A380

AIRCRAFT CHARACTERISTICS
AIRPORT AND MAINTENANCE PLANNING

AC

AIRBUS S.A.S.
Customer Services
Technical Data Support and Services
31707 Blagnac Cedex
FRANCE

Issue: Mar 30/05 Rev: Nov 01/12

HIGHLIGHTS

Revision No. 11 - Nov 01/12

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
CHAPTER 1		
Section 1-1		
Subject 1-1-0		
Purpose	R	PURPOSE CHANGED DUE TO MERGE OF THE MFP AND AC MANUALS. PART EFFECTIVITY ADDED/REVISED/DELETED
Section 1-2	R	
Subject 01-02-00	D	
Subject 1-2-1		
Glossary	R	UPDATED LIST OF ABBREVIATIONS, ADDED DEFINITION OF WATER VOLUME AND USABLE VOLUME REVISED THE ABBREVIATION LIST AND DELETED THE "OPERATIONAL EMPTY WEIGHT" AND "MAXIMUM PAYLOAD" DEFINITIONS. PART EFFECTIVITY ADDED/REVISED/DELETED
CHAPTER 2	R	
Section 2-1	R	
Subject 02-01-00	D	
Subject 2-1-1	R	
General Airplane Characteristics Data	R	ADDED WV006, WV007, WV008 AND DELETED THE CONTENT RELATED TO OEW AND MAXIMUM PAYLOAD WEIGHT. PART EFFECTIVITY ADDED/REVISED/DELETED
Section 2-2	R	
Subject 2-2-0	R	

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
General Aircraft Dimensions	R	REPLACED TITLE "GENERAL AIRPLANE DIMENSIONS DATA" WITH "GENERAL AIRCRAFT DIMENSIONS". REPLACED THE TEXT "AIRPLANE" WITH "AIRCRAFT". DESCRIPTION TITLE UPDATED
FIGURE General Aircraft Dimensions	R	ILLUSTRATION REVISED
Section 2-3		
Subject 2-3-0		
Ground Clearances	R	REVISED GROUND CLEARANCES TO SHOW THE DIMENSIONS FOR A LIGHT WEIGHT AND FOR TWO BASIC WEIGHT VARIANTS. DELETED TERM "OWE". DESCRIPTION TITLE UPDATED
FIGURE Ground Clearances	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Clearances - Leading Edge Slats - Extended	N	ILLUSTRATION ADDED
FIGURE Ground Clearances - Trailing Edge Flaps - Extended	N	ILLUSTRATION ADDED
FIGURE Ground Clearances - Spoilers - Extended	N	ILLUSTRATION ADDED
FIGURE Ground Clearances - Ailerons - Down	N	ILLUSTRATION ADDED
FIGURE Ground Clearances - Ailerons - Up	N	ILLUSTRATION ADDED
FIGURE Ground Clearances - Flap Tracks - Extended	N	ILLUSTRATION ADDED
Section 2-4		
Subject 2-4-0		
Interior Arrangement - Plan View	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 2-4-1		
Standard Configuration - Pax	R	PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Interior Arrangements - Plan View - Standard Configuration - Upper Deck	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Interior Arrangements - Plan View - Standard Configuration - Main Deck	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Section 2-5		
Subject 2-5-0		
Interior Arrangements - Cross Section	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 2-5-1		
Typical Configuration - Pax	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Interior Arrangements - Cross-section - Typical Configuration - Upper Deck	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Interior Arrangements - Cross-section - Typical Configuration - Main Deck	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Section 2-6		
Subject 2-6-0		
Cargo Compartments	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 2-6-1		
Location and Dimensions - Pax	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Cargo Compartments - Location and Dimensions	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 2-6-2		
Loading Combinations - Pax	R	PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Cargo Compartments - Loading Combinations	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Section 2-7		
Subject 2-7-0		
Door Clearances	R	DESCRIPTION TITLE UPDATED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Door Clearances - Door Location (Sheet 1)	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Door Clearances - Door Location (Sheet 2)	R	ILLUSTRATION REVISED
Subject 2-7-1		
Forward Doors	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Door Clearances - Forward Doors	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 2-7-2		
Main and Upper Deck Doors - Pax	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Door Clearances - Main and Upper Deck Doors - A380-800 Models	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 2-7-3		
Aft Doors - Pax	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Door Clearances - Aft Doors - A380-800 Models	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 2-7-4		
Aft Cargo Compartment Doors - Pax	R	PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Door Clearances - Aft Cargo Compartment Doors - A380-800 Models	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 2-7-5		
Forward Cargo Compartment Doors - Pax	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Door Clearances - Forward Cargo Compartment Doors - A380-800 Models	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 2-7-6		
Nose Landing Gear Doors	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Door Clearances - Forward Nose Landing Gear Doors	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Door Clearances - Aft Nose Landing Gear Doors	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 2-7-7		
Wing Landing Gear Doors	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Door Clearances - Wing Landing Gear Doors	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 2-7-8		
Body Landing Gear Doors	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Door Clearances - Body Landing Gear Doors (Sheet 1)	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Door Clearances - Body Landing Gear Doors (Sheet 2)	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 2-7-9		

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
APU Doors	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Door Clearances - APU Doors	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Section 2-8	N	
Subject 2-8-0	N	
Escape Slides	N	
FIGURE Escape Slides - Location	N	ILLUSTRATION ADDED
FIGURE Escape Slides - Dimensions	N	ILLUSTRATION ADDED
Section 2-9	N	
Subject 2-9-0	N	
Landing Gear	N	
FIGURE Wing Landing Gear - General	N	ILLUSTRATION ADDED
FIGURE Body Landing Gear - General	N	ILLUSTRATION ADDED
FIGURE Nose Landing Gear - General	N	ILLUSTRATION ADDED
Landing Gear Maintenance Pits	N	
FIGURE Landing Gear Maintenance Pits - Maintenance Pit Envelopes	N	ILLUSTRATION ADDED
FIGURE Landing Gear Maintenance Pits - Necessary Depths	N	ILLUSTRATION ADDED
FIGURE Landing Gear Maintenance Pits - Maintenance Pit Envelopes - WLG Pit Dimensions	N	ILLUSTRATION ADDED
FIGURE Landing Gear Maintenance Pits - Maintenance Pit Envelopes - BLG Pit Dimensions	N	ILLUSTRATION ADDED
Section 2-10	N	
Subject 2-10-0	N	
Exterior Lighting	N	
FIGURE Exterior Lighting	N	ILLUSTRATION ADDED
FIGURE Exterior Lighting	N	ILLUSTRATION ADDED
FIGURE Exterior Lighting	N	ILLUSTRATION ADDED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Exterior Lighting	N	ILLUSTRATION ADDED
FIGURE Exterior Lighting	N	ILLUSTRATION ADDED
Section 2-11	N	
Subject 2-11-0	N	
Antennas and Probes Location	N	
FIGURE Antennas and Probes - Location	N	ILLUSTRATION ADDED
Section 2-12	N	
Subject 2-12-0	N	
Auxiliary Power Unit	N	
FIGURE Auxiliary Power Unit - Access Doors	N	ILLUSTRATION ADDED
FIGURE Auxiliary Power Unit - General Layout	N	ILLUSTRATION ADDED
Engine and Nacelle	N	
FIGURE Power Plant Handling - Engine Dimensions - GP 7200 Engine	N	ILLUSTRATION ADDED
FIGURE Power Plant Handling - Nacelle Dimensions - GP 7200 Engine	N	ILLUSTRATION ADDED
FIGURE Power Plant Handling - Fan Cowls - GP 7200 Engine	N	ILLUSTRATION ADDED
FIGURE Power Plant Handling - Thrust Reverser Cowls - GP 7200 Engine	N	ILLUSTRATION ADDED
FIGURE Power Plant Handling - Fan Exhaust Cowls - GP 7200 Engine	N	ILLUSTRATION ADDED
FIGURE Power Plant Handling - Engine Dimensions - TRENT 900 Engine	N	ILLUSTRATION ADDED
FIGURE Power Plant Handling - Nacelle Dimensions - TRENT 900 Engine	N	ILLUSTRATION ADDED
FIGURE Power Plant Handling - Fan Cowls - TRENT 900 Engine	N	ILLUSTRATION ADDED
FIGURE Power Plant Handling - Thrust Reverser Cowls - TRENT 900 Engine	N	ILLUSTRATION ADDED
FIGURE Power Plant Handling - Fan Exhaust Cowls - TRENT 900 Engine	N	ILLUSTRATION ADDED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
Section 2-13	N	
Subject 2-13-0	N	
Leveling, Symmetry and Alignment	N	
FIGURE Location of Leveling Points	N	ILLUSTRATION ADDED
Section 2-14	N	
Subject 2-14-0	N	
Jacking for Maintenance	N	
FIGURE Jacking for Maintenance - Jacking Points Location	N	ILLUSTRATION ADDED
FIGURE Jacking for Maintenance - Jacking Dimensions	N	ILLUSTRATION ADDED
FIGURE Jacking for Maintenance - Forward Jacking Point	N	ILLUSTRATION ADDED
FIGURE Jacking for Maintenance - Wing Jacking Point	N	ILLUSTRATION ADDED
FIGURE Jacking for Maintenance - Auxiliary Jacking Point - Safety Stay	N	ILLUSTRATION ADDED
Jacking for Wheel Change	N	
FIGURE Nose Landing Gear Jacking Point Heights	N	ILLUSTRATION ADDED
FIGURE Wing Landing Gear Jacking Point Heights	N	ILLUSTRATION ADDED
FIGURE Body Landing Gear Jacking Point Heights	N	ILLUSTRATION ADDED
FIGURE Nose Landing Gear Jacking Point Loads	N	ILLUSTRATION ADDED
FIGURE Wing Landing Gear Jacking Point Loads	N	ILLUSTRATION ADDED
FIGURE Body Landing Gear Jacking Point Loads	N	ILLUSTRATION ADDED
CHAPTER 3	R	
Section 3-1		
Subject 3-1-0		

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
General Information	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Section 3-2		
Subject 3-2-0		
Payload /Range	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 3-2-1		
Payload/Range - Pax	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Payload/Range - ISA Conditions - TRENT 900 Engines	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Payload/Range - ISA Conditions - GP 7200 Engines	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Section 3-3		
Subject 3-3-0		
Take Off Weight Limitation	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 3-3-1		
Take Off Weight Limitation - Pax	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Take-Off Weight Limitation - ISA Conditions - TRENT 900 Engines	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Take-Off Weight Limitation - ISA Conditions - GP 7200 Engines	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 3-3-2		
ISA + 15 °C (59 °F) - Pax	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Take-Off Weight Limitation - ISA + 15 °C (59 °F) - TRENT 900 Engines	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Take-Off Weight Limitation - ISA + 15 °C (59 °F) - GP 7200 Engines	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Section 3-4		
Subject 3-4-0		
Landing Field Length	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 3-4-1		
Landing Field Length - Pax	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Landing Field Length - Landing Field Length - A380-800 Models	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Section 3-5	R	
Subject 3-5-0		
Final Approach Speed	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 03-05-01	D	
CHAPTER 4		
Section 4-1		
Subject 4-1-0		
General	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Section 4-2		
Subject 4-2-0		
Turning Radii	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Turning Radii - Turning Radii (Sheet 1)	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Turning Radii - Turning Radii (Sheet 2)	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
Section 4-3		
Subject 4-3-0		
Minimum Turning Radii	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Minimum Turning Radii	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Section 4-4		
Subject 4-4-0		
Visibility from Cockpit in Static Position	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Visibility from Cockpit in Static Position	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Binocular Visibility Through Windows from Captain Eye Position	N	ILLUSTRATION ADDED
Section 4-5		
Subject 4-5-0		
Runway and Taxiway Turn Paths	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 4-5-1		
135° Turn - Runway to Taxiway	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE 135° Turn – Runway to Taxiway - Judgemental Oversteer Method	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE 135° Turn – Runway to Taxiway - Cockpit Tracks Centreline Method	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 4-5-2		
90° Turn - Runway to Taxiway	R	PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE 90° Turn – Runway to Taxiway - Judgemental Oversteer Method	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE 90° Turn – Runway to Taxiway - Cockpit Tracks Centreline Method	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 4-5-3		
180° Turn on a Runway	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE 180° Turn on a Runway	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 4-5-4		
90° Turn - Taxiway to Taxiway	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE 90° Turn – Taxiway to Taxiway - Judgemental Oversteer Method	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE 90° Turn – Taxiway to Taxiway - Cockpit Tracks Centreline Method	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 4-5-5		
135° Turn - Taxiway to Taxiway	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE 135° Turn – Taxiway to Taxiway - Judgemental Oversteer Method	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE 135° Turn – Taxiway to Taxiway - Cockpit Tracks Centerline Method	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Section 4-6		
Subject 4-6-0		
Runway Holding Bay (Apron)	R	PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Runway Holding Bay (Apron)	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Section 4-7	R	
Subject 4-7-0	R	
Airplane Parking	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Airplane Parking - Steering Geometry	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Airplane Parking - Minimum Parking Space Requirements	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Section 4-8	R	
Subject 4-8-0	R	
General	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Airplane Mooring	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
CHAPTER 5	R	
Section 5-0		
Subject 5-0-0		
Introduction	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Section 5-1	R	
Subject 5-1-0	R	
Airplane Servicing Arrangements	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 5-1-1		
Typical Ramp Layout (Open Apron)	R	ADDED "STAND SAFETY LINE" DEFINITION. PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Typical Ramp Layout - Open Apron	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 5-1-2		
Typical Ramp Layout (Gate)	R	ADDED "STAND SAFETY LINE" DEFINITION. PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Typical Ramp Layout - Gate	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 05-01-04	D	
Section 5-2	R	
Subject 05-02-00	D	
Subject 5-2-1		
Typical Turn-Round Time - Two Bridges - Standard Servicing Via Main Deck and Upper Decks	R	DELETED CHAPTER 5-2-0. ADDED THE ASSUMPTIONS FOR STANDARD SERVICING VIA MAIN AND UPPER DECK. PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Typical Turn-Round Time – Two Bridges - Servicing Via Main and Upper Decks	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 5-2-2		
Typical Turn-Round Time - Two Bridges - Servicing Via Main Deck	R	DELETED CHAPTER 5-2-0. ADDED THE ASSUMPTIONS FOR STANDARD SERVICING VIA MAIN DECK. PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Typical Turn-Round Time – Two Bridges - Servicing Via Main Deck	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Section 05-03	D	
Section 5-4	R	
Subject 05-04-00	D	

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
Subject 5-4-1		
Ground Service Connections Layout	R	DESCRIPTION TITLE UPDATED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - Layout	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 5-4-2		
Grounding Points	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Points NLG	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Point WLG	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Points BLG	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 5-4-3		
Hydraulic System	R	REPLACED RESERVOIR PRESSURIZATION CONNECTOR ETRTO V0.09.6 WITH ISO 4570. PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - Hydraulic Reservoir Servicing Panel	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - Hydraulic Ground Connections	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 5-4-4		

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
Electrical System	R	UPDATED THE PROCEDURE TO ADD A PARAGRAPH OF "ELECTRICAL LOADS ON GROUND". DESCRIPTION TITLE UPDATED PART EFFECTIVITY ADDED/REVISED/DELETED NOTE AMENDED
FIGURE Ground Service Connections - Electrical Service Panel	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 5-4-5		
Oxygen System	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - Oxygen System	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 5-4-6		
Fuel System	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - Refuel/Defuel Control Panel	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - Pressure Refuel Connections	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - Overpressure Protector and NACA Flame Arrestor	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 5-4-7		
Pneumatic System	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - Low Pressure Preconditioned Air	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Ground Service Connections - High Pressure Preconditioned Air	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 5-4-8		
Potable Water System	R	DESCRIPTION TITLE UPDATED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - Potable Water Ground Service Panel	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - Potable Water Drain Panel	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - Potable Water Tanks Location	R	ILLUSTRATION REVISED
Subject 5-4-9		
Engine Oil Servicing	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - Engine Oil Servicing - TRENT 900 Engines	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - Engine Oil Servicing - GP 7200 Engines	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
VFG Oil Servicing	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - VFG Oil Servicing - TRENT 900 Engines	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - VFG Oil Servicing - GP 7200 Engines	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Starter Oil Servicing	R	PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Ground Service Connections - Starter Oil Servicing - TRENT 900 Engines	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - Starter Oil Servicing - GP 7200 Engines	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
APU Oil Servicing	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - APU Oil Servicing	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 5-4-10		
Vacuum Toilet System	R	DESCRIPTION TITLE UPDATED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - Vacuum Toilet System	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Service Connections - Waste Tanks Location	R	ILLUSTRATION REVISED
Section 5-5	R	
Subject 5-5-0		
Engine Starting Pneumatic Requirements	R	ADDED PERFORMANCE REQUIREMENTS FOR PNEUMATIC ENGINE STARTING. PART EFFECTIVITY ADDED/REVISED/DELETED CROSS REFERENCED DOCUMENTARY UNIT ADDED/REVISED/DELETED
FIGURE Example for Use of the Charts	N	ILLUSTRATION ADDED
FIGURE Engine Starting Pneumatic Requirements - Engine Alliance - GP7200	N	ILLUSTRATION ADDED
FIGURE Engine Starting Pneumatic Requirements - Rolls Royce - Trent 900 Engine	N	ILLUSTRATION ADDED
Subject 05-05-01	D	

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
Subject 05-05-02	D	
Subject 05-05-03	D	
Section 5-6		
Subject 5-6-0		
Ground Pneumatic Power Requirements	R	ADDED PERFORMANCE REQUIREMENTS OF THE GROUND PNEUMATIC SERVICE EQUIPMENT. PART EFFECTIVITY ADDED/REVISED/DELETED NOTE AMENDED
Subject 5-6-1		
Heating	R	ADDED OAT AND THE CABIN TEMPERATURE TO BE REACHED AFTER CABIN HEATING (PULL UP). PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Pneumatic Power Requirements - Heating	R	ILLUSTRATION REVISED
Subject 5-6-2		
Cooling	R	ADDED OAT AND THE CABIN TEMPERATURE TO BE REACHED AFTER CABIN COOLING (PULL DOWN). PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Ground Pneumatic Power Requirements - Cooling	R	ILLUSTRATION REVISED
Section 5-7		
Subject 5-7-0		
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****ON A/C A380-800**

Purpose

1. General

The A380 AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING (AC) manual is issued for the A380 series aircraft to provide necessary data to airport operators, airlines and Maintenance/Repair Organizations (MRO) for airport and maintenance facilities planning.

This revision is now a merge of the Maintenance Facility planning (MFP) document and the Airplane Characteristics for Airport Planning (AC). This document has been renamed Aircraft Characteristics - Airport and Maintenance Planning (AC) to reflect this change.
Additionally, a chapter 10 "Aircraft Rescue and Fire Fighting" has been added to the AC. This chapter contains the illustrations of the Aircraft Rescue and Fire fighting Charts poster and replaces the PDF document that was available for download.

This non-customized document conforms to NAS 3601 specification.
This document must not be used for training purposes.

The A380-800 is a subsonic, very long range and very high capacity civil transport aircraft. The A380-800 offers several payload capabilities ranging from 400 passengers in a very comfortable multi-class configuration, up to 853 passengers in an all economy class configuration.

Designed in close collaboration with major airlines, airports and airworthiness authorities, the A380 is the most advanced, spacious and productive aircraft in service setting a new standard in air travel and environmental efficiency.

The A380 Family starts from a baseline passenger aircraft - the A380-800. A higher capacity version, the A380-900 could be developed when required by the market.

Two engine types are currently offered, the Engine Alliance GP7200 series and the Rolls-Royce Trent 900 series. Both engines use state of the art technology for better performance, maintainability, lower fuel consumption and environmental impact.

The A380-800 was designed to be compatible with current airport infrastructure and equipment, as proven in service. Bigger, quieter and capable of achieving quick turn around times, the A380-800 provides an efficient solution for airports and airlines to grow in a sustainable manner.

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1-2-1 Glossary

**ON A/C A380-800

Glossary

1. List of Abbreviations

A/C	Aircraft
ACN	Aircraft Classification Number
APU	Auxiliary Power Unit
B/C	Business Class
BLG	Body Landing Gear
CAS	Calibrated Air Speed
CBR	California Bearing Ratio
CC	Cargo Compartment
CG	Center of Gravity
C/L	Center Line
E	Young's Modulus
ECS	Environmental Control System
FAA	Federal Aviation Administration
F/C	First Class
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
LD	Load Device
LD	Lower Deck
LH	Left Hand
LPS	Last Pax Seating
MAC	Mean Aerodynamic Chord
MAX	Maximum
MD	Main Deck
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
PCA	Portland Cement Association
PCN	Pavement Classification Number
PRM	Passenger with Reduced Mobility
R	Right
RH	Right Hand
TBD	To Be Determined
UD	Upper Deck
ULD	Unit Load Device
US	United States
VF	Variable Frequency
VFG	Variable Frequency Generator
Vref	Landing reference speed
WLG	Wing Landing Gear
WV	Weight Variant

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 square second
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 run-up 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 without usable fuel.
   - Maximum Seating Capacity:
     Maximum number of passengers specifically certified or anticipated for certification.
   - Usable Volume:
     Usable volume available for cargo, pressurized fuselage, passenger compartment and cockpit.
   - Water Volume:

Maximum volume of cargo compartment.

- Usable Fuel:
  Fuel available for aircraft propulsion.

2-1-1 General Aircraft Characteristics Data

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

General Airplane Characteristics Data

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

Aircraft Characteristics					
	WV000	WV001	WV002	WV003	WV004
Maximum Ramp Weight (MRW) Maximum Taxi Weight (MTW)	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)	562 000 kg (1 238 998 lb)
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)	560 000 kg (1 234 588 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)	391 000 kg (862 007 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)	366 000 kg (806 892 lb)

Aircraft Characteristics				
	WV005	WV006	WV007	WV008
Maximum Ramp Weight (MRW) Maximum Taxi Weight (MTW)	562 000 kg (1 238 998 lb)	575 000 kg (1 267 658 lb)	492 000 kg (1 084 674 lb)	577 000 kg (1 272 067 lb)
Maximum Take Off Weight (MTOW)	560 000 kg (1 234 588 lb)	573 000 kg (1 263 248 lb)	490 000 kg (1 080 265 lb)	575 000 kg (1 267 658 lb)
Maximum Landing Weight (MLW)	386 000 kg (850 984 lb)	393 000 kg (866 416 lb)	395 000 kg (870 826 lb)	394 000 kg (868 621 lb)
Maximum Zero Fuel Weight (MZFW)	366 000 kg (806 892 lb)	368 000 kg (811 301 lb)	373 000 kg (822 324 lb)	369 000 kg (813 506 lb)

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	WV006	WV007	WV008
Standard Seating Capacity	555								

Aircraft Characteristics									
	WV000	WV001	WV002	WV003	WV004	WV005	WV006	WV007	WV008
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)								
Water Volume, Bulk CC	17.3 m^3 (611 ft^3)								

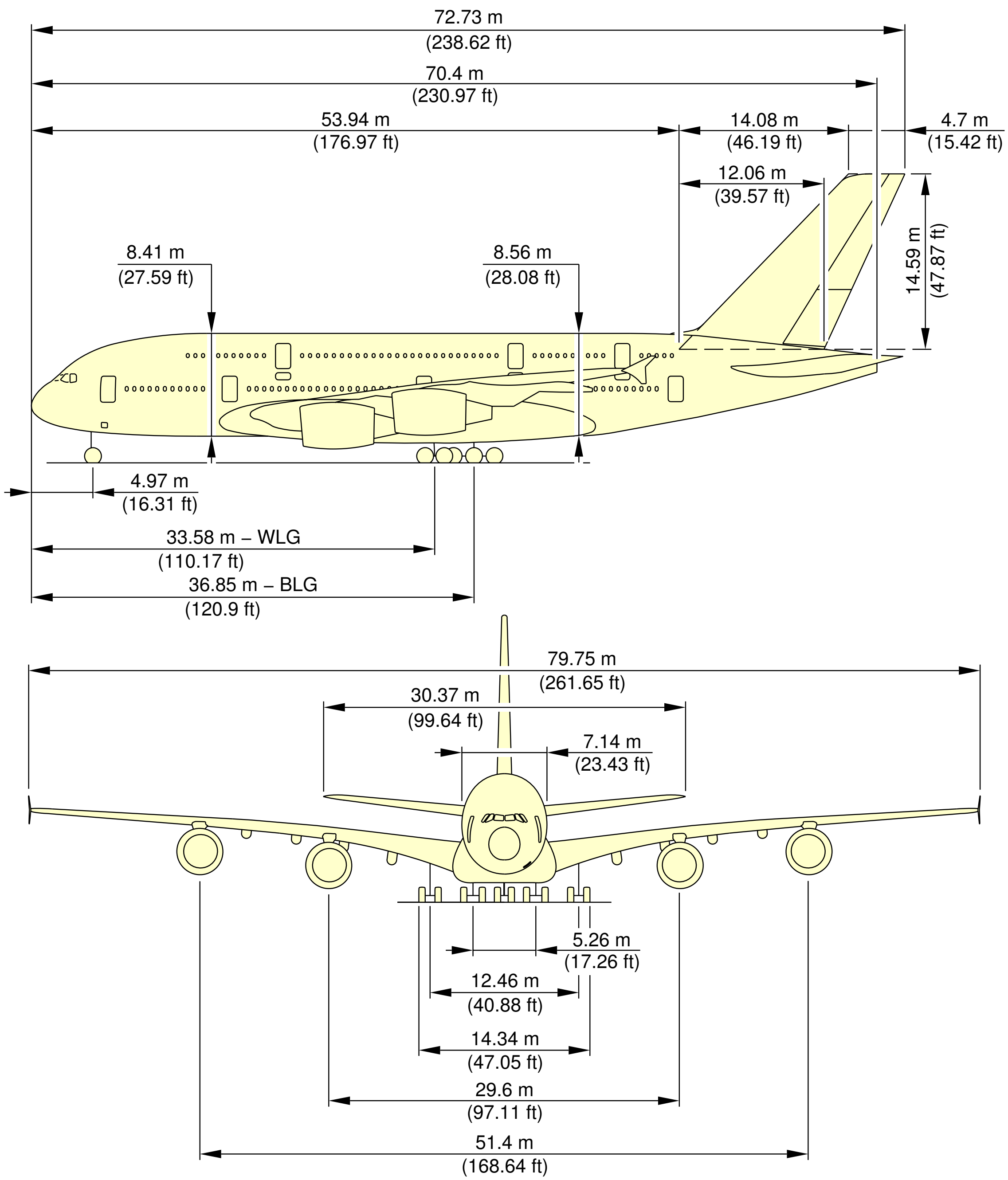
2-2-0 General Aircraft Dimensions

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

General Aircraft Dimensions

1. This section provides General Aircraft Dimensions.

**ON A/C A380-800



NOTE: RELATED TO AIRCRAFT ATTITUDE AND WEIGHT.

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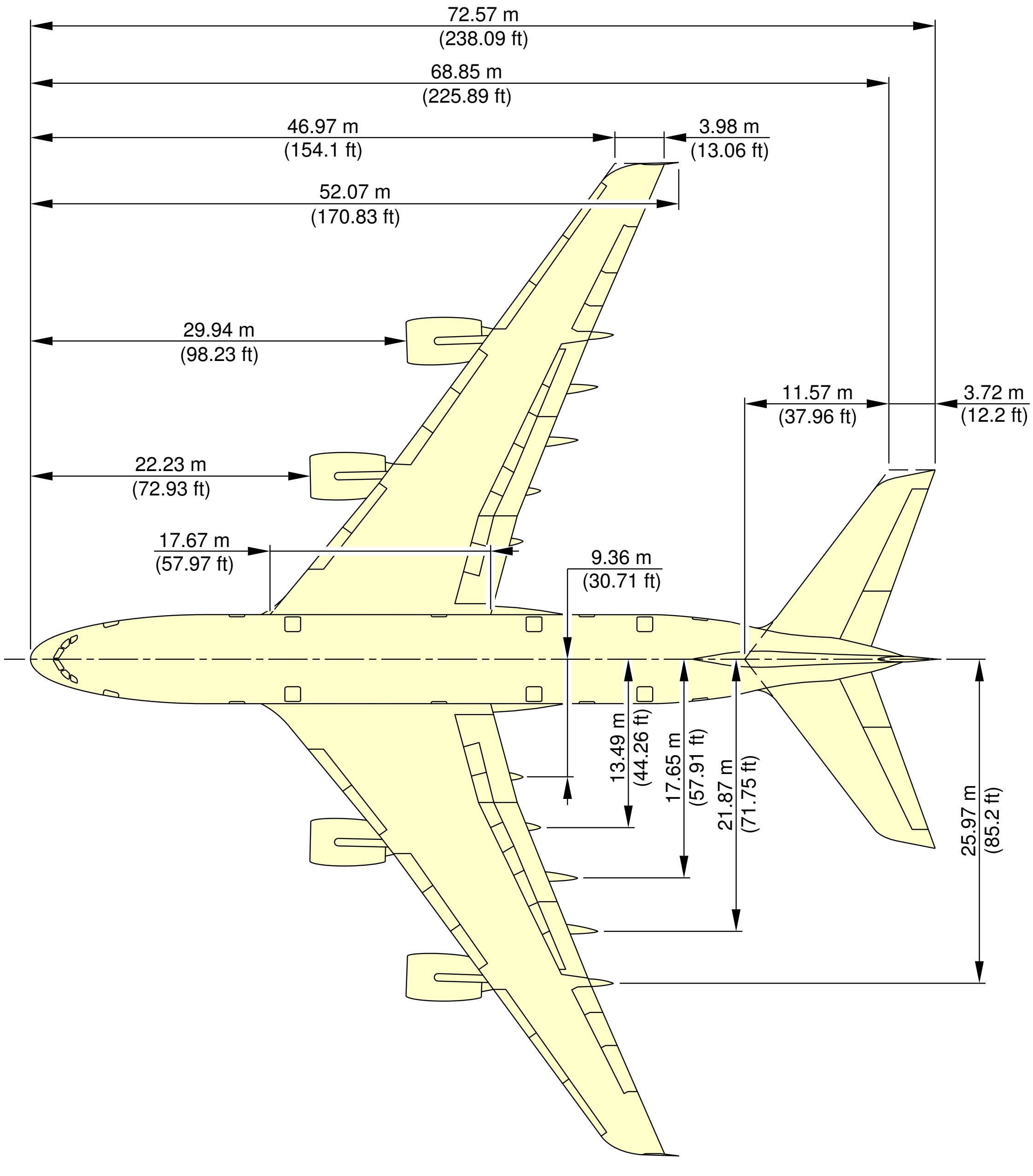
General Aircraft Dimensions
(Sheet 1 of 2)
FIGURE-2-2-0-991-001-A01

**ON A/C A380-800



NOTE: RELATED TO AIRCRAFT ATTITUDE AND WEIGHT.

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General Aircraft Dimensions
(Sheet 2 of 2)
FIGURE-2-2-0-991-001-A01

2-3-0 Ground Clearances

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

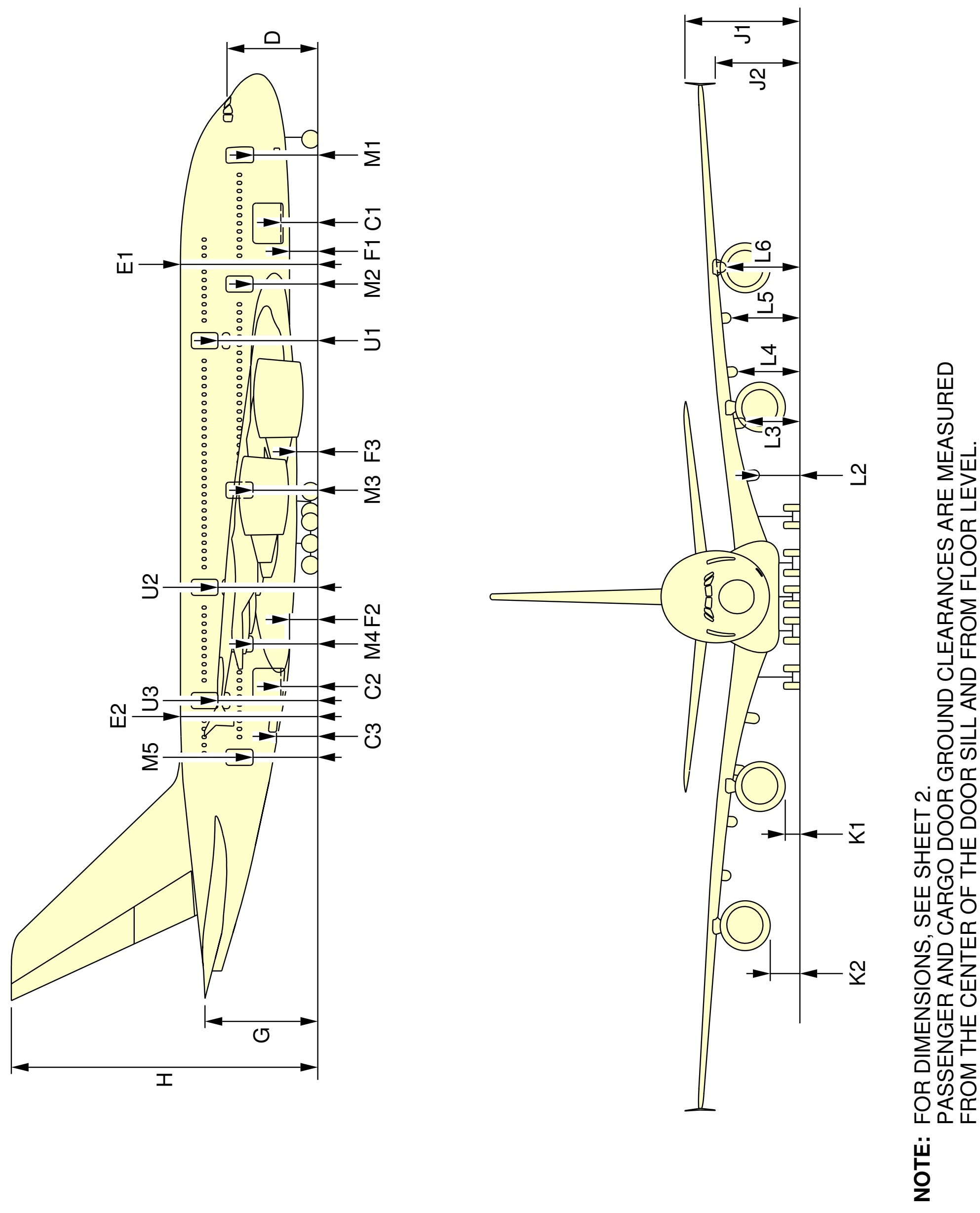
Ground Clearances

1. This section gives the heights of various points of the aircraft, above the ground, for different aircraft configurations.
   Dimensions in the tables are approximate and will vary with tire type, weight and balance and other special conditions.

   The dimensions are given for:
   - a light weight, for an aircraft in maintenance configuration with a FWD CG and a AFT CG,
   - two basic weight variants with a FWD CG and a AFT CG,
   - aircraft on jacks, FDL at 7.2 m (23.6 ft).

   NOTE : Passenger and cargo door ground clearances are measured from the center of the door sill and from floor level.

**ON A/C A380-800



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Ground Clearances
(Sheet 1 of 2)
FIGURE-2-3-0-991-001-A01

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

A/C CONFIGURATION	MRW (562 t)				MRW (577 t)				300 t				AC JACKED FDL = 7.20 m (23.6 ft)	
	FWD CG (37.5%)		AFT CG (43%)		FWD CG (37.8%)		AFT CG (41%)		FWD CG (29%)		AFT CG (44%)			
	m	ft	m	ft	m	ft	m	ft	m	ft	m	ft	m	ft
C1	3.05	10.0	3.11	10.2	3.05	10.0	3.08	10.1	3.24	10.6	3.30	10.8	5.12	16.8
C2	3.14	10.3	3.10	10.2	3.11	10.2	3.10	10.2	3.27	10.7	3.23	10.6	5.12	16.8
C3	3.27	10.7	3.22	10.6	3.24	10.6	3.23	10.6	3.41	11.2	3.36	11.0	5.24	17.2
D	7.13	23.4	7.21	23.7	7.13	23.4	7.17	23.5	7.16	23.5	7.42	24.3	9.22	30.2
E1	10.76	35.3	10.81	35.5	10.75	35.3	10.79	35.4	10.84	35.6	11	36.1	12.82	42.1
E2	10.84	35.6	10.80	35.4	10.83	35.5	10.78	35.4	10.97	36.0	10.93	35.9	12.82	42.1
F1	2.35	7.7	2.40	7.9	2.34	7.7	2.38	7.8	2.45	8.0	2.59	8.5	4.41	14.5
F2	2.27	7.4	2.24	7.3	2.27	7.4	2.22	7.3	2.41	7.9	2.38	7.8	4.27	14.0
F3	1.66	5.4	1.66	5.4	1.66	5.4	1.66	5.4	1.82	6.0	1.82	6.0	3.68	12.1
G	9.21	30.2	9.11	29.9	9.20	30.2	9.15	30.0	9.30	30.5	9.20	30.2	11.14	36.5
H	24.18	79.3	24.08	79.0	24.17	79.3	24.12	79.1	24.27	79.6	24.17	79.3	26.11	85.7
J1	7.55	24.8	7.50	24.6	7.55	24.8	7.49	24.6	8.27	27.1	8.22	27.0	10.12	33.2
J2	5.27	17.3	5.22	17.1	5.27	17.3	5.21	17.1	5.97	19.6	5.94	19.5	7.84	25.7
K1	1.05	3.4	1.08	3.5	1.05	3.4	1.08	3.5	1.30	4.3	1.30	4.3	3.14	10.3
K2	1.90	6.2	1.90	6.2	1.90	6.2	1.90	6.2	2.27	7.4	2.27	7.4	4.13	13.5
L2	3.08	10.1	3.07	10.1	3.08	10.1	3.07	10.1	3.27	10.7	3.26	10.7	5.12	16.8
L3	4.10	13.5	4.08	13.4	4.09	13.4	4.08	13.4	4.33	14.2	4.31	14.1	6.18	20.3
L4	4.67	15.3	4.65	15.3	4.67	15.3	4.65	15.3	4.95	16.2	4.93	16.2	6.81	22.3
L5	5.01	16.4	4.99	16.4	5.01	16.4	4.98	16.3	5.36	17.6	5.34	17.5	7.22	23.7
L6	5.21	17.1	5.18	17.0	5.20	17.1	5.17	17.0	5.63	18.5	5.61	18.4	7.50	24.6
M1	5.10	16.7	5.17	17.0	5.10	16.7	5.13	16.8	5.14	16.9	5.36	17.6	7.15	23.5
M2	5.12	16.8	5.16	16.9	5.12	16.8	5.14	16.9	5.20	17.1	5.34	17.5	7.15	23.5
M3	5.15	16.9	5.15	16.9	5.15	16.9	5.15	16.9	5.30	17.4	5.31	17.4	7.15	23.5
M4	5.18	17.0	5.15	16.9	5.18	17.0	5.15	16.9	5.37	17.6	5.28	17.3	7.15	23.5
M5	5.20	17.1	5.14	16.9	5.20	17.1	5.16	16.9	5.42	17.8	5.27	17.3	7.15	23.5
U1	7.88	25.9	7.91	26.0	7.87	25.8	7.89	25.9	7.98	26.2	8.08	26.5	9.90	32.5
U2	7.91	26.0	7.90	25.9	7.91	26.0	7.90	25.9	8.10	26.6	8.04	26.4	9.90	32.5
U3	7.93	26.0	7.89	25.9	7.94	26.0	7.91	26.0	8.15	26.7	8.02	26.3	9.90	32.5

NOTE: MAXIMUM JACKING WEIGHT = 333 700 kg (735 682 lb).

