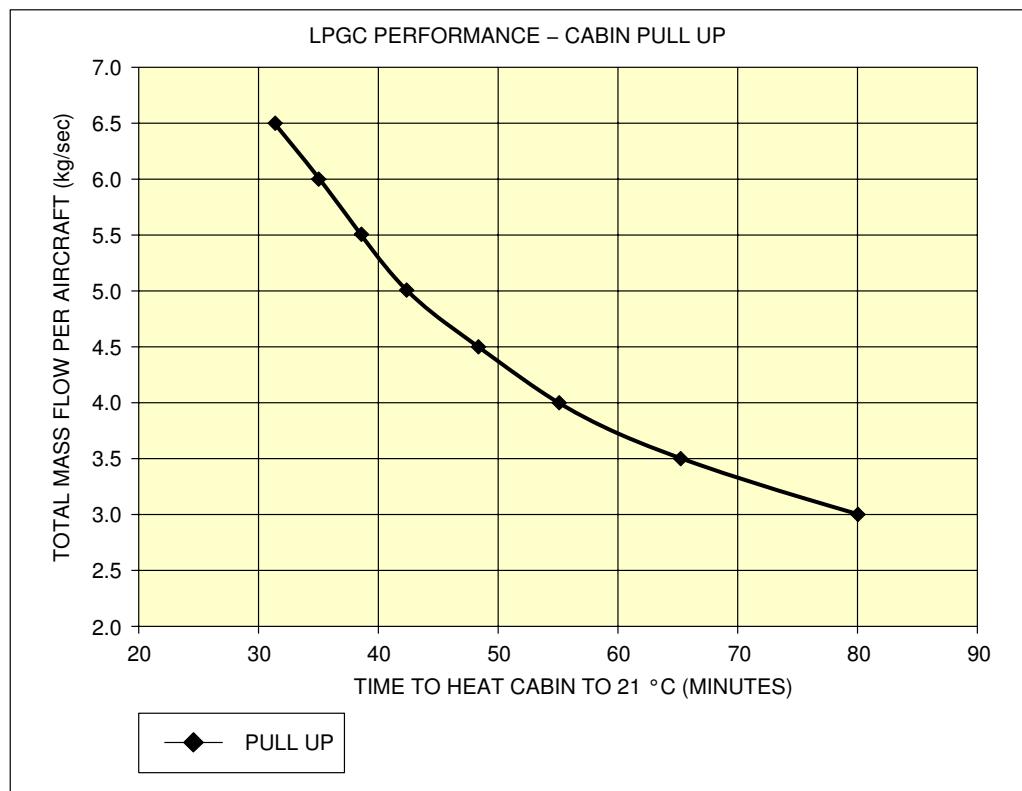
5-6-1 Heating

**ON A/C A380-800 Models A380-800F Models

Heating

1. This section provides the ground pneumatic power requirements heating.

**ON A/C A380-800 Models



PULL UP: INITIAL CABIN TEMPERATURE AT -23°C , HEAT UP TO 21°C ON GROUND,
TEMPERATURE AT THE GROUND CONNECTION: 70°C

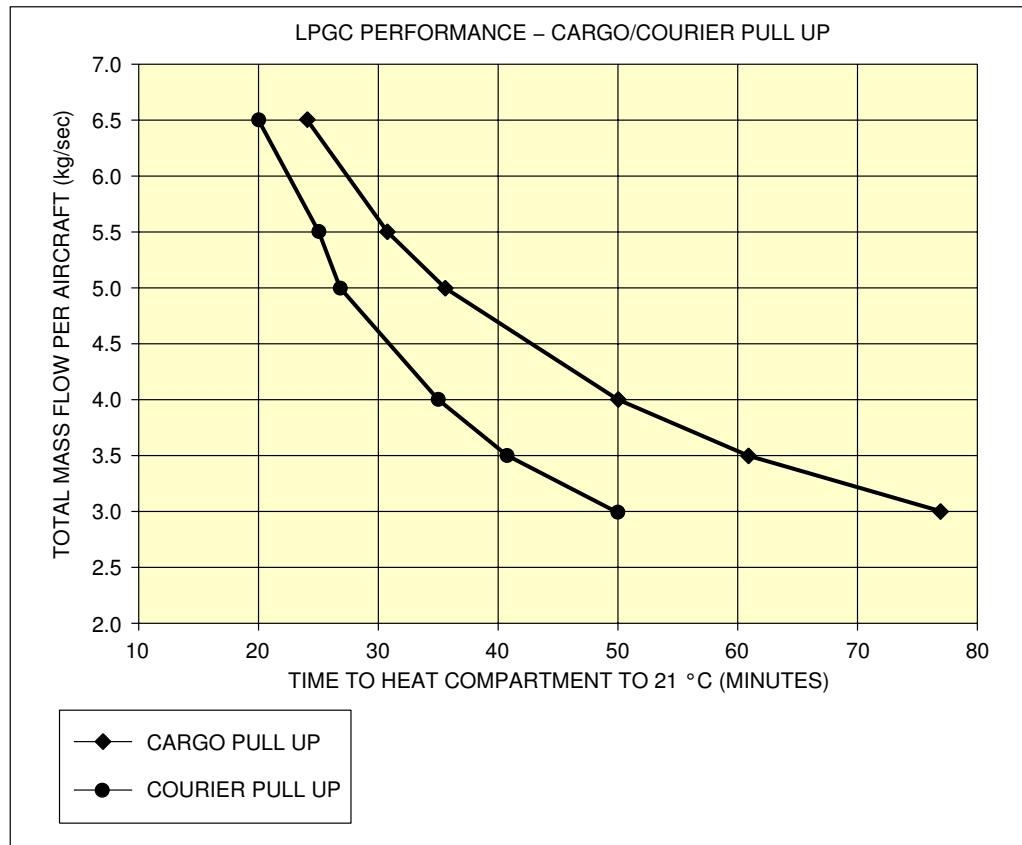
TOTAL LPGC AIR FLOW kg/sec	TIME TO HEAT CABIN TO 21°C (69.8°C) ON GROUND PULL UP min
3.0	80
3.5	65
4.0	55
4.5	48
5.0	42.5
5.5	38
6.0	35
6.5	31.6

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Ground Pneumatic Power Requirements Heating
Ground Pneumatic Power Requirements Heating - A380-800 Models

FIGURE 1

**ON A/C A380-800F Models



INITIAL TEMPERATURE AT -23°C OAT, COURIER AND CARGO COMPARTMENT HEATING TO 21°C , ASSUMED LPGC INLET TEMPERATURE 70°C .

TOTAL LPGC AIR FLOW [kg/sec]	PULL UP TIME [min]	
	CARGO	COURIER
3.0	77	50
3.5	61	41
4.0	50	35
5.0	36	27
5.5	31	25
6.5	24	20

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Ground Pneumatic Power Requirements Heating
 Ground Pneumatic Power Requirements Heating - A380-800F Models
 FIGURE 2



AIRPLANE CHARACTERISTICS

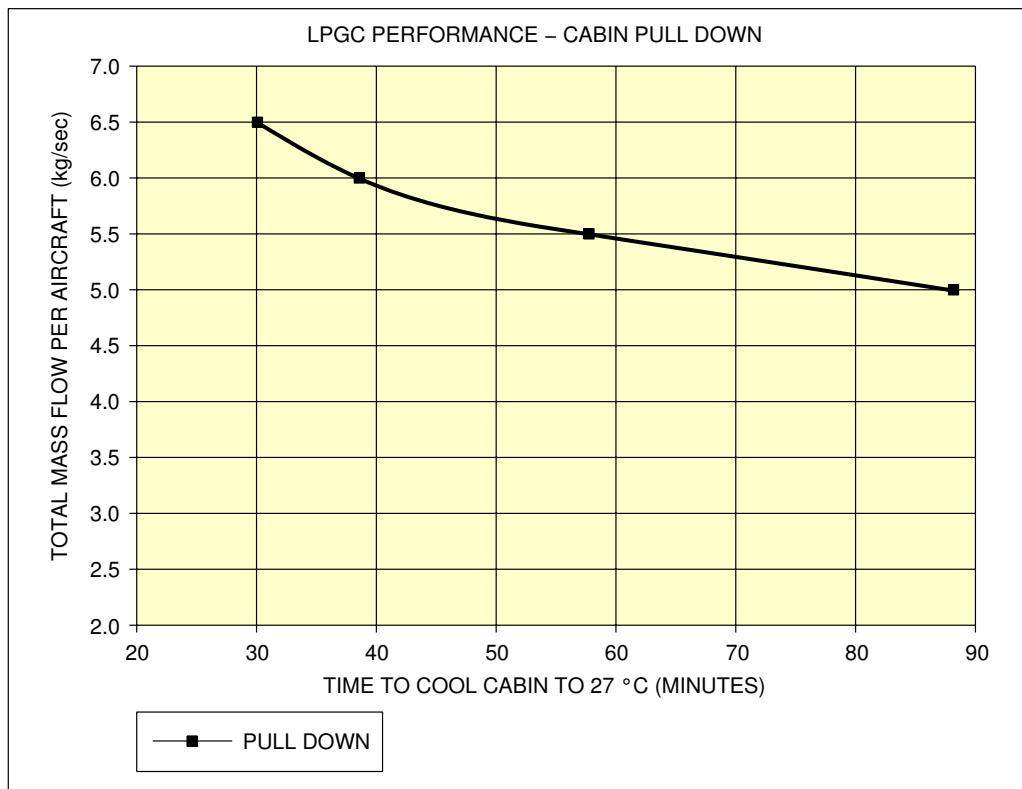
5-6-2 Cooling

**ON A/C A380-800 Models A380-800F Models

Cooling

1. This section provides the ground pneumatic power requirements cooling.

**ON A/C A380-800 Models



SAME BOUNDARY CONDITIONS AS BEFORE
 (IN ADDITION BLENDS DOWN FOR THE PULL DOWN CASE), HP AND LP FANS ON

PULL DOWN: INITIAL CABIN TEMPERATURE AT 38 °C, COOL DOWN TO 27 °C ON GROUND
 TEMPERATURE AT THE GROUND CONNECTION: 1.5 °C

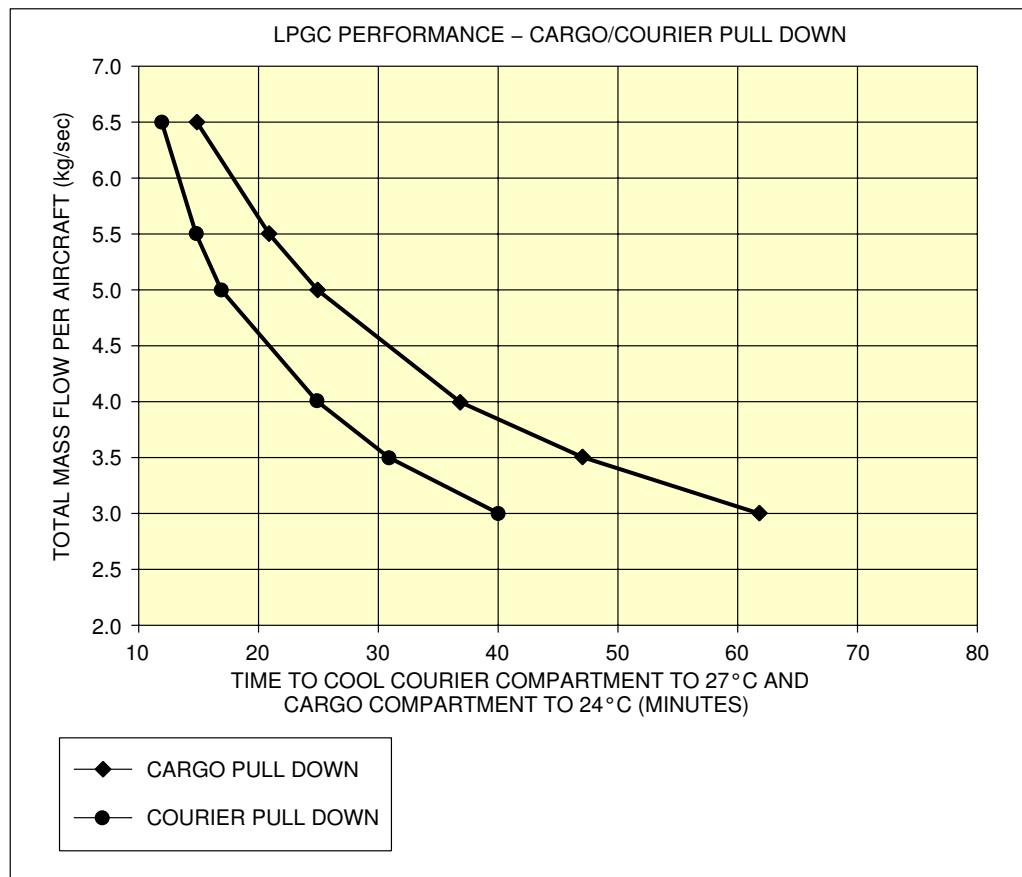
TOTAL LPGC AIR FLOW	TIME TO COOL CABIN TO 27 °C (80.6 °C) ON GROUND PULL DOWN
kg/sec	min
3.0	–
3.5	–
4.0	–
4.5	–
5.0	87
5.5	58
6.0	38
6.5	30

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Ground Pneumatic Power Requirements Cooling
 Ground Pneumatic Power Requirements Cooling - A380-800 Models

FIGURE 1

**ON A/C A380-800F Models



INITIAL TEMPERATURE AT 38°C OAT, COURIER COMPARTMENT COOL DOWN TO 27°C AND CARGO COMPARTMENT COOL DOWN TO 24°C, ASSUMED LPGC INLET TEMPERATURE 1.5°C

TOTAL LPGC AIR FLOW [kg/sec]	PULL DOWN TIME [min]	
	CARGO	COURIER
3.0	62	40
3.5	47	31
4.0	37	25
5.0	25	17
5.5	21	15
6.5	15	12

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Ground Pneumatic Power Requirements Cooling
 Ground Pneumatic Power Requirements Cooling - A380-800F Models
 FIGURE 2



AIRPLANE CHARACTERISTICS

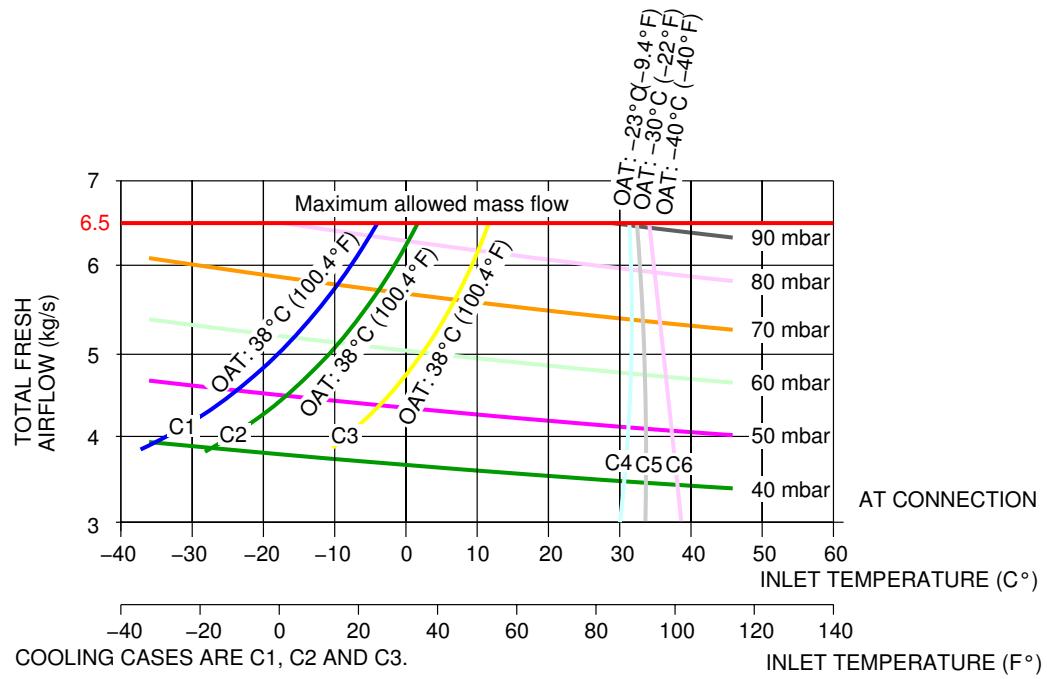
5-7-0 Preconditioned Airflow Requirements

**ON A/C A380-800 Models A380-800F Models

Preconditioned Airflow Requirements

1. This section provides the preconditioned airflow requirements.

**ON A/C A380-800 Models



C1 CURVE ASSUMES:

- LPGC AIR AT 45% RH
- AIRCRAFT CONFIGURED IN STANDARD ZONES
- CABIN TEMPERATURE: 27°C (80.6°F)
- MAX. PASSENGER LOAD, 19 ATTENDANTS, 5 CREW MEMBERS
- HP RECIRCULATION: ON (HP FILTER CONDITION: NEW CARTRIDGE)
- SOLAR RADIATION IS INCLUDED IN CALCULATIONS
- IFE: ON
- VIDEO OPERATION 75%, PC OPERATION 13%
- BOTH AVIONIC VALVES OFF
- CARGO VALVES ON (CARGO FLOW SETTING NORMAL)

C2 CURVE ASSUMES:

- SAME CONDITIONS AS C1 BUT WITH IFE OFF VIDEO OPERATION 0% PC OPERATION 0%

C3 CURVE ASSUMES:

- SAME CONDITIONS AS C1 BUT WITHOUT PASSENGERS

C4, C5 AND C6 CURVES ASSUME:

- LPGC AIR AT 45% RH
- AIRCRAFT CONFIGURED IN STANDARD ZONES
- CABIN TEMPERATURE: 21°C (69.8°F)
- NO PASSENGER, 0 ATTENDANT, 0 CREW MEMBER
- HP RECIRCULATION: ON (HP FILTER CONDITION: NEW CARTRIDGE)
- SOLAR RADIATION IS NOT INCLUDED
- IFE: OFF
- VIDEO OPERATION 0%, PC OPERATION 0%
- CABIN LIGHTING OFF, GALLEY POWER OFF
- BOTH AVIONIC VALVES OFF
- CARGO VALVES OFF (CARGO FLOW SETTING NORMAL)

NOTE: IFE = IN-FLIGHT ENTERTAINMENT SYSTEM.

OAT = OUTSIDE AIR TEMPERATURE.

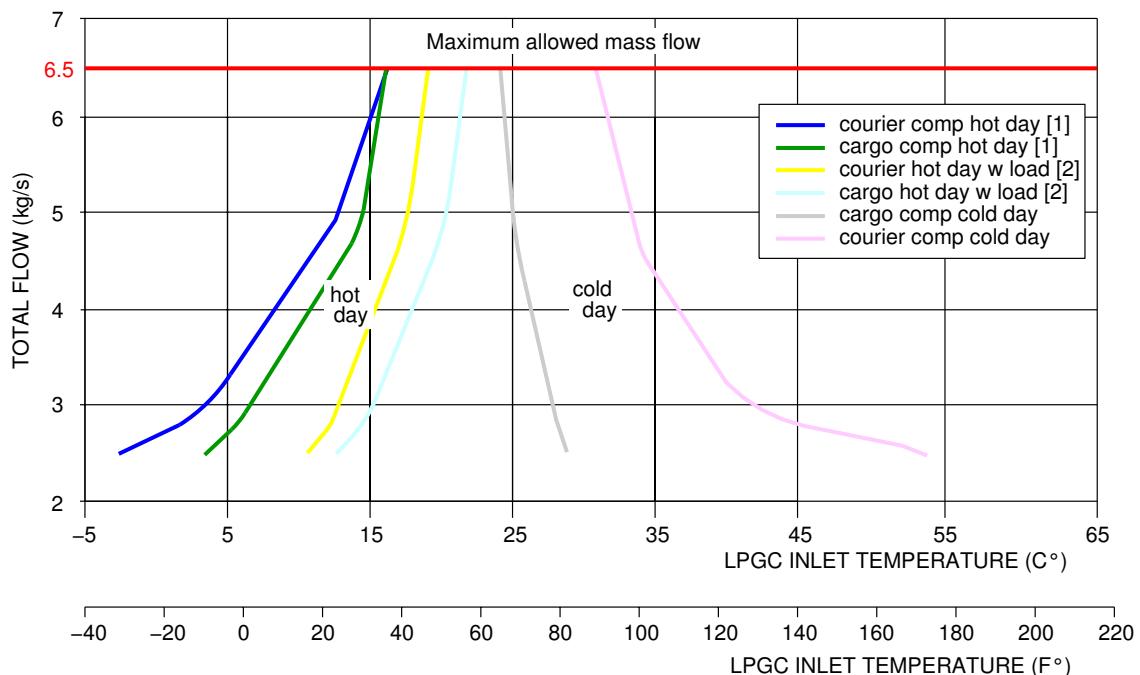
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Preconditioned Airflow Requirements

Preconditioned Airflow Requirements - A380-800 Models

FIGURE 1

**ON A/C A380-800F Models



COOLING CASES [1] ASSUMES:

- HOT DAY (ISA +23°)
- STANDARD AIRFLOW DISTRIBUTION
- STABILIZED CARGO COMPARTMENT TEMPERATURE 24°C, COURIER COMPARTMENT 27°C
- NO OCCUPANT LOAD, EMPTY CARGO COMPARTMENT
- NO HIGH PRESSURE RECIRCULATION, LOW PRESSURE RECIRC ON
- LOWER DECK CARGO: VENTILATION ONLY

COOLING CASE [2] WITH COMPARTMENT LOADS:

- SAME AS COOLING [1], BUT MAX COURIER LOAD AND 3kW TRANSPORT LOAD PER CARGO COMPARTMENT

HEATING CASE ASSUMES:

- COLD DAY (ISA -38°C)
- STANDARD AIRFLOW DISTRIBUTION
- STABILIZED CARGO AND COURIER COMPARTMENT TEMPERATURE 21°C
- NO OCCUPANT LOAD, EMPTY CARGO COMPARTMENT
- NO HIGH PRESSURE RECIRCULATION, LOW PRESSURE RECIRC ON
- LOWER DECK CARGO: VENTILATION ONLY

TOTAL FLOW LIMIT AT 6.5 KG/S DUE TO CPCs (CABIN PRESSURE CONTROL SYSTEM), MAX RESIDUAL PRESSURE 2MBAR WITH CLOSED DOORS

L_AC_050700_1_0020101_01_00

Preconditioned Airflow Requirements
Preconditioned Airflow Requirements - A380-800F Models
FIGURE 2

5-8-0 **Ground Towing Requirements******ON A/C A380-800 Models A380-800F Models****Ground Towing Requirements**

1. This section provides information on aircraft Towing.

The A380-800/800F is designed with means for conventional towing or towbarless towing. Information on towbarless towing can be found in SIL 09-002 and chapter 9 of the Aircraft Maintenance Manual.

It is possible to tow or push the aircraft, at maximum ramp weight with engines at zero or up to idle thrust, using a towbar attached to the nose gear leg. The towbar fitting is installed at the front of the leg (optional towing fitting for towing from the rear of the NLG available).

The body gears have attachment points for towing or debogging (for details refer to chapter 7 of the Aircraft Recovery Manual).

NOTE : Information on aircraft towing procedures and corresponding aircraft limitations are given in chapter 9 of the Aircraft Maintenance Manual.

- A. Figure 1: Ground Towing Requirements A380-800 Models shows the chart to determine the towbar pull and tow tractor mass requirements as function of the following physical characteristics:
 - Aircraft weight,
 - Slope,
 - Number of engines at idle.The chart is based on the A380-800 engine type with the biggest idle thrust. The chart is therefore valid for all A380-800 models.

- B. Figure : Typical Tow Bar configuration 1 and Figure : Typical Tow Bar configuration 2 gives guidelines for the towbar.

2. Towbar design guidelines

The aircraft towbar shall respect the following norms:

- SAE AS 1614, "Main Line Aircraft TowBar Attach Fitting Interface",
- SAE ARP1915 Revision C, "Aircraft TowBar",
- ISO 8267-1, "Aircraft - Towbar attachment fitting - Interface requirements - Part 1: Main line aircraft",
- ISO 9667, "Aircraft ground support equipment - Towbars",
- IATA Airport Handling Manual AHM 958, "Functional Specification for an Aircraft Towbar".

A standard type towbar should be equipped with a damping system to protect the nose gear against jerks and with towing shear pins:

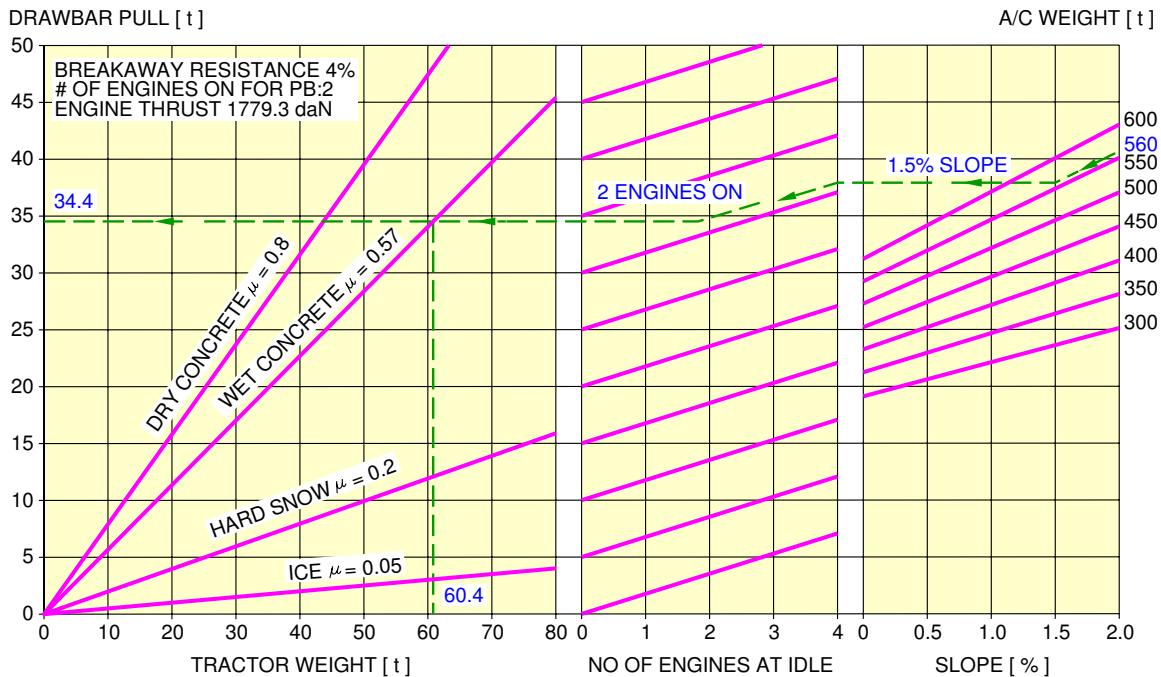
- A traction shear pin calibrated at 62000 daN (139381.53 lbf),
- A torsion pin calibrated at 4800 m.daN (424778.76 lbf.in).

The towing head is designed according to SAE/AS 1614 (issue C) cat. V.

3. Maximum Extension of the NLG Shock Absorber.

- Measure the dimension H between the two red marks on the left side of the NLG.
- Make sure that the dimension H of the NLG is never more than 295 mm (11.6 in.) when you tow the aircraft (the compression of the shock absorber is 340 mm (13.4 in.)).

**ON A/C A380-800 Models A380-800F Models



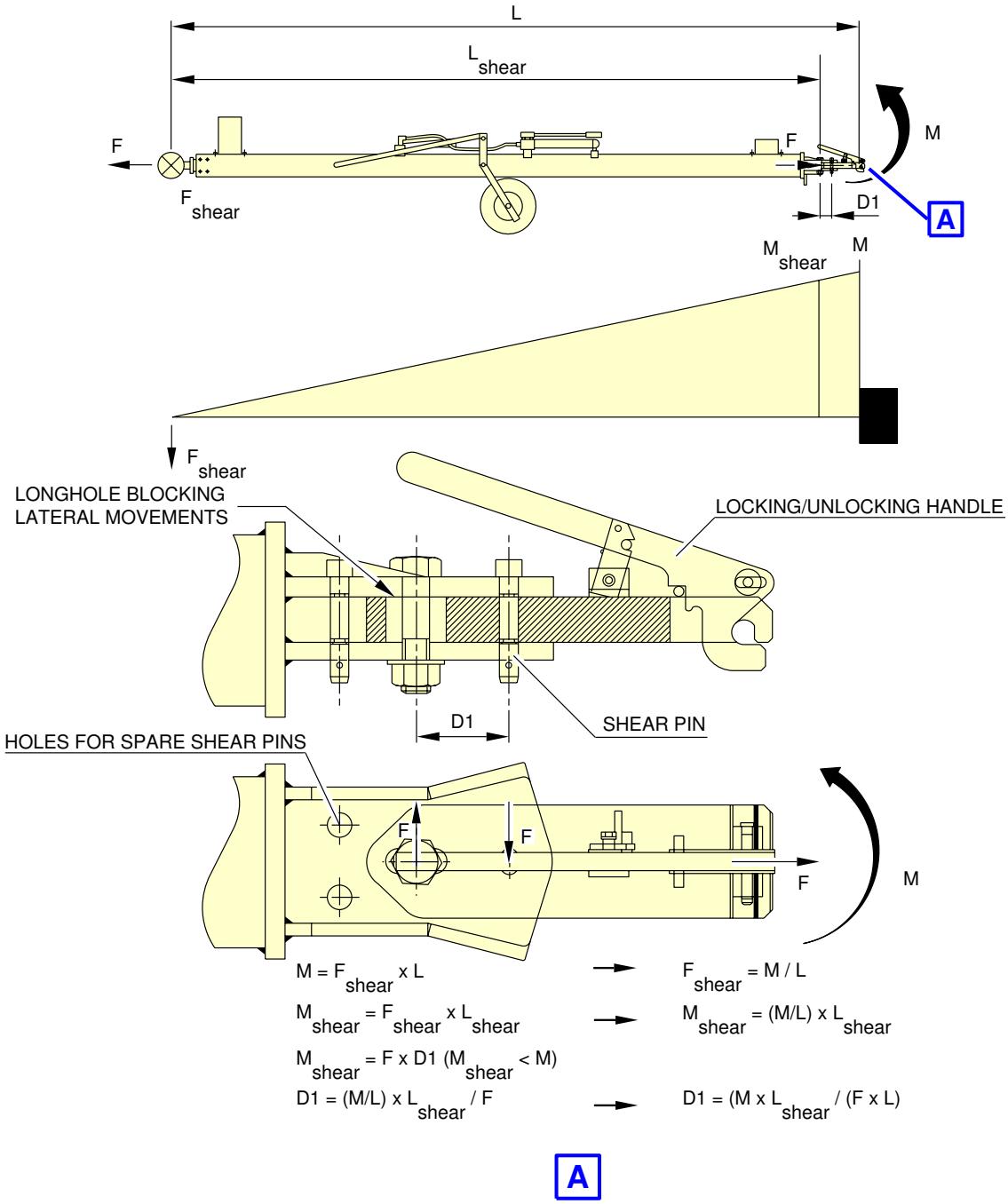
EXAMPLE HOW TO DETERMINE THE MASS REQUIREMENT TO TOW A A380 AT 560 t, AT 1.5% SLOPE, 2 ENGINES AT IDLE AND FOR WET TARMAC CONDITIONS:

- ON THE RIGHT HAND SIDE OF THE GRAPH, CHOOSE THE RELEVANT AIRCRAFT WEIGHT (560 t),
 - FROM THIS POINT DRAW A PARALLEL LINE TO THE REQUIRED SLOPE PERCENTAGE (1.5%),
 - FROM THE POINT OBTAINED DRAW A STRAIGHT HORIZONTAL LINE UNTIL No. OF ENGINES AT IDLE = 2,
 - FROM THIS POINT DRAW A STRAIGHT HORIZONTAL LINE TO THE DRAWBAR PULL AXIS,
 - THE Y-COORDINATE OBTAINED IS THE NECESSARY DRAWBAR PULL FOR THE TRACTOR (34.4 t),
 - SEARCH THE INTERSECTION WITH THE "WET CONCRETE" LINE.
- THE OBTAINED X-COORDINATE IS THE RECOMMENDED MINIMUM TRACTOR WEIGHT (60.4 t).

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Ground Towing Requirements
Ground Towing Requirements A380-800 Models
FIGURE 1

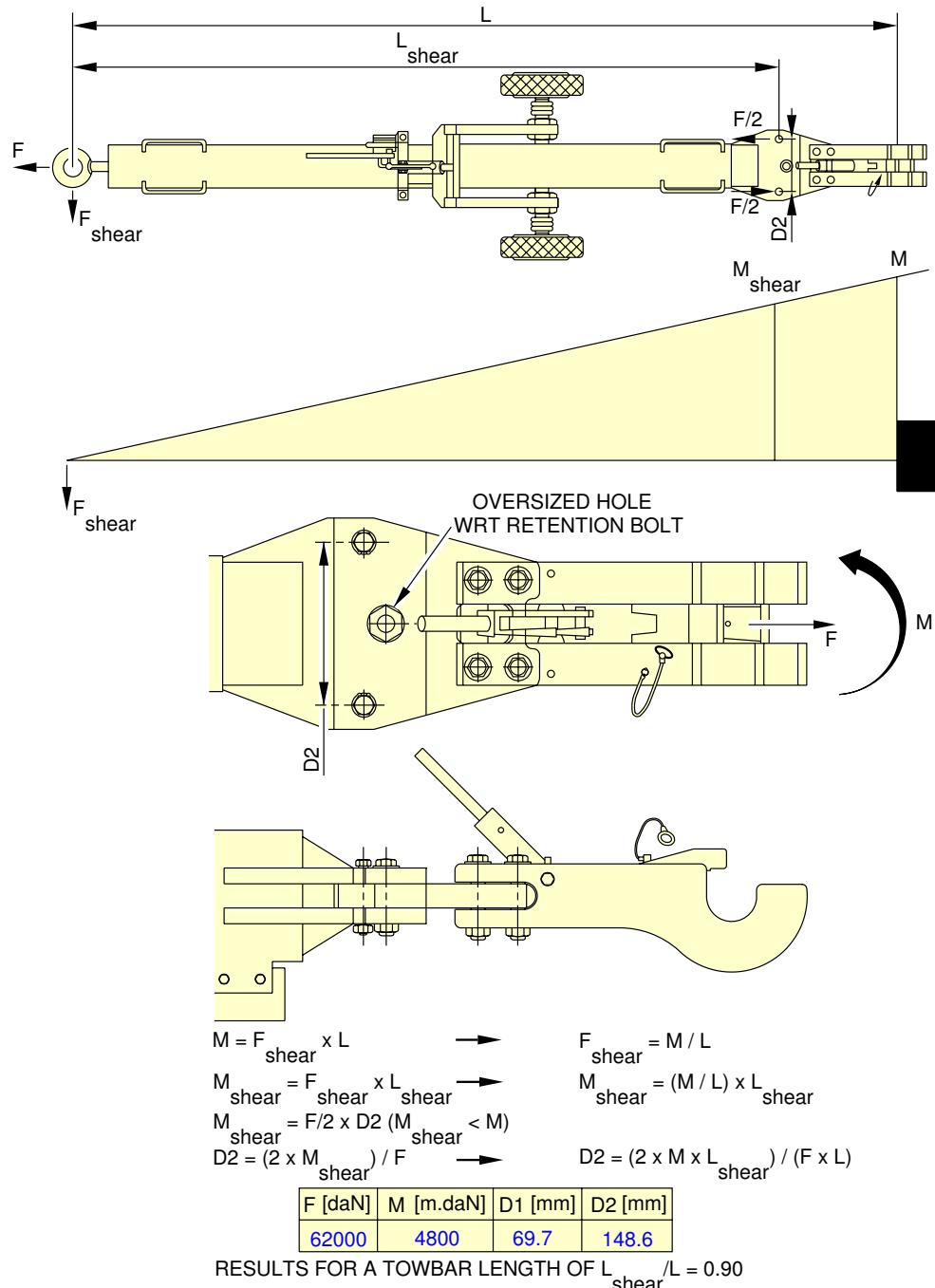
**ON A/C A380-800 Models A380-800F Models



Ground Towing Requirements
Typical Tow Bar configuration 1
FIGURE 2

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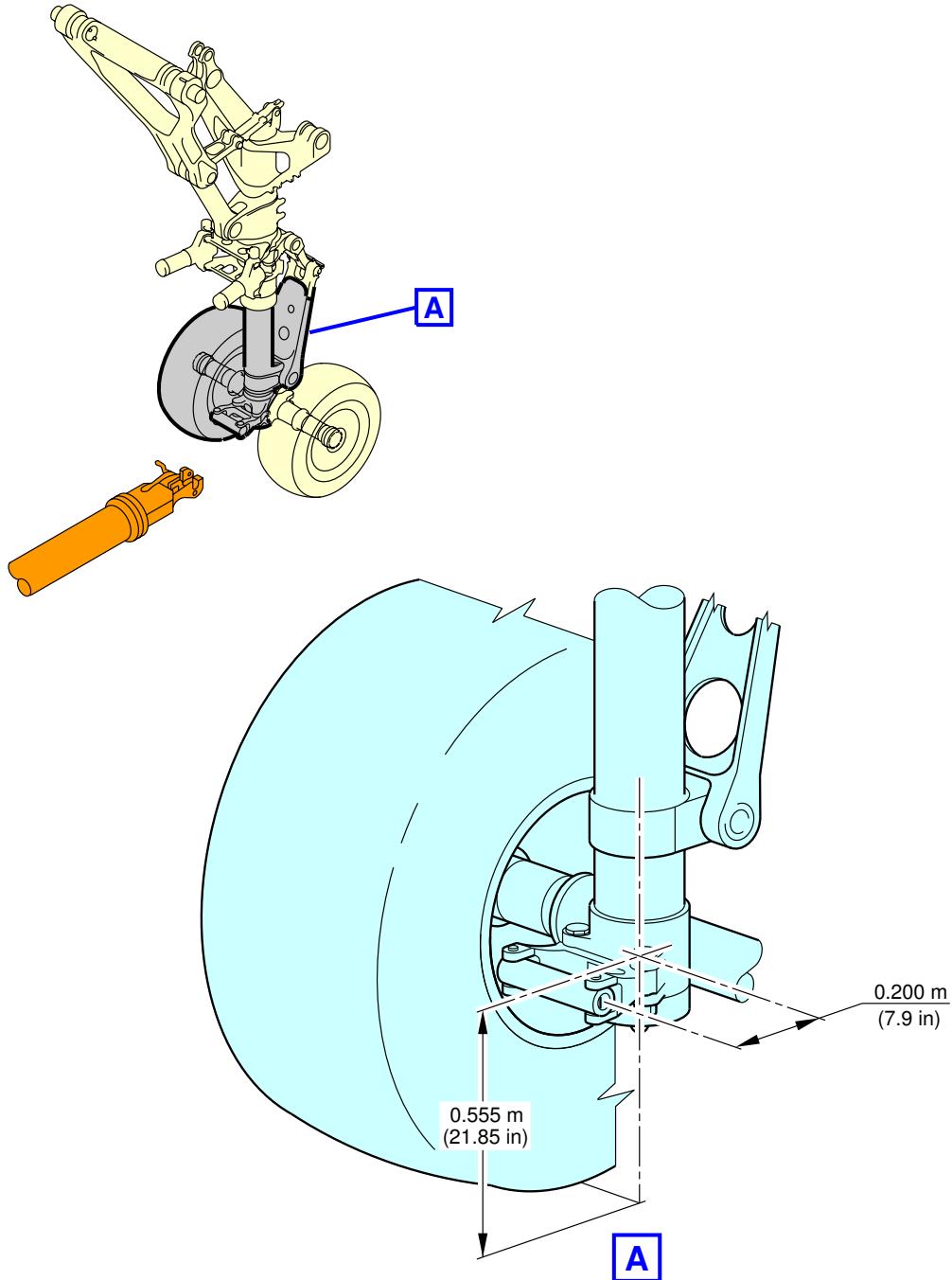
**ON A/C A380-800 Models A380-800F Models



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Ground Towing Requirements
Typical Tow Bar configuration 2
FIGURE 3

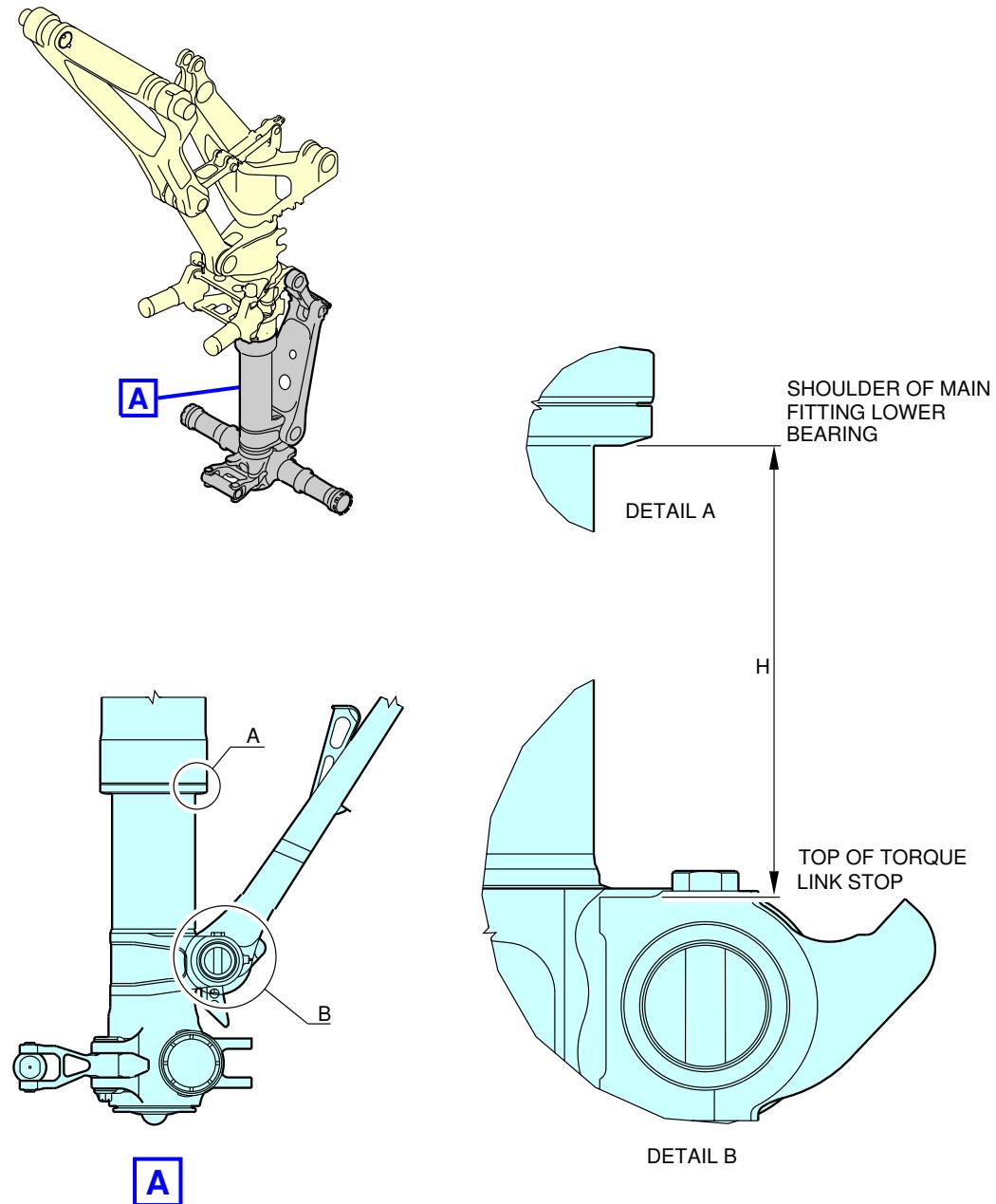
**ON A/C A380-800 Models A380-800F Models



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Ground Towing Requirements
Nose Gear Towing Fittings
FIGURE 4

**ON A/C A380-800 Models A380-800F Models



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Ground Towing Requirements
Maximum Extension of the NLG Shock Absorber
FIGURE 5

OPERATING CONDITIONS

6-1-0 Engine Exhaust Velocities and Temperatures

**ON A/C A380-800 Models A380-800F Models

Engine Exhaust Velocities and Temperatures

1. General

This section shows the estimated engine exhaust efflux velocity and temperature contours for Maximum Take-off, Breakaway and Idle conditions for the A380 engine models.

Contours are available for both Rolls-Royce's Trent 900 engine and the Engine Alliance's GP7200 engine.

The Maximum Take-off data are presented at the maximum thrust rating for all the A380 engine models, including the A380-800F Freighter version. Therefore, contours hereafter include contours of the A380-800 Passenger version.

The Breakaway data are presented at a rating corresponding to the minimum thrust level required to initiate movement of an A380-800F model at its maximum ramp weight from static position and on uphill ground.

The Idle data are directly provided by the engine manufacturers.

In the charts, longitudinal distances are measured from the inboard engine core nozzle exit station, while lateral distances are measured from the aircraft fuselage centreline.

A. Data from Rolls-Royce's Trent 900:

The estimated efflux data are presented at ISA+15 °C (30 °C), Sea Level Static and negligible wind conditions.

The analysis assumes that the core and bypass streams are fully mixed and calculates the jet behaviour in free, still air and therefore does not take into account effects such as on-wing installation, ground entrainment and ambient wind conditions.

Velocity contours are presented at 50 ft/s (15 m/s), 100 ft/s (30 m/s) and 150 ft/s (46 m/s), while temperature contours are presented at 104 °F (40 °C), 122 °F (50 °C) and 172 °F (60 °C).

B. Data from Engine Alliance's GP7200:



AIRPLANE CHARACTERISTICS

The estimated efflux data are presented at ISA+15 °C (30 °C), Sea Level Static with 20 kt headwind. It also assumed ground plane and proximity effects. Velocity contours are presented at 35 MPH (15 m/s), 65 MPH (30 m/s) and 105 MPH (46 m/s), while temperature contours are presented at 122 °F (50 °C), 212 °F (100 °C) and 392 °F (200 °C). Engine Alliance strongly recommends that jet blast studies using their contours include the effect of a 20-knot headwind.



AIRPLANE CHARACTERISTICS

6-1-1 Engine Exhaust Velocities - Ground Idle Power

**ON A/C A380-800 Models A380-800F Models

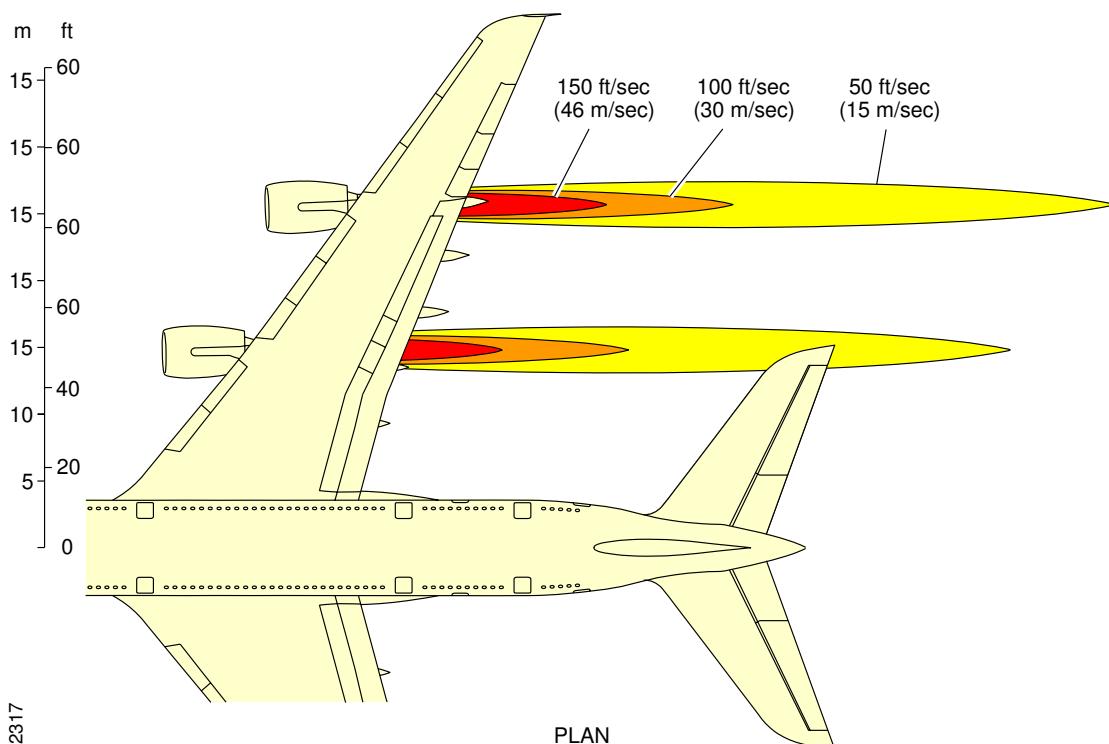
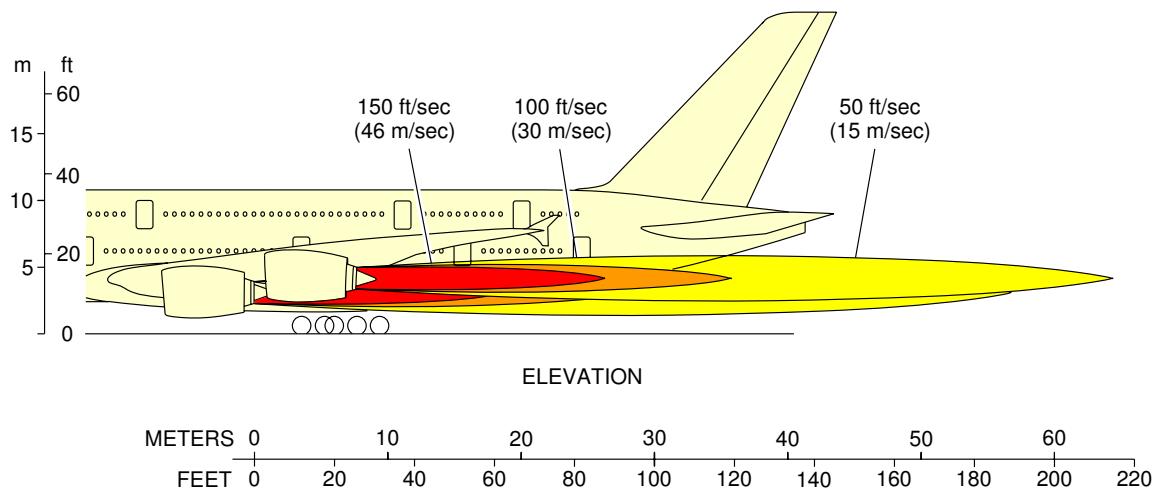
Engine Exhaust Velocities - Ground Idle Power

1. This section gives engine exhaust velocities at ground idle power.

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models



deh0002317

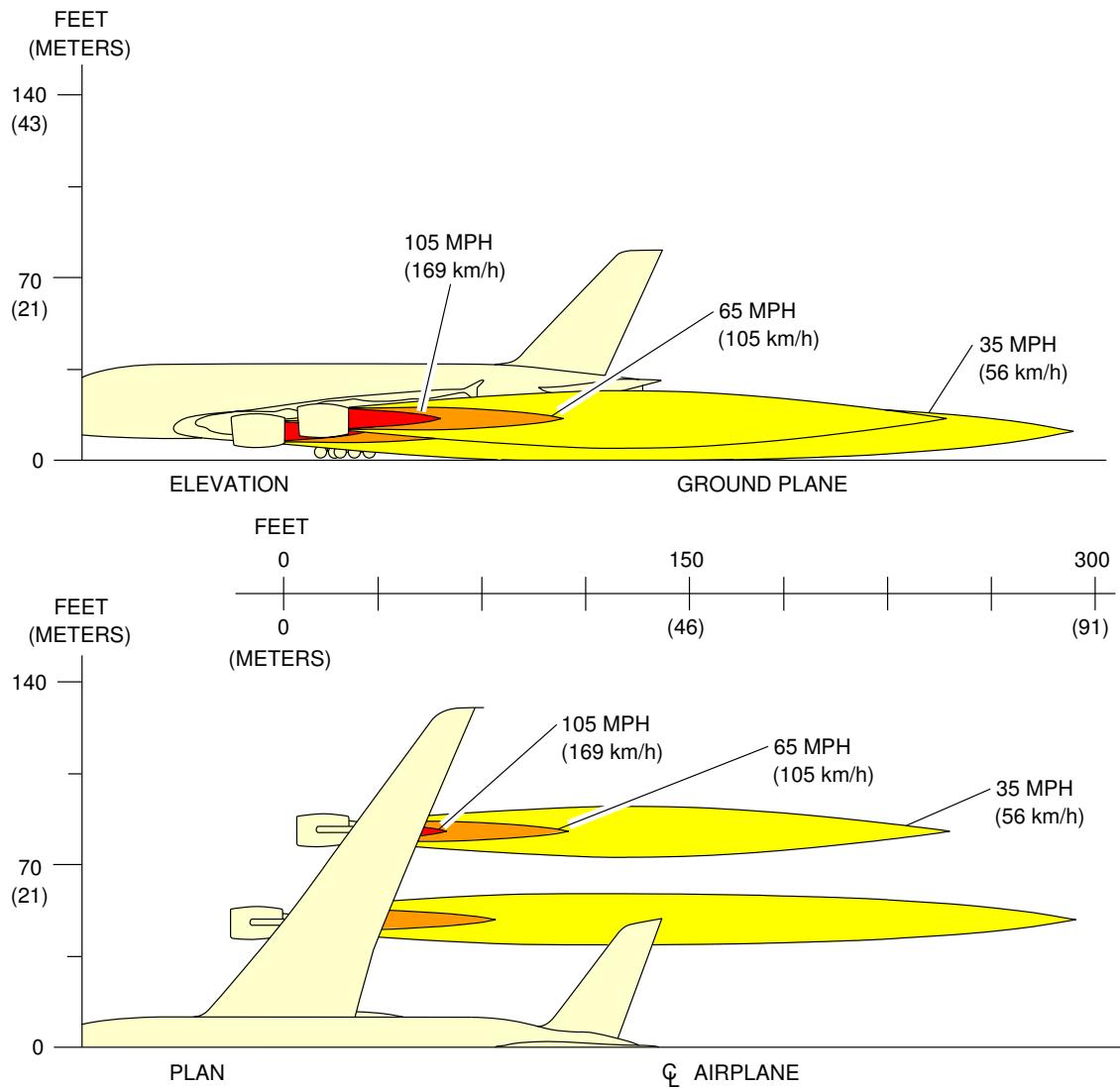
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Engine Exhaust Velocities
Ground Idle Power - TRENTR 900 Engines
FIGURE 1

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models



E-00224 (0207)
PW V

NOTE: ALL VELOCITY VALUES ARE IN STATUE MILES PER HOUR.