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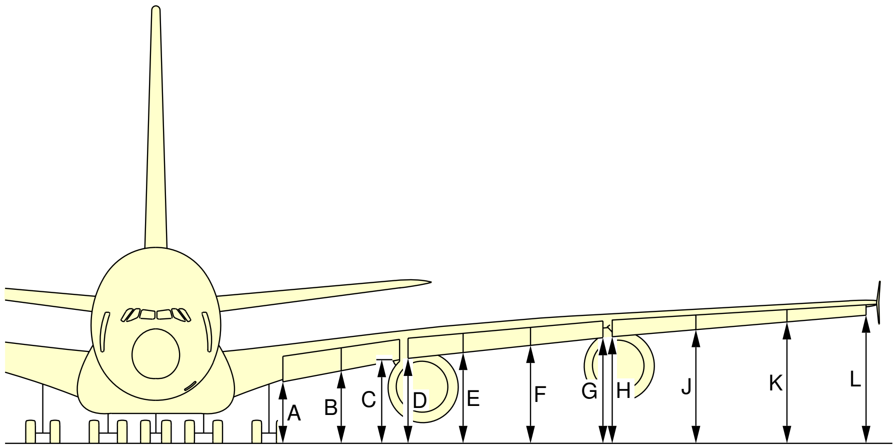
Ground Clearances
(Sheet 2 of 2)
FIGURE-2-3-0-991-001-A01

**ON A/C A380-800



LEADING EDGE SLATS EXTENDED							
DESCRIPTION		MRW FWD CG		MRW AFT CG		300 t MID CG	
		m	ft	m	ft	m	ft
DN1 INBD END	A	3.95	13.0	3.98	13.1	4.10	13.5
DN1/DN2	B	4.60	15.1	4.62	15.2	4.78	15.7
DN2 OUTBD END	C	5.12	16.8	5.13	16.8	5.32	17.5
SLAT 2 INBD END	D	5.12	16.8	5.13	16.8	5.35	17.6
SLAT 2/3	E	5.34	17.5	5.35	17.6	5.61	18.4
SLAT 3/4	F	5.53	18.1	5.53	18.1	5.85	19.2
SLAT 4 OUTBD END	G	5.65	18.5	5.65	18.5	6.04	19.8
SLAT 5 INBD END	H	5.78	19.0	5.77	18.9	6.21	20.4
SLAT 5/6	J	5.89	19.3	5.87	19.3	6.40	21.0
SLAT 6/7	K	5.98	19.6	5.96	19.6	6.58	21.6
SLAT 7 OUTBD END	L	6.05	19.8	6.02	19.8	6.75	22.1

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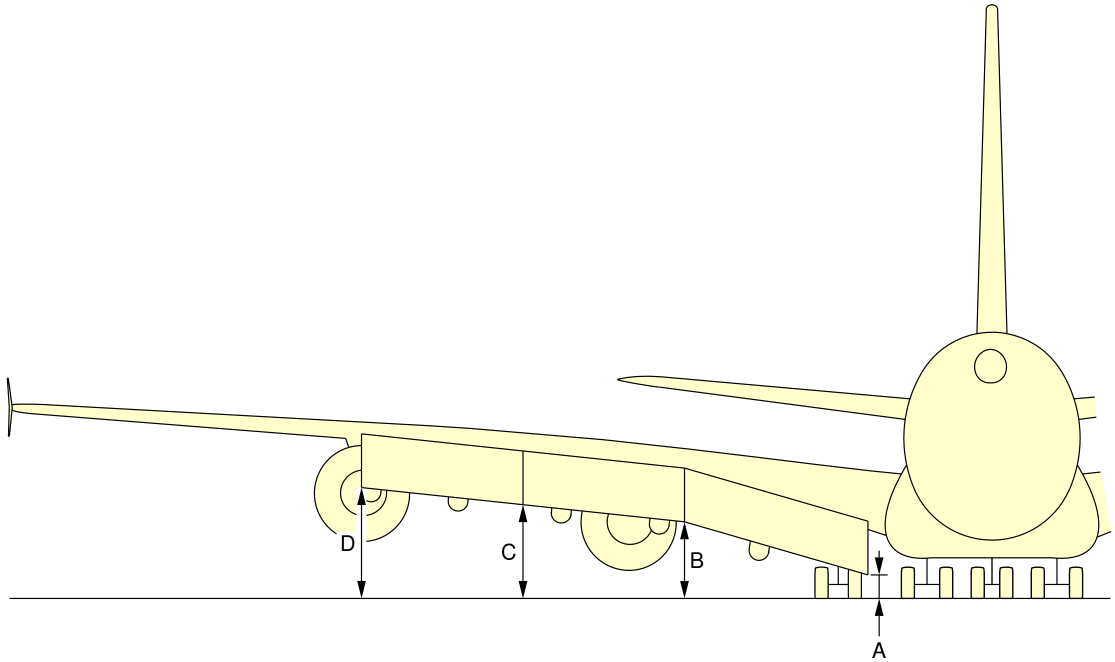
Ground Clearances
Leading Edge Slats - Extended
FIGURE-2-3-0-991-004-A01

**ON A/C A380-800

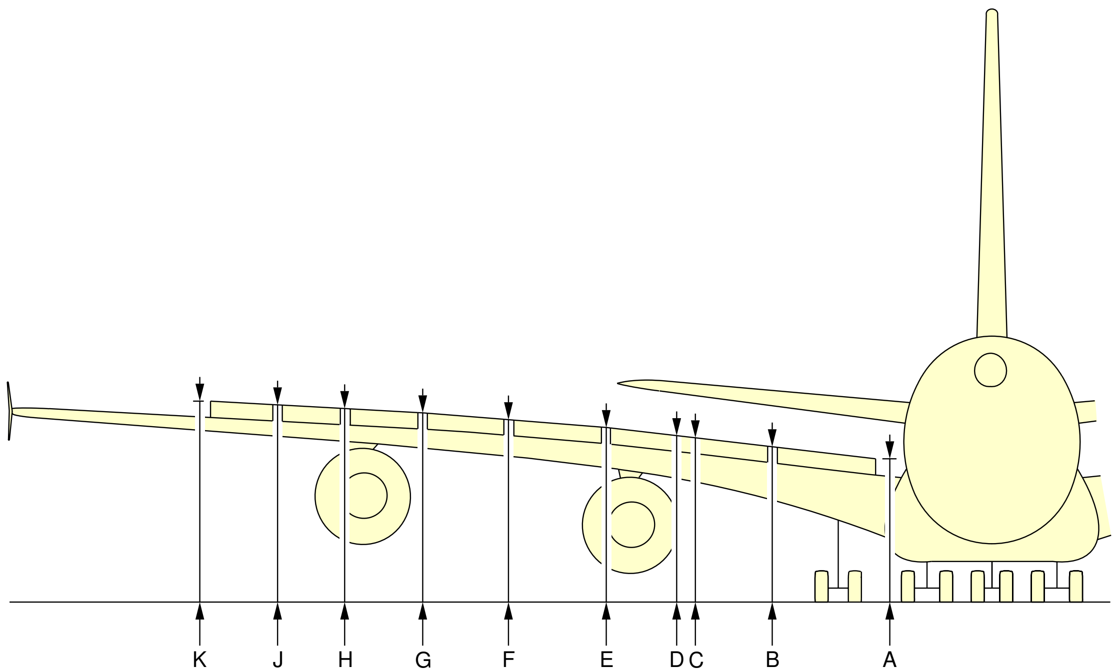


FLAPS EXTENDED							
DESCRIPTION		MRW FWD CG		MRW AFT CG		300 t MID CG	
		m	ft	m	ft	m	ft
INNER END	A	1.54	5.1	1.53	5.0	1.71	5.6
INNER/MID	B	3.43	11.3	3.42	11.2	3.66	12.0
MID OUTER	C	4.56	15.0	4.54	14.9	4.92	16.1
OUTER END	D	5.11	16.8	5.08	16.7	5.61	18.4

L_AC_020300_1_0050101_01_00

Ground Clearances
Trailing Edge Flaps - Extended
FIGURE-2-3-0-991-005-A01

**ON A/C A380-800



SPOILERS EXTENDED							
DESCRIPTION		MRW FWD CG		MRW AFT CG		300 t MID CG	
		m	ft	m	ft	m	ft
SPOILER 1 INBD	A	4.98	16.3	4.97	16.3	5.17	17.0
SPOILER 1/2	B	5.62	18.4	5.61	18.4	5.81	19.1
SPOILER 2 OUTBD END	C	6.09	20.0	6.08	19.9	6.31	20.7
SPOILER 3	D	6.32	20.7	6.31	20.7	6.55	21.5
SPOILER 3/4	E	6.56	21.5	6.55	21.5	6.80	22.3
SPOILER 4/5	F	6.79	22.3	6.78	22.2	7.07	23.2
SPOILER 5/6	G	6.94	22.8	6.93	22.7	7.25	23.8
SPOILER 6/7	H	7.02	23.0	7.00	23.0	7.36	24.1
SPOILER 7/8	J	7.02	23.0	7.00	23.0	7.42	24.3
SPOILER 8 OUTBD END	K	7.00	23.0	6.98	22.9	7.45	24.4

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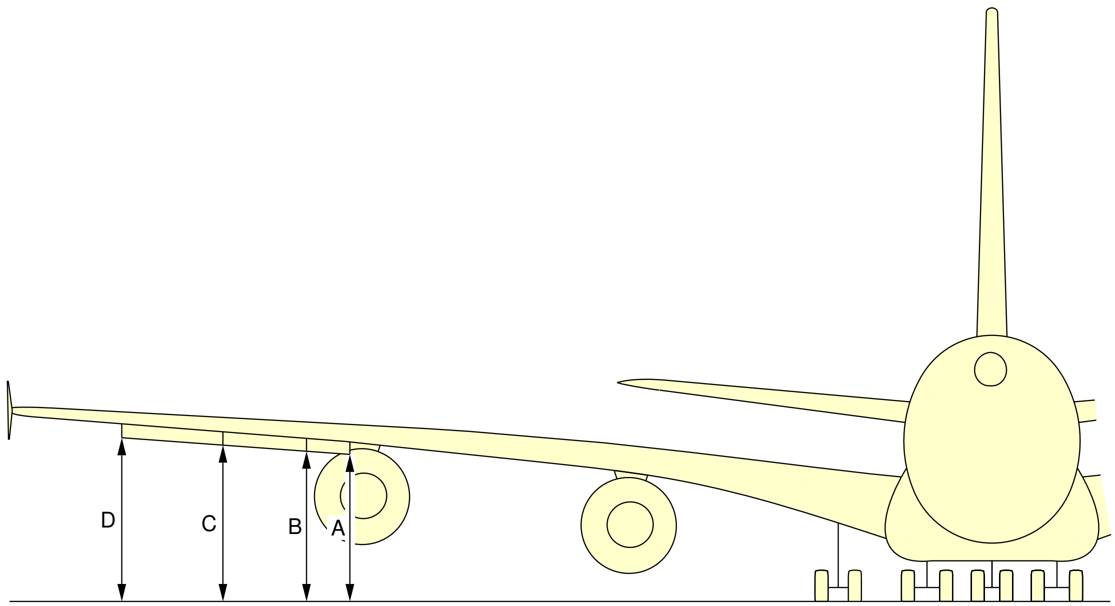
Ground Clearances
Spoilers - Extended
FIGURE-2-3-0-991-006-A01

**ON A/C A380-800



AILERONS DOWN							
DESCRIPTION		MRW FWD CG		MRW AFT CG		300 t MID CG	
		m	ft	m	ft	m	ft
INNER END	A	5.83	19.1	5.80	19.0	6.32	20.7
INNER/MID	B	5.90	19.4	5.87	19.3	6.43	21.1
MID OUTER	C	5.99	19.7	5.96	19.6	6.58	21.6
OUTER END	D	6.12	20.1	6.08	19.9	6.78	22.2

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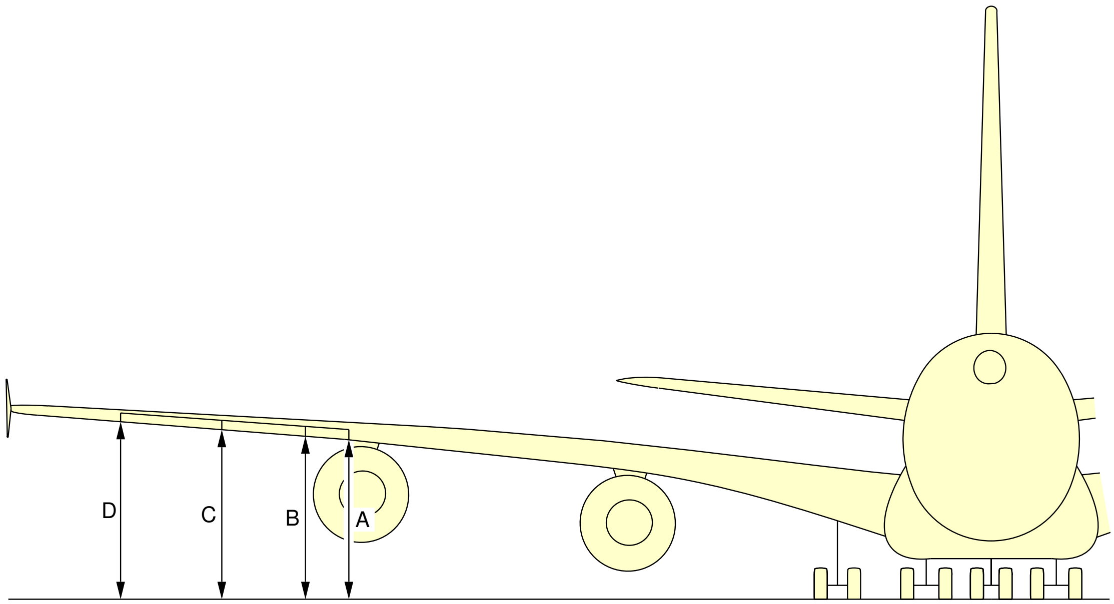
Ground Clearances
Ailerons - Down
FIGURE-2-3-0-991-007-A01

**ON A/C A380-800

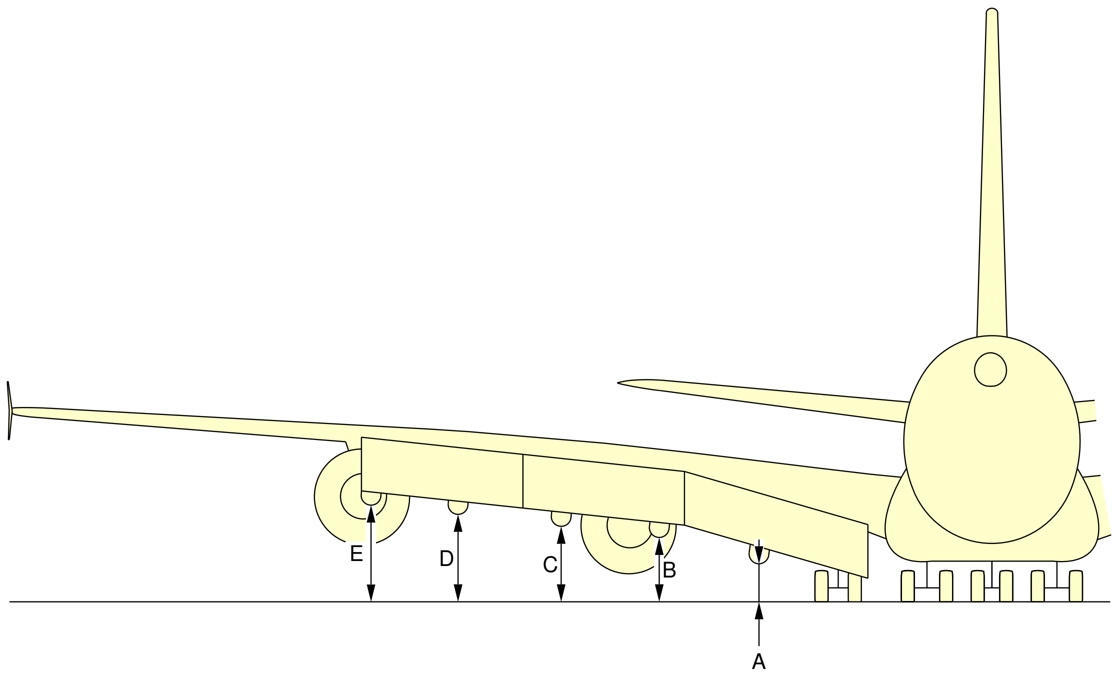


AILERONS UP							
DESCRIPTION		MRW FWD CG		MRW AFT CG		300 t MID CG	
		m	ft	m	ft	m	ft
INNER END	A	6.38	20.9	6.35	20.8	6.87	22.5
INNER/MID	B	6.41	21.0	6.38	20.9	6.94	22.8
MID OUTER	C	6.45	21.2	6.41	21.0	7.04	23.1
OUTER END	D	6.50	21.3	6.46	21.2	7.17	23.5

L_AC_020300_1_0080101_01_00

Ground Clearances
Ailerons - Up
FIGURE-2-3-0-991-008-A01

**ON A/C A380-800



FLAP TRACKS EXTENDED							
DESCRIPTION		MRW FWD CG		MRW AFT CG		300 t MID CG	
		m	ft	m	ft	m	ft
TRACK 2	A	2.17	7.1	2.15	7.1	2.37	7.8
TRACK 3	B	2.87	9.4	2.85	9.4	3.12	10.2
TRACK 4	C	3.08	10.1	3.06	10.0	3.42	11.2
TRACK 5	D	3.48	11.4	3.45	11.3	3.89	12.8
TRACK 6	E	3.86	12.7	3.82	12.5	4.35	14.3

L_AC_020300_1_0090101_01_00

Ground Clearances
Flap Tracks - Extended
FIGURE-2-3-0-991-009-A01

2-4-0 Interior Arrangement - Plan View

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

Interior Arrangement - Plan View

1. Interior Arrangement - Plan View

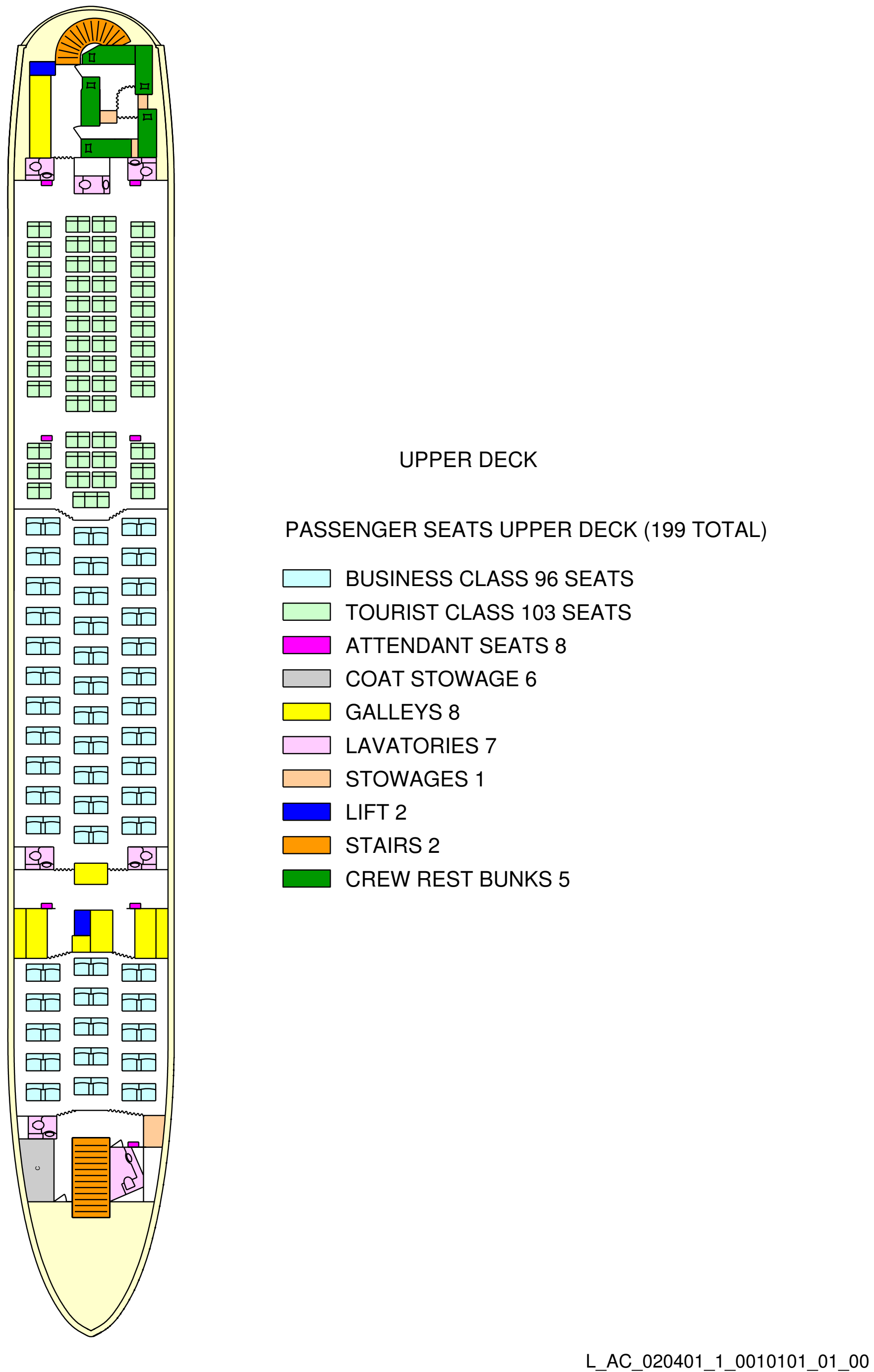
2-4-1 Standard Configuration

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

Standard Configuration - Pax

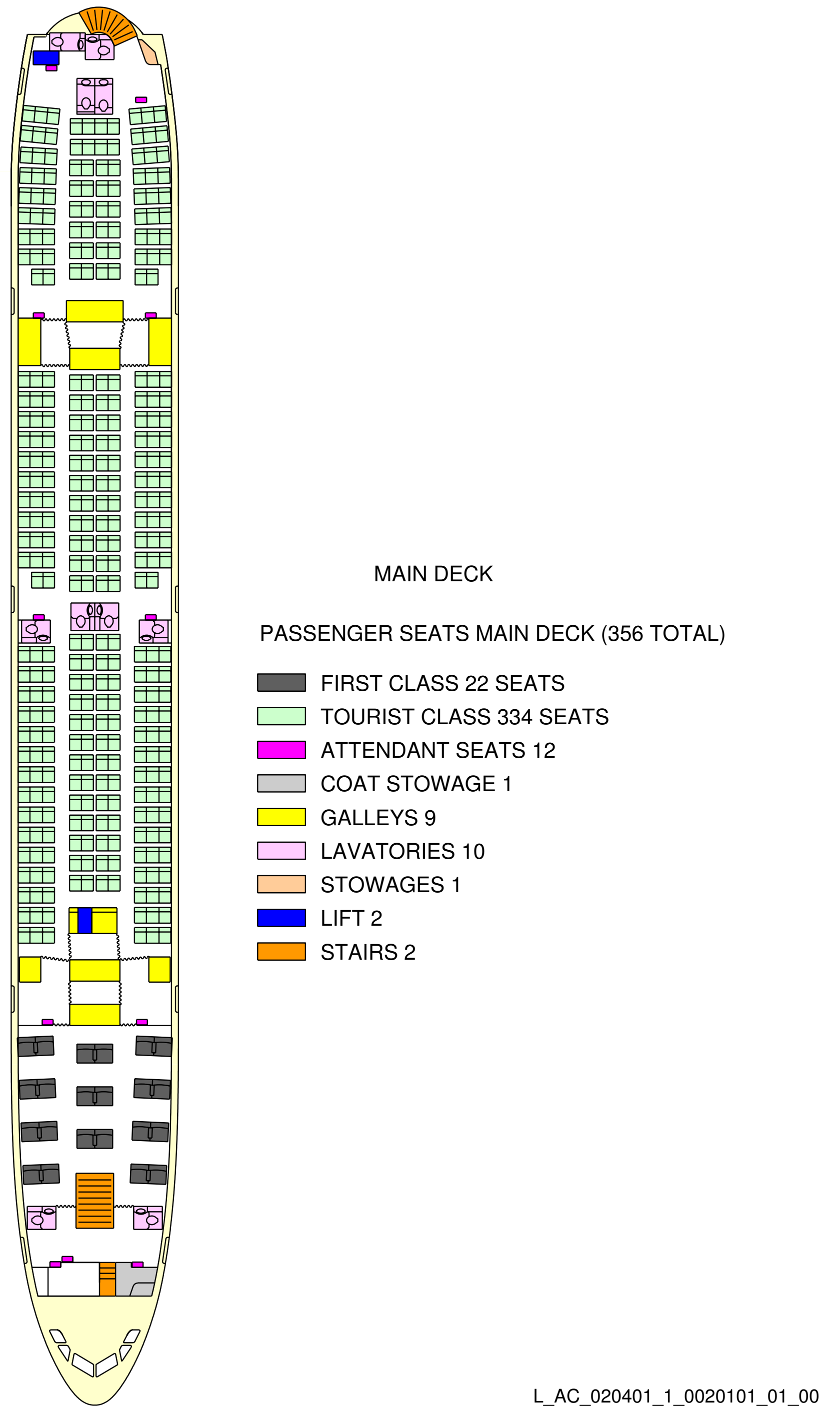
1. This section gives the standard configuration of A380-800 models

**ON A/C A380-800



Interior Arrangements - Plan View
Standard Configuration - Upper Deck
FIGURE-2-4-1-991-001-A01

**ON A/C A380-800



Interior Arrangements - Plan View
Standard Configuration - Main Deck
FIGURE-2-4-1-991-002-A01

2-5-0 Interior Arrangements - Cross Section

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

Interior Arrangements - Cross Section

1. Interior Arrangements - Cross Section

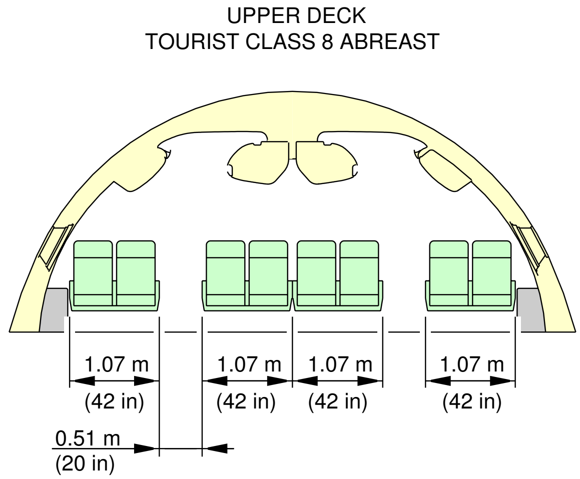
2-5-1 Typical Configuration

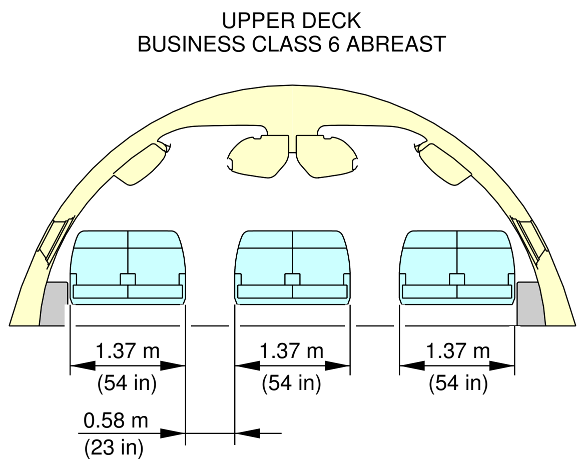
****ON A/C A380-800**

Typical Configuration - Pax

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

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





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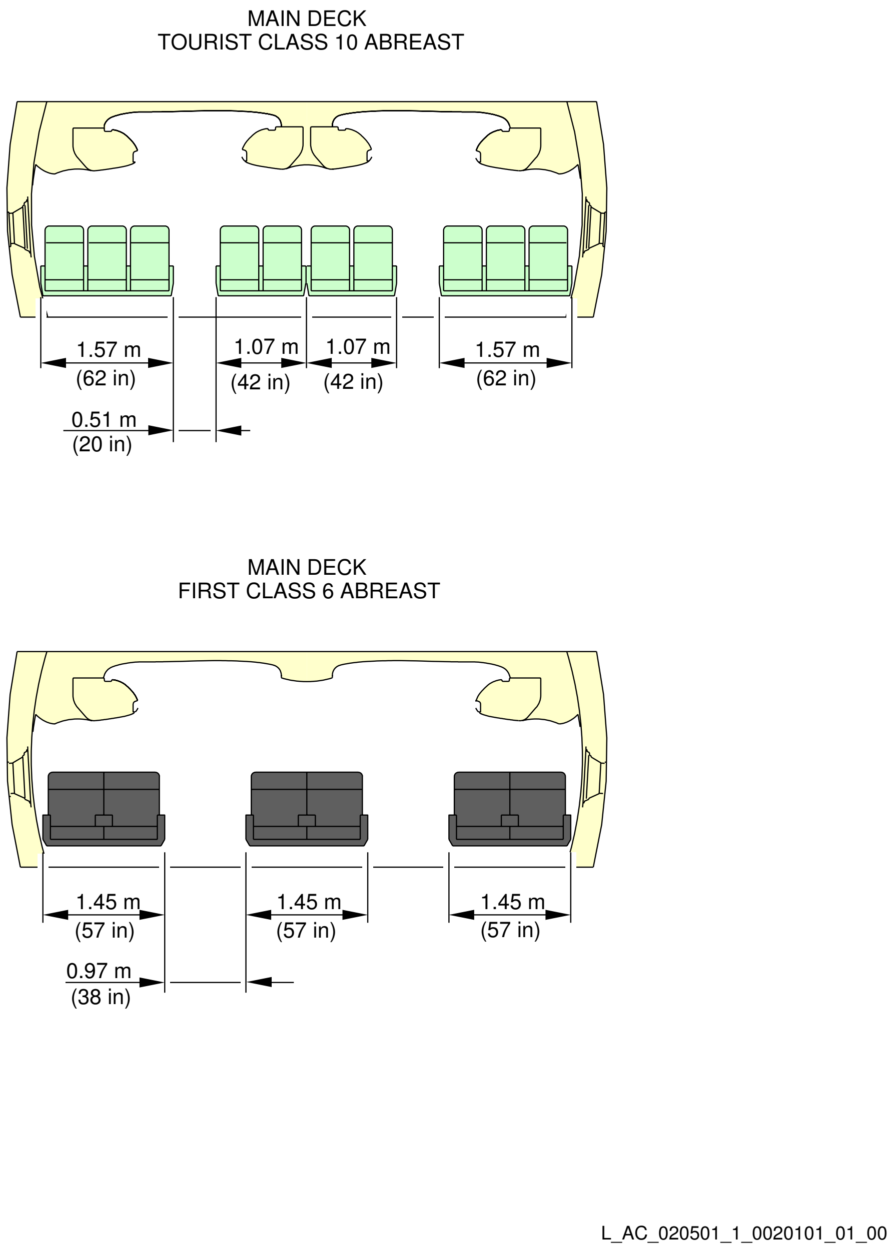
Interior Arrangements - Cross-section
Typical Configuration - Upper Deck
FIGURE-2-5-1-991-001-A01

**ON A/C A380-800



Interior Arrangements - Cross-section
Typical Configuration - Main Deck
FIGURE-2-5-1-991-002-A01

2-6-0 Cargo Compartments

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

Cargo Compartments

1. Cargo Compartments

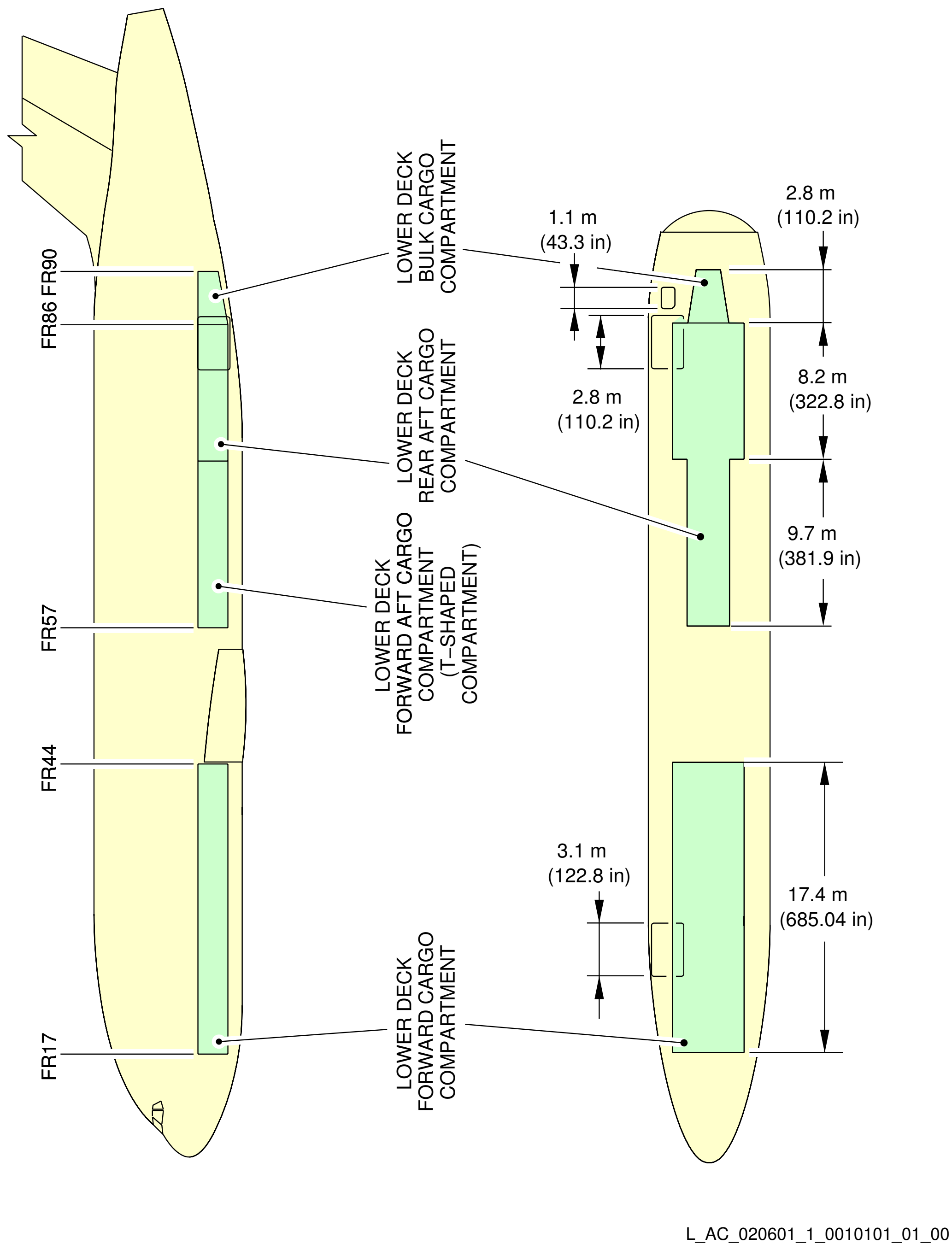
2-6-1 Location and Dimensions

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

Location and Dimensions - Pax

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

**ON A/C A380-800



Cargo Compartments
Location and Dimensions
FIGURE-2-6-1-991-001-A01

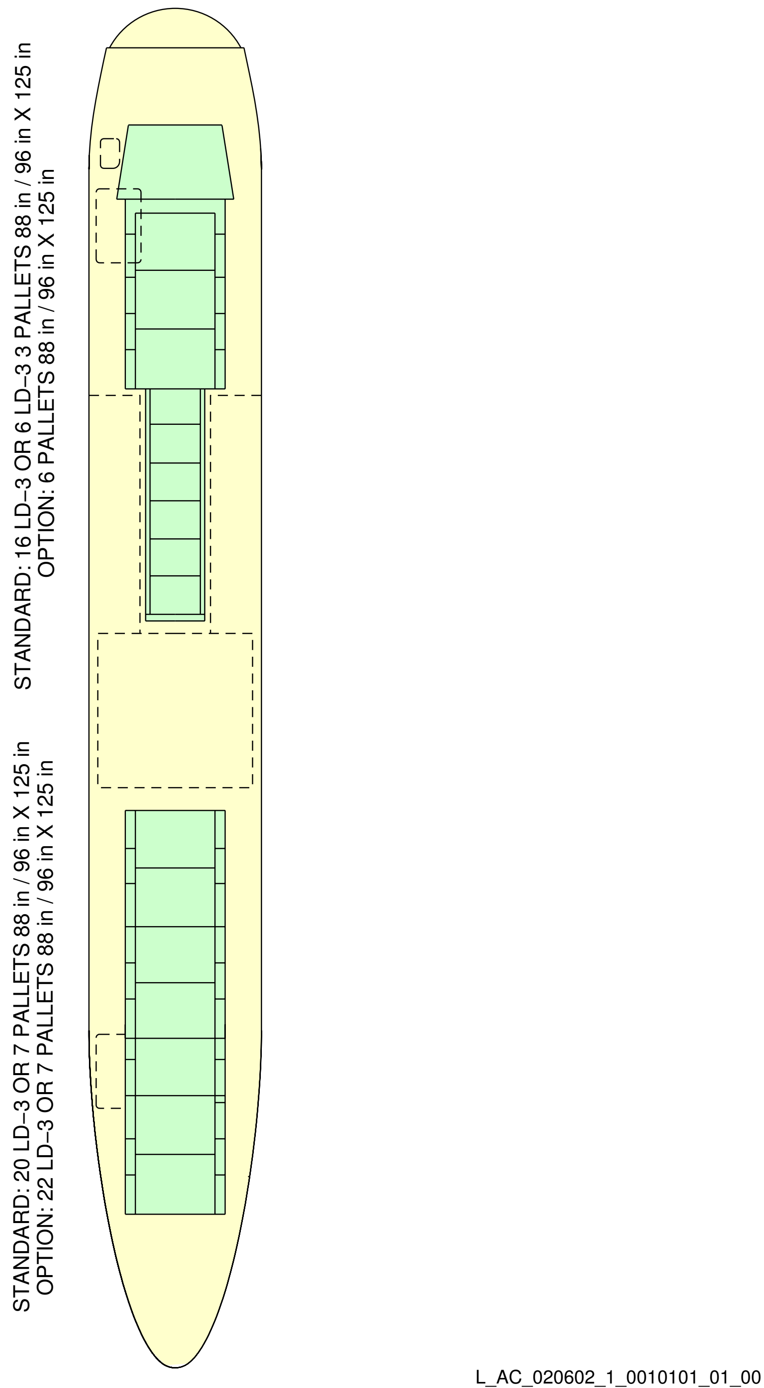
2-6-2 Loading Combinations

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

Loading Combinations - Pax

1. This section gives cargo compartments loading combinations.

**ON A/C A380-800



Cargo Compartments
Loading Combinations
FIGURE-2-6-2-991-001-A01

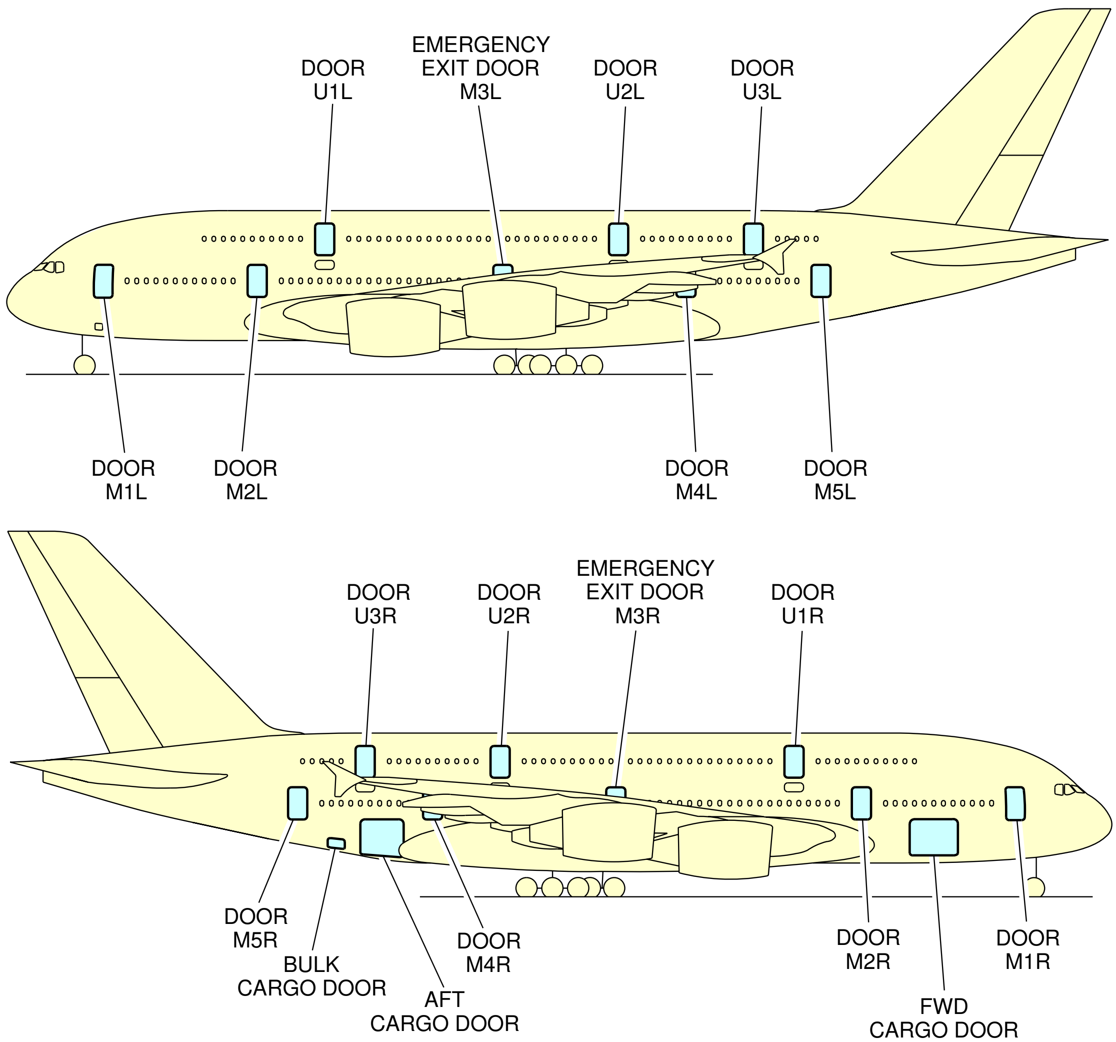
2-7-0 Door Clearances

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

Door Clearances

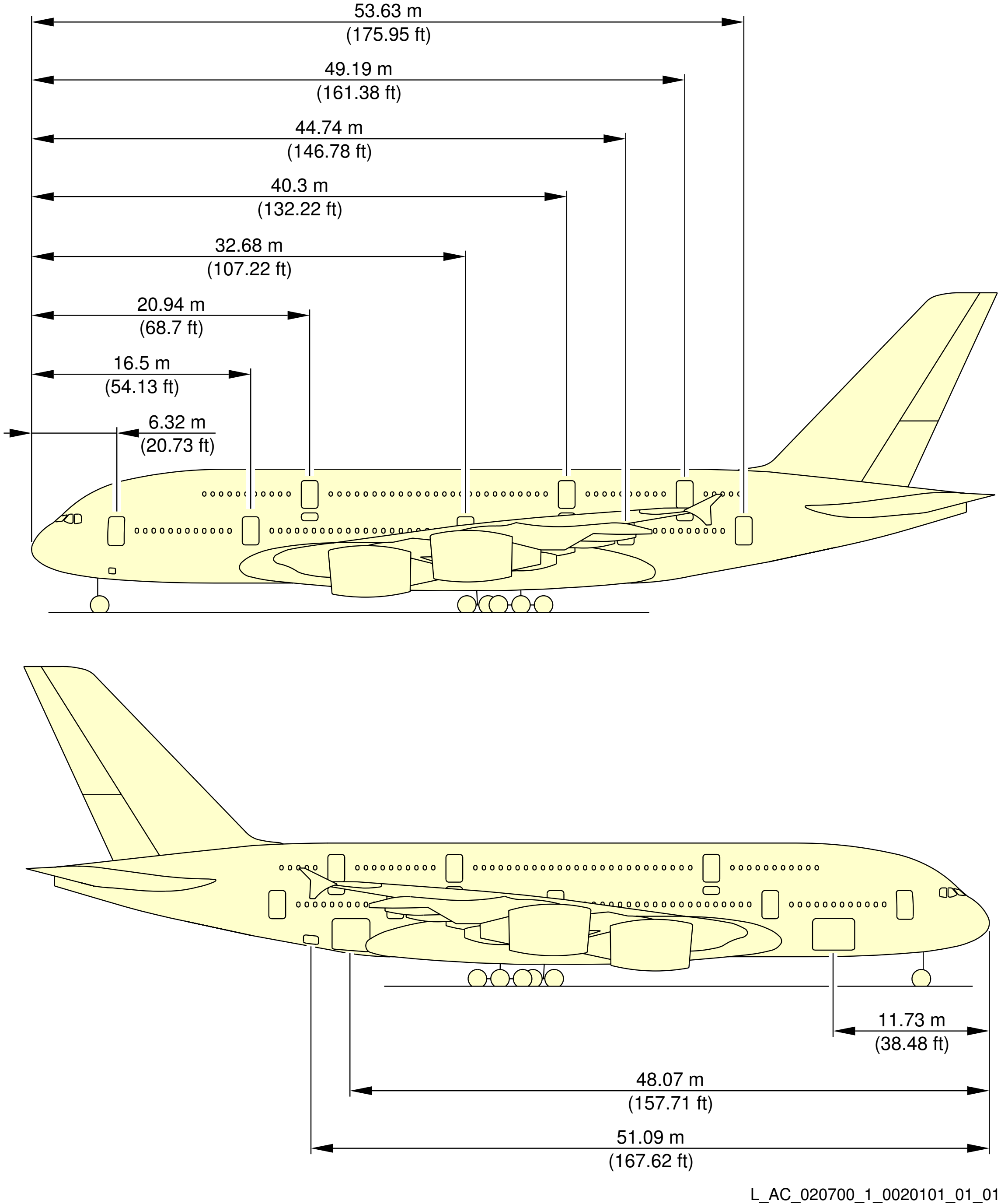
1. This section gives Door Clearances.