CONVERSION FACTOR

1 MPH = 1.6 km/h

DANGER (KEEP OUT) ZONES ≥ 35 MPH

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Engine Exhaust Velocities
Ground Idle Power - GP 7200 Engines
FIGURE 2



AIRPLANE CHARACTERISTICS

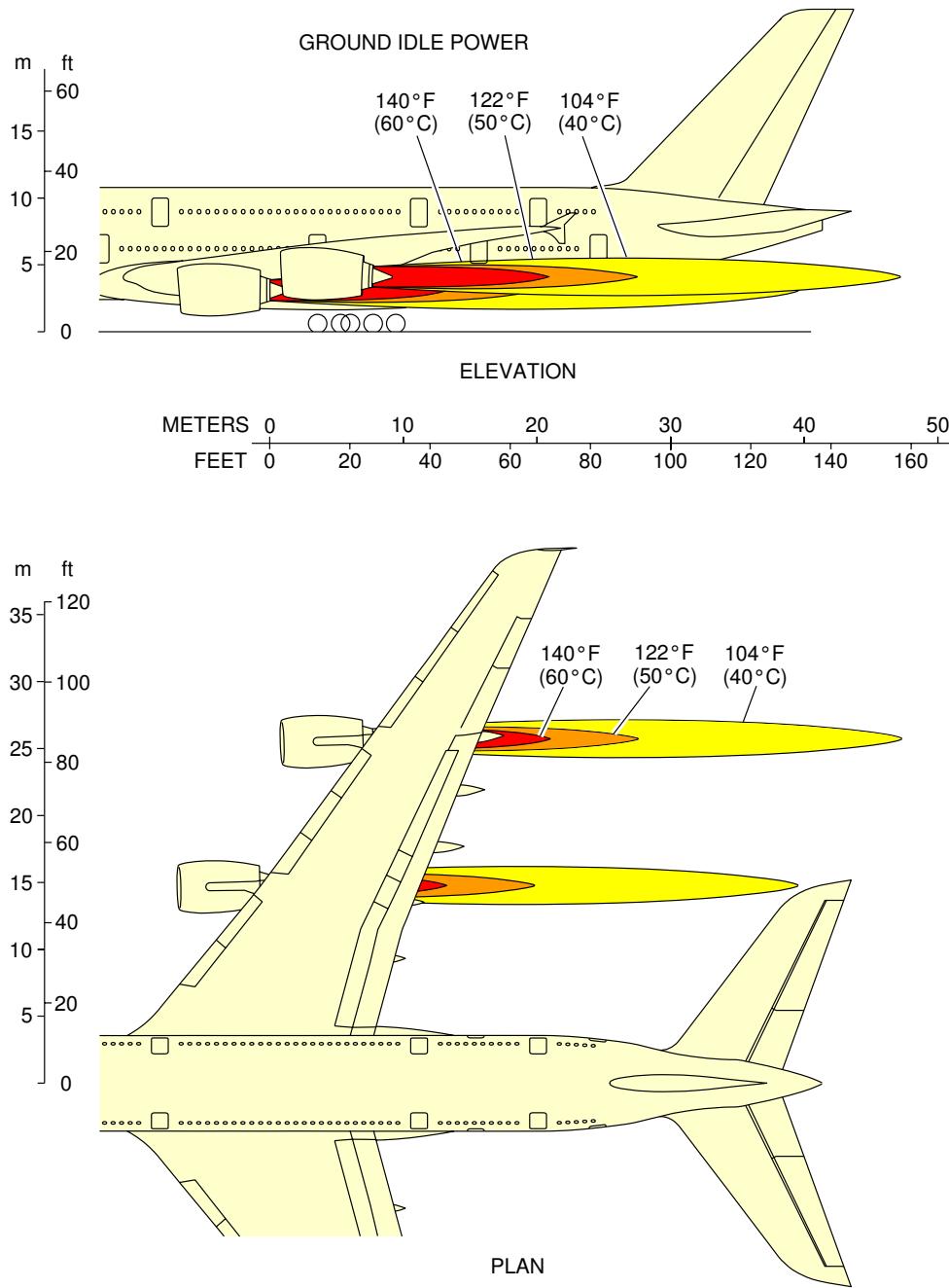
6-1-2 Engine Exhaust Temperatures - Ground Idle Power

**ON A/C A380-800 Models A380-800F Models

Engine Exhaust Temperatures - Ground Idle Power

1. This section gives engine exhaust temperatures at ground idle power.

**ON A/C A380-800 Models A380-800F Models



deh002316

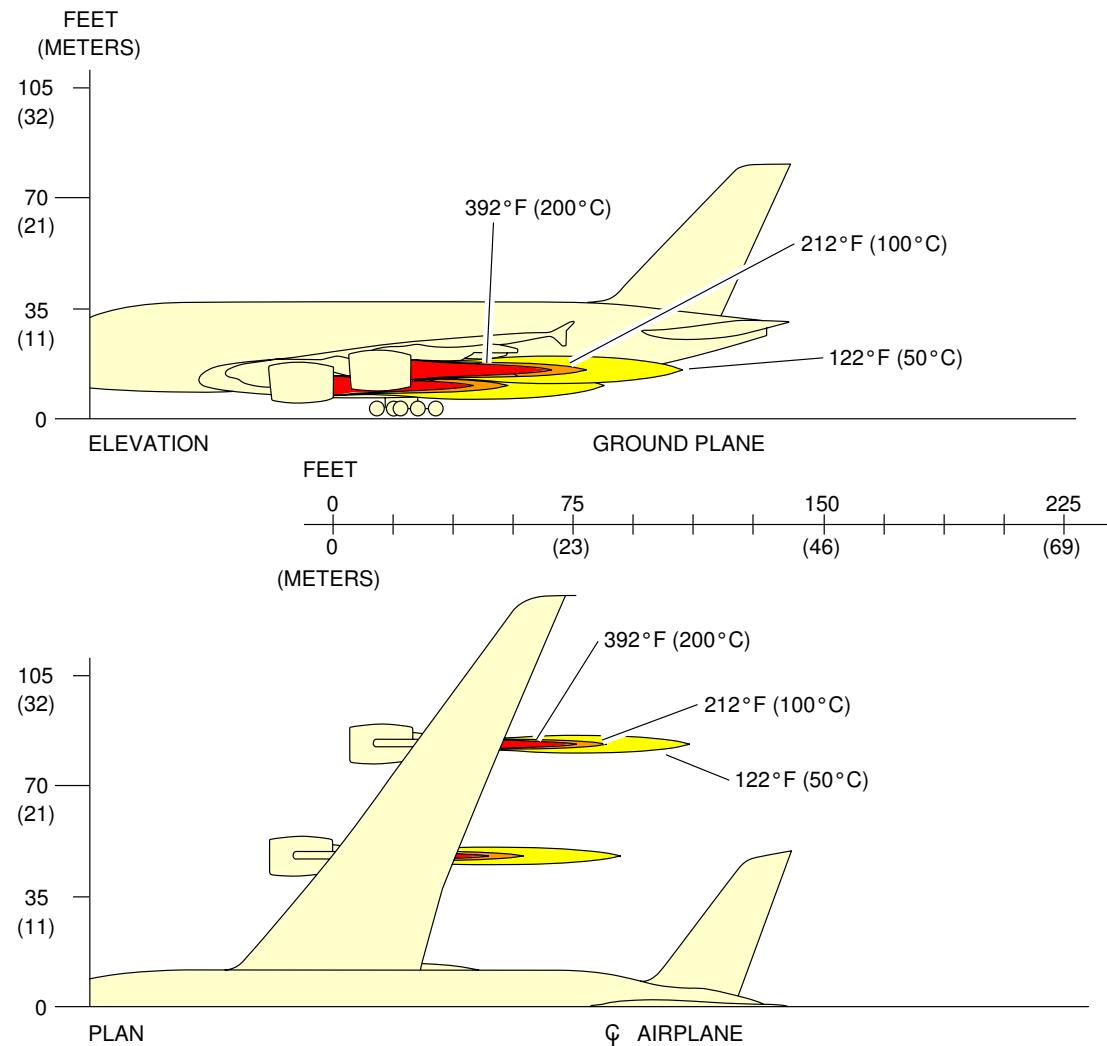
L_AC_060102_1_0010101_01_01

Engine Exhaust Temperatures
Ground Idle Power - TRENNT 900 Engines
FIGURE 1

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models



NOTE: ALL TEMPERATURES ARE IN FAHRENHEIT (CELSIUS).

E-00226 (0207)
PW V

L_AC_060102_1_0020101_01_01

Engine Exhaust Temperatures
Ground Idle Power - GP 7200 Engines
FIGURE 2



AIRPLANE CHARACTERISTICS

6-1-3 Engine Exhaust Velocities - Breakaway Power

**ON A/C A380-800 Models A380-800F Models

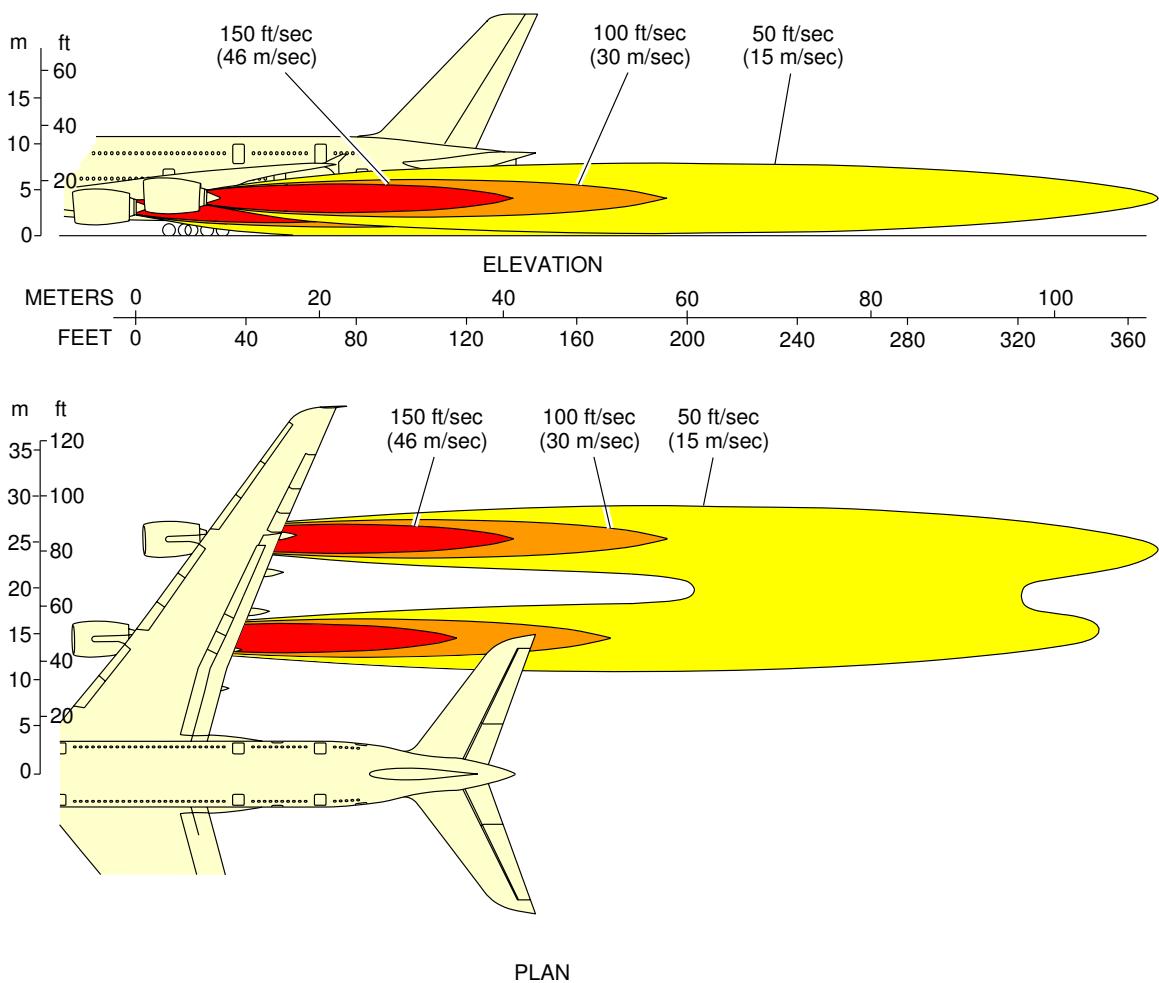
Engine Exhaust Velocities - Breakaway Power

1. This section gives engine exhaust velocities at breakaway power.

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models



deh0002319

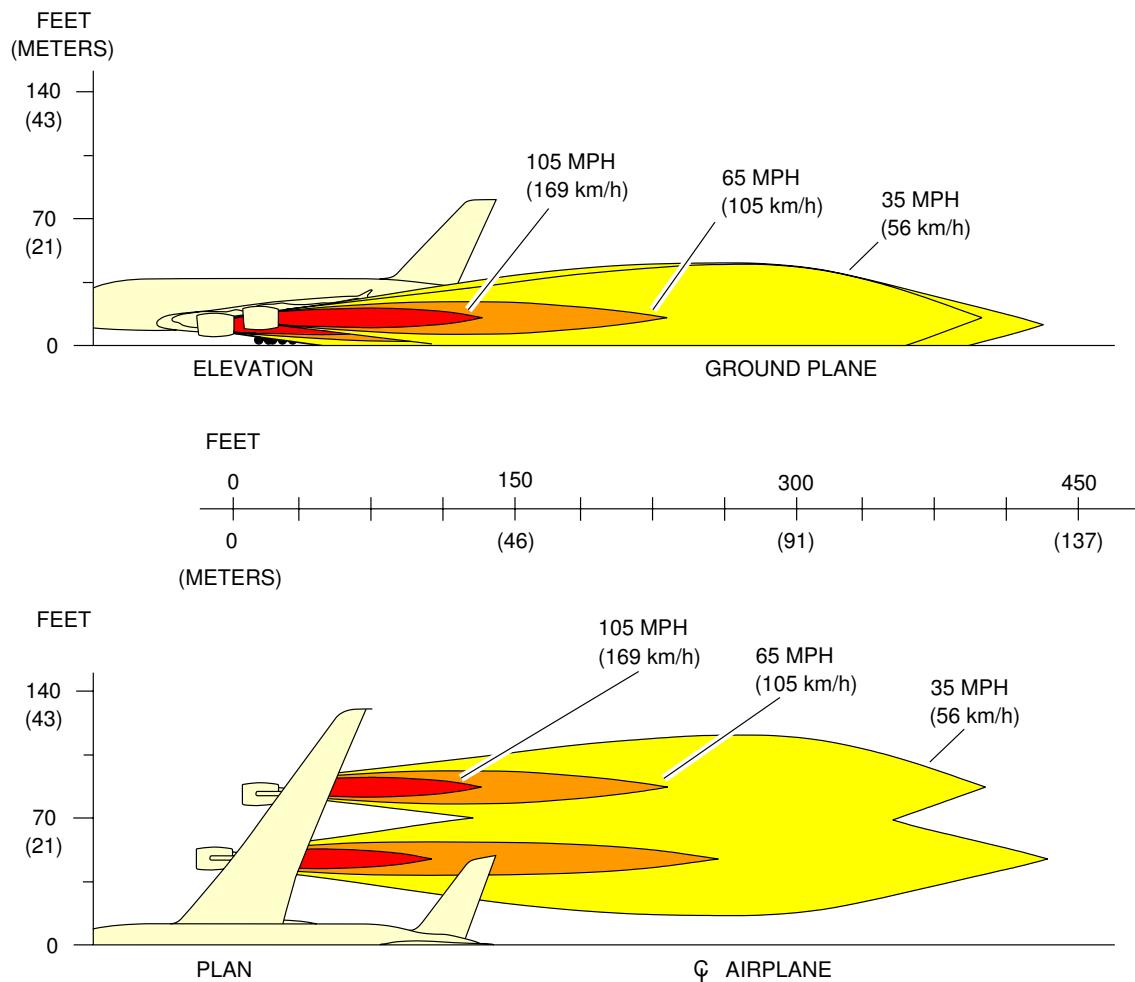
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Engine Exhaust Velocities
Breakaway Power - TRENTR 900 Engines
FIGURE 1

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models



PW V
E-02200 (0207)

NOTE: ALL VELOCITY VALUES ARE IN STATUE MILES PER HOUR.

CONVERSION FACTOR

1 MPH = 1.6 km/h

DANGER (KEEP OUT) ZONES \geq 35 MPH

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Engine Exhaust Velocities
Breakaway Power - GP 7200 Engines
FIGURE 2



AIRPLANE CHARACTERISTICS

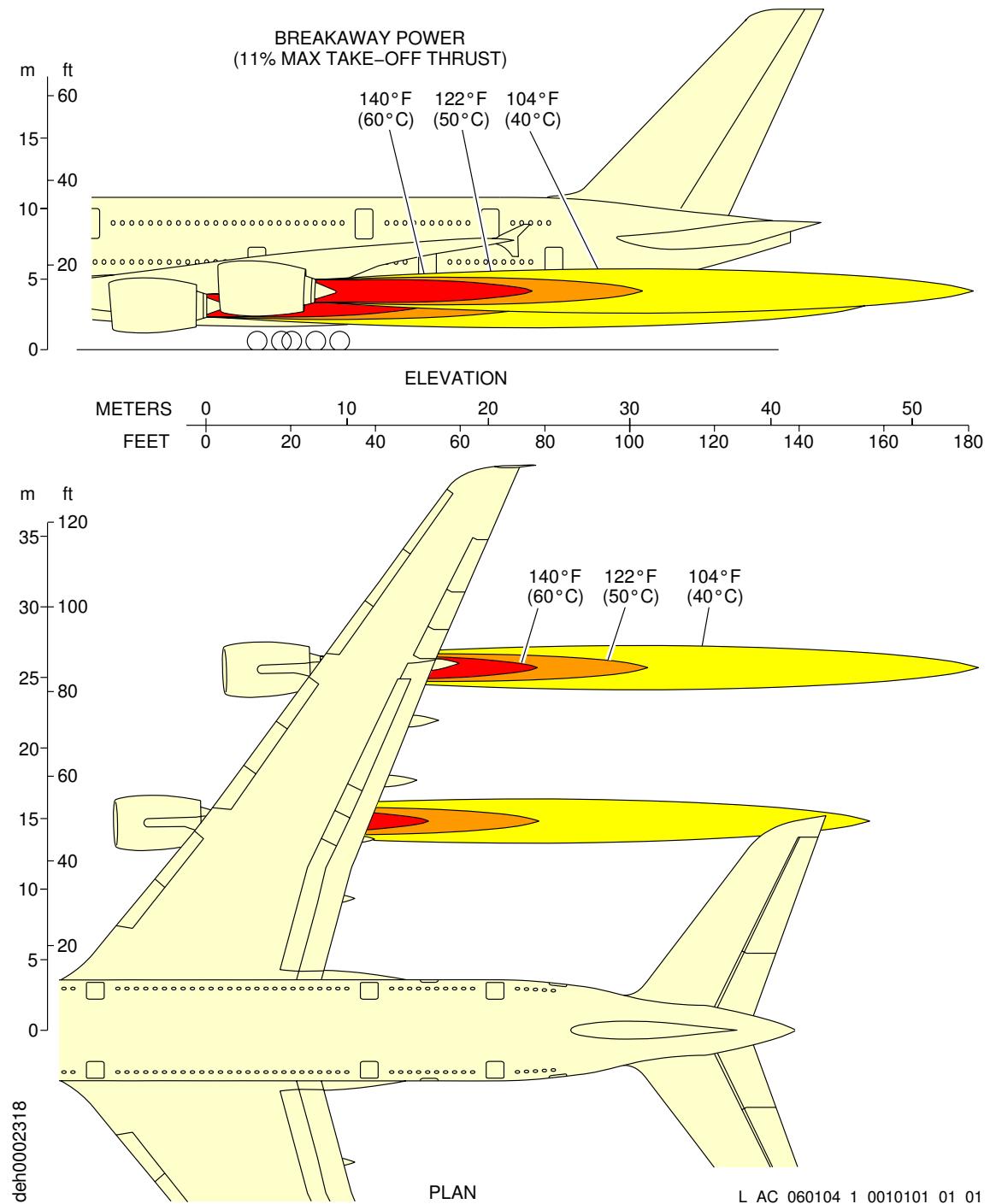
6-1-4 Engine Exhaust Temperatures - Breakaway Power

**ON A/C A380-800 Models A380-800F Models

Engine Exhaust Temperatures - Breakaway Power

1. This section gives engine exhaust temperatures at breakaway power.

**ON A/C A380-800 Models A380-800F Models



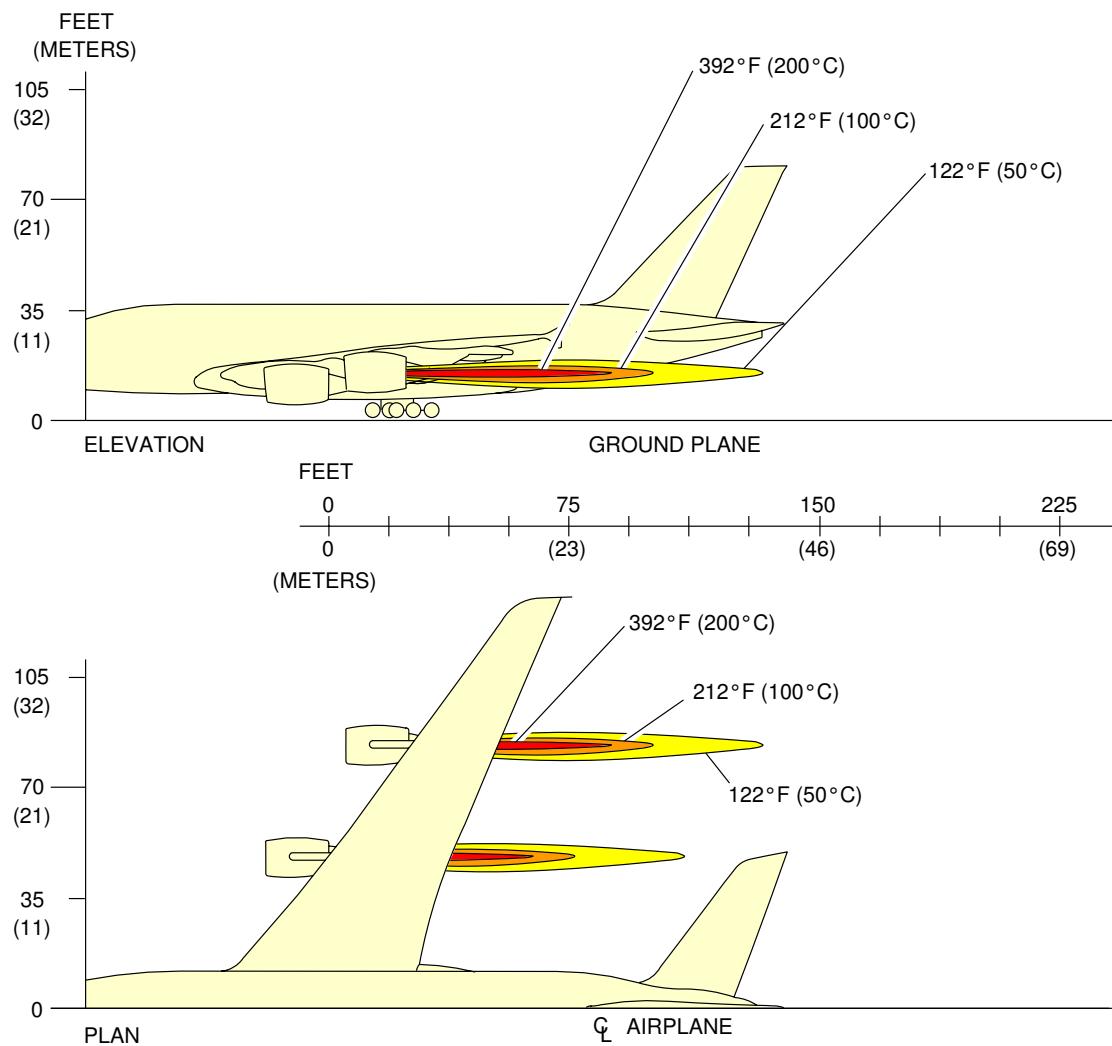
Engine Exhaust Temperatures
Breakaway Power - TRENTE 900 Engines
FIGURE 1

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models

E-02201 (0805)
PW V



NOTE : ALL TEMPERATURES ARE IN FAHRENHEIT (CELSIUS).

L_AC_060104_1_0020101_01_00

Engine Exhaust Temperatures
Breakaway Power - GP 7200 Engines
FIGURE 2



AIRPLANE CHARACTERISTICS

6-1-5 Engine Exhaust Velocities - Max Take-off Power

**ON A/C A380-800 Models A380-800F Models

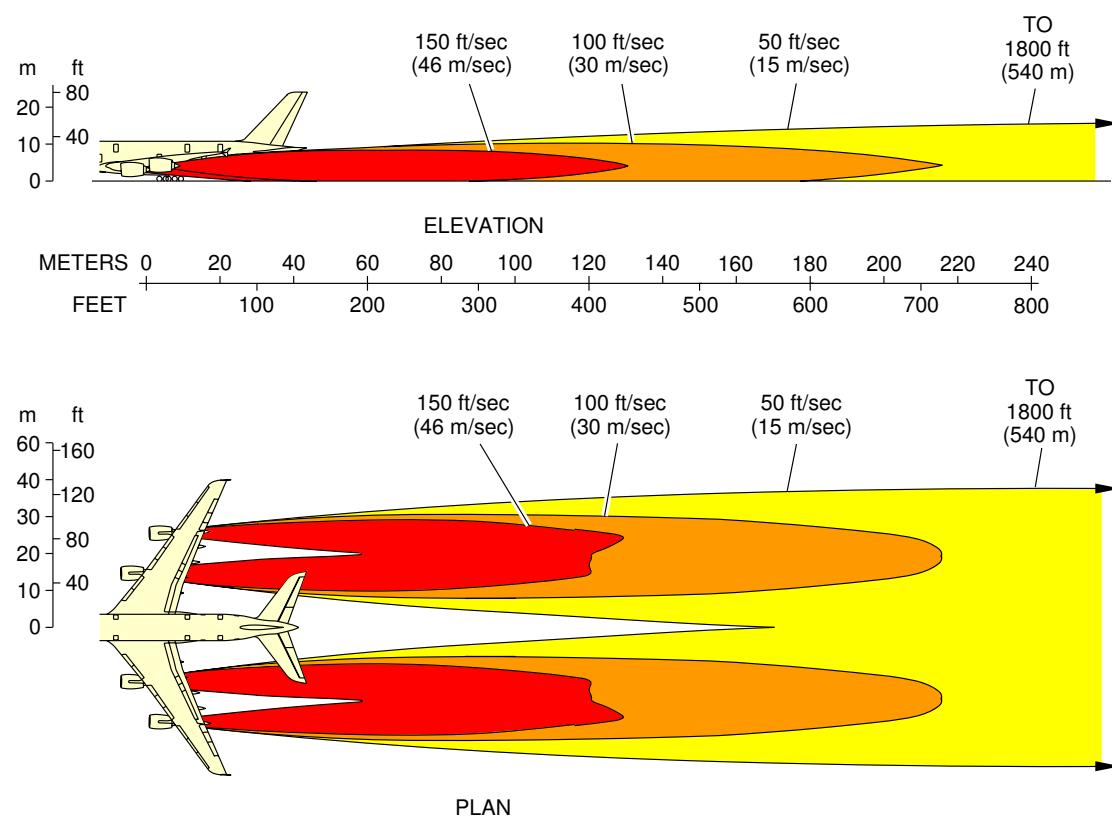
Engine Exhaust Velocities - Max Take-off Power

1. This section gives engine exhaust velocities at max take-off power.

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models



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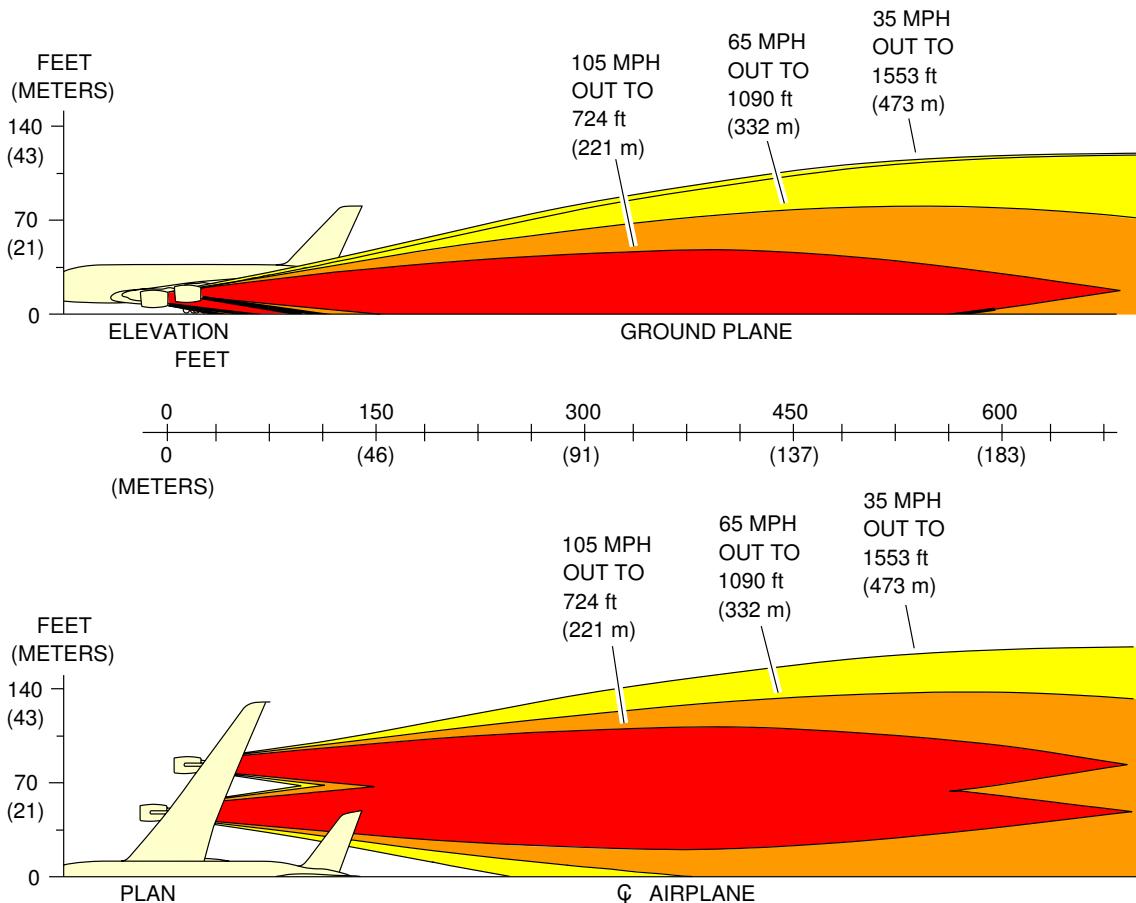
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Engine Exhaust Velocities
Max. Take-Off Power - TRENTE 900 Engines
FIGURE 1

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models



E-00225 (0207)
PWV

NOTE: ALL VELOCITY VALUES ARE IN STATUE MILES PER HOUR.

CONVERSION FACTOR

1 MPH = 1.6 km/h

DANGER (KEEP OUT) ZONES \geq 35 MPH

L_AC_060105_1_0020101_01_01

Engine Exhaust Velocities
Max. Take-Off Power - GP 7200 Engines
FIGURE 2



AIRPLANE CHARACTERISTICS

6-1-6 Engine Exhaust Temperatures - Max Take-off Power

**ON A/C A380-800 Models A380-800F Models

Engine Exhaust Temperatures - Max Take-off Power

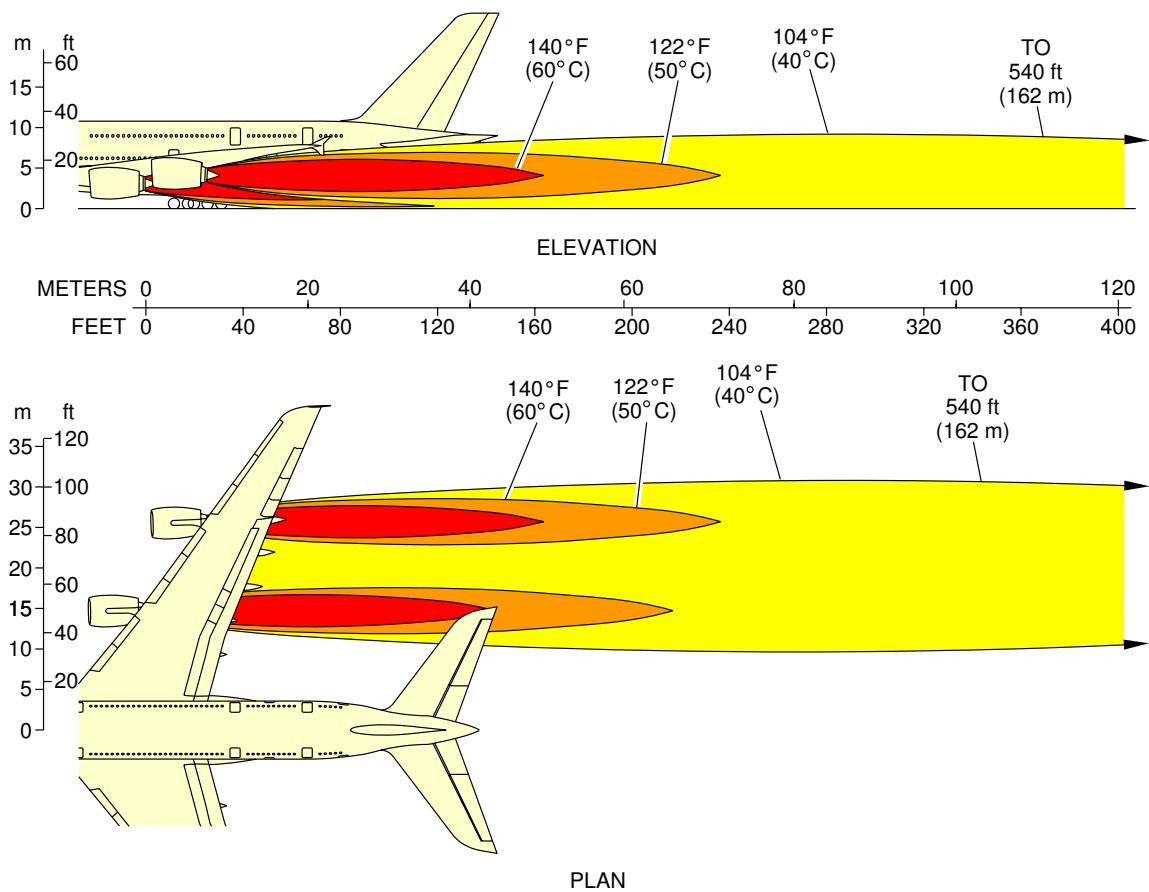
1. This section gives engine exhaust temperatures at max take-off power.

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models

MAX TAKE-OFF POWER



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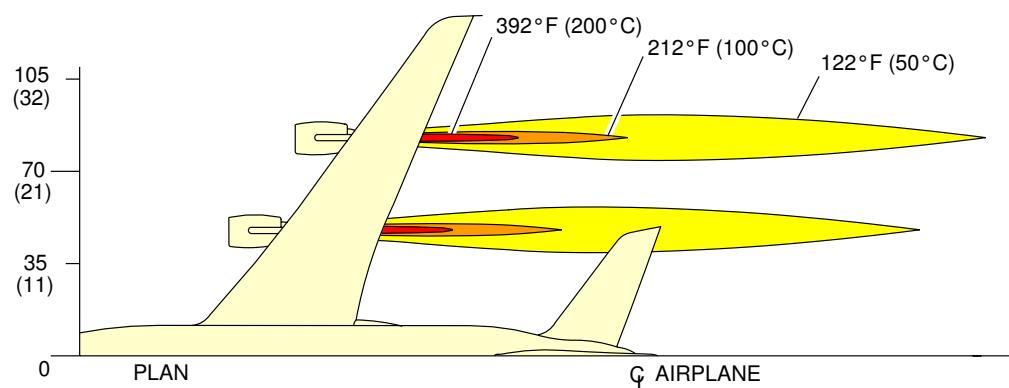
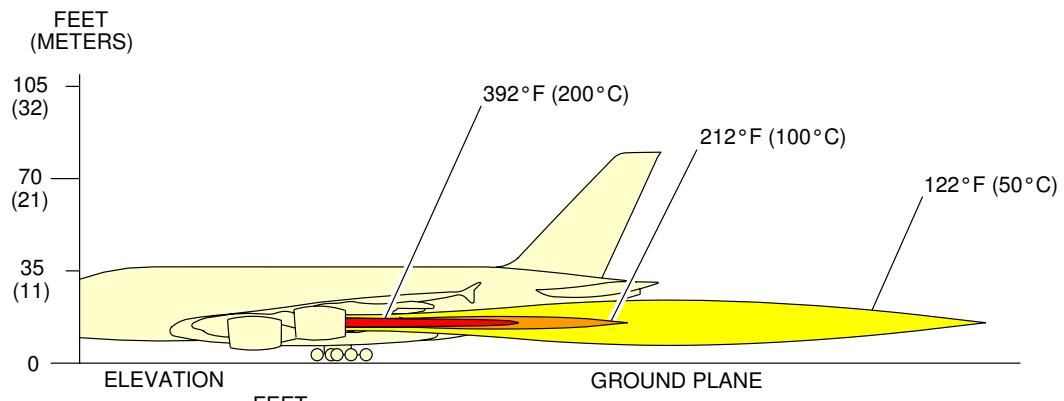
Engine Exhaust Temperatures
Max Take-Off Power - TRENTE 900 Engines
FIGURE 1

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models

E-00227 (0704)
PW V



NOTE : ALL TEMPERATURES ARE IN FAHRENHEIT (CELSIUS).

L_AC_060106_1_0020101_01_00

Engine Exhaust Temperatures
Max Take-Off Power - GP 7200 Engines
FIGURE 2



AIRPLANE CHARACTERISTICS

6-2-0 Airport and Community Noise Data

**ON A/C A380-800 Models A380-800F Models

Airport and Community Noise Data

1. Airport and Community Noise Data

6-2-1 Airport and Community Noise Data

**ON A/C A380-800 Models A380-800F Models

Airport and Community Noise Data

1. RR TRENT 900 Engines

A. Description of Test Conditions

The arc of circle (radius = 60m), with microphones 1.2 m high, is centered on the position of the noise reference point.

A.P.U. : off ; E.C.S. : Packs off.

B. Meteorological Data

The meteorological parameters measured 1.6 m from the ground on the day of test were as follows:

- Temperature: 32 °C
- Relative humidity: 31%
- Atmospheric pressure: 996 hPa
- Wind speed: Negligible
- No rain

2. EA GP7200 Engines

A. Description of Test Conditions

The arc of circle (radius = 60m), with microphones 1.2 m high, is centered on the position of the noise reference point.

A.P.U. : off ; E.C.S. : Packs off.

B. Meteorological Data

The meteorological parameters measured 1.6 m from the ground on the day of test were as follows:

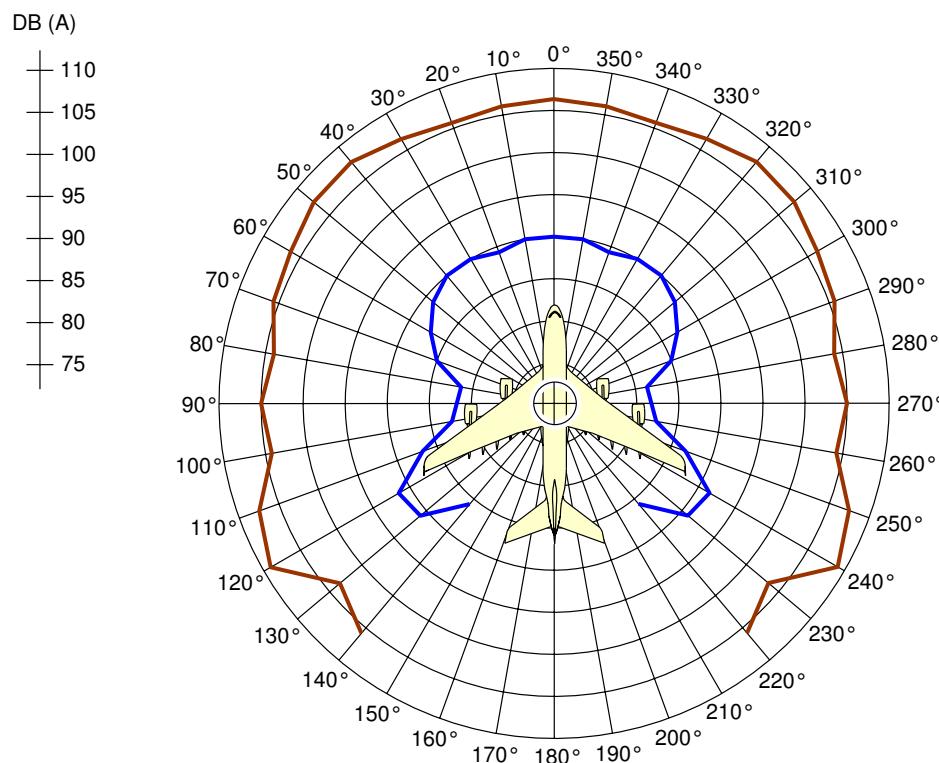
- Temperature: 12 °C
- Relative humidity: 90%
- Atmospheric pressure: 1015 hPa
- Wind speed: Negligible
- No rain

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models

GROUND IDLE 4 ENGINES RUNNING	MAX THRUST POSSIBLE ON BRAKES 4 ENGINES RUNNING
—	—



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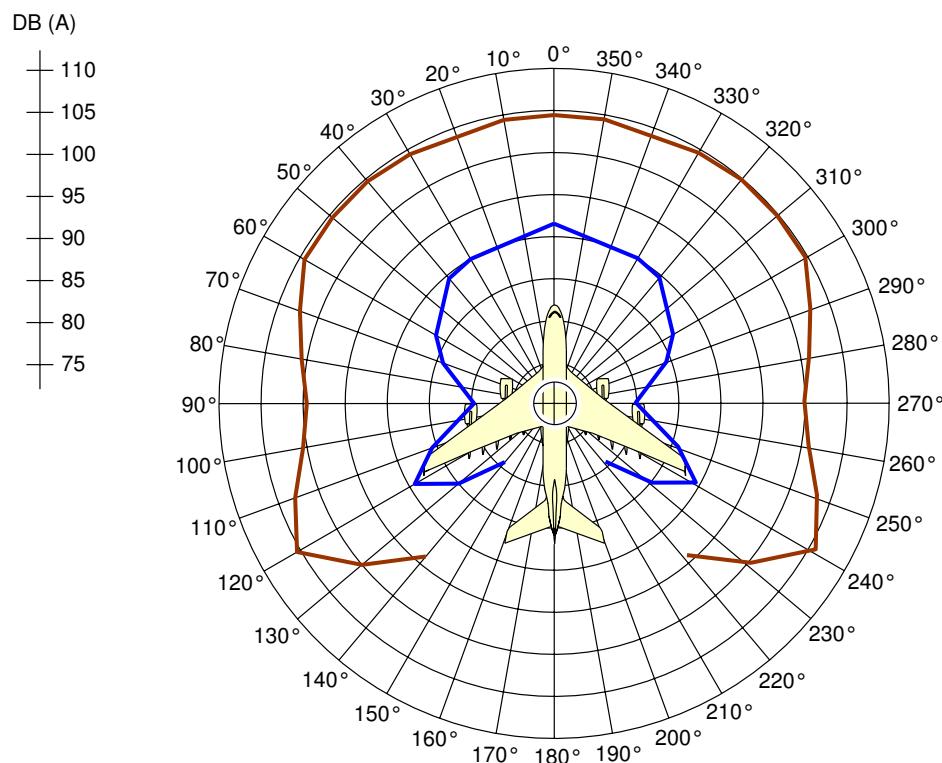
Airport and Community Noise Data
TRENT 900 Engines
FIGURE 1

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models

GROUND IDLE 4 ENGINES RUNNING	MAX THRUST POSSIBLE ON BRAKES 4 ENGINES RUNNING
	



L_AC_060201_1_0010101_01_01

Airport and Community Noise Data
GP 7200 Engines
FIGURE 2

6-3-0 Danger Areas of the Engines

**ON A/C A380-800 Models A380-800F Models

Danger Areas of the Engines

1. Danger Areas of the Engines

The intake suction danger areas, which are plotted in this chapter, correspond to very low suction velocities in order to prevent very low density objects (hat, handkerchief) from ingestion by engines. The primary aim of those danger areas is to protect the people working around the engines.

The A380 outer engines are high enough above ground to prevent the ingestion of typical loose objects, which can be found on ground at the edge of runways/taxiways paved areas (loose gravels for example), in the following conditions:

- at usual taxiway thrust (i.e. up to the breakaway power setting), even if the loose objects are below the A380 outer engines.
- at usual take-off thrust (i.e. up to the maximum take-off power setting), if the loose objects are beyond 3 meters from the A380 outer engines centreline.



AIRPLANE CHARACTERISTICS

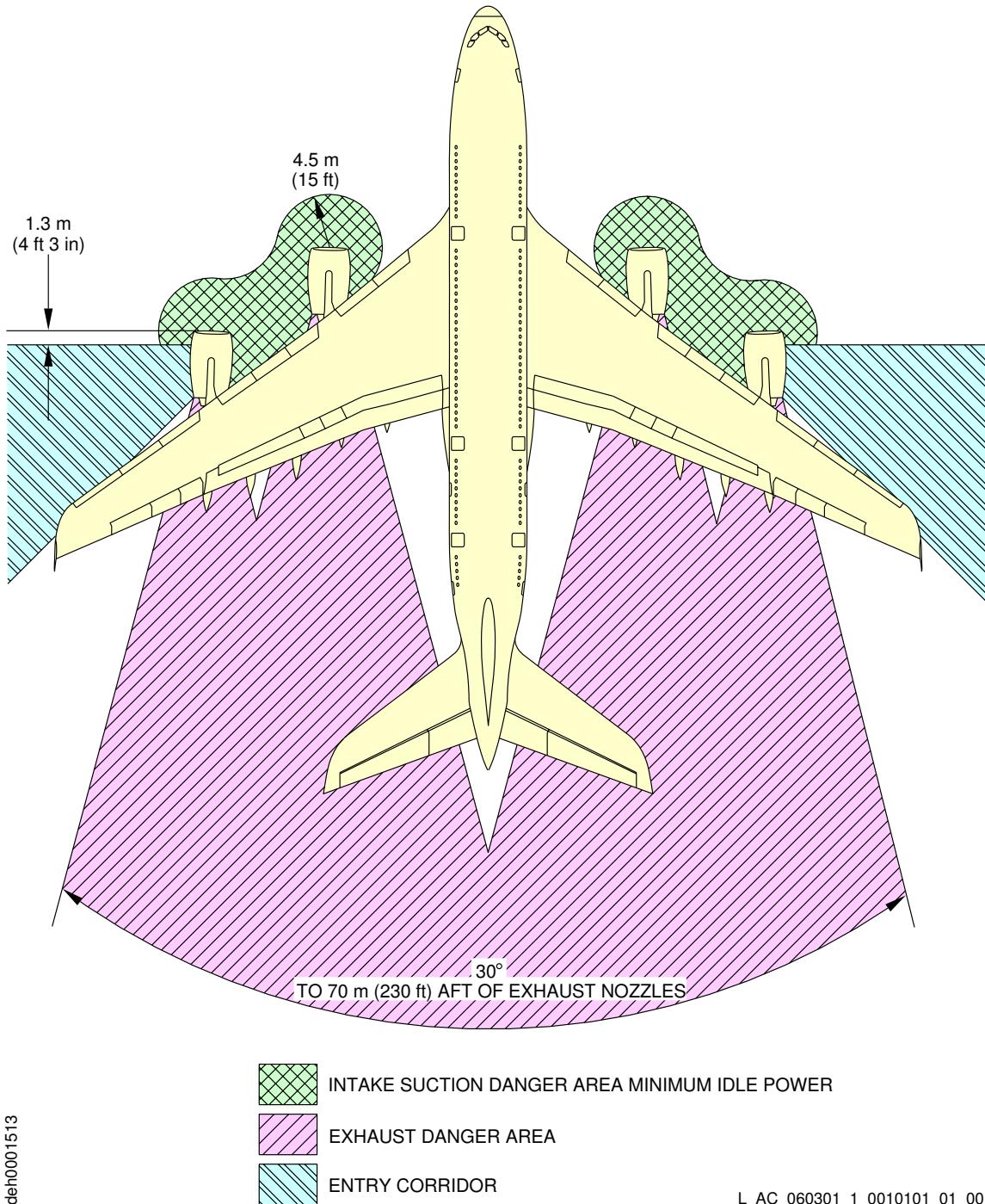
6-3-1 Danger Areas of the Engines - Ground Idle Power

**ON A/C A380-800 Models A380-800F Models

Danger Areas of the Engines - Ground Idle Power

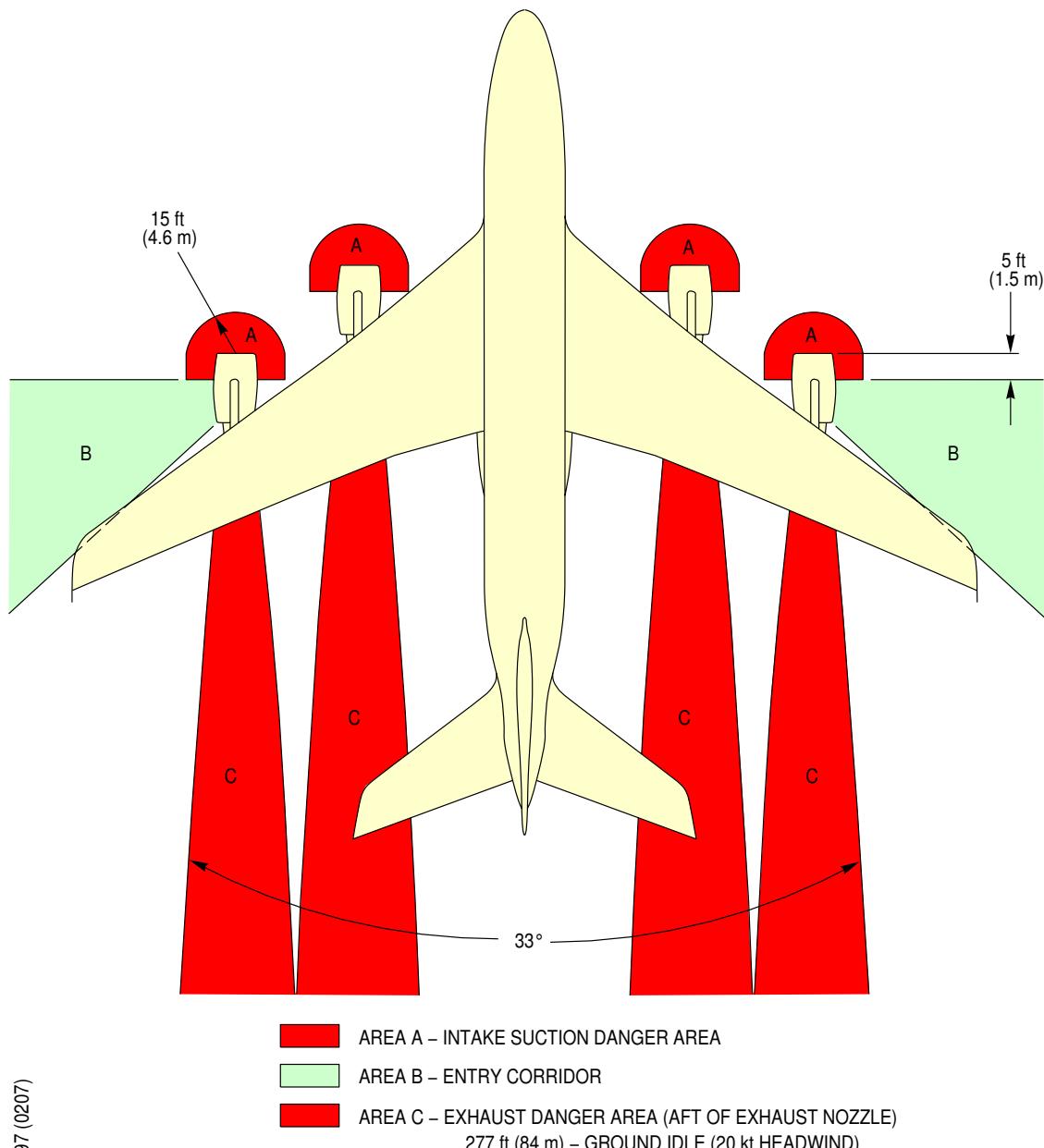
1. This section gives danger areas of the engines at ground idle power conditions.