**ON A/C A380-800



Door Clearances
Door Location (Sheet 1)
FIGURE-2-7-0-991-001-A01

**ON A/C A380-800



Door Clearances
Door Location (Sheet 2)
FIGURE-2-7-0-991-002-A01

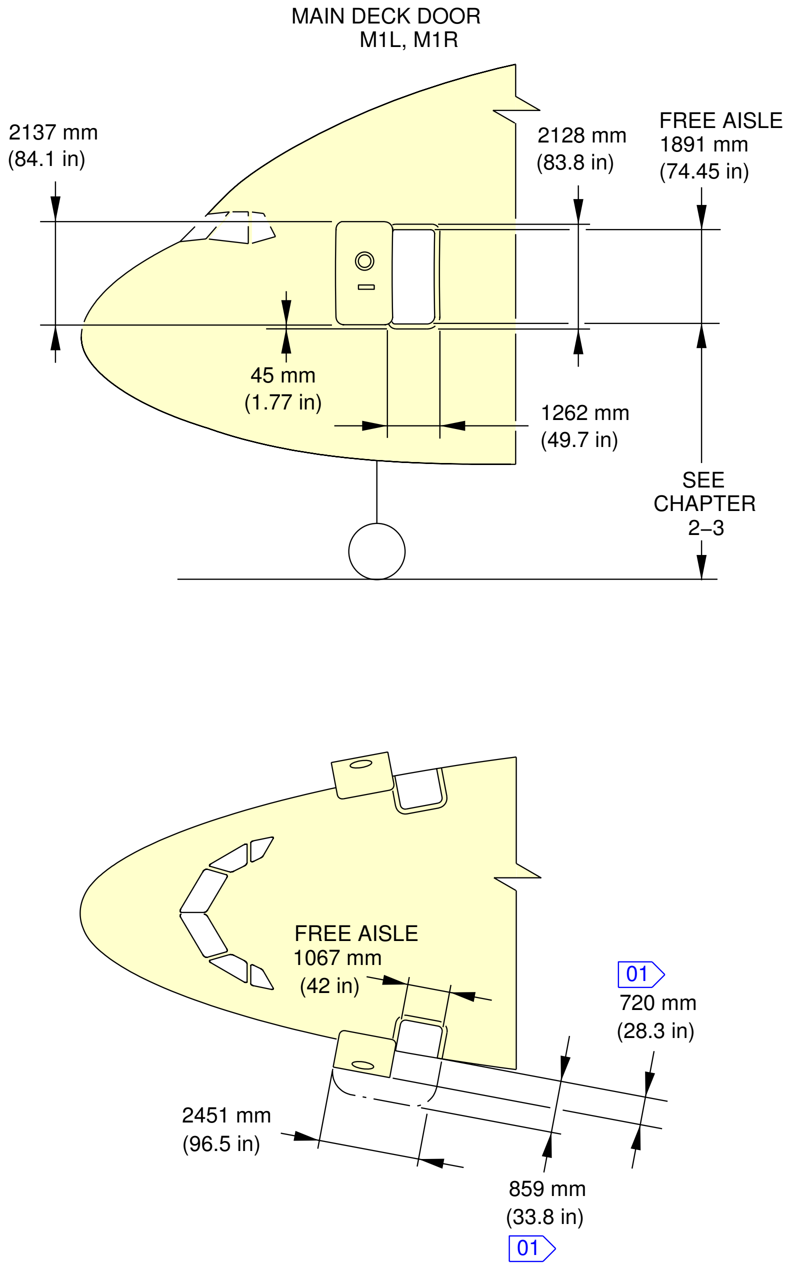
2-7-1 Forward Doors

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

Forward Doors

1. This section gives forward doors clearances.

**ON A/C A380-800



NOTE:

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

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Door Clearances
Forward Doors
FIGURE-2-7-1-991-001-A01

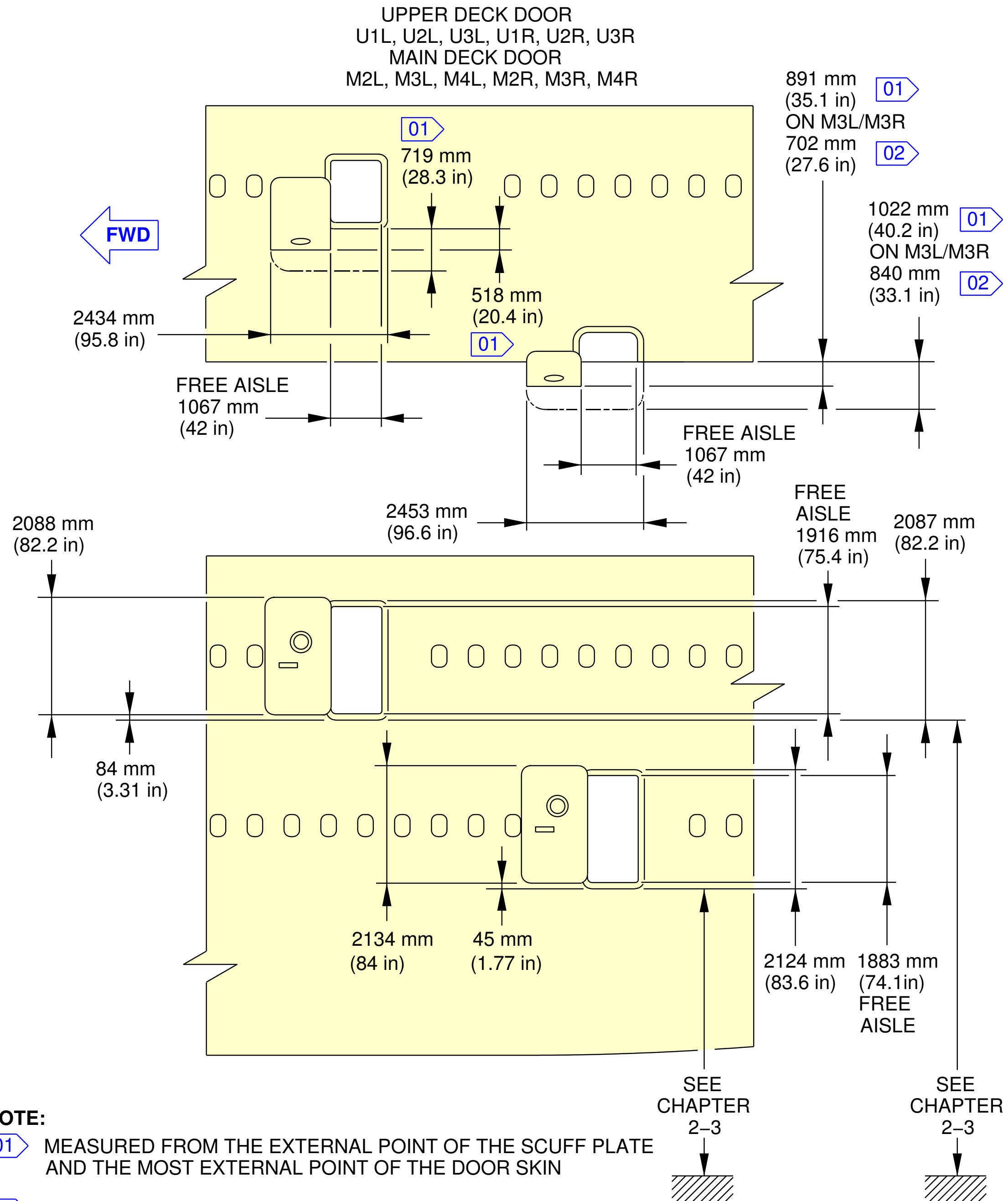
2-7-2 Main and Upper Deck Doors

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

Main and Upper Deck Doors - Pax

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

**ON A/C A380-800



NOTE:

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

02 ON DOOR M3L/M3R MEASURED FROM THE EXTERNAL POINT OF THE CUTOUT IN THE BELLY FAIRING AND THE MOST EXTERNAL POINT OF THE BELLY FAIRING FROM THE DOOR

L_AC_020702_1_0010101_01_00

Door Clearances
Main and Upper Deck Doors - A380-800 Models
FIGURE-2-7-2-991-001-A01

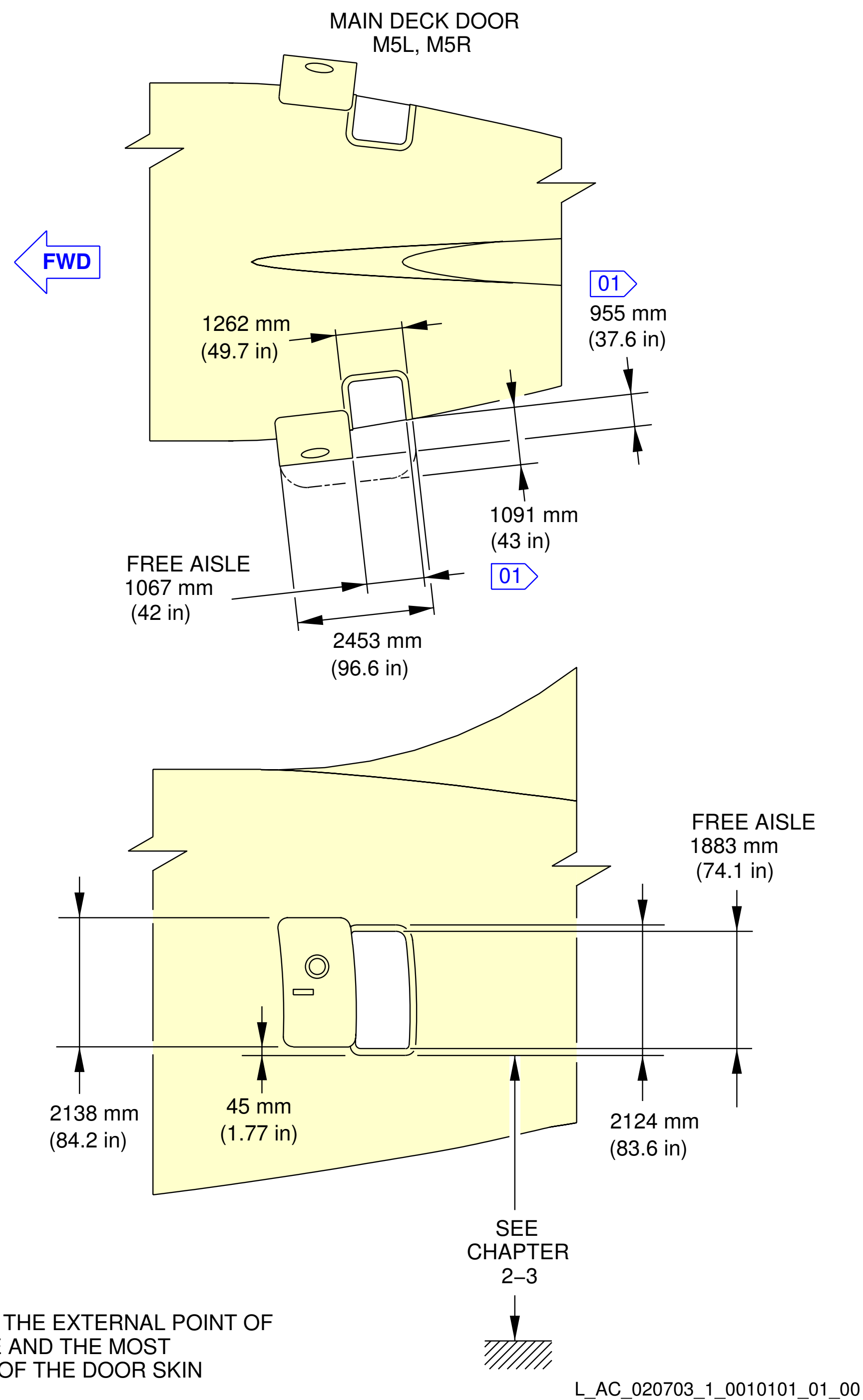
2-7-3 Aft Doors

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

Aft Doors - Pax

1. This section gives aft doors clearances.

**ON A/C A380-800



Door Clearances
Aft Doors - A380-800 Models
FIGURE-2-7-3-991-001-A01

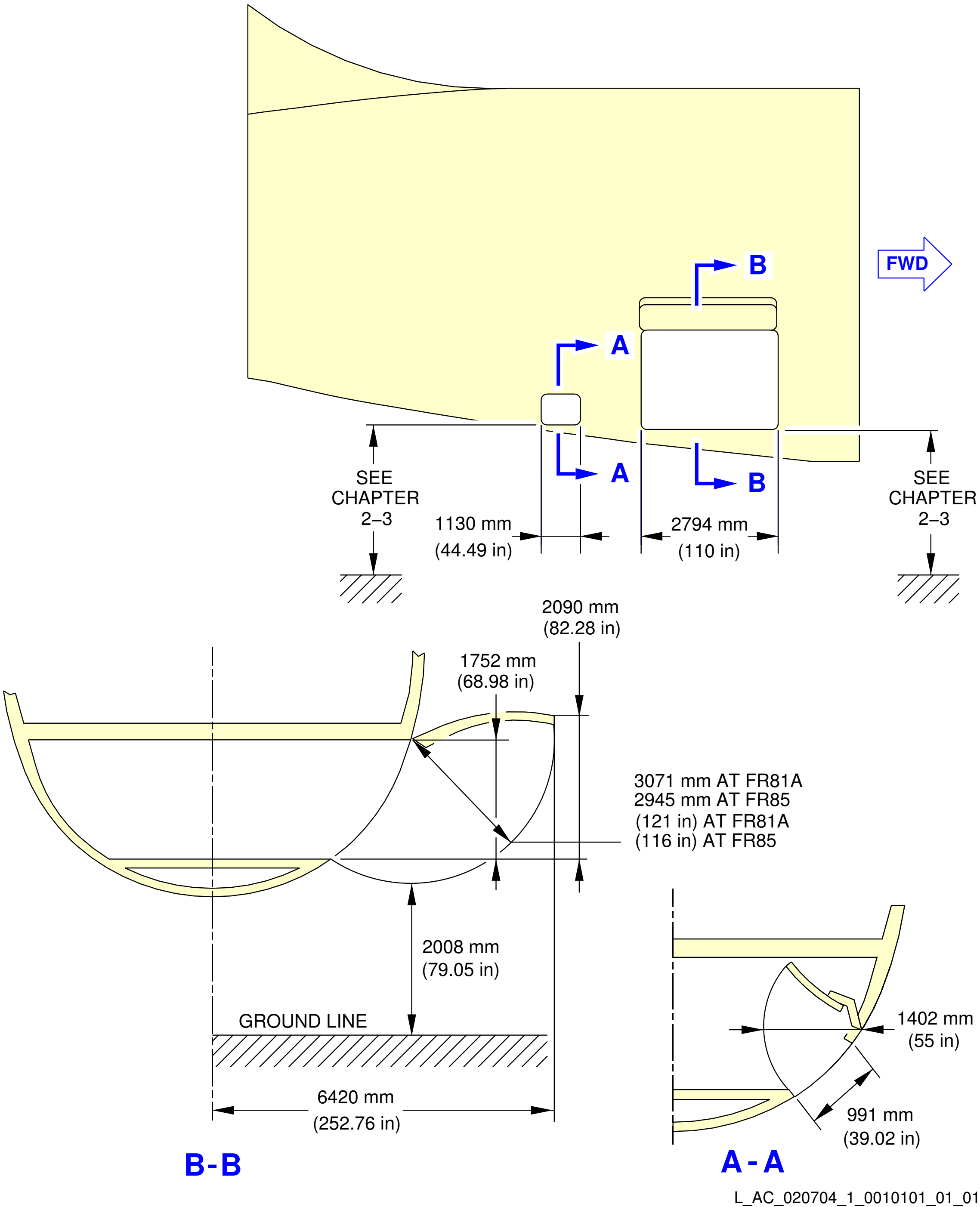
2-7-4 Aft Cargo Compartment Doors

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

Aft Cargo Compartment Doors - Pax

1. This section gives aft cargo compartment doors clearances.

**ON A/C A380-800



Door Clearances
Aft Cargo Compartment Doors - A380-800 Models
FIGURE-2-7-4-991-001-A01

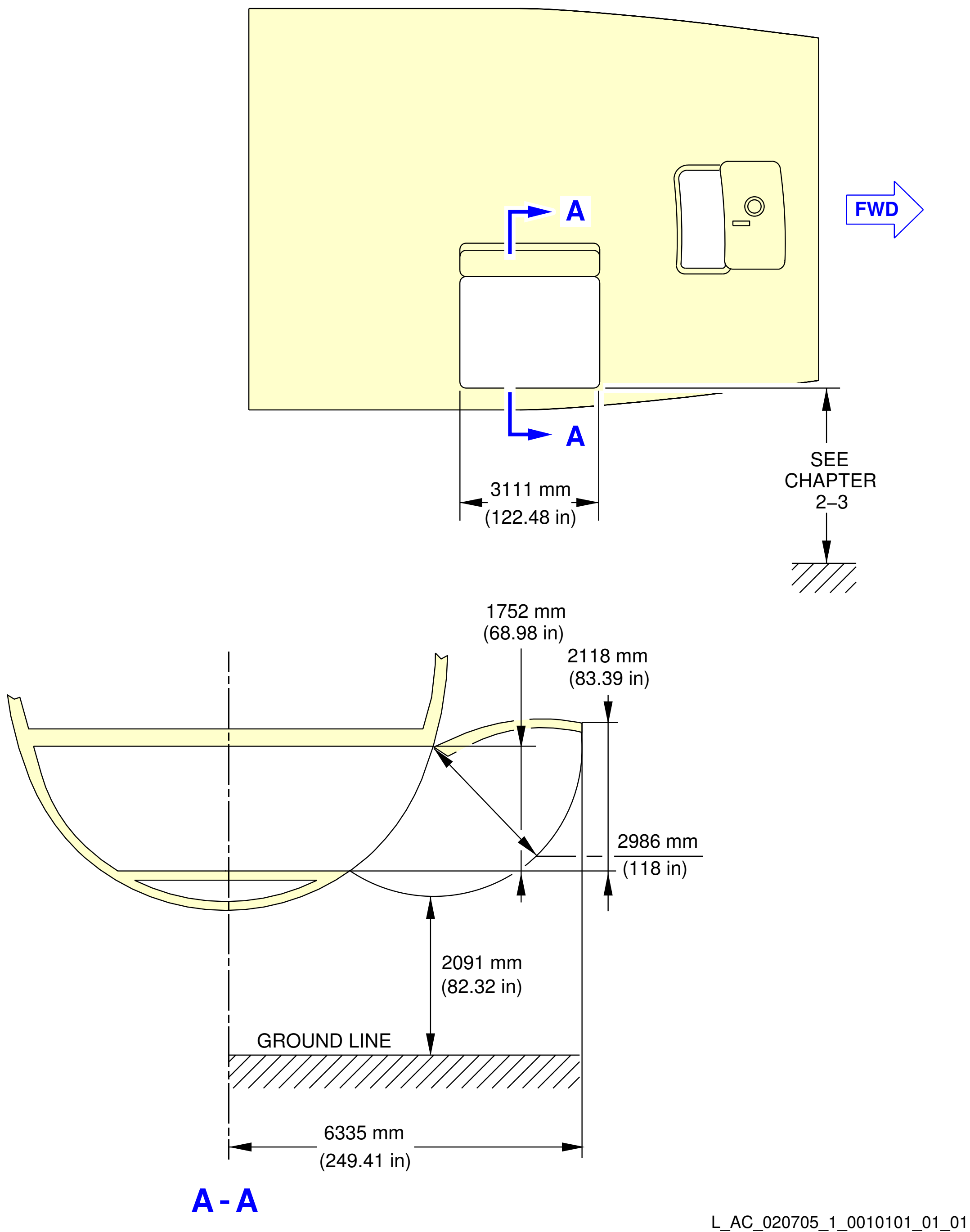
2-7-5 Forward Cargo Compartment Doors

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

<u>Forward Cargo Compartment Doors - Pax</u>

1. This section gives forward cargo compartment doors clearances.

**ON A/C A380-800



Door Clearances
Forward Cargo Compartment Doors - A380-800 Models
FIGURE-2-7-5-991-001-A01

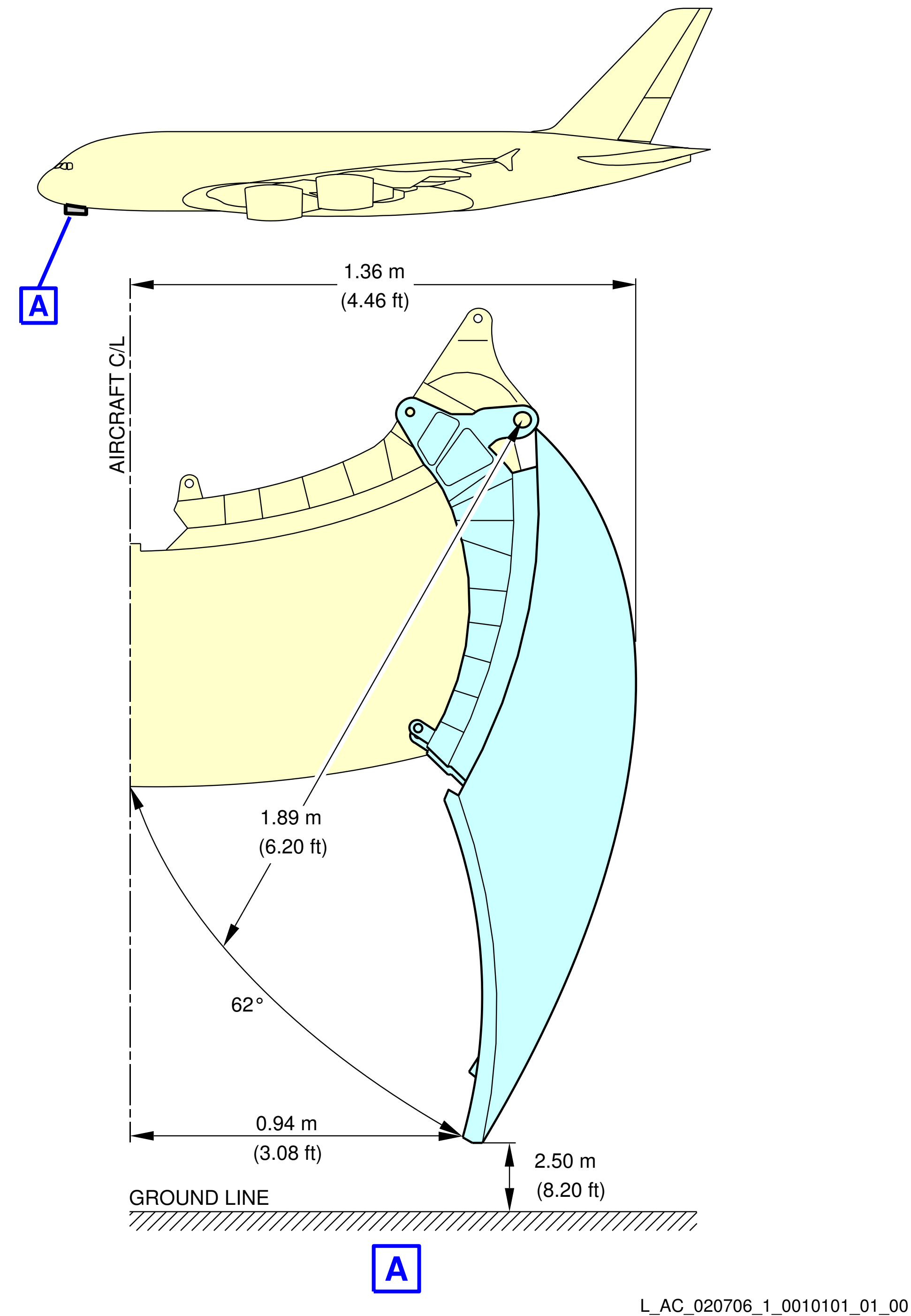
2-7-6 Nose Landing Gear Doors

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

Nose Landing Gear Doors

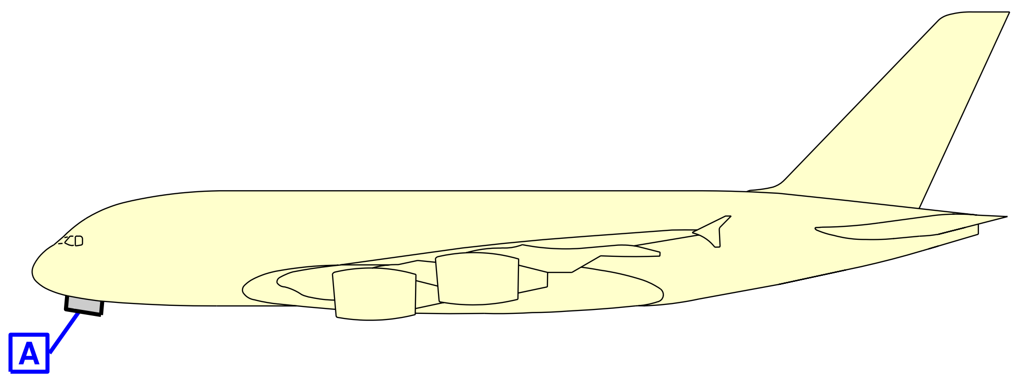
1. This section gives nose landing gear doors clearances.

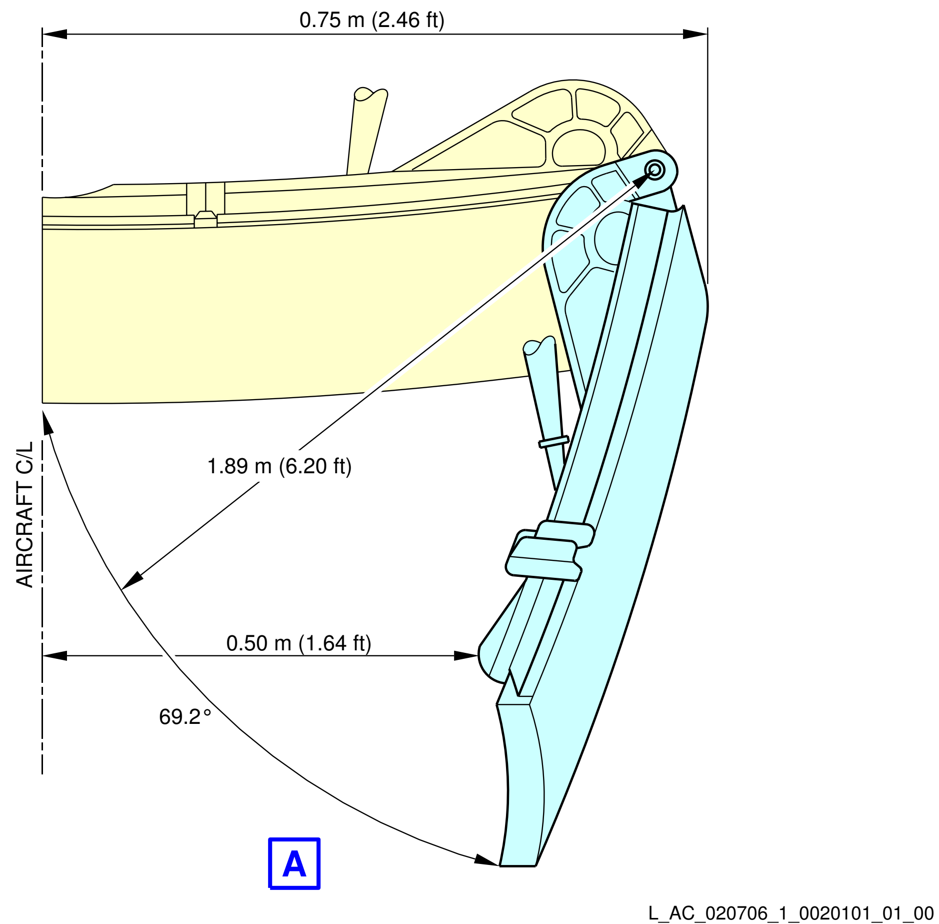
**ON A/C A380-800



Door Clearances
Forward Nose Landing Gear Doors
FIGURE-2-7-6-991-001-A01

**ON A/C A380-800





Door Clearances
Aft Nose Landing Gear Doors
FIGURE-2-7-6-991-002-A01

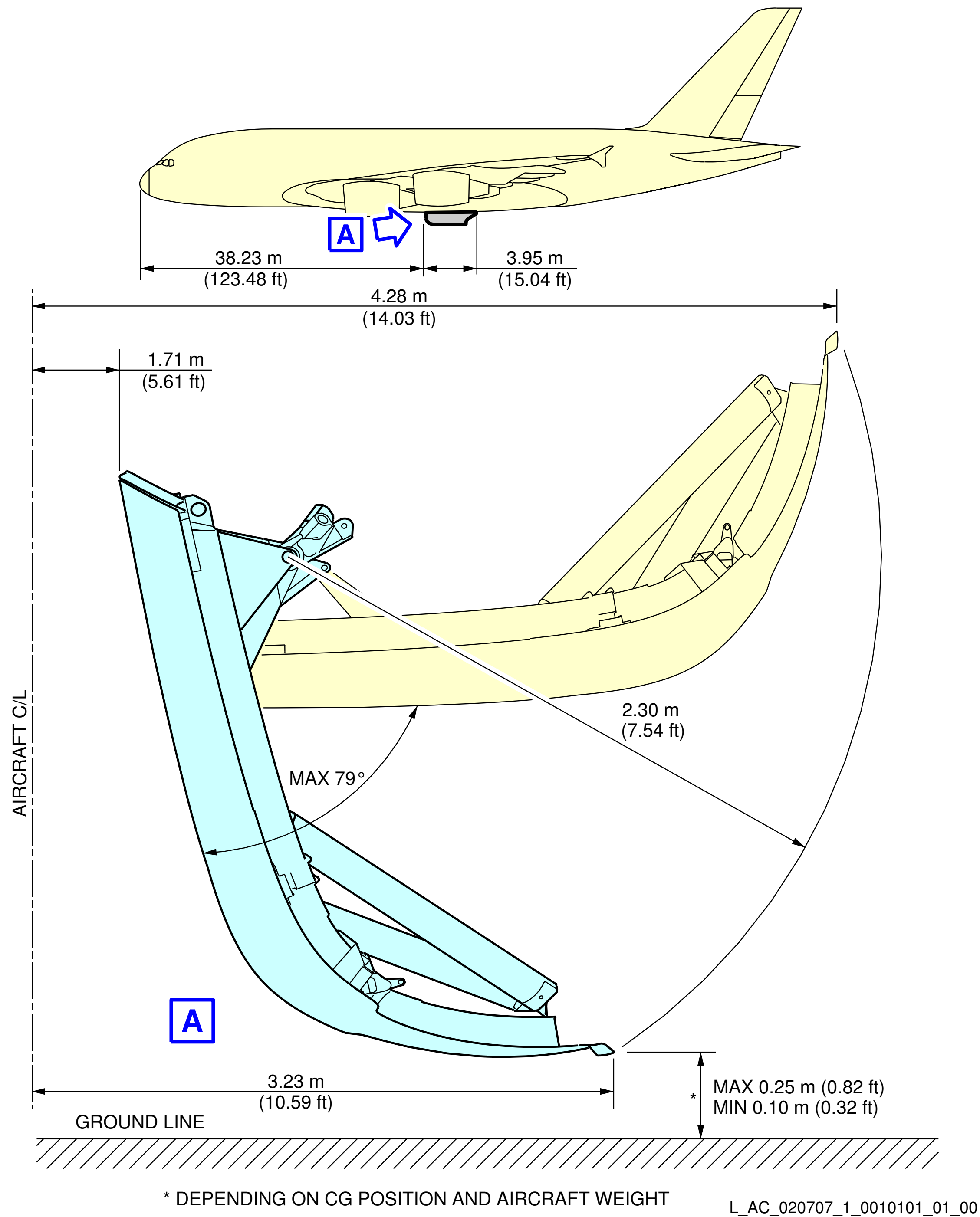
2-7-7 Wing Landing Gear Doors

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

Wing Landing Gear Doors

1. This section gives wing landing gear doors clearances.

**ON A/C A380-800



Door Clearances
Wing Landing Gear Doors
FIGURE-2-7-7-991-001-A01

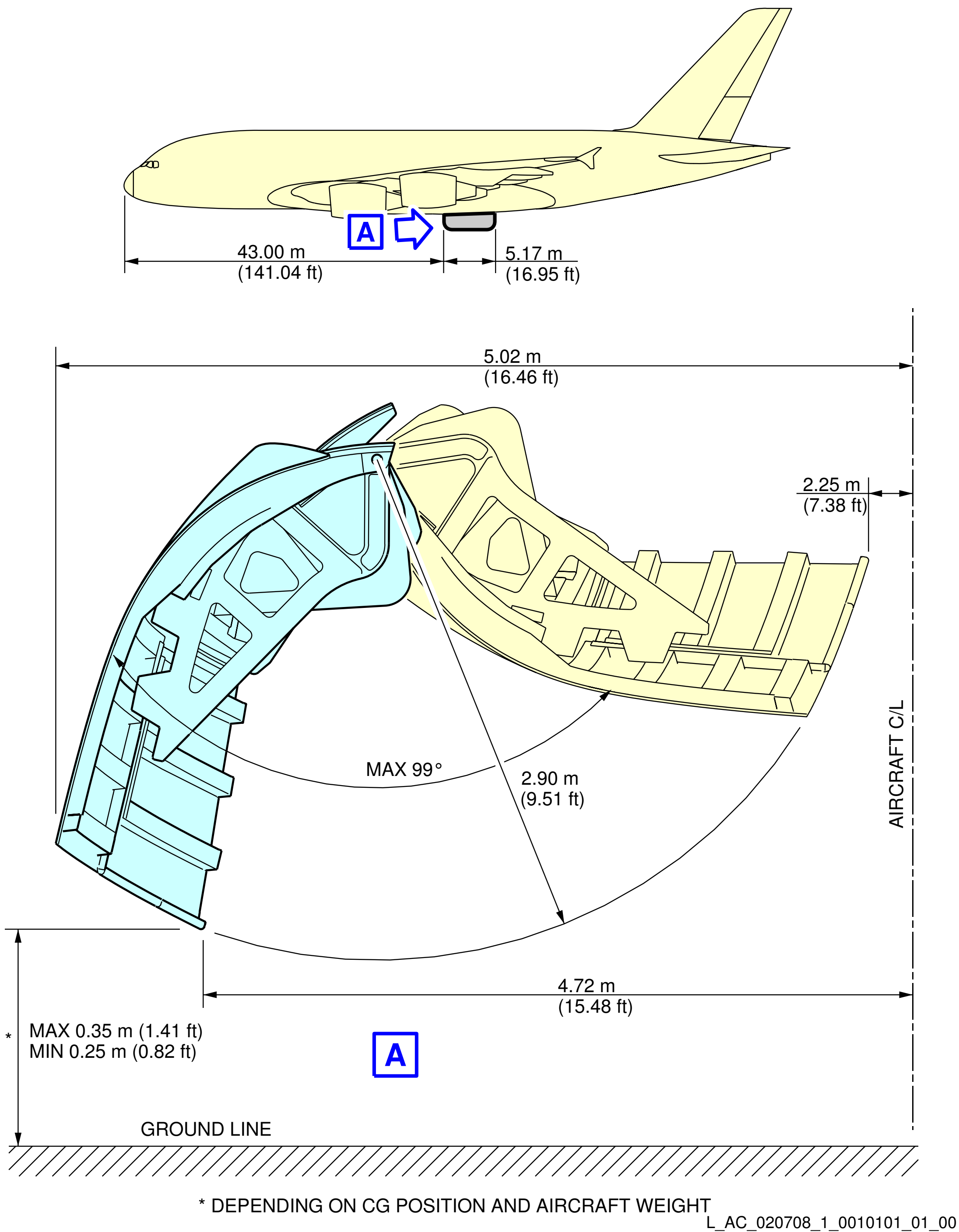
2-7-8 Body Landing Gear Doors

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

Body Landing Gear Doors

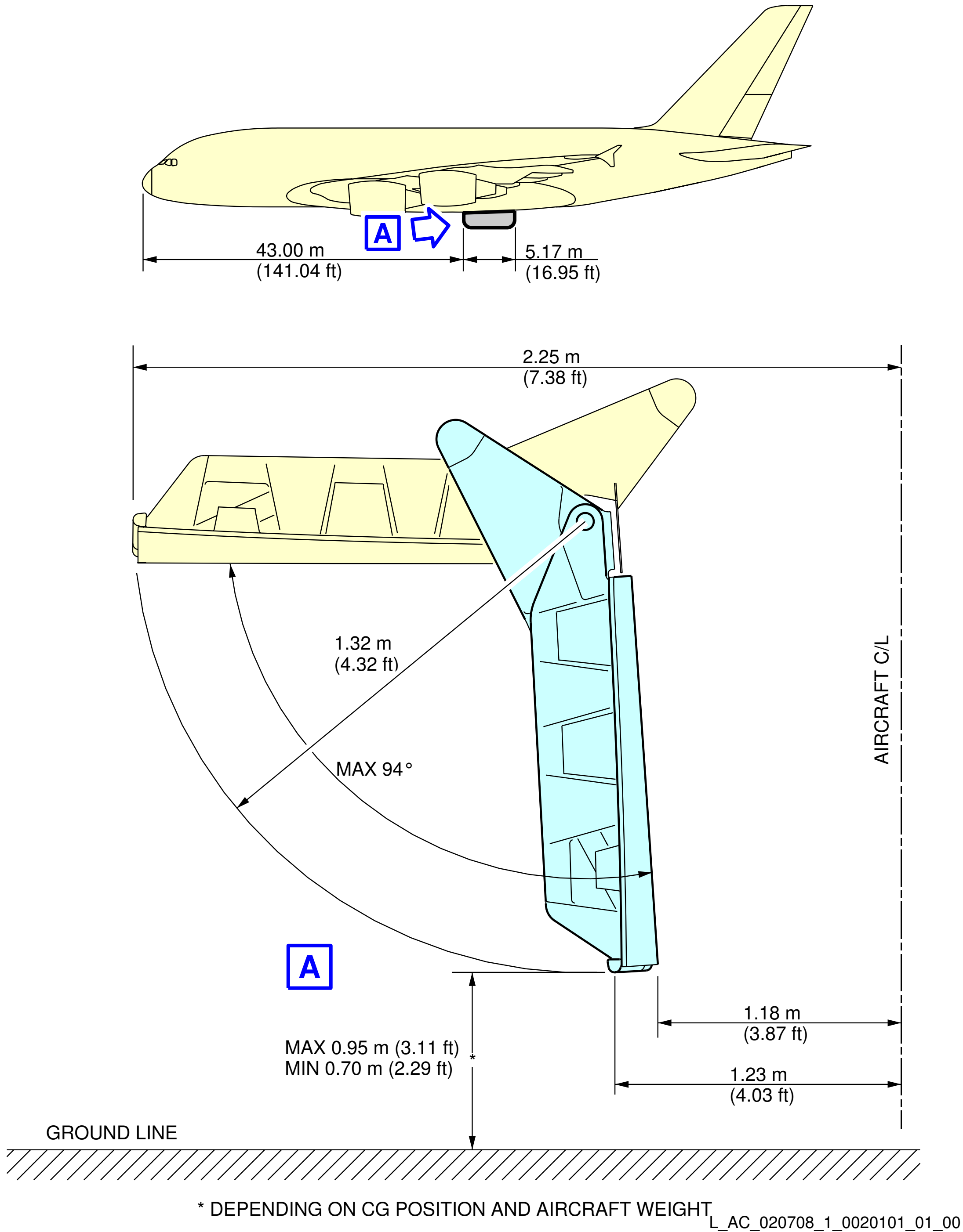
1. This section gives body landing gear doors clearances.

**ON A/C A380-800



Door Clearances
Body Landing Gear Doors (Sheet 1)
FIGURE-2-7-8-991-001-A01

**ON A/C A380-800



Door Clearances
Body Landing Gear Doors (Sheet 2)
FIGURE-2-7-8-991-002-A01

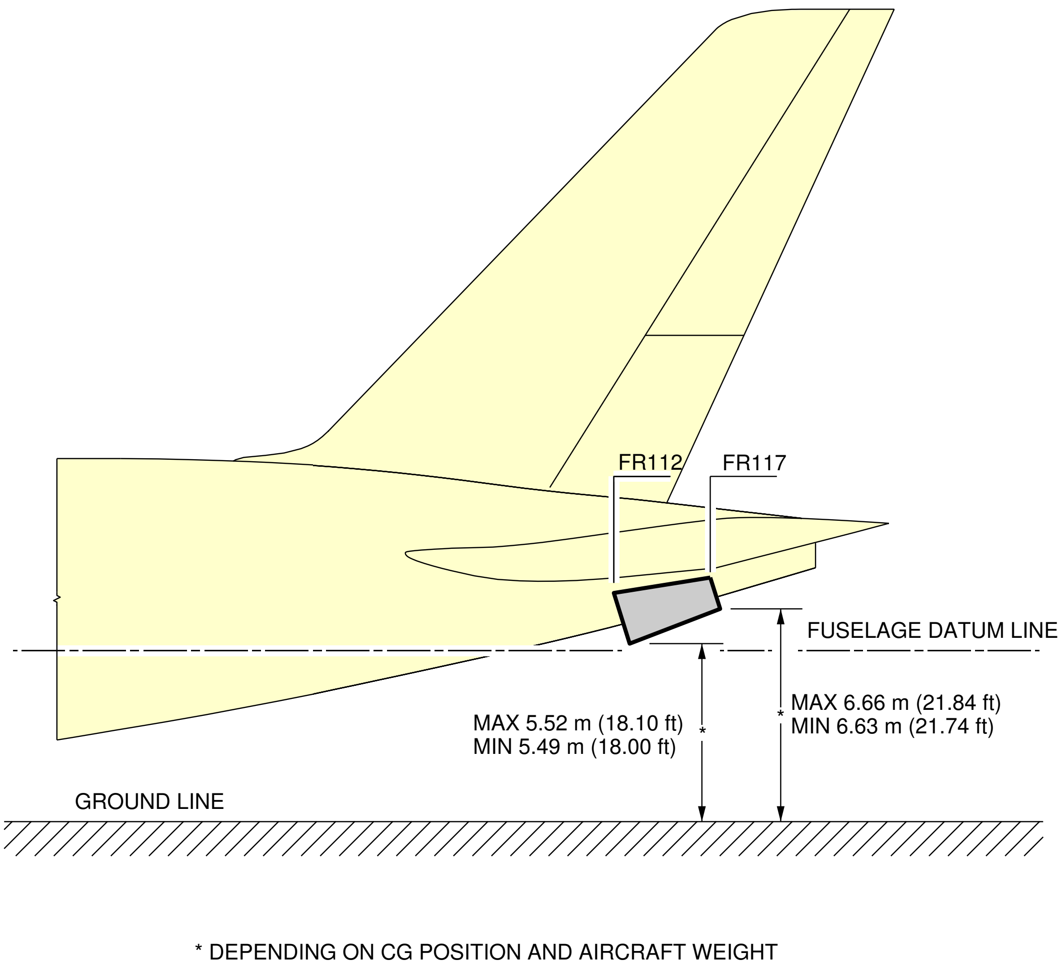
2-7-9 APU Doors

**ON A/C A380-800

APU Doors

1. This section gives APU doors clearances.

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



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Door Clearances
APU Doors
FIGURE-2-7-9-991-001-A01

2-8-0 Escape Slides

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

Escape Slides

1. General
   This section gives location of cabin escape facilities and related clearances.

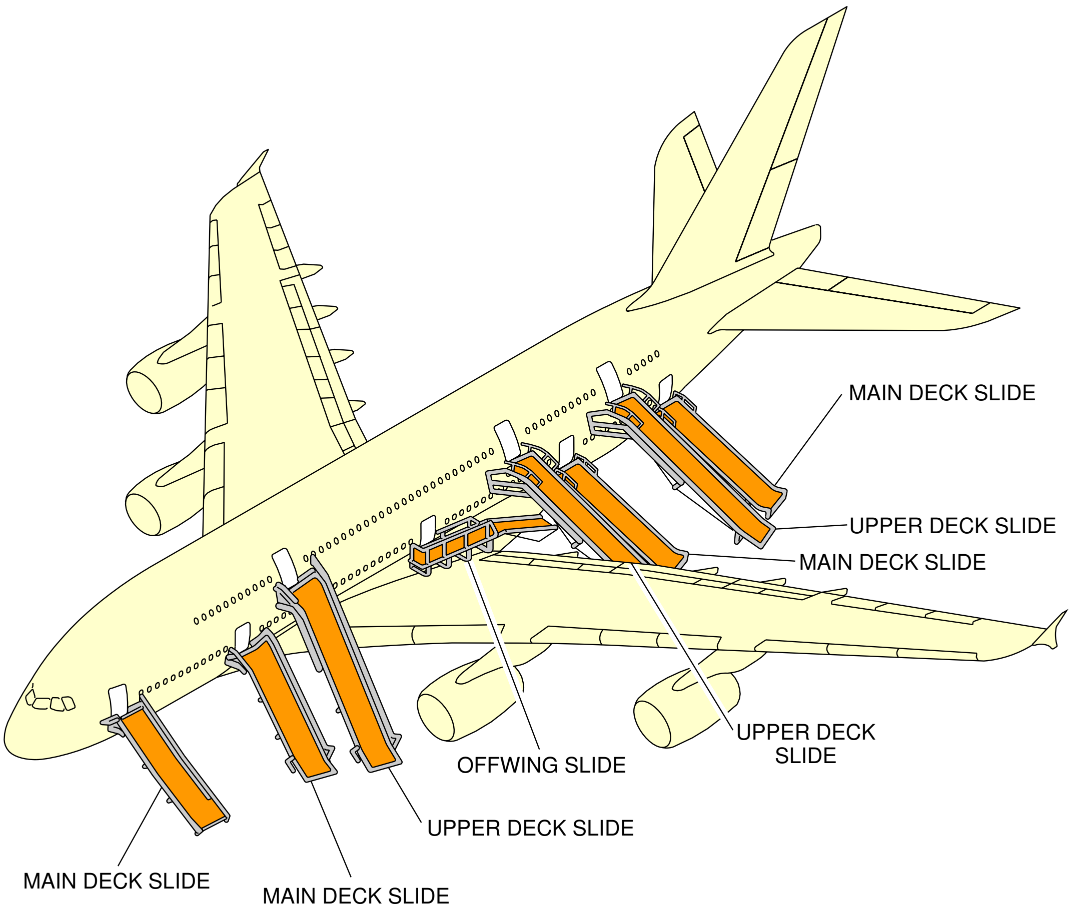
2. Location

   A. Escape facilities are provided at the following locations:

      (1) Upper deck evacuation:
         - One slide-raft at each passenger/crew door (total six).

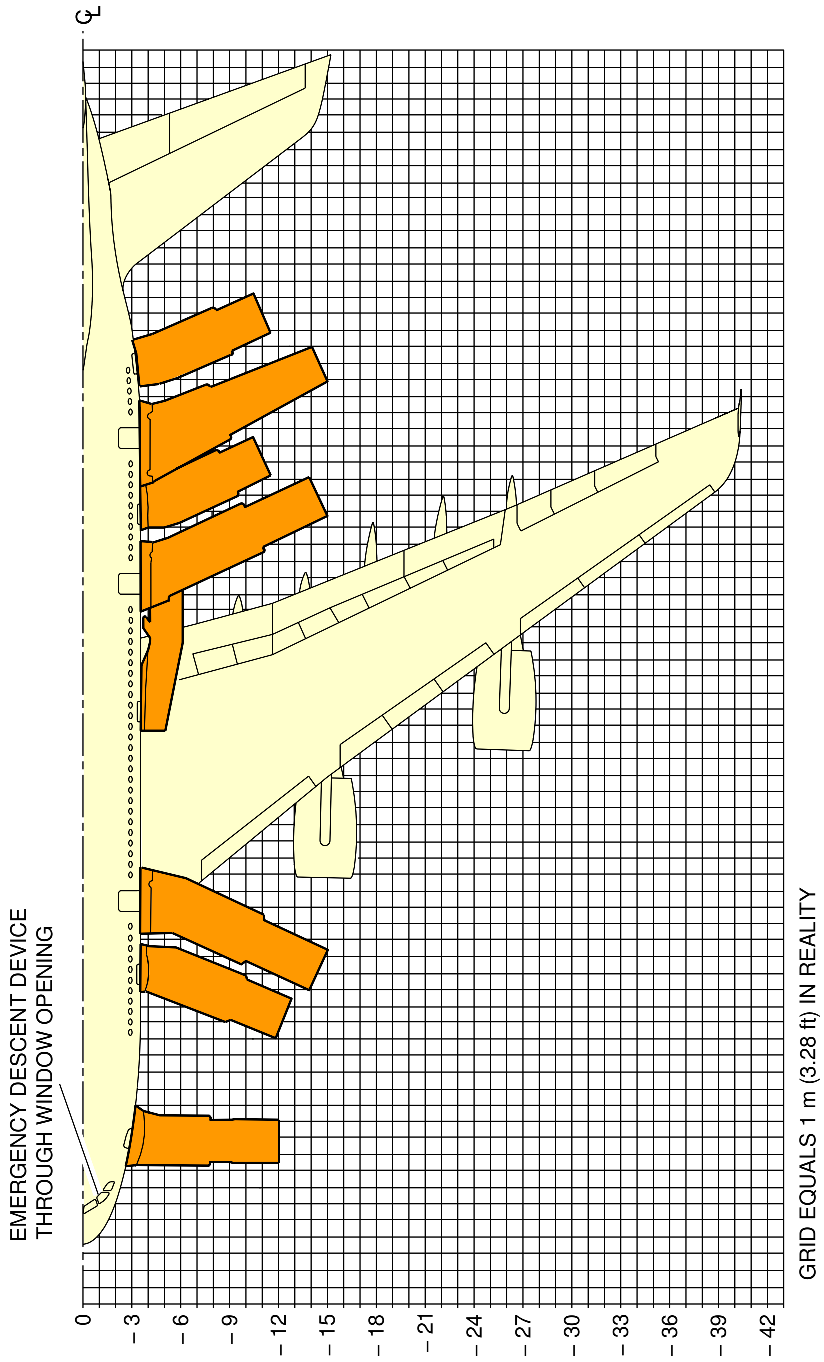
      (2) Main deck evacuation:
         - One slide-raft at each passenger/crew door (total eight)
         - One slide for each emergency exit door (total two). The slides are housed in the belly fairing for off-the-wing evacuation.

**ON A/C A380-800



Escape Slides
Location
FIGURE-2-8-0-991-001-A01

**ON A/C A380-800



Escape Slides
Dimensions
FIGURE-2-8-0-991-002-A01

2-9-0 Landing Gear

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

Landing Gear

1. General

The aircraft has:

- Two Wing Landing Gears (WLG) with four wheel bogie assembly and related doors
- Two Body Landing Gears (BLG) with six wheel bogie assembly and related doors
- A Nose Landing Gear (NLG) with twin wheel assembly and related doors.

The Wing Landing Gears are located under the wing and retract sideways towards the fuselage centerline.
The Body Landing Gears are located on the belly and retract rearward into a bay in the fuselage.
The Nose Landing Gear retracts forward into a fuselage compartment below the cockpit.

The landing gear and landing gear doors operation are controlled electrically and are hydraulically and mechanically operated.
In abnormal operation, the landing gear can be extended by gravity.

For landing gear footprint and tire size, refer to 7-2-0.

2. Wing Landing Gear

Each wing landing gear has a leg assembly and a four-wheel bogie beam. The WLG leg includes a Bogie Trim Actuator (BTA) and an oleo-pneumatic shock absorber.
A two-piece side-stay assembly holds the WLG in the extended position. A lock-stay keeps the side-stay assembly stable in the locked down position.

3. Body Landing Gear

The two body landing gears have a six-wheel bogie beam and a leg assembly that includes an oleo-pneumatic shock absorber. A two-piece drag-stay assembly mechanically locks the leg in the extended position.

4. Nose Landing Gear

The nose landing gear includes a single-stage direct acting oleo-pneumatic shock absorber. A two-piece drag-stay assembly with a lock-stay, mechanically locks the leg in the extended position.

5. Steering

The wheel steering control system has two parts:

- Nose wheel Steering (NWS)
- Body Wheel Steering (BWS)

Steering is controlled by two hand wheels in the cockpit. For steering angle controlled by the hand wheels, refer to AMM 32-51-00 (NWS) and refer to AMM 32-54-00 (BWS).
For steering angle limitation, refer to AMM 09-10-00.

A steering disconnection box installed on the nose landing gear to allow steering deactivation for towing purpose.

6. Landing Gear Servicing Points

A. General

Filling of the landing gear shock absorbers is through MS28889 standard valves.
Charging of the landing gear shock absorbers is accomplished with nitrogen through MS28889 standard valves.

B. Charging Pressure

For charging of the landing gear shock absorbers, refer to AMM 32-00-00.