**ON A/C A380-800 Models A380-800F Models



Danger Areas of the Engines
Ground Idle Power - TRENTE 900 Engines
FIGURE 1

**ON A/C A380-800 Models A380-800F Models



E-02197 (0207)
PW V

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Danger Areas of the Engines
Ground Idle Power - GP 7200 Engines
FIGURE 2



AIRPLANE CHARACTERISTICS

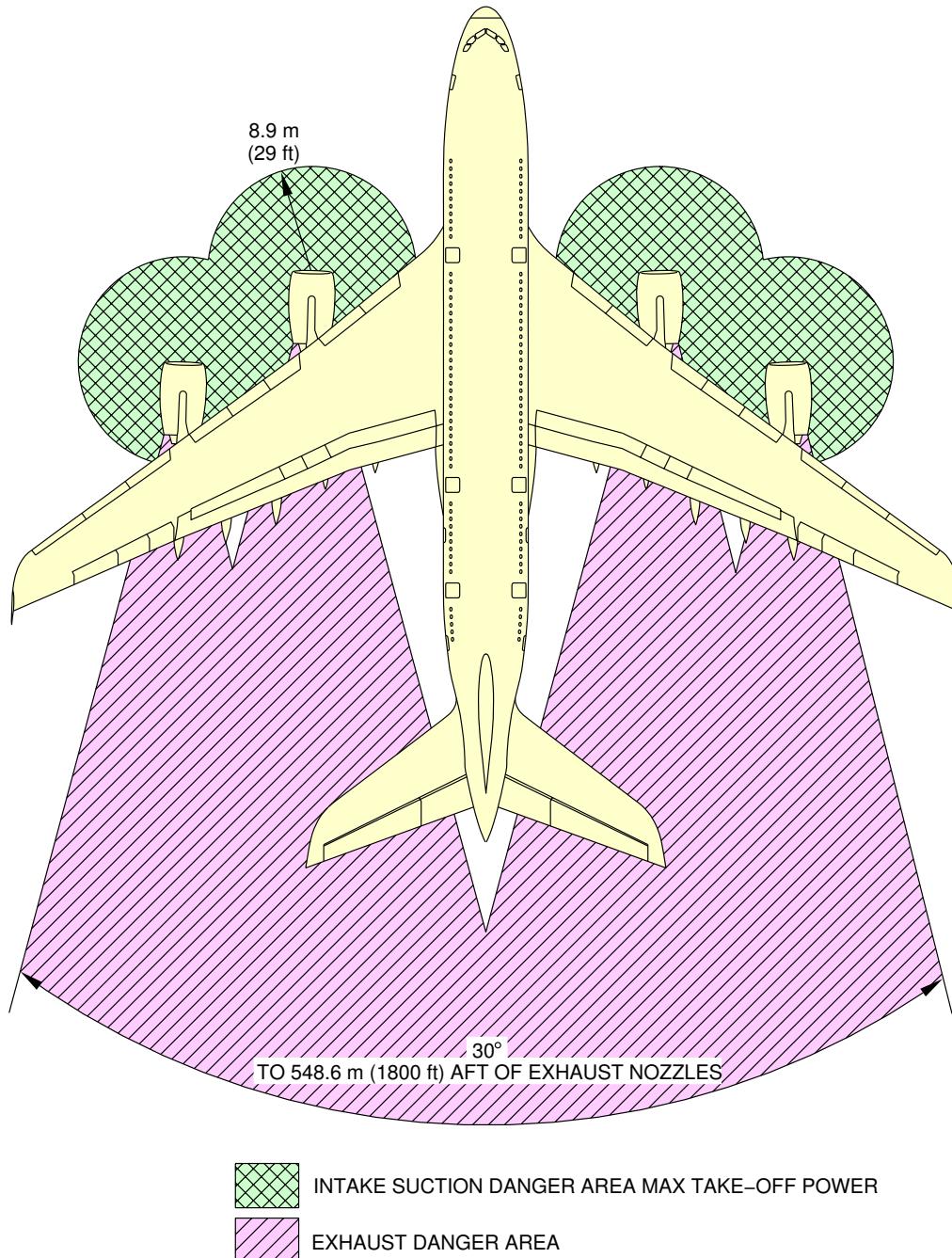
6-3-2 Danger Areas of the Engines - Max. Take-Off Power

****ON A/C A380-800 Models A380-800F Models**

Danger Areas of the Engines - Max. Take-Off Power

1. This section gives danger areas of the engines at max take-off power conditions.

****ON A/C A380-800 Models A380-800F Models**

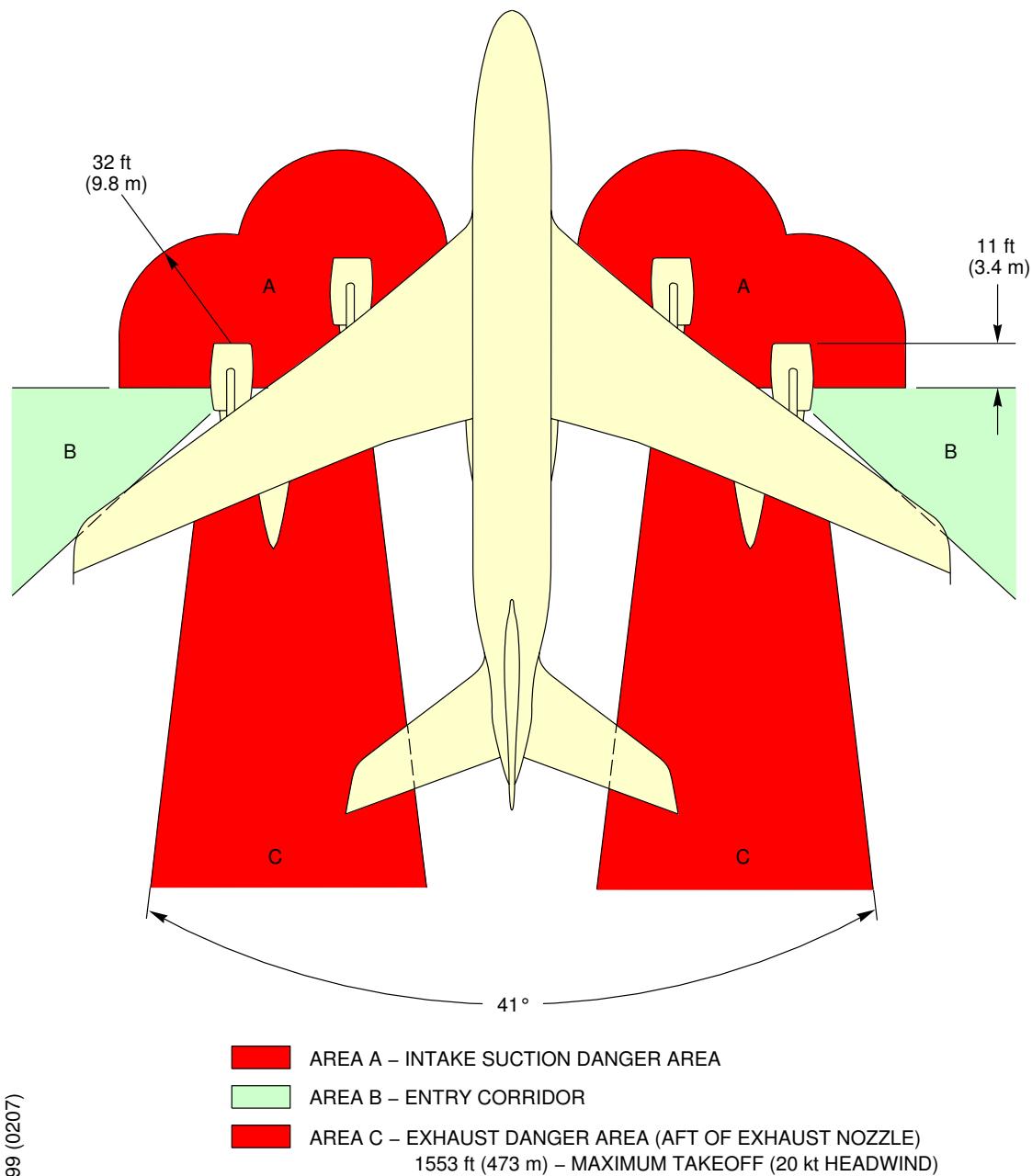


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Danger Areas of the Engines
 Max Take-Off Power - TRENTE 900 Engines
 FIGURE 1

**ON A/C A380-800 Models A380-800F Models



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Danger Areas of the Engines
Max Take-Off Power - GP 7200 Engines
FIGURE 2



AIRPLANE CHARACTERISTICS

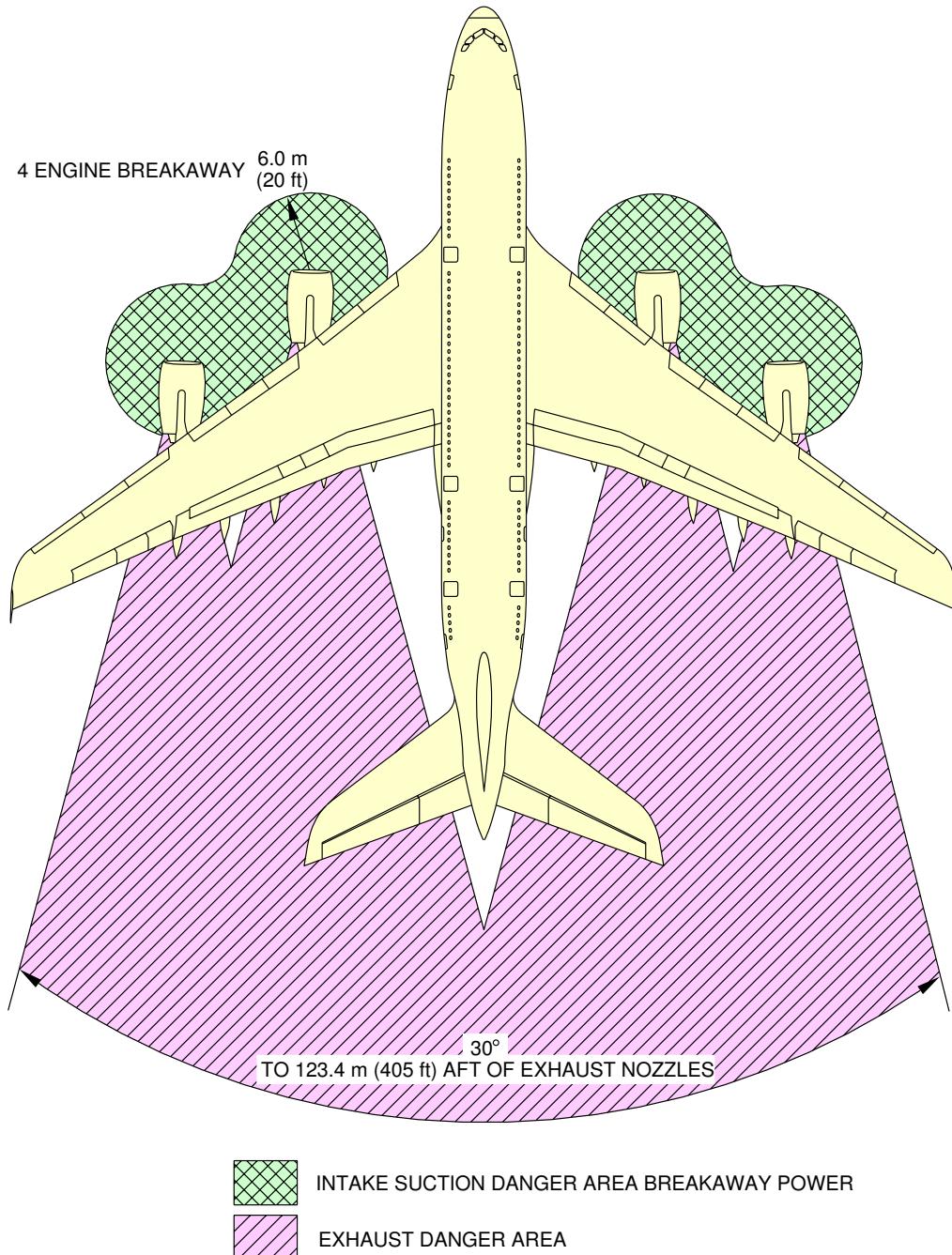
6-3-3 Danger Areas of the Engines - Breakaway Power

**ON A/C A380-800 Models A380-800F Models

Danger Areas of the Engines - Breakaway Power

1. This section gives danger areas of the engines at breakaway power.

****ON A/C A380-800 Models A380-800F Models**

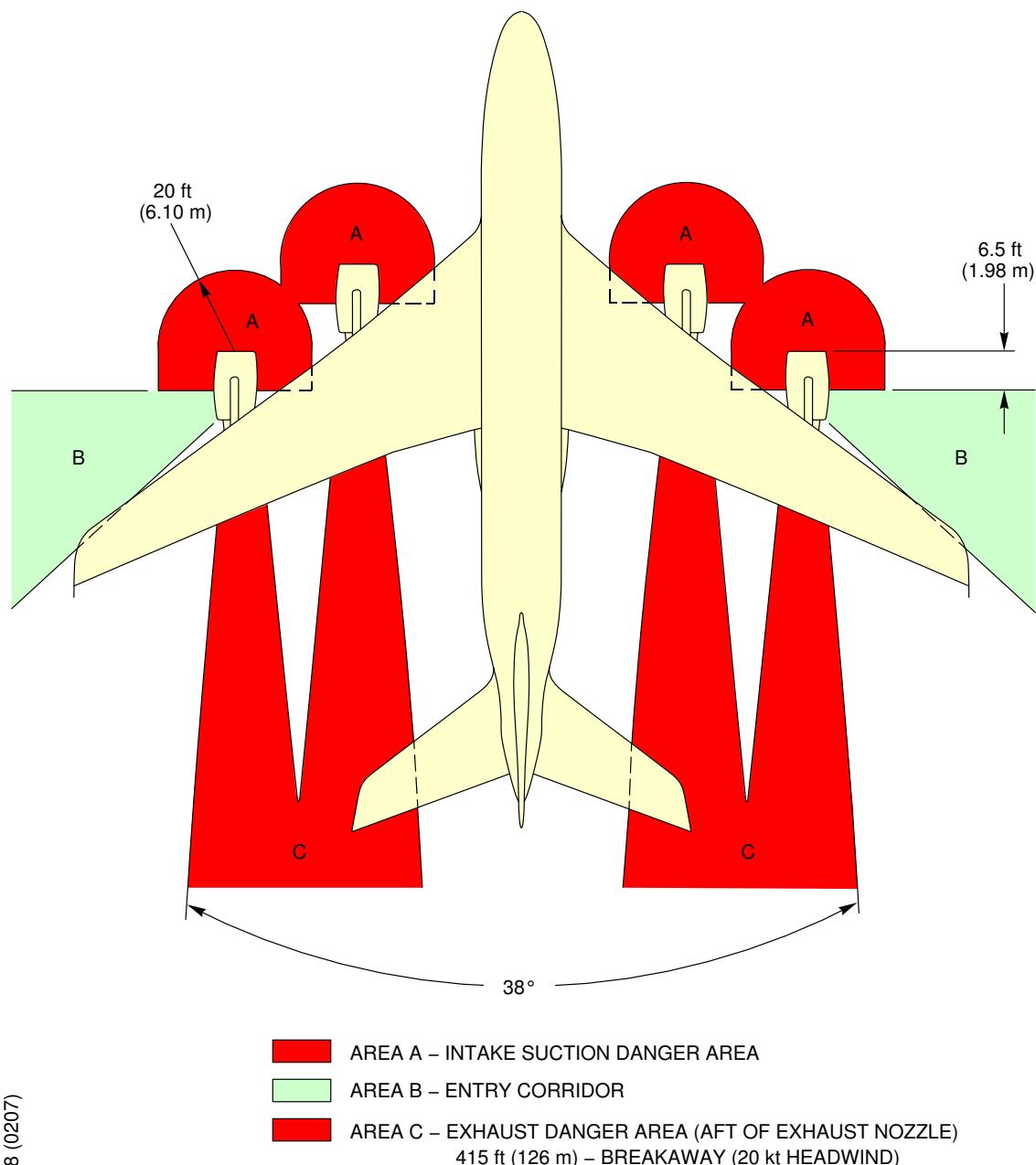


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Danger Areas of the Engines
Breakaway Power - TRENTR 900 Engines
FIGURE 1

**ON A/C A380-800 Models A380-800F Models



E-02198 (0207)
PW V

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Danger Areas of the Engines
Breakaway Power - GP 7200 Engines
FIGURE 2



AIRPLANE CHARACTERISTICS

6-4-0 APU Exhaust Velocities and Temperatures

**ON A/C A380-800 Models A380-800F Models

APU Exhaust Velocities and Temperatures

1. APU Exhaust Velocities and Temperatures



AIRPLANE CHARACTERISTICS

6-4-1 APU Exhaust Velocities and Temperatures

**ON A/C A380-800 Models A380-800F Models

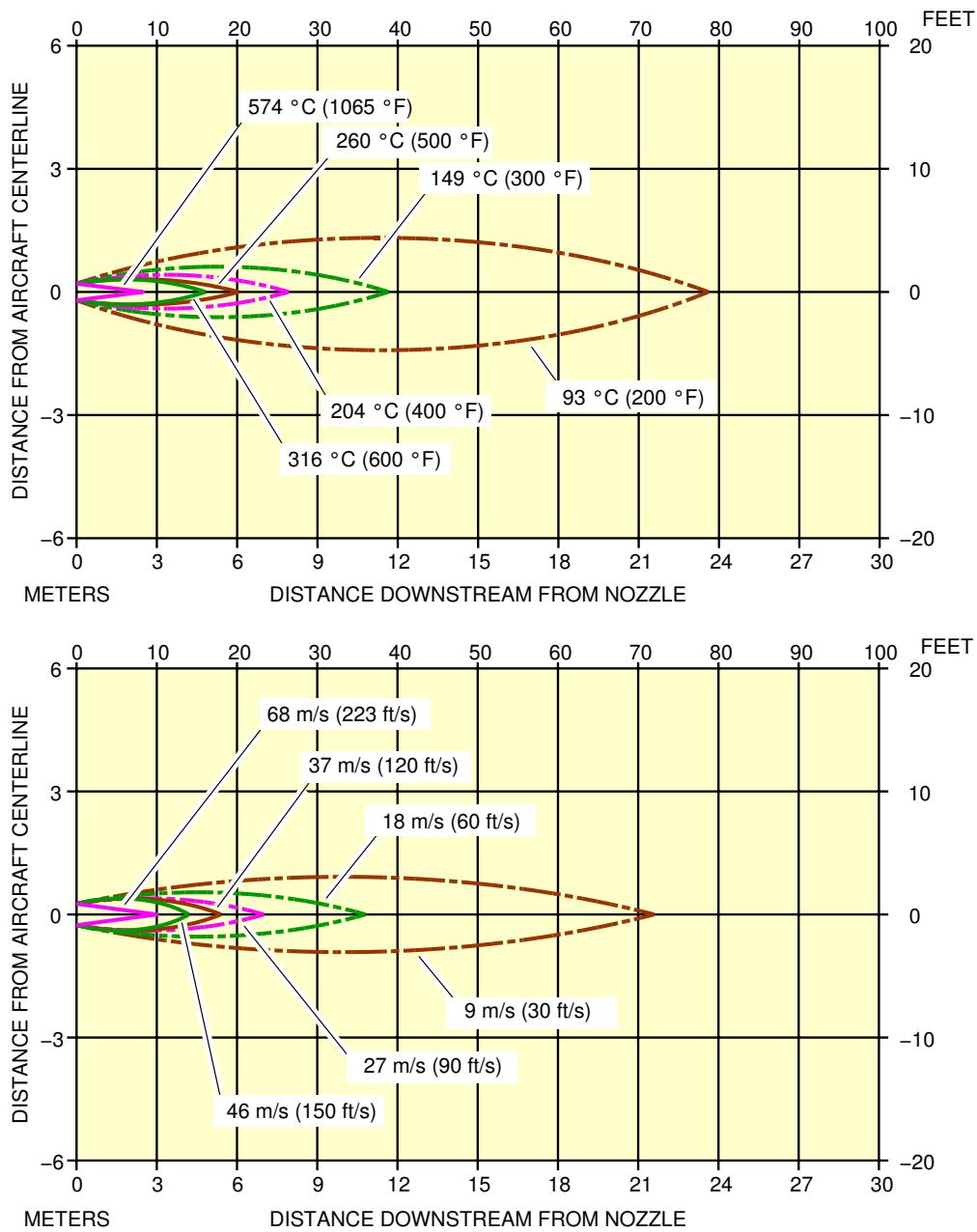
APU Exhaust Velocities and Temperatures

1. This section gives APU exhaust velocities and temperatures in max. ECS conditions.

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models



NOTE: THE DATA GIVEN IS BASED ON THE FOLLOWING ASSUMPTIONS:

- SEA LEVEL STATIC CONDITIONS
- ISA + 23 °C (73 °F)
- NO WIND

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APU Exhaust Velocities and Temperatures

Max. ECS Conditions

FIGURE 1



AIRPLANE CHARACTERISTICS

6-4-2 APU Exhaust Velocities and Temperatures - MES Conditions

****ON A/C A380-800 Models A380-800F Models**

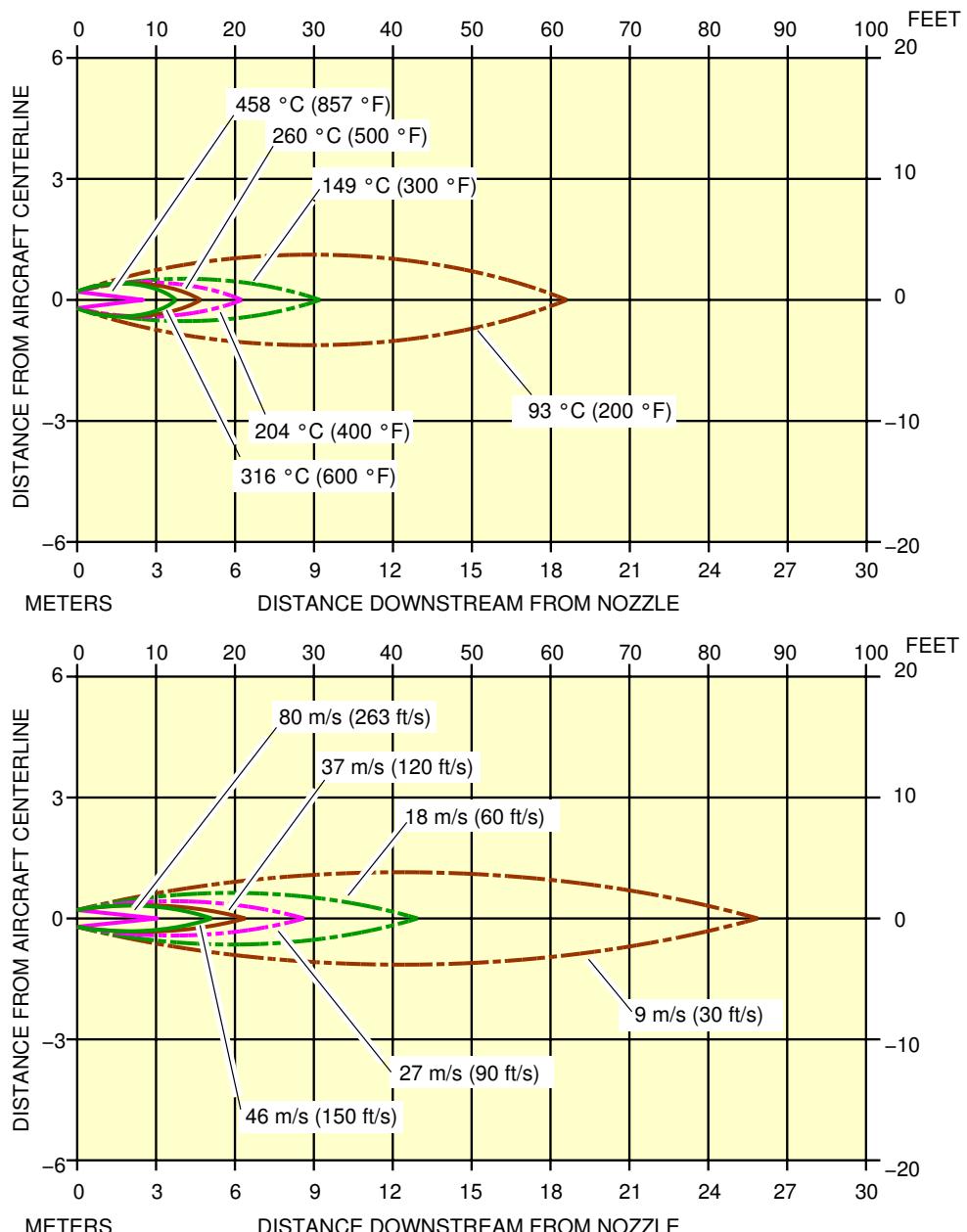
APU Exhaust Velocities and Temperatures - MES Conditions

1. This section gives the APU exhaust velocities and temperatures in MES conditions.

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models A380-800F Models



NOTE: THE DATA GIVEN IS BASED ON THE FOLLOWING ASSUMPTIONS:

- SEA LEVEL STATIC CONDITIONS
- ISA + 23 °C (73 °F)
- NO WIND

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APU Exhaust Velocities and Temperatures

MES Conditions

FIGURE 1

PAVEMENT DATA

7-1-0 General Information

**ON A/C A380-800 Models A380-800F Models

General Information

1. A brief description of the pavement charts that follow will help in airport planning.

To help in the interpolation between the discrete values shown, each airplane configuration is shown with a minimum range of five loads on the main landing gear.

All curves on the charts represent data at a constant specified tire pressure with:

- the airplane loaded to the maximum ramp weight
- the CG at its maximum permissible aft position.

Pavement requirements for commercial airplanes are derived from the static analysis of loads imposed on the main landing gear struts.

Section 7-2-0, gives basic data on the landing gear footprint configuration, maximum ramp weights and tire sizes and pressures.

Section 7-3-0, shows maximum vertical and horizontal pavement loads for certain critical conditions at the tire-ground interfaces.

Section 7-4-0 contains charts to find these loads throughout the stability limit of the airplane at rest on the pavement.

Section 7-4-2 gives examples of the distribution of the main landing load to the wing and body landing gears.

Section 7-4-3 shows the distribution of the main landing gear load to the wing and body gears.

These main landing gear loads are used as the point of entry to the pavement design charts which follow, interpolating load values where necessary.

Section 7-5-1 uses procedures in Instruction Report No. S-77-1 "Procedures for Development of CBR Design Curves", dated June 1977 to show flexible pavement design curves.

The report was prepared by the U.S. Army Corps Engineer Waterways Experiment Station, Soil and Pavement Laboratory, Vicksburg, Mississippi.

The line showing 10 000 coverages is used to calculate the Aircraft Classification Number (ACN).

The procedure that follows is used to develop flexible pavement design curves such as those shown in Section 7-5-1.

- A. With the scale for pavement thickness at the bottom and the scale for CBR at the top, an arbitrary load line is drawn representing 10 000 coverages.
- B. Incremental values of the weight on the main landing gear are then plotted.
- C. Annual departure lines are drawn based on the load lines of the weight on the main landing gear that is shown on the graph.

Section 7-7-1 gives the rigid pavement design curves that have been prepared with the use of the Westergaard Equation. This is in general accordance with the procedures outlined in the Portland Cement Association publications, "Design of Concrete Airport Pavement", 1973 and "Computer Program for Airport Pavement Design", (Program PDILB), 1967 both by Robert G. Packard.

2. The procedure that follows is used to develop rigid pavement design curves such as those shown in Section 7-7-1
 - A. With the scale for pavement thickness on the left and the scale for allowable working stress on the right, an arbitrary line load line is drawn. This represents the main landing gear maximum weight to be shown.
 - B. All values of the subgrade modulus (k values) are then plotted.
 - C. Additional load lines for the incremental values of weight on the main landing gear are drawn on the basis of the curve for $k = 80 \text{ MN/m}^3$ already shown on the graph.

All Load Classification Number (LCN) curves shown in Section 7-6-1 and Section 7-8-2 have been developed from a computer program based on data provided in the International Civil Aviation Organisation (ICAO) document 7920-AN/865/2, Aerodrome Manual, Part 2, "Aerodrome Physical Characteristics", Second Edition, 1965.

The flexible pavement charts in Section 7-6-1 show LCN against equivalent single wheel load, and equivalent single wheel load against pavement thickness.

The rigid pavement charts in Section 7-8-2 show LCN against equivalent single wheel load against radius of relative stiffness.

Section 7-9-0 provides ACN data prepared according to the ACN/PCN system as referenced in ICAO Annex 14, "Aerodromes", Volume 1 "Aerodrome Design and Operations" Fourth Edition July 2004, incorporating Amendments 1 to 6.

The ACN/PCN system provides a standardized international airplane/pavement rating system replacing the various S, T, TT, LCN, AUW, ISWL, etc., rating systems used throughout the world.

ACN is the Aircraft Classification Number and PCN is the corresponding Pavement Classification Number.

An aircraft having an ACN equal to or less than the PCN can operate without restriction on the pavement.

Numerically the ACN is two times the derived single wheel load (expressed in thousands of kilograms).

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 uses PCA program PDILB for rigid pavement and S-77-1 for flexible pavements to calculate ACN values.

The Airport Authority must decide on the method of pavement analysis and the results of their evaluation shown as follows:

PCN			
PAVEMENT TYPE	SUBGRADE CATEGORY	TIRE-PRESSURE CATEGORY	EVALUATION METHOD
R - Rigid	A - HighLow	W - No Limit	T - Technical
F - Flexible	B - Medium	X - To 1.5 MPa (217 psi)	U - Using aircraft
	C - Low	Y - To 1 MPa (145 psi)	
	D - Ultra Low	Z - To 0.5 MPa (73 psi)	

Section 7-9-1 show 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

Section 7-9-2 show the aircraft ACN for rigid pavements.

The four subgrade categories are :

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



AIRPLANE CHARACTERISTICS

7-2-0 Landing Gear Footprint

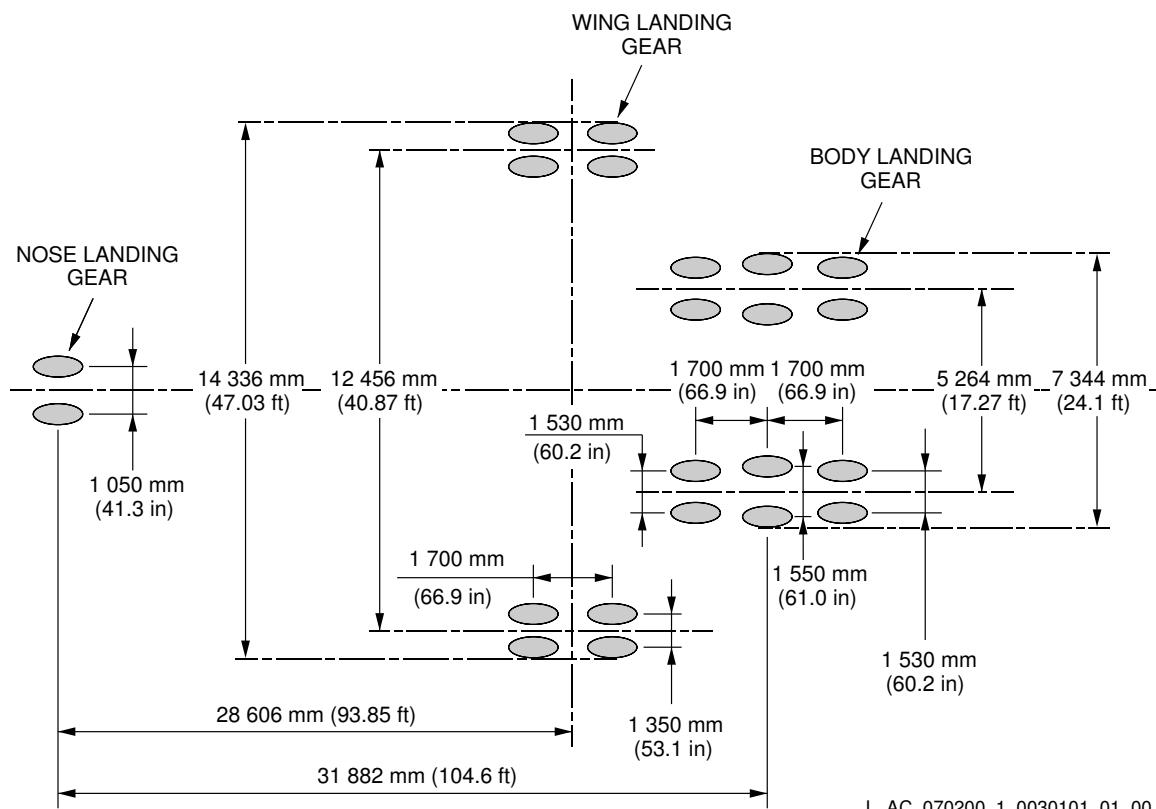
**ON A/C A380-800 Models

Landing Gear Footprint - Pax

1. This section gives the Landing Gear Footprint.

**ON A/C A380-800 Models

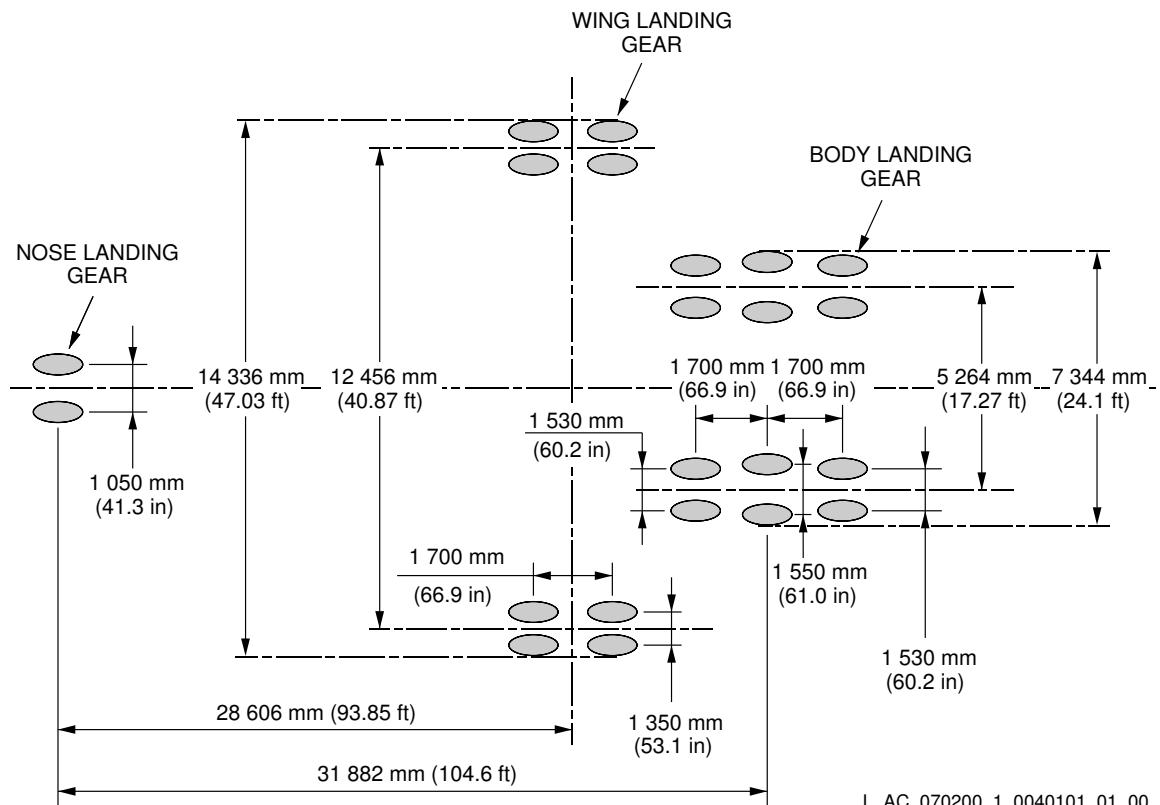
MAXIMUM RAMP WEIGHT	512 000 kg (1 128 775 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7-4-1 Figure: Landing Gear Loading on Pavement – MRW 512 000 kg – A380–800 Models
NOSE GEAR TIRE SIZE	1270 x 455R22 32PR or 50 x 20R22 34PR
NOSE GEAR TIRE PRESSURE	14.1 bar (205 psi)
WING GEAR TIRE SIZE	1400 x 530R23 40PR
WING GEAR TIRE PRESSURE	14 bar (203 psi)
BODY GEAR TIRE SIZE	1400 x 530R23 40PR
BODY GEAR TIRE PRESSURE	14 bar (203 psi)



Landing Gear Footprint
MRW 512 000 kg - A380-800 Models
FIGURE 1

**ON A/C A380-800 Models

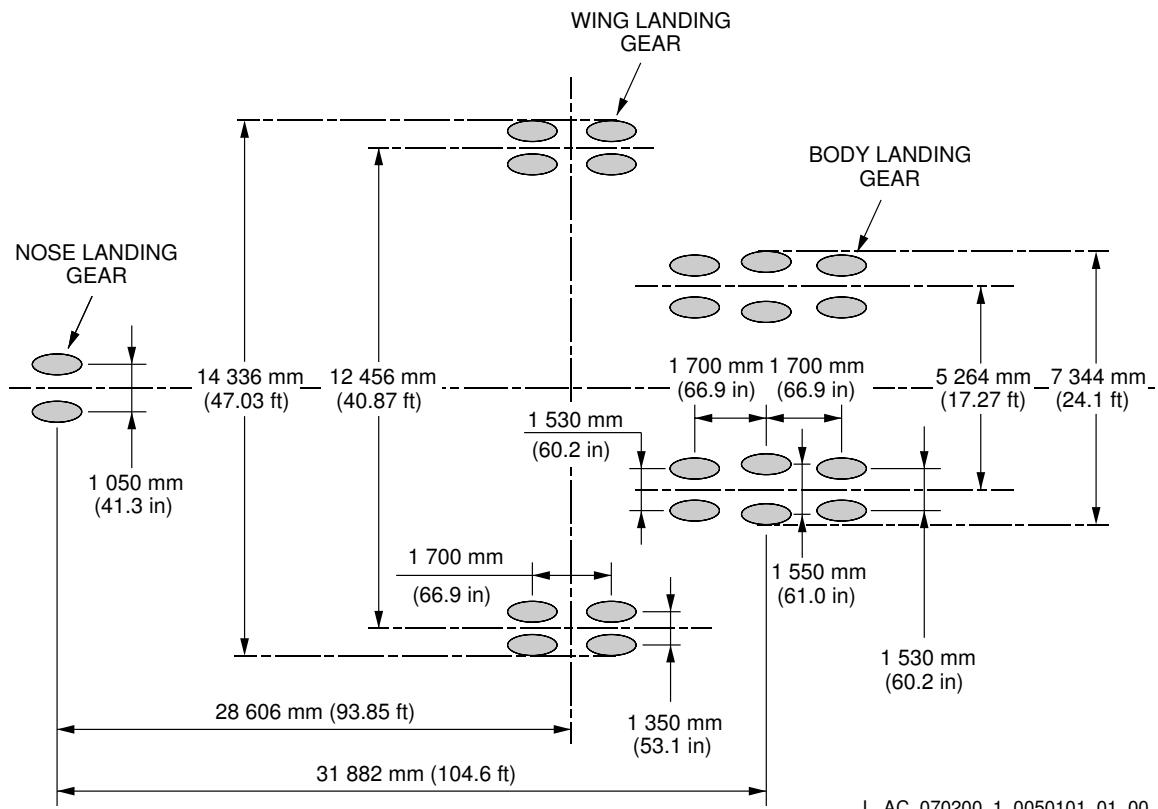
MAXIMUM RAMP WEIGHT	562 000 kg (1 239 000 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7-4-1 Figure: Landing Gear Loading on Pavement – MRW 562 000 kg – A380-800 Models
NOSE GEAR TIRE SIZE	1270 x 455R22 32PR or 50 x 20R22 34PR
NOSE GEAR TIRE PRESSURE	14.1 bar (205 psi)
WING GEAR TIRE SIZE	1400 x 530R23 40PR
WING GEAR TIRE PRESSURE	15 bar (218 psi)
BODY GEAR TIRE SIZE	1400 x 530R23 40PR
BODY GEAR TIRE PRESSURE	15 bar (218 psi)



Landing Gear Footprint
MRW 562 000 kg - A380-800 Models
FIGURE 2

**ON A/C A380-800 Models

MAXIMUM RAMP WEIGHT	571 000 kg (1 258 850 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7-4-1 Figure: Landing Gear Loading on Pavement – MRW 571 000 kg – A380-800 Models
NOSE GEAR TIRE SIZE	1270 x 455R22 32PR or 50 x 20R22 34PR
NOSE GEAR TIRE PRESSURE	14.1 bar (205 psi)
WING GEAR TIRE SIZE	1400 x 530R23 40PR
WING GEAR TIRE PRESSURE	15 bar (218 psi)
BODY GEAR TIRE SIZE	1400 x 530R23 40PR
BODY GEAR TIRE PRESSURE	15 bar (218 psi)



Landing Gear Footprint
MRW 571 000 kg - A380-800 Models
FIGURE 3



AIRPLANE CHARACTERISTICS

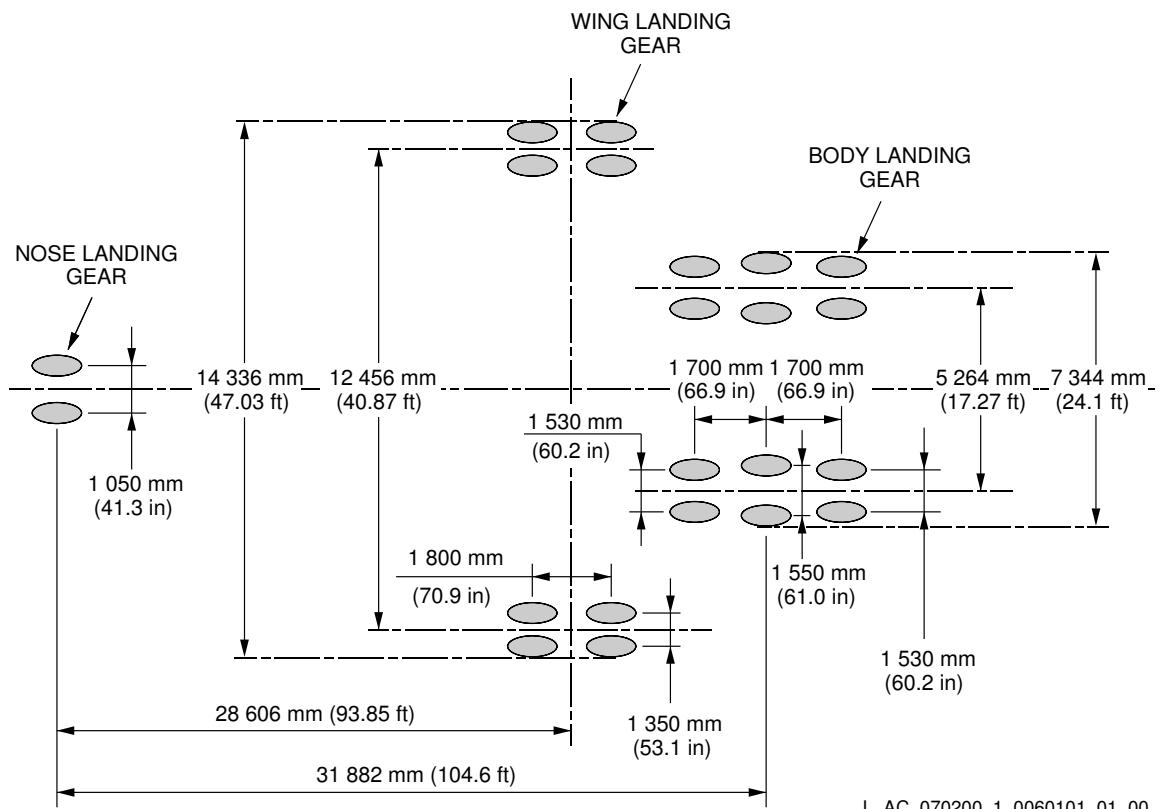
****ON A/C A380-800F Models**

Landing Gear Footprint - Freighter

1. This section gives the Landing Gear Footprint.

**ON A/C A380-800F Models

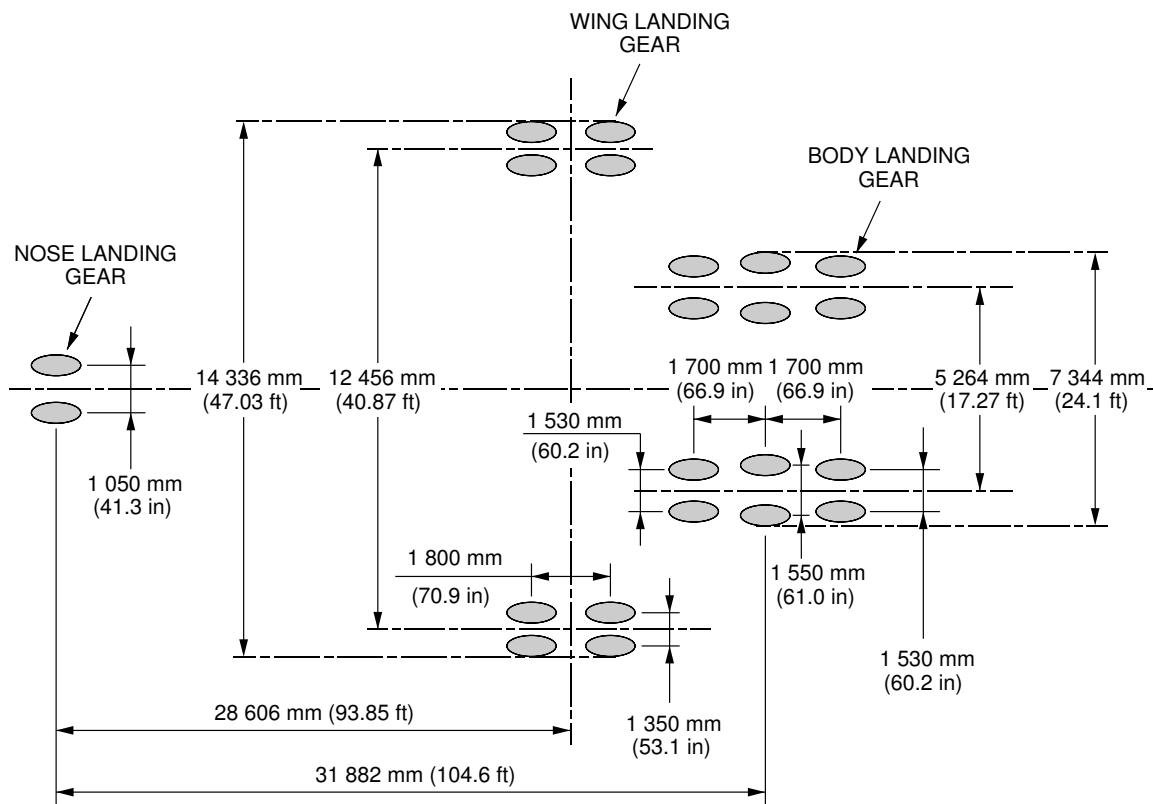
MAXIMUM RAMP WEIGHT	592 000 kg (1 305 125 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7-4-1 Figure: Landing Gear Loading on Pavement – MRW 592 000 kg – A380-800F Models
NOSE GEAR TIRE SIZE	50 x 20R22 34PR
NOSE GEAR TIRE PRESSURE	14.9 bar (216 psi)
WING GEAR TIRE SIZE	1400 x 530R23 42PR
WING GEAR TIRE PRESSURE	16.1 bar (234 psi)
BODY GEAR TIRE SIZE	1400 x 530R23 42PR
BODY GEAR TIRE PRESSURE	16.1 bar (234 psi)



Landing Gear Footprint
MRW 592 000 kg - A380-800F Models
FIGURE 4

**ON A/C A380-800F Models

MAXIMUM RAMP WEIGHT	602 000 kg (1 327 175 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7-4-1 Figure: Landing Gear Loading on Pavement – MRW 602 000 kg – A380–800F Models
NOSE GEAR TIRE SIZE	50 x 20R22 34PR
NOSE GEAR TIRE PRESSURE	14.9 bar (216 psi)
WING GEAR TIRE SIZE	1400 x 530R23 42PR
WING GEAR TIRE PRESSURE	16.1 bar (234 psi)
BODY GEAR TIRE SIZE	1400 x 530R23 42PR
BODY GEAR TIRE PRESSURE	16.1 bar (234 psi)



Landing Gear Footprint
MRW 602 000 kg - A380-800F Models
FIGURE 5



AIRPLANE CHARACTERISTICS

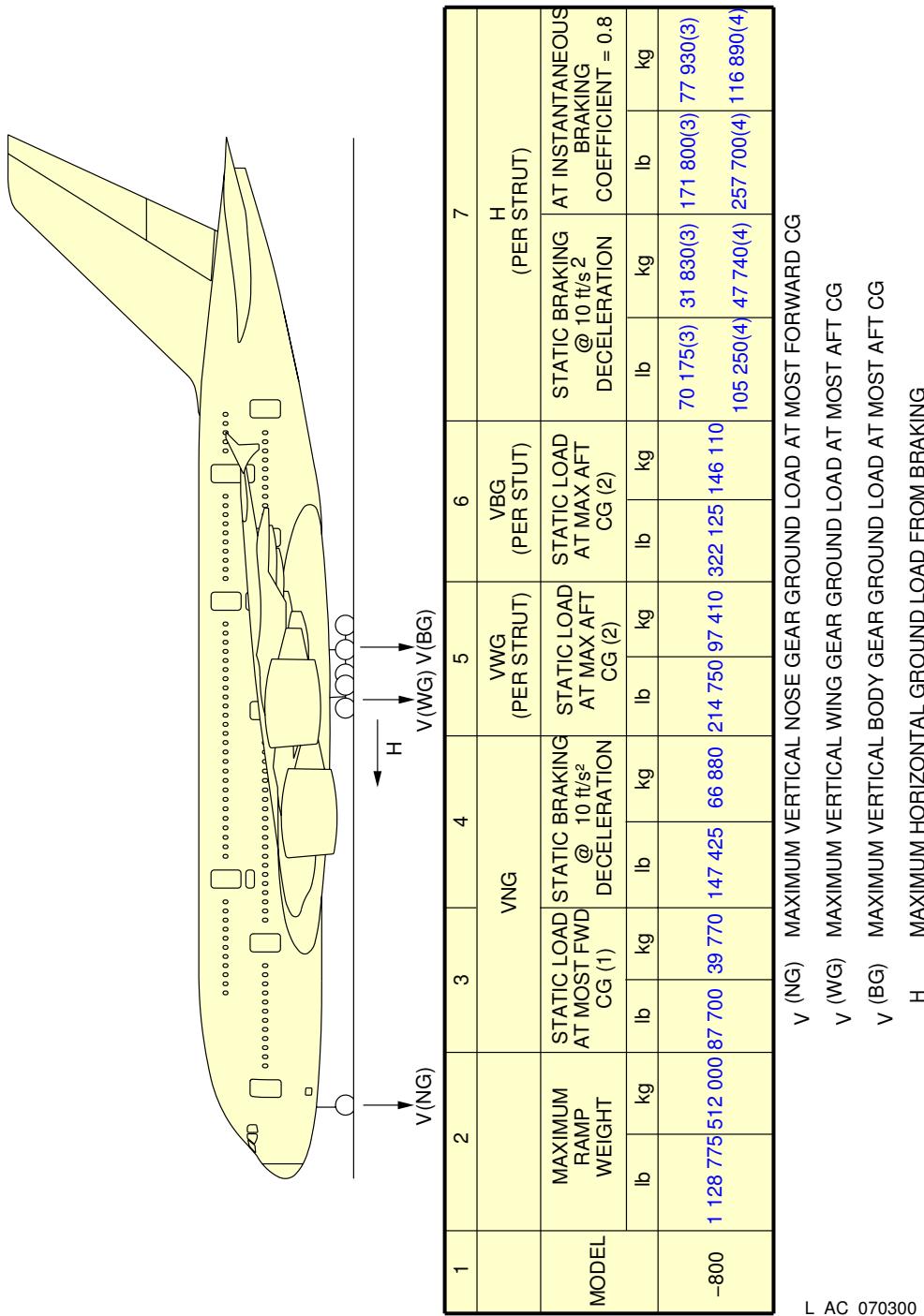
7-3-0 Maximum Pavement Loads

**ON A/C A380-800 Models

Maximum Pavement Loads - Pax

1. This section gives Maximum Pavement Loads.

**ON A/C A380-800 Models



NOTE: ALL LOADS CALCULATED USING AIRPLANE MAXIMUM RAMP WEIGHT

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Maximum Pavement Loads
MRW 512 000 kg - A380-800 Models

FIGURE 1

**ON A/C A380-800 Models

MODEL	V(NG)			V(WG)			V(BG)			H (PER STRUT)		
	MAXIMUM RAMP WEIGHT	STATIC LOAD AT MOST FWD CG (1)	STATIC BRAKING @ 10 ft/s² DECELERATION	STATIC LOAD AT MAX AFT CG (2)	STATIC LOAD AT MAX AFT CG (2)	VBG (PER STRUT)	STATIC LOAD AT MAX AFT CG (2)	STATIC BRAKING @ 10 ft/s² DECELERATION	STATIC BRAKING @ 10 ft/s² DECELERATION	AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8	AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8	
-800	1 239 000	562 000	87 825	39 840	153 400	69 590	235 725	106 920	3553 575	160 380	77 025(3)	34 940(3)
											115 525(4)	52 400(4)
											282 850(4)	128 300(4)

V(NG) MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD CG
 V(WG) MAXIMUM VERTICAL WING GEAR GROUND LOAD AT MOST AFT CG
 V(BG) MAXIMUM VERTICAL BODY GEAR GROUND LOAD AT MOST AFT CG
 H MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING
 (1) FWD CG = 37.5 % MAC
 (2) AFT CG = 43.0 % MAC
 (3) BRAKED WING GEAR
 (4) BRAKED BODY GEAR

NOTE: ALL LOADS CALCULATED USING AIRPLANE MAXIMUM RAMP WEIGHT

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Maximum Pavement Loads
 MRW 562 000 kg - A380-800 Models
 FIGURE 2

**ON A/C A380-800 Models

MODEL	V(NG)			V(WG) (PER STRUT)			V(BG) (PER STRUT)			H (PER STRUT)		
	MAXIMUM RAMP WEIGHT	STATIC LOAD AT MOST FWD CG (1)	STATIC BRAKING @ 10 ft/s ² DECELERATION	STATIC LOAD AT MAX AFT CG (2)	STATIC LOAD AT MAX AFT CG (2)	STATIC BRAKING @ 10 ft/s ² DECELERATION	STATIC LOAD AT MAX AFT CG (2)	STATIC BRAKING @ 10 ft/s ² DECELERATION	STATIC BRAKING @ 10 ft/s ² DECELERATION	AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8	AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8	
-800	1 258 850 571 000	87 725	39 790	154 350	70 010	237 475 107 710	3556 200	161 570	78 250(3)	35 490(3)	189 975(3)	86 170(3)
									117 375(4)	53 240(4)	284 950(4)	129 260(4)

V(NG) MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD CG

V(WG) MAXIMUM VERTICAL WING GEAR GROUND LOAD AT MOST AFT CG

V(BG) MAXIMUM VERTICAL BODY GEAR GROUND LOAD AT MOST AFT CG

H MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING

(1) FWD CG = 37.8 %

(2) AFT CG = 41.0 %

(3) BRAKED WING GEAR

(4) BRAKED BODY GEAR

NOTE: ALL LOADS CALCULATED USING AIRPLANE MAXIMUM RAMP WEIGHT

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Maximum Pavement Loads
 MRW 571 000 kg - A380-800 Models
 FIGURE 3



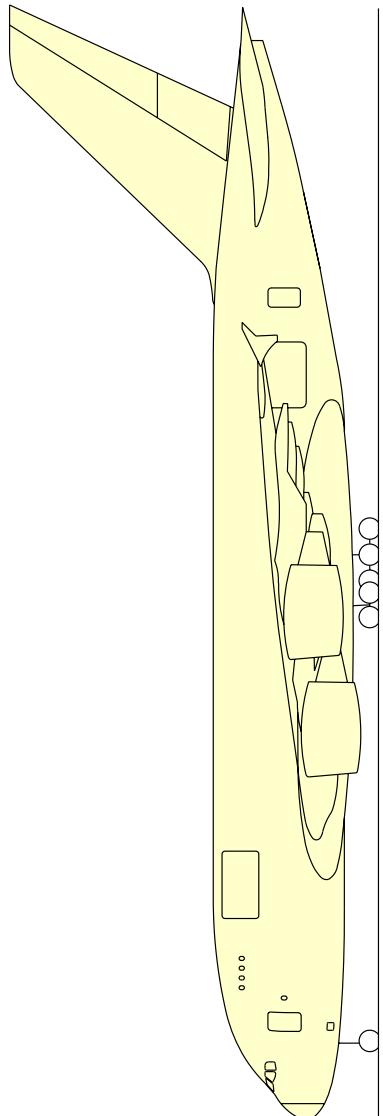
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

Maximum Pavement Loads - Freighter

1. This section gives Maximum Pavement Loads.

**ON A/C A380-800F Models



MODEL	MAXIMUM RAMP WEIGHT			STATIC BRAKING @ 10 ft/s ² DECELERATION			STATIC LOAD AT MAX AFT CG (2)			STATIC LOAD AT MAX AFT CG (2)			STATIC BRAKING @ 10 ft/s ² DECELERATION			AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8 H (PER STRUT)		
	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg
-800F	1 305 125 592 000	100 400 45 540	169 475	76 870	248 100 112 530 0372 125 168 800		81 125(3)	36 800(3)	198 475(3)	90 030(3)	121 700(4)	55 200(4)	297 700(4)	135 040(4)				

V(NG) MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD CG

V(WG) MAXIMUM VERTICAL WING GEAR GROUND LOAD AT MOST AFT CG

V(BG) MAXIMUM VERTICAL BODY GEAR GROUND LOAD AT MOST AFT CG

H MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING

(1) FWD CG = 36.0 % MAC

(2) AFT CG = 42.8 % MAC

(3) BRAKED WING GEAR

(4) BRAKED BODY GEAR

NOTE: ALL LOADS CALCULATED USING AIRPLANE MAXIMUM RAMP WEIGHT

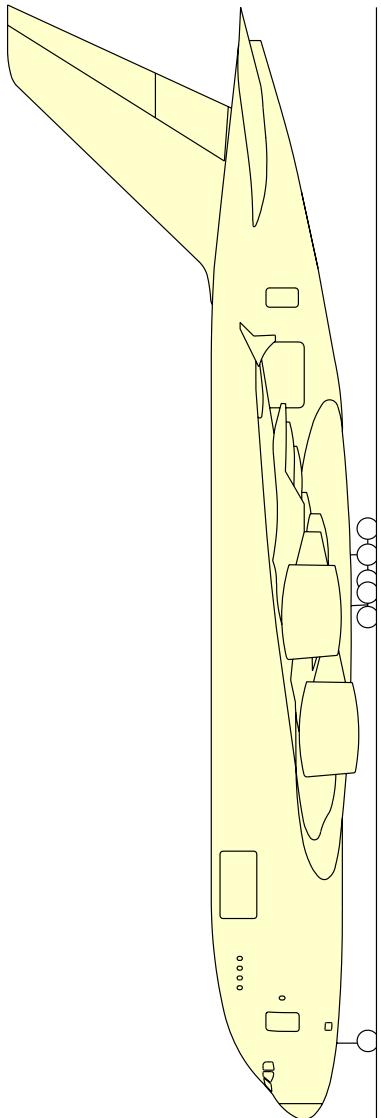
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Maximum Pavement Loads - Freighter
MRW 592 000 kg - A380-800F Models

FIGURE 4

7-3-0

**ON A/C A380-800F Models



MODEL	MAXIMUM RAMP WEIGHT			STATIC BRAKING @ 10 ft/s ² DECELERATION			STATIC LOAD AT MAX AFT CG (2)			STATIC LOAD AT MAX AFT CG (2)			STATIC BRAKING @ 10 ft/s ² DECELERATION			AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8 H (PER STRUT)		
	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg
-800F	1 327 175	602 000	100 475 45	580	170 725	77 440	252 175	114 380	378 250	171 580	82 500(3)	37 420(3)	201 750(3)	91 510(3)	123 750(4)	56 130(4)	302 600(4)	137 260(4)

V(NG) MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD CG
 V(WG) MAXIMUM VERTICAL WING GEAR GROUND LOAD AT MOST AFT CG
 V(BG) MAXIMUM VERTICAL BODY GEAR GROUND LOAD AT MOST AFT CG
 H MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING
 (1) FWD CG = 36.3 % MAC
 (2) AFT CG = 42.7 % MAC
 (3) BRAKED WING GEAR
 (4) BRAKED BODY GEAR

NOTE: ALL LOADS CALCULATED USING AIRPLANE MAXIMUM RAMP WEIGHT

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Maximum Pavement Loads
 MRW 602 000 kg- A380-800F Models
 FIGURE 5

7-4-0 Landing Gear Loading on Pavement

**ON A/C A380-800 Models A380-800F Models

Landing Gear Loading on Pavement

1. General

The Main Landing Gear Group consists of two Wing Gears (4 Wheel Bogies) plus two Body Gears (6 Wheel Bogies).