7. Braking

A. General

Carbon brakes are installed on each wheel of the WLG and on the wheels of the front and center axles of the BLG.
The braking system is electrically controlled and hydraulically operated.
The braking system has four braking modes plus autobrake and anti-skid systems:

- Normal braking with anti-skid capability
- Alternative braking with anti-skid capability
- Emergency Braking (with Ultimate Braking)
- Emergency braking without anti-skid protection is also available as an alternative function of the alternate braking system.
- A park brake system that is manually set is available for the BLG only. This system can also be used to supply emergency braking.

B. In-Flight Wheel Braking

Braking occurs automatically during the retraction of the landing gear. This stops the rotation of the BLG and WLG wheels (except the wheels on the aft axle of each BLG) before the landing gears go into their related bays.

8. Tire Pressure Indicating System (TPIS)

The TPIS automatically monitors the tire pressures and shows these values on Test Equipment (BITE) and also supplies other data and warnings on the WHEEL page of the System Display (SD).
The TPIS includes Built In Test Equipment.

9. Built In Test Equipment (BITE)

The BITE has these functions, it:

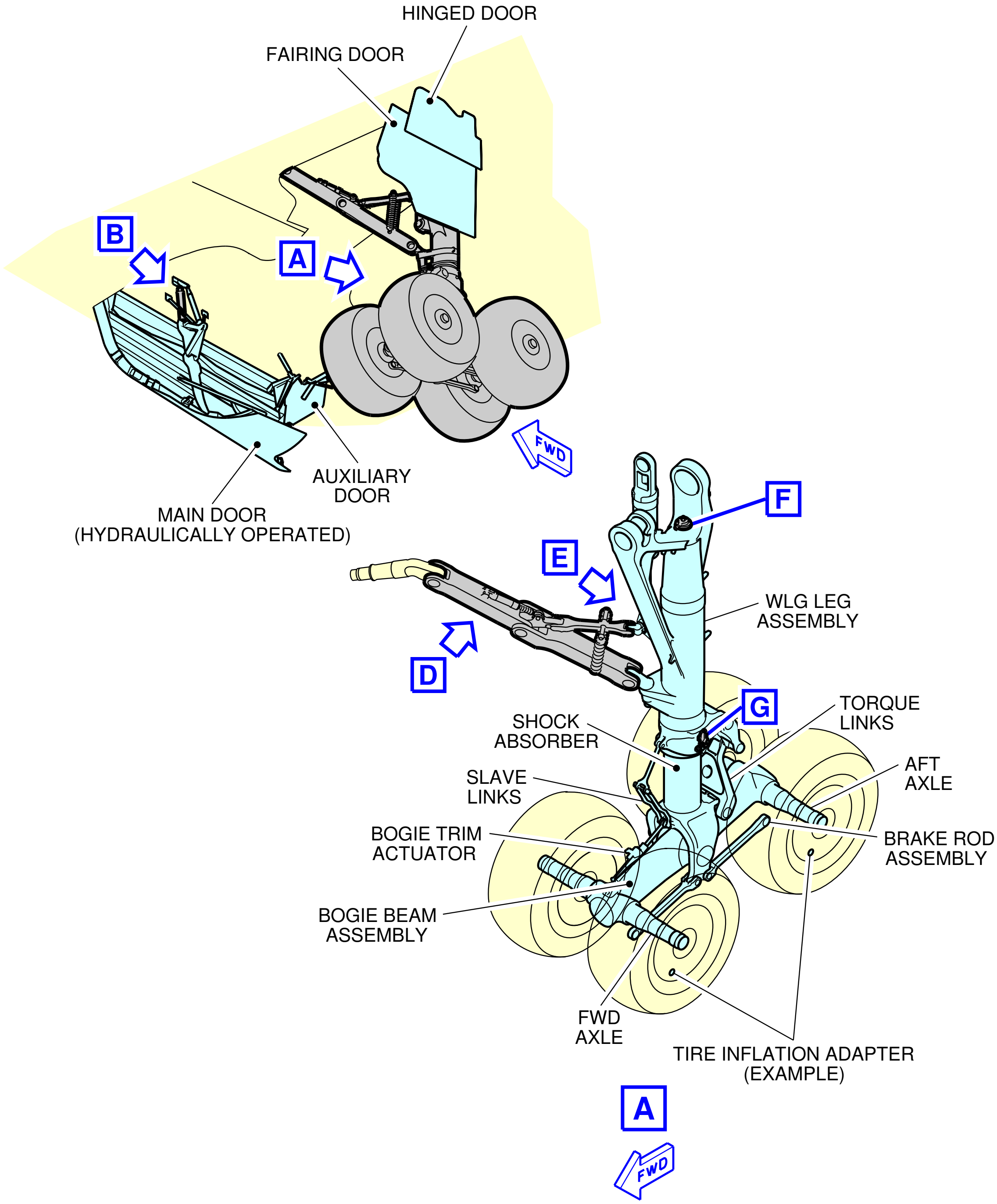
- Continuously monitors its systems for failures
- Sends failure data (maintenance and warnings) to other systems in the aircraft
- Keeps a record of the failures
- Automatically does specified tests of the system, or part of the system, at specified times
- Lets specified tests to be done during the maintenance procedures.

The BITE for the following systems is described in these chapters:

- The Brakes and Steering

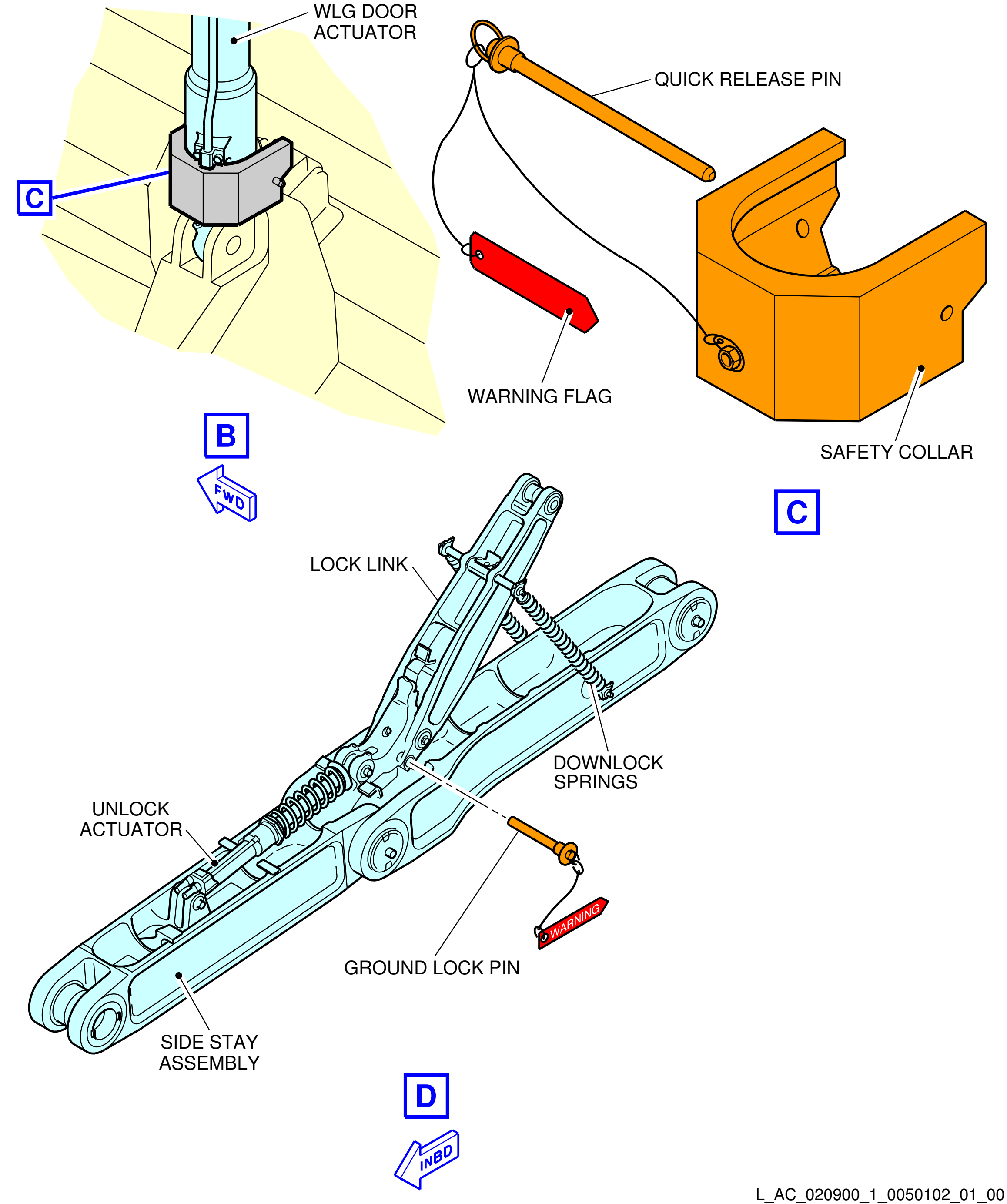
- The TPIS
- The Landing Gear.

**ON A/C A380-800



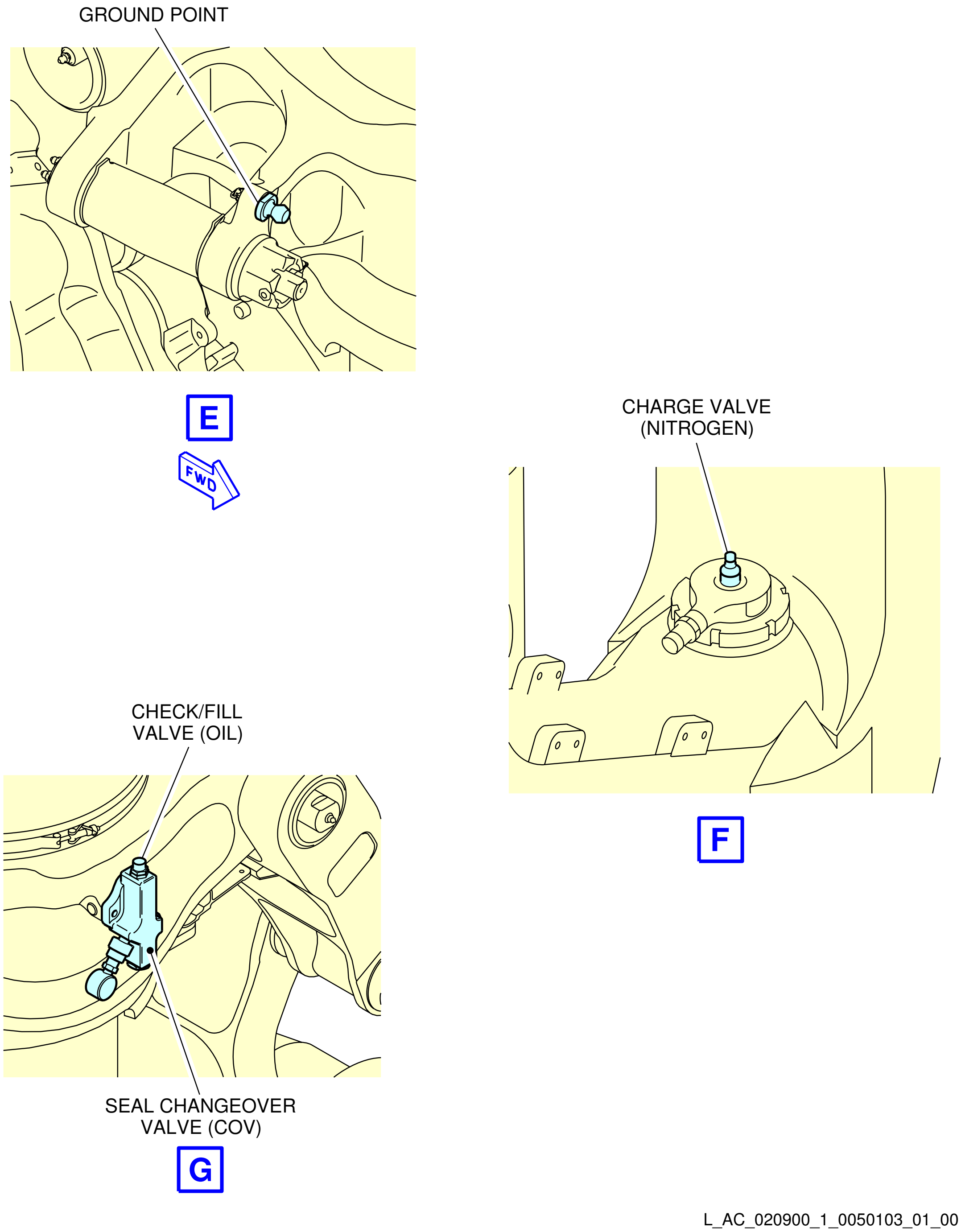
Wing Landing Gear
General (Sheet 1 of 3)
FIGURE-2-9-0-991-005-A01

**ON A/C A380-800



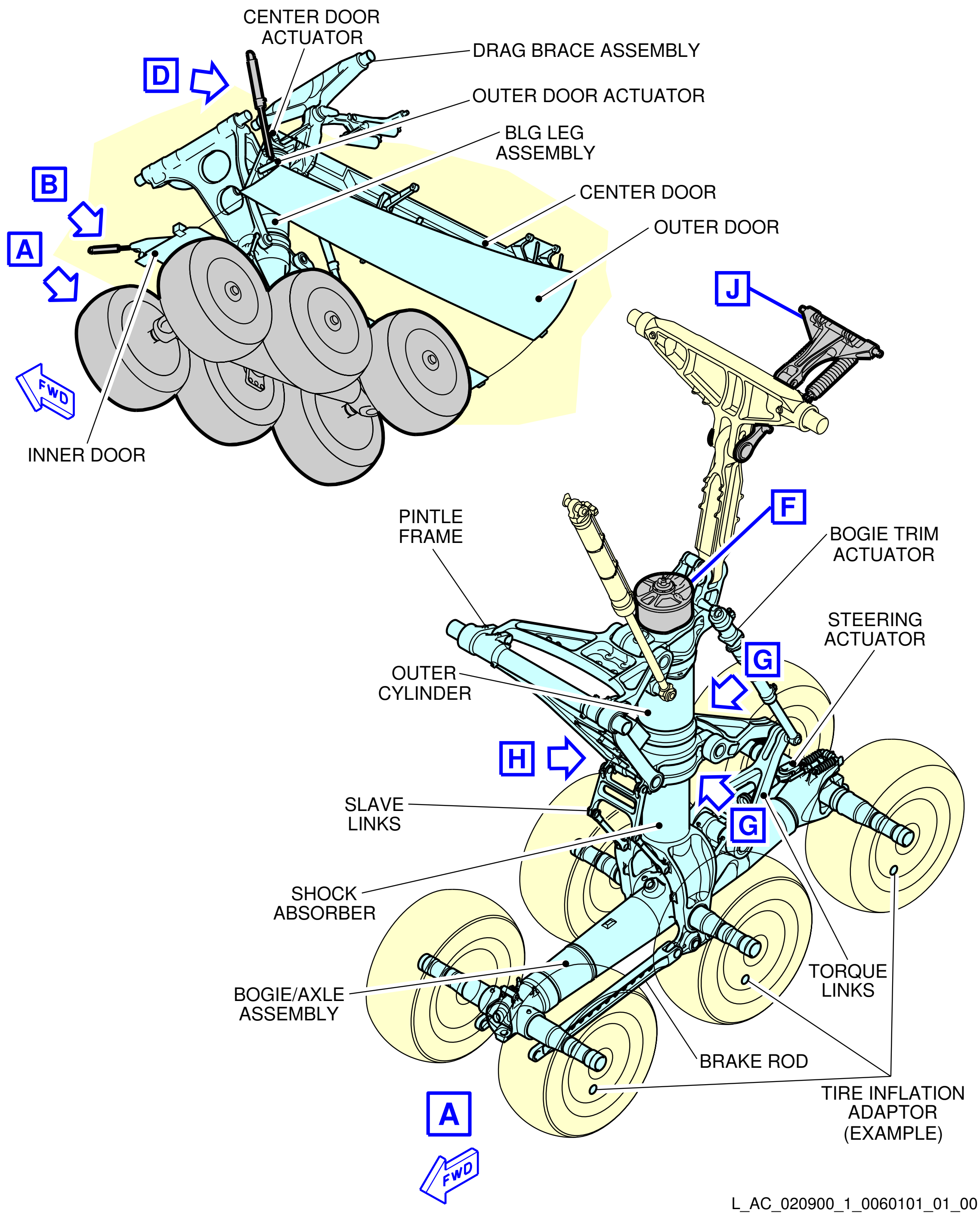
Wing Landing Gear
Safety Devices (Sheet 2 of 3)
FIGURE-2-9-0-991-005-A01

**ON A/C A380-800



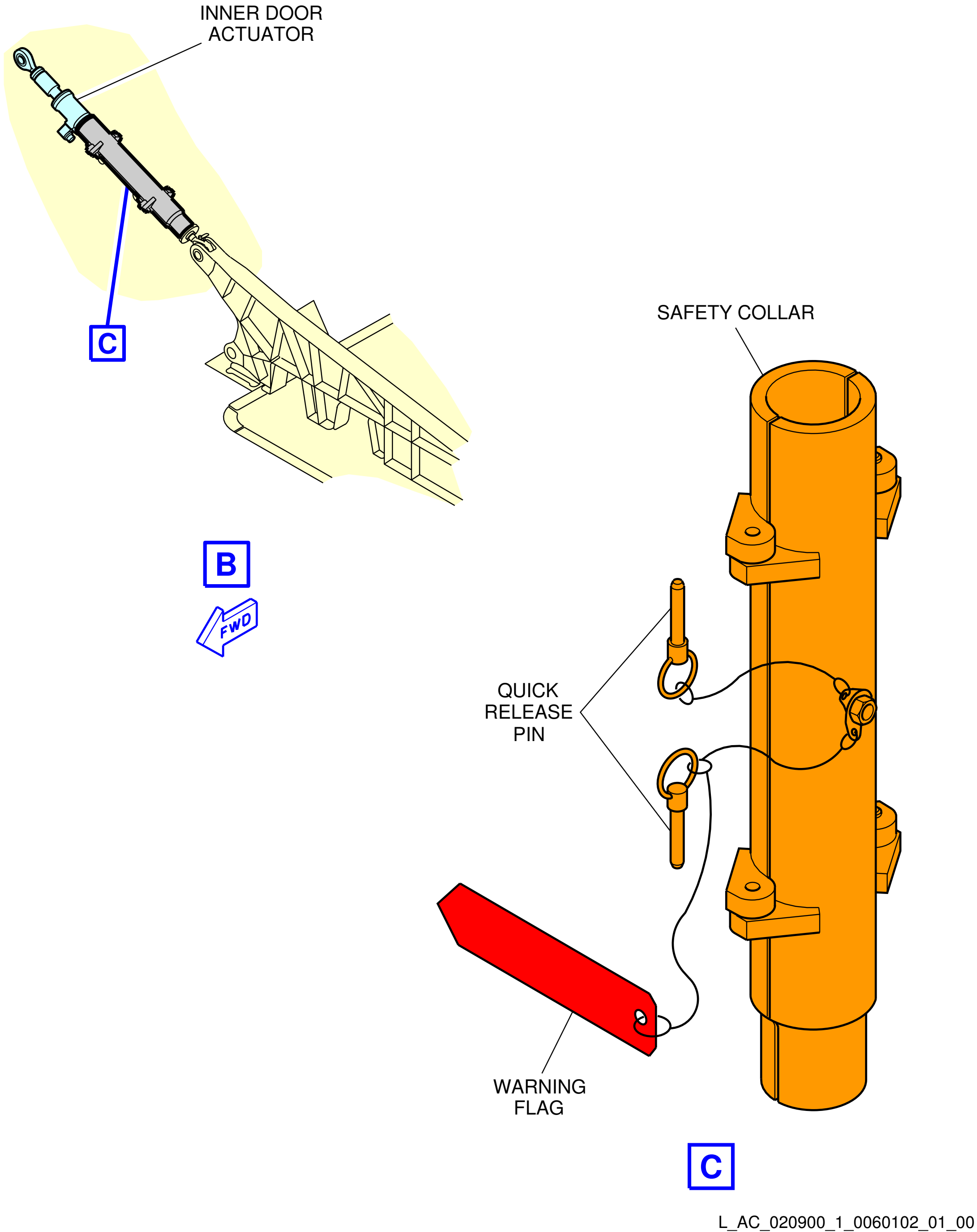
Wing Landing Gear
Servicing (Sheet 3 of 3)
FIGURE-2-9-0-991-005-A01

**ON A/C A380-800



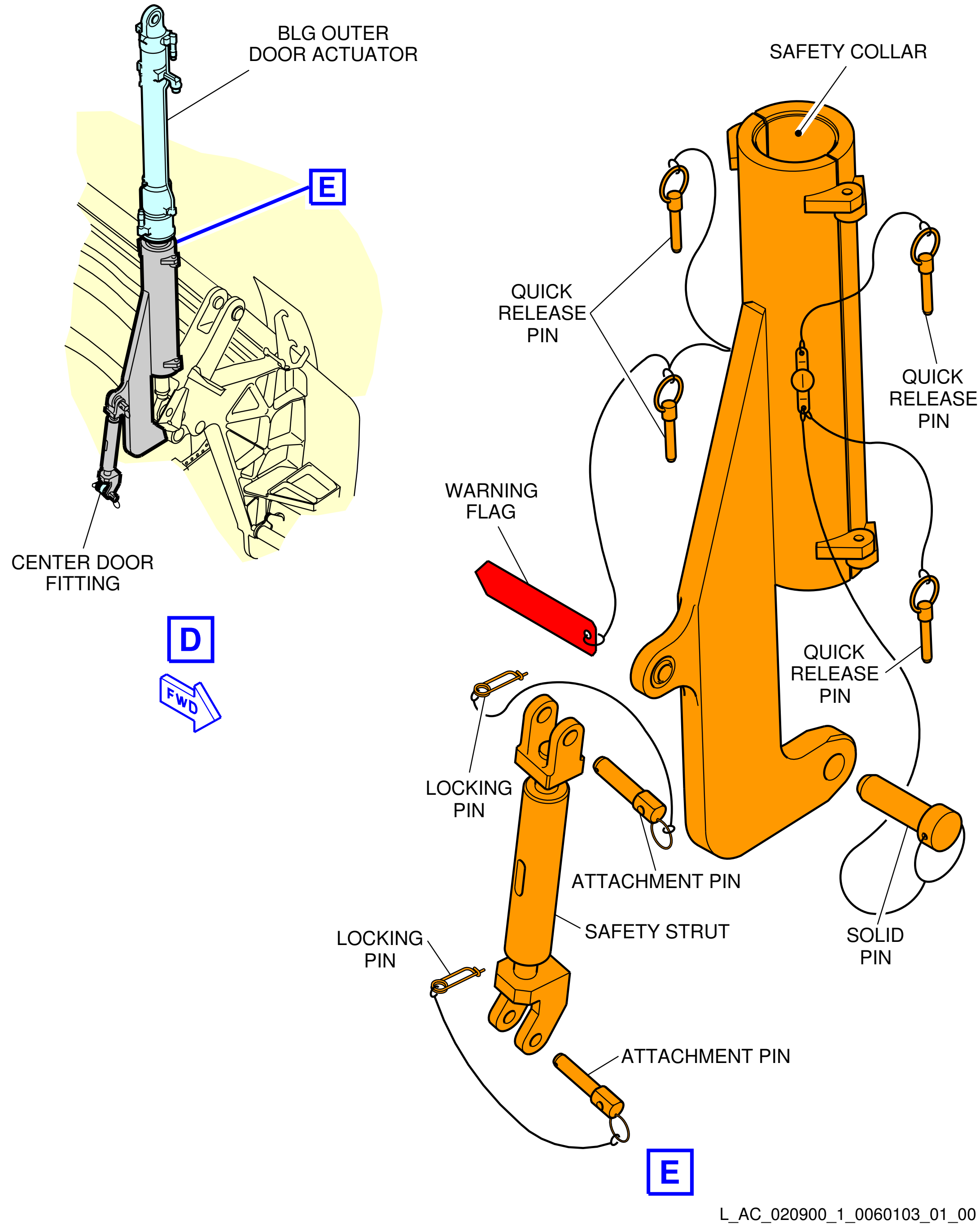
Body Landing Gear
General (Sheet 1 of 4)
FIGURE-2-9-0-991-006-A01

**ON A/C A380-800



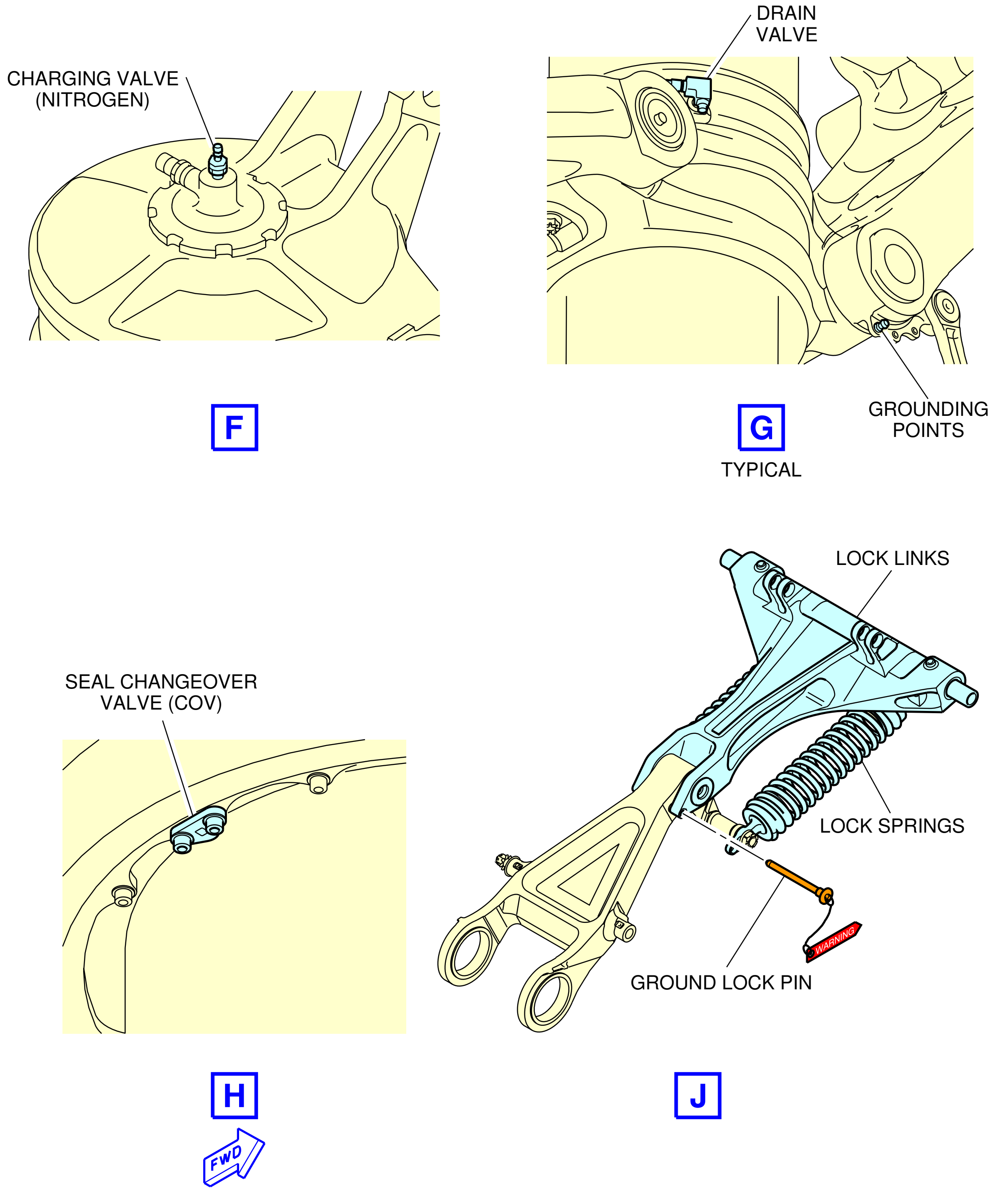
Body Landing Gear
Door Safety Devices (Sheet 2 of 4)
FIGURE-2-9-0-991-006-A01

**ON A/C A380-800



Body Landing Gear
Door Safety Devices (Sheet 3 of 4)
FIGURE-2-9-0-991-006-A01

**ON A/C A380-800



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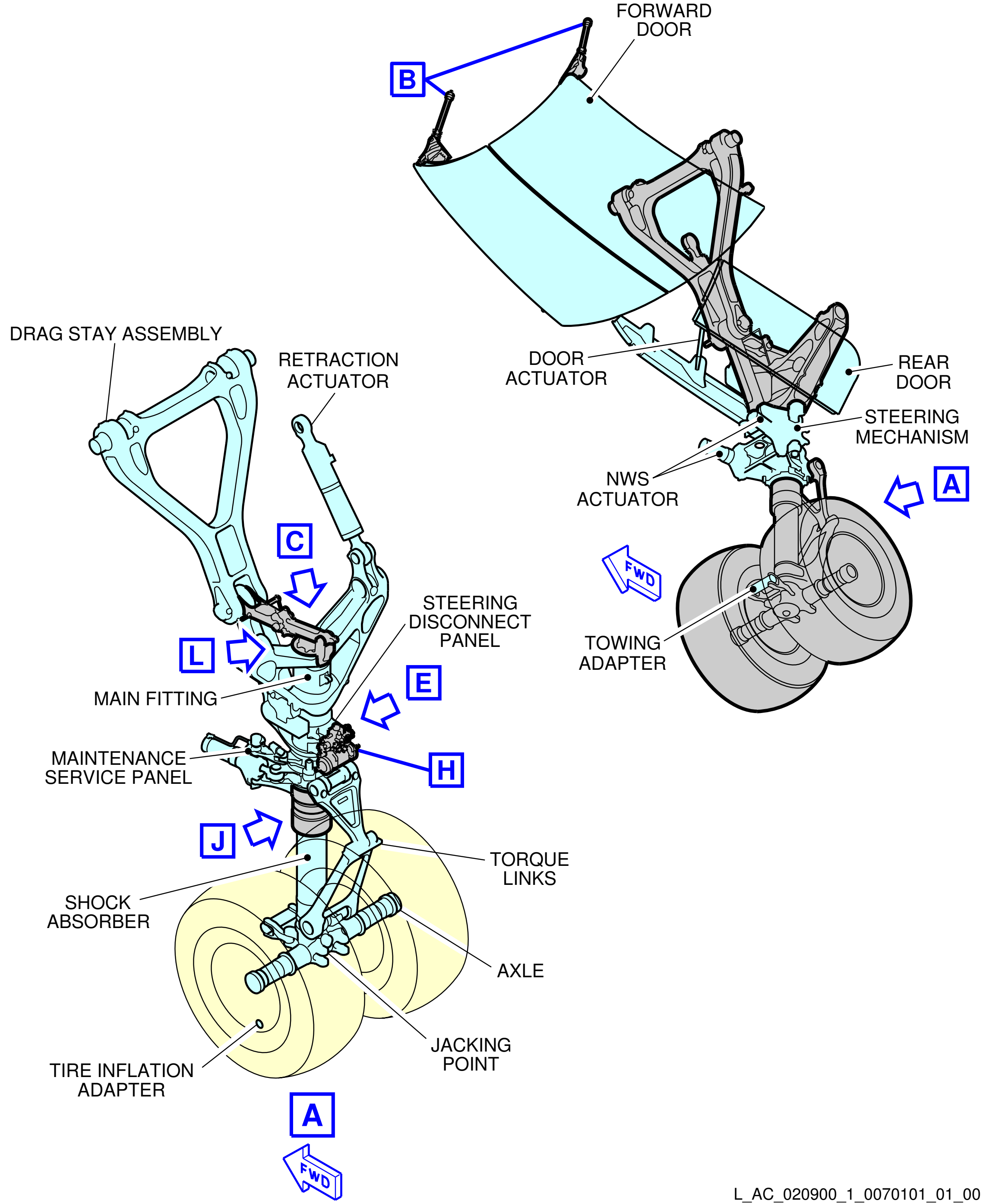
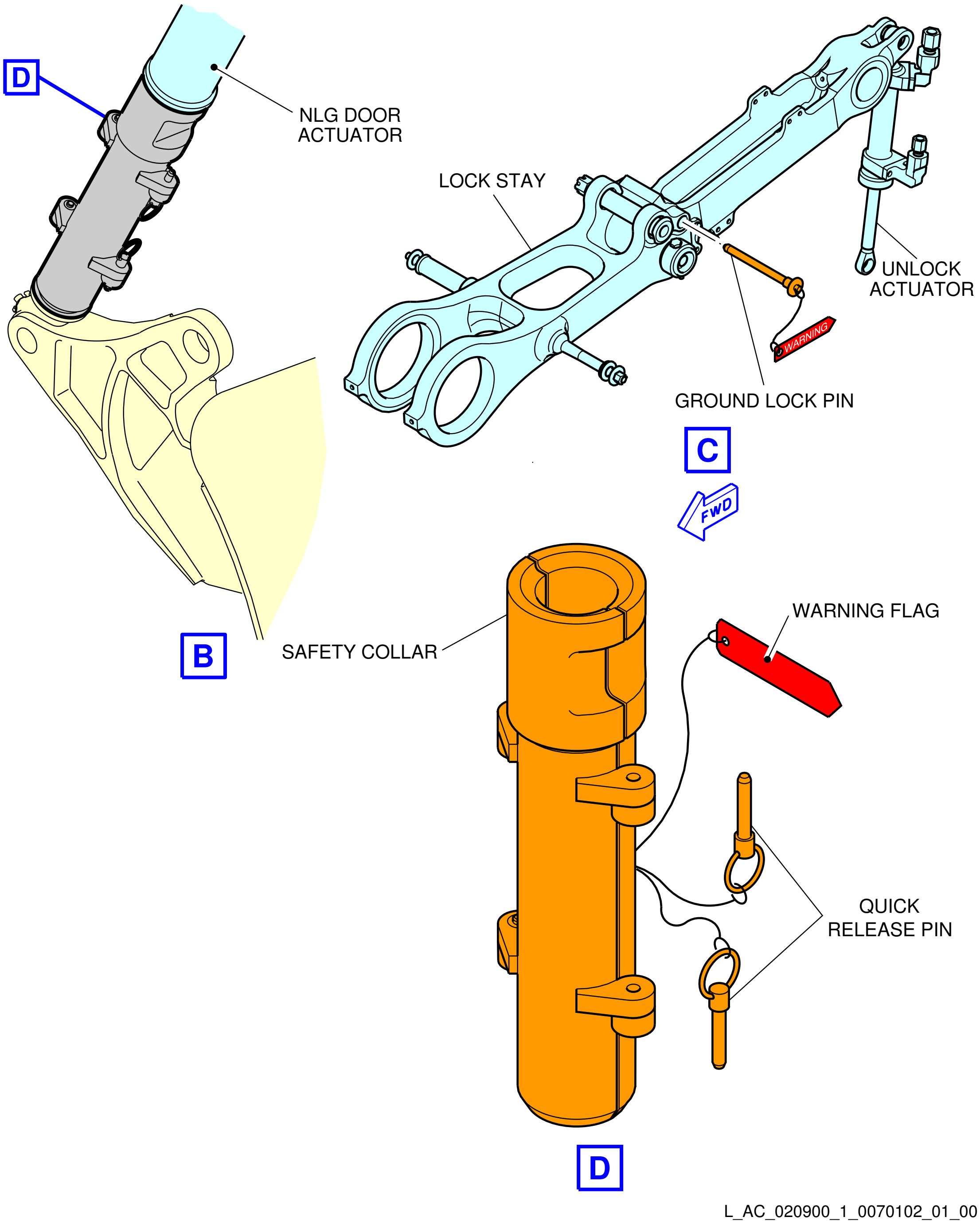
Body Landing Gear
Servicing and Safety Device (Sheet 4 of 4)
FIGURE-2-9-0-991-006-A01

**ON A/C A380-800



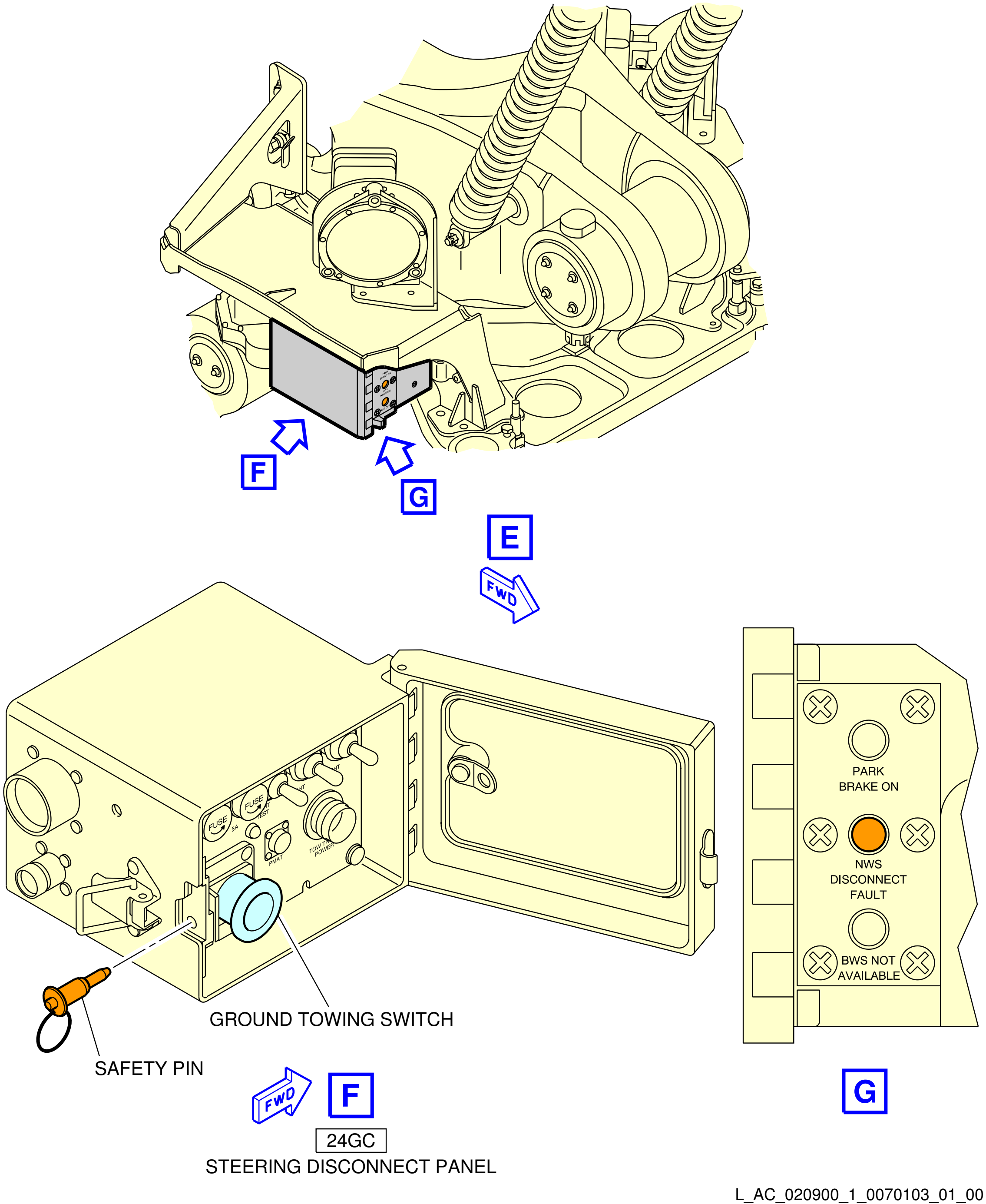
Nose Landing Gear
General (Sheet 1 of 4)
FIGURE-2-9-0-991-007-A01

**ON A/C A380-800



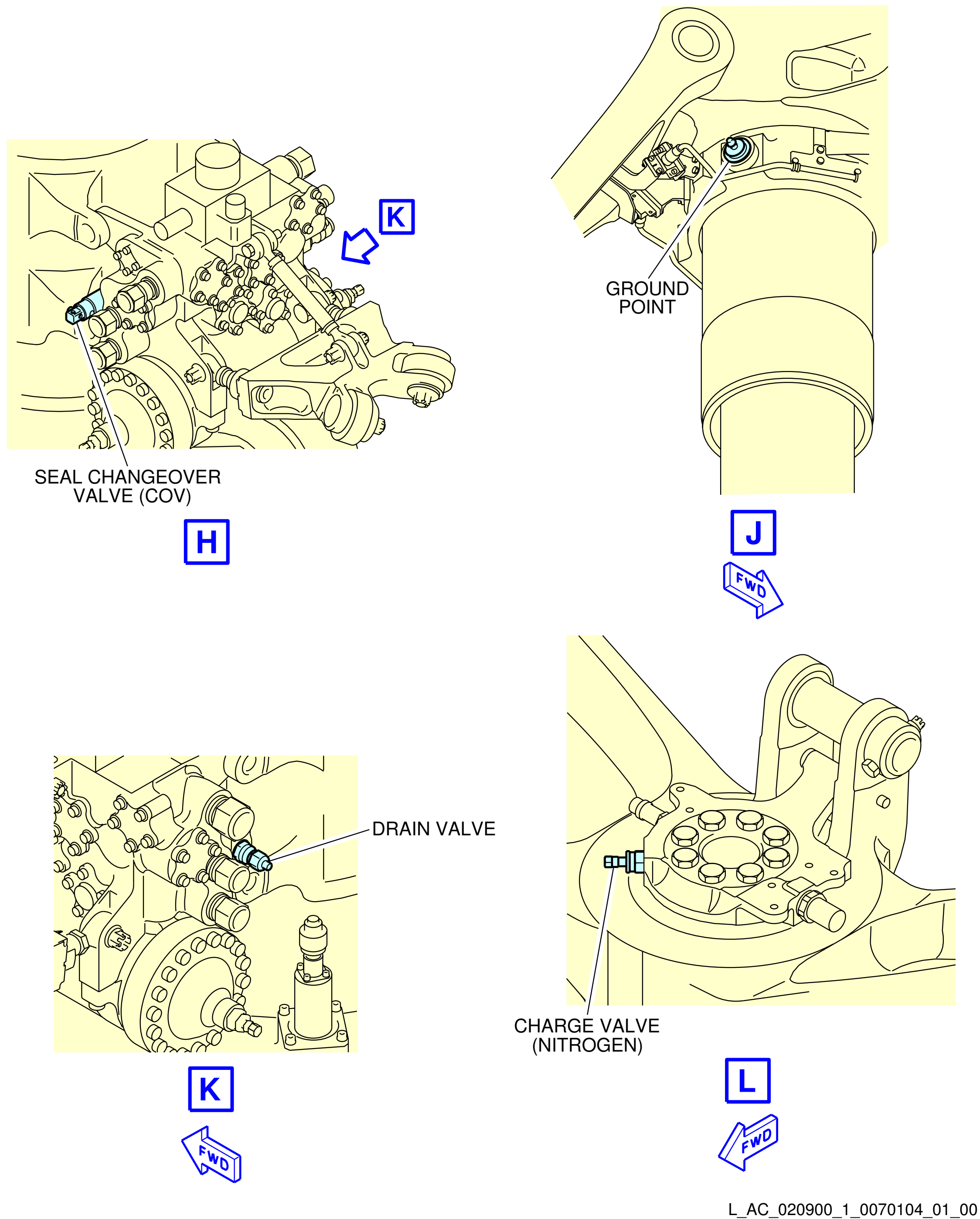
Nose Landing Gear
Safety Devices (Sheet 2 of 4)
FIGURE-2-9-0-991-007-A01

**ON A/C A380-800



Nose Landing Gear
Steering Disconnect Panel (Sheet 3 of 4)
FIGURE-2-9-0-991-007-A01

**ON A/C A380-800



Nose Landing Gear
Servicing (Sheet 4 of 4)
FIGURE-2-9-0-991-007-A01

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

Landing Gear Maintenance Pits

1. General

The maintenance pit envelopes for the landing gear shock absorber maintenance are shown in Figures 1 - 4.
The three envelopes show the minimum dimensions for these maintenance operations:
- Extension and retraction
- Gear removal
- Piston removal.

All dimensions shown are minimum dimensions with zero clearances. The dimensions for the pits have been determined as follows:
- The length and width of the pits allow the gear to rotate as the weight is taken off the landing gear
- The landing gear is in the maximum grown condition
- The WLG and BLG bogie beams are removed before the piston is removed
- The NLG wheels are removed before the piston is removed
- All pistons are removed vertically.

Dimensions for elevators and associated mechanisms must be added to those in Figures 1 - 3.

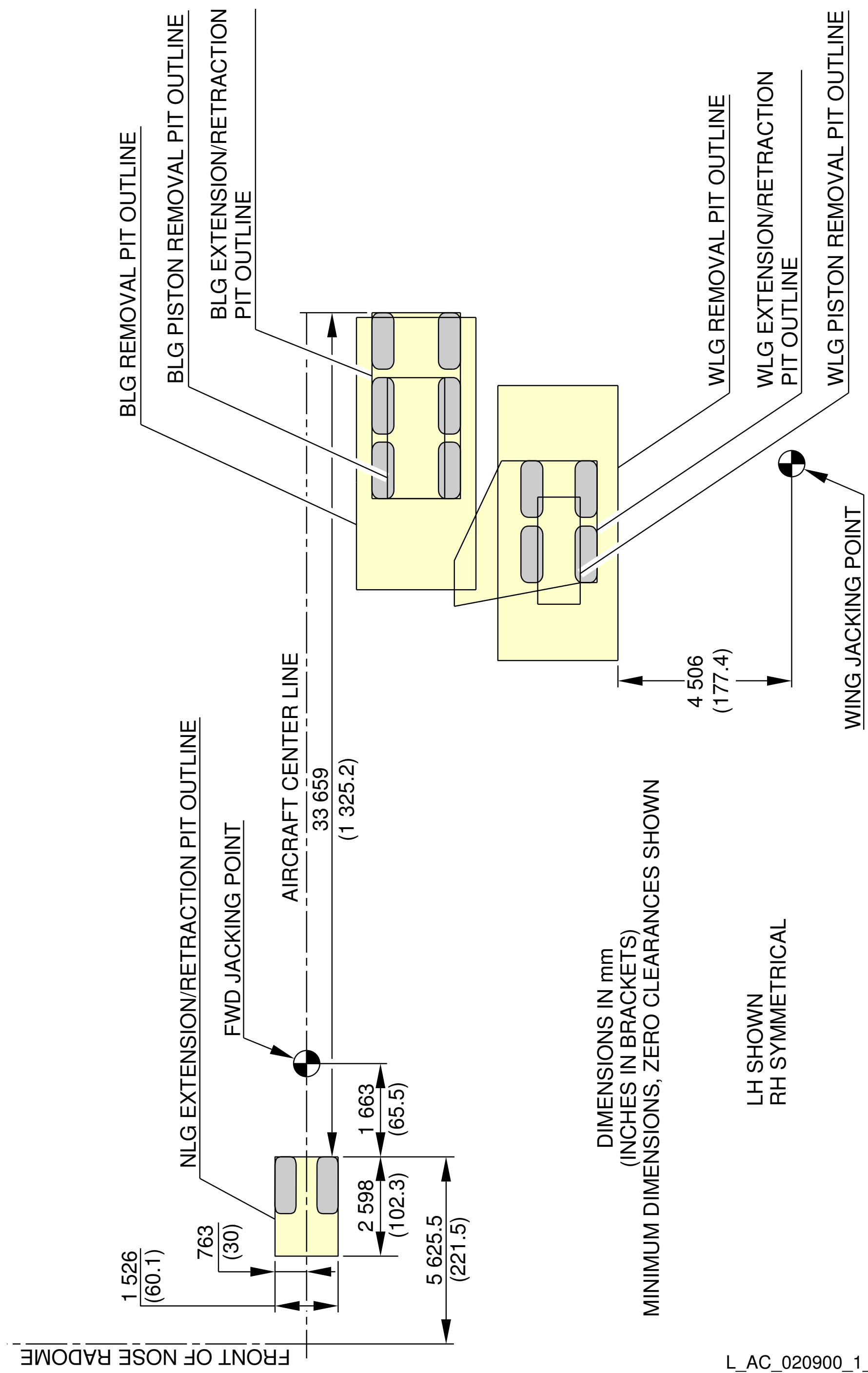
A. Elevators
These can be either mechanical or hydraulic. They are used to:

(1) Permit easy movement of persons and equipment around the landing gears.

(2) To lift and remove landing gear assemblies out of the pits.

B. Jacking
The aircraft must be in position over the pits to put the gear on the elevators. Jacks must be installed and engaged with all the jacking points, Ref. Section 2-14 for aircraft maintenance jacking. Jacks must support the total aircraft weight, i.e. when the landing gears do not touch the elevators on retraction/extension tests.
When tripod support jacks are used the tripod-base circle radius must be limited because the locations required for positioning the columns are close to the sides of the pits.

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



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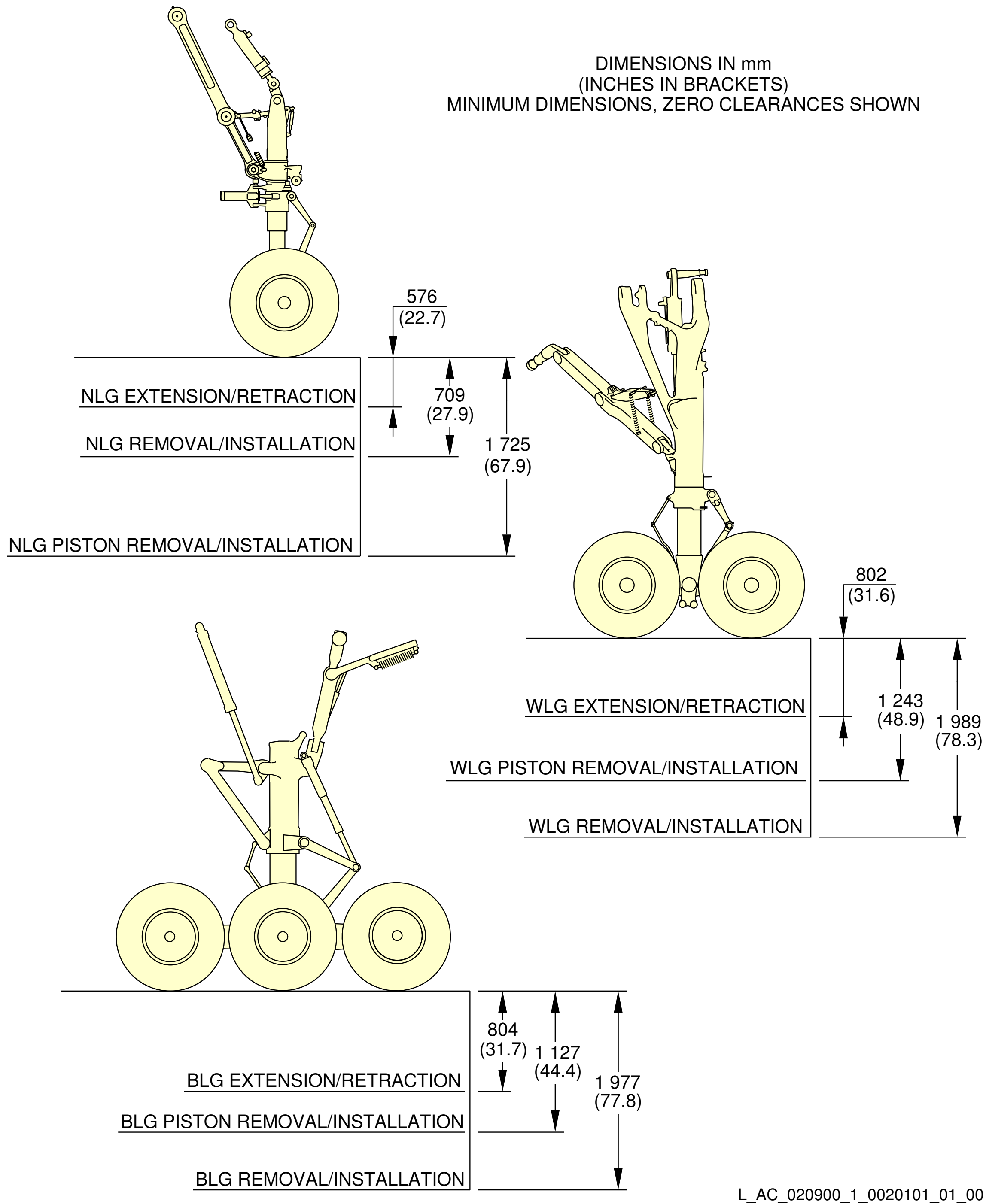
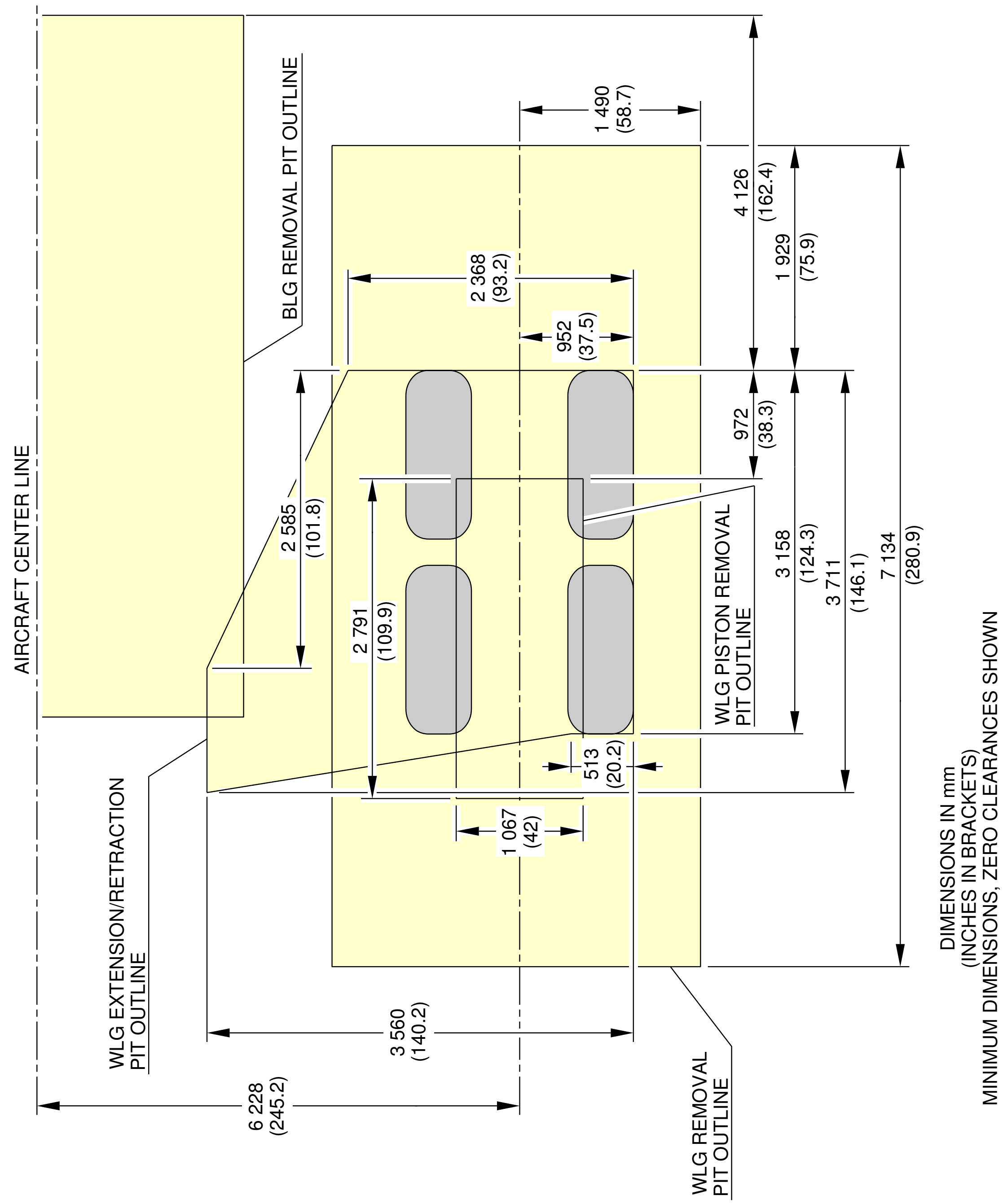
Landing Gear Maintenance Pits
Maintenance Pit Envelopes
FIGURE-2-9-0-991-001-A01

**ON A/C A380-800



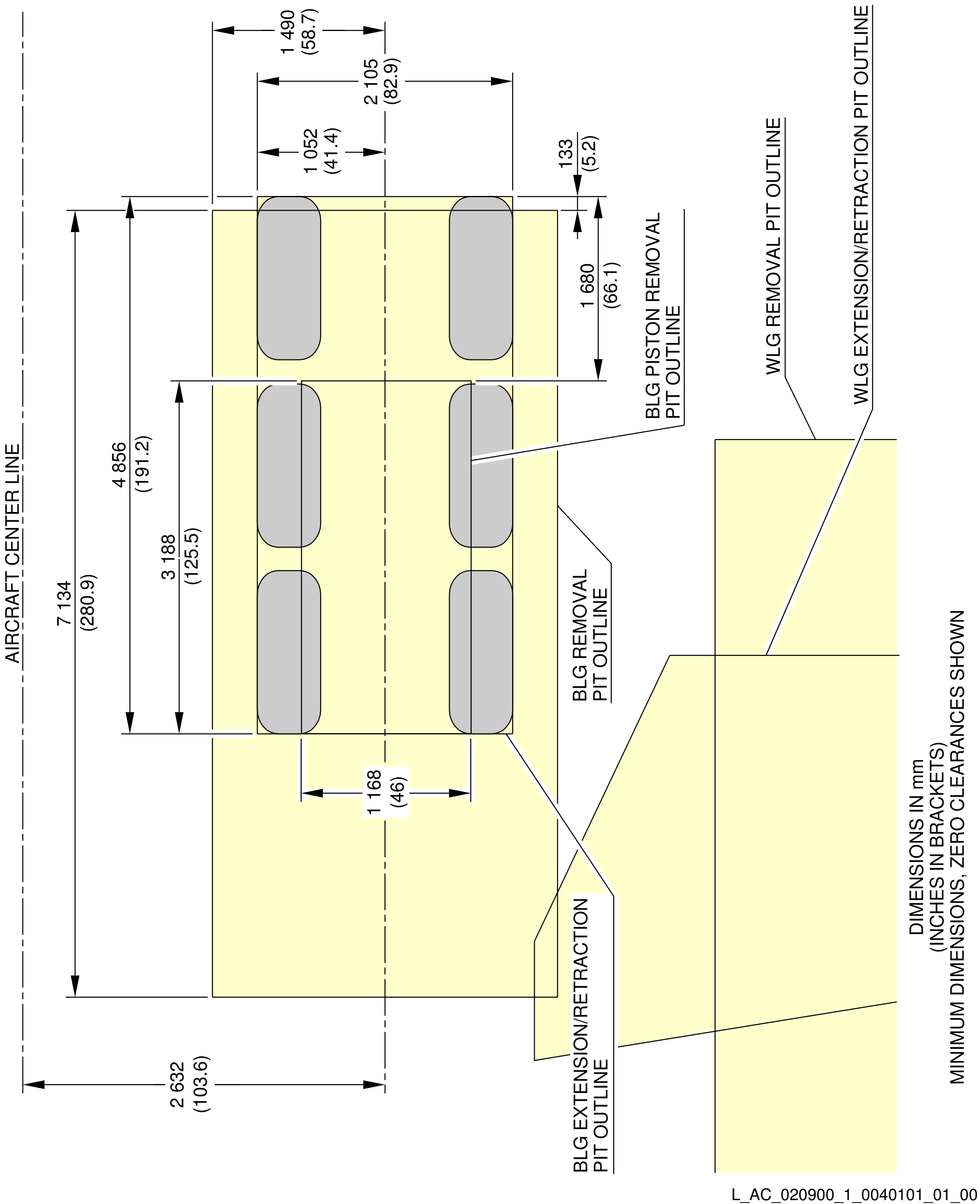
Landing Gear Maintenance Pits
Necessary Depths
FIGURE-2-9-0-991-002-A01

**ON A/C A380-800



Landing Gear Maintenance Pits
Maintenance Pit Envelopes - WLG Pit Dimensions
FIGURE-2-9-0-991-003-A01

**ON A/C A380-800



Landing Gear Maintenance Pits
Maintenance Pit Envelopes - BLG Pit Dimensions
FIGURE-2-9-0-991-004-A01

2-10-0 Exterior Lighting

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

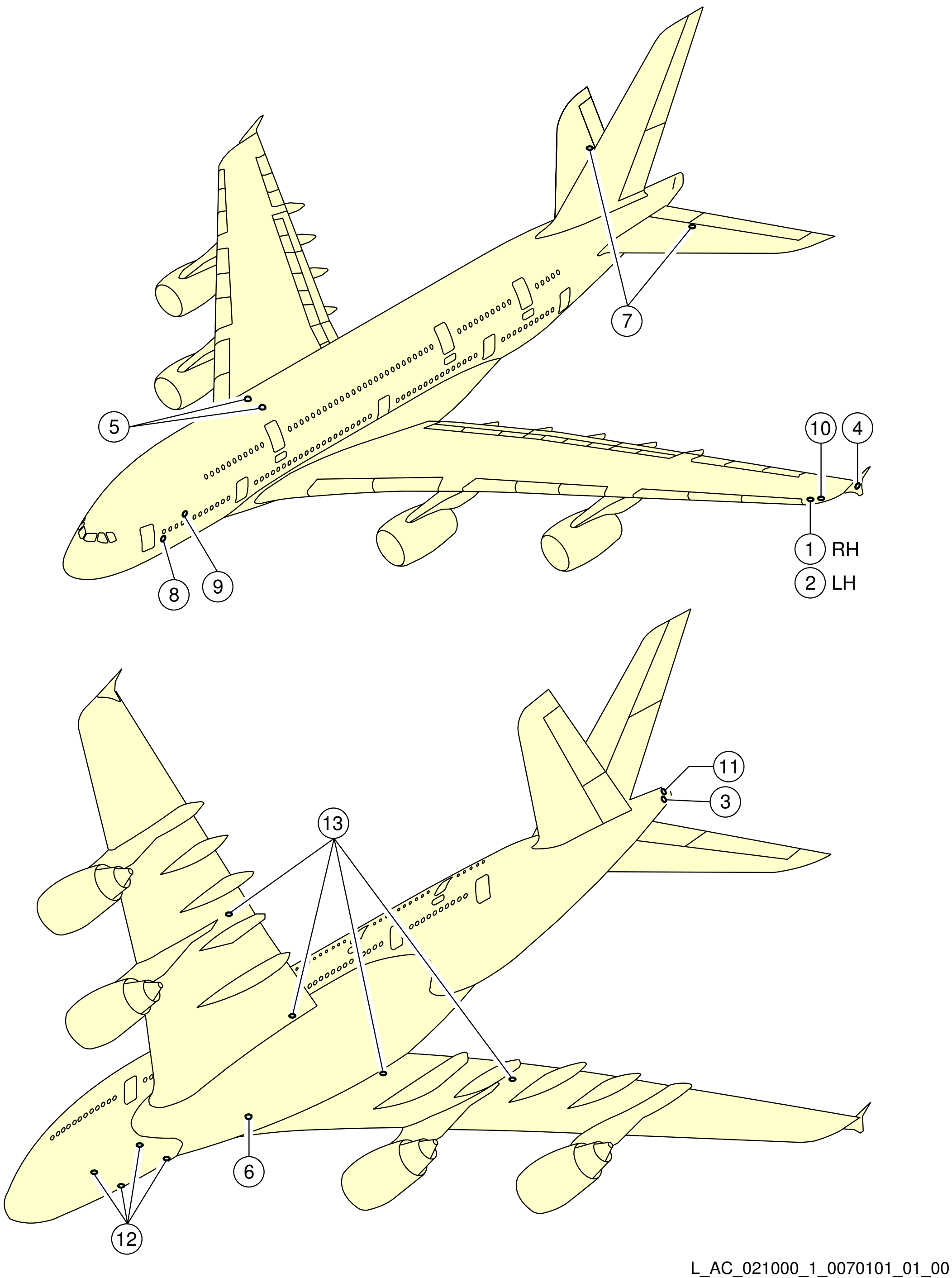
Exterior Lighting

1. General

This section gives the location of the aircraft exterior lighting.

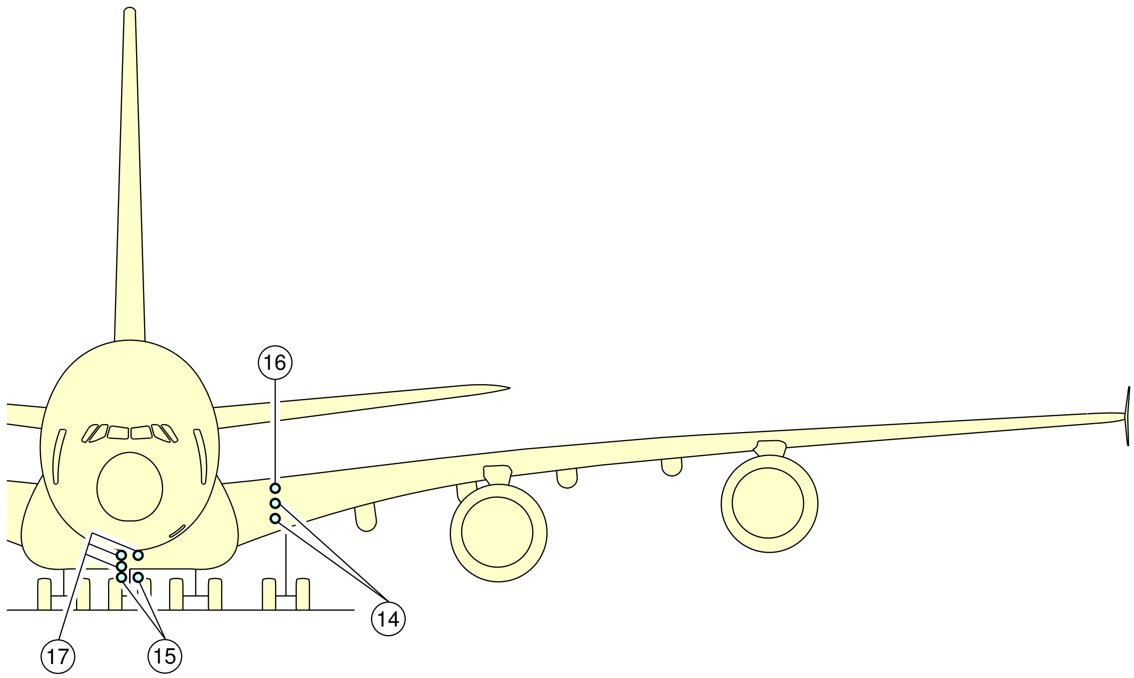
EXTERIOR LIGHTING	
ITEM	DESCRIPTION
1	RIGHT NAVIGATION LIGHT (GREEN)
2	LEFT NAVIGATION LIGHT (RED)
3	TAIL NAVIGATION LIGHT (WHITE)
4	OBSTRUCTION LIGHT
5	UPPER ANTI-COLLISION LIGHTS/BEACONS (RED)
6	LOWER ANTI-COLLISION LIGHT/BEACON (RED)
7	LOGO LIGHTS
8	ENGINE SCAN LIGHTS
9	WING SCAN LIGHTS
10	WING STROBE LIGHT (HIGH INTENSITY, WHITE)
11	TAIL STROBE LIGHT (HIGH INTENSITY, WHITE)
12	TAXI CAMERA LIGHTS (NLG)
13	TAXI CAMERA LIGHTS (MLG)
14	LANDING LIGHTS
15	RUNWAY TURN-OFF LIGHTS
16	TAXI LIGHTS
17	TAKE-OFF LIGHTS
18	CARGO COMPARTMENT FLOOD LIGHTS
19	LANDING GEAR BAY/WELL LIGHTS (DOME)

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



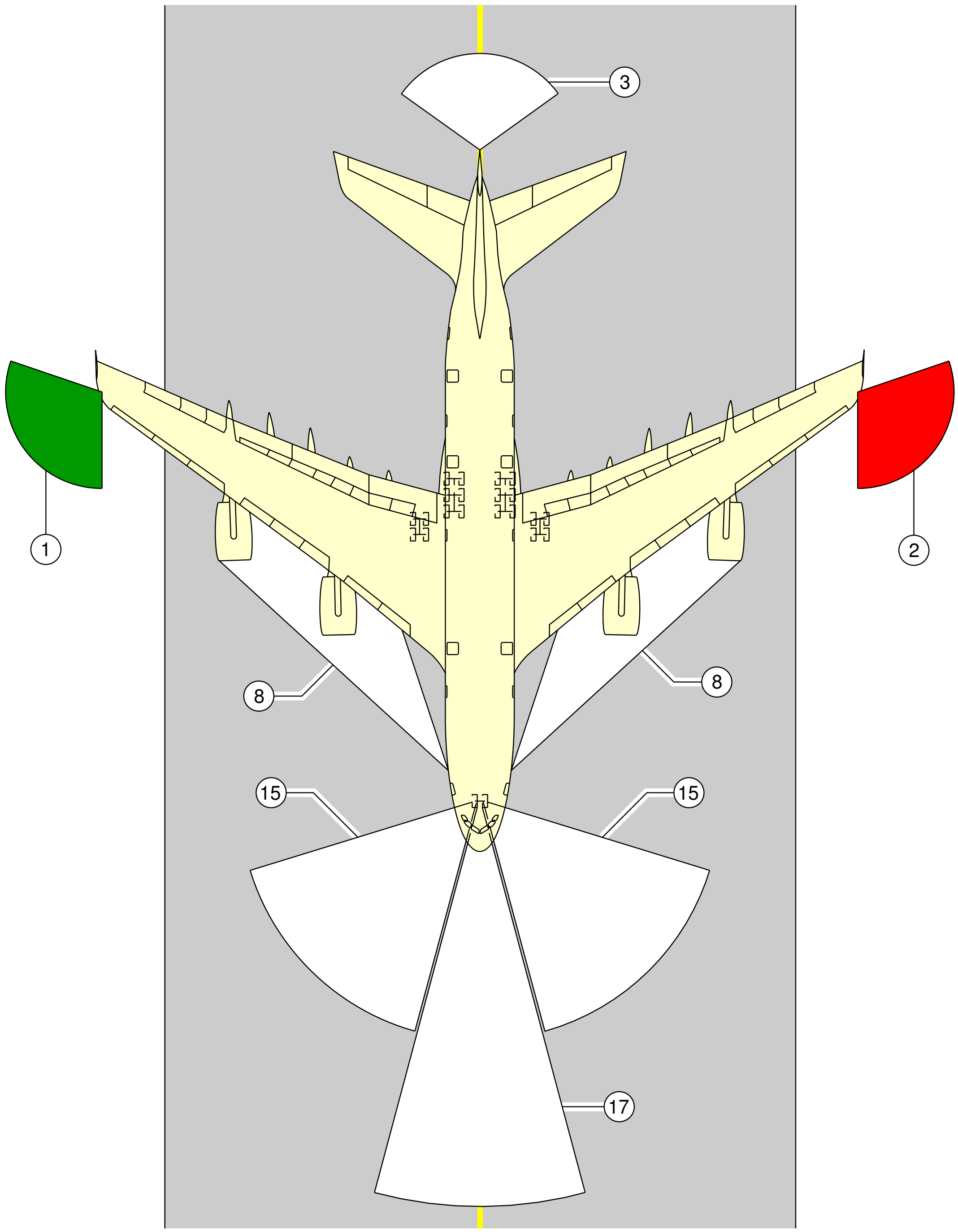
Exterior Lighting
FIGURE-2-10-0-991-007-A01

**ON A/C A380-800



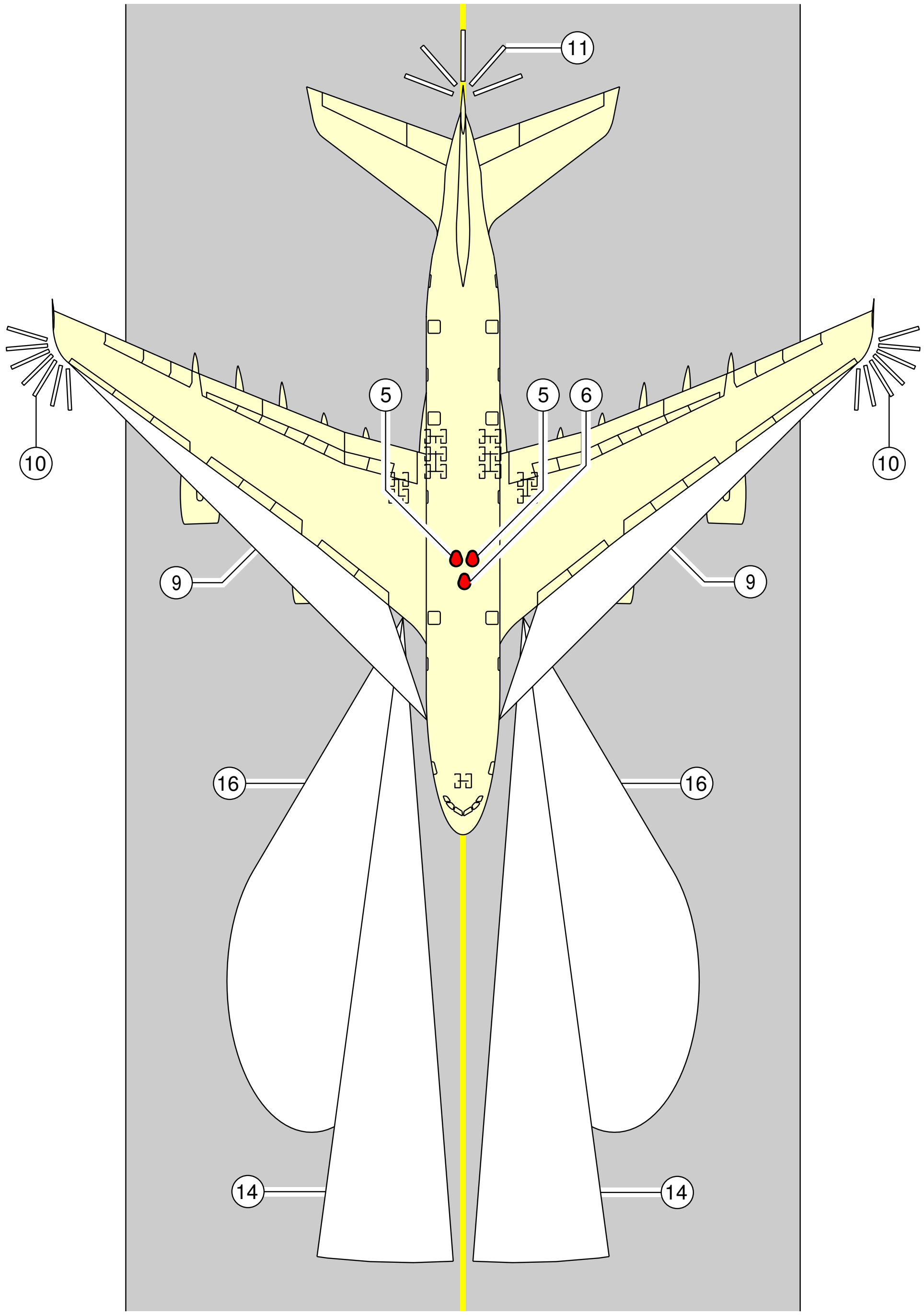
Exterior Lighting
FIGURE-2-10-0-991-008-A01

**ON A/C A380-800



Exterior Lighting
FIGURE-2-10-0-991-009-A01

**ON A/C A380-800



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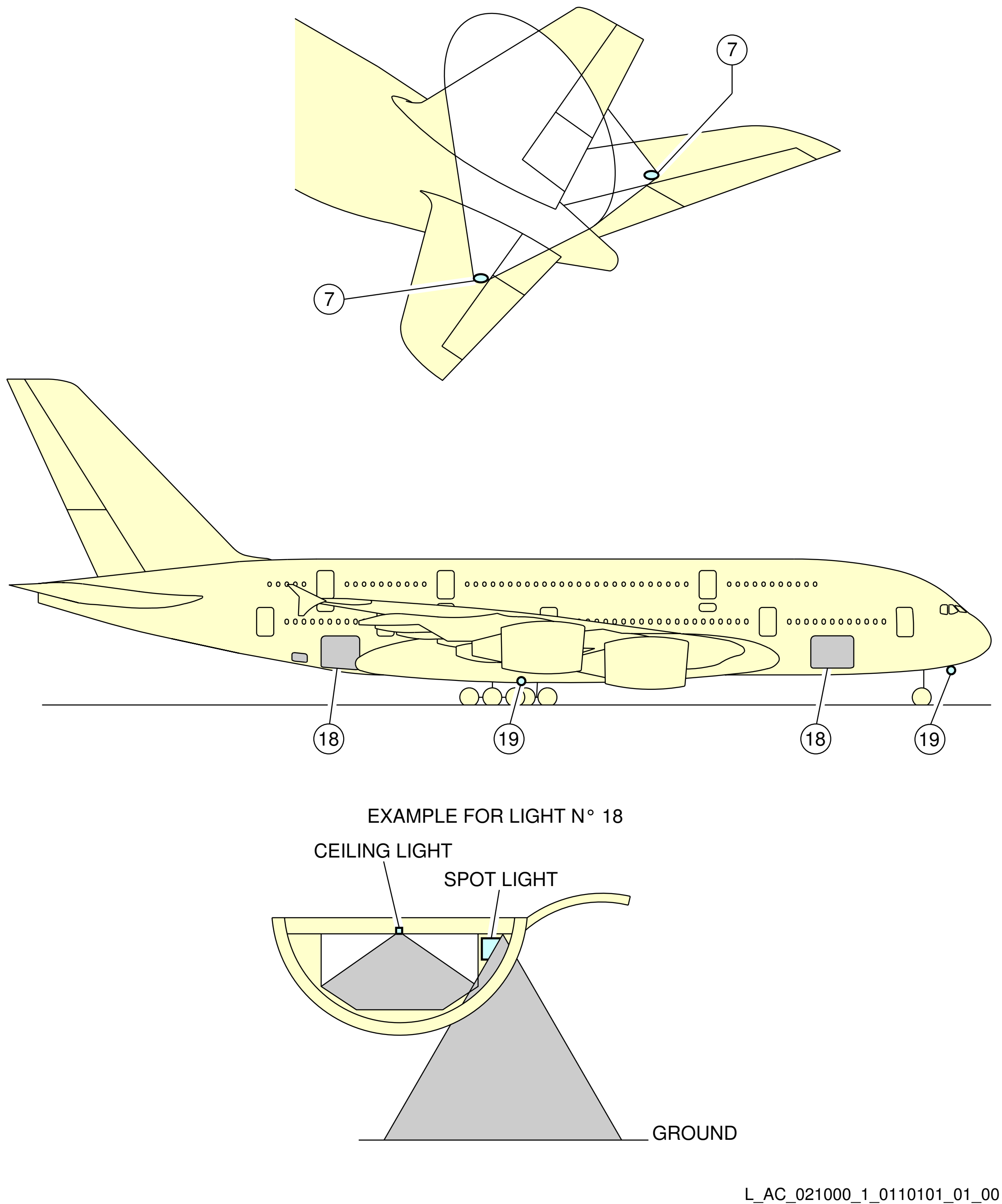
Exterior Lighting
FIGURE-2-10-0-991-010-A01

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



Exterior Lighting
FIGURE-2-10-0-991-011-A01

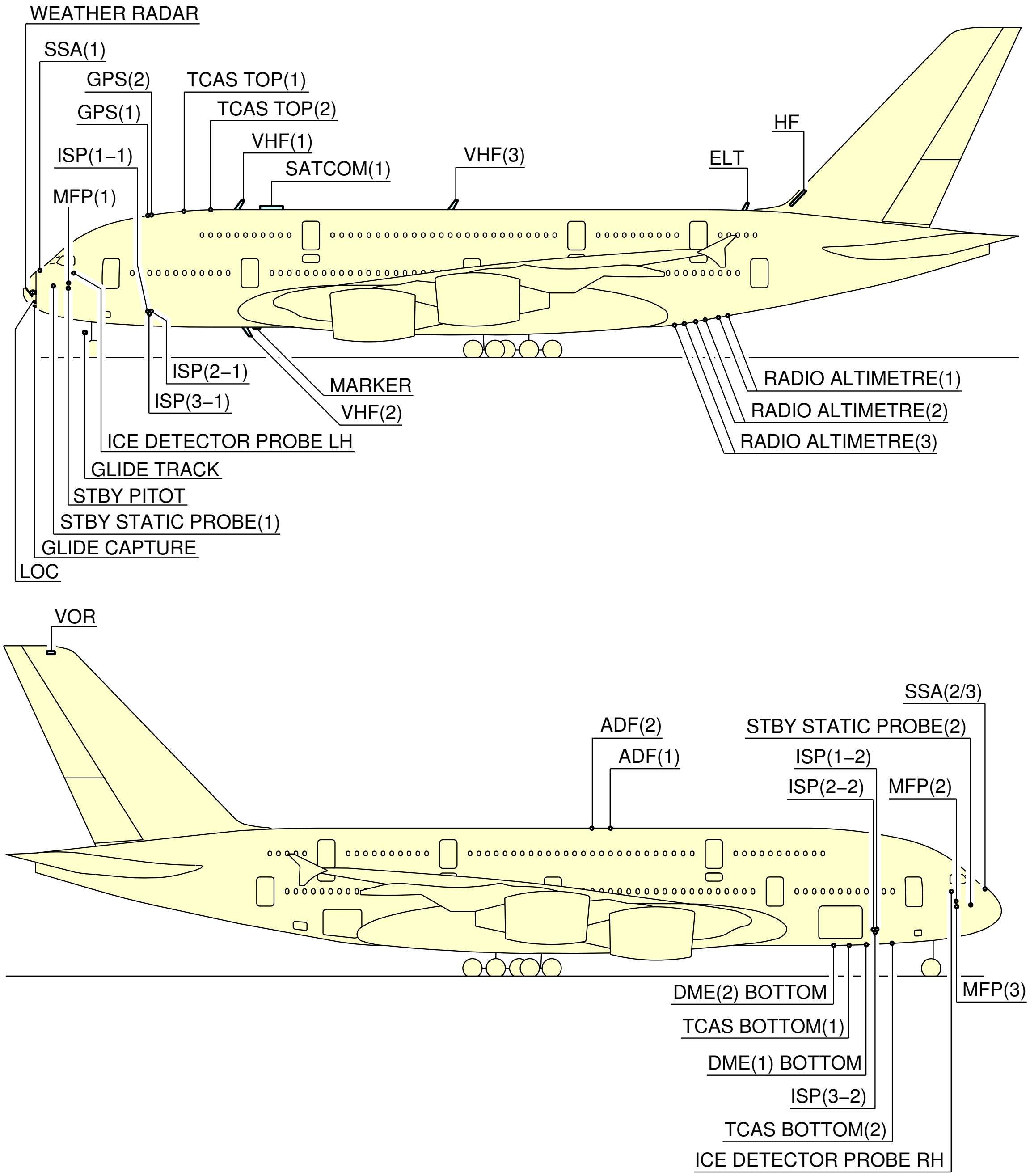
2-11-0 Antennas and Probes Location

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

Antennas and Probes Location

1. This section gives the location of antennas and probes.

**ON A/C A380-800



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Antennas and Probes
Location
FIGURE-2-11-0-991-001-A01

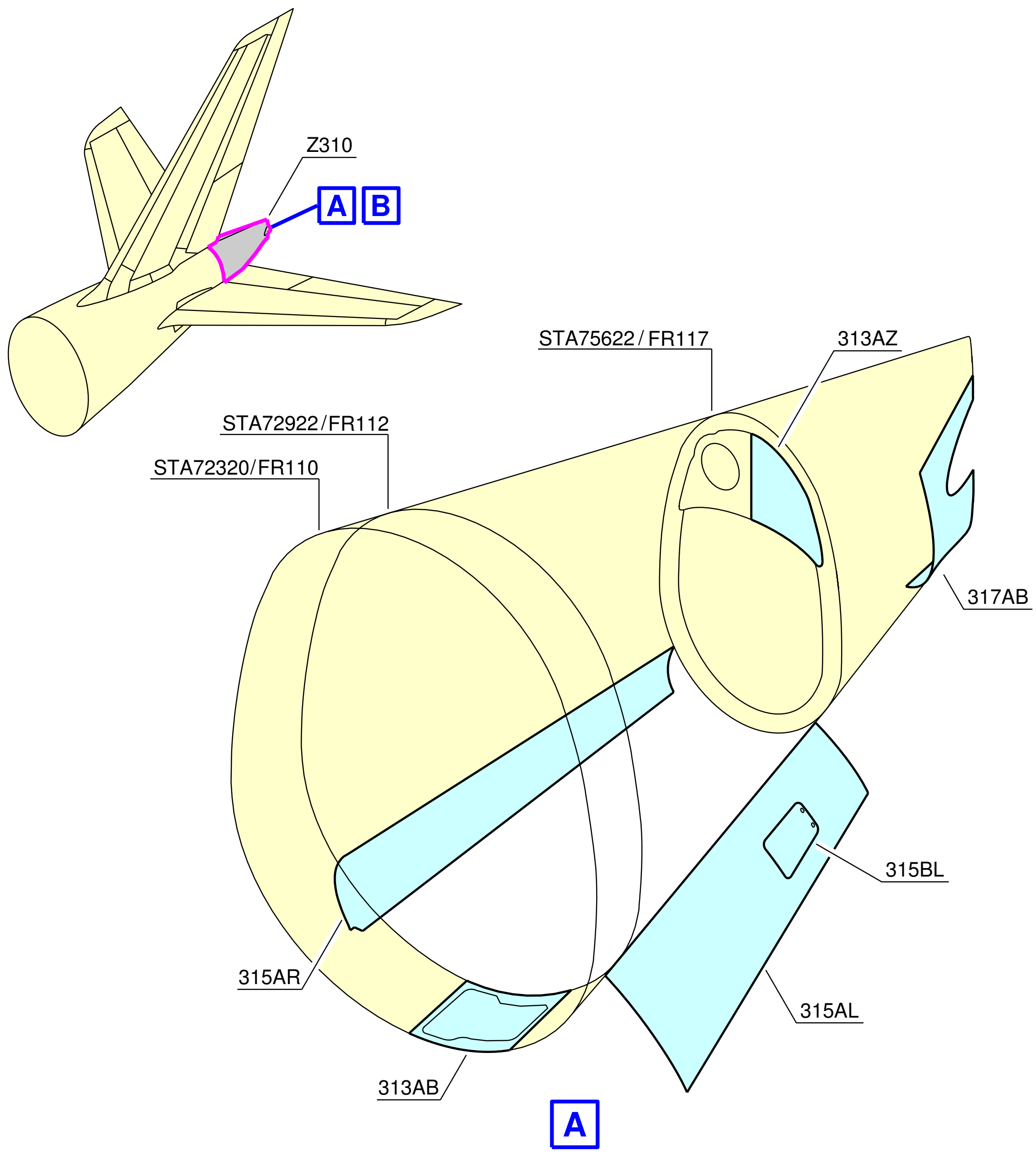
2-12-0 Power Plant

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

Auxiliary Power Unit

1. General
   - The APU is installed in the tail cone, at the rear part of the fuselage (Section 19.1), inside a fireproof compartment (between frames 112 and 117).
   - The Air Intake System is located on top of the APU and crosses the space between the APU plenum chamber and the aircraft outside (upper right side position). The Air Intake Housing is located between frames 111 and 113 and the Air Intake Duct is located in the space between frames 113 and 115.
   - The Exhaust Muffler is located at the end of the tail cone, aligned with the APU and crosses three different zones, from frame 116 to the rear fairing.
   - The Electronic Control Box (ECB) is installed in an electronic cooled rack, closed to frame 95, within the pressurized fuselage.
2. Controls and Indication
   Primary APU controls and indications are installed in the cockpit, mainly in the overhead panel, center pedestal panel and forward center panel. Additionally, two external emergency shutoff controls are installed on the Nose Landing Gear panel and on the Refuel/Defuel panel.

**ON A/C A380-800



NOTE: THE DISTANCE FROM FR94, FR98, FR100 BOTTOM CENTERLINE TO FUSELAGE DATUM (FD) AS FOLLOWS:
FR112 TO FD = 974.9 mm (38.38 in)
FR117 TO FD = 1 772.4 mm (69.78 in)
FR120 TO FD = 2 239.8 mm (88.18 in).

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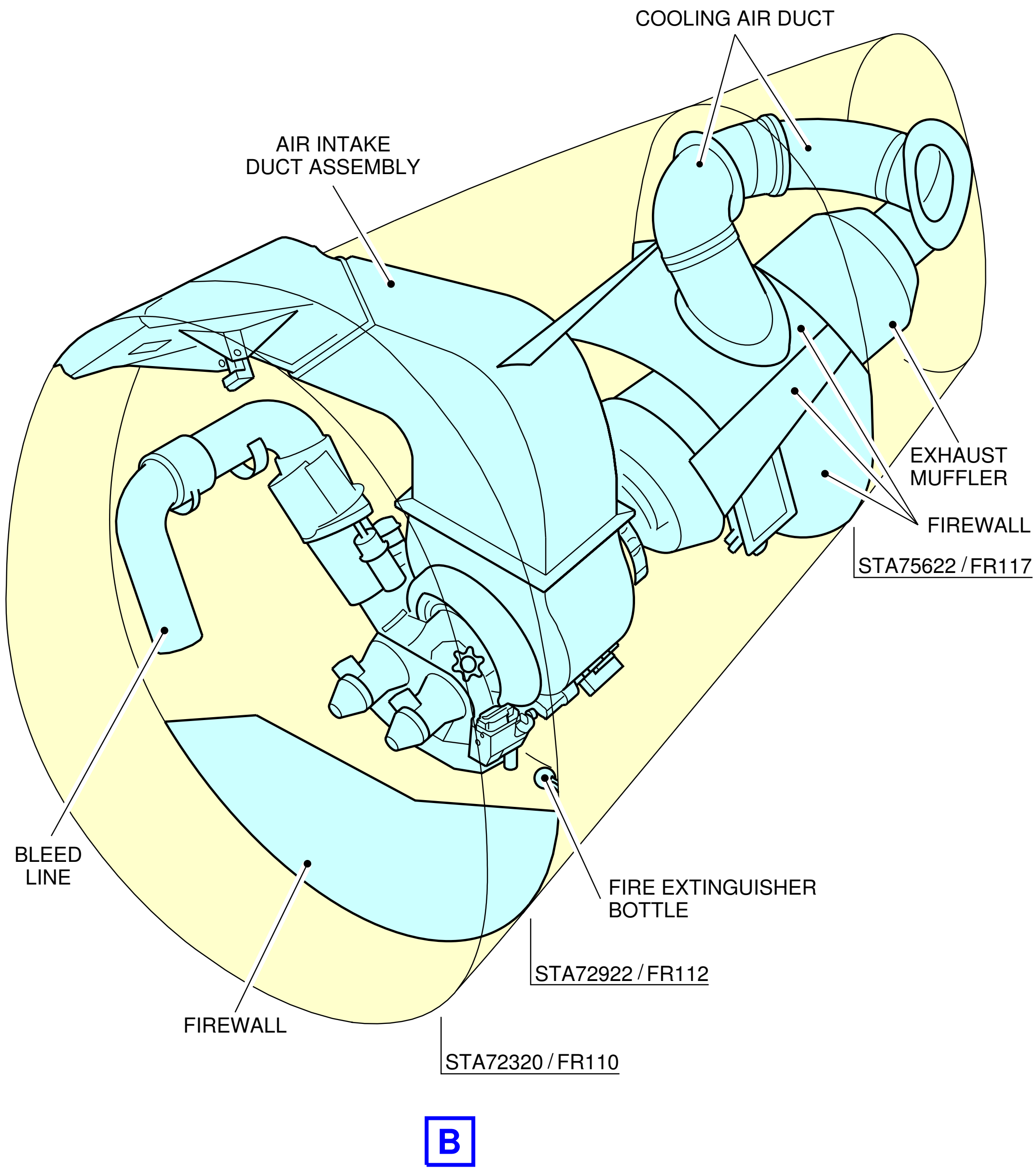
Auxiliary Power Unit
Access Doors
FIGURE-2-12-0-991-001-A01

**ON A/C A380-800



Auxiliary Power Unit
General Layout
FIGURE-2-12-0-991-002-A01

**ON A/C A380-800

Engine and Nacelle

1. Engine and Nacelle - GP 7200 Engine

A. Engine

The engine is a high by-pass ratio, two-rotor, axial flow turbofan engine with a high compression ratio. The Engine has Four Major Sections as Follows:

- compressor section
- combustion section
- turbine section
- accessory drive section.