- A380-800 Models :

In the example shown in Section 7-4-1, Figure: Landing Gear Loading on Pavement - MRW 512 000 kg - A380-800 Models, the Gross Aircraft Weight is 450 000 kg (992 080 lb) and the percentage of weight on the Main Landing gear is 95.1 %.

For these conditions the total weight on the Main Landing Gear Group is 428 000 kg (943 580 lb).

In the example shown in Section 7-4-1 Figure: Landing Gear Loading on Pavement - MRW 562 000 kg - A380-800 Models, the Gross Aircraft Weight is 450 000 kg (992 080 lb) and the percentage of weight on the Main Landing gear is 95.1 %.

For these conditions the total weight on the Main Landing Gear Group is 428 000 kg (943 580 lb).

In the example shown in Section 7-4-1 Figure: Landing Gear Loading on Pavement - MRW 571 000 kg - A380-800 Models, the Gross Aircraft Weight is 450 000 kg (992 080 lb) and the percentage of weight on the Main Landing gear is 94.3 %.

For these conditions the total weight on the Main Landing Gear Group is 424 400 kg (935 040 lb).

- A380-800F Models :

In the example shown in Section 7-4-1, Figure: Landing Gear Loading on Pavement - MRW 592 000 kg - A380-800F Models, the Gross Aircraft Weight is 450 000 kg (992 080 lb) and the percentage of weight on the Main Landing gear is 95.04 %.

For these conditions the total weight on the MLG Group is 427 700 (942 920 lb).

In the example shown in Section 7-4-1, Figure: Landing Gear Loading on Pavement - MRW 602 000 kg - A380-800F Models, the Gross Aircraft Weight is 450 000 kg (992 080 lb) and the percentage of weight on the Main Landing gear is 95 %.

For these conditions the total weight on the MLG Group is 427 500 (942 475 lb).



AIRPLANE CHARACTERISTICS

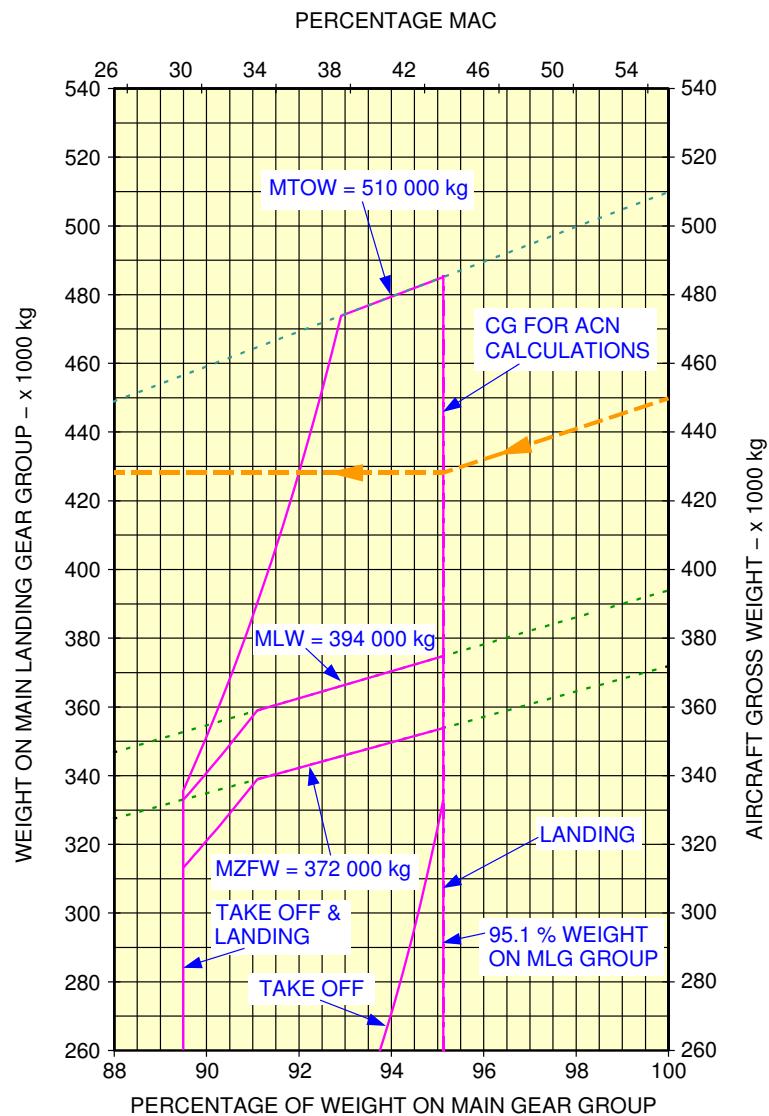
7-4-1 Landing Gear Loading on Pavement

****ON A/C A380-800 Models**

Landing Gear Loading on Pavement - Pax

1. This section gives Landing Gear Loading on Pavement.

**ON A/C A380-800 Models

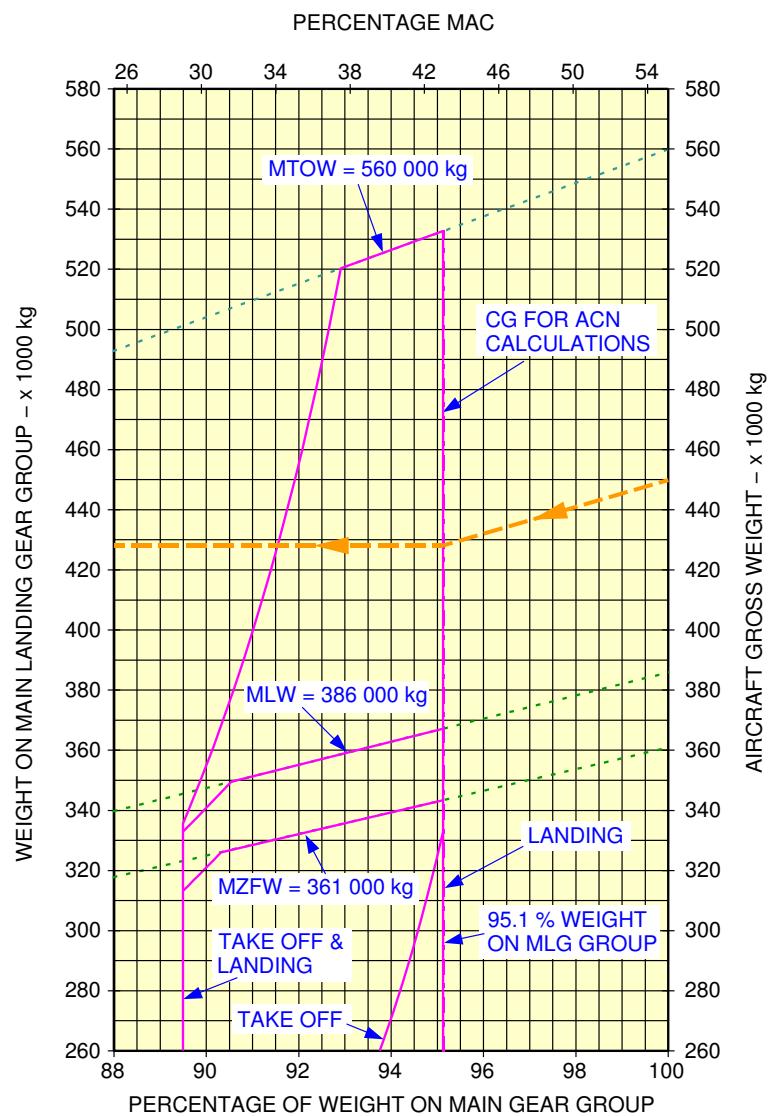


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Landing Gear Loading on Pavement
MRW 512 000 kg - A380-800 Models

FIGURE 1

**ON A/C A380-800 Models

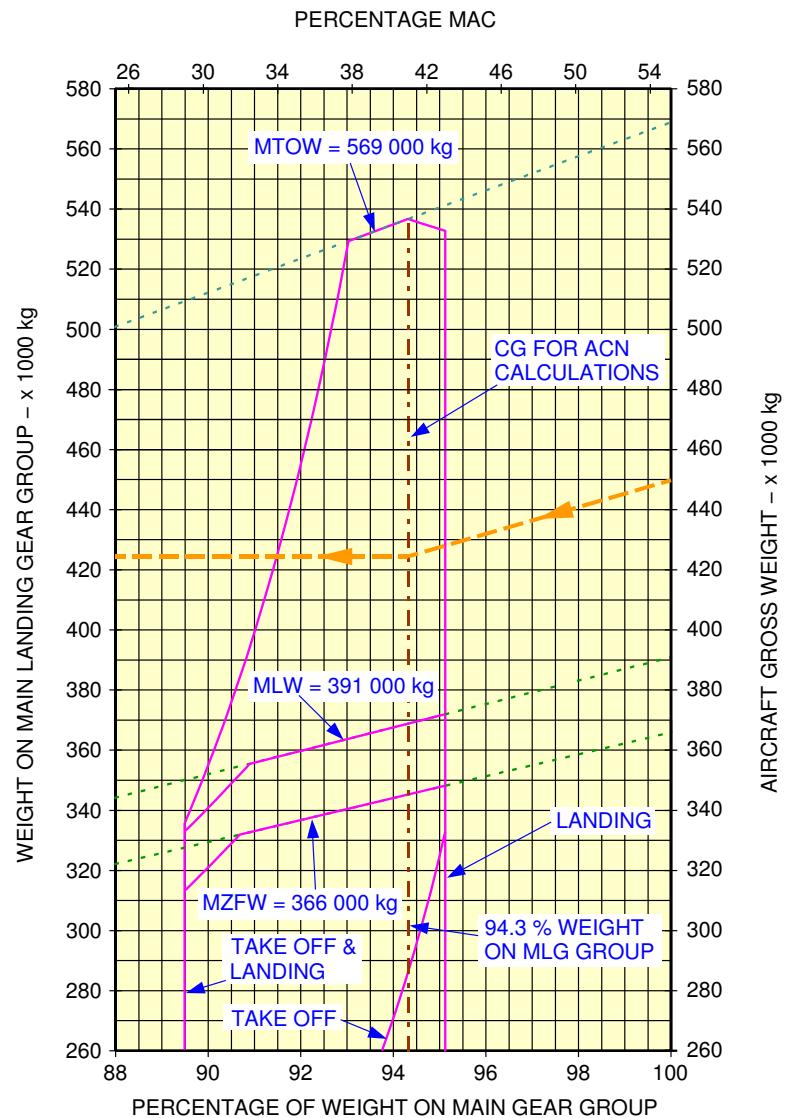


L_AC_070401_1_0060101_01_00

Landing Gear Loading on Pavement
MRW 562 000 kg - A380-800 Models

FIGURE 2

**ON A/C A380-800 Models



L_AC_070401_1_0070101_01_00

Landing Gear Loading on Pavement
MRW 571 000 kg - A380-800 Models

FIGURE 3



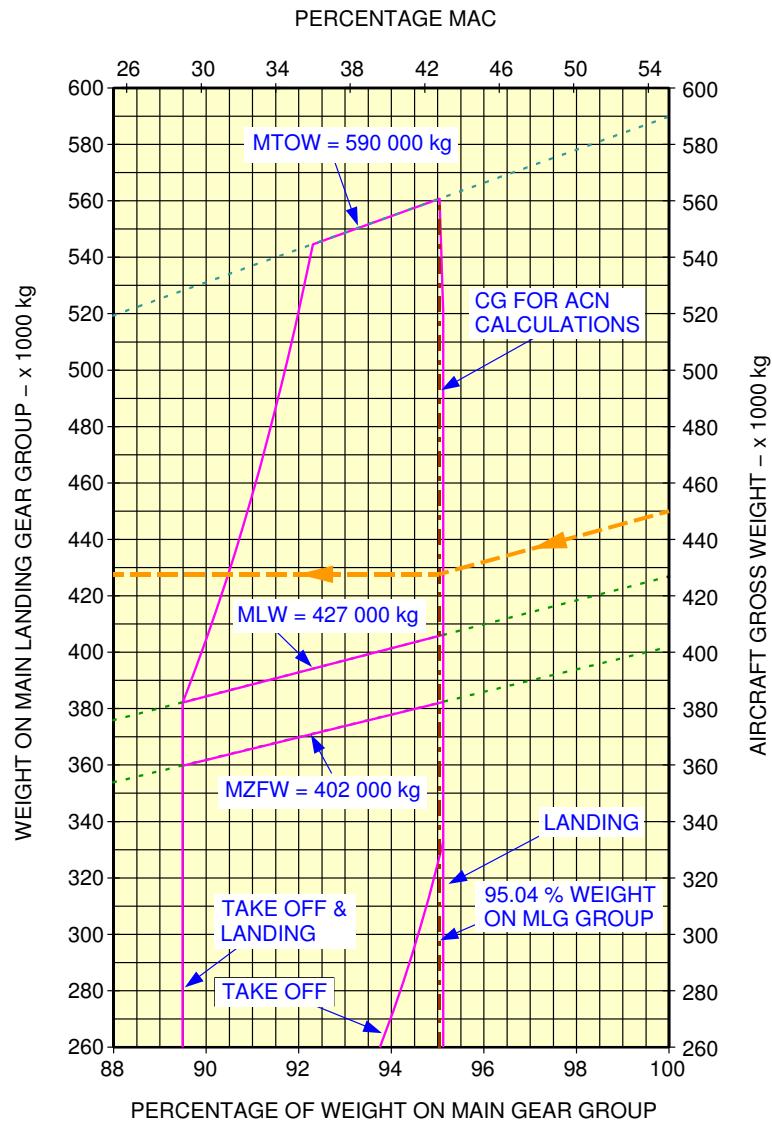
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

Landing Gear Loading on Pavement - Freighter

1. This section gives Landing Gear Loading on Pavement.

**ON A/C A380-800F Models

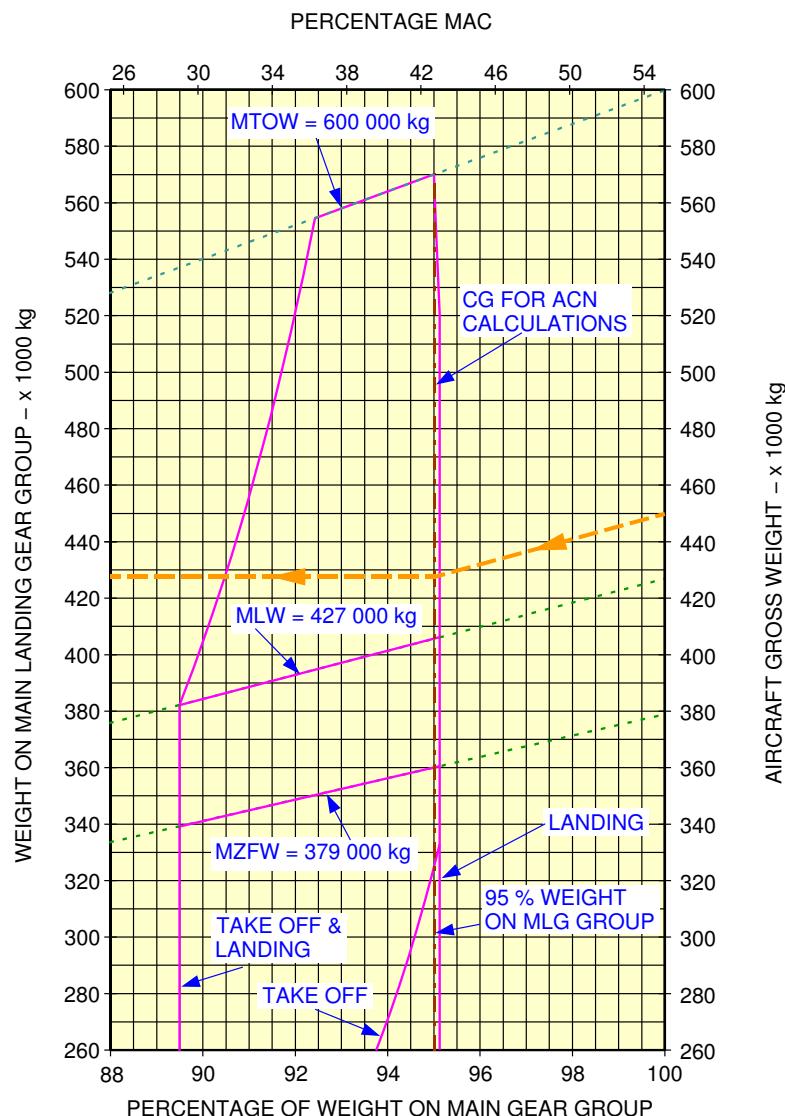


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Landing Gear Loading on Pavement
MRW 592 000kg - A380-800F Models

FIGURE 4

**ON A/C A380-800F Models



L_AC_070401_1_0090101_01_00

Landing Gear Loading on Pavement
MRW 602 000kg - A380-800F Models

FIGURE 5

7-4-2 Wing Gear and Body Gear Loading on Pavement

**ON A/C A380-800 Models A380-800F Models

Wing Gear and Body Gear Loading on Pavement

1. General

The Main Landing Gear Group consists of two Wing Gears (4 Wheel Bogies) and two Body Gears (6 Wheel Bogies).

- A380-800 models :

In the example shown in Section 7-4-3, Figure: Wing Gear and Body Gear Loads on Pavement - MRW 512 000 kg - A380-800 Models, the Gross Aircraft Weight is 450 000 kg (992 080 lb) at Aft CG for ACN Calculations.

For these conditions the load on the two Wing Gears is 171 200 kg (377 430 lb) and the load on the two Body Gears is 256 800 kg (566 150 lb).

The total weight on the Main Landing Gear Group is 428 000 kg (943 580 lb).

In the example shown in Section 7-4-3, Figure: Wing Gear and Body Gear Loads on Pavement - MRW 562 000 kg - A380-800 Models, the Gross Aircraft Weight is 450 000 kg (992 080 lb) at Aft CG for ACN Calculations.

For these conditions the load on the two Wing Gears is 171 200 kg (377 430 lb) and the load on the two Body Gears is 256 800 kg (566 150 lb).

The total weight on the Main Landing Gear Group is 428 000 kg (943 580 lb).

In the example shown in Section 7-4-3, Figure: Wing Gear and Body Gear Loads on Pavement - MRW 571 000 kg - A380-800 Models, the Gross Aircraft Weight is 450 000 kg (992 080 lb) at Aft CG for ACN Calculations.

For these conditions the load on the two Wing Gears is 169 800 kg (374 345 lb) and the load on the two Body Gears is 254 700 kg (561 515 lb).

The total weight on the Main Landing Gear Group is 424 500 kg (935 860 lb).

- A380-800F models :

In the example shown in Section 7-4-3, Figure: Wing Gear and Body Gear Loads on Pavement - MRW 592 000 kg - A380-800F Models, the Gross Aircraft Weight is 450 000 kg (992 080 lb) at Aft CG for ACN Calculations.

For these conditions the load on the two Wing Gears is 171 100 kg (377 210 lb) and the load on the two Body Gears is 256 600 kg (565 710 lb).

The total weight on the Main Landing Gear Group is 427 700 kg (942 920 lb).

In the example shown in Section 7-4-3, Figure: Wing Gear and Body Gear Loads on Pavement - MRW 602 000 kg - A380-800F Models, the Gross Aircraft Weight is 450 000 kg (992 080 lb) at Aft CG for ACN Calculations.

For these conditions the load on the two Wing Gears is 171 000 kg (376 990 lb) and the load on the two Body Gears is 256 500 kg (565 485 lb).

The total weight on the Main Landing Gear Group is 427 500 kg (942 475 lb).



AIRPLANE CHARACTERISTICS

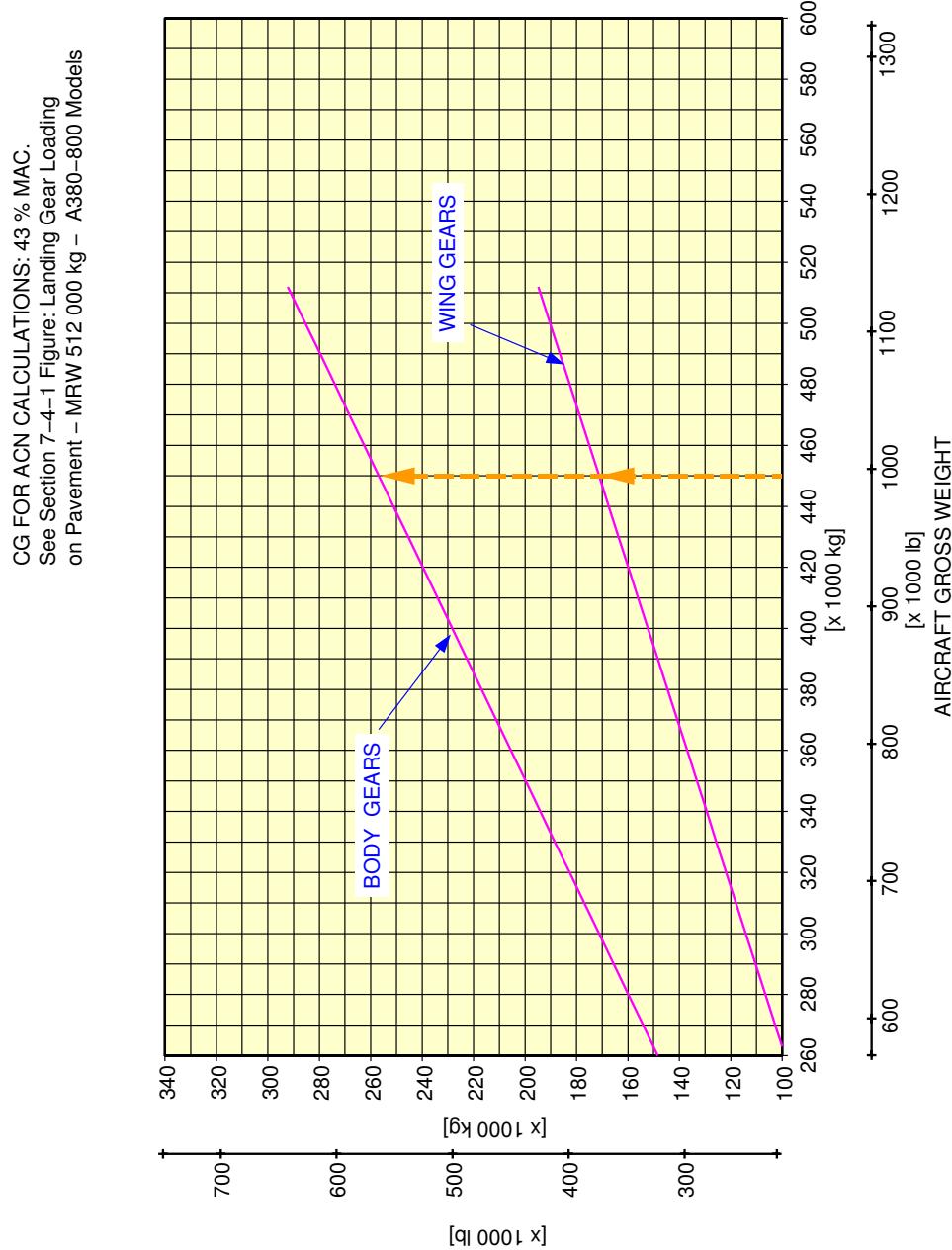
7-4-3 Wing Gear and Body Gear Loading on Pavement

****ON A/C A380-800 Models**

Wing Gear and Body Gear Loading on Pavement - Pax

1. This section gives the Wing Gear and Body Gear Loading on Pavement.

**ON A/C A380-800 Models



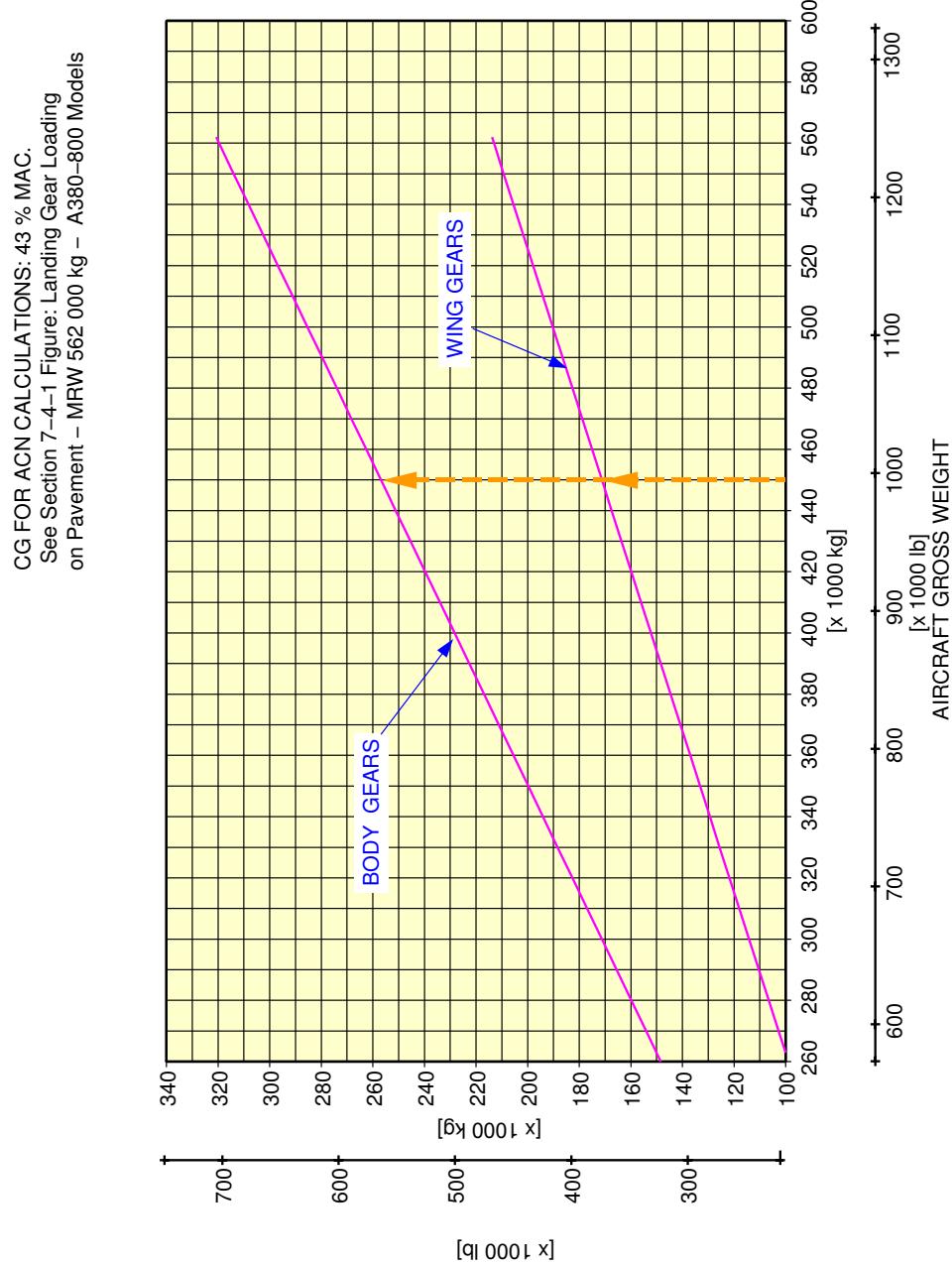
LOAD ON BODY GEARS OR LOAD ON WING GEARS

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Wing Gear and Body Gear Loads on Pavement
 MRW 512 000 kg - A380-800 Models

FIGURE 1

**ON A/C A380-800 Models

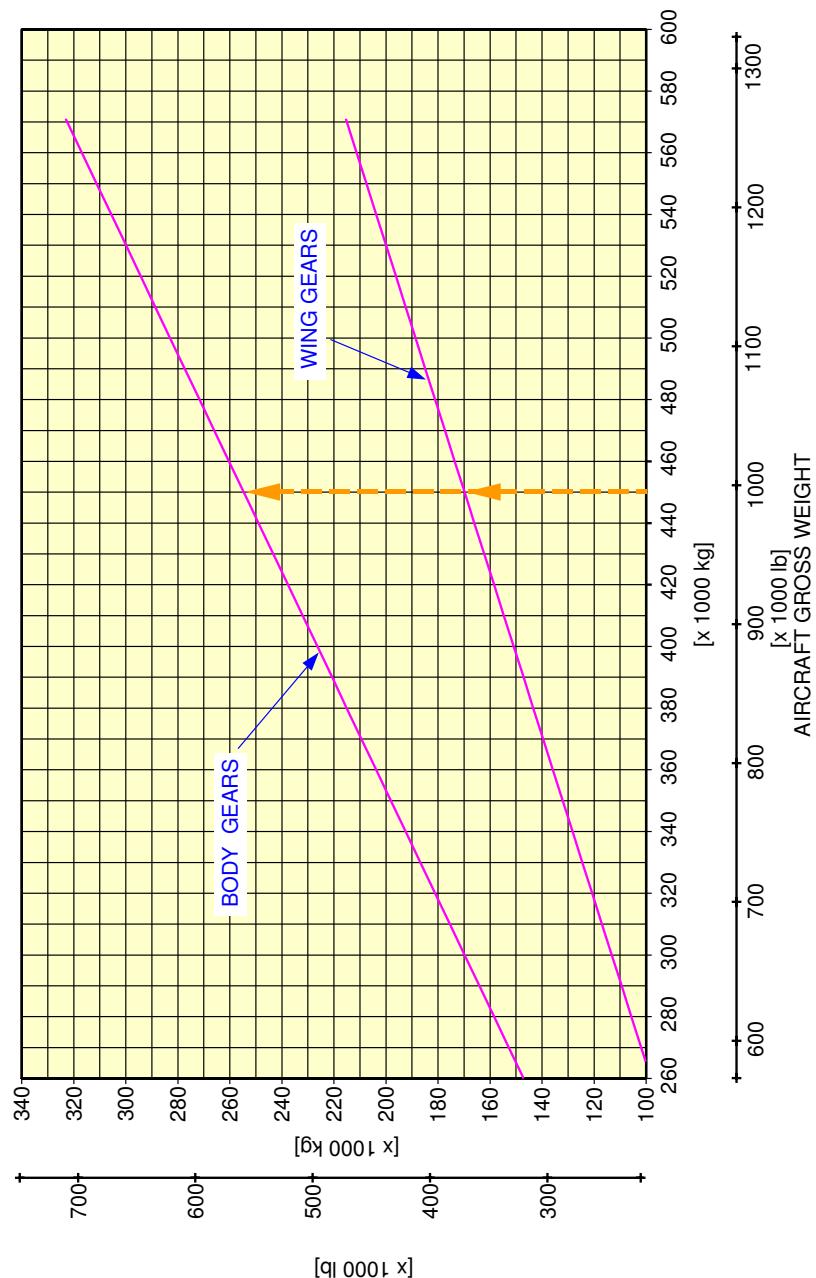


Wing Gear and Body Gear Loads on Pavement
 MRW 562 000 kg - A380-800 Models

FIGURE 2

****ON A/C A380-800 Models**

CG FOR ACN CALCULATIONS: 41 % MAC.
 See Section 7-4-1 Figure: Landing Gear Loading
 on Pavement – MRW 571 000 kg – A380–800 Models



LOAD ON BODY GEARS OR LOAD ON WING GEARS

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Wing Gear and Body Gear Loads on Pavement
 MRW 571 000 kg - A380-800 Models

FIGURE 3



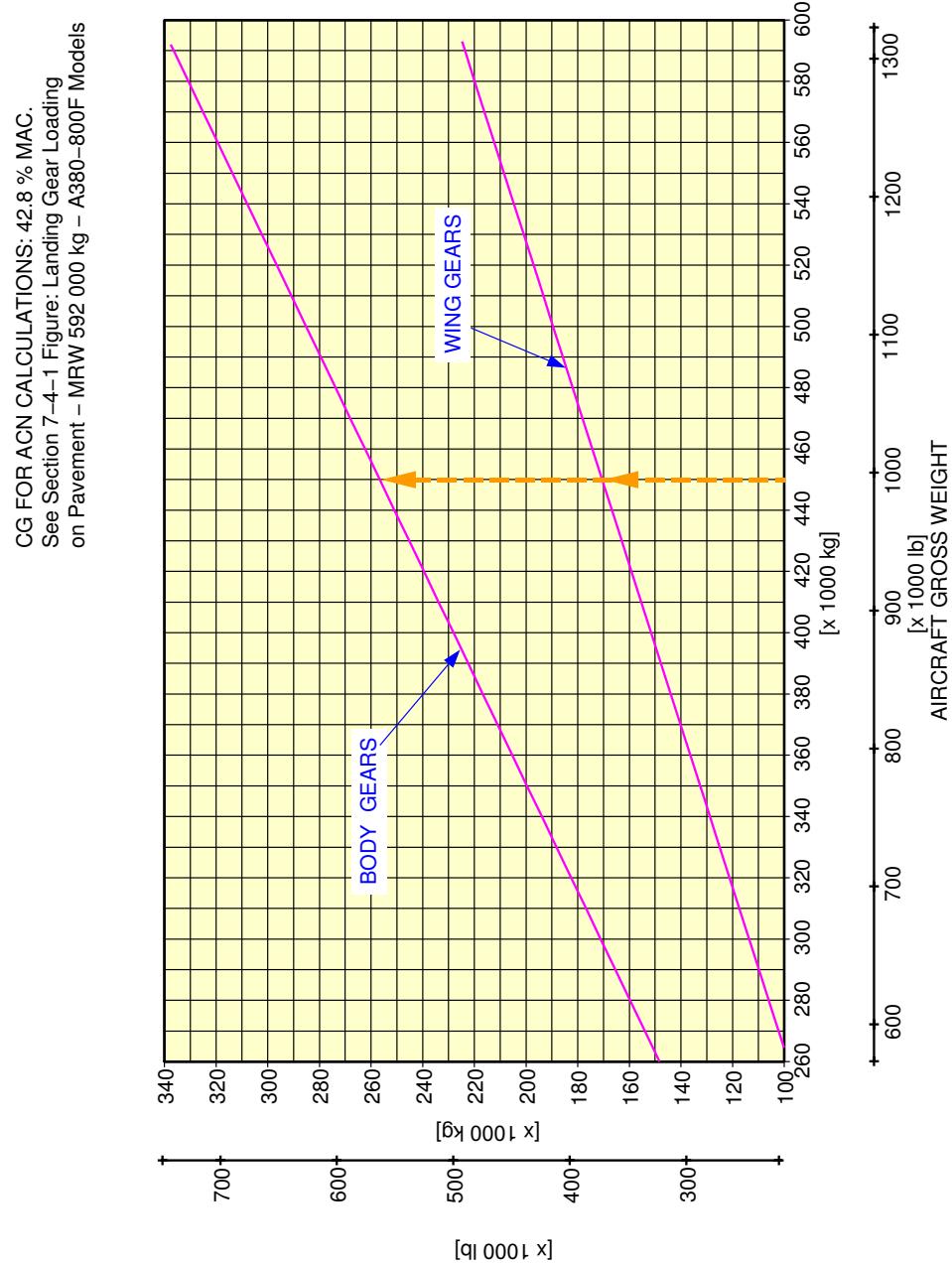
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

Wing Gear and Body Gear Loading on Pavement - Freighter

1. This section gives the Wing Gear and Body Gear Loading on Pavement.

**ON A/C A380-800F Models



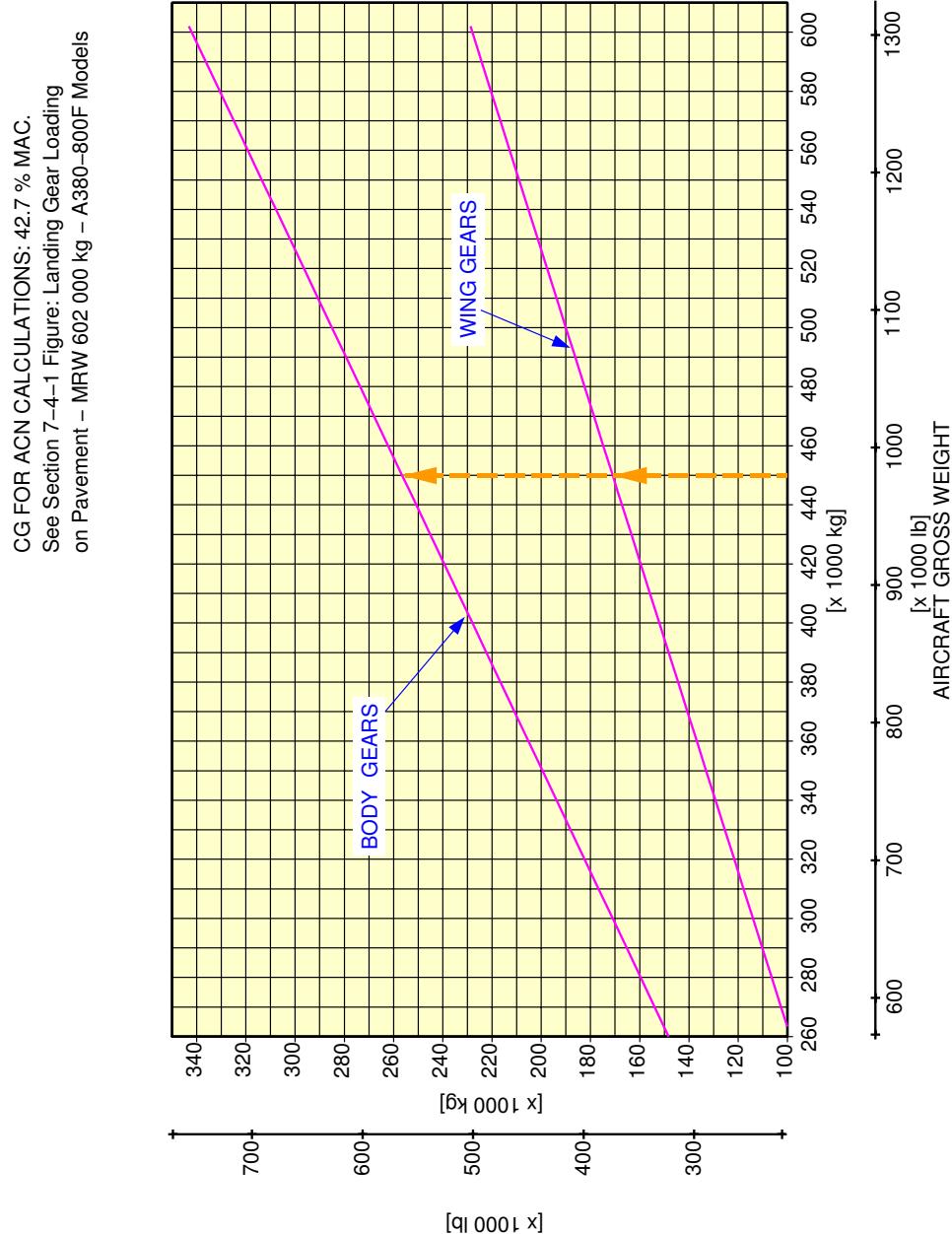
LOAD ON BODY GEARS OR LOAD ON WING GEARS

L_AC_070403_1_0080101_01_00

Wing Gear and Body Gear Loads on Pavement
 MRW 592 000 kg - A380-800F Models

FIGURE 4

**ON A/C A380-800F Models



Wing Gear and Body Gear Loads on Pavement
 MRW 602 000 kg - A380-800F Models
 FIGURE 5



AIRPLANE CHARACTERISTICS

7-5-0 Flexible Pavement Requirements - US Army Corps of Engineers Design Method

****ON A/C A380-800 Models A380-800F Models**

Flexible Pavement Requirements - US Army Corps of Engineers Design Method

1. General

To find a Flexible Pavement Thickness, the Subgrade Strength (CBR), the Annual Departure Level and the weight on one Main Landing Gear must be known.

In the typical example shown in Section 7-5-1, Figure: Flexible Pavement Requirements - 4 Wheel Bogie - MRW 512 000 kg - A380-800 Models.

- a CBR value of 10
- an Annual Departure level of 3 000
- and the load on one Wing Landing Gear of 90 000 kg (198 420 lb) the required Flexible Pavement Thickness is 54 cm (21 inches).

The line showing 10 000 Coverages is used to calculate Aircraft Classification Number (ACN).



AIRPLANE CHARACTERISTICS

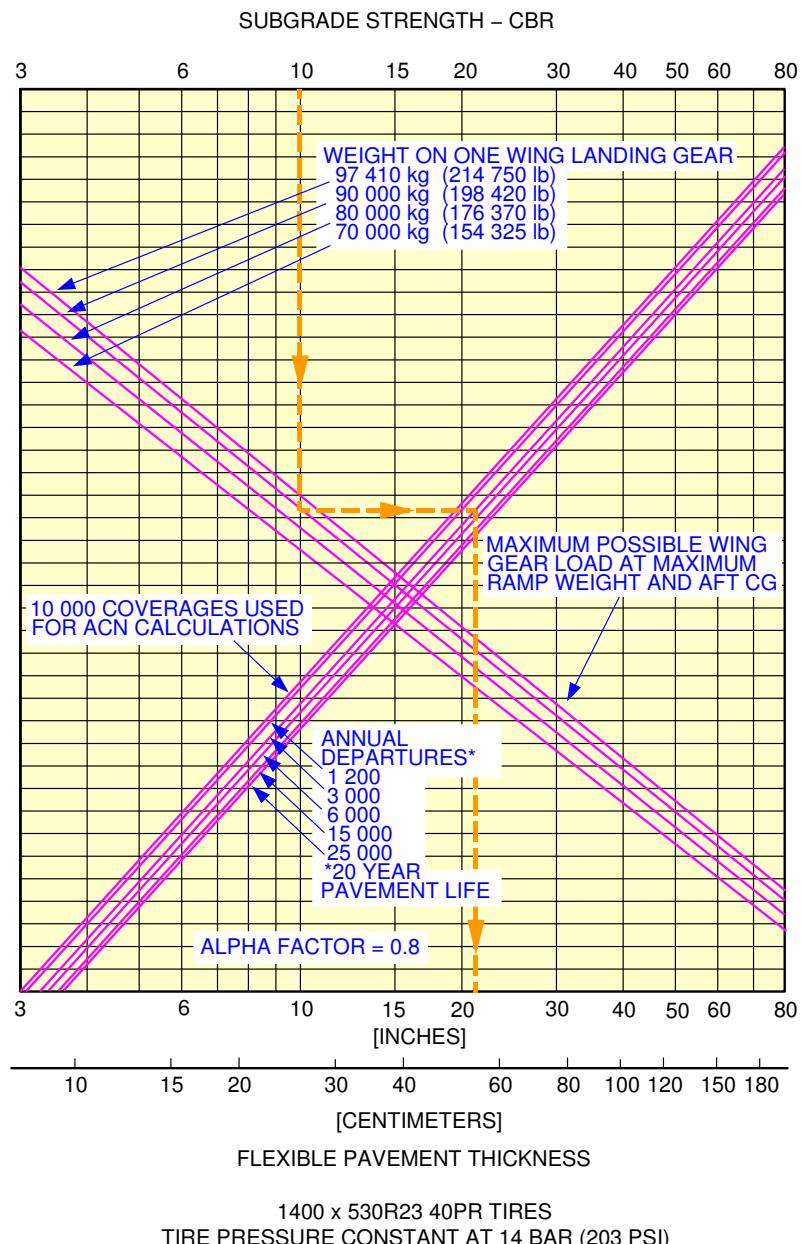
7-5-1 Flexible Pavement Requirements - US Army Corps of Engineers Design Method S-77-1

****ON A/C A380-800 Models**

Flexible Pavement Requirements - US Army Corps of Engineers Design Method - Pax

1. This section gives Flexible Pavement Requirements.

**ON A/C A380-800 Models

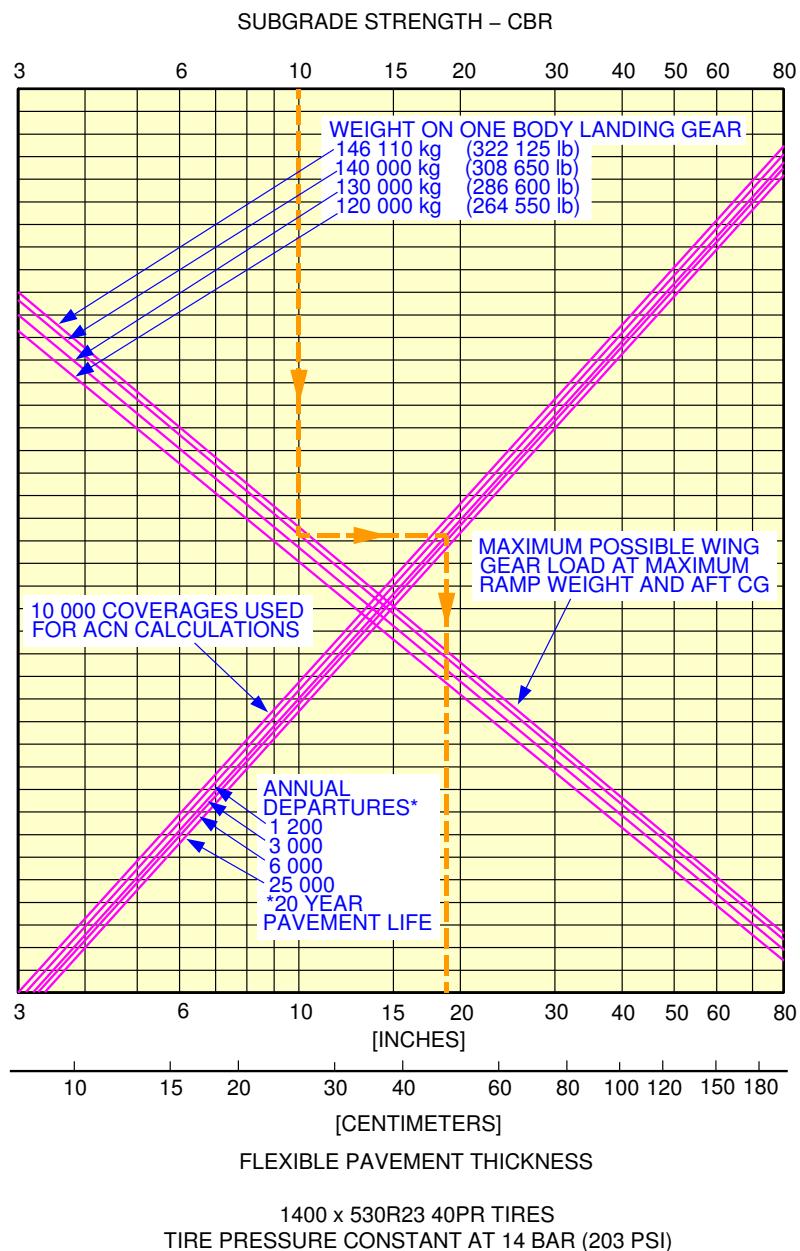


L_AC_070501_1_0090101_01_00

Flexible Pavement Requirements – 4 Wheel Bogie
 MRW 512 000 kg - A380-800 Models

FIGURE 1

**ON A/C A380-800 Models

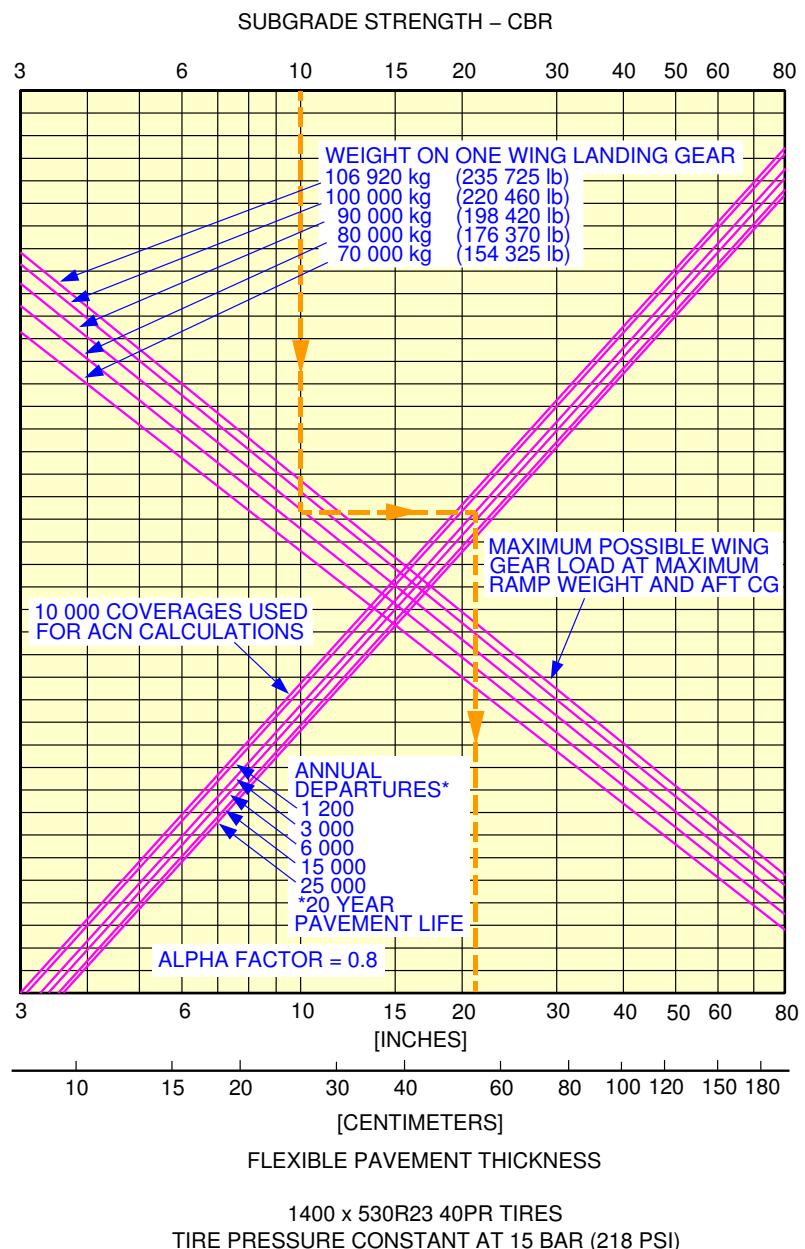


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Flexible Pavement Requirements – 6 Wheel Bogie
MRW 512 000 kg - A380-800 Models