The compressor section supplies High Pressure (HP) compressed air to the diffuser/burner for core engine thrust, aircraft service bleed systems, and by-pass air for thrust. A five-stage Low Pressure (LP) compressor rotor assembly is located to the rear of the fan rotor. An acoustic splitter fairing directs the primary airstream into the nine-stage HP compressor rotor assembly. The HP compressor has three stages of variable Inlet Guide Vanes (IGVs) and external bleeds from stages four, seven, and nine, with an internal bleed from stage six.

The combustion section receives compressed heated air from the HP compressor and fuel from the fuel nozzles. The mixture of hot air and fuel is ignited and burned in the single-annular combustion chamber to generate a HP stream of hot gas to turn the HP turbine and LP turbine.

The turbine section consists of HP turbine and LP turbine. The two-stage HP turbine rotor assembly receives the hot gas from the diffuser/burner. The HP turbine supplies the power to turn the HP compressor. The six-stage LP turbine has an active clearance control system for more efficient engine operation. The LP turbine provides the power to turn the LP compressor and fan rotor. The Turbine Exhaust Case (TEC) assembly supplies the structural support for the rear of the engine. The TEC straightens the exhaust gas flow as it exits the engine.

The accessory drive section consists of Main Gearbox (MGB) and Angle Gearbox (AGB). The MGB supplies the power to turn the attached engine and aircraft accessories. The AGB transmits the power from the engine rotor to the MGB. During engine start, the AGB transmits the power from the MGB to turn the engine rotor.

The LP rotor system is independent of the HP rotor system. The LP rotor system consists of the LP compressor and the LP turbine. The HP rotor system consists of the HP compressor and the HP turbine.

B. Nacelle

The Nacelle gives an aerodynamic shape to the engine and supports the thrust reverser system. Each engine is housed in a nacelle suspended from a pylon attached below the wing.

The nacelle consists of the following major components:

(1) Air Intake Cowl Assembly

The air intake cowl is an interchangeable aerodynamic cowl installed on the forward face of the engine fan case with bolts. It is designed to provide contour for airflow entering the engine and attenuates the fan noise.

(2) Fan Cowl Assembly

The fan-cowl doors are an assembly of aerodynamic cowls attached to the aircraft pylon structure through its hinges. It is installed between the air intake cowl and the fan exhaust cowl/thrust reverser, around the engine fan case. It is composed of two semicircular panels, the left and the right fan cowl door.

(3) Thrust Reverser

The thrust reverser assembly is installed at the aft part of the nacelle. The thrust reverser cowls are installed on the aircraft inboard engines. It is attached to the wing pylon by hinges. The thrust reverser assembly is a standard fixed cascade, translating cowl and blocker door type thrust reverser. It is only installed on the aircraft inboard position nacelles. It is made of two halves that make a duct around the engine. Each half consists of a fixed structure, which gives support for the cascades and actuation system and a translating cowl.

The thrust reverser assembly encloses the engine core with an aerodynamic flow path and uses the outer translating cowl to give a fan exhaust duct and nozzle exit.

In stow mode, the thrust reverser is an aerodynamic structure that adds to the engine thrust generation.

In reverse mode, it is used to turn and direct the fan exhaust air in the forward direction using blocker door through the cascades. The thrust reverser increases the aircraft braking function in order to reduce the landing or aborted take-off distance, especially on a contaminated runway.

(4) Fan Exhaust Cowl Assembly

The fan exhaust cowls is a component of the aircraft propulsion system nacelle. It is installed at the aft part of the nacelle. The fan exhaust cowls are installed on the aircraft outboard engines.

The fan exhaust cowls are attached to the wing pylon by hinges. The two halves of the fan exhaust cowl close the engine core with an aerodynamic flow path.

The fan exhaust structure has two half-cowls hinged at the top to the wing pylon and latched together at the bottom centerline. Its forward end is secured on the aft of the fan case and aft of the intermediate engine case.

(5) Exhaust System

The primary air flow is the part of the air absorbed by the engine that enters into the engine combustor and that is exhausted to atmosphere through the turbine exhaust system.

The turbine exhaust flow path is formed by the inner wall of the exhaust nozzle and the outer wall of the exhaust plug.

The secondary air flow is the part of the air absorbed by the fan that bypasses the core engine and flows through the thrust reverser and fan exhaust cowl directly to the atmosphere.

2. Engine and Nacelle -TRENT 900 Engine

A. Engine

The RB211-TRENT 900 engine is a high by-pass ratio, triple spool turbo-fan.
The principal modules of the engine are:

- Low Pressure Compressor (LPC) rotor
- Intermediate Pressure (IP) compressor
- Intermediate case
- HP system (this includes the High Pressure Compressor (HPC), the combustion system and the High Pressure Turbine (HPT))
- IP turbine
- external gearbox
- LPC case
- Low Pressure Turbine (LPT)

The Intermediate Pressure (IP) and Low Pressure Compressor (LPC)/Low Pressure Turbine (LPT) assemblies turn in a counter clockwise direction and the High Pressure Compressor (HPC)/ High Pressure Turbine (HPT) assembly turns in a clockwise direction (when seen from the rear of the engine) during engine operation.
The compressors increase the pressure of the air, which flows through the engine. The necessary power to turn the compressors is supplied by turbines.
The LP system has a one-stage compressor installed at the front of the engine. A shaft connects the single-stage LPC to a five-stage axial flow turbine at the rear of the gas generator. The gas generator also includes an eight-stage IP compressor, a six-stage HPC and a combustion system. Each of the compressors in the gas generator is connected to, and turned by, a different turbine. Between the HPC and the HPT is the annular combustion system which burns a mixture of fuel and air to supply energy as heat. Behind the LPT there is a collector nozzle assembly through which the hot gas exhaust flows.

B. Nacelle

A nacelle gives the engine an aerodynamic shape and supports the thrust reverser system. Each engine is housed in a nacelle suspended from a pylon attached below the wing.
The nacelle consists of the following major components:

(1) Air Intake Cowl Assembly

The air intake cowl is an interchangeable aerodynamic cowl installed at the front of the engine. It ducts the airflow to the fan and the engine core. The cowl has panels for easy access to the components. Acoustic materials are used in the manufacture of the cowl to help decrease the engine noise.

(2) Fan Cowl Assembly

The fan cowl assembly has two semicircular panels, the left fan cowl door and the right fan cowl door. The installation of the fan cowl doors is around the engine fan case between the air intake cowl and the thrust reverser cowl.

The fan Cowl Opening System (COS) have two electrical actuators which open or close the fan cowls. Personnel operate the actuators from the ground only during engine maintenance operations. The personnel use a switch box located on the air intake cowl.

(3) Thrust Reverser

The thrust reverser assembly is installed at the aft part of the nacelle. The thrust reversers are installed on the aircraft inboard engines. It is attached to the wing pylon by hinges.
The thrust reverser assembly is a standard fixed cascade, translating cowl and blocker door type thrust-reverser. It is only installed on the aircraft inboard engine nacelles. It is made of two halves that make a duct around the engine. Each half has a fixed structure that holds the cascades, the actuation system and a translating cowl.
The thrust reverser assembly closes the engine core with an aerodynamic flow path and uses the outer translating cowl to make a fan exhaust duct and nozzle exit.
In stow mode, the thrust reverser is an aerodynamic structure that makes the engine thrust.
In reverse mode, it changes the direction of the fan exhaust air in the forward direction by use of the blocker doors through the cascades. The thrust reverser increases the aircraft braking and speed braking function in order to decrease the landing or aborted take-off distance, especially on a dirty runway.

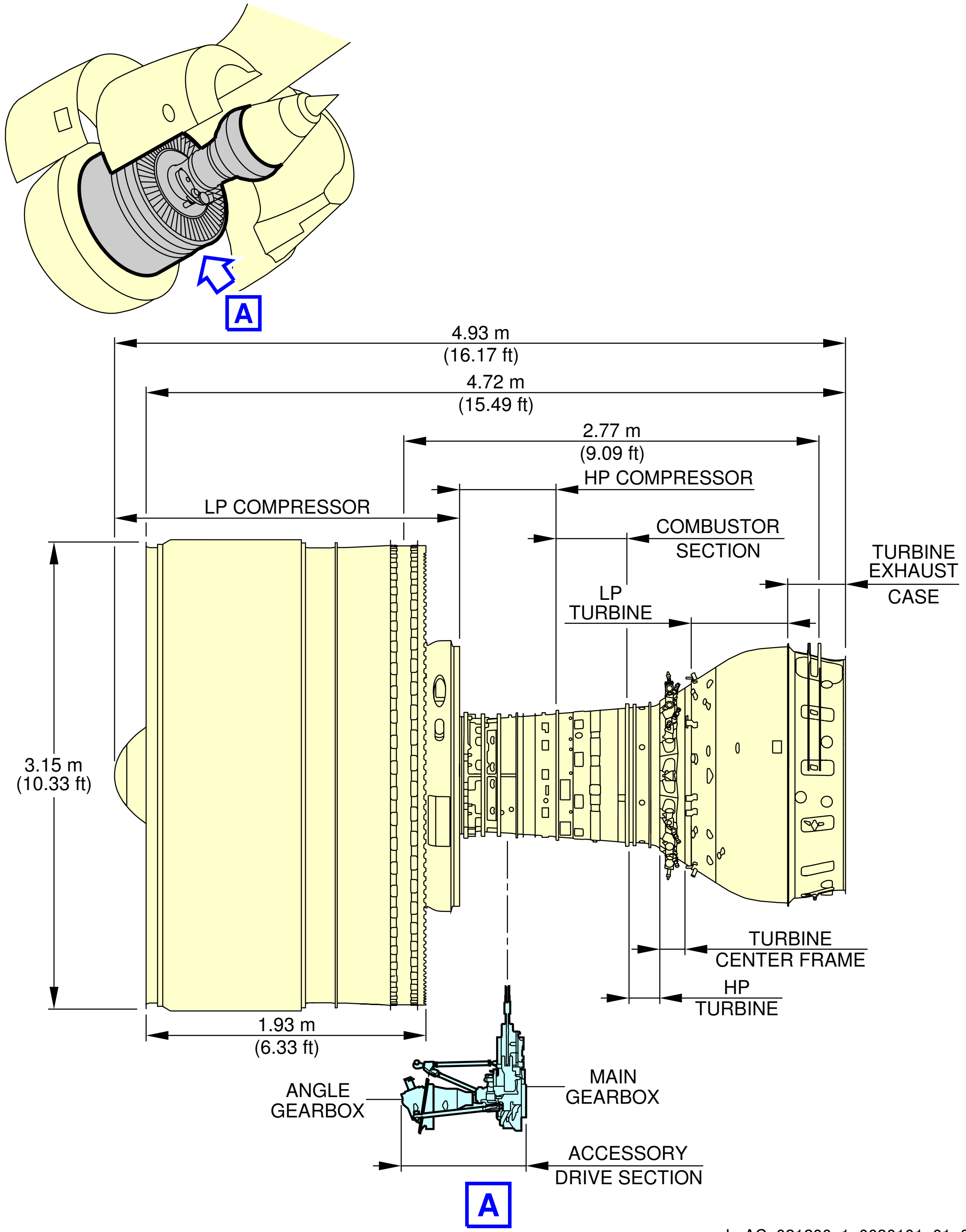
(4) Fan Exhaust Cowl Assembly

The fan exhaust cowl is a component of the aircraft engine nacelle. It is installed at the aft part of the nacelle. The fan exhaust structures are installed on the aircraft outboard engines. They are attached to the wing pylon by hinges. The left and right fan exhaust structures closed the engine core with an aerodynamic flow path. The structure gives a fire protection and a support for the aerodynamic, inertial and engine loads.
The fan exhaust structure has left and right cowls hinged at the top to the wing pylon and latched together at the bottom centerline. Its forward end is attached at the aft of the fan case.

(5) Exhaust System

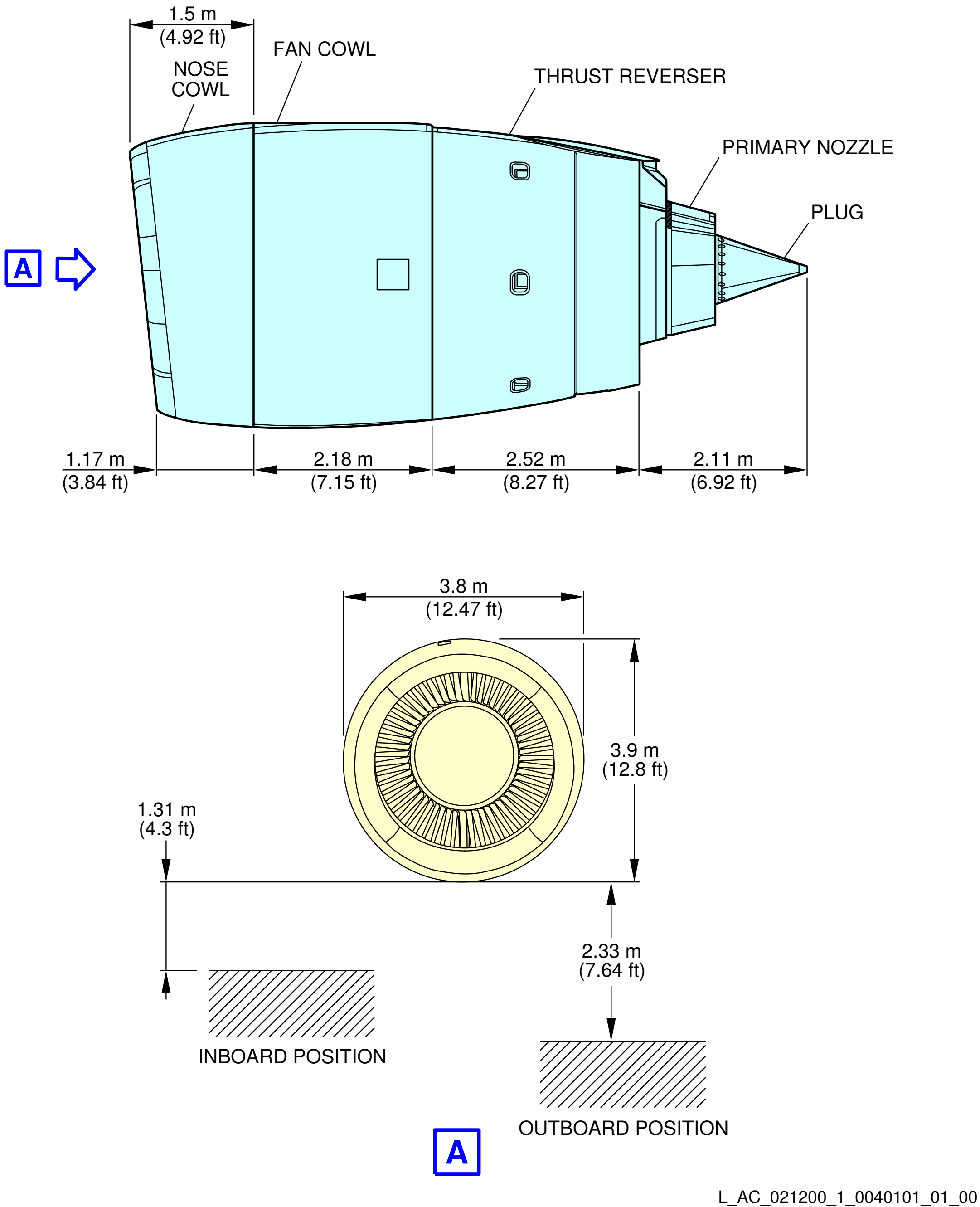
Primary air is the part of the air absorbed by the fan that enters the engine near the fan blade platform, continues through the Low Pressure (LP) and High Pressure (HP) compressors, the combustor, and the HP and LP turbines, and is accelerated and exhausted to the atmosphere through the turbine exhaust system.
The turbine exhaust flow path is formed by the inner surface of the exhaust nozzle and the outer surface of the exhaust plug.
Secondary air is the part of the air absorbed by the fan that is directly discharged from the outer portion of the fan, by-passes the core engine and flows through the fan exhaust to the atmosphere.

**ON A/C A380-800



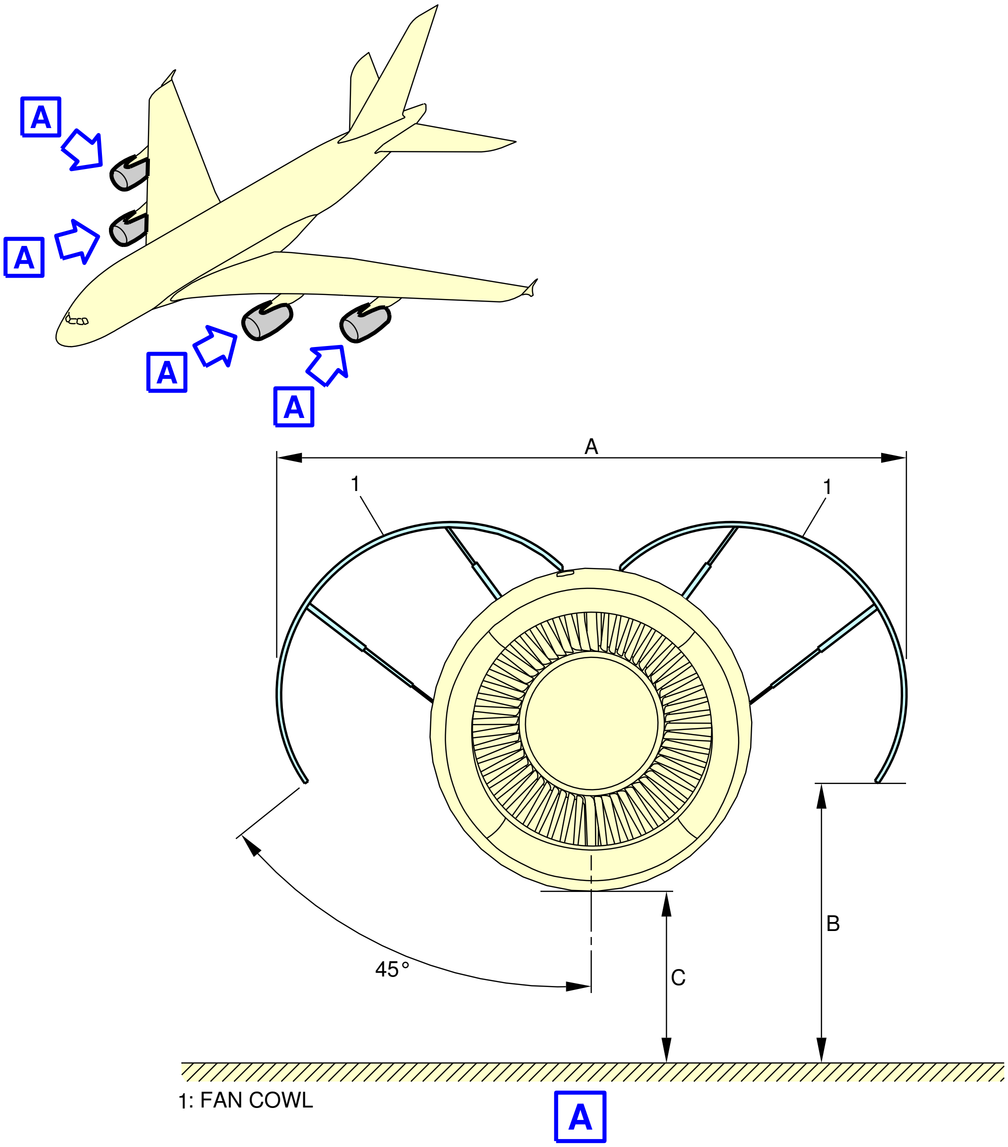
Power Plant Handling
Engine Dimensions - GP 7200 Engine
FIGURE-2-12-0-991-003-A01

**ON A/C A380-800



Power Plant Handling
Nacelle Dimensions - GP 7200 Engine
FIGURE-2-12-0-991-004-A01

**ON A/C A380-800



OPEN POSITION	A	B				C
	ALL ENGINES	ENGINE 1−4		ENGINE 2−3		SEE AC SECTION 2−3−0
		MIN.	MAX.	MIN.	MAX.	
45°	6.8 m (22.31 ft)	2.64 m (8.66 ft)	3.14 m (10.3 ft)	1.86 m (6.1 ft)	2.16 m (7.09 ft)	

NOTE: B AND C DEPENDING ON AIRCRAFT CONFIGURATION.

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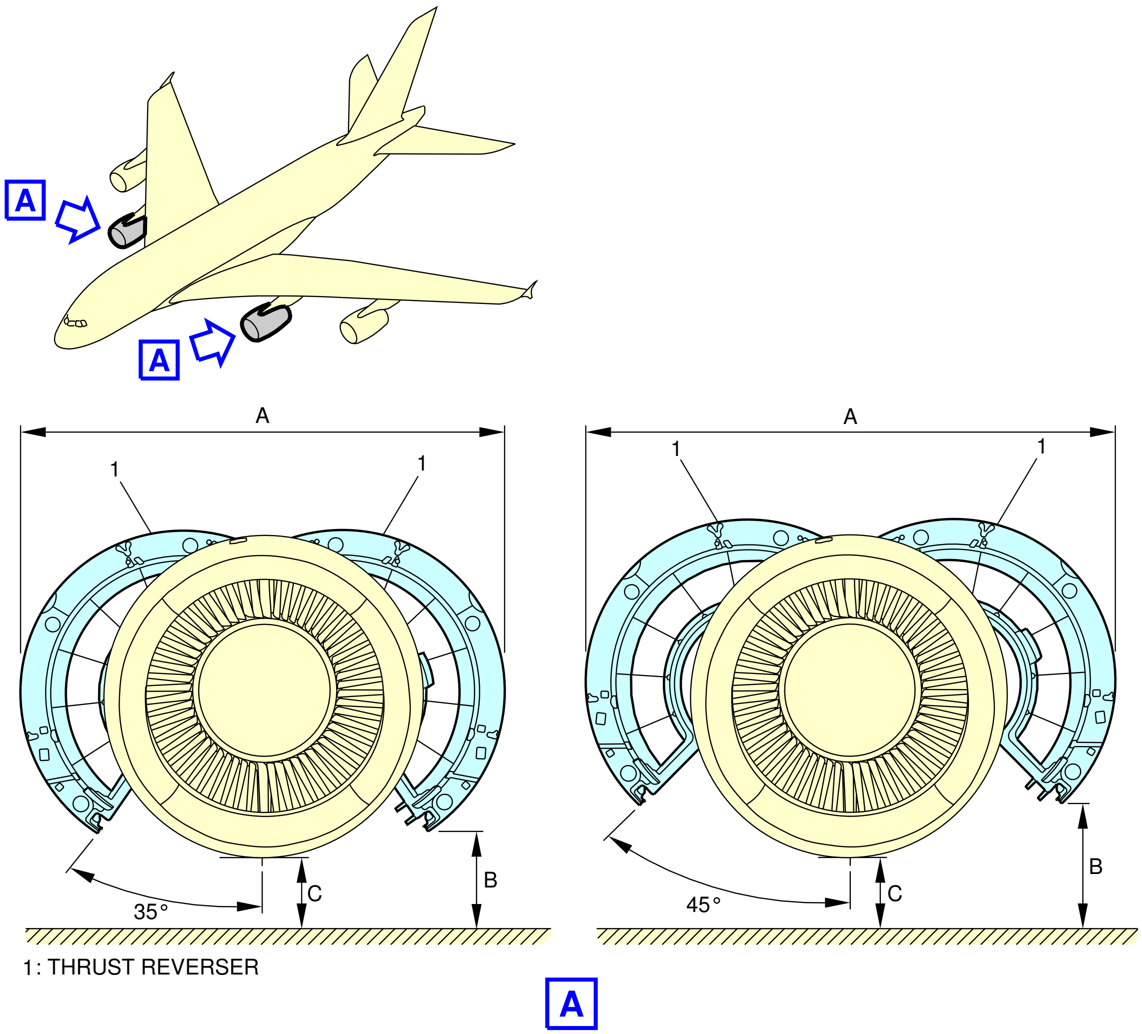
Power Plant Handling
Fan Cowls - GP 7200 Engine
FIGURE-2-12-0-991-005-A01

**ON A/C A380-800



OPEN POSITION	A	B		C
		MIN.	MAX.	
35°	5.8 m (19.03 ft)	1.52 m (4.99 ft)	1.82 m (5.97 ft)	SEE AC SECTION 2–3–0
45°	6.32 m (20.73 ft)	1.86 m (6.1 ft)	2.16 m (7.09 ft)	

NOTE: B AND C DEPENDING ON AIRCRAFT CONFIGURATION.

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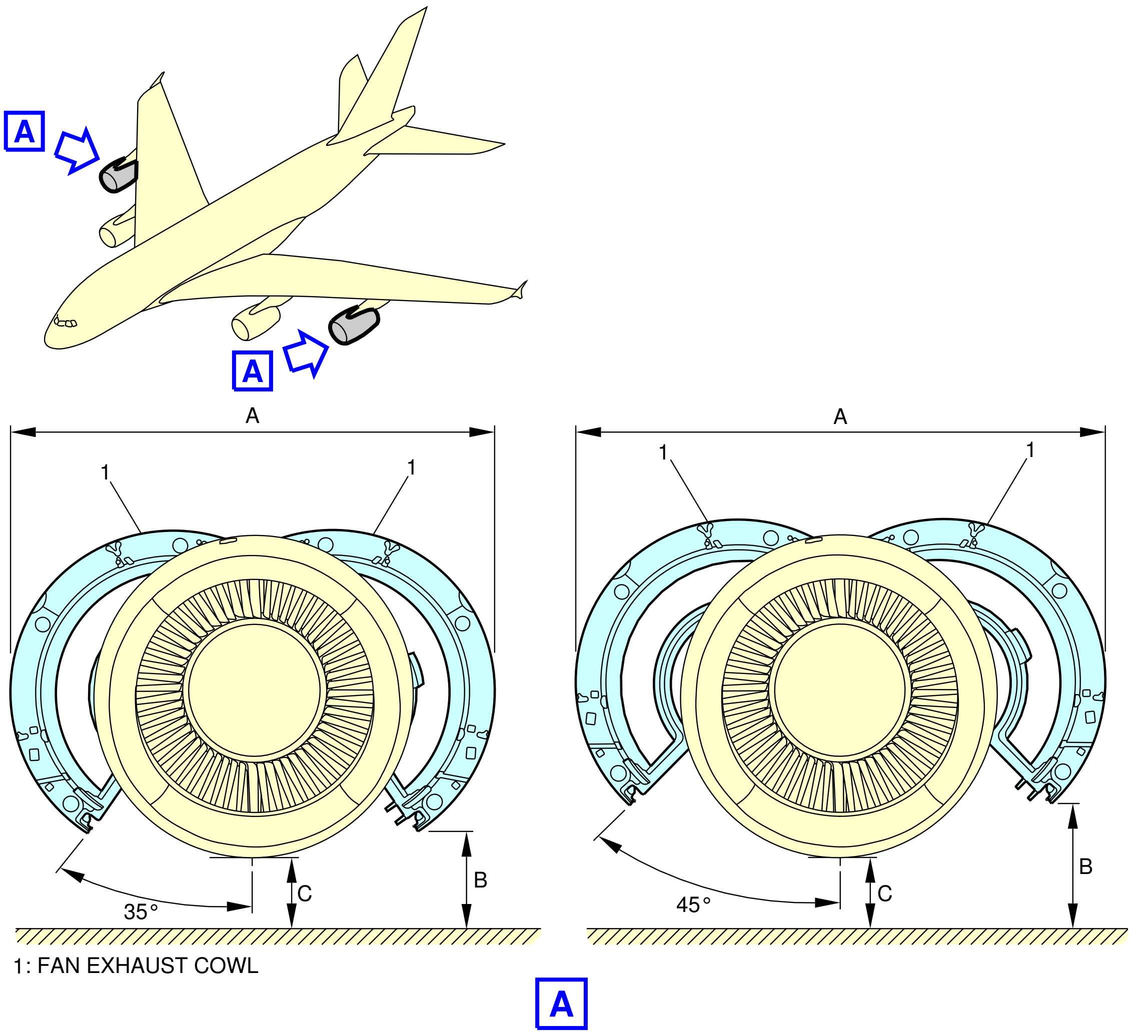
Power Plant Handling
Thrust Reverser Cowls - GP 7200 Engine
FIGURE-2-12-0-991-006-A01

**ON A/C A380-800



OPEN POSITION	A	B		C
		MIN.	MAX.	
35°	5.8 m (19.03 ft)	2.3 m (7.55 ft)	2.8 m (9.19 ft)	SEE AC SECTION 2–3–0
45°	6.32 m (20.73 ft)	2.64 m (8.66 ft)	3.14 m (10.3 ft)	

NOTE: B AND C DEPENDING ON AIRCRAFT CONFIGURATION.

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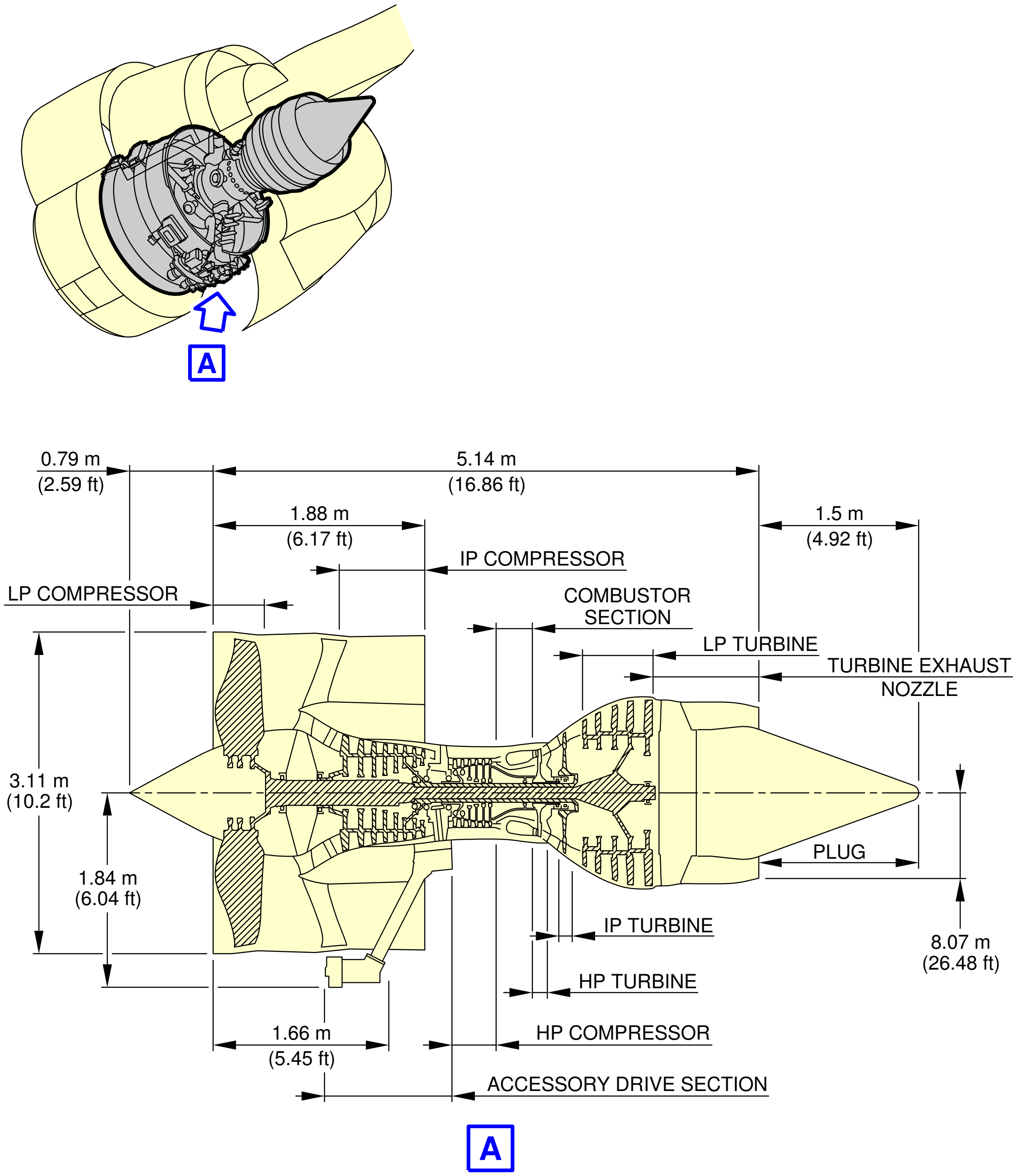
Power Plant Handling
Fan Exhaust Cowls - GP 7200 Engine
FIGURE-2-12-0-991-007-A01

**ON A/C A380-800



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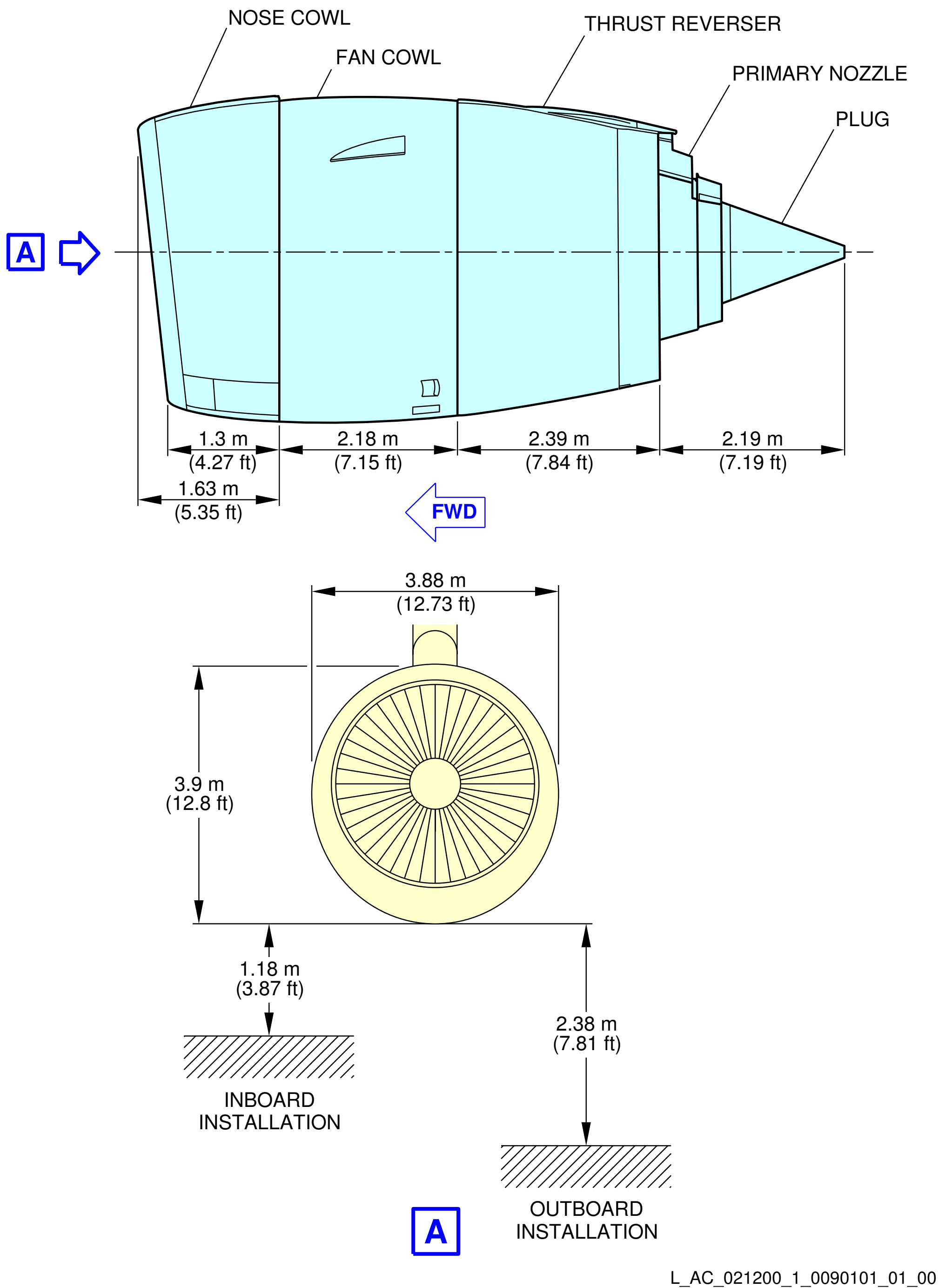
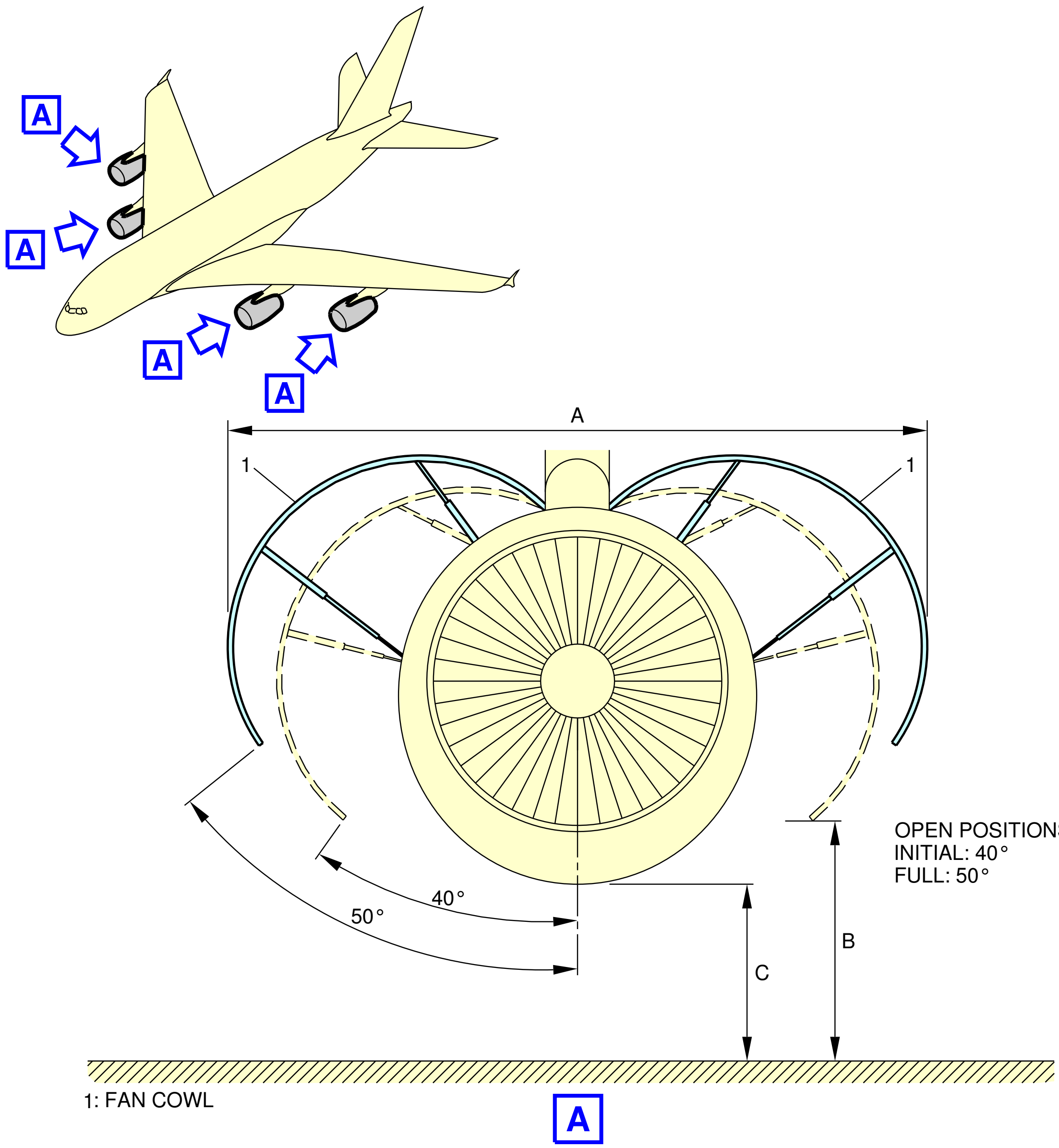
Power Plant Handling
Engine Dimensions - TRENT 900 Engine
FIGURE-2-12-0-991-008-A01

**ON A/C A380-800



Power Plant Handling
Nacelle Dimensions - TRENT 900 Engine
FIGURE-2-12-0-991-009-A01

**ON A/C A380-800



OPEN POSITION	A	B		C	
	ALL ENG.	INBOARD ENG.	OUTBOARD ENG.	INBOARD ENG.	OUTBOARD ENG.
40°	6.95 m (22.8 ft)	2 m (6.56 ft)	3 m (9.84 ft)	1.3 m (4.27 ft)	2.27 m (7.45 ft)
50°	7.3 m (23.95 ft)	2.4 m (7.87 ft)	3.4 m (11.15 ft)	1.3 m (4.27 ft)	2.27 m (7.45 ft)

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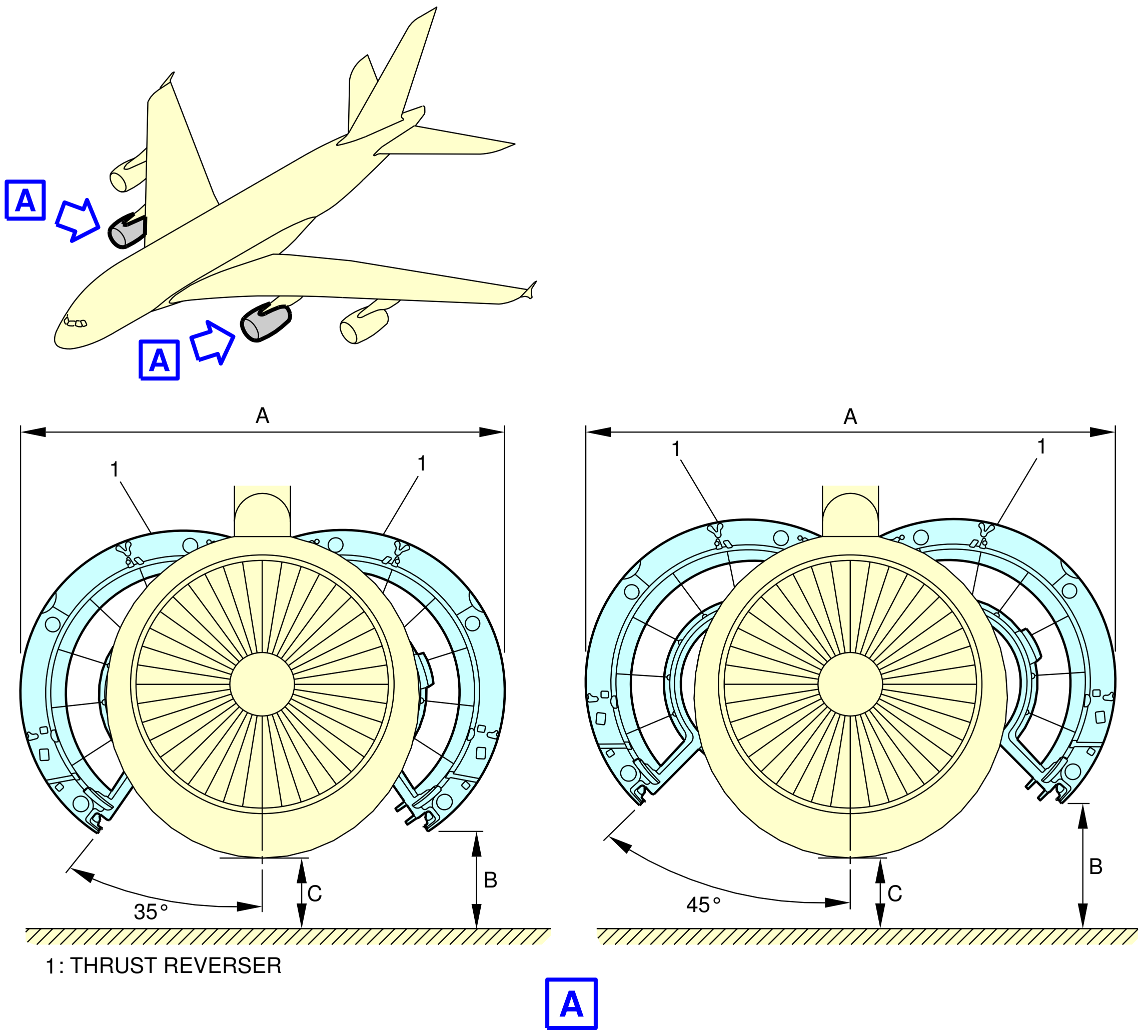
Power Plant Handling
Fan Cowls - TRENT 900 Engine
FIGURE-2-12-0-991-010-A01

**ON A/C A380-800



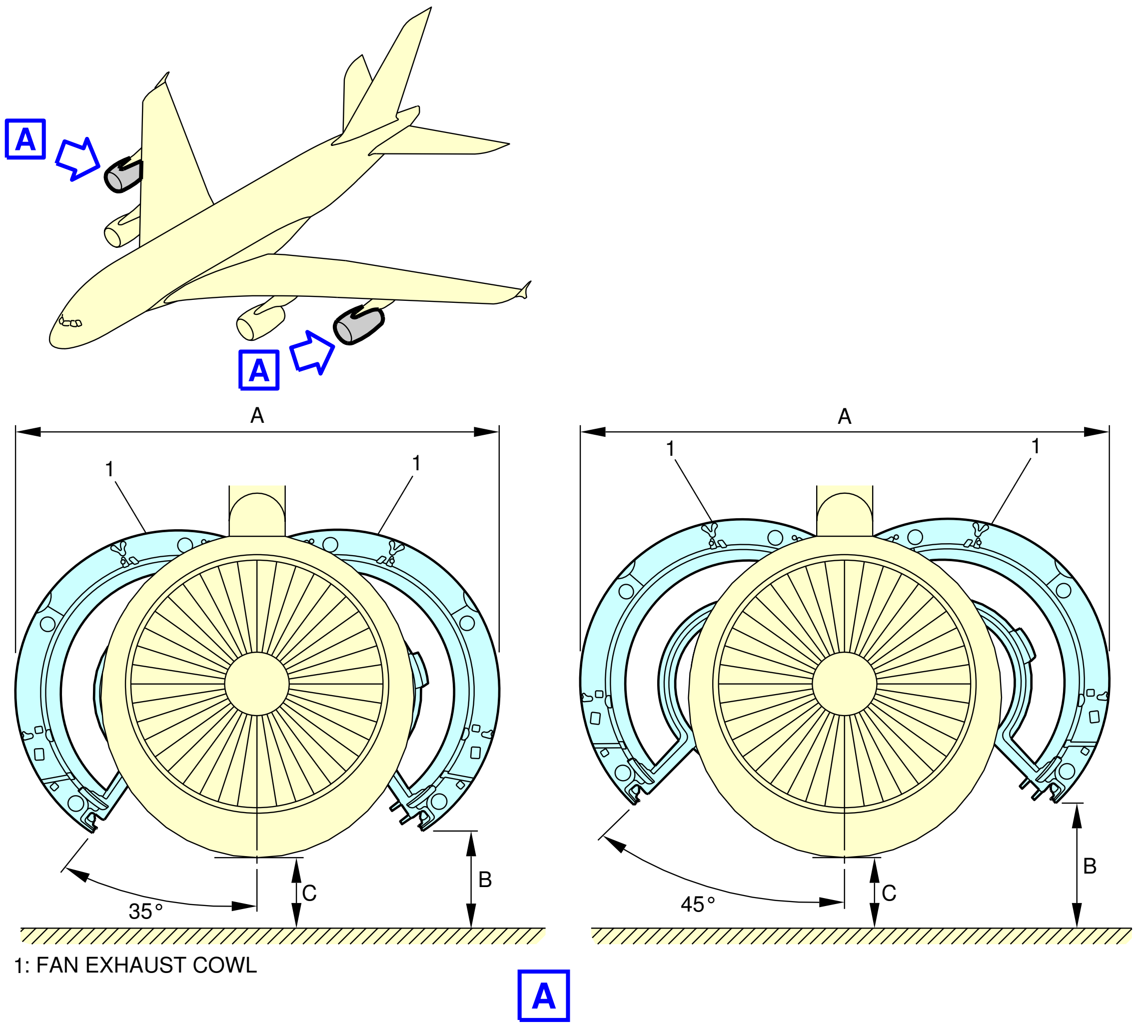
OPEN POSITION	A	B		C
		MIN.	MAX.	
35°	5.8 m (19.03 ft)	1.52 m (4.99 ft)	1.82 m (5.97 ft)	SEE AC SECTION 2–3–0
45°	6.32 m (20.73 ft)	1.86 m (6.1 ft)	2.16 m (7.09 ft)	

NOTE: B AND C DEPENDING ON AIRCRAFT CONFIGURATION.

L_AC_021200_1_0110101_01_00

Power Plant Handling
Thrust Reverser Cowls - TRENT 900 Engine
FIGURE-2-12-0-991-011-A01

**ON A/C A380-800



OPEN POSITION	A	B		C
		MIN.	MAX.	
35°	5.8 m (19.03 ft)	2.3 m (7.55 ft)	2.8 m (9.19 ft)	SEE AC SECTION 2–3–0
45°	6.32 m (20.73 ft)	2.64 m (8.66 ft)	3.14 m (10.3 ft)	

NOTE: B AND C DEPENDING ON AIRCRAFT CONFIGURATION.

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Power Plant Handling
Fan Exhaust Cowls - TRENT 900 Engine
FIGURE-2-12-0-991-012-A01

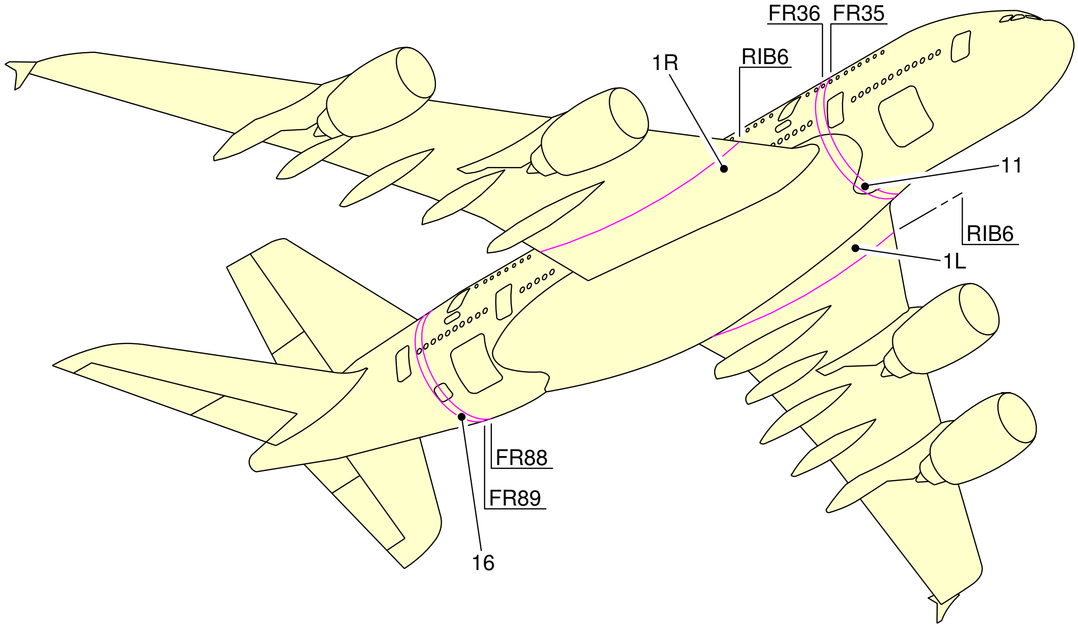
2-13-0 Leveling, Symmetry and Alignment

**ON A/C A380-800

Leveling, Symmetry and Alignment

1. Quick Leveling
   There are three alternative procedures to level the aircraft:
   - Quick leveling procedure with Air Data/Inertial Reference System (ADIRS).
   - Quick leveling procedure with a spirit level in the upper or main deck passenger compartment.
   - Quick leveling procedure with a spirit level in the FWD cargo compartment.
2. Precise Leveling
   For precise leveling, it is necessary to install sighting rods in the receptacles located under the fuselage (points 11 and 16 for longitudinal leveling) and under the wings (points 1L and 1R for lateral leveling) and use a sighting tube. With the aircraft on jacks, adjust the jacks until the reference marks on the sighting rods are aligned in the sighting plane (aircraft level).
3. Symmetry and Alignment Check
   Possible deformation of the aircraft is measured by photogrammetry.

**ON A/C A380-800



Location of Leveling Points
FIGURE-2-13-0-991-001-A01

2-14-0 Jacking

**ON A/C A380-800

Jacking for Maintenance

1. Aircraft Jacking Points for Maintenance

   A. General

      (1) The A380-800 can be jacked:
         - at not more than 333 700 kg (735 682 lb),
         - within the limits of the permissible wind speed when the aircraft is jacked outside a closed environment.

   B. Primary Jacking Points

      (1) The aircraft are provided with three primary jacking points:
         - One located under the forward fuselage
         - Two located under the wings (one under each wing).

      (2) Three jack adapters (ground equipment) are used as intermediary parts between the aircraft jacking points and the jacks:
         - One male spherical jack adapter at the forward fuselage
         - Two female jack pad adapters at the wings (one at each wing).

   C. Auxiliary Stabilizing Point (Safety Point)

      (1) When the aircraft is on jacks, a safety stay is installed under the AFT fuselage (Ref. Fig. Jacking Point Location) to prevent tail tipping caused by accidental displacement of the aircraft center of gravity.

      (2) The safety point must not be used for lifting the aircraft.

      (3) One male spherical stay adapter (ground equipment) is used as intermediary part between the aircraft safety point and the stay.

2. Jacks and Safety Stay

   A. Jack Design
   The Maximum Eligible Static Load given in table (Ref. Fig. Jacking Point Location) are the maximum loads applicable on jack fittings.

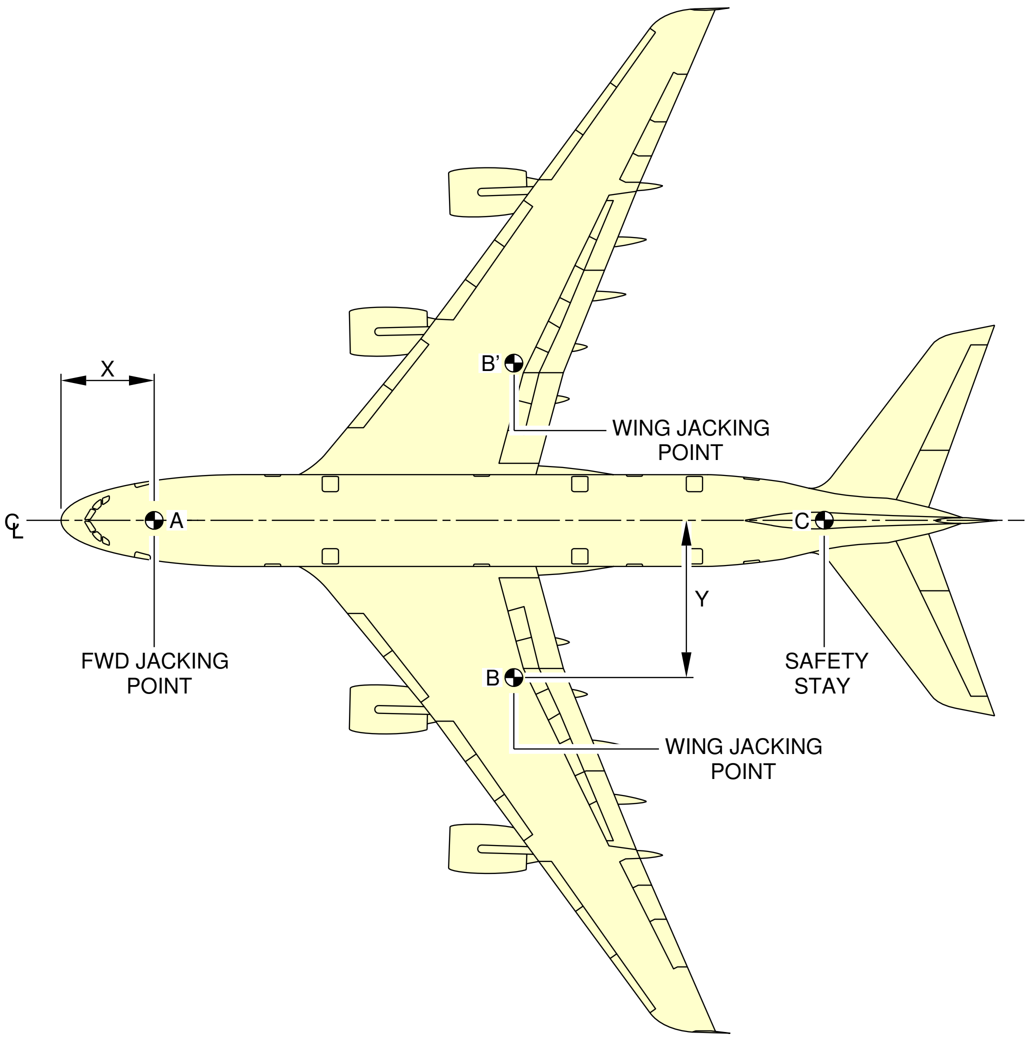
      (1) In fully retracted position (jack stroke at minimum), the height of the jacks is such that they may be placed beneath the aircraft under the most adverse conditions, namely, tires deflated and shock absorbers depressurized and, in addition, with a sufficient clearance between the aircraft jacking point and the jack upper end.

      (2) The jacks stroke enables the aircraft to be jacked up so that the Fuselage Datum Line (FDL) may be positioned up to 7 200 mm (283.46 in) from the ground to allow all required maintenance procedure and in particular, the landing gear shock absorbers removal/installation.

B. Safety Stay

(1) The stay stroke enables the aircraft tail to be supported up to the Fuselage Datum Line (FDL) positioned at 7 200 mm (283.46 in) from the ground.

**ON A/C A380-800



	X		Y		MAXIMUM LOAD ELIGIBLE
	m	ft	m	ft	daN
FORWARD FUSELAGE JACKING POINT A	7.29	23.92	0	0	34 011
WING JACKING POINT B	35.23	115.58	12.22	40.09	157 480
WING JACKING POINT B'	35.23	115.58	–12.22	–40.09	157 480
SAFETY STAY C	59.34	194.68	0	0	7 874

NOTE: SAFETY STAY IS NOT USED FOR JACKING.

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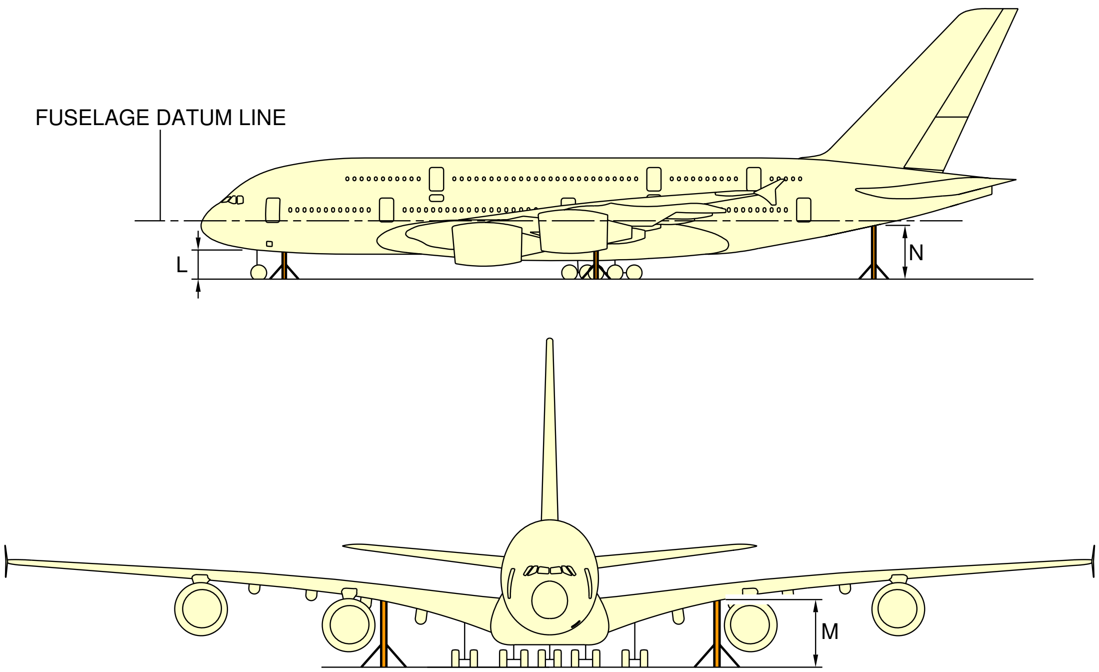
Jacking for Maintenance
Jacking Points Location
FIGURE-2-14-0-991-001-A01

**ON A/C A380-800



	L	M	N
AIRCRAFT ON WHEELS WITH STANDARD TIRES, MAX. JACK WEIGHT 333 700 kg (735 682 lb)	2 472 mm (97.32 in)	5 112 mm (201.26 in)	4 707 mm (185.31 in)
AIRCRAFT ON WHEELS, SHOCK ABSORBERS DEFLATED AND TIRES FLAT	2 259 mm (88.94 in)	4 788 mm (188.5 in)	4 462 mm (175.67 in)
AIRCRAFT ON WHEELS, NOSE LANDING GEAR SHOCK ABSORBERS DEFLATED AND TIRES FLAT	2 296 mm (90.39 in)	5 117 mm (201.46 in)	5 044 mm (198.58 in)
AIRCRAFT ON WHEELS, LEFT WING AND BODY LANDING GEARS SHOCK ABORBERS DEFLATED AND TIRES FLAT (SAME DATA FOR RIGHT SIDE CONDITIONS)	2 474 mm (97.4 in)	4 523 mm (178.07 in)	4 257 mm (167.6 in)
AIRCRAFT ON WHEELS, WING AND BODY LANDING GEARS SHOCK ABSORBERS DEFLATED AND TIRES FLAT	2 391mm (94.13 in)	4 803 mm (189.09 in)	4 291 mm (168.94 in)
AIRCRAFT ON JACKS, FUSELAGE DATUM LINE PARALLEL TO GROUND AT 6 350 mm (250 in) FOR LANDING GEARS EXTENSION/RETRACTION	3 673 mm (144.61 in)	6 158 mm (242.44 in)	5 830 mm (229.53 in)
AIRCRAFT ON JACKS, FUSELAGE DATUM LINE PARALLEL TO GROUND AT 7 200 mm (283.46 in) FOR LANDING GEARS REMOVAL/INSTALLATION	4 523 mm (178.07 in)	7 008 mm (275.9 in)	6 680 mm (262.99 in)

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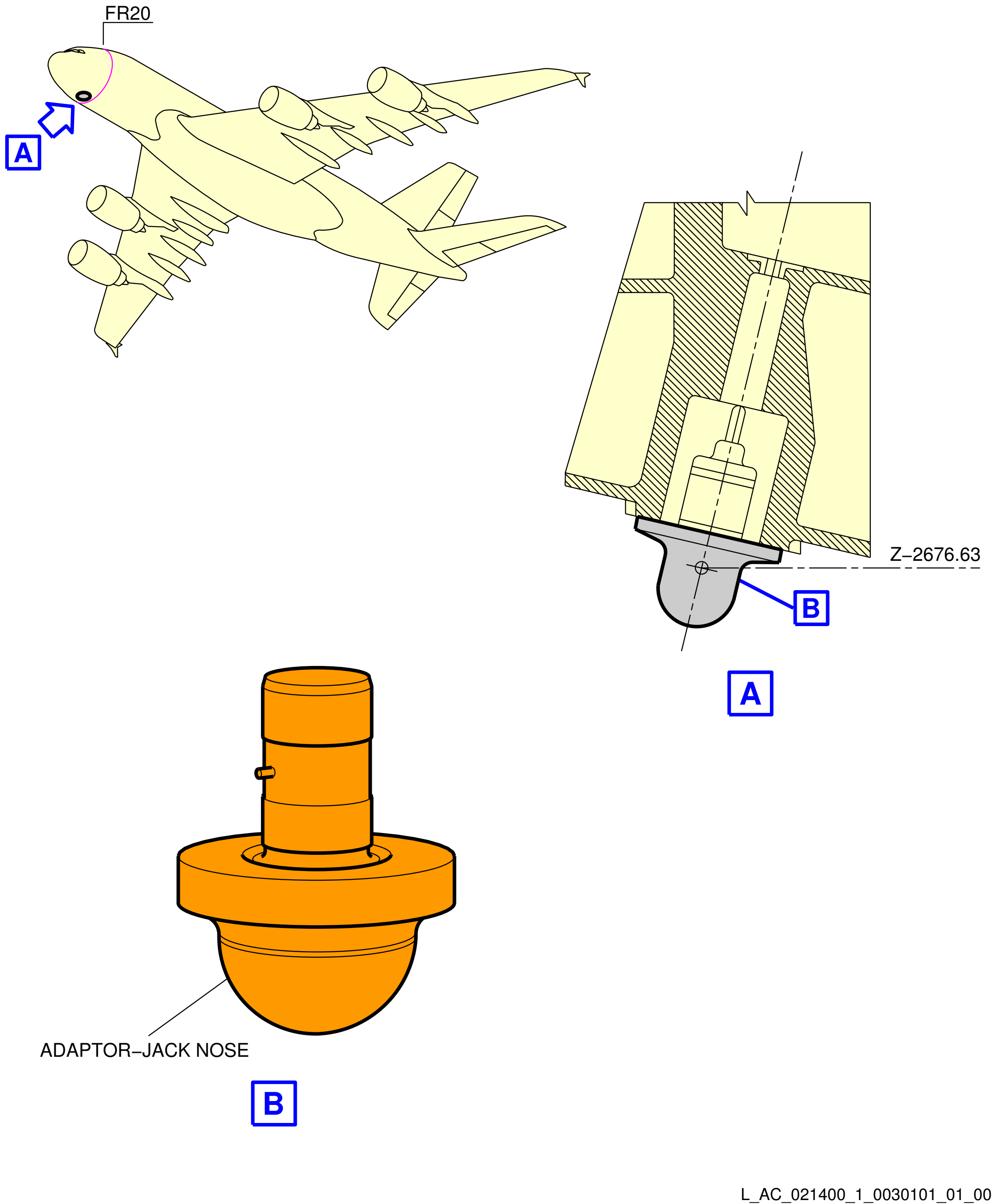
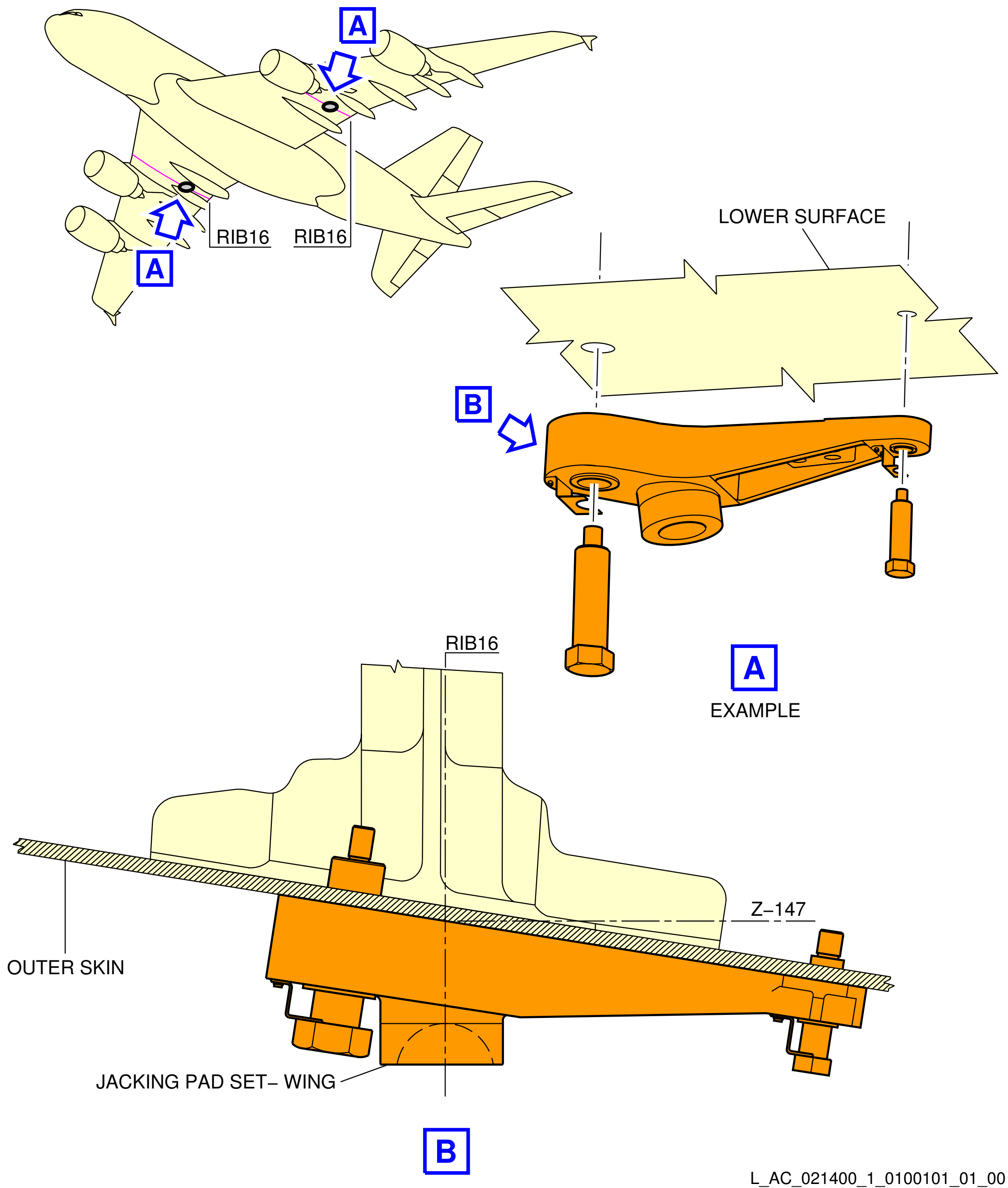
Jacking for Maintenance
Jacking Dimensions
FIGURE-2-14-0-991-002-A01

**ON A/C A380-800



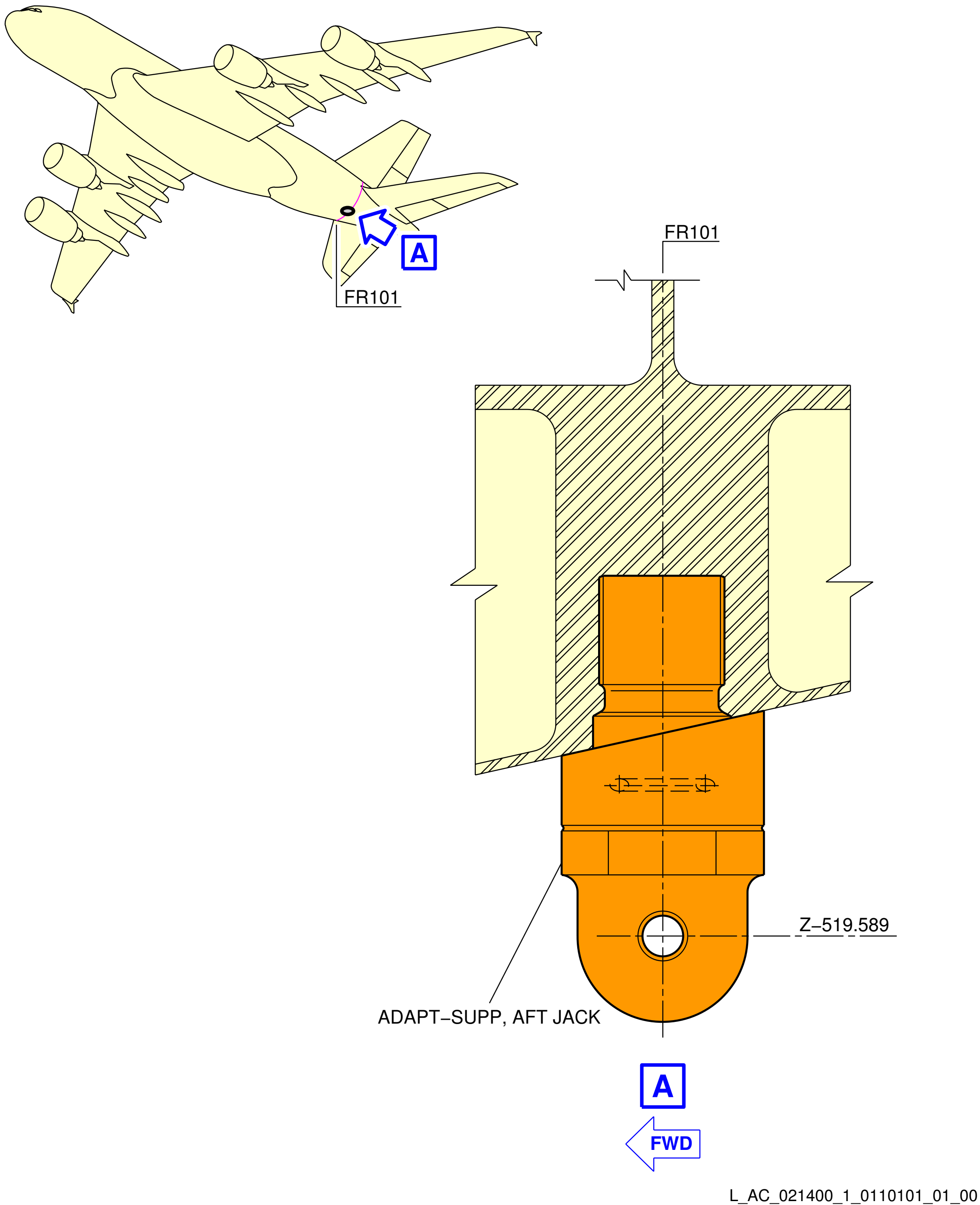
Jacking for Maintenance
Forward Jacking Point
FIGURE-2-14-0-991-003-A01

**ON A/C A380-800



Jacking for Maintenance
Wing Jacking Point
FIGURE-2-14-0-991-010-A01

**ON A/C A380-800



Jacking for Maintenance
Auxiliary Jacking Point - Safety Stay
FIGURE-2-14-0-991-011-A01

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

Jacking for Wheel Change

1. To replace a wheel or wheel brake assembly on any of the landing gears it is necessary to lift the landing gear with a jack. The landing gear can be lifted by a pillar jack or with a cantilever jack.

   NOTE : You can lift the aircraft at Maximum Ramp Weight (MRW).

   A. Nose Landing Gear (NLG)
      The nose gear can be lifted with a pillar jack or a cantilever jack. The NLG has a dome shaped jacking adaptor at the base of the shock absorber strut. The adapter is 31.75 mm (1.25 in) in diameter.
      Important dimensions of the NLG when lifted are shown in Fig. 001.
      The reaction loads at the jacking position are shown in Fig. 004.

      NOTE : The load at each jacking position is the load required to give a 25.5 mm (1 in) clearance between the ground and the tire.

   B. Wing Landing Gear (WLG)
      An adapter at the front and rear of each bogie is fitted to make sure that the jack is located correctly. The adapter is 31.75 mm (1.25 in) in diameter. The wheels and brake units can be replaced on the end of the bogie beam that is lifted.
      The FWD and AFT ends of the bogie can be lifted at the same time. When lifting both ends at the same time the bogie beam must always be kept level to prevent damage.
      If a WLG has all four tires deflated or shredded, replace the wheel assemblies in this sequence:
      - Replace the wheel assemblies on the AFT axle
      - Replace the wheel assemblies on the FWD axle.

      Important dimensions of the WLG when lifted are shown in Fig. 002.
      The reaction loads at the jacking position are shown in Fig. 005.

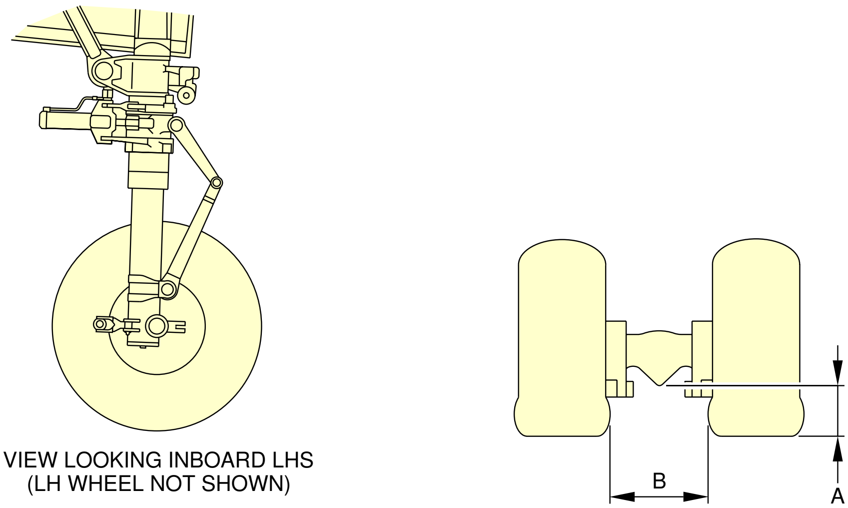
      NOTE : The load at each jacking position is the load required to give a 25.5 mm (1 in) clearance between the ground and the tire.

   C. Body Landing Gear (BLG)
      An adapter at the front and at the rear of each bogie is fitted to make sure that the jack is located correctly. The adapter is 31.75 mm (1.25 in) in diameter. Both wheels and brake units can be replaced on the end of the bogie beam that is lifted.
      For a center wheel change only, the FWD and AFT ends of the bogie can be lifted at the same time. When lifting both ends at the same time the bogie beam must always be kept level to prevent damage.
      If a BLG has all six tires deflated or shredded, replace the wheel assemblies in this sequence:
      - Replace the wheel assemblies on the AFT axle
      - Replace the wheel assemblies on the center axle
      - Replace the wheel assemblies on the FWD axle.

Important dimensions of the BLG when lifted are shown in Fig. 003.
The reaction loads at the jacking position are shown in Fig. 006.

NOTE : The load at each jacking position is the load required to give a 25.5 mm (1 in) clearance between the ground and the tire.

**ON A/C A380-800



DATA FOR 1 270 x 455 R22 TIRES

CONFIGURATION	WEIGHT	CG%	DIM. A	DIM. B
2 INFLATED TIRES	MRW	43	400 (15.75)	541 (21.3)
1 INFLATED TIRE	MRW	43	353 (13.9)	530 (20.87)
2 DEFLATED TIRES +50% RIM DAMAGE	MLW –PAX	29	134 (5.28)	519 (20.43)
2 DEFLATED TIRES +50% RIM DAMAGE	MLW –PAX	44	136 (5.35)	519 (20.43)
2 DEFLATED TIRES NO RIM DAMAGE	MLW –PAX	29	164 (6.46)	519 (20.43)
2 DEFLATED TIRES NO RIM DAMAGE	MLW –PAX	44	166 (6.54)	519 (20.43)
20 DEFLATED TIRES +50% RIM DAMAGE	N/A	N/A	137 (5.39)	519 (20.43)
20 DEFLATED TIRES NO RIM DAMAGE	N/A	N/A	168 (6.61)	519 (20.43)
MAXIMUM JACKING HEIGHT TO CHANGE WHEELS	N/A	N/A	506 (19.92)	N/A

NOTE: DIMENSIONS IN MILLIMETERS (INCHES IN BRACKETS)
MRW = 562 000 kg (1 238 998 lb)
MLW = 386 000 kg (850 984 lb)

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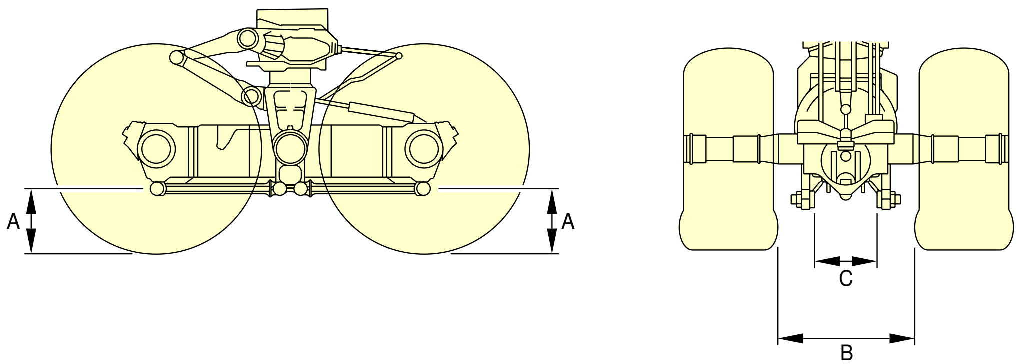
Nose Landing Gear Jacking Point Heights
FIGURE-2-14-0-991-004-A01

**ON A/C A380-800



DATA FOR 1 400 x 530 R23 TIRES

CONFIGURATION	WEIGHT	CG%	DIM. A FWD	DIM. A AFT	DIM. B	DIM. C
ALL 4 TIRES SERVICEABLE	MRW	43	347 (13.66)	347 (13.66)	750 (29.53)	364 (14.33)
1 FWD TIRE DEFLATED	MRW	43	264 (10.39)	353 (13.9)	718 (28.27)	364 (14.33)
1 AFT TIRE DEFLATED	MRW	43	353 (13.9)	264 (10.39)	718 (28.27)	364 (14.33)
2 DEFLATED FWD TIRES +50% RIM DAMAGE	MLW –PAX	44	93 (3.66)	406 (15.98)	686 (27.01)	364 (14.33)
2 DEFLATED AFT TIRES +50% RIM DAMAGE	MLW –PAX	44	406 (15.98)	93 (3.66)	686 (27.01)	364 (14.33)
4 TIRES DEFLATED +50% RIM DAMAGE	MLW –PAX	44	93 (3.66)	93 (3.66)	686 (27.01)	364 (14.33)
FWD TIRE CHANGE MAX. GROWN TIRE	MRW	43	513 (20.2)	331 (13.03)	795 (31.3)	364 (14.33)
AFT TIRE CHANGE MAX. GROWN TIRE	MRW	43	331 (13.03)	513 (20.2)	795 (31.3)	364 (14.33)
20 FLAT TIRES +50% RIM DAMAGE	N/A	N/A	83 (3.27)	83 (3.27)	686 (27.01)	364 (14.33)

NOTE: DIMENSIONS IN MILLIMETERS (INCHES IN BRACKETS)
MRW = 562 000 kg (1 238 998 lb)
MLW = 386 000 kg (850 984 lb)

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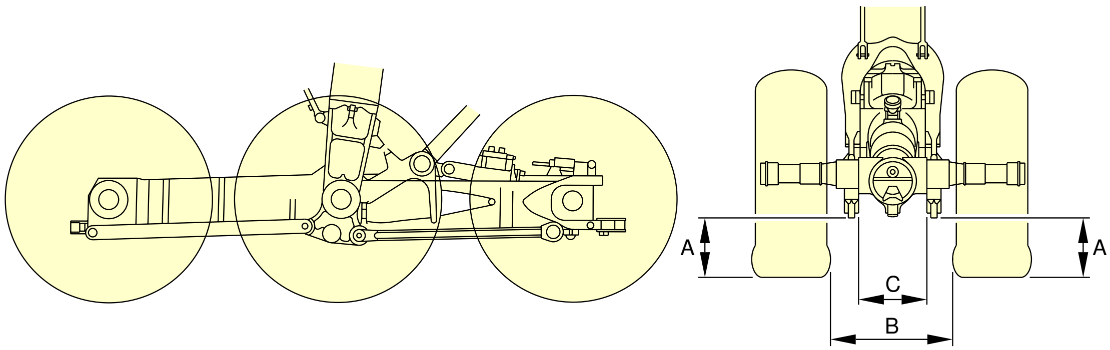
Wing Landing Gear Jacking Point Heights
FIGURE-2-14-0-991-005-A01

**ON A/C A380-800



DATA FOR 1 400 x 530 R23 TIRES

CONFIGURATION	WEIGHT	CG%	DIM. A FWD	DIM. A AFT	DIM. B	DIM. C FWD	DIM. C AFT
ALL 6 TIRES SERVICEABLE	MRW	43	347 (13.66)	312 (12.28)	930 (36.61)	460 (18.11)	432 (17.01)
1 FWD TIRE UNSERVICEABLE	MRW	43	295 (11.61)	328 (12.91)	898 (35.35)	460 (18.11)	432 (17.01)
1 CENTER TIRE UNSERVICEABLE	MRW	43	334 (13.15)	299 (11.77)	898 (35.35)	460 (18.11)	432 (17.01)
1 AFT TIRE UNSERVICEABLE	MRW	43	363 (14.29)	260 (10.24)	898 (35.35)	460 (18.11)	432 (17.01)
2 FWD TIRES DEFLATED +50% RIM DAMAGE	MLW –PAX	44	74 (2.91)	505 (19.88)	866 (34.09)	460 (18.11)	432 (17.01)
2 CENTER TIRES DEFLATED	MLW –PAX	44	358 (14.09)	323 (12.72)	866 (34.09)	460 (18.11)	432 (17.01)
2 AFT TIRES DEFLATED +50% RIM DAMAGE	MLW –PAX	44	540 (21.26)	40 (1.57)	866 (34.09)	460 (18.11)	432 (17.01)
6 TIRES DEFLATED +50% RIM DAMAGE	MLW –PAX	44	74 (2.91)	39 (1.54)	866 (34.09)	460 (18.11)	432 (17.01)
FWD TIRE CHANGE MAX. GROWN TIRE	MRW	43	496 (19.53)	264 (10.39)	975 (38.39)	460 (18.11)	432 (17.01)
CTR TIRE CHANGE POSITION MAX. GROWN TIRE	MRW	43	496 (19.53)	461 (18.15)	975 (38.39)	460 (18.11)	432 (17.01)
AFT TIRE CHANGE MAX. GROWN TIRE	MRW	43	299 (11.77)	461 (18.15)	975 (38.39)	460 (18.11)	432 (17.01)
20 DEFLATED TIRES +50% RIM DAMAGE	N/A	N/A	102 (4.02)	67 (2.64)	866 (34.09)	460 (18.11)	432 (17.01)

NOTE: DIMENSIONS IN MILLIMETERS (INCHES IN BRACKETS)
MRW = 562 000 kg (1 238 998 lb)
MLW = 386 000 kg (850 984 lb)

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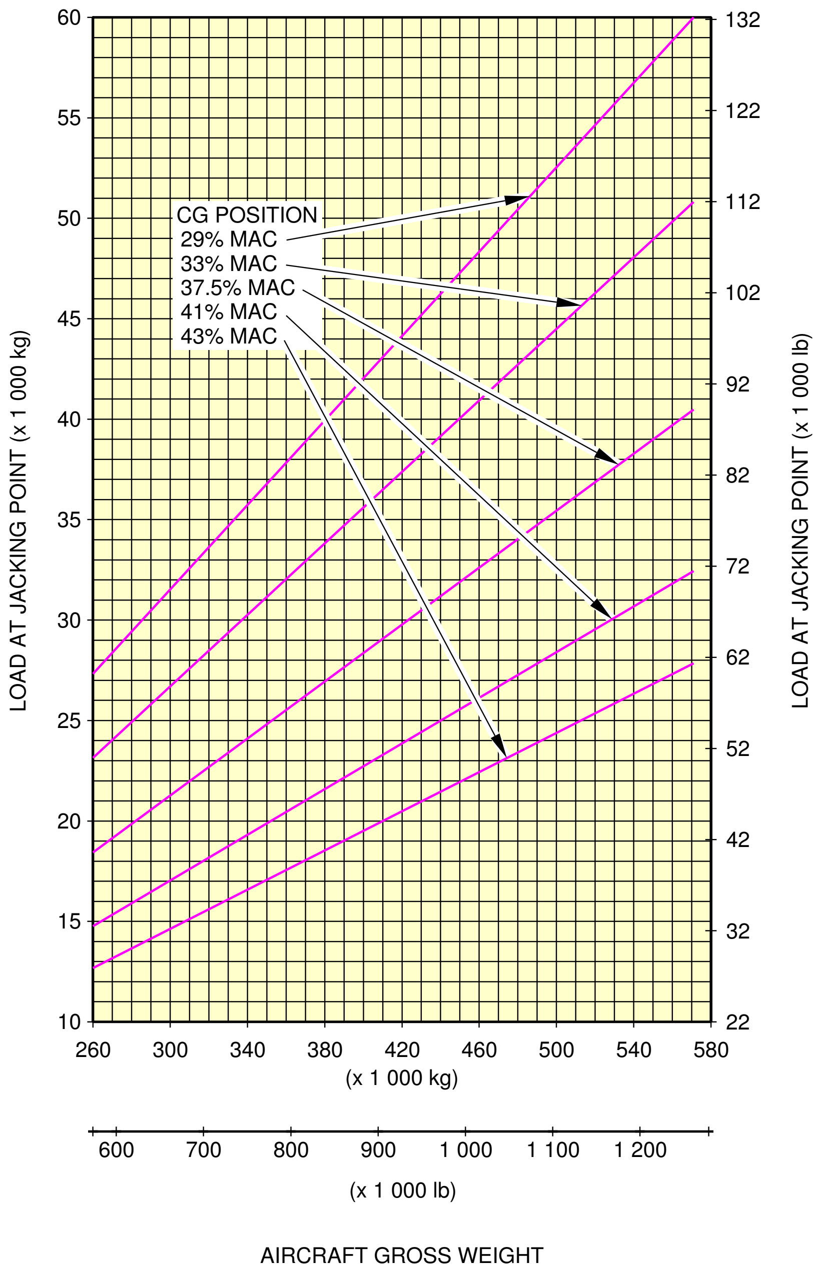
Body Landing Gear Jacking Point Heights
FIGURE-2-14-0-991-006-A01

**ON A/C A380-800



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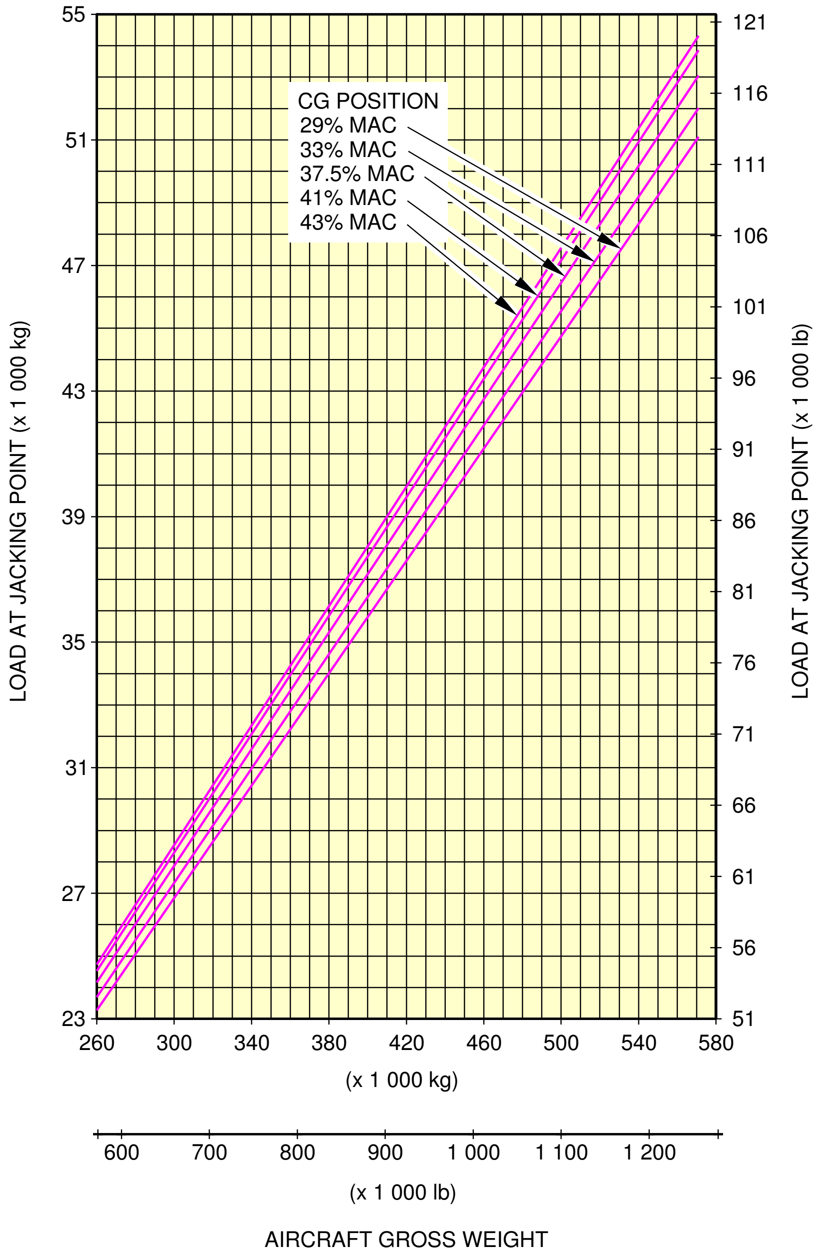
Nose Landing Gear Jacking Point Loads
FIGURE-2-14-0-991-007-A01