FIGURE 2

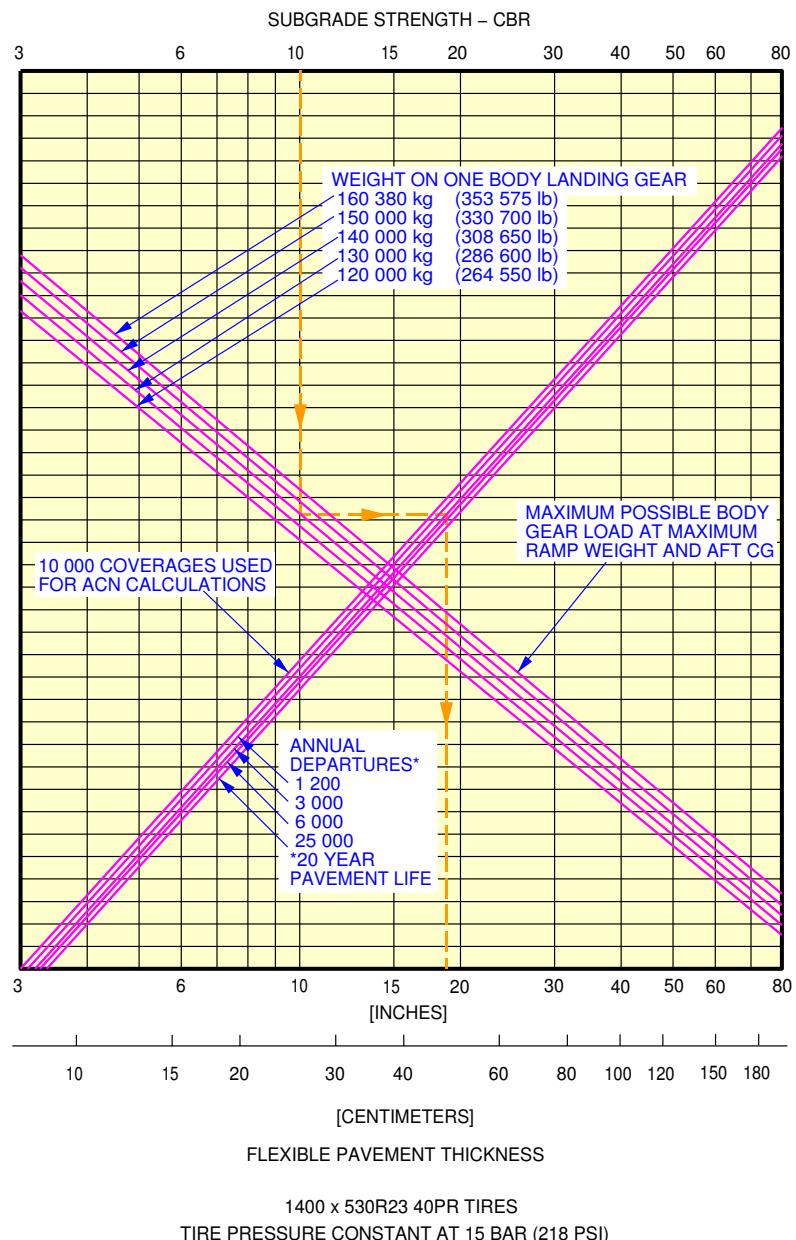
**ON A/C A380-800 Models



L_AC_070501_1_0110101_01_00

Flexible Pavement Requirements – 4 Wheel Bogie
MRW 562 000 kg - A380-800 Models
FIGURE 3

**ON A/C A380-800 Models

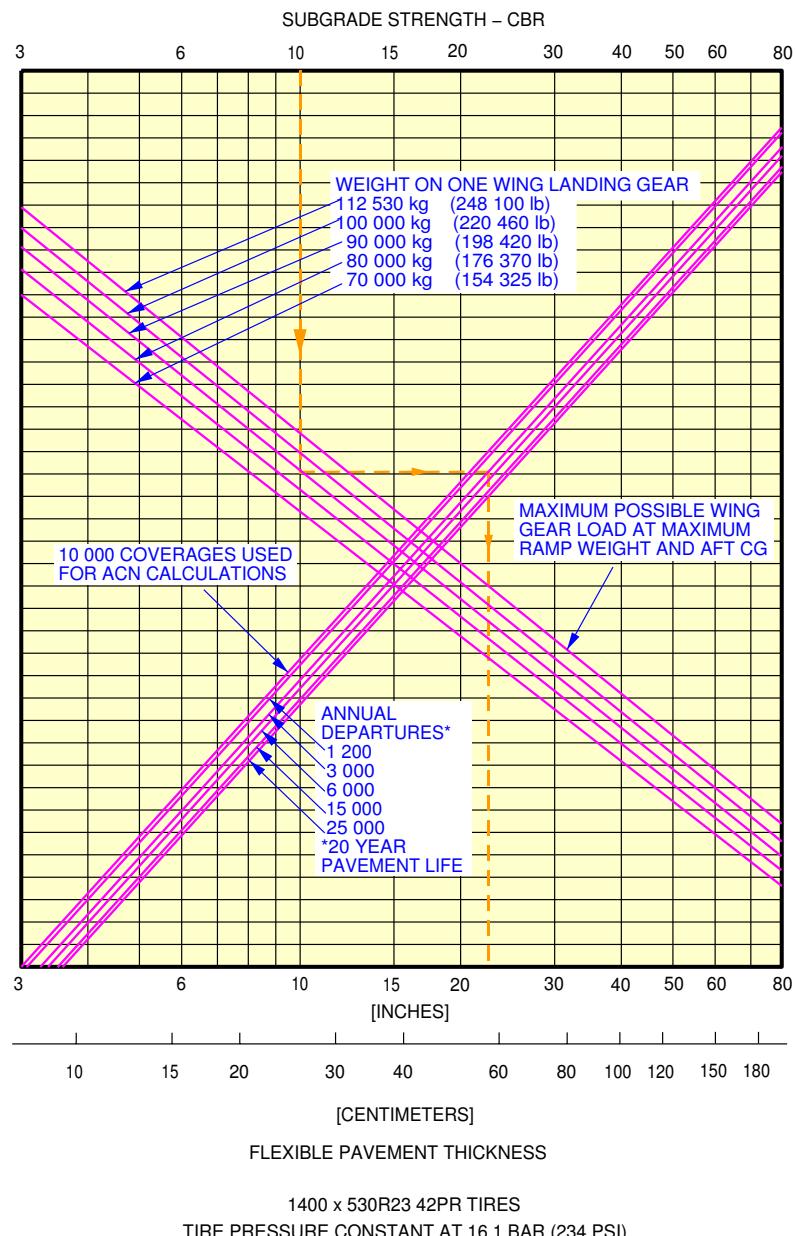


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Flexible Pavement Requirements – 6 Wheel Bogie
MRW 562 000 kg - A380-800 Models

FIGURE 4

**ON A/C A380-800 Models

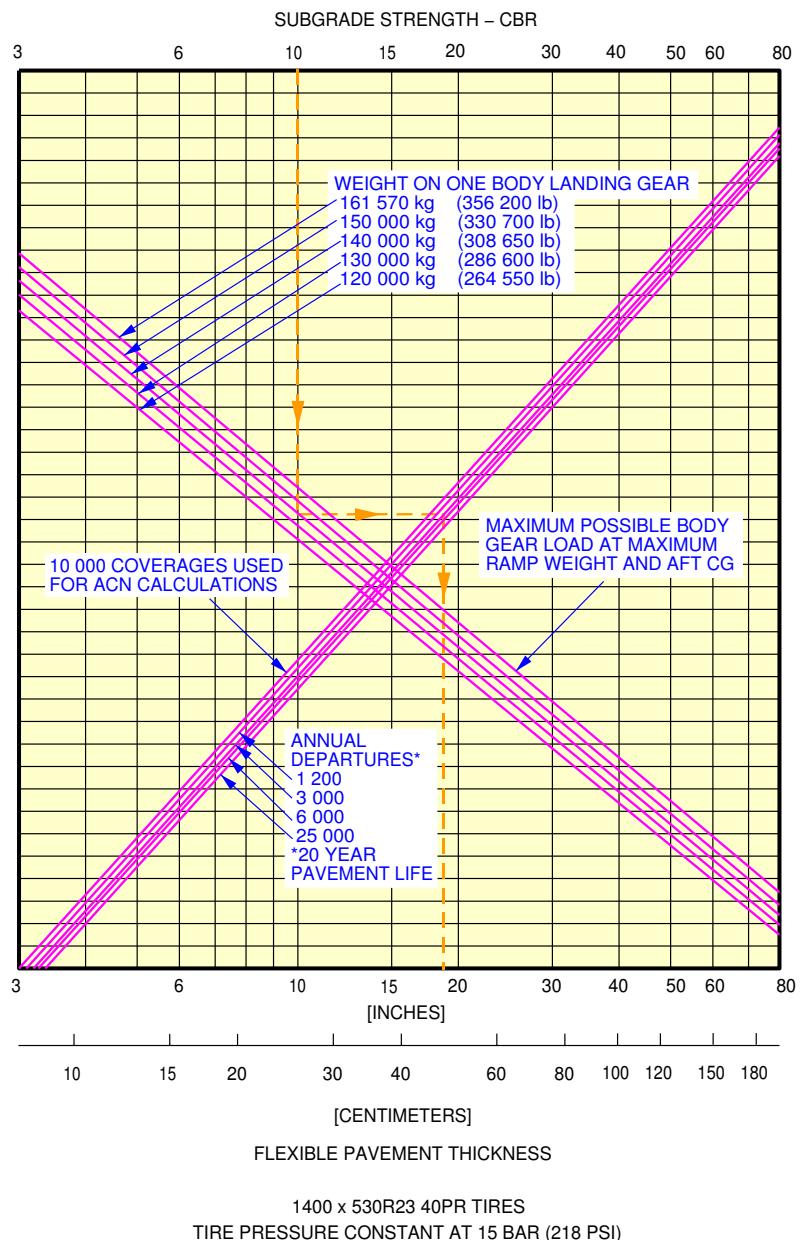


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Flexible Pavement Requirements – 4 Wheel Bogie
MRW 571 000 kg - A380-800 Models

FIGURE 5

****ON A/C A380-800 Models**



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Flexible Pavement Requirements – 6 Wheel Bogie
MRW 571 000 kg - A380-800 Models

FIGURE 6



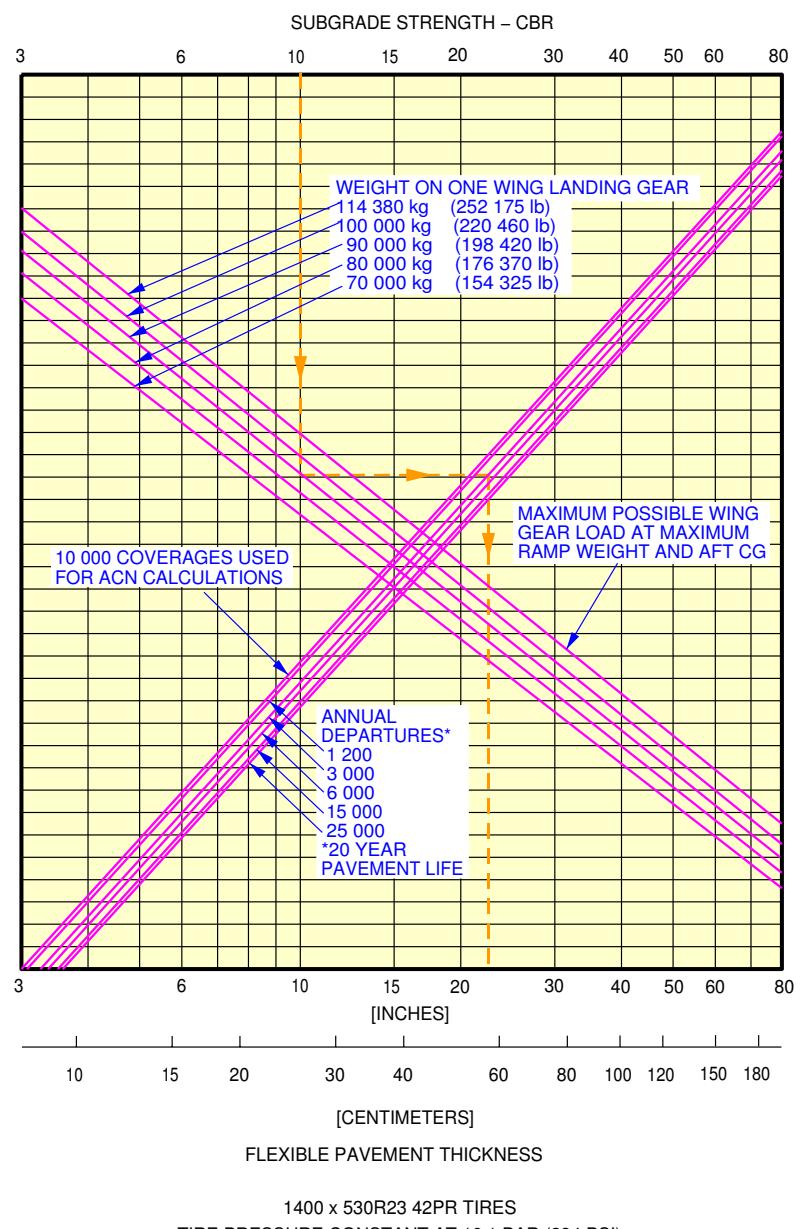
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

Flexible Pavement Requirements - US Army Corps of Engineers Design Method - Freighter

1. This section gives Flexible Pavement Requirements.

****ON A/C A380-800F Models**

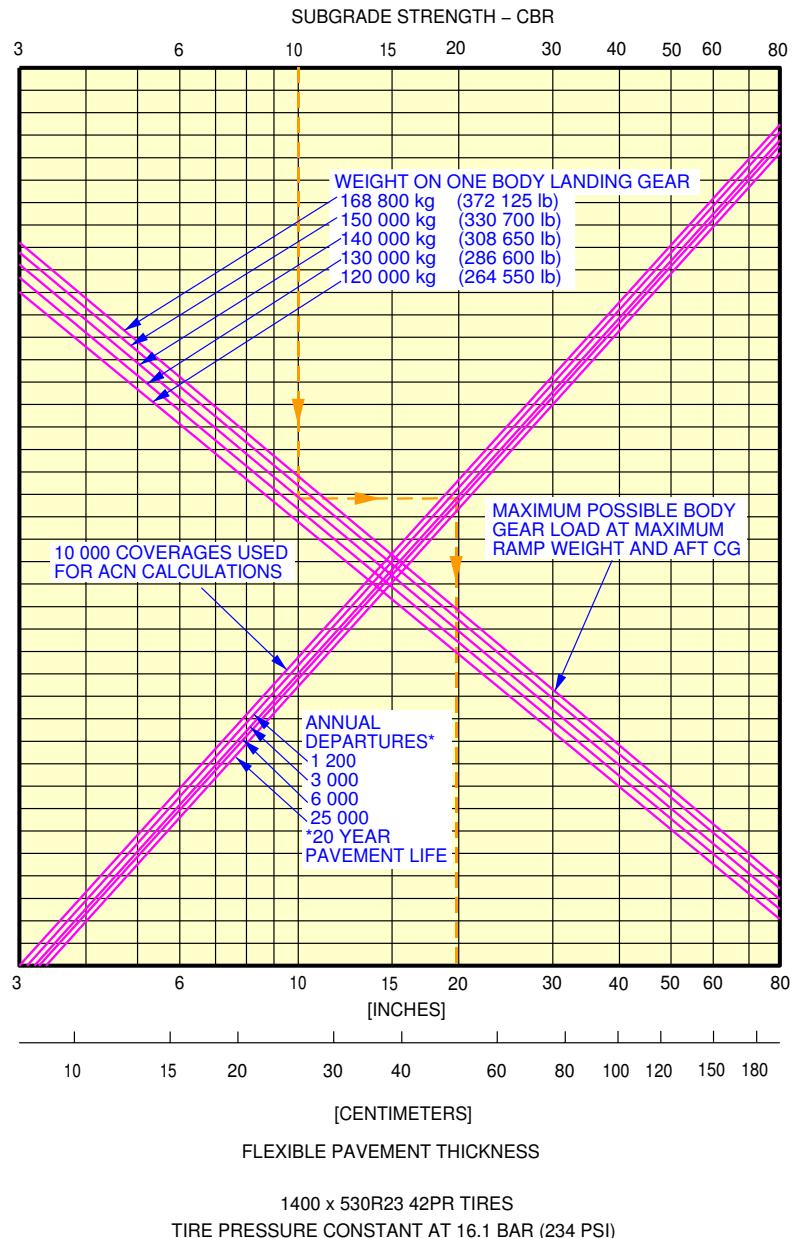


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Flexible Pavement Requirements – 4 Wheel Bogie
MRW 592 000 kg - A380-800F Models

FIGURE 7

**ON A/C A380-800F Models

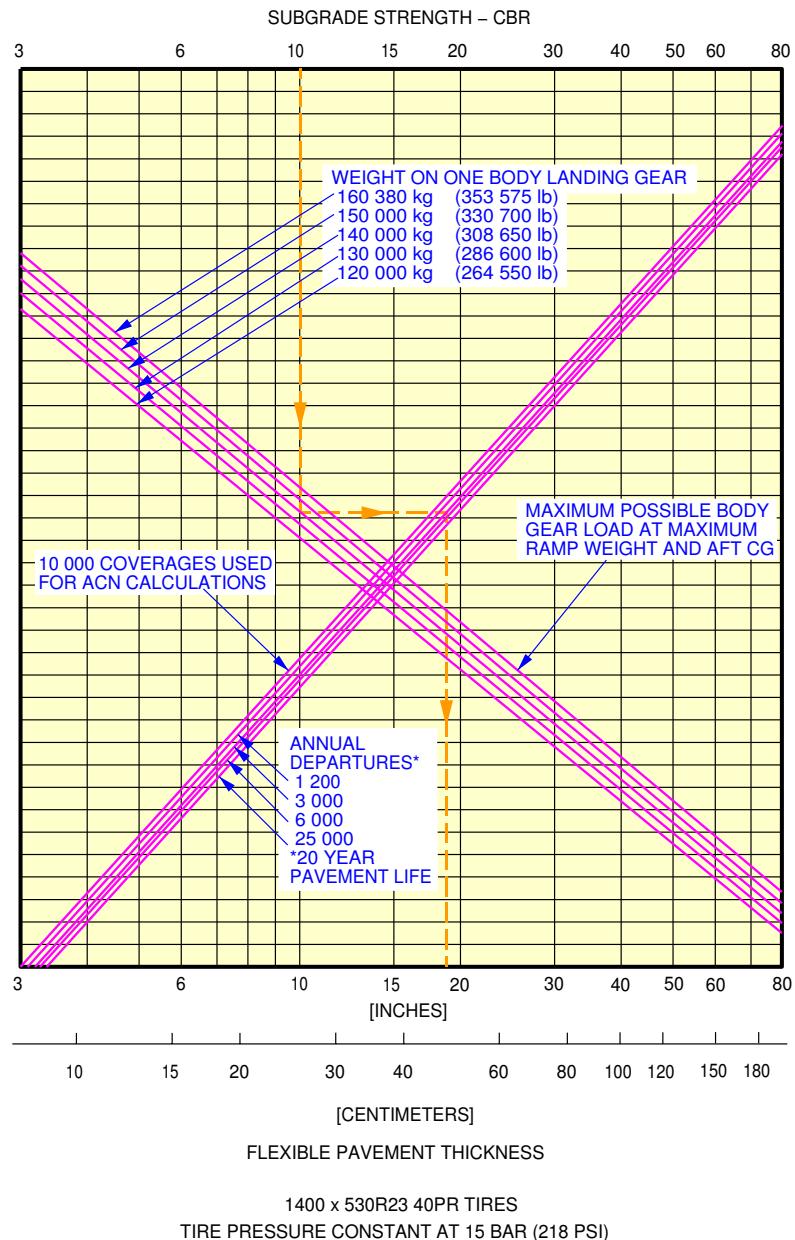


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Flexible Pavement Requirements – 6 Wheel Bogie
MRW 592 000 kg - A380-800F Models

FIGURE 8

**ON A/C A380-800F Models

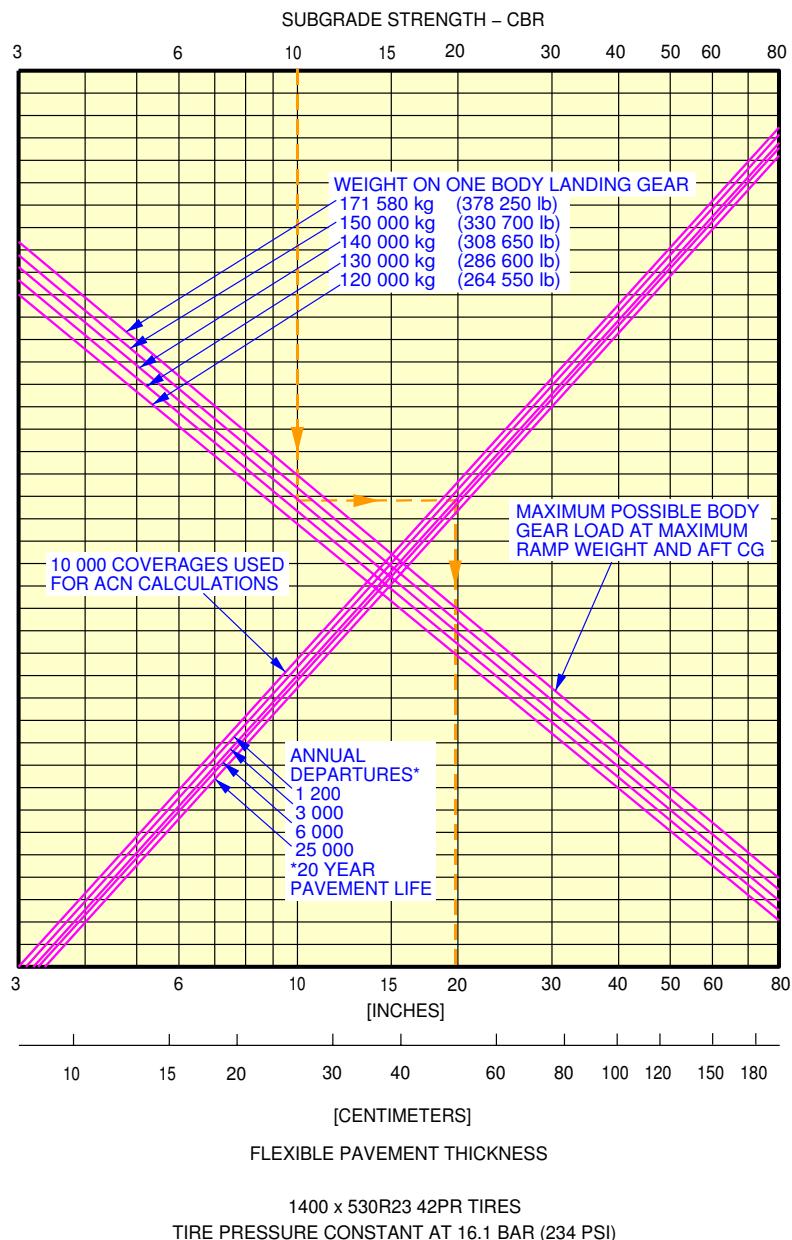


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Flexible Pavement Requirements – 4 Wheel Bogie
MRW 602 000 kg - A380-800F Models

FIGURE 9

****ON A/C A380-800F Models**



L_AC_070501_1_0080101_01_00

Flexible Pavement Requirements – 6 Wheel Bogie
MRW 602 000 kg - A380-800F Models
FIGURE 10

7-6-0 Flexible Pavement Requirements - LCN Conversion****ON A/C A380-800 Models A380-800F Models****General**

1. To find the airplane weight that a Flexible Pavement can support, the LCN of the pavement and the thickness (h) must be known.

In the typical example shown in Section 7-6-1, Figure: Flex Pavement Requirements LCN - 4 Wheel Bogie - MRW 512 000 kg - A380-800 Models, the thickness (h) is shown at 508 mm (20 in.) with an LCN of 82. For these conditions the weight on one Wing Landing Gear is 90 000 kg (198 420 lb).



AIRPLANE CHARACTERISTICS

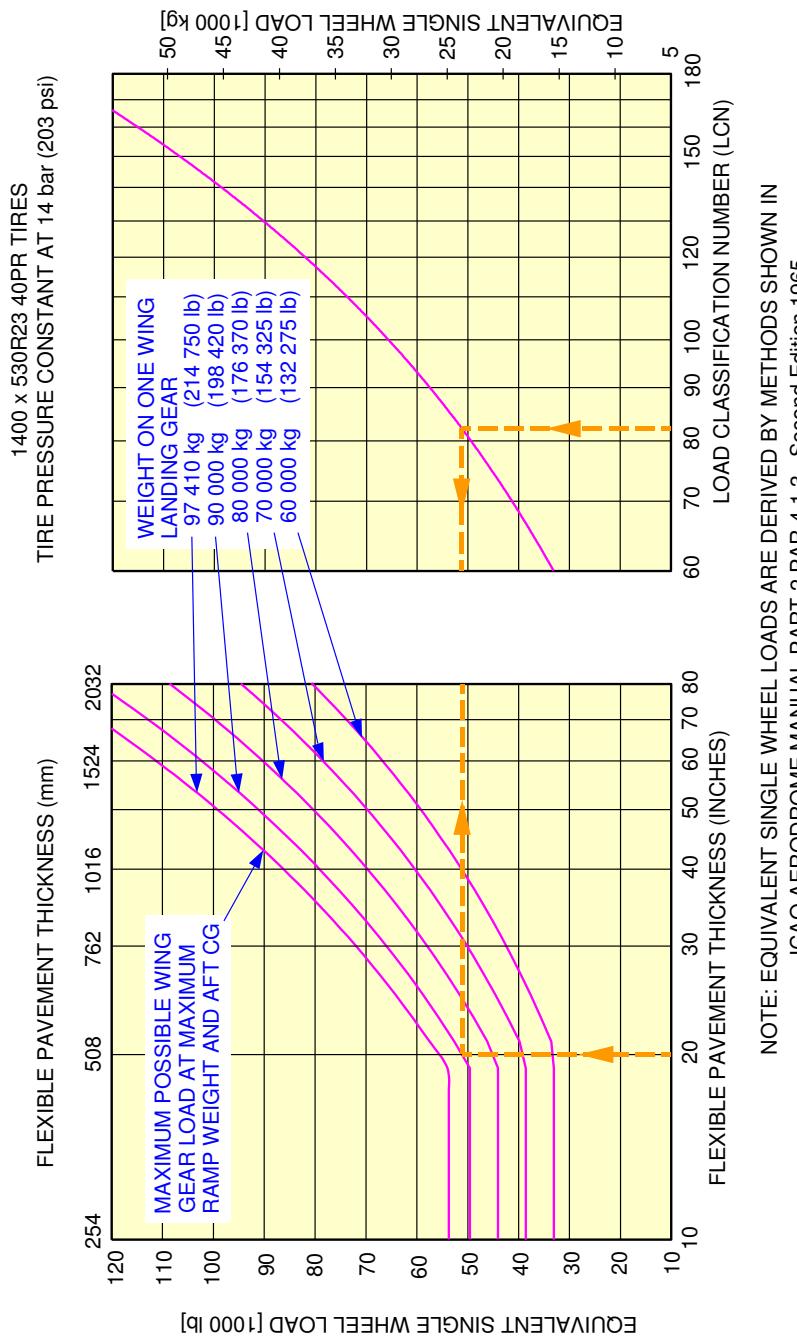
7-6-1 Flexible Pavement Requirements - LCN Conversion

****ON A/C A380-800 Models**

Flexible Pavement Requirements - LCN Conversion - Pax

1. This section gives Flexible Pavement Requirements - LCN Conversion.

**ON A/C A380-800 Models

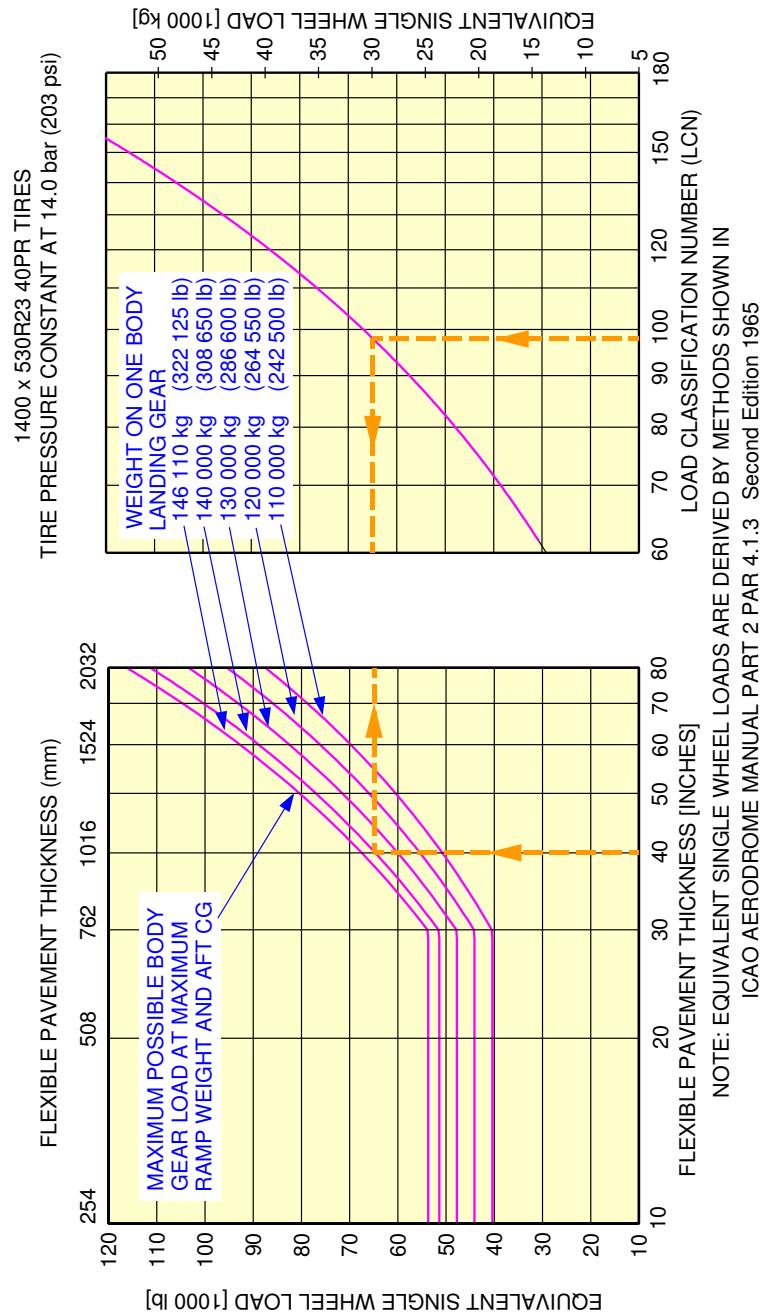


Flex Pavement Requirements LCN - 4 Wheel Bogie
MRW 512 000 kg - A380-800 Models

FIGURE 1

L_AC_070601_1_0090101_01_00

**ON A/C A380-800 Models

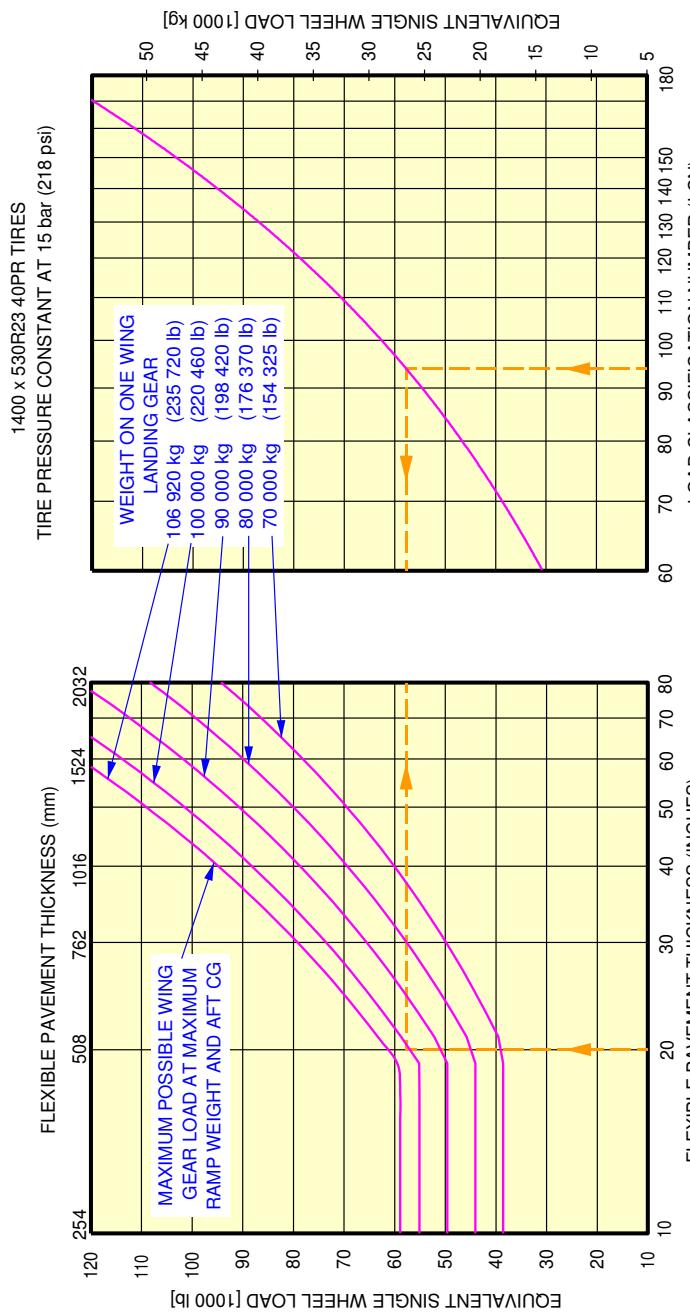


L_AC_070601_1_0100101_01_00

Flex Pavement Requirements LCN - 6 Wheel Bogie
MRW 512 000 kg - A380-800 Models

FIGURE 2

**ON A/C A380-800 Models



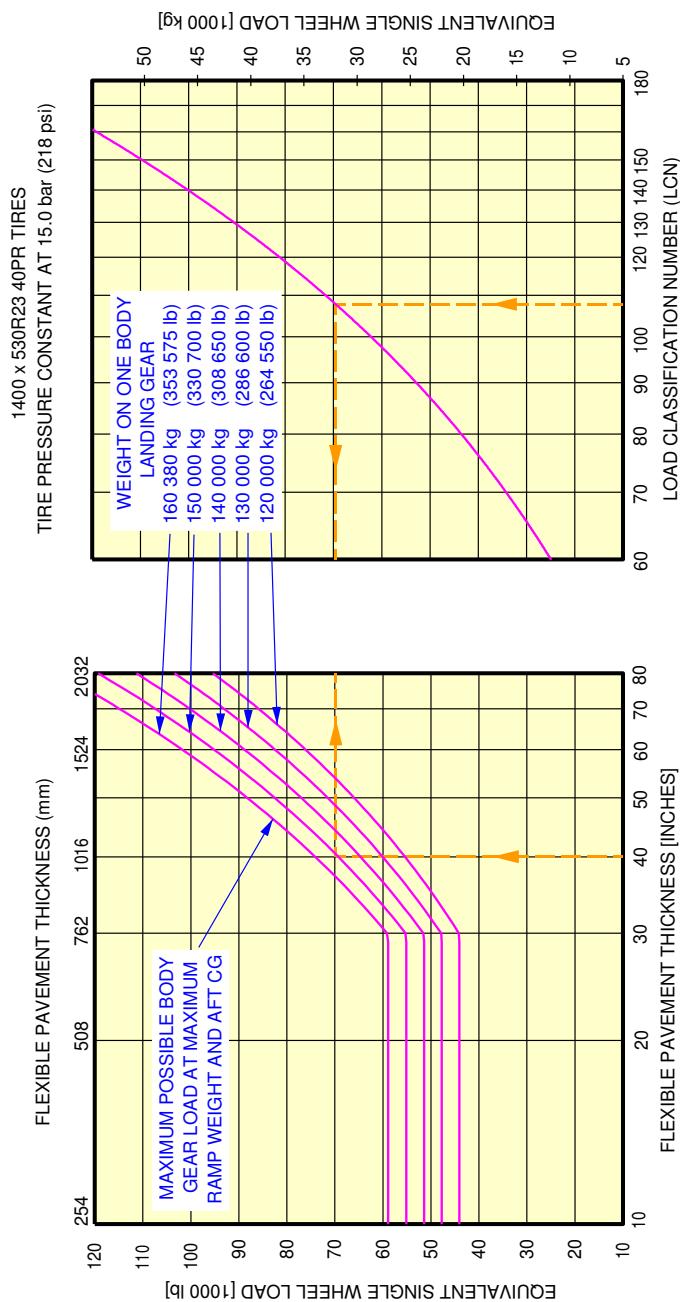
NOTE: EQUIVALENT SINGLE WHEEL LOADS ARE DERIVED BY METHODS SHOWN IN
ICAO AERODROME MANUAL PART 2 PAR 4.1.3 Second Edition 1965

L_AC_070601_1_0010101_01_01

Flex Pavement Requirements LCN - 4 Wheel Bogie
MRW 562 000 kg - A380-800 Models

FIGURE 3

**ON A/C A380-800 Models

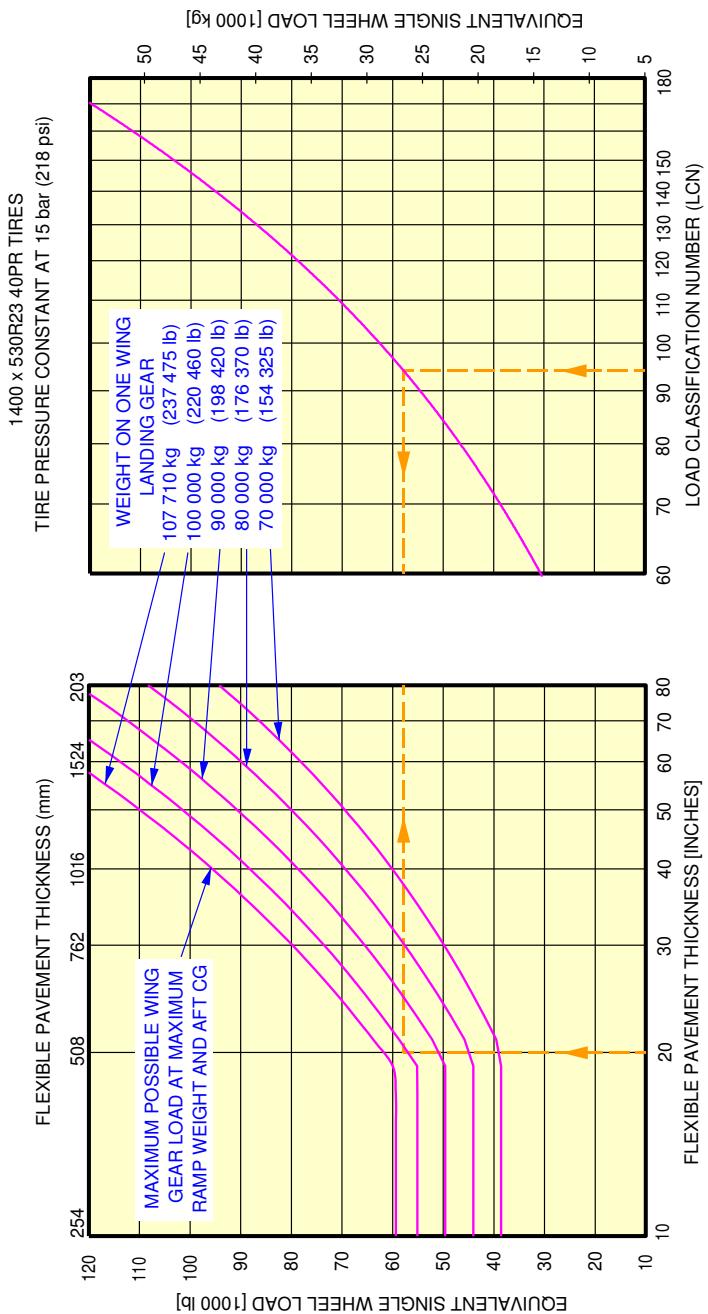


L_AC_070601_1_0020101_01_01

Flex Pavement Requirements LCN - 6 Wheel Bogie
MRW 562 000 kg - A380-800 Models

FIGURE 4

**ON A/C A380-800 Models



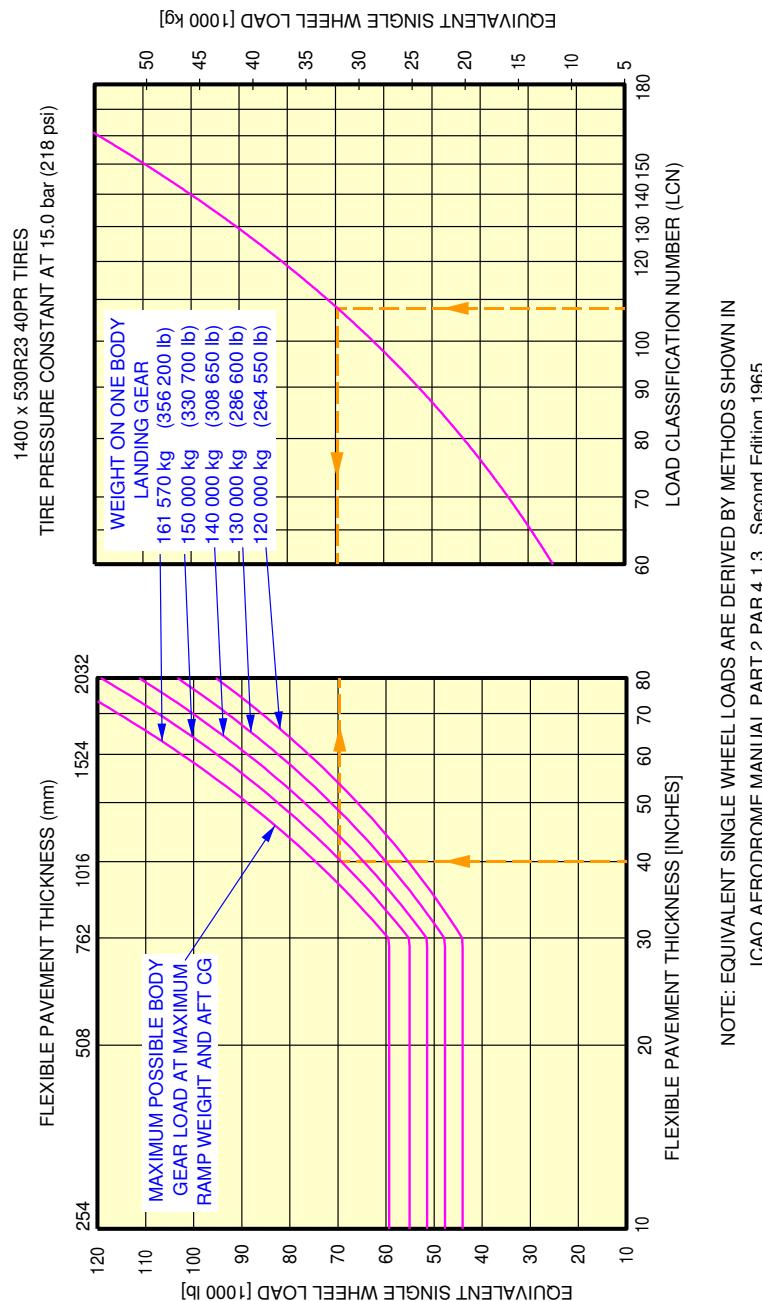
NOTE: EQUIVALENT SINGLE WHEEL LOADS ARE DERIVED BY METHODS SHOWN IN
ICAO AERODROME MANUAL PART 2 PAR 4.1.3 Second Edition 1965

L_AC_070601_1_0050101_01_00

Flex Pavement Requirements LCN - 4 Wheel Bogie
MRW 571 000 kg - A380-800 Models

FIGURE 5

**ON A/C A380-800 Models



L_AC_070601_1_0060101_01_00

Flex Pavement Requirements LCN - 6 Wheel Bogie
MRW 571 000 kg - A380-800 Models

FIGURE 6



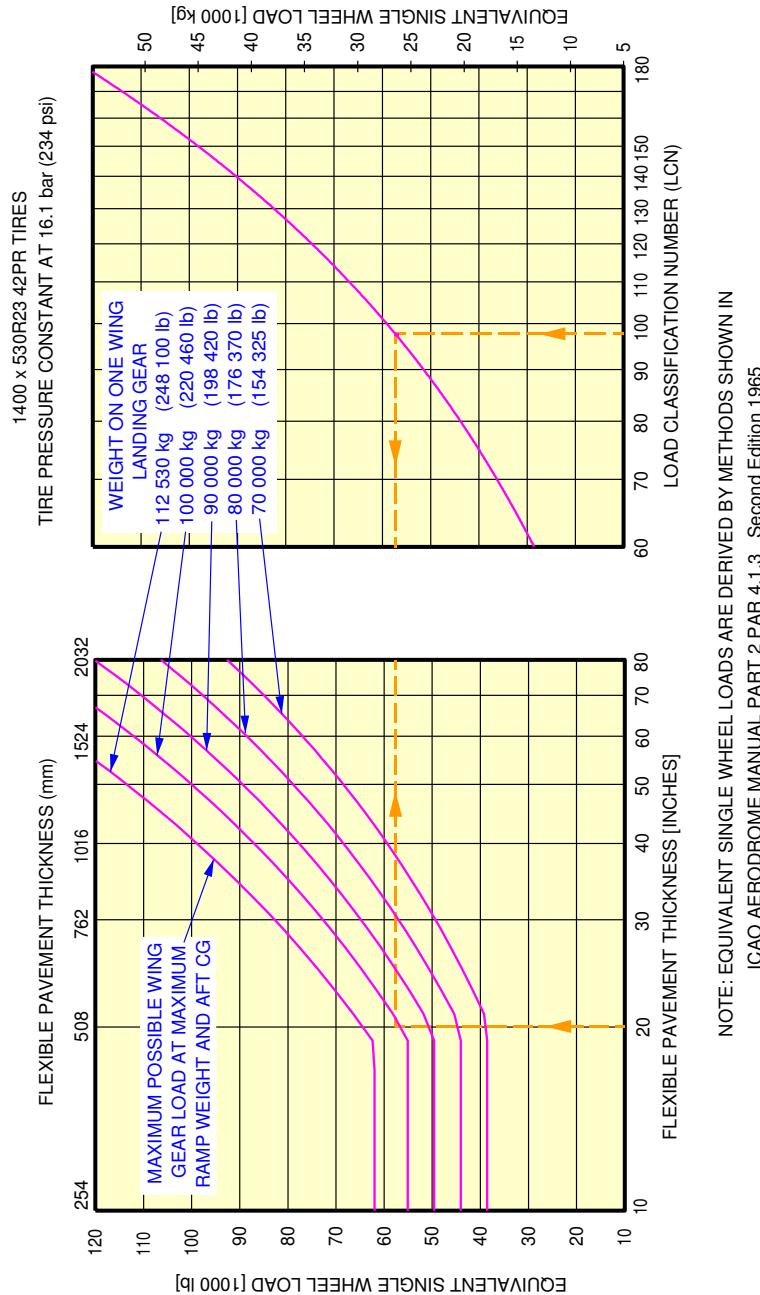
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

For A380-800F ModelsFlexible Pavement Requirements - LCN Conversion - Freighter

1. This section gives Flexible Pavement Requirements - LCN Conversion.

**ON A/C A380-800F Models



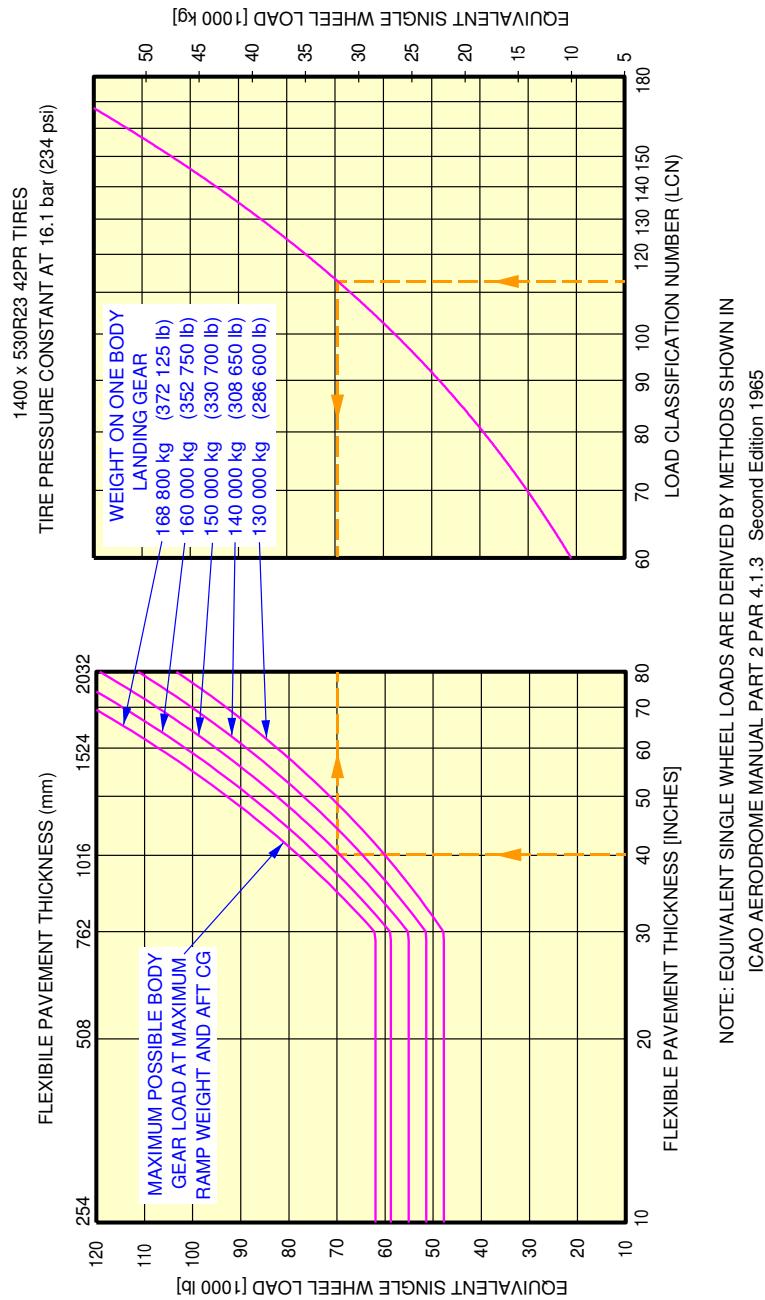
NOTE: EQUIVALENT SINGLE WHEEL LOADS ARE DERIVED BY METHODS SHOWN IN
ICAO AERODROME MANUAL PART 2 PAR 4.1.3 Second Edition 1965

L_AC_070601_1_0030101_01_01

Flex Pavement Requirements LCN - 4 Wheel Bogie
MRW 592 000 kg - A380-800F Models

FIGURE 7

**ON A/C A380-800F Models

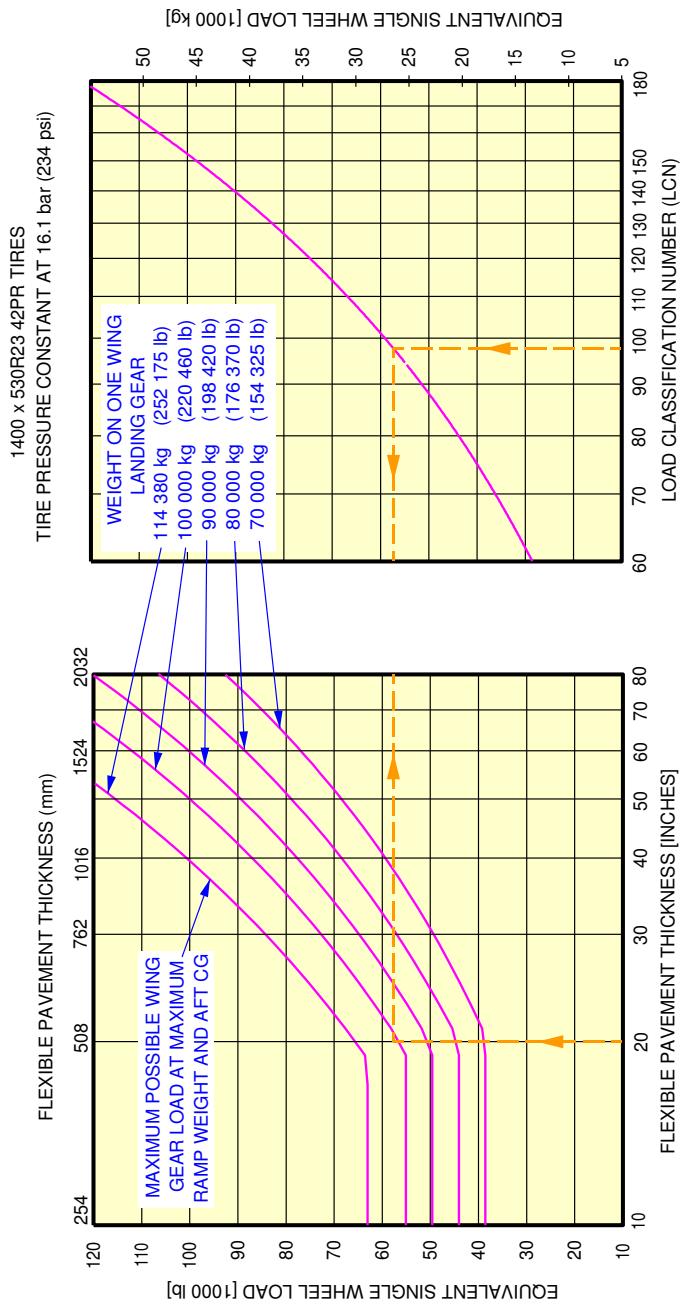


L_AC_070601_1_0040101_01_01

Flex Pavement Requirements LCN - 6 Wheel Bogie
MRW 592 000 kg - A380-800F Models

FIGURE 8

**ON A/C A380-800F Models

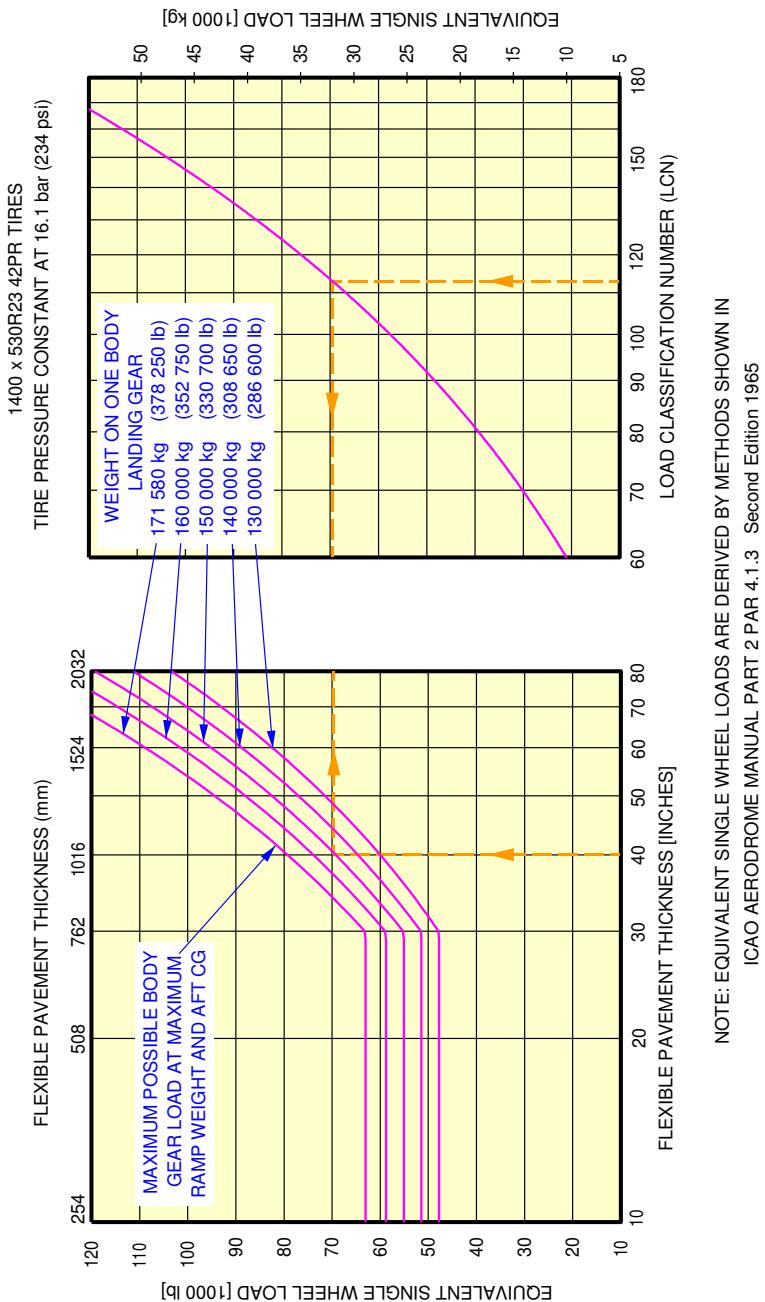


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Flex Pavement Requirements LCN - 4 Wheel Bogie
MRW 602 000 kg - A380-800F Models

FIGURE 9

**ON A/C A380-800F Models



L_AC_070601_1_0080101_01_00

Flex Pavement Requirements LCN - 6 Wheel Bogie
MRW 602 000 kg - A380-800F Models

FIGURE 10

7-7-0 Rigid Pavement Requirements - Portland Cement Association Design Method****ON A/C A380-800 Models A380-800F Models****Rigid Pavement Requirements - Portland Cement Association Design Method****1. General**

To determine a Rigid Pavement Thickness, the Subgrade Modulus (k), the allowable working stress and the weight on one Main Landing Gear must be known.

In the typical example shown in Section 7-7-1, Figure: Rigid Pavement Requirements - 4 Wheel Bogie - MRW 512 000 kg - A380-800 Models.

- a k value of 150 MN/m³ (550 lb/in³)
- an allowable working stress of 36 kg/cm² (500 lb/in²)
- the load on one Wing Landing Gear of 90 000 kg (198 420 lb), the required Rigid Pavement Thickness is 24 cm (9.5 inches).



AIRPLANE CHARACTERISTICS

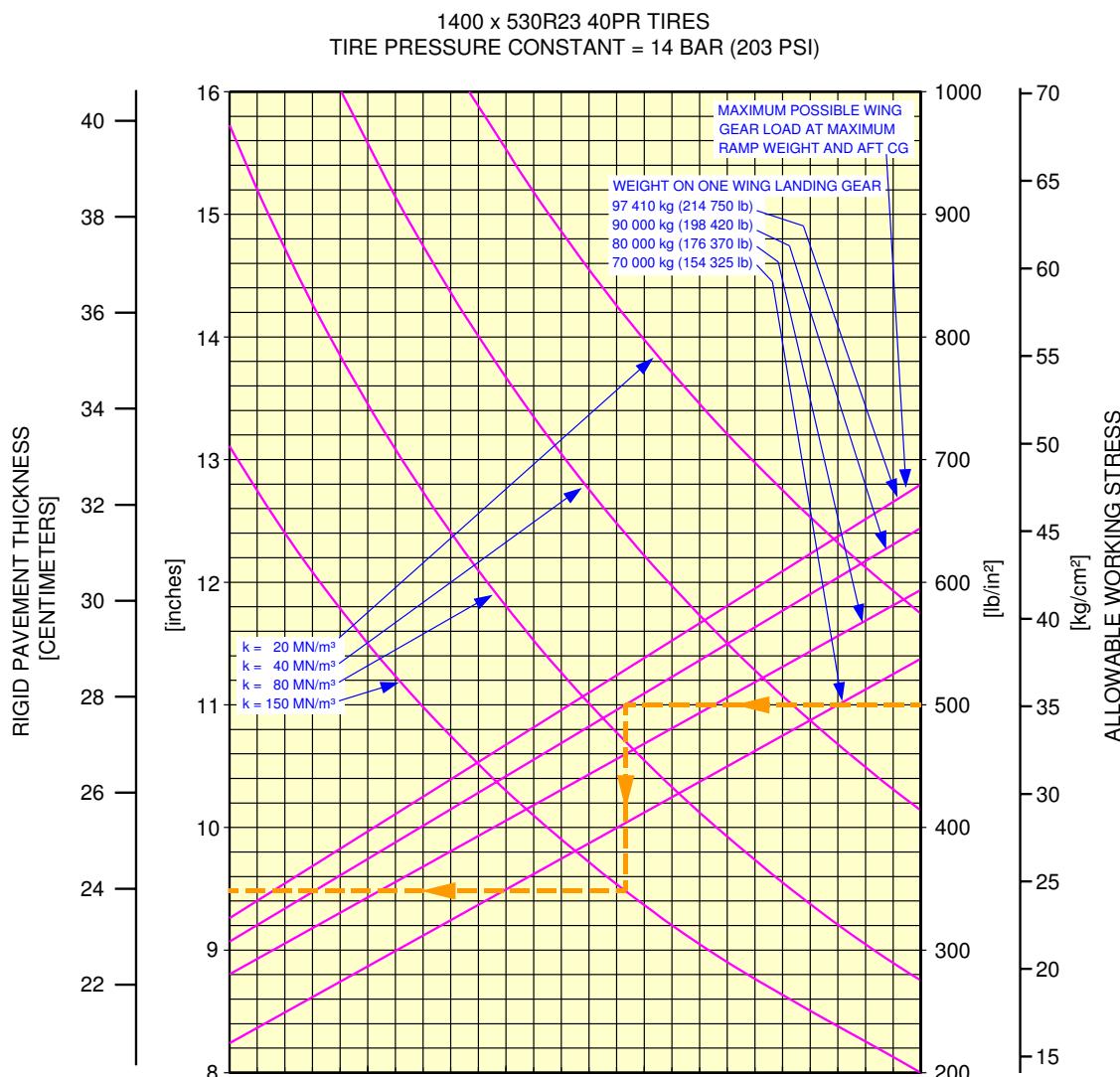
7-7-1 Rigid Pavement Requirements - Portland Cement Association Design Method

**ON A/C A380-800 Models

Rigid Pavement Requirements - Portland Cement Association Design Method - Pax

1. This section gives Rigid Pavement Requirements.

**ON A/C A380-800 Models

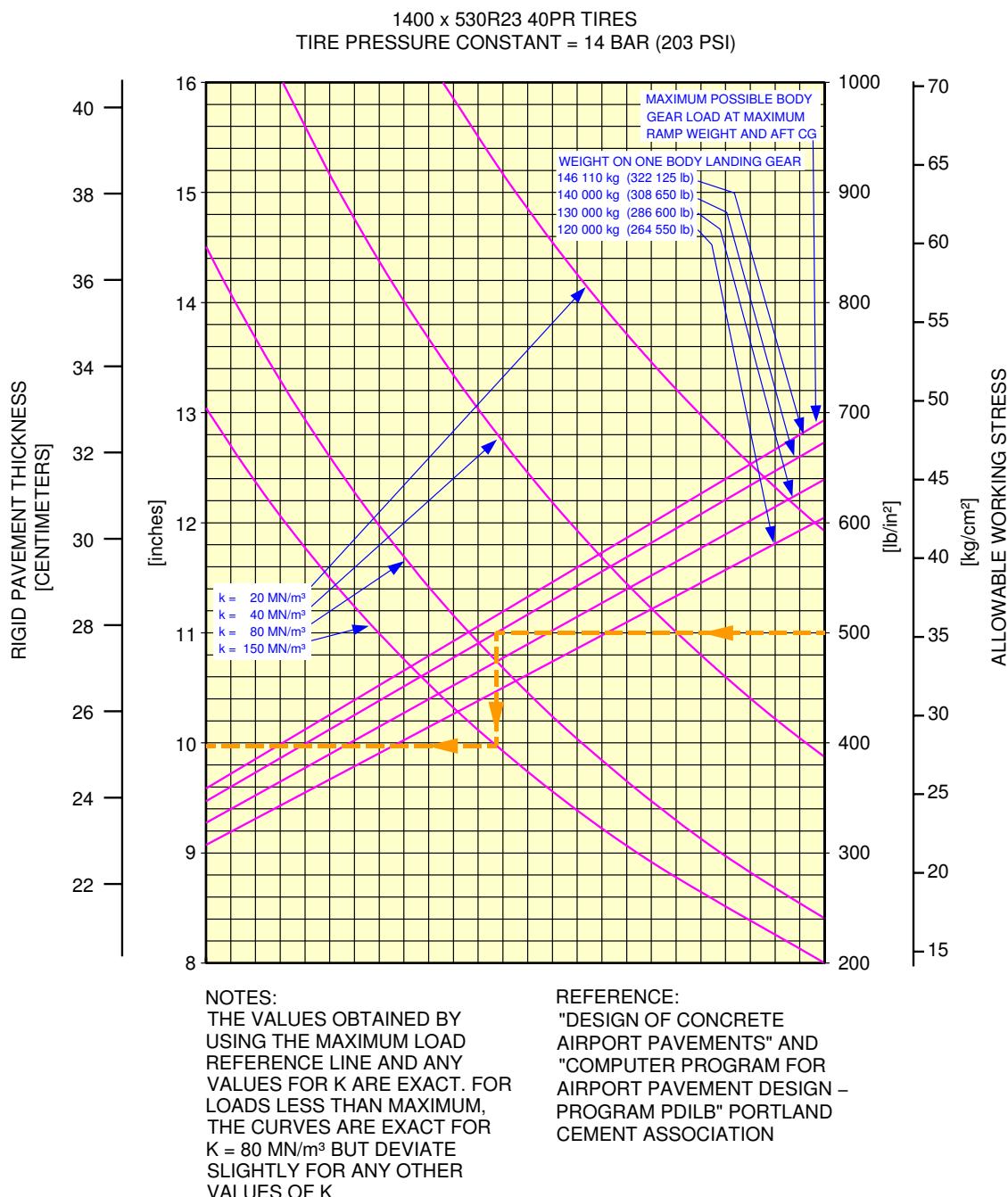


L_AC_070701_1_0090101_01_00

Rigid Pavement Requirements - 4 Wheel Bogie
MRW 512 000 kg - A380-800 Models

FIGURE 1

**ON A/C A380-800 Models

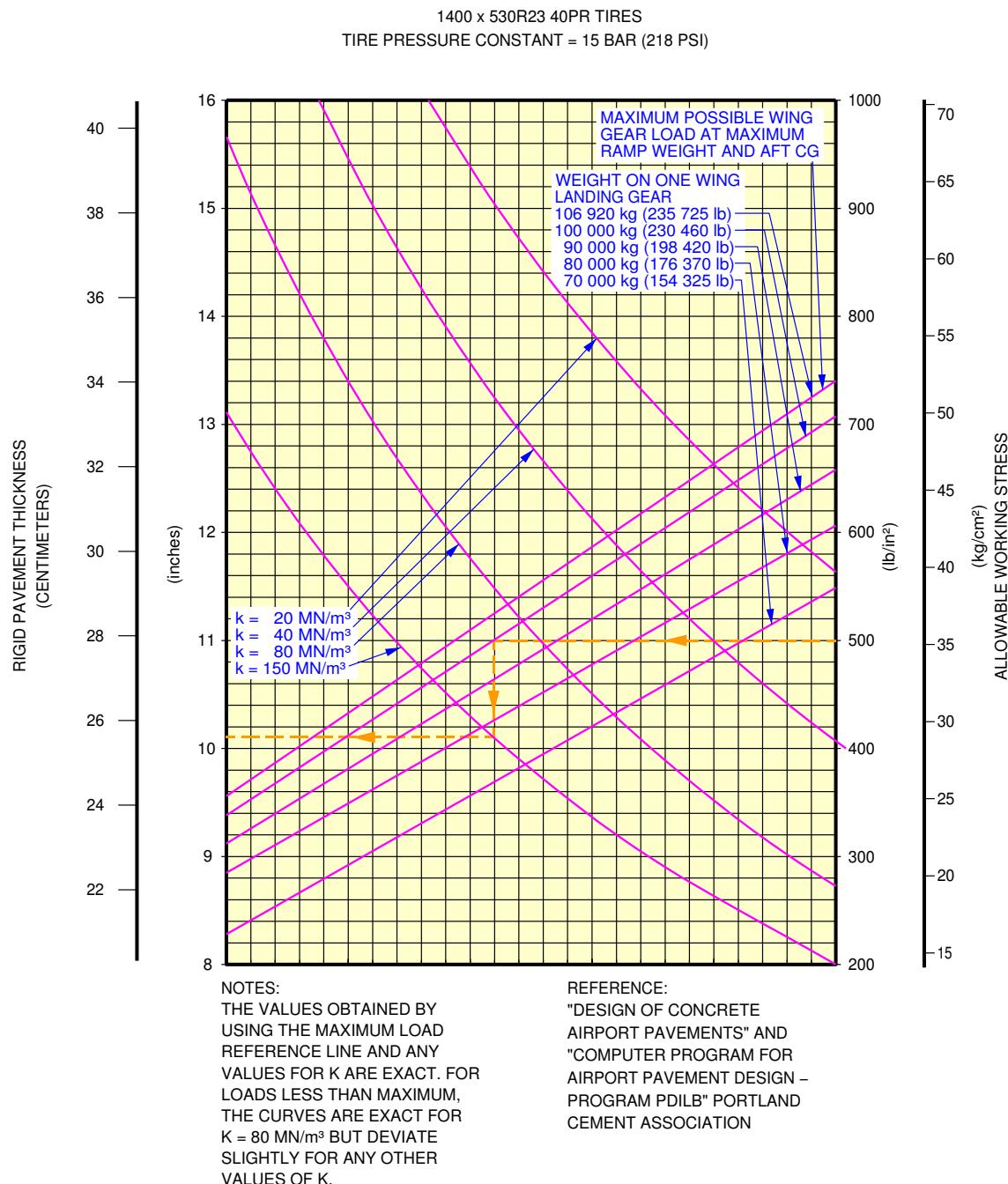


L_AC_070701_1_0100101_01_00

Rigid Pavement Requirements - 6 Wheel Bogie
MRW 512 000 kg - A380-800 Models

FIGURE 2

**ON A/C A380-800 Models

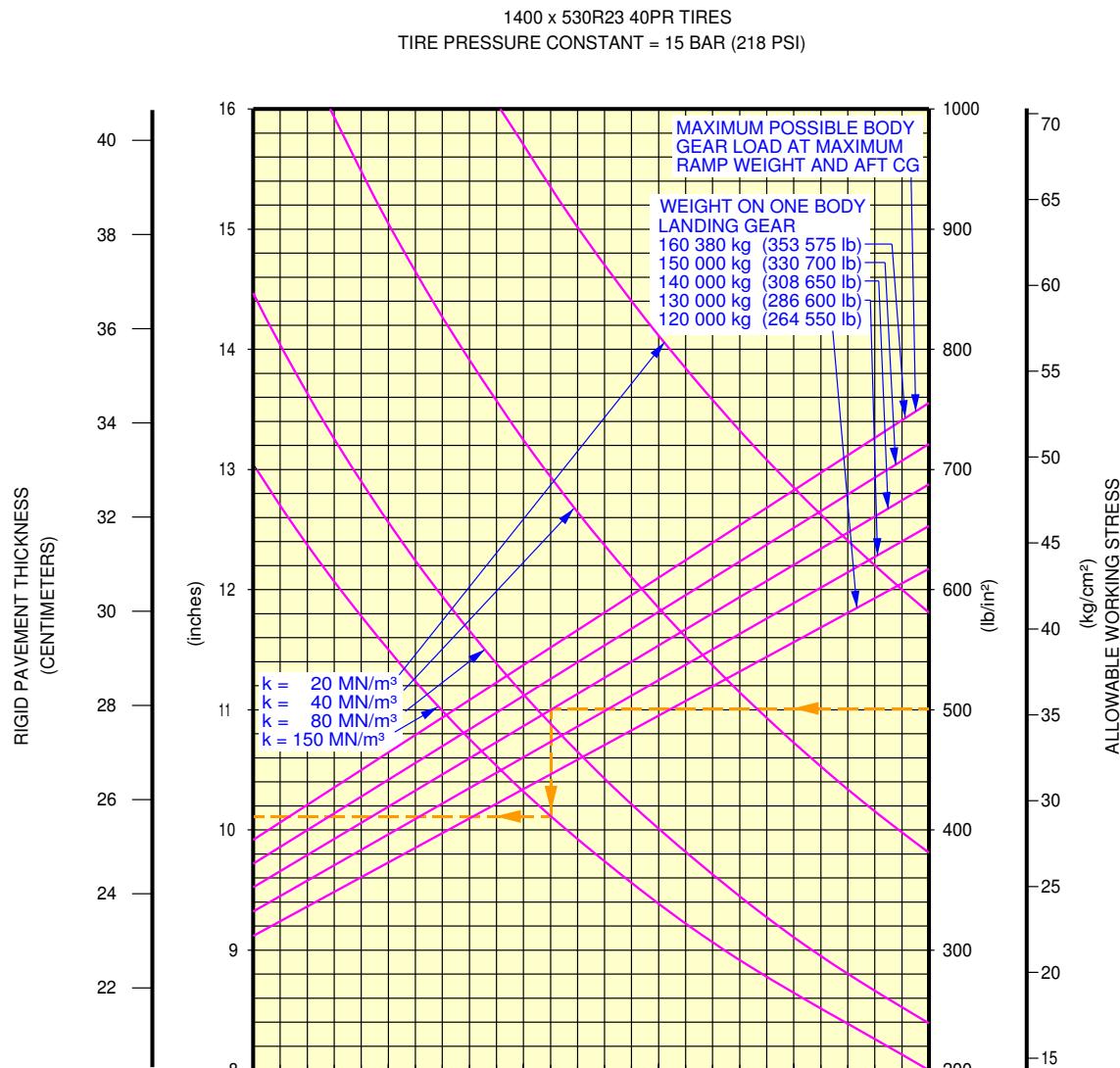


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Rigid Pavement Requirements - 4 Wheel Bogie
MRW 562 000 kg - A380-800 Models

FIGURE 3

**ON A/C A380-800 Models

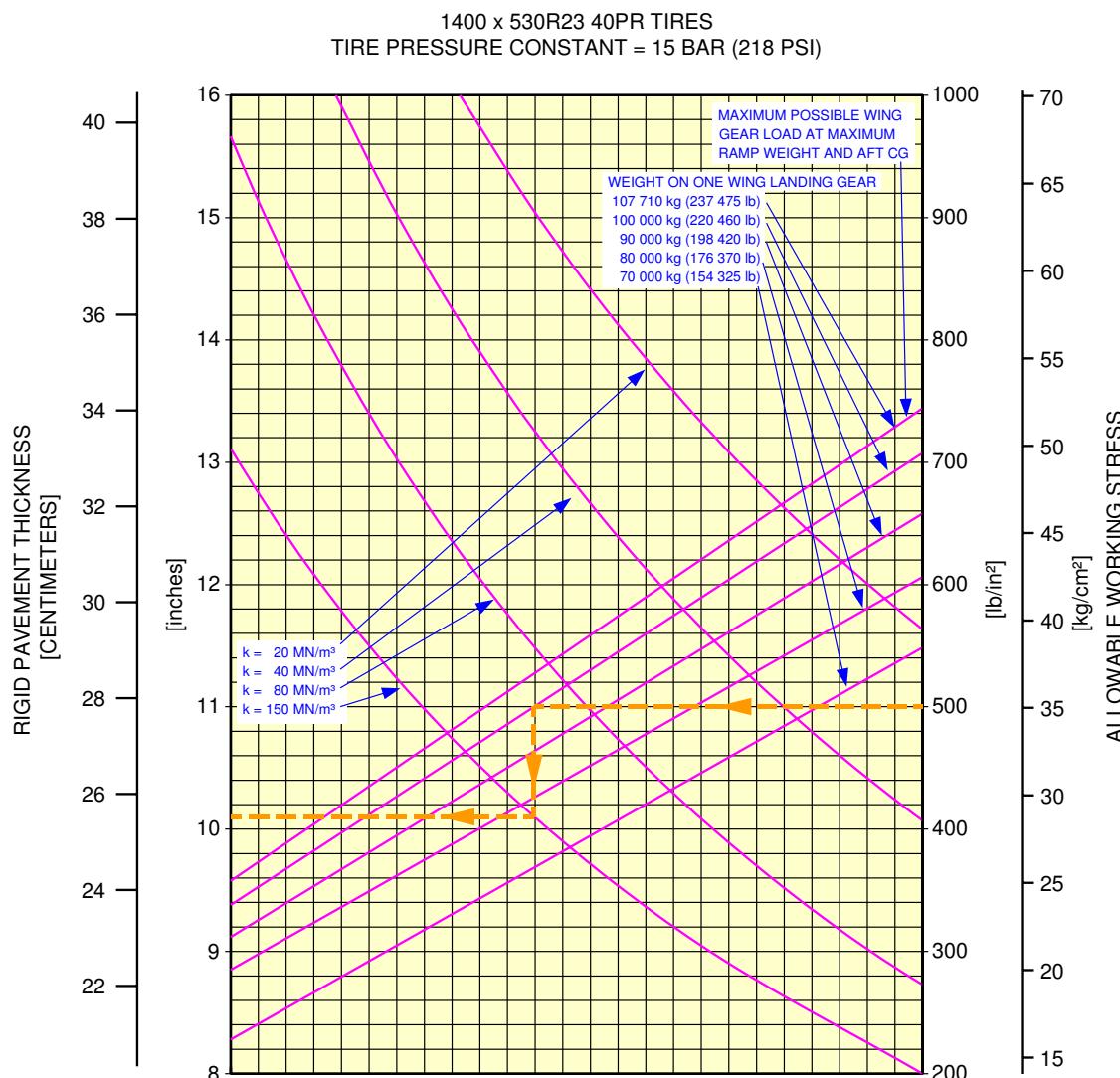


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Rigid Pavement Requirements - 6 Wheel Bogie
MRW 562 000 kg - A380-800 Models

FIGURE 4

**ON A/C A380-800 Models



NOTES:
THE VALUES OBTAINED BY
USING THE MAXIMUM LOAD
REFERENCE LINE AND ANY
VALUES FOR K ARE EXACT. FOR
LOADS LESS THAN MAXIMUM,
THE CURVES ARE EXACT FOR
 $K = 80 \text{ MN/m}^3$ BUT DEVIATE
SLIGHTLY FOR ANY OTHER
VALUES OF K

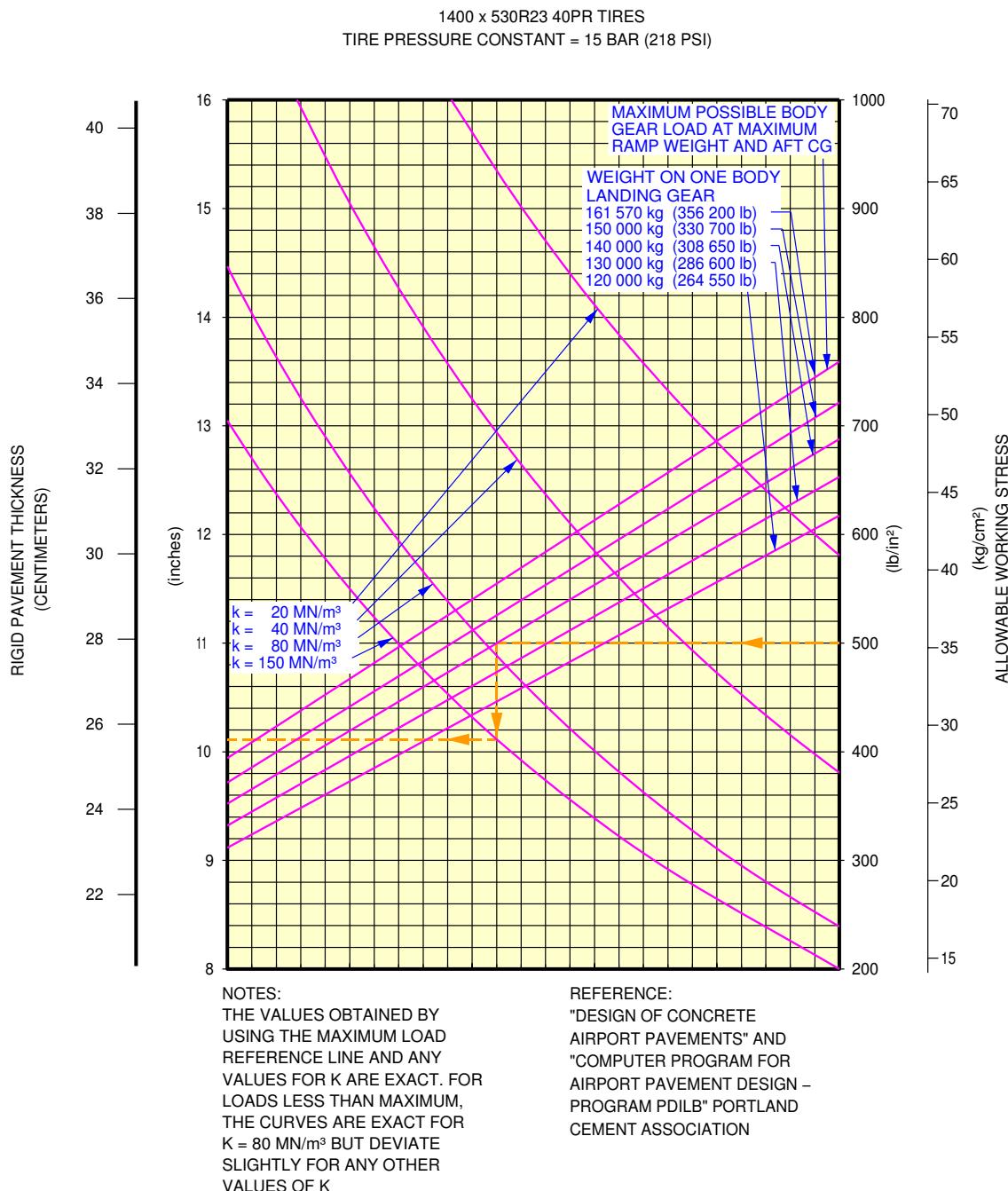
REFERENCE:
"DESIGN OF CONCRETE
AIRPORT PAVEMENTS" AND
"COMPUTER PROGRAM FOR
AIRPORT PAVEMENT DESIGN -
PROGRAM PDILB" PORTLAND
CEMENT ASSOCIATION

L_AC_070701_1_0120101_01_00

Rigid Pavement Requirements - 4 Wheel Bogie
MRW 571 000 kg - A380-800 Models

FIGURE 5

**ON A/C A380-800 Models



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Rigid Pavement Requirements - 6 Wheel Bogie
MRW 571 000 kg - A380-800 Models

FIGURE 6



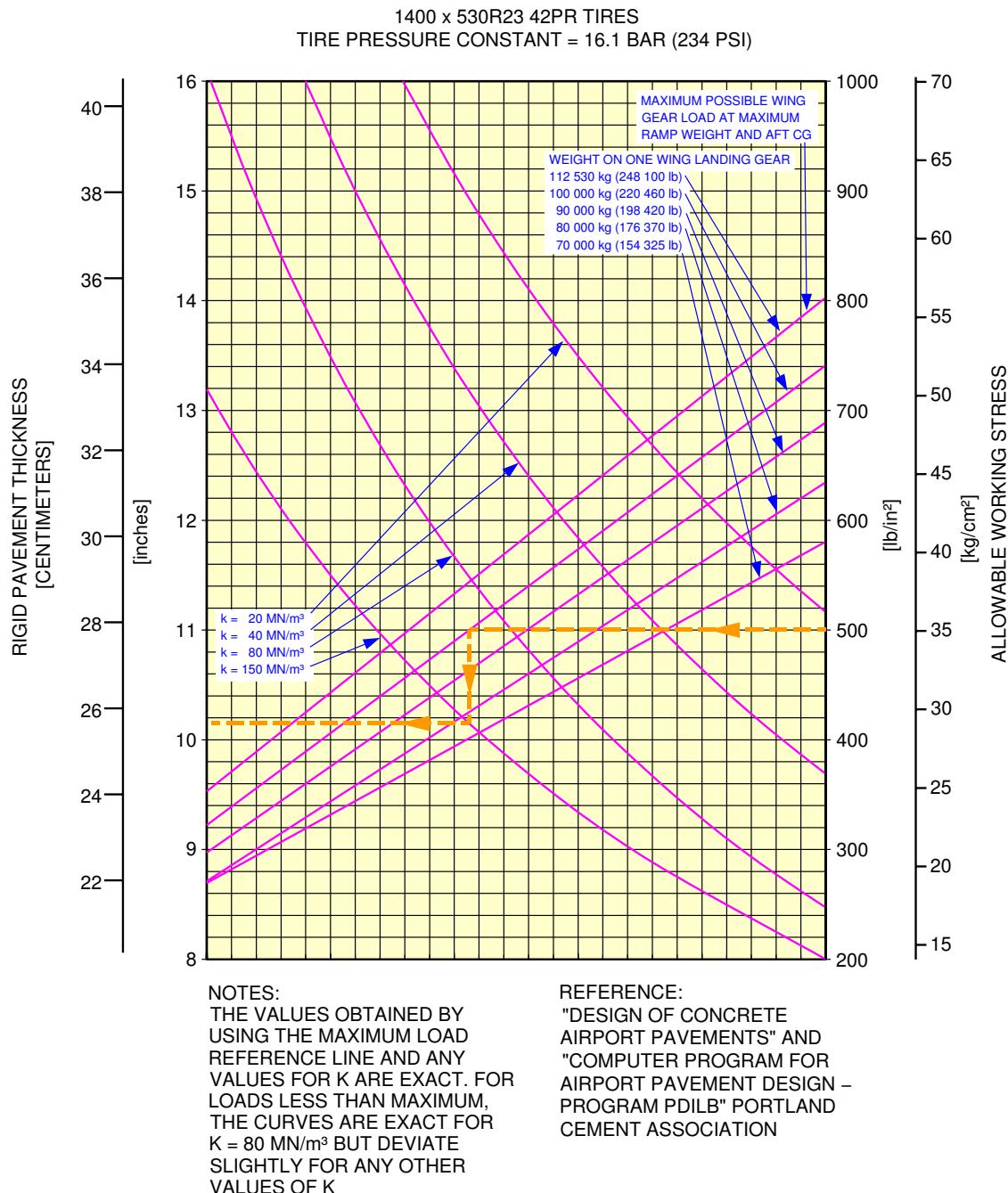
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

Rigid Pavement Requirements - Portland Cement Association Design Method - Freighter

1. This section gives Rigid Pavement Requirements.

**ON A/C A380-800F Models



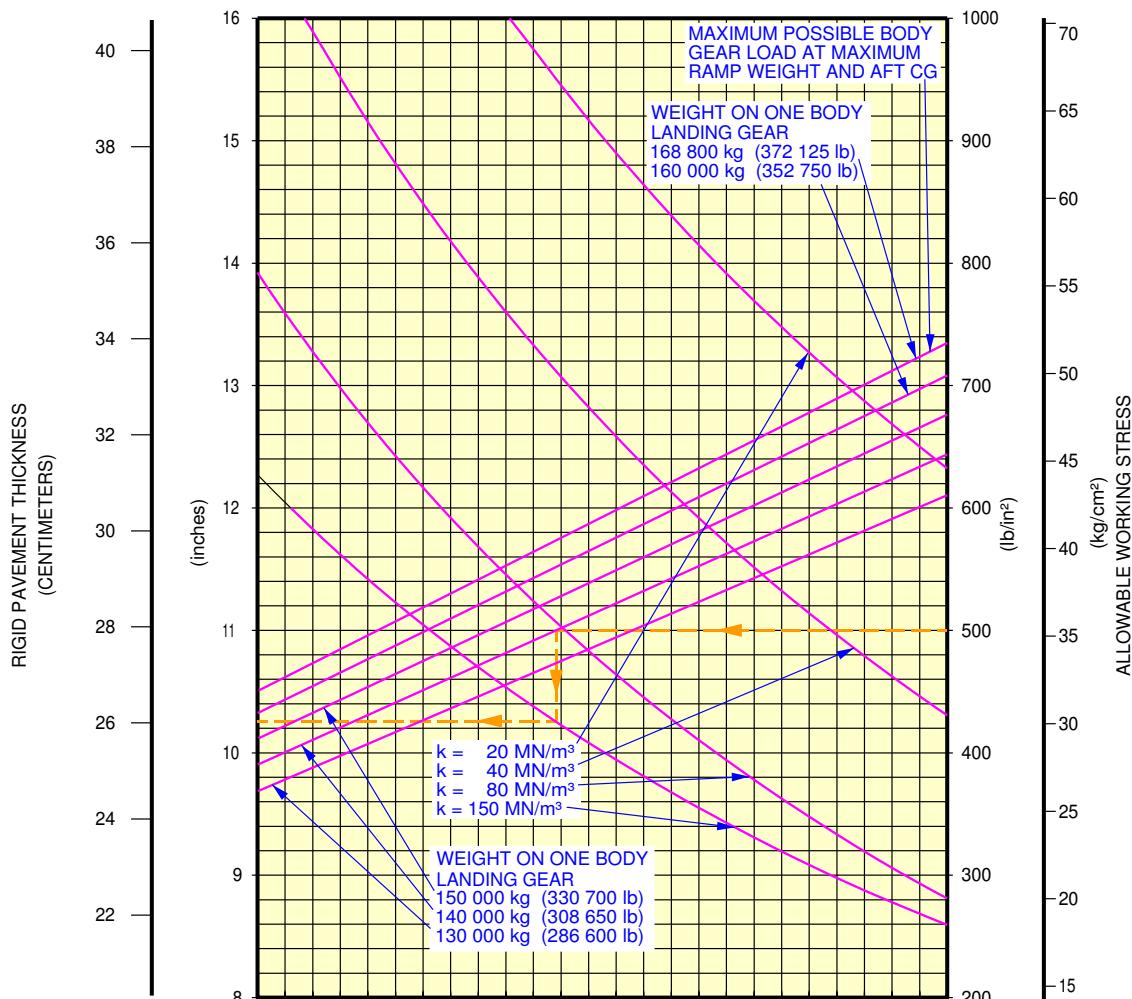
L_AC_070701_1_0130101_01_00

Rigid Pavement Requirements - 4 Wheel Bogie
MRW 592 000 kg - A380-800F Models

FIGURE 7

**ON A/C A380-800F Models

1400 x 530R23 42PR TIRES
TIRE PRESSURE CONSTANT = 16.1 BAR (234 PSI)

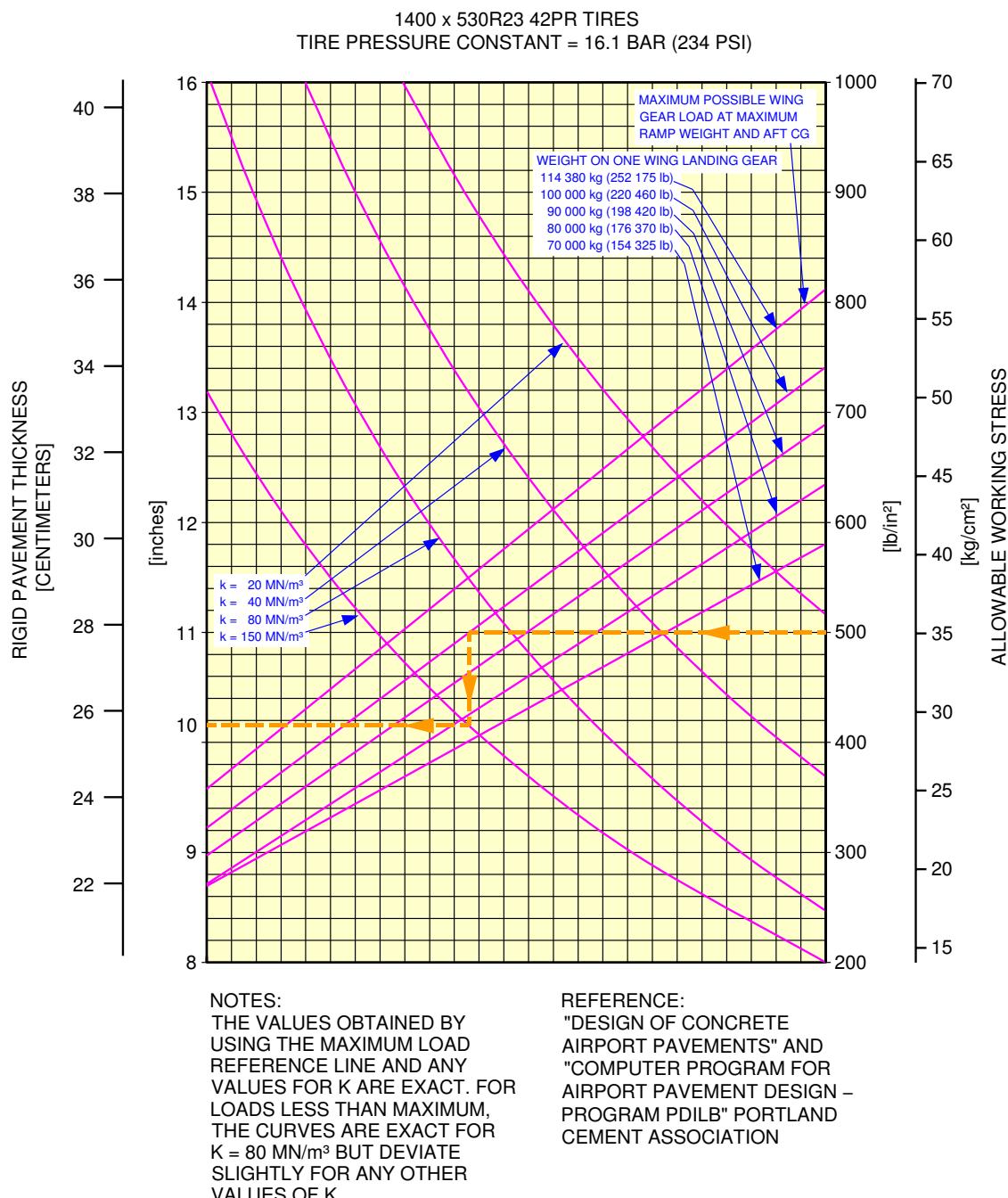


L_AC_070701_1_0040101_01_01

Rigid Pavement Requirements - 6 Wheel Bogie
MRW 592 000 kg - A380-800F Models

FIGURE 8

**ON A/C A380-800F Models



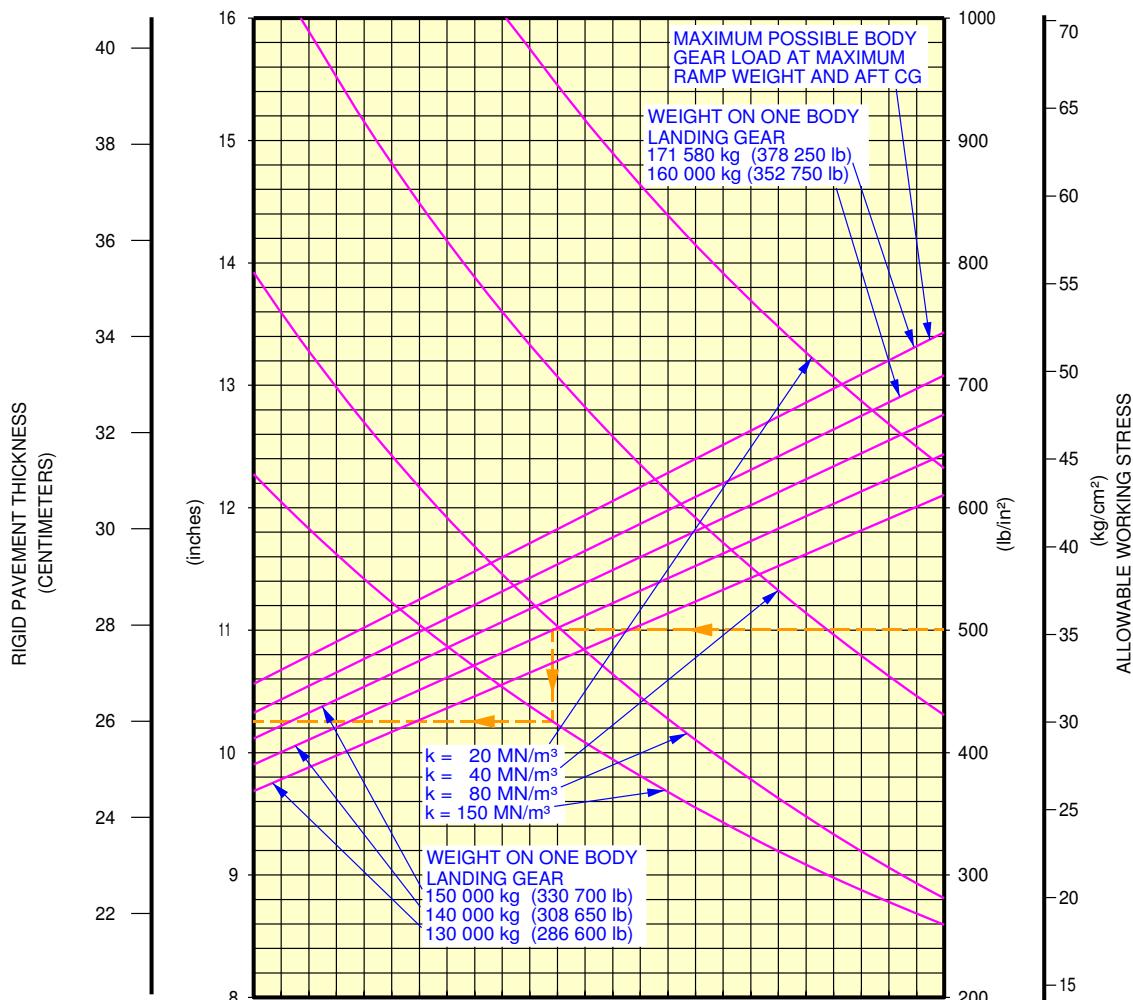
L_AC_070701_1_0140101_01_00

Rigid Pavement Requirements - 4 Wheel Bogie
MRW 602 000 kg - A380-800F Models

FIGURE 9

**ON A/C A380-800F Models

1400 x 530R23 42PR TIRES
TIRE PRESSURE CONSTANT = 16.1 BAR (234 PSI)



L_AC_070701_1_0080101_01_00

Rigid Pavement Requirements - 6 Wheel Bogie
MRW 602 000 kg - A380-800F Models

FIGURE 10



AIRPLANE CHARACTERISTICS

7-8-0 Rigid Pavement Requirements - LCN Conversion

****ON A/C A380-800 Models A380-800F Models**

Rigid Pavement Requirements - LCN Conversion

1. General

To find the airplane weight that a Rigid Pavement can support, the LCN of the pavement and the Radius of Relative Stiffness (L) must be Known.

In the typical example shown in Section 7-8-2, Figure: Rigid Pavement Requirements LCN - 4 Wheel Bogie - MRW 512 000 Kg - A380-800 Models, The Radius of Relative Stiffness is shown at 1 016 mm (40 in.) with an LCN of 90. For these conditions the weight on one Wing Landing Gear is 90 000 kg (198 420 lb).



AIRPLANE CHARACTERISTICS

7-8-1 Radius of Relative Stiffness

**ON A/C A380-800 Models A380-800F Models

Radius of Relative Stiffness

1. This section gives Radius of Relative Stiffness.

****ON A/C A380-800 Models A380-800F Models**

RADIUS OF RELATIVE STIFFNESS (L)
VALUES IN INCHES

$$L = 4 \sqrt{\frac{Ed^3}{12(1 - \mu^2)k}} = 24.1652 \sqrt{\frac{d^3}{k}}$$

WHERE E = Young's Modulus = 4×10^6 psi

k = Subgrade Modulus, lbf/in³

d = Rigid Pavement Thickness, inches

μ = Poisson's Ratio = 0.15

d	k=75	k=100	k=150	k=200	k=250	k=300	k=350	k=400	k=550
6.0	31.48	29.30	26.47	24.63	23.30	22.26	21.42	20.72	19.13
6.5	33.43	31.11	28.11	26.16	24.74	23.64	22.74	22.00	20.31
7.0	35.34	32.89	29.72	27.65	26.15	24.99	24.04	23.25	21.47
7.5	37.22	34.63	31.29	29.12	27.54	26.32	25.32	24.49	22.61
8.0	39.06	36.35	32.85	30.57	28.91	27.62	26.58	25.70	23.74
8.5	40.88	38.04	34.37	31.99	30.25	28.91	27.81	26.90	24.84
9.0	42.67	39.71	35.88	33.39	31.58	30.17	29.03	28.08	25.93
9.5	44.43	41.35	37.36	34.77	32.89	31.42	30.23	29.24	27.00
10.0	46.18	42.97	38.83	36.14	34.17	32.65	31.42	30.39	28.06
10.5	47.90	44.57	40.28	37.48	35.45	33.87	32.59	31.52	29.11
11.0	49.60	46.16	41.71	38.81	36.71	35.07	33.75	32.64	30.14
11.5	51.28	47.72	43.12	40.13	37.95	36.26	34.89	33.74	31.16
12.0	52.94	49.27	44.52	41.43	39.18	37.44	36.02	34.84	32.17
12.5	54.59	50.80	45.90	42.72	40.40	38.60	37.14	35.92	33.17
13.0	56.22	52.32	47.27	43.99	41.61	39.75	38.25	36.99	34.16
13.5	57.83	53.82	48.63	45.26	42.80	40.89	39.35	38.06	35.14
14.0	59.43	55.31	49.98	46.51	43.98	42.02	40.44	39.11	36.12
14.5	61.02	56.78	51.31	47.75	45.16	43.15	41.51	40.15	37.08
15.0	62.59	58.25	52.63	48.98	46.32	44.26	42.58	41.19	38.03
15.5	64.15	59.70	53.94	50.20	47.47	45.36	43.64	42.21	38.98
16.0	65.69	61.13	55.24	51.41	48.62	46.45	44.70	43.23	39.92
16.5	67.23	62.56	56.53	52.61	49.75	47.54	45.74	44.24	40.85
17.0	68.75	63.98	57.81	53.80	50.88	48.61	46.77	45.24	41.78
17.5	70.26	65.38	59.08	54.98	52.00	49.68	47.80	46.23	42.70
18.0	71.76	66.78	60.34	56.15	53.11	50.74	48.82	47.22	43.61
19.0	74.73	69.54	62.84	58.48	55.31	52.84	50.84	49.17	45.41
20.0	77.66	72.27	65.30	60.77	57.47	54.91	52.84	51.10	47.19
21.0	80.55	74.96	67.74	63.04	59.62	56.96	54.81	53.01	48.95
22.0	83.41	77.63	70.14	65.28	61.73	58.98	56.75	54.89	50.69
23.0	86.24	80.26	72.52	67.49	63.83	60.98	58.68	56.75	52.41
24.0	89.04	82.86	74.87	69.68	65.90	62.96	60.58	58.59	54.11
25.0	91.81	85.44	77.20	71.84	67.95	64.92	62.46	60.41	55.79

REFERENCE: PORTLAND CEMENT ASSOCIATION

L_AC_070801_1_0010101_01_00

Radius of Relative Stiffness
FIGURE 1



AIRPLANE CHARACTERISTICS

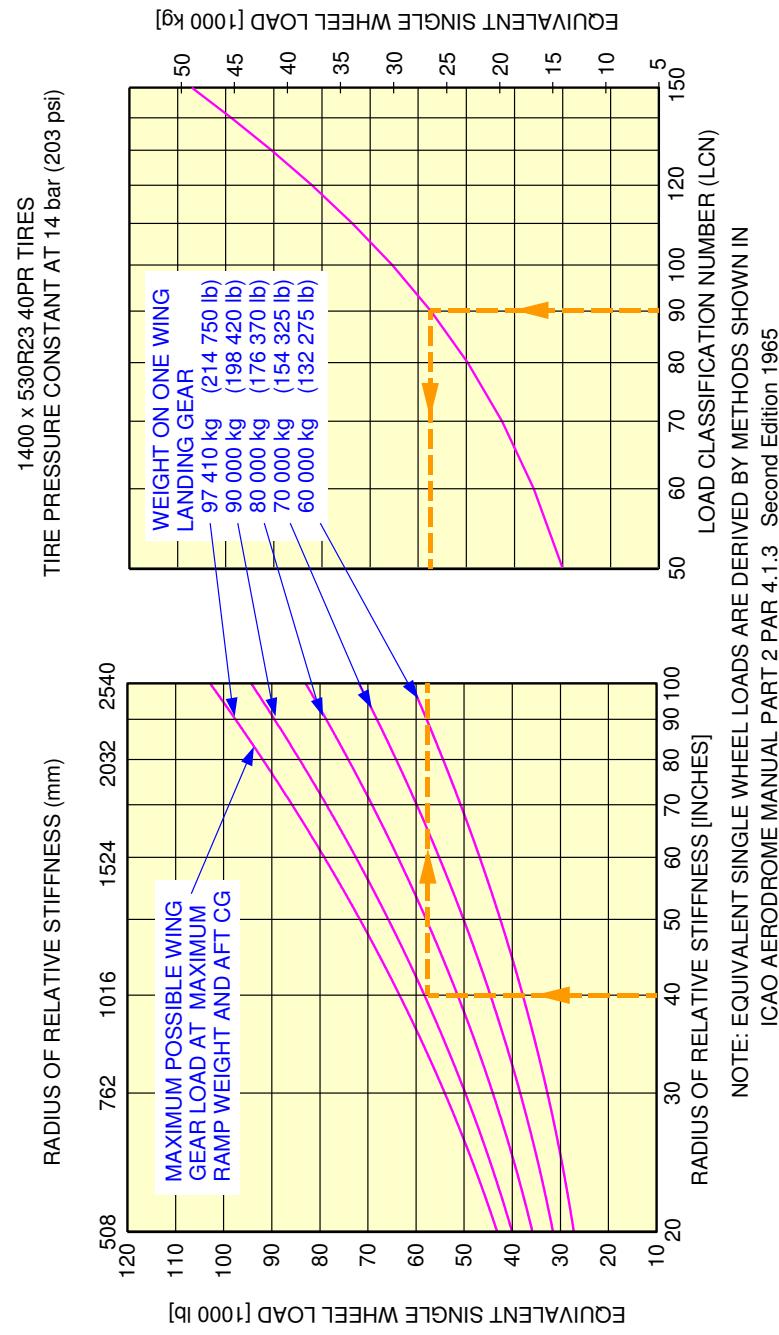
7-8-2 Rigid Pavement Requirements - LCN Conversion

****ON A/C A380-800 Models**

Rigid Pavement Requirements - LCN Conversion - Pax

1. This section gives Rigid Pavement Requirements - LCN Conversion.

**ON A/C A380-800 Models

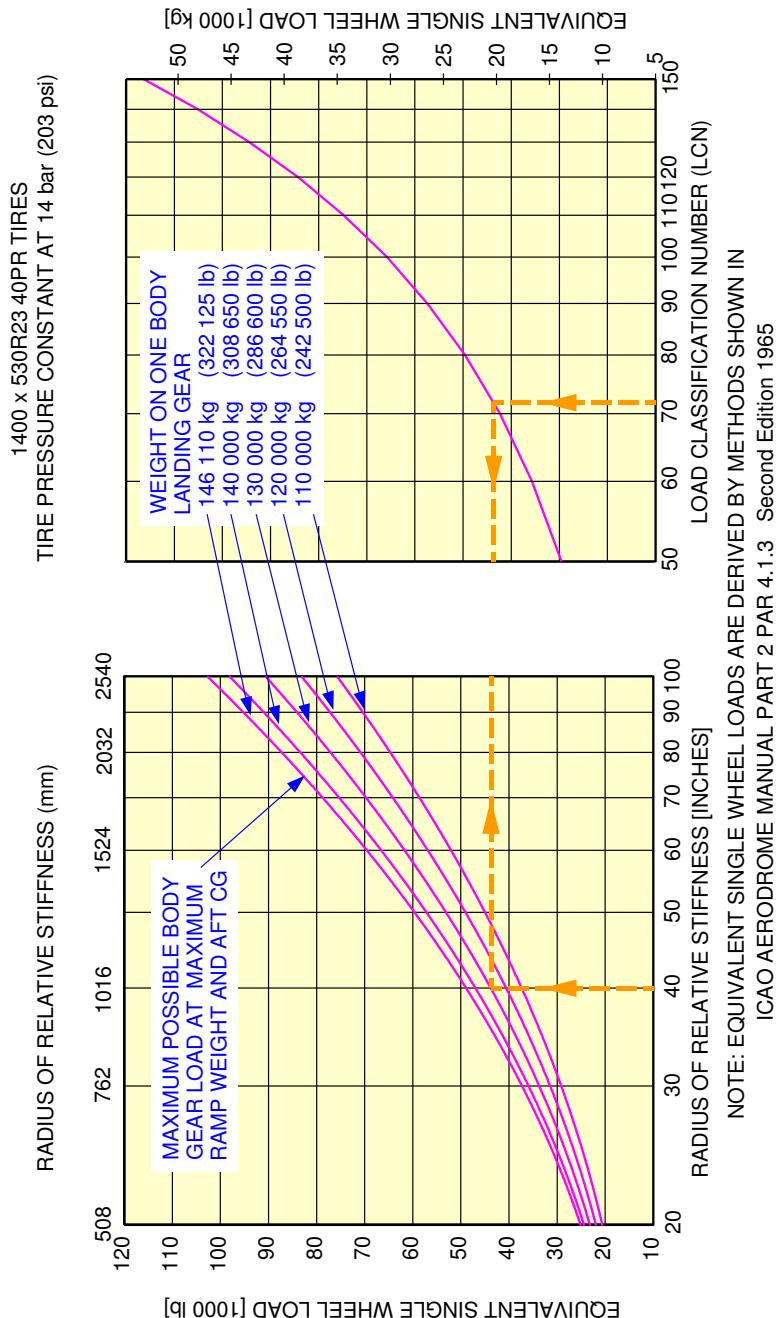


L_AC_070802_1_0090101_01_00

Rigid Pavement Requirements LCN - 4 Wheel Bogie
MRW 512 000 kg - A380-800 Models

FIGURE 1

**ON A/C A380-800 Models

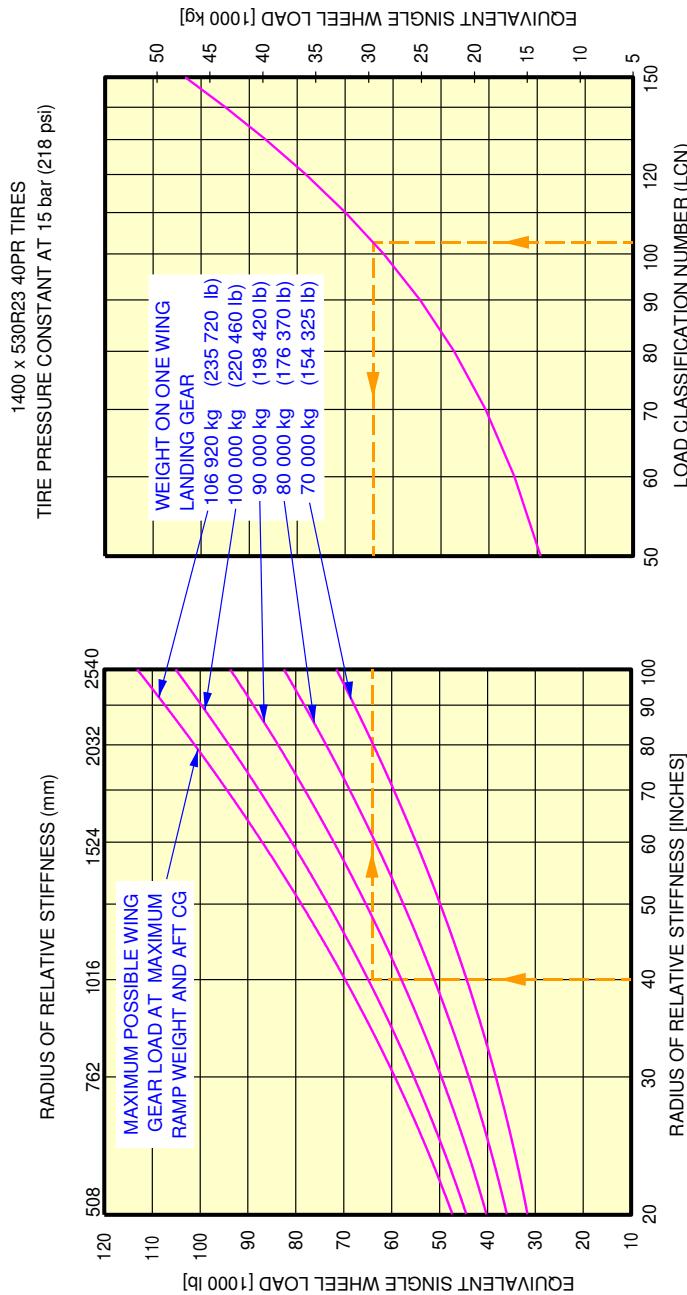


L_AC_070802_1_0100101_01_00

Rigid Pavement Requirements LCN - 6 Wheel Bogie
MRW 512 000 kg - A380-800 Models

FIGURE 2

**ON A/C A380-800 Models



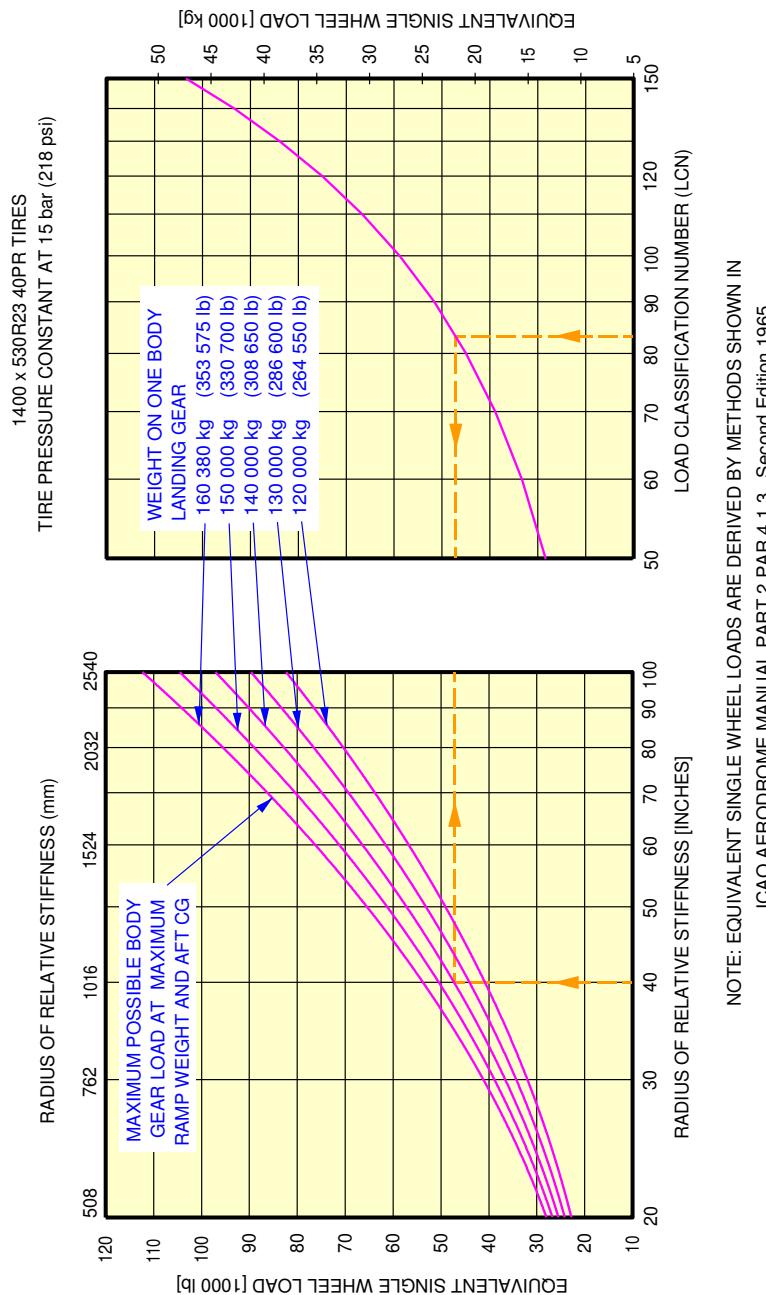
NOTE: EQUIVALENT SINGLE WHEEL LOADS ARE DERIVED BY METHODS SHOWN IN
ICAO AERODROME MANUAL PART 2 PAR 4.1.3 Second Edition 1965

L_AC_070802_1_0010101_01_01

Rigid Pavement Requirements LCN - 4 Wheel Bogie
MRW 562 000 kg - A380-800 Models

FIGURE 3

**ON A/C A380-800 Models



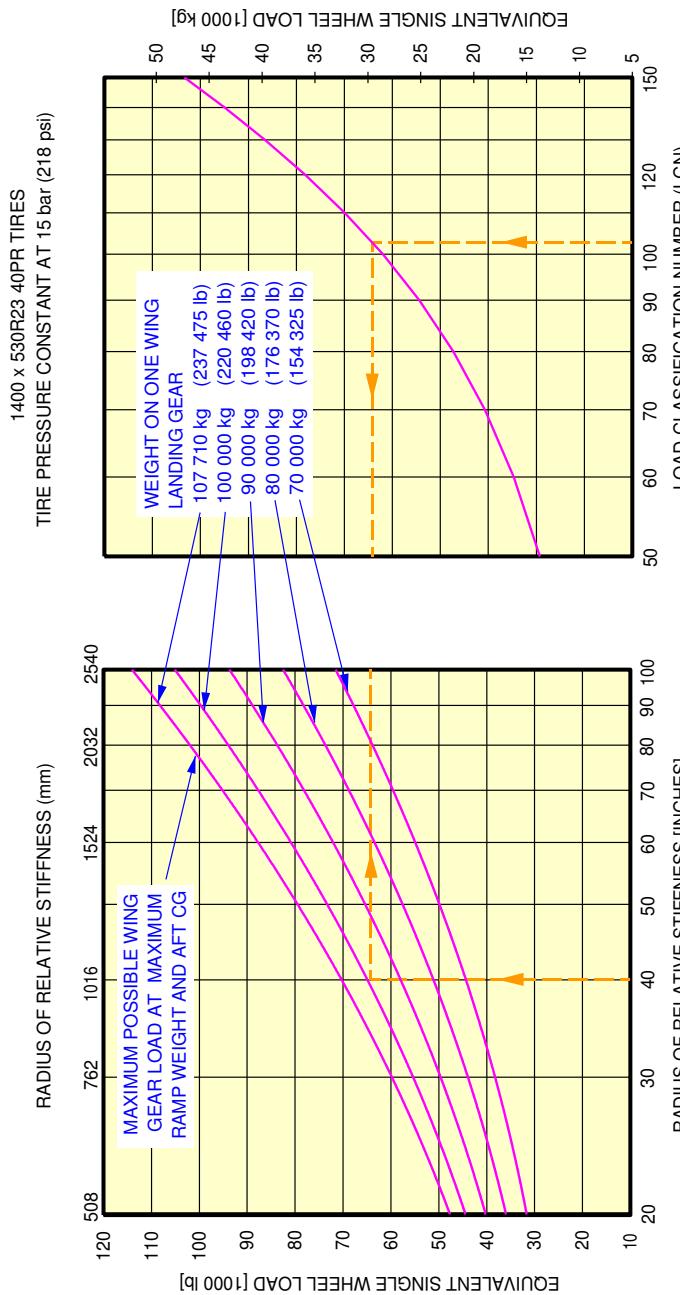
NOTE: EQUIVALENT SINGLE WHEEL LOADS ARE DERIVED BY METHODS SHOWN IN
ICAO AERODROME MANUAL PART 2 PAR 4.1.3 Second Edition 1965

L_AC_070802_1_0020101_01_01

Rigid Pavement Requirements LCN - 6 Wheel Bogie
MRW 562 000 kg - A380-800 Models

FIGURE 4

**ON A/C A380-800 Models



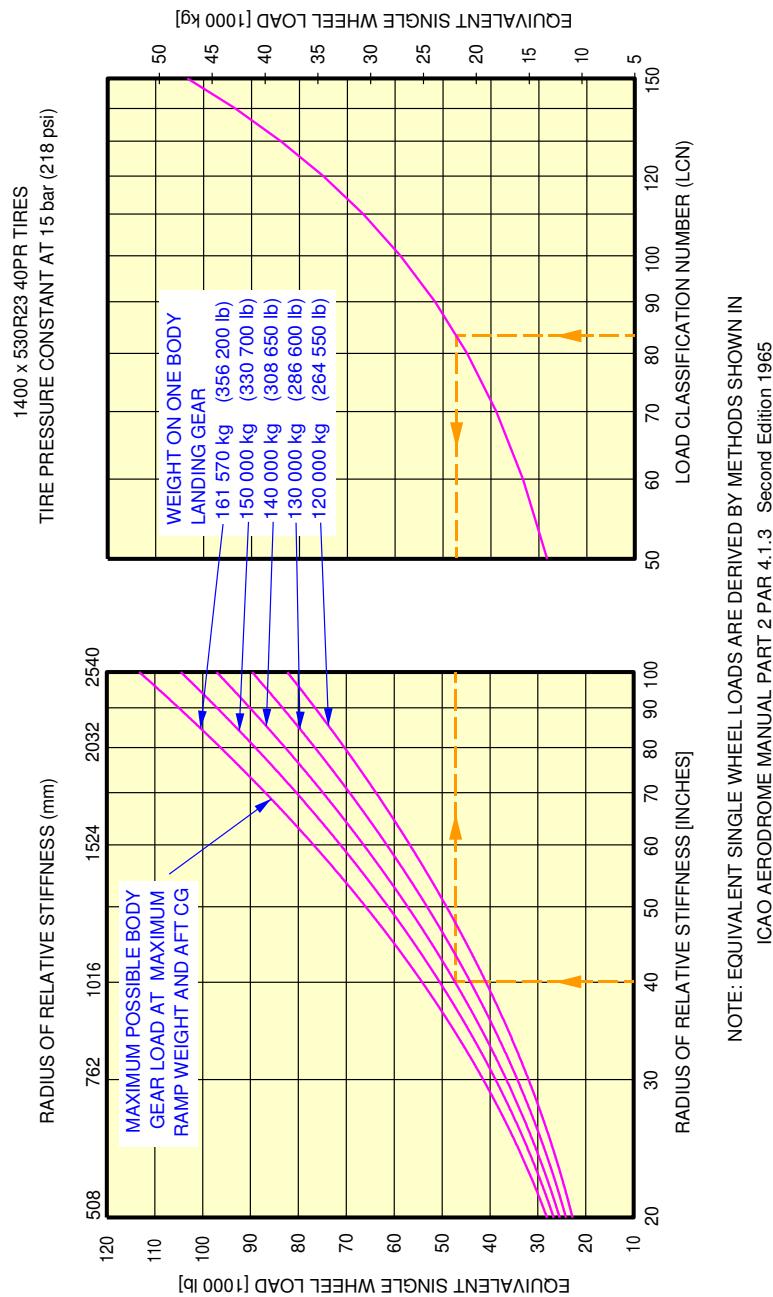
NOTE: EQUIVALENT SINGLE WHEEL LOADS ARE DERIVED BY METHODS SHOWN IN
ICAO AERODROME MANUAL PART 2 PAR 4.1.3 Second Edition 1965

L_AC_070802_1_0050101_01_00

Rigid Pavement Requirements LCN - 4 Wheel Bogie
MRW 571 000 kg - A380-800 Models

FIGURE 5

**ON A/C A380-800 Models



L_AC_070802_1_0060101_01_00

Rigid Pavement Requirements LCN - 6 Wheel Bogie
MRW 571 000 kg - A380-800 Models

FIGURE 6



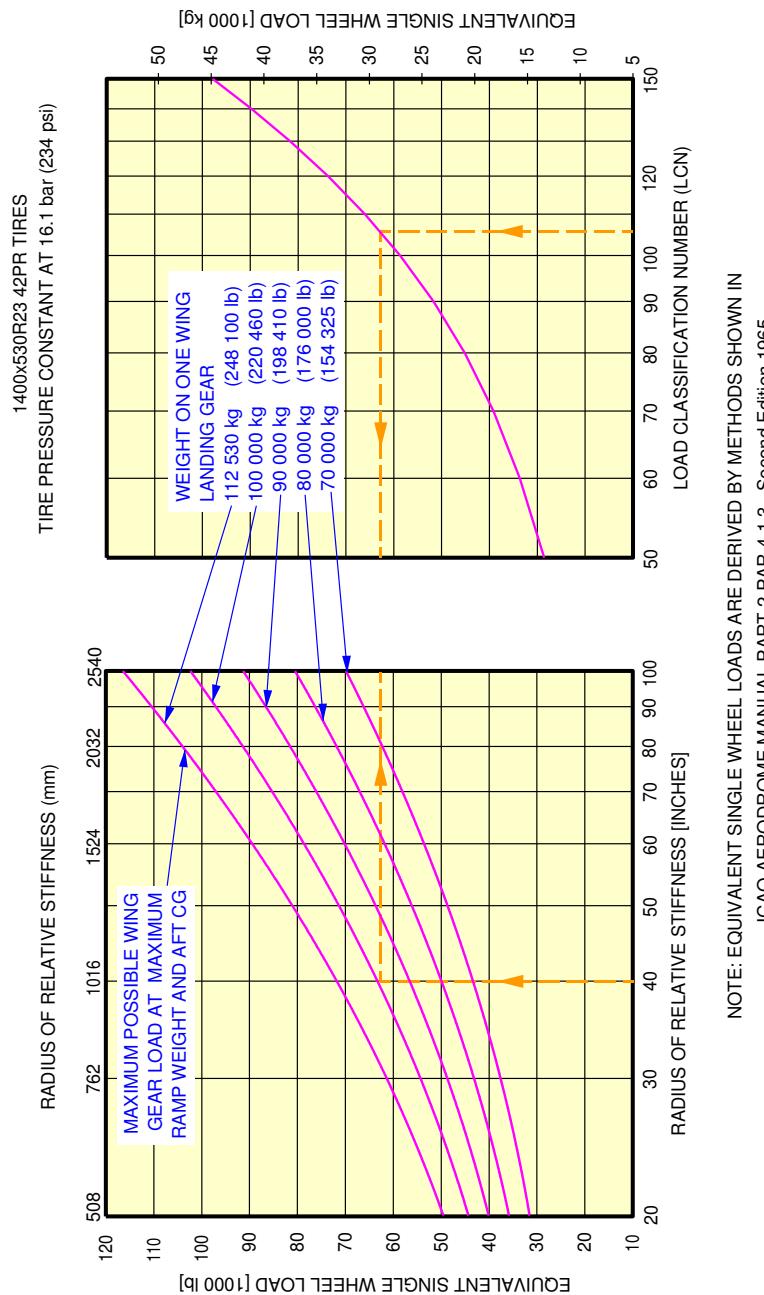
AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

Rigid Pavement Requirements - LCN Conversion - Freighter

1. This section gives Rigid Pavement Requirements LCN.

**ON A/C A380-800F Models

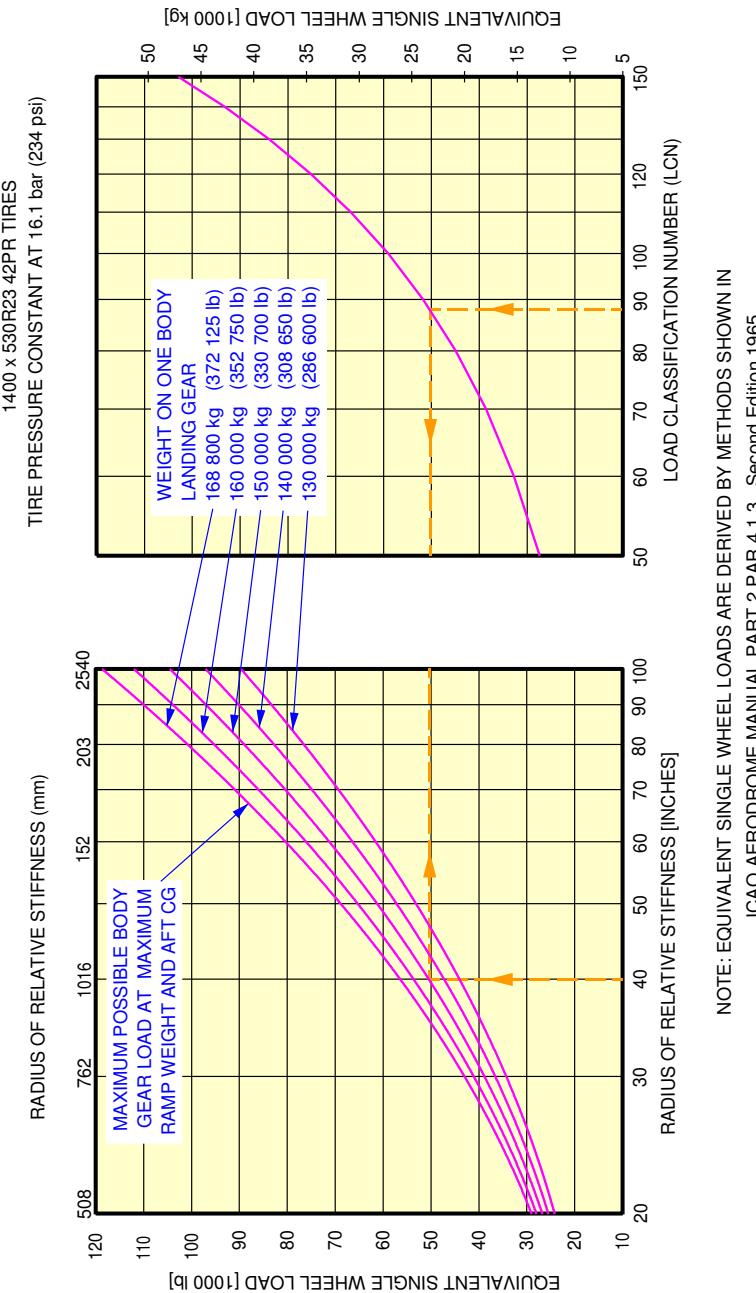


L_AC_070802_1_0030101_01_01

Rigid Pavement Requirements LCN - 4 Wheel Bogie
MRW 592 000 kg - A380-800F Models

FIGURE 7

**ON A/C A380-800F Models

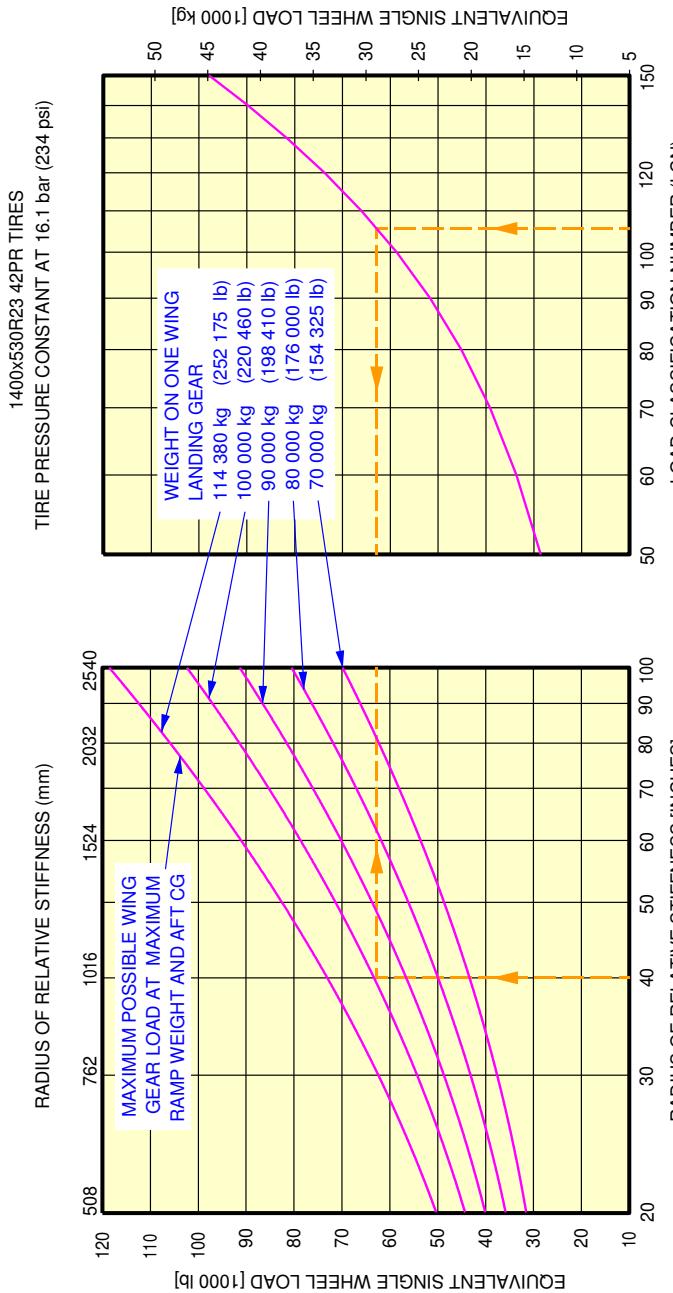


L_AC_070802_1_0040101_01_01

Rigid Pavement Requirements LCN - 6 Wheel Bogie
MRW 592 000 kg - A380-800F Models

FIGURE 8

**ON A/C A380-800F Models



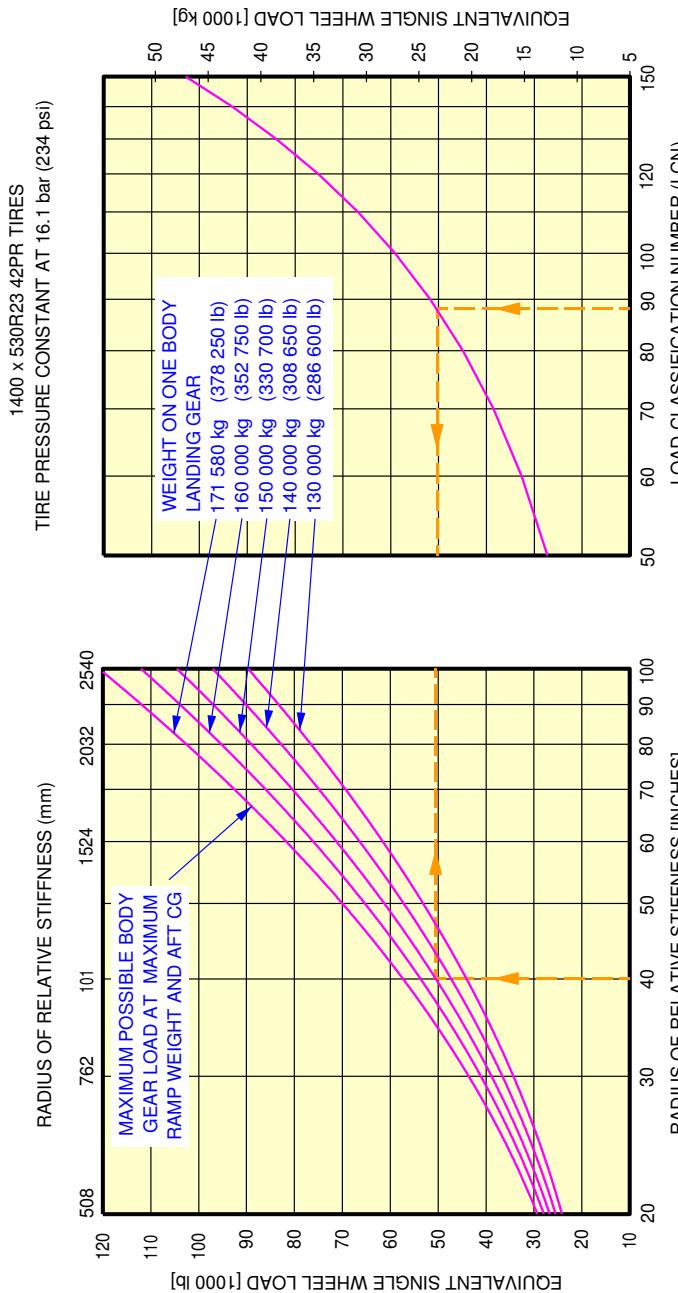
NOTE: EQUIVALENT SINGLE WHEEL LOADS ARE DERIVED BY METHODS SHOWN IN
ICAO AERODROME MANUAL PART 2 PAR 4.1.3 Second Edition 1965

L_AC_070802_1_0070101_01_00

Rigid Pavement Requirements LCN - 4 Wheel Bogie
MRW 602 000 kg - A380-800F Models

FIGURE 9

**ON A/C A380-800F Models



NOTE: EQUIVALENT SINGLE WHEEL LOADS ARE DERIVED BY METHODS SHOWN IN
ICAO AERODROME MANUAL PART 2 PAR 4.1.3 Second Edition 1965

L_AC_070802_1_0080101_01_00

Rigid Pavement Requirements LCN - 6 Wheel Bogie
MRW 602 000 kg - A380-800F Models

FIGURE 10

7-8-3 Radius of Relative Stiffness (Other values of E and μ)

****ON A/C A380-800 Models A380-800F Models**

Radius of Relative Stiffness (Other values of E and μ)**1. General**

The chart of Section 7-8-1, Figure: Radius of Relative Stiffness, presents "L" values based on Young's Modulus (E) of 4 000 000 psi and Poisson's Ratio (μ) of 0.15.

To find "L" values based on other values of E and μ , see section 7-8-4, Figure: Radius of Relative Stiffness (other values of E and μ).

For example, to find an "L" value based on an E of 3 000 000 psi, the "E" factor of 0.931 is multiplied by the "L" value found in table of Section 7-8-1, Figure: Radius of Relative Stiffness.

The effect of variations of μ on the "L" value is treated in a similar manner.



AIRPLANE CHARACTERISTICS

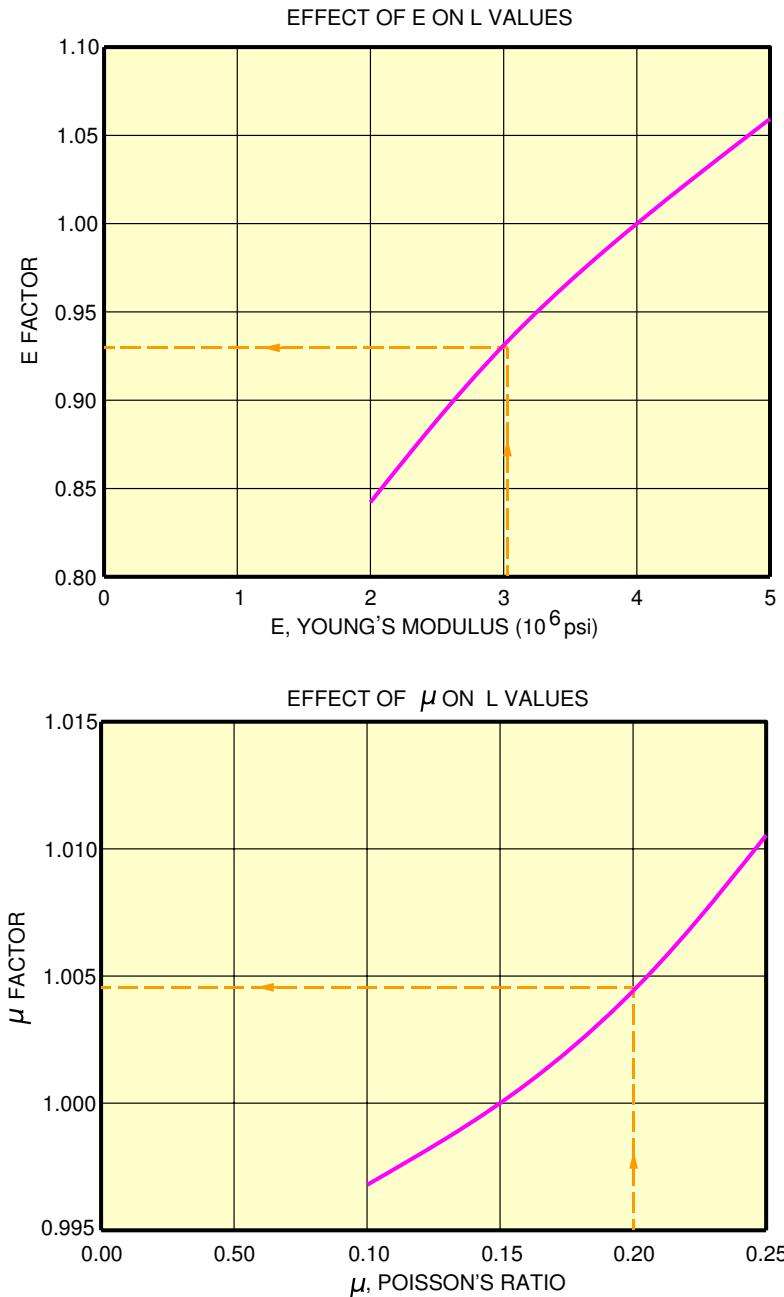
7-8-4 Radius of Relative Stiffness (Other values of E and μ)

**ON A/C A380-800 Models A380-800F Models

Radius of Relative Stiffness (Other values of E and μ)

1. This section gives Radius of Relative Stiffness.

**ON A/C A380-800 Models A380-800F Models



NOTE: BOTH CURVES ON THIS PAGE ARE USED TO ADJUST THE L VALUES OF TABLE 7-8-1

L_AC_070804_1_0010101_01_00

Radius of Relative Stiffness
FIGURE 1

7-9-0 ACN/PCN Reporting System****ON A/C A380-800 Models A380-800F Models****ACN/PCN Reporting System****1. General**

To find the ACN of an aircraft on flexible or rigid pavement, the aircraft gross weight and the subgrade strength must be known.

A380-800 model:

In the example shown in Section 7-9-1, Figure: Aircraft Classification Number - Flexible Pavement - MRW 512 000 kg - A380-800 Models, for an Aircraft Gross Weight of 440 000 kg (970 035 lb) and medium subgrade strength (code B), the ACN for the flexible pavement is 46.

In the example shown in Section 7-9-1, Figure: Aircraft Classification Number - Flexible Pavement - MRW 562 000 kg - A380-800 Models, for an Aircraft Gross Weight of 510 000 kg (1 124 360 lb) and medium subgrade strength (code B), the ACN for the flexible pavement is 56.

In the example shown in Section 7-9-1, Figure: Aircraft Classification Number - Flexible Pavement - MRW 571 000 kg - A380-800 Models, for an Aircraft Gross Weight of 510 000 kg (1 124 360 lb) and medium subgrade strength (code B), the ACN for the flexible pavement is 55.

In the example shown in Section 7-9-2, Figure: Aircraft Classification Number - Flexible Pavement - MRW 512 000 kg - A380-800 Models, for an Aircraft Gross Weight of 440 000 kg (970 035 lb) and medium subgrade strength (code B), the ACN for the rigid pavement is 46.

In the example shown in Section 7-9-2, Figure: Aircraft Classification Number - Flexible Pavement - MRW 562 000 kg - A380-800 Models, for an Aircraft Gross Weight of 510 000 kg (1 124 360 lb) and medium subgrade strength (code B), the ACN for the rigid pavement is 58.5.

In the example shown in Section 7-9-2, Figure: Aircraft Classification Number - Flexible Pavement - MRW 571 000 kg - A380-800 Models, for an Aircraft Gross Weight of 510 000 kg (1 124 360 lb) and medium subgrade strength (code B), the ACN for the flexible pavement is 58.

A380-800F model:

In the example shown in Section 7-9-1, Figure: Aircraft Classification Number - Flexible Pavement - MRW 592 000 kg - A380-800F Models, for an Aircraft Gross Weight of 510 000 (1 124 360 lb) and medium subgrade strength (code B), the ACN for the flexible pavement is 55.



AIRPLANE CHARACTERISTICS

In the example shown in Section 7-9-1, Figure: Aircraft Classification Number - Flexible Pavement - MRW 602 000 Kg - A380-800F Models, for an Aircraft Gross Weight of 510 000 (1 124 360 lb) and medium subgrade strength (code B), the ACN for the rigid pavement is 55.

In the example shown in Section 7-9-2, Figure: Aircraft Classification Number - Flexible Pavement - MRW 592 000 Kg - A380-800F Models, for an Aircraft Gross Weight of 510 000 (1 124 360 lb) and medium subgrade strength (code B), the ACN for the rigid pavement is 60.

In the example shown in Section 7-9-2, Figure: Aircraft Classification Number - Flexible Pavement - MRW 602 000 Kg - A380-800F Models, for an Aircraft Gross Weight of 510 000 (1 124 360 lb) and medium subgrade strength (code B), the ACN for the rigid pavement is 60.

NOTE : An aircraft with an ACN equal to or less than the reported PCN can operate on that pavement, subject to a limitation on the tire pressure. (Ref: ICAO Aerodrome Design Manual Part 3 Chapter 1 Second Edition 1983)



AIRPLANE CHARACTERISTICS

7-9-1 Aircraft Classification Number - Flexible Pavement

****ON A/C A380-800 Models**

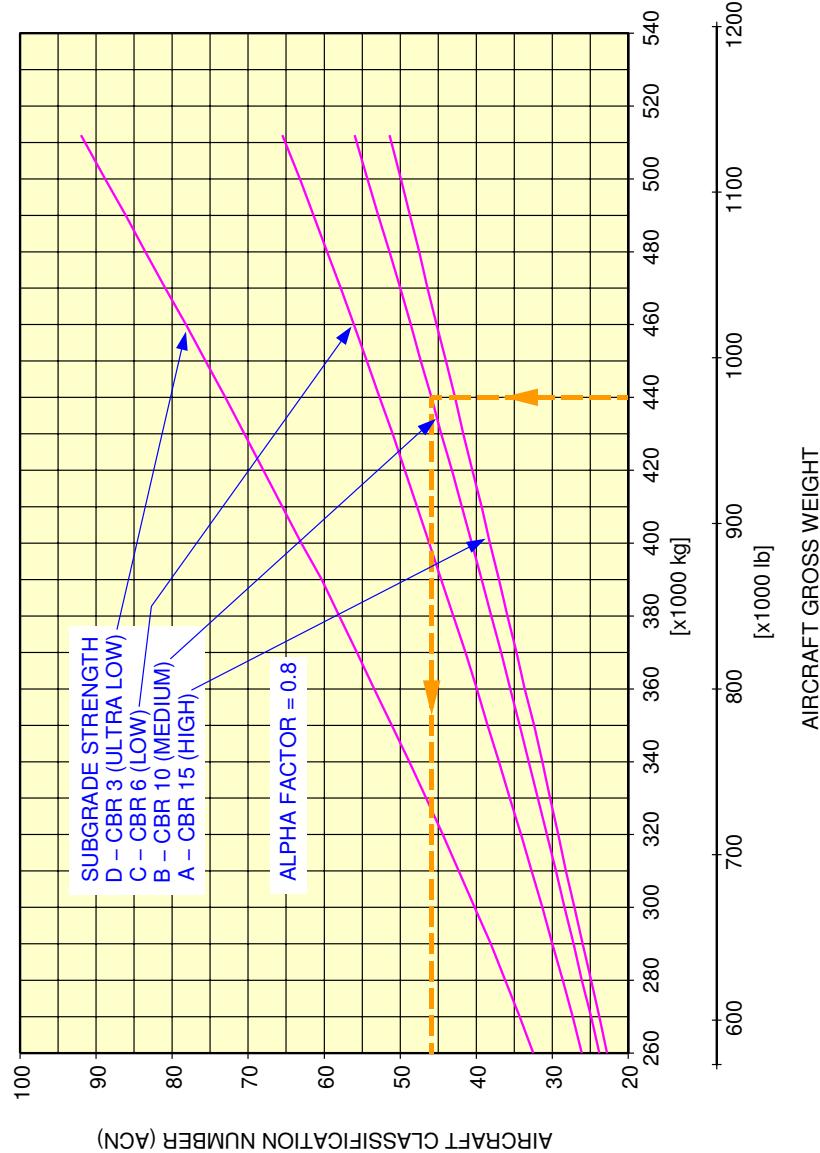
Aircraft Classification Number - Flexible Pavement - Pax

1. This section gives the Aircraft Classification Number - Flexible Pavement.

**ON A/C A380-800 Models

ACN WAS DETERMINED AS REFERENCED IN
ICAO AERODROME DESIGN MANUAL PART 3
CHAPTER 1 SECOND EDITION 1983.
CG USED FOR ACN CALCULATIONS: 43 % MAC.
See Section 7-4-1 Figure: Landing Gear Loading
on Pavement - MRW 512 000 kg - A380-800 Models

1400 x 530R23 40PR TIRES
TIRE PRESSURE CONSTANT AT 14 bar (203 psi)



L_AC_070901_1_0050101_01_00

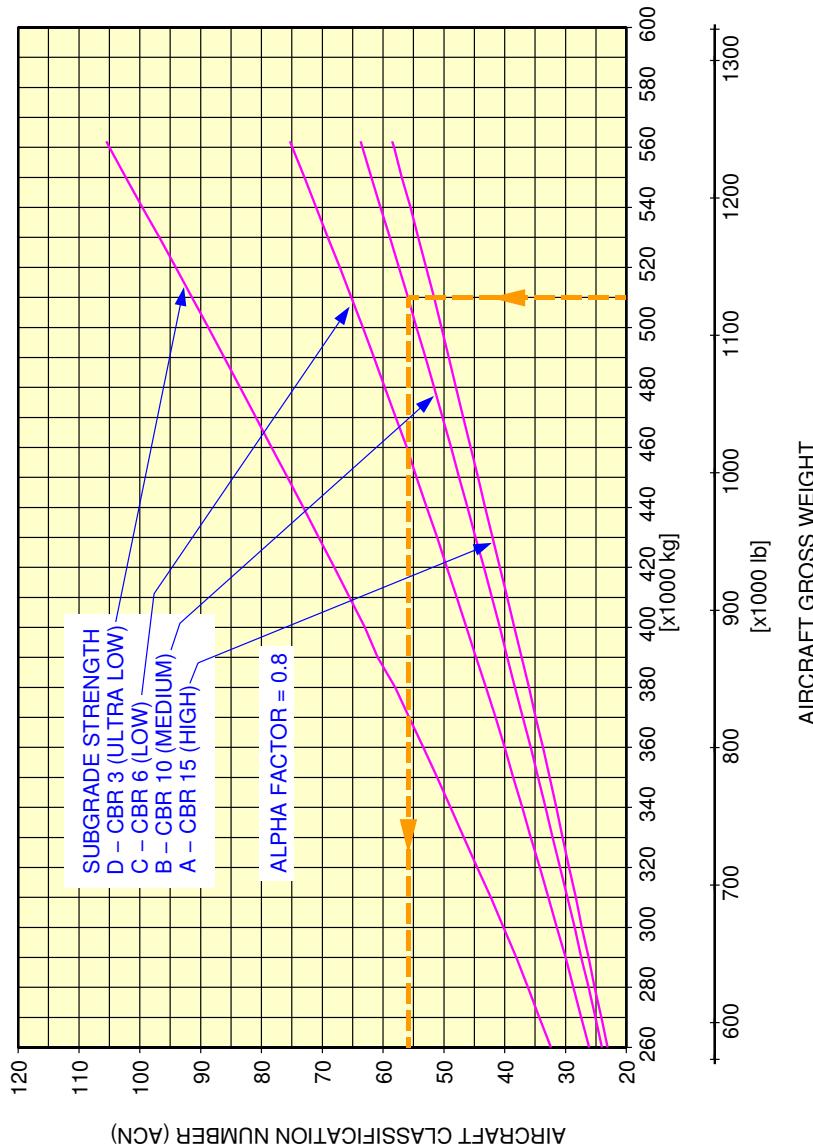
Aircraft Classification Number - Flexible Pavement
MRW 512 000 kg - A380-800 Models

FIGURE 1

**ON A/C A380-800 Models

ACN WAS DETERMINED AS REFERENCED IN
ICAO AERODROME DESIGN MANUAL PART 3
CHAPTER 1 SECOND EDITION 1983.
CG USED FOR ACN CALCULATIONS: 43 % MAC.
See Section 7-4-1 Figure: Landing Gear Loading
on Pavement - MRW 562 000 kg - A380-800 Models

1400 x 530R23 40PR TIRES
TIRE PRESSURE CONSTANT AT 15 bar (218 psi)



L_AC_070901_1_0060101_01_00

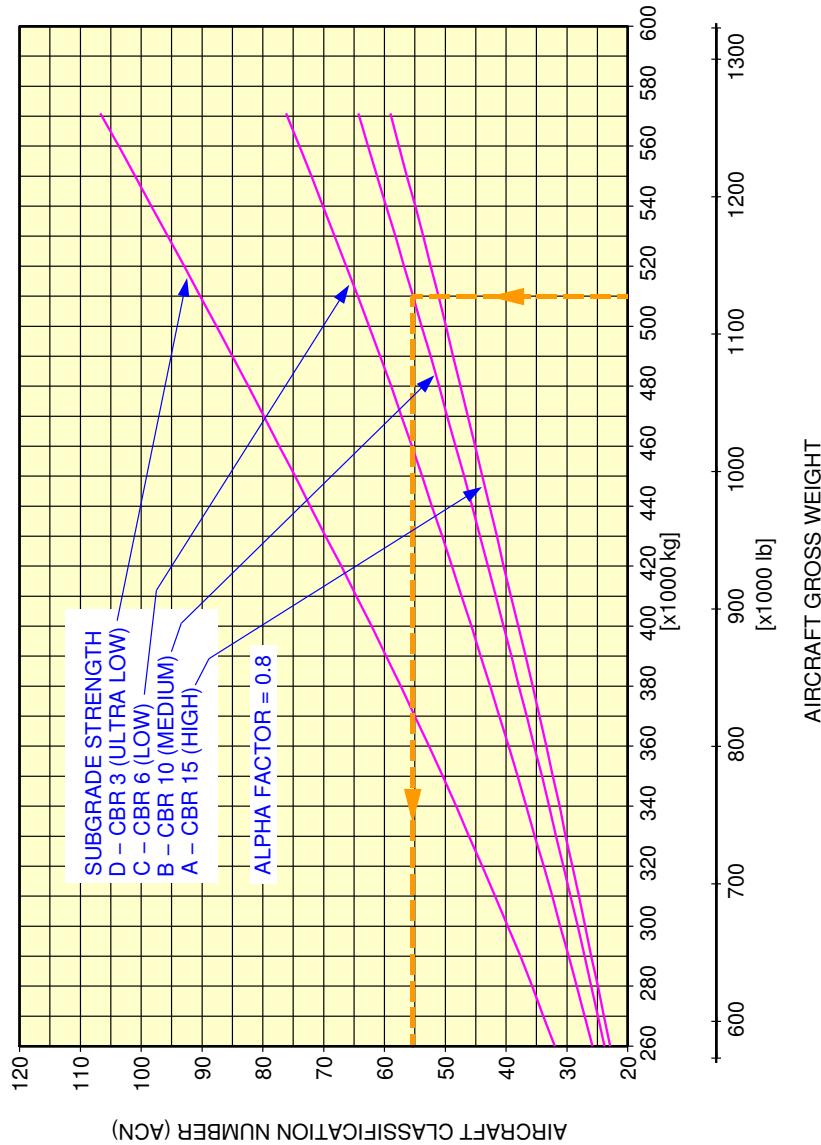
Aircraft Classification Number - Flexible Pavement
MRW 562 000 kg - A380-800 Models

FIGURE 2

**ON A/C A380-800 Models

ACN WAS DETERMINED AS REFERENCED IN
ICAO AERODROME DESIGN MANUAL PART 3
CHAPTER 1 SECOND EDITION 1983.
CG USED FOR ACN CALCULATIONS: 41 % MAC.
See Section 7-4-1 Figure: Landing Gear Loading
on Pavement - MRW 571 000 kg - A380-800 Models

1400 x 530R23 40PR TIRES
TIRE PRESSURE CONSTANT AT 15 bar (218 psi)



L_AC_070901_1_0070101_01_00

Aircraft Classification Number - Flexible Pavement

MRW 571 000 kg - A380-800 Models

FIGURE 3



AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

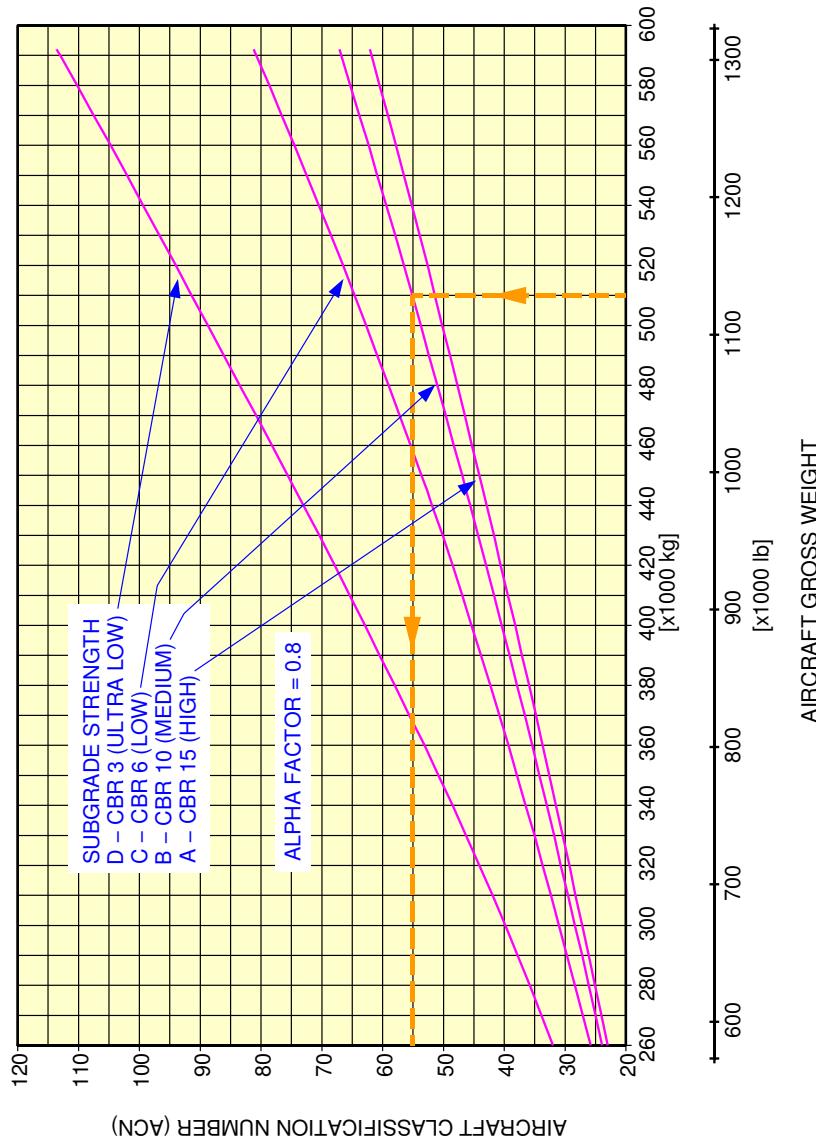
Aircraft Classification Number - Flexible Pavement - Freighter

1. This section gives the Aircraft Classification Number - Flexible Pavement.

**ON A/C A380-800F Models

ACN WAS DETERMINED AS REFERENCED IN
ICAO AERODROME DESIGN MANUAL PART 3
CHAPTER 1 SECOND EDITION 1983.
CG USED FOR ACN CALCULATIONS: 42.8 % MAC.
See Section 7-4-1 Figure 1: Landing Gear Loading
on Pavement - MRW 592 000 kg - A380-800F Models

1400 x 530R23 42PR TIRES
TIRE PRESSURE CONSTANT AT 16.1 bar (234 psi)



L_AC_070901_1_0080101_01_00

Aircraft Classification Number - Flexible Pavement

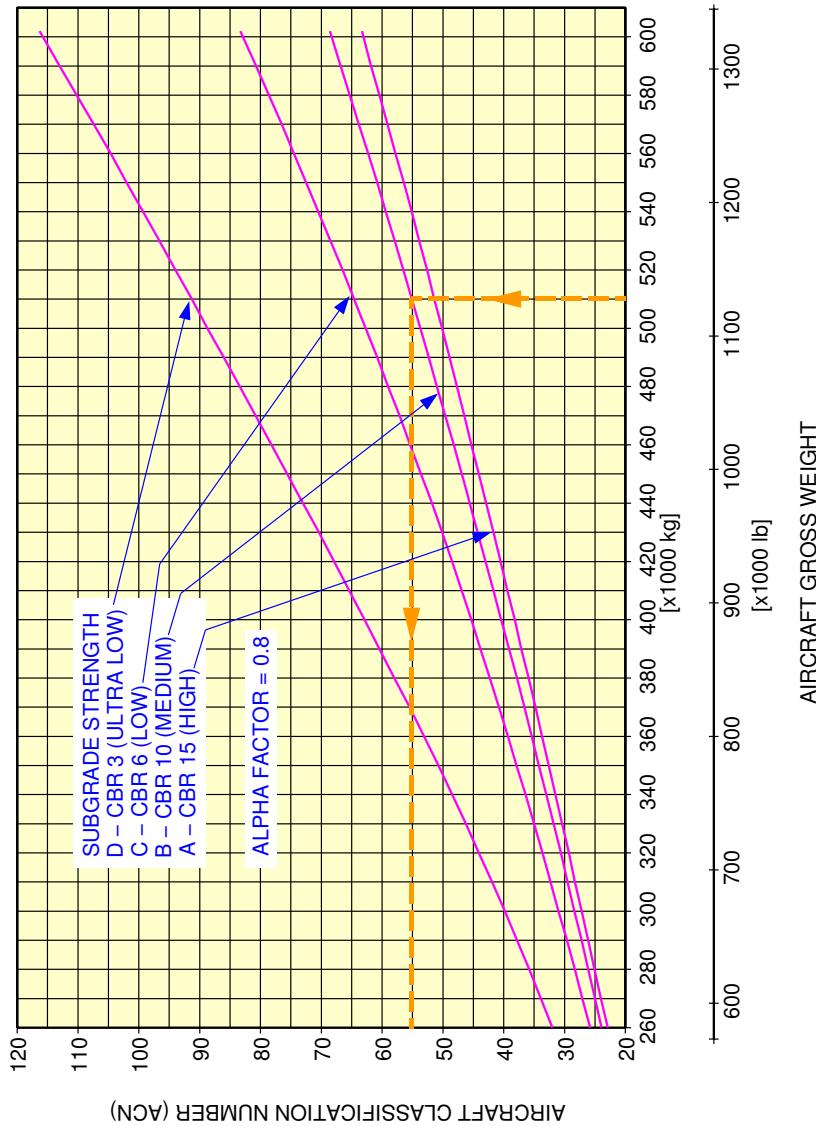
MRW 592 000 kg - A380-800F Models

FIGURE 4

**ON A/C A380-800F Models

ACN WAS DETERMINED AS REFERENCED IN
ICAO AERODROME DESIGN MANUAL PART 3
CHAPTER 1 SECOND EDITION 1983.
CG USED FOR ACN CALCULATIONS: 42.7 % MAC.
See Section 7-4-1 Figure: Landing Gear Loading
on Pavement - MRW 602 000 kg - A380-800F Models

1400 x 530R23 4PPR TIRES
TIRE PRESSURE CONSTANT AT 16.1 bar (234 psi)



L_AC_070901_1_0090101_01_00

Aircraft Classification Number - Flexible Pavement

MRW 602 000 kg - A380-800F Models

FIGURE 5



AIRPLANE CHARACTERISTICS

7-9-2 Aircraft Classification Number - Rigid Pavement

****ON A/C A380-800 Models**

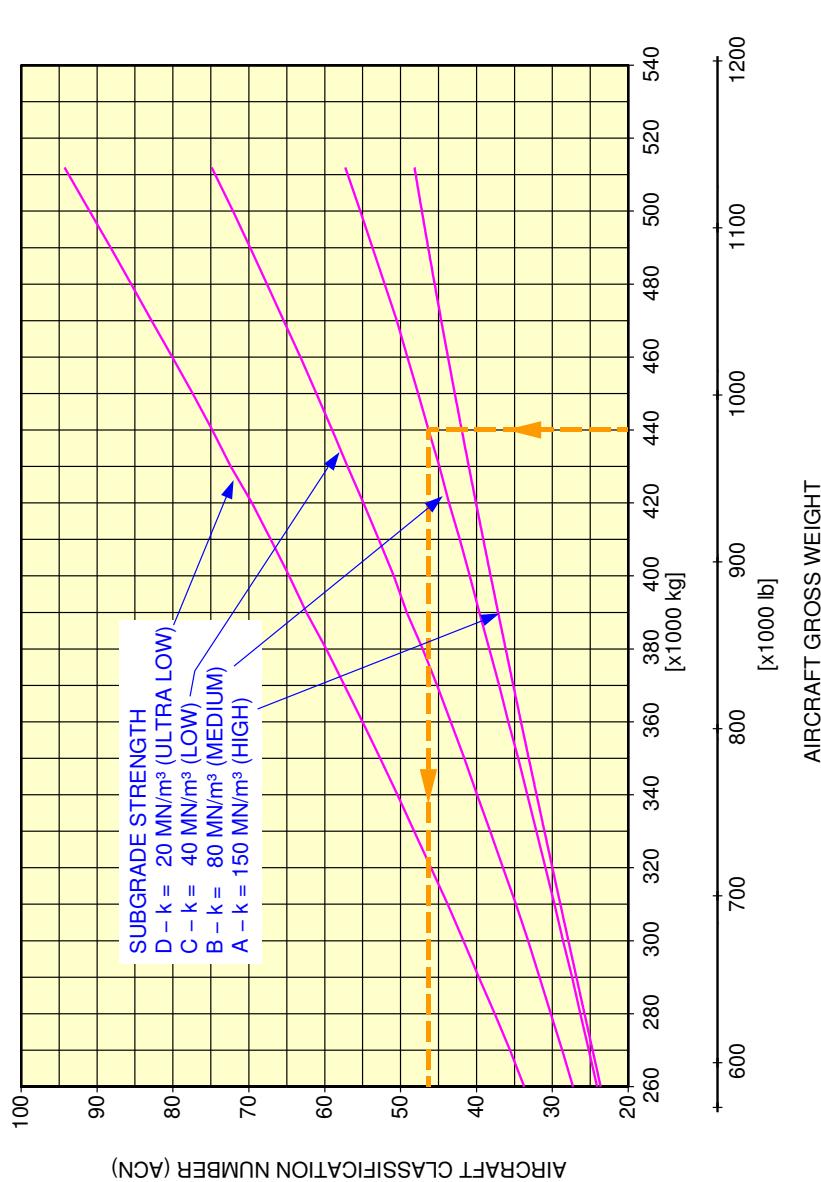
Aircraft Classification Number - Rigid Pavement - Pax

1. This section gives the Aircraft Classification Number - Rigid Pavement.

**ON A/C A380-800 Models

ACN WAS DETERMINED AS REFERENCED IN
 ICAO AERODROME DESIGN MANUAL PART 3
 CHAPTER 1 SECOND EDITION 1983,
 CG USED FOR ACN CALCULATIONS: 43 % MAC.
 See Section 7-4-1 Figure: Landing Gear Loading
 on Pavement - MRW 512 000 kg - A380-800 Models

1400 x 530R23 40PR TIRES
 TIRE PRESSURE CONSTANT AT 14 bar (203 psi)



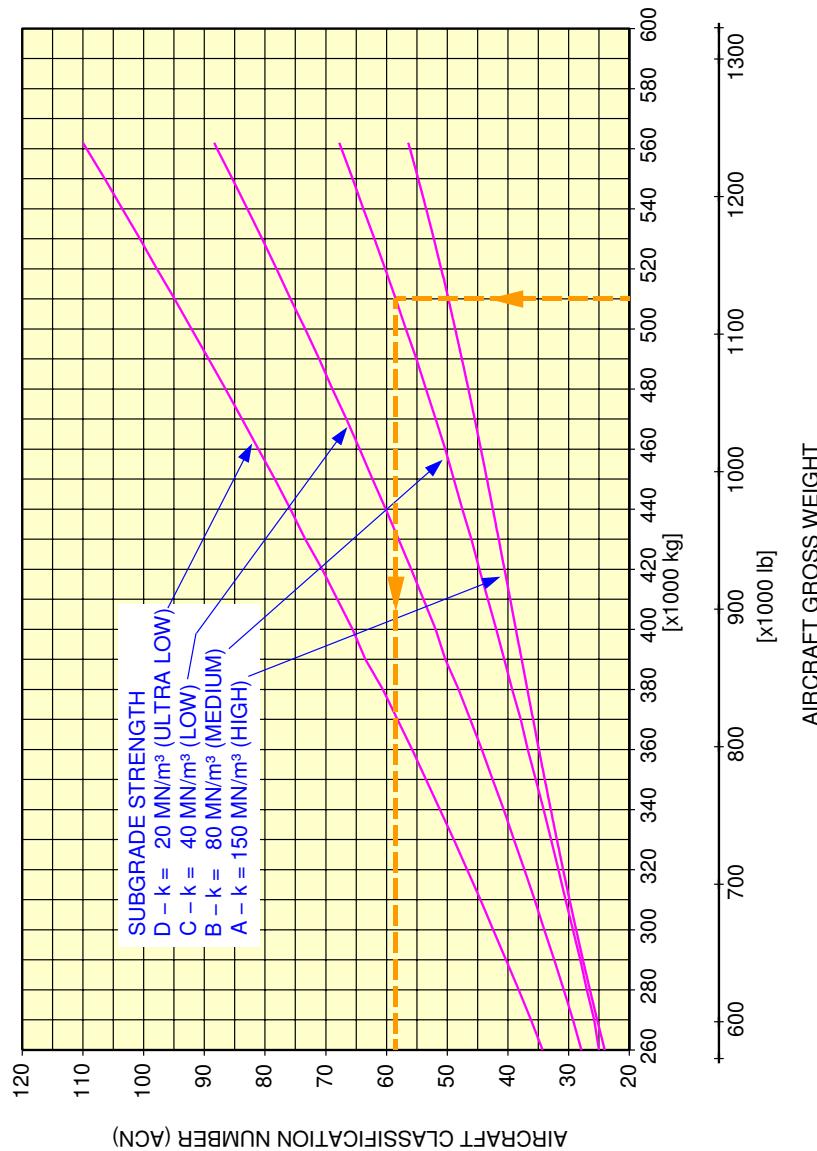
L_AC_070902_1_0050101_01_00

Aircraft Classification Number - Rigid Pavement
 MRW 512 000 kg - A380-800 Models
 FIGURE 1

**ON A/C A380-800 Models

ACN WAS DETERMINED AS REFERENCED IN
ICAO AERODROME DESIGN MANUAL PART 3
CHAPTER 1 SECOND EDITION 1983.
CG USED FOR ACN CALCULATIONS: 43 % MAC.
See Section 7-4-1 Figure: Landing Gear Loading
on Pavement – MRW 562 000 kg – A380-800 Models

1400 x 530R23 40PR TIRES
TIRE PRESSURE CONSTANT AT 15 bar (218 psi)



L_AC_070902_1_0060101_01_00

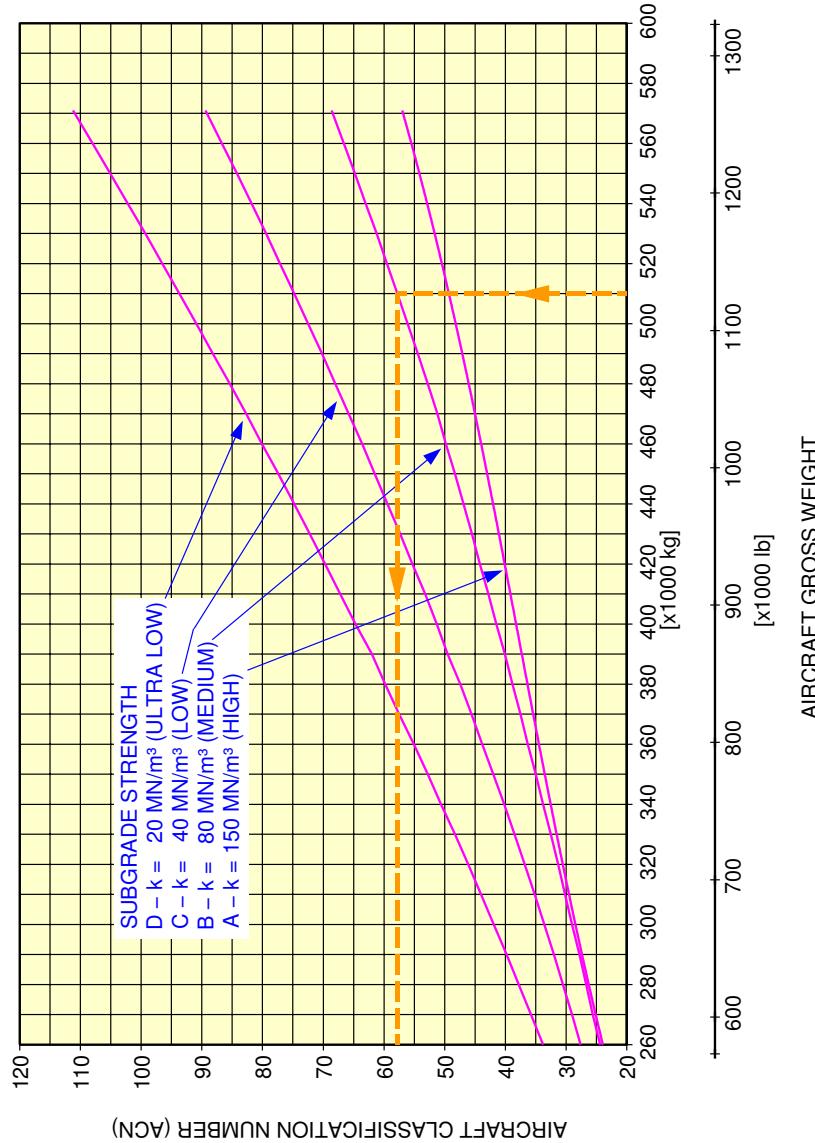
Aircraft Classification Number - Rigid Pavement
MRW 562 000 kg - A380-800 Models

FIGURE 2

**ON A/C A380-800 Models

ACN WAS DETERMINED AS REFERENCED IN
ICAO AERODROME DESIGN MANUAL PART 3
CHAPTER 1 SECOND EDITION 1983.
CG USED FOR ACN CALCULATIONS: 41 % MAC.
See Section 7-4-1 Figure: Landing Gear Loading
on Pavement - MRW 571 000 kg - A380-800 Models

1400 x 530R23 40PR TIRES
TIRE PRESSURE CONSTANT AT 15 bar (218 psi)



L_AC_070902_1_0070101_01_00

Aircraft Classification Number - Rigid Pavement

MRW 571 000 kg - A380-800 Models

FIGURE 3



AIRPLANE CHARACTERISTICS

****ON A/C A380-800F Models**

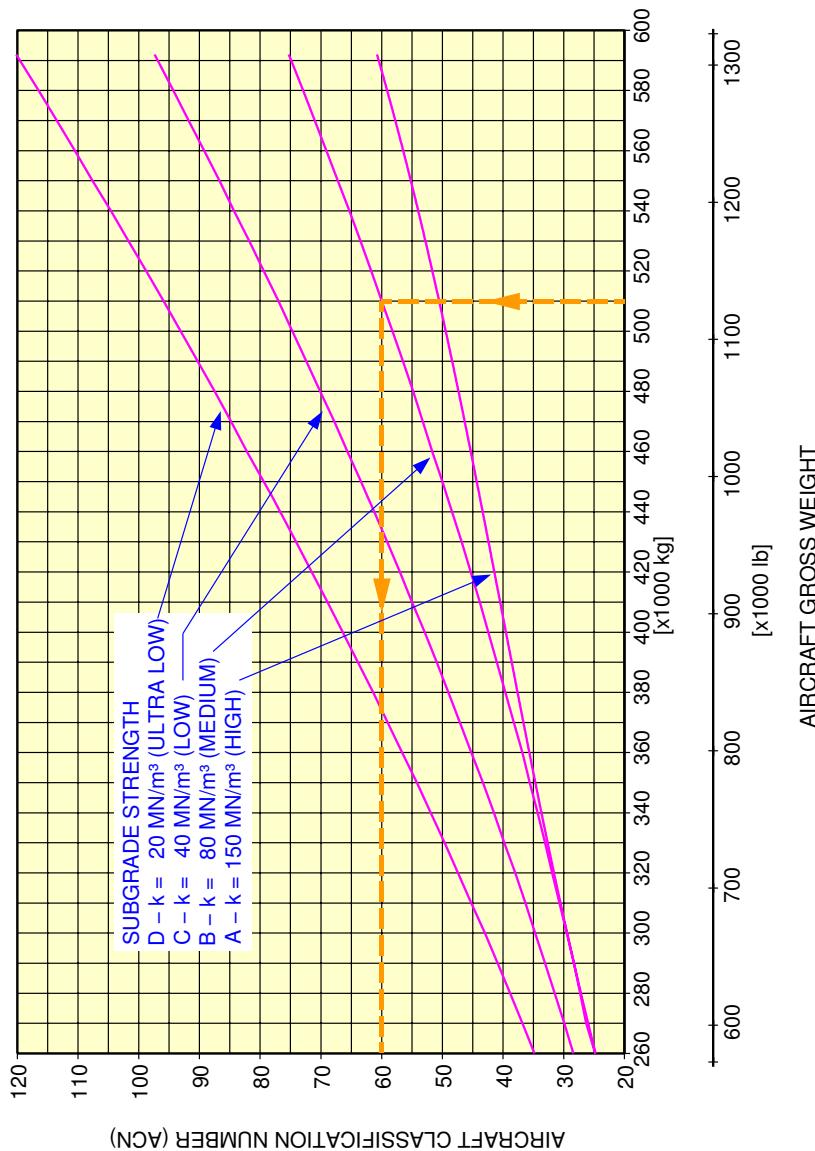
Aircraft Classification Number - Rigid Pavement - Freighter

1. This section gives the Aircraft Classification Number - Rigid Pavement.

****ON A/C A380-800F Models**

ACN WAS DETERMINED AS REFERENCED IN
ICAO AERODROME DESIGN MANUAL PART 3
CHAPTER 1 SECOND EDITION 1983.
CG USED FOR ACN CALCULATIONS: 42.8 % MAC.
See Section 7-4-1 Figure: Landing Gear Loading
on Pavement - MRW 592 000 kg - A380-800F Models

1400 x 530R23 42PR TIRES
TIRE PRESSURE CONSTANT AT 16.1 bar (234 psi)



L_AC_070902_1_0080101_01_00

Aircraft Classification Number - Rigid Pavement

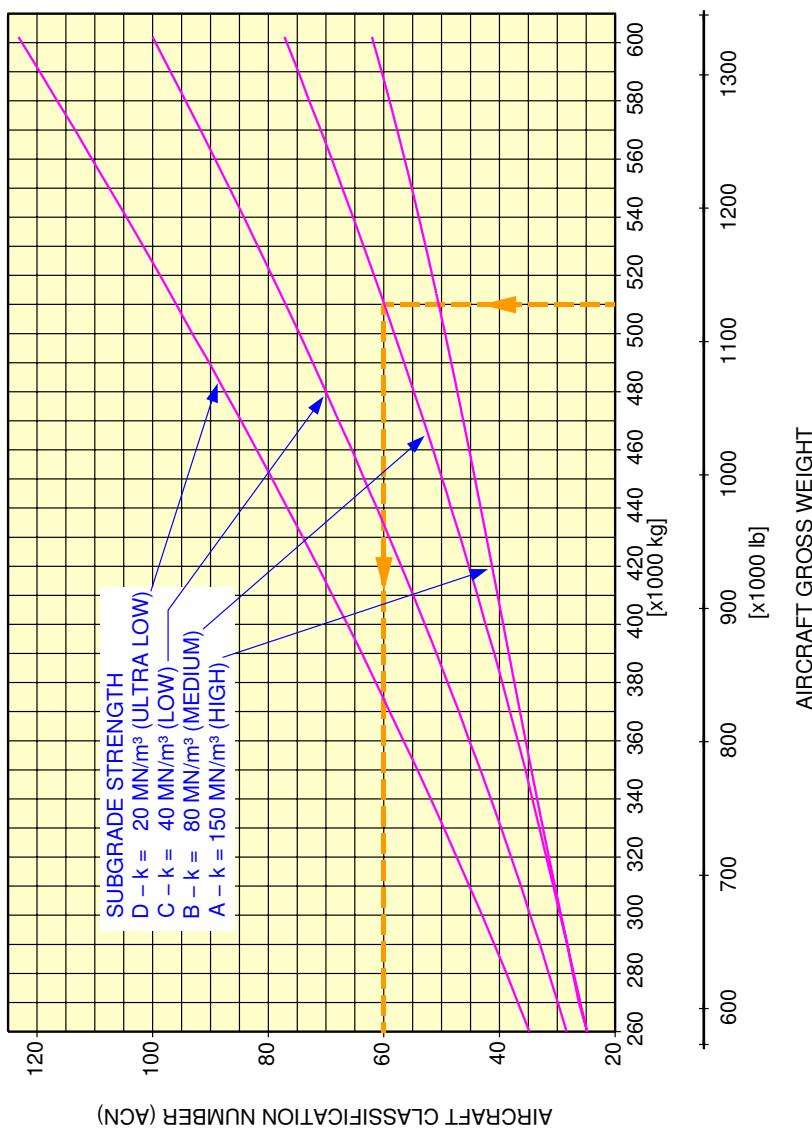
MRW 592 000 kg - A380-800F Models

FIGURE 4

**ON A/C A380-800F Models

ACN WAS DETERMINED AS REFERENCED IN
ICAO AERODROME DESIGN MANUAL PART 3
CHAPTER 1 SECOND EDITION 1983.
CG USED FOR ACN CALCULATIONS: 42.7 % MAC.
See Section 7-4-1 Figure: Landing Gear Loading
on Pavement - MRW 602 000 kg - A380-800F Models

1400 x 530R23 42PR TIRES
TIRE PRESSURE CONSTANT AT 16.1 bar (234 psi)



L_AC_070902_1_0090101_01_00

Aircraft Classification Number - Rigid Pavement
MRW 602 000 kg - A380-800F Models

FIGURE 5

DERIVATIVE AIRPLANES**8-1-0 Possible Future Derivative Airplanes**

****ON A/C A380-800 Models A380-800F Models**

Possible Future Derivative Airplanes**1. General**

Other versions of the A380 airplane are being studied to satisfy customer requests.

In the future, this program could have new versions:

- Additional passenger capacity,
- Additional cargo modularity,
- New design version,
- Different range or payload.

If these new aircraft definitions are developed, the design and weight will be considered in accordance with airport facilities.



AIRPLANE CHARACTERISTICS

SCALDED DRAWINGS

9-1-0 Scaled Drawing - 1 cm. = 500 cm.

**ON A/C A380-800 Models A380-800F Models

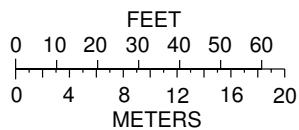
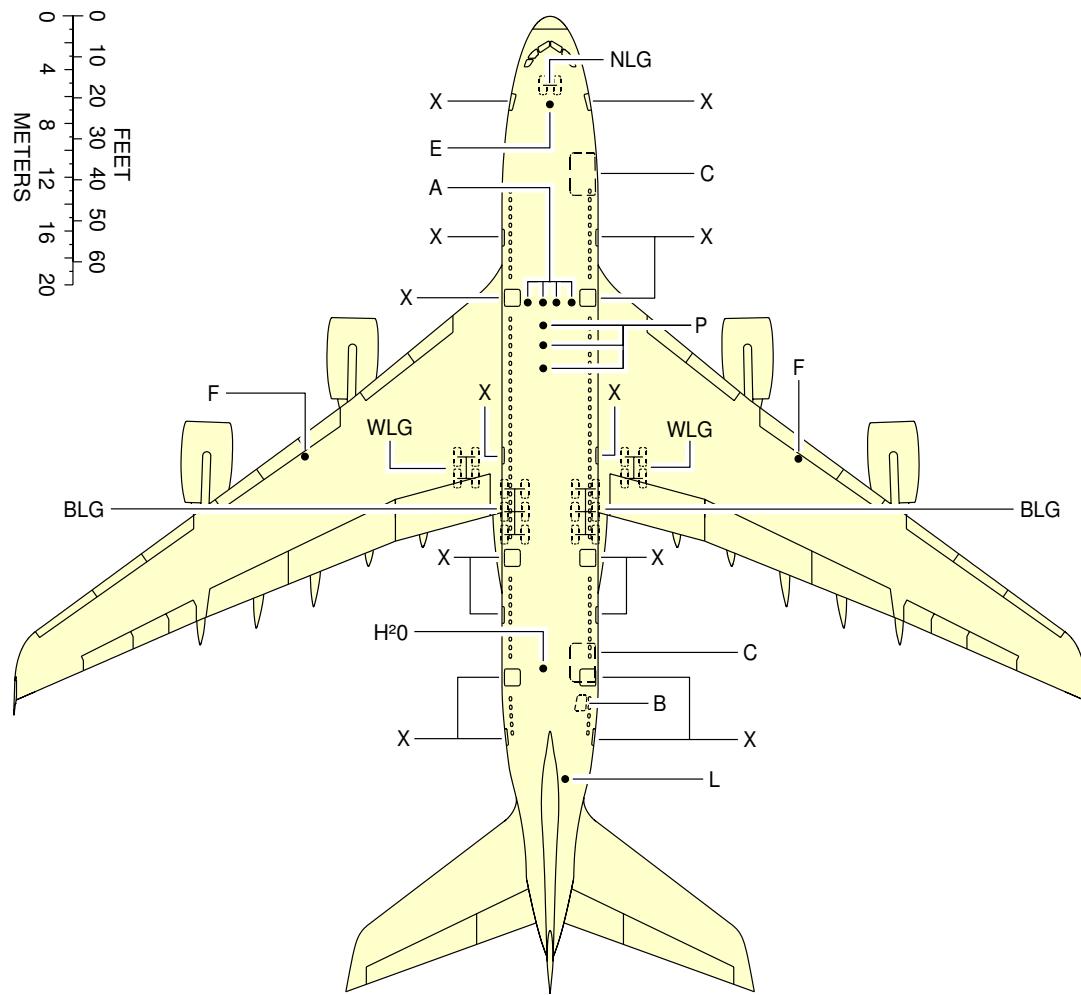
Scaled Drawing - 1 cm. = 500 cm.

1. This section provides the Scaled Drawing - 1 cm = 500 cm.

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models



LEGEND:

A	AIR CONDITIONING	H ² O	POTABLE WATER
B	BULK CARGO COMPT DOOR	L	LAVATORY
BLG	BODY LANDING GEAR	NLG	NOSE LANDING GEAR
C	CARGO COMPT DOOR	P	PNEUMATIC
E	ELECTRICAL	WLG	WING LANDING GEAR
F	FUEL	X	PASSENGER/CREW DOOR

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

DB1A

L_AC_090100_1_0010101_01_02

Scaled Drawing – 1 cm. = 500 cm.

A380-800 Models

FIGURE 1

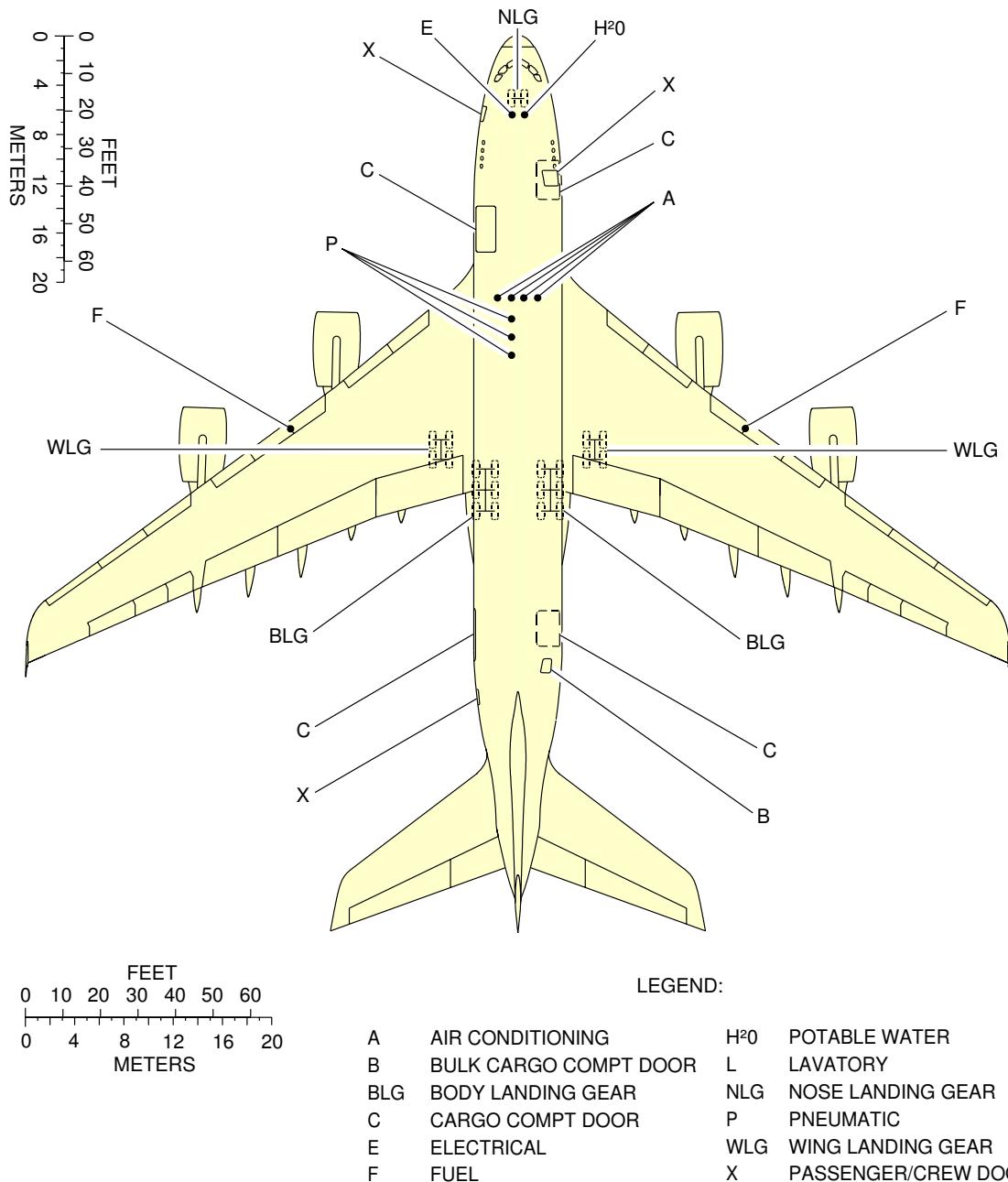
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A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800F Models



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

DB1A

L_AC_090100_1_0020101_01_03

Scaled Drawing – 1 cm. = 500 cm.

A380-800F Models

FIGURE 2

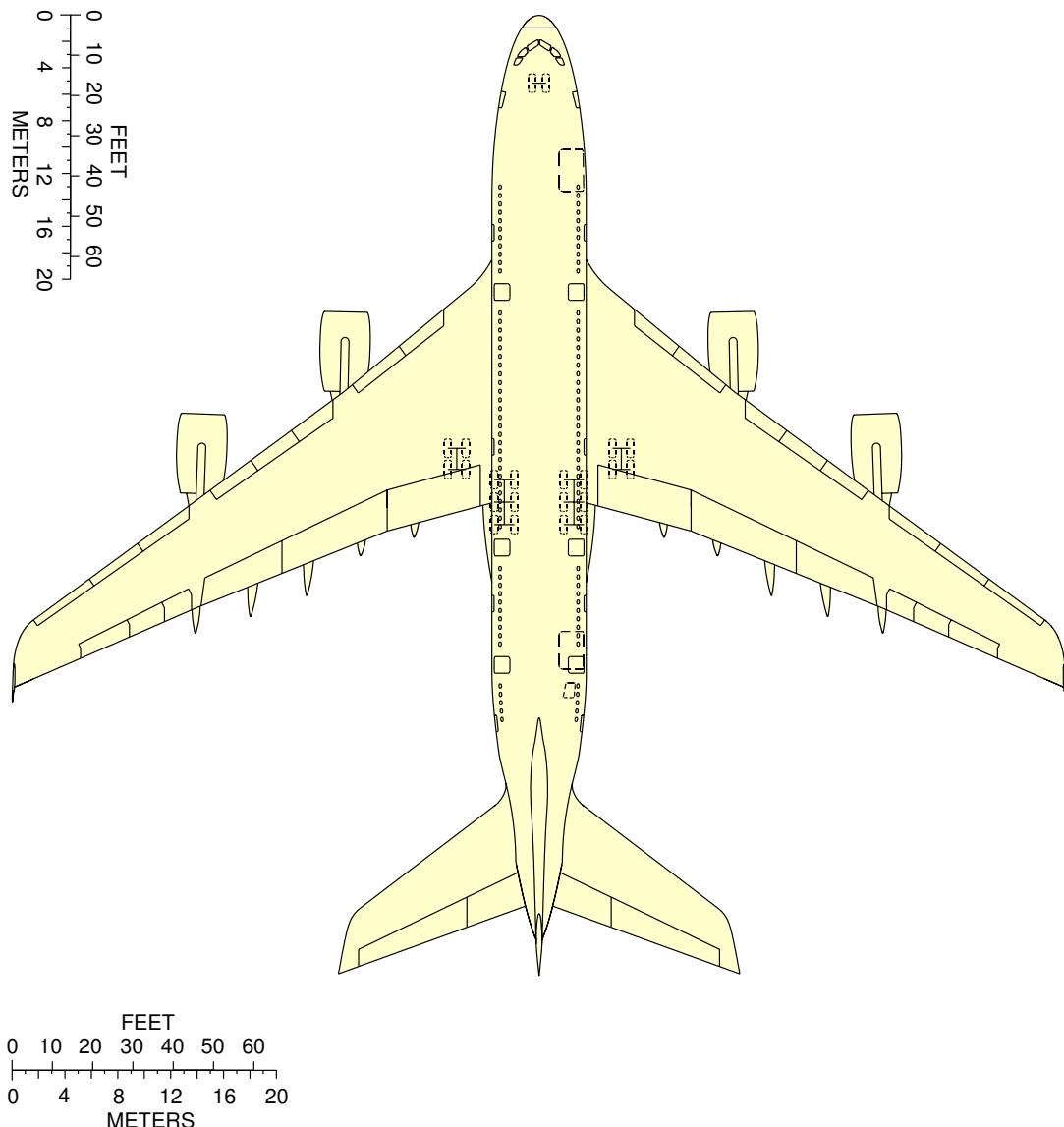
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AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models



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

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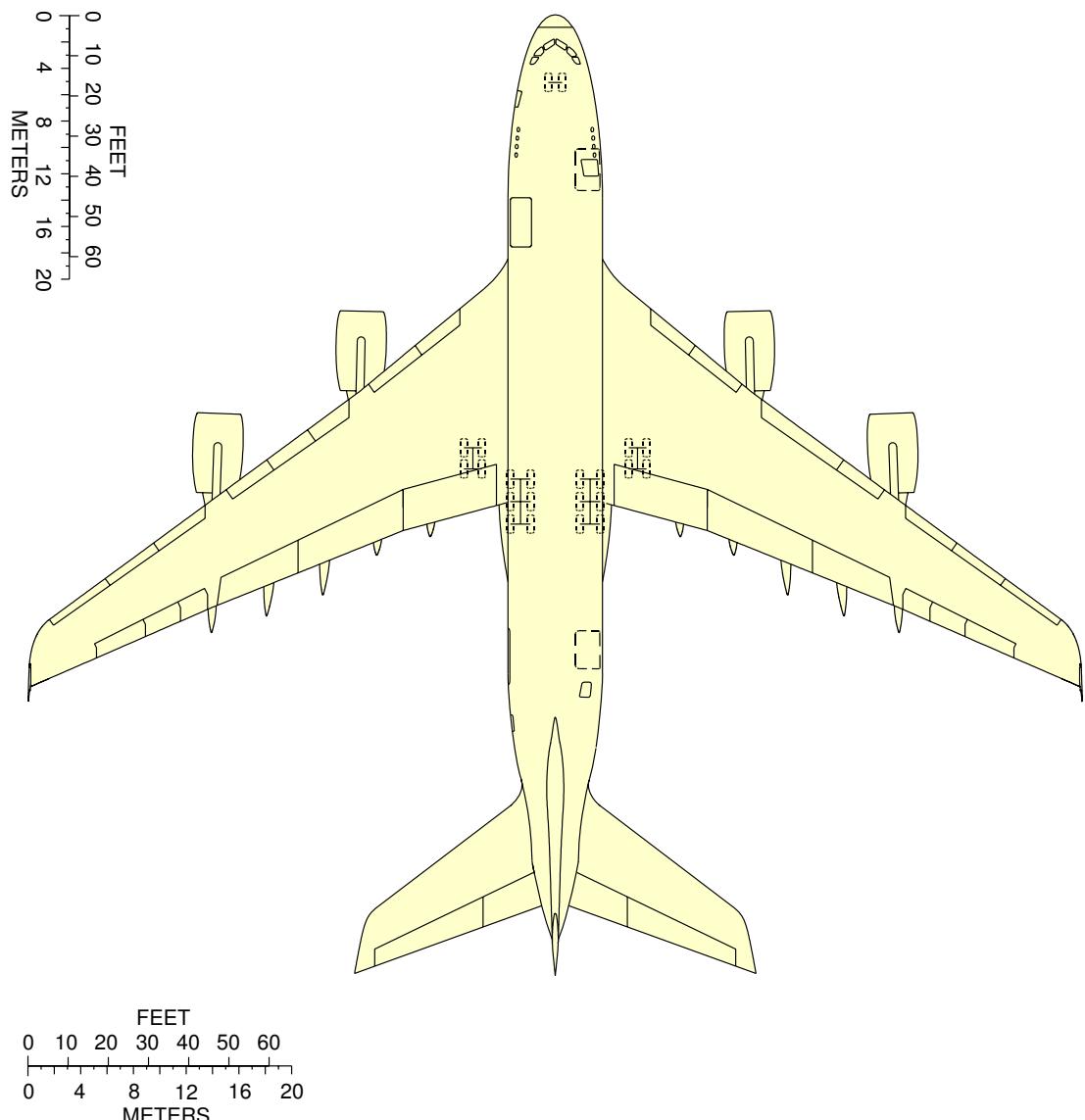
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Scaled Drawing – 1 cm. = 500 cm.
A380-800 Models
FIGURE 3

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800F Models



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

DB1A

L_AC_090100_1_0040101_01_02

Scaled Drawing – 1 cm. = 500 cm.
A380-800F Models
FIGURE 4

9-1-0

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AIRPLANE CHARACTERISTICS

9-2-0 Scaled Drawing - 1 in. = 50 ft.

**ON A/C A380-800 Models A380-800F Models

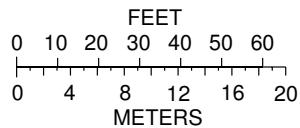
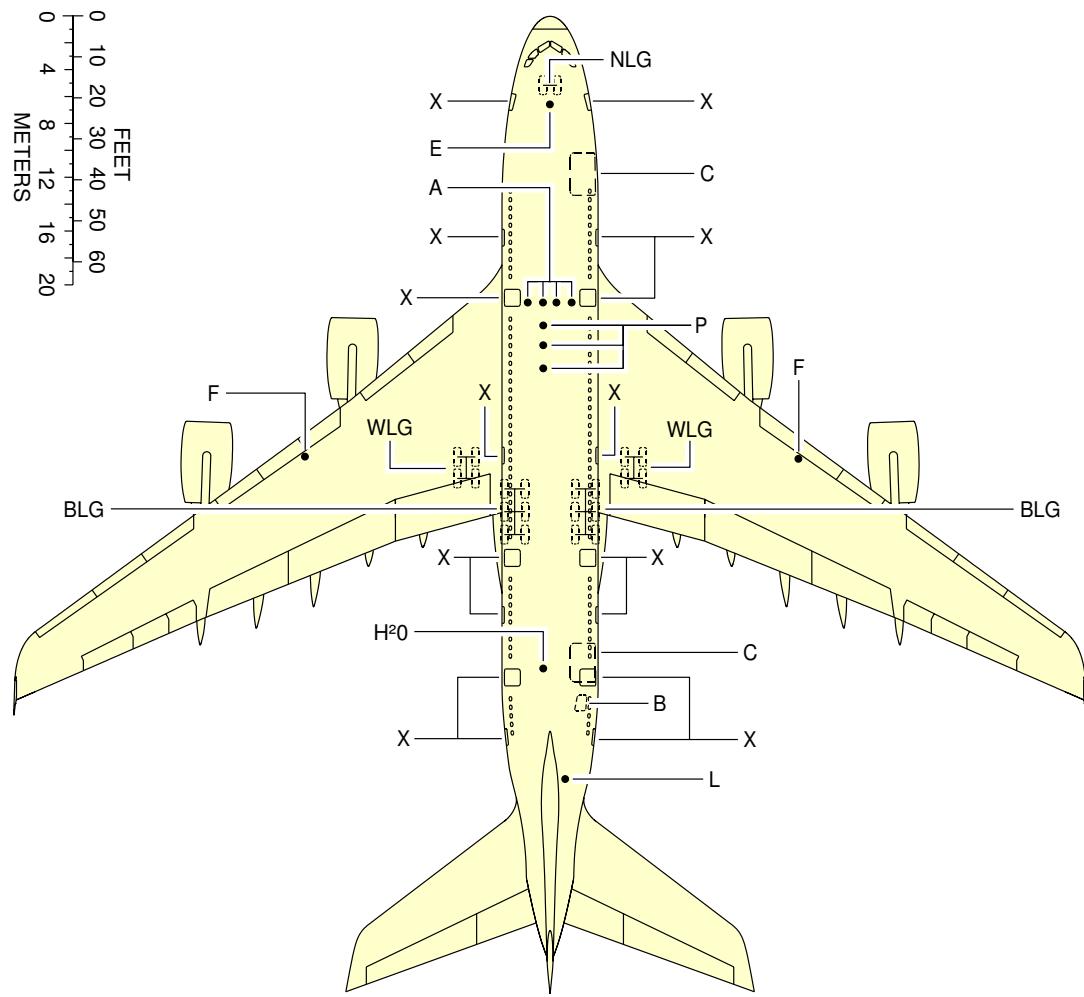
Scaled Drawing - 1 in. = 50 ft.

1. This section provides the Scaled Drawing - 1 in. = 50 ft.

A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models



LEGEND:

A	AIR CONDITIONING	H ² O	POTABLE WATER
B	BULK CARGO COMPT DOOR	L	LAVATORY
BLG	BODY LANDING GEAR	NLG	NOSE LANDING GEAR
C	CARGO COMPT DOOR	P	PNEUMATIC
E	ELECTRICAL	WLG	WING LANDING GEAR
F	FUEL	X	PASSENGER/CREW DOOR

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

DB1A

L_AC_090200_1_0010101_01_03

Scaled Drawing – 1 in. = 50 ft.

A380-800 Models

FIGURE 1

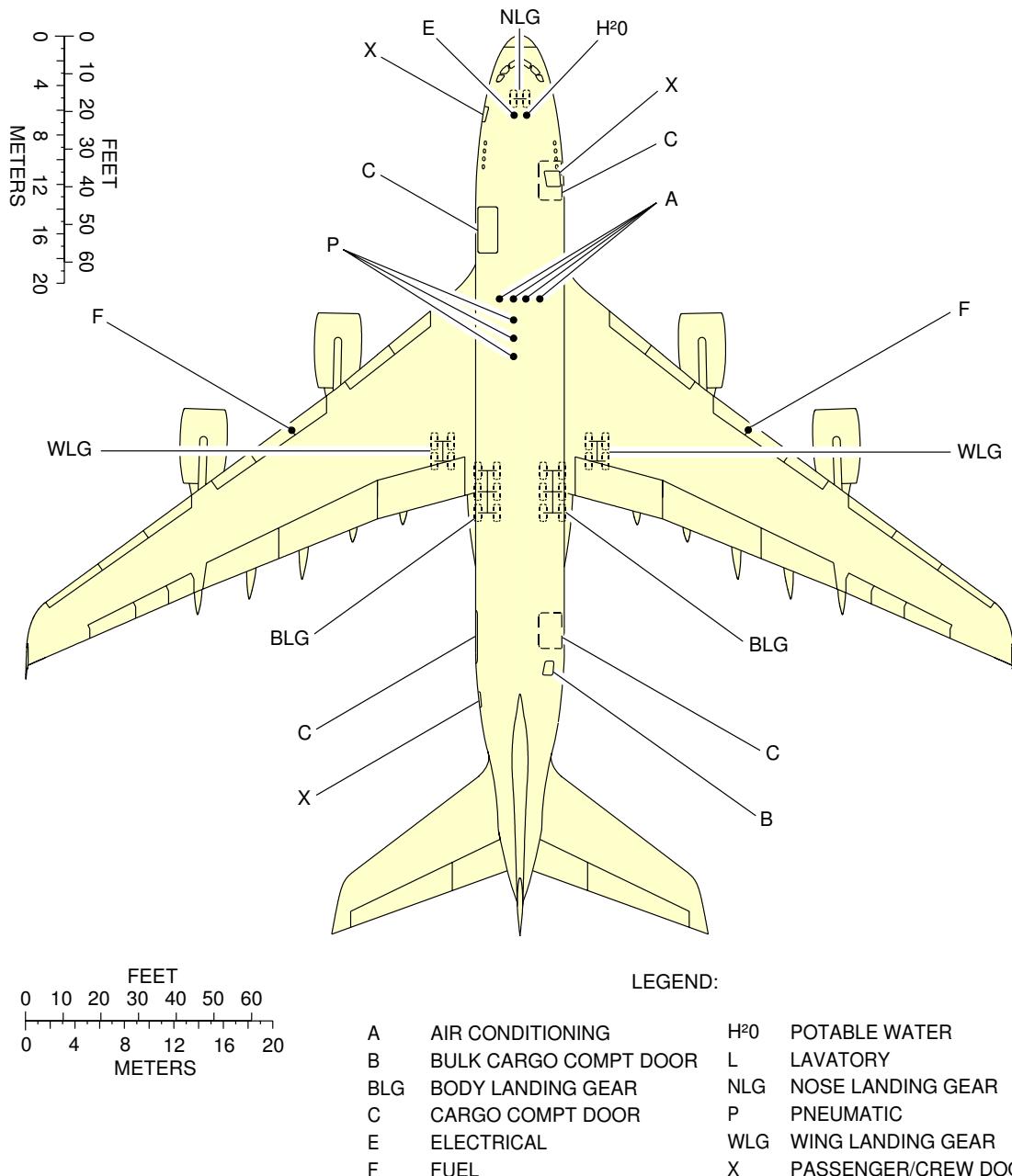
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A380

AIRPLANE CHARACTERISTICS

**ON A/C A380-800F Models



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

DB1A

L_AC_090200_1_0020101_01_04

Scaled Drawing – 1 in. = 50 ft.

A380-800F Models

FIGURE 2

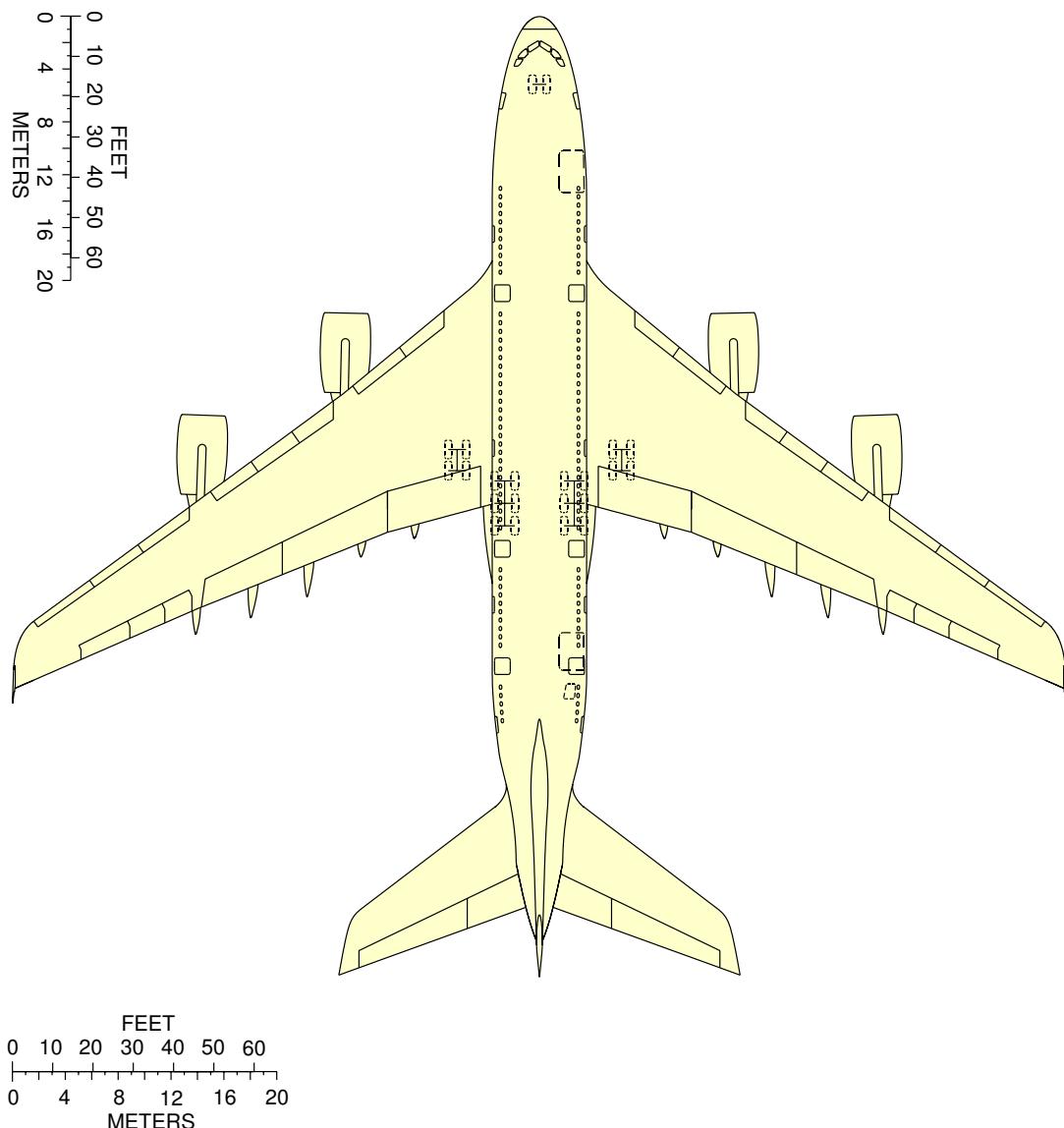
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AIRPLANE CHARACTERISTICS

**ON A/C A380-800 Models



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

DB1A

L_AC_090200_1_0030101_01_03

Scaled Drawing – 1 in. = 50 ft.
A380-800 Models
FIGURE 3

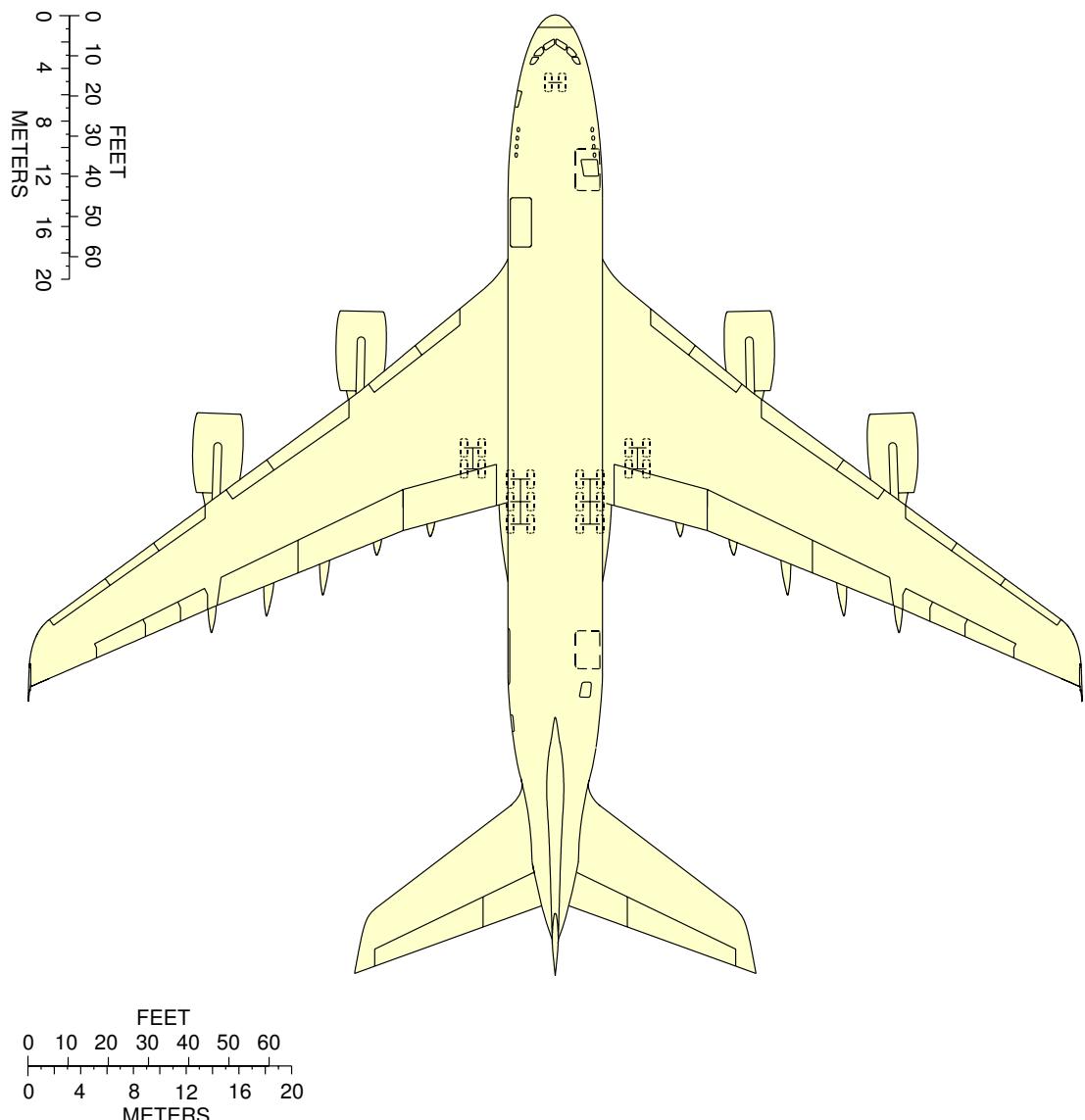
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AIRPLANE CHARACTERISTICS

**ON A/C A380-800F Models



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

DB1A

L_AC_090200_1_0040101_01_03

Scaled Drawing – 1 in. = 50 ft.

A380-800F Models

FIGURE 4

9-2-0

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