**ON A/C A380-800



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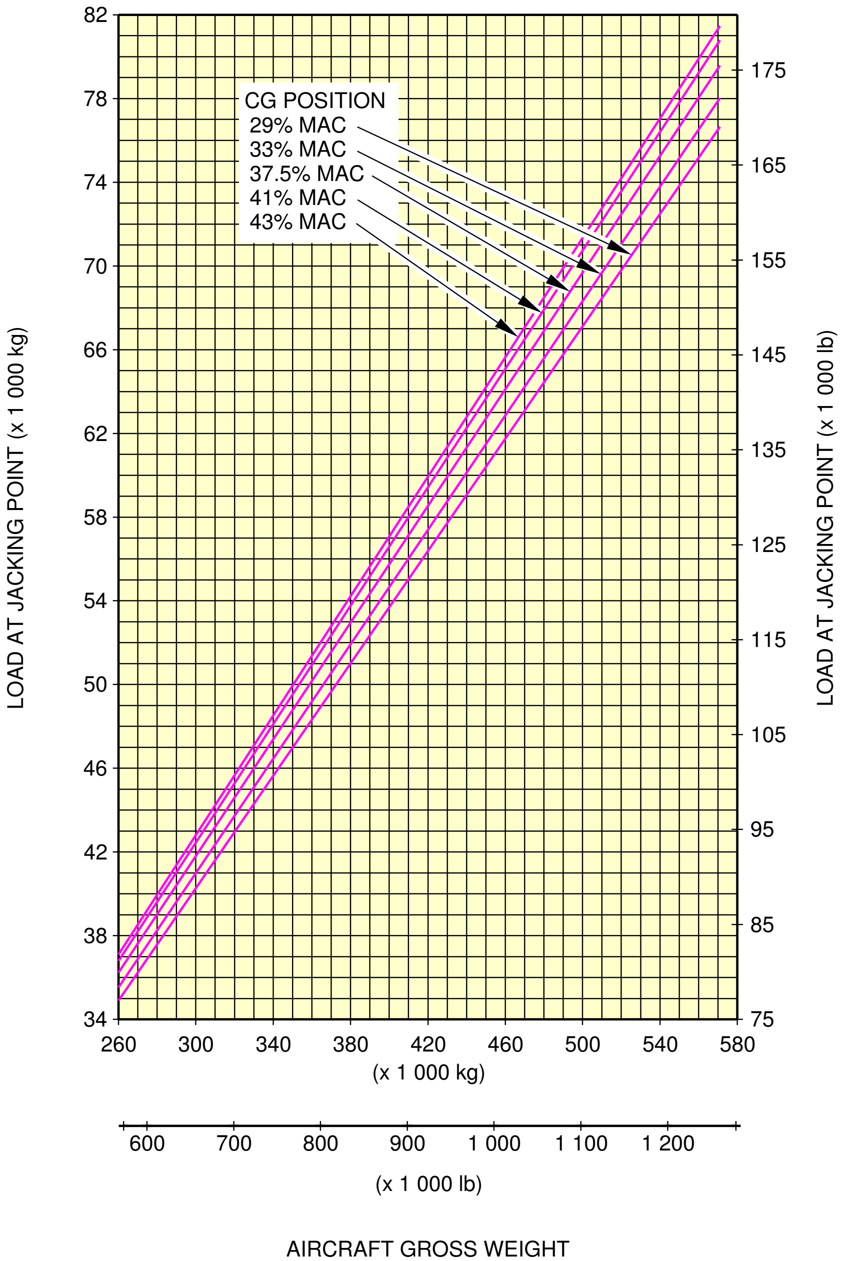
Wing Landing Gear Jacking Point Loads
FIGURE-2-14-0-991-008-A01

**ON A/C A380-800



Body Landing Gear Jacking Point Loads
FIGURE-2-14-0-991-009-A01

AIRCRAFT PERFORMANCE

3-1-0 General Information

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

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

3-2-0 Payload / Range

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

Payload /Range

1. Payload / Range

3-2-1 ISA Conditions

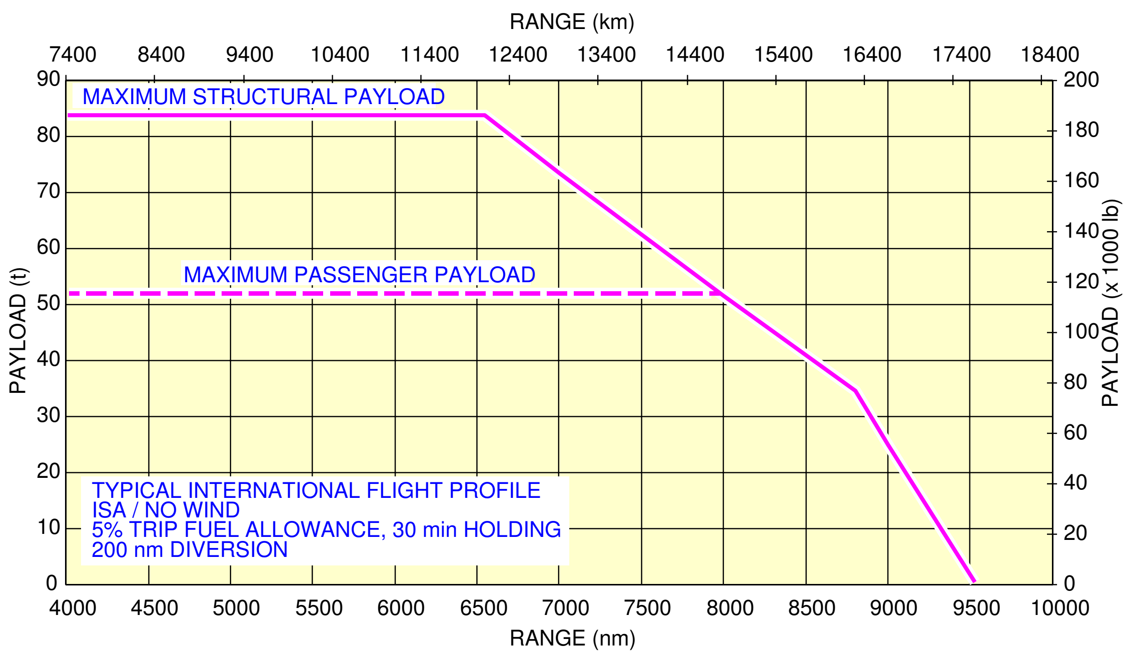
****ON A/C A380-800**

Payload/Range - Pax

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

**ON A/C A380-800

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



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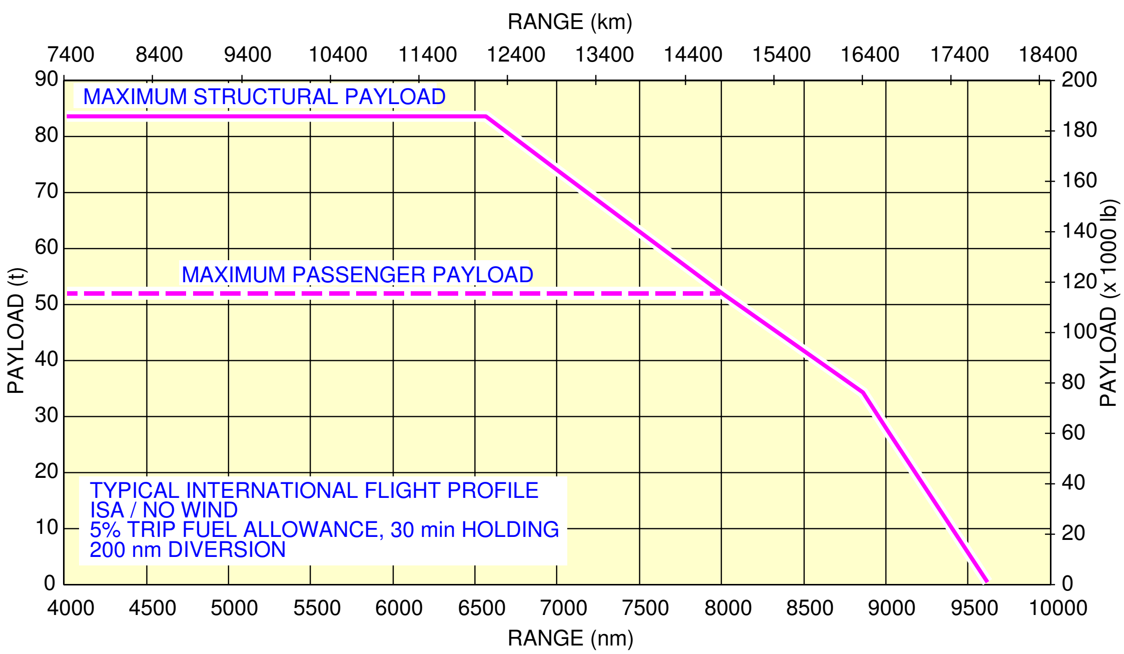
Payload/Range
ISA Conditions - TRENT 900 Engines
FIGURE-3-2-1-991-001-A01

**ON A/C A380-800

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



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Payload/Range
ISA Conditions - GP 7200 Engines
FIGURE-3-2-1-991-008-A01

3-3-0 Take Off Weight Limitation

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

Take Off Weight Limitation

1. Take Off Weight Limitation

3-3-1 ISA Conditions

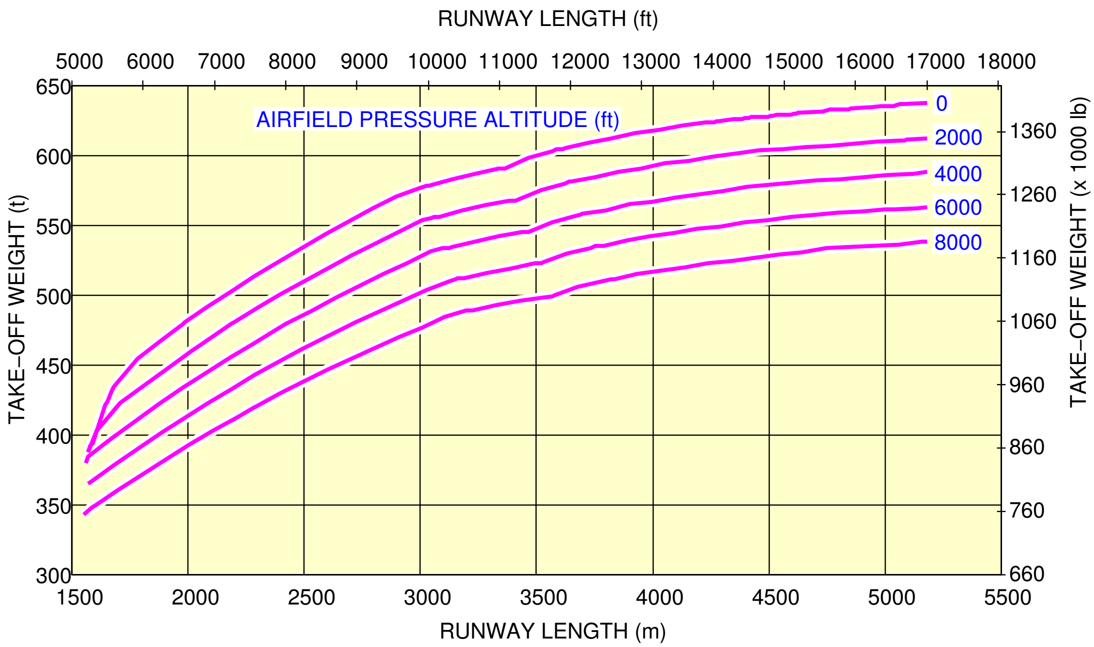
****ON A/C A380-800**

Take Off Weight Limitation - Pax

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

**ON A/C A380-800

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



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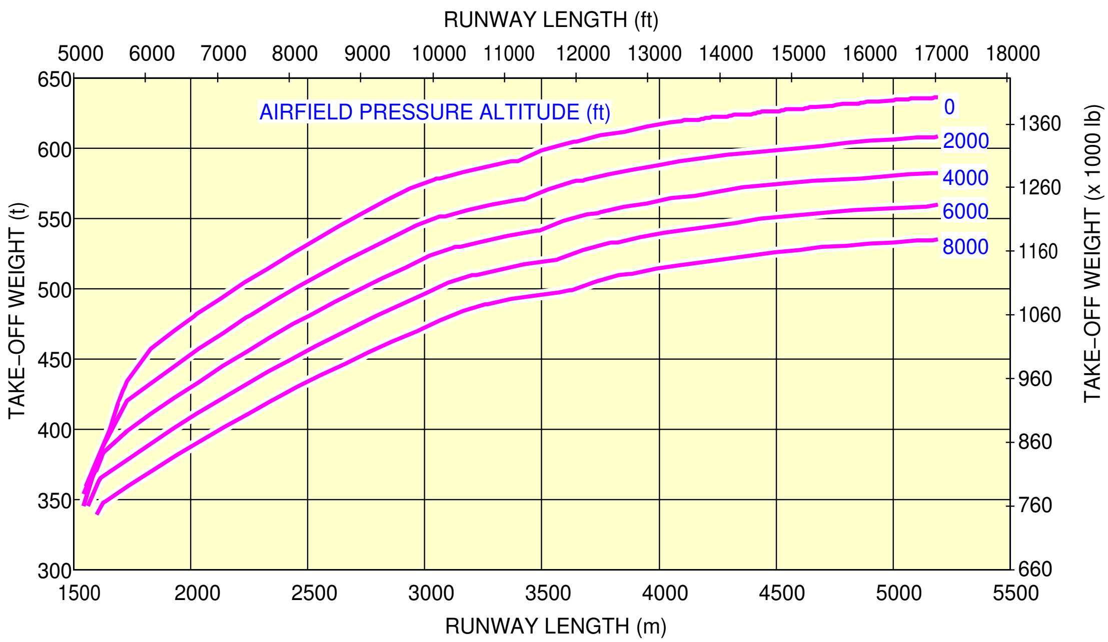
Take-Off Weight Limitation
ISA Conditions - TRENT 900 Engines
FIGURE-3-3-1-991-001-A01

**ON A/C A380-800

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



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Take-Off Weight Limitation
ISA Conditions - GP 7200 Engines
FIGURE-3-3-1-991-008-A01

3-3-2 ISA + 15 °C (59 °F)

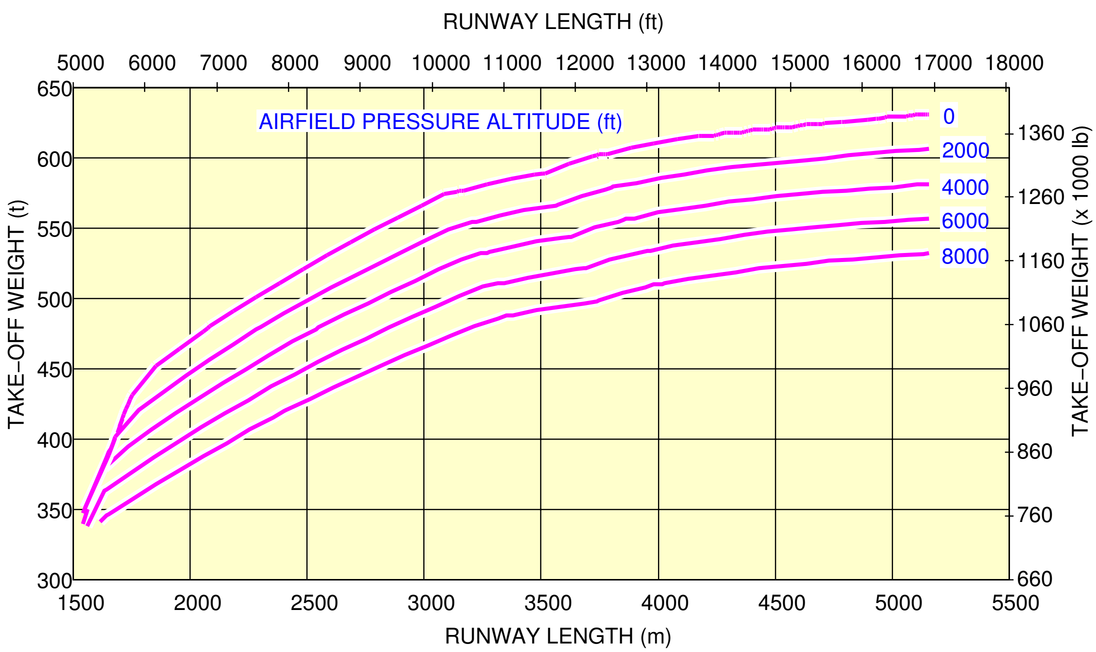
****ON A/C A380-800**

ISA + 15 °C (59 °F) - Pax

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

**ON A/C A380-800

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



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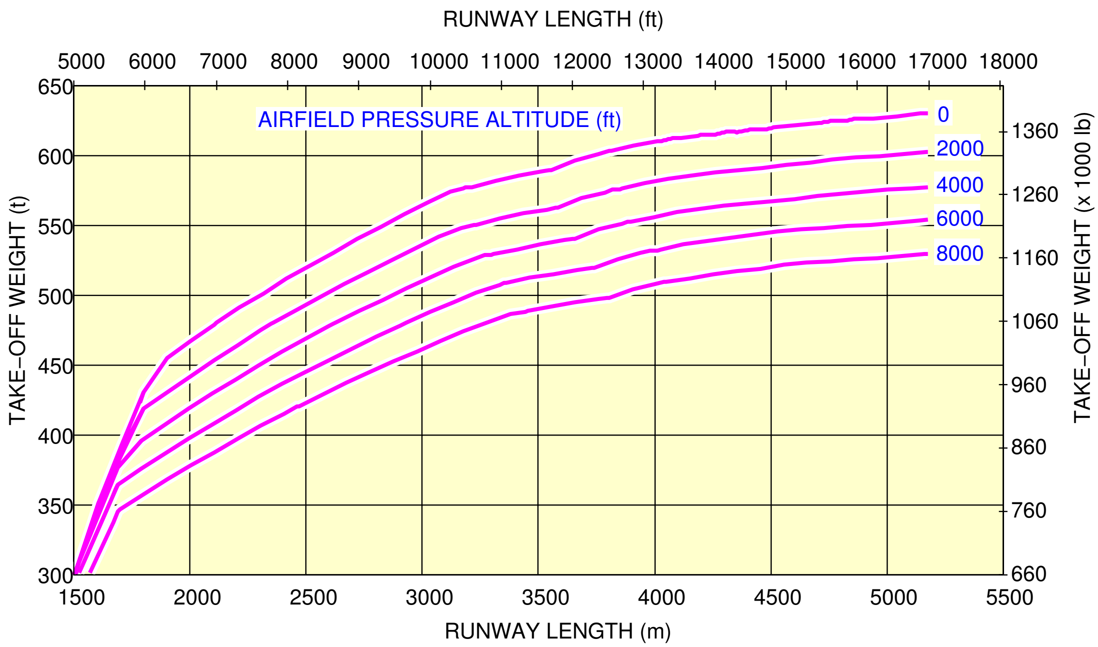
Take-Off Weight Limitation
ISA + 15 °C (59 °F) - TRENT 900 Engines
FIGURE-3-3-2-991-001-A01

**ON A/C A380-800

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



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Take-Off Weight Limitation
ISA + 15 °C (59 °F) - GP 7200 Engines
FIGURE-3-3-2-991-008-A01

3-4-0 Landing Field Length

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

Landing Field Length

1. Landing Field Length

3-4-1 Landing Field Length

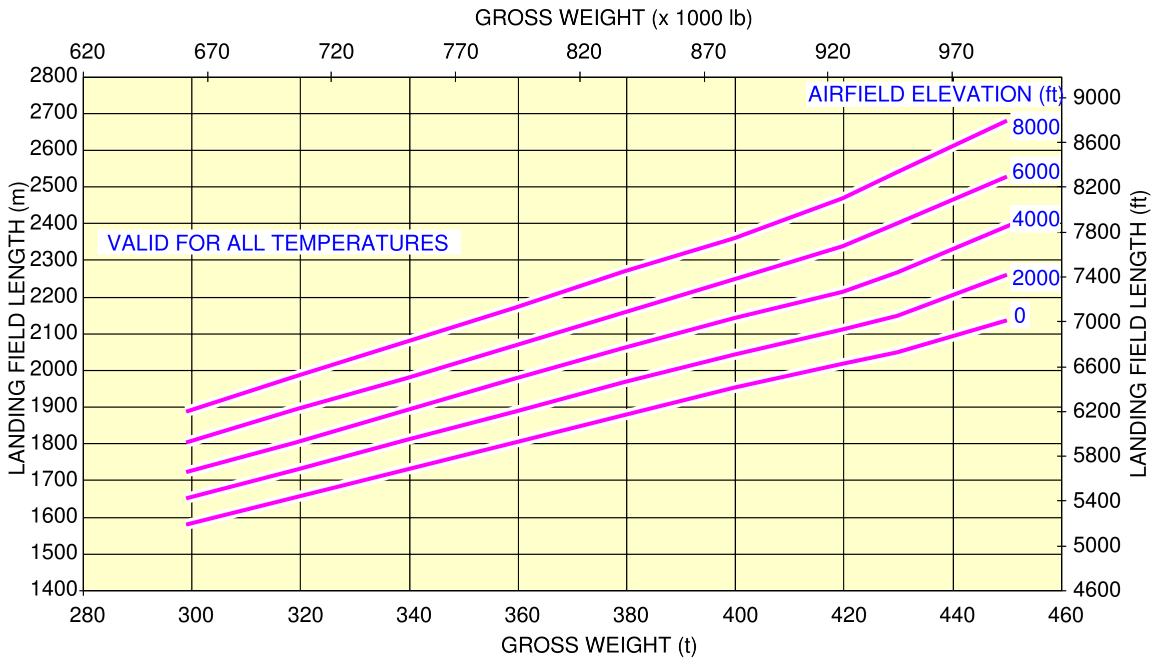
**ON A/C A380-800

Landing Field Length - Pax

1. This section gives the landing field length.

**ON A/C A380-800

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



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Landing Field Length
Landing Field Length - A380-800 Models
FIGURE-3-4-1-991-001-A01

3-5-0 Final Approach Speed

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

Final Approach Speed

1. This section gives the final approach speed which is the indicated airspeed at threshold in the landing configuration at the certificated maximum flap setting and maximum landing weight at standard atmospheric conditions. The approach speed is used to classify the aircraft into Aircraft Approach Category, a grouping of aircraft based on the indicated airspeed at threshold.
2. The final approach speed is 138 kt at a Maximum Landing Weight (MLW) of 395 000 kg (870 826 lb) and classifies the aircraft into the Aircraft Approach Category C.

   NOTE : This value is given for information only.

GROUND MANEUVERING

4-1-0 General Information

**ON A/C A380-800

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.

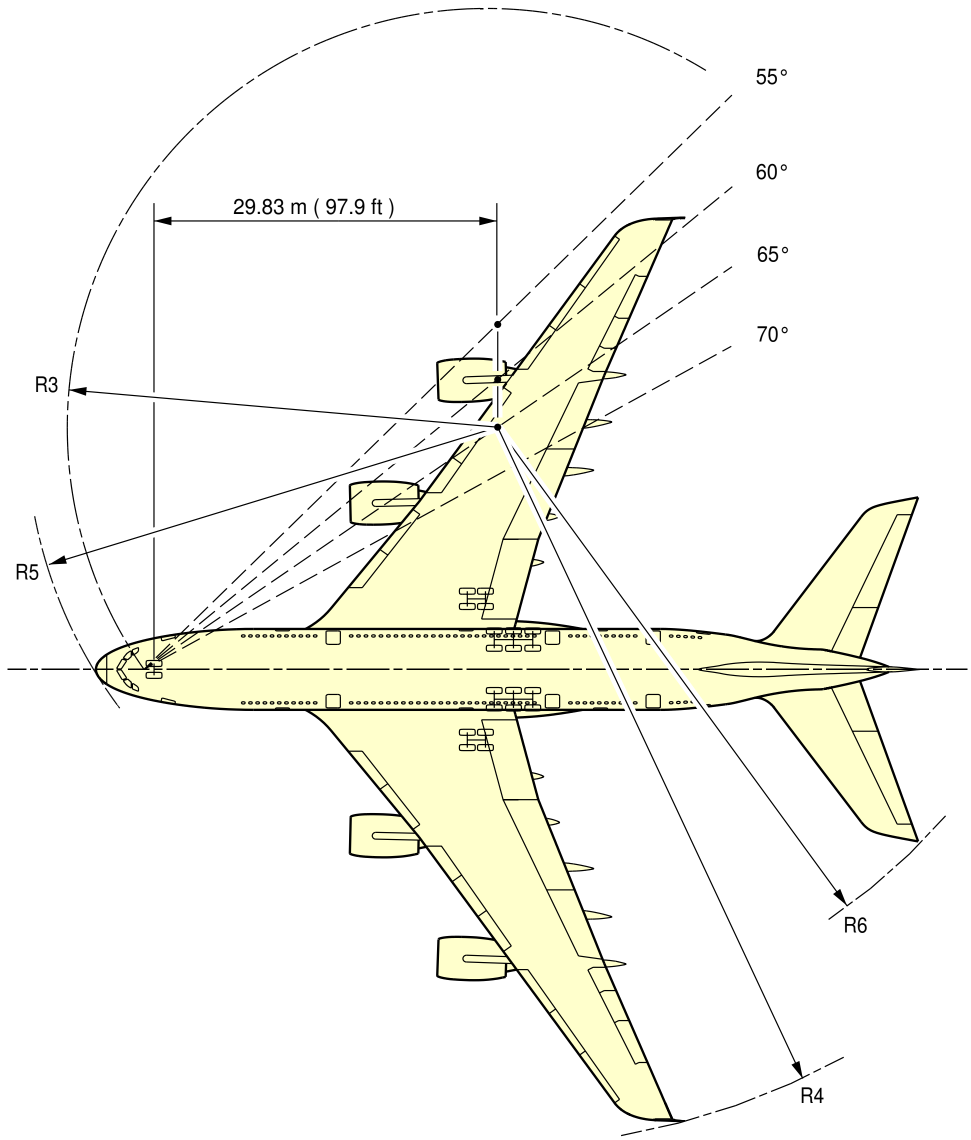
4-2-0 Turning Radii

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

Turning Radii

1. This section gives the turning radii.

**ON A/C A380-800



NOTE: SEE PAGE 2 FOR DIMENSIONS

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Turning Radii
Turning Radii (Sheet 1)
FIGURE-4-2-0-991-001-A01

**ON A/C A380-800

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.

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Turning Radii
Turning Radii (Sheet 2)
FIGURE-4-2-0-991-002-A01

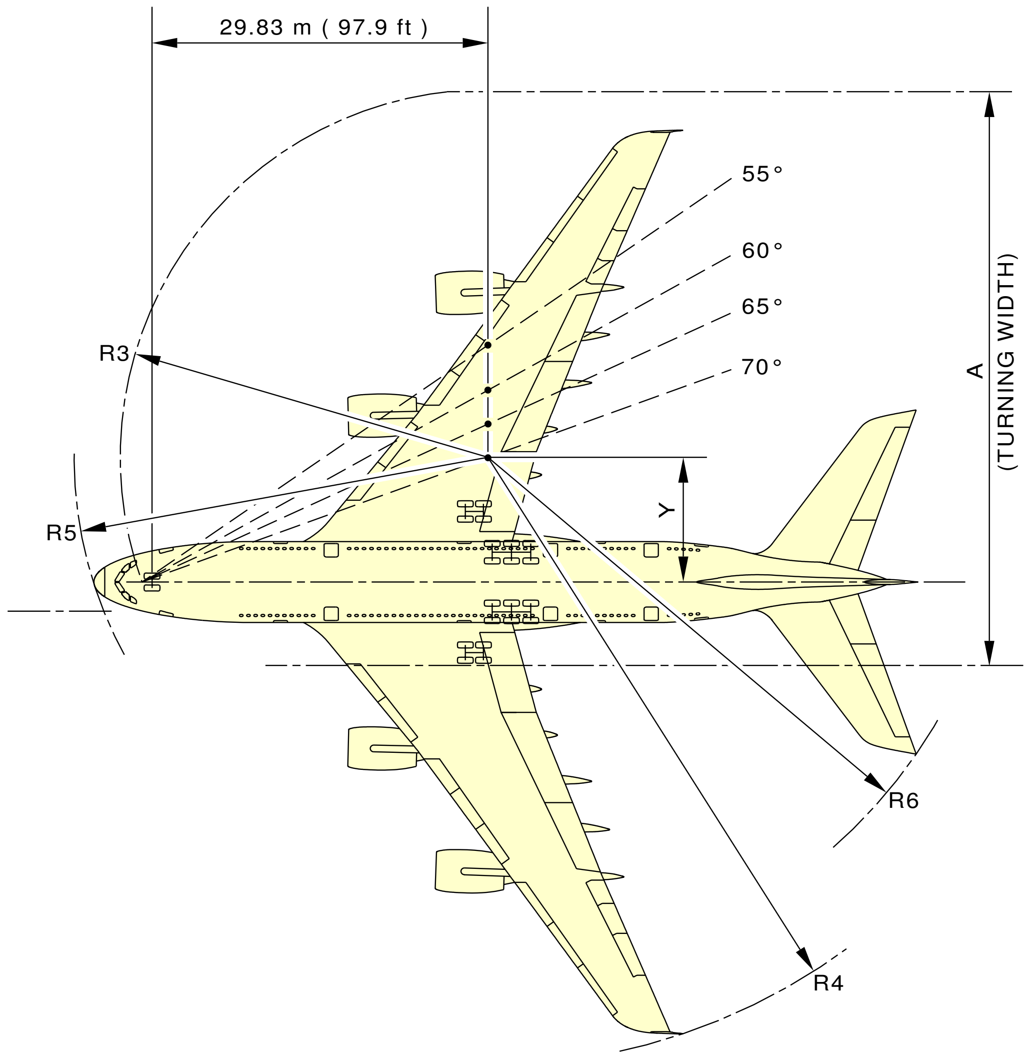
4-3-0 Minimum Turning Radii

**ON A/C A380-800

Minimum Turning Radii

1. This section gives the minimum turning radii.

**ON A/C A380-800



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-4-3-0-991-001-A01

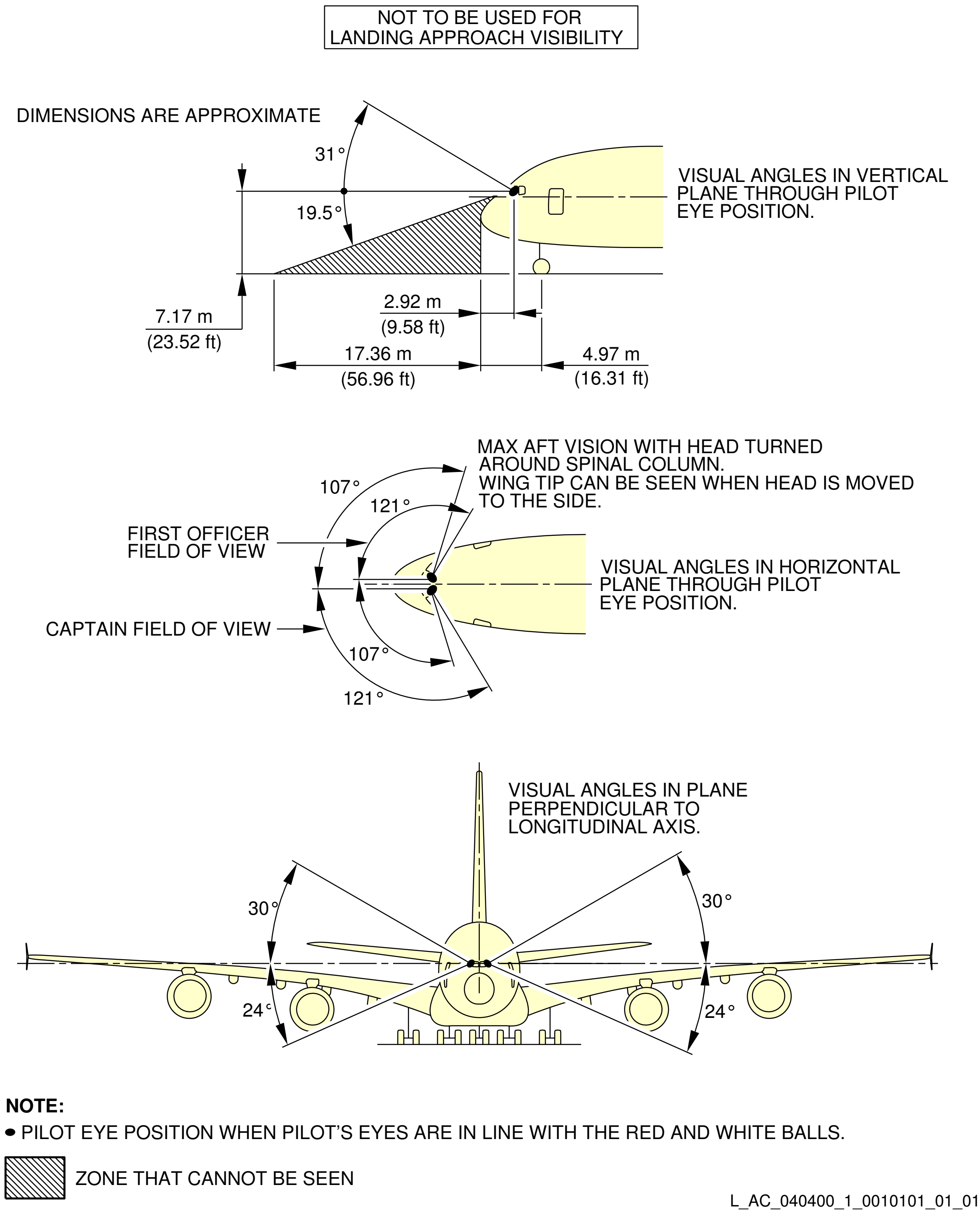
4-4-0 Visibility from Cockpit in Static Position

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

Visibility from Cockpit in Static Position

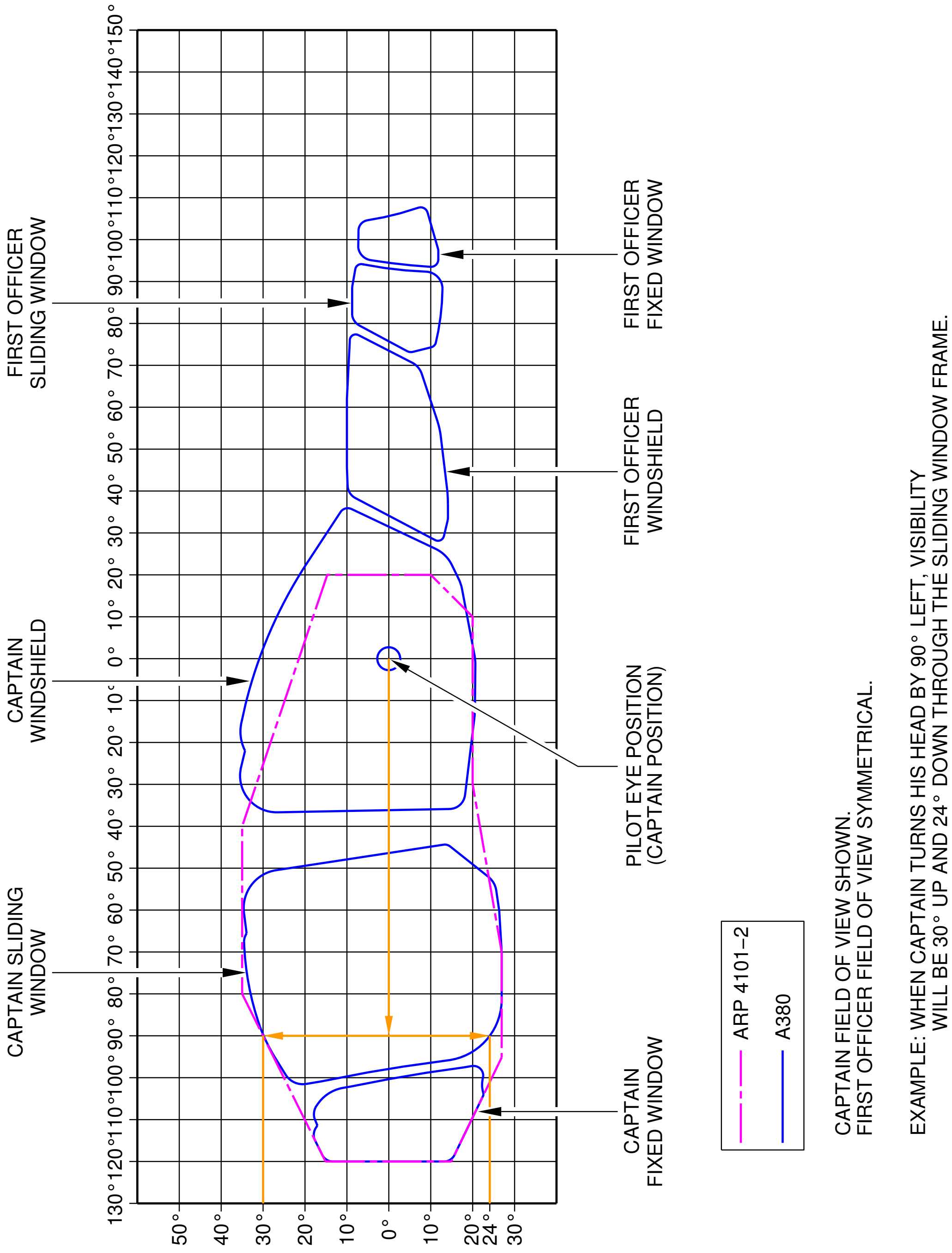
1. This section gives the visibility from cockpit in static position.

**ON A/C A380-800



Visibility from Cockpit in Static Position
FIGURE-4-4-0-991-001-A01

**ON A/C A380-800



Binocular Visibility Through Windows from Captain Eye Position
FIGURE-4-4-0-991-002-A01

4-5-0 Runway and Taxiway Turn Paths

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

Runway and Taxiway Turn Paths

1. Runway and Taxiway Turn Paths

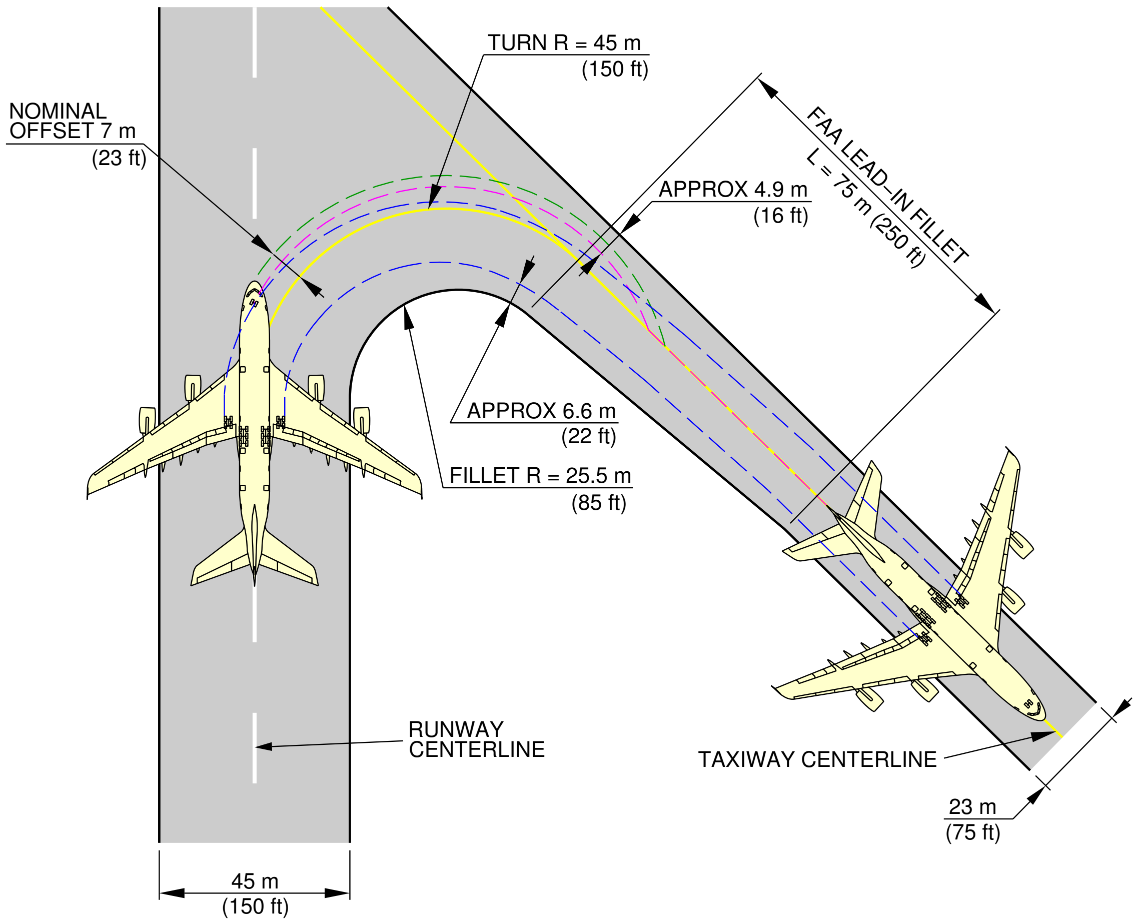
4-5-1 135° Turn - Runway to Taxiway

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

135° Turn - Runway to Taxiway

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

**ON A/C A380-800

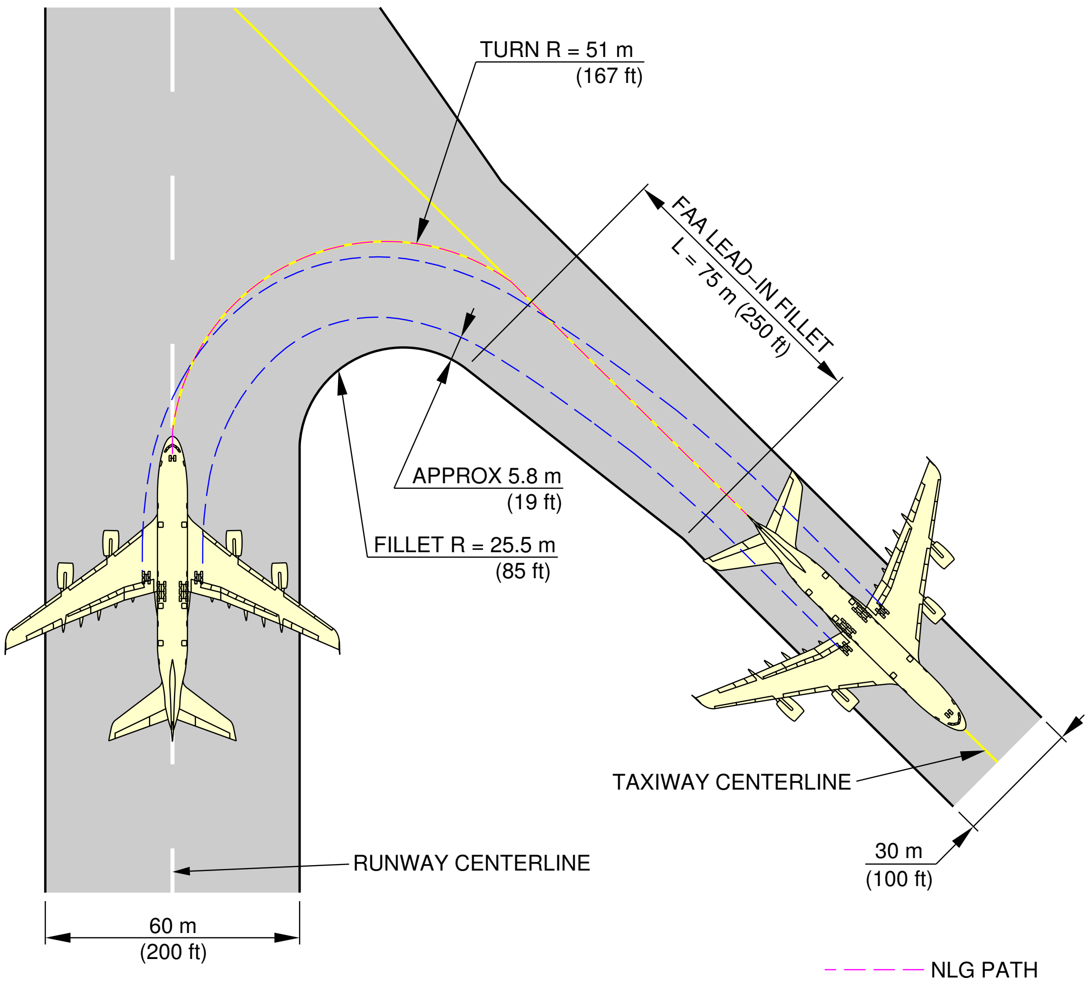


NOTE: FAA GROUP V FACILITIES.

L_AC_040501_1_0010101_01_01

135° Turn – Runway to Taxiway
Judgemental Oversteer Method
FIGURE-4-5-1-991-001-A01

**ON A/C A380-800



NOTE: FAA GROUP VI FACILITIES.

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135° Turn – Runway to Taxiway
Cockpit Tracks Centreline Method
FIGURE-4-5-1-991-002-A01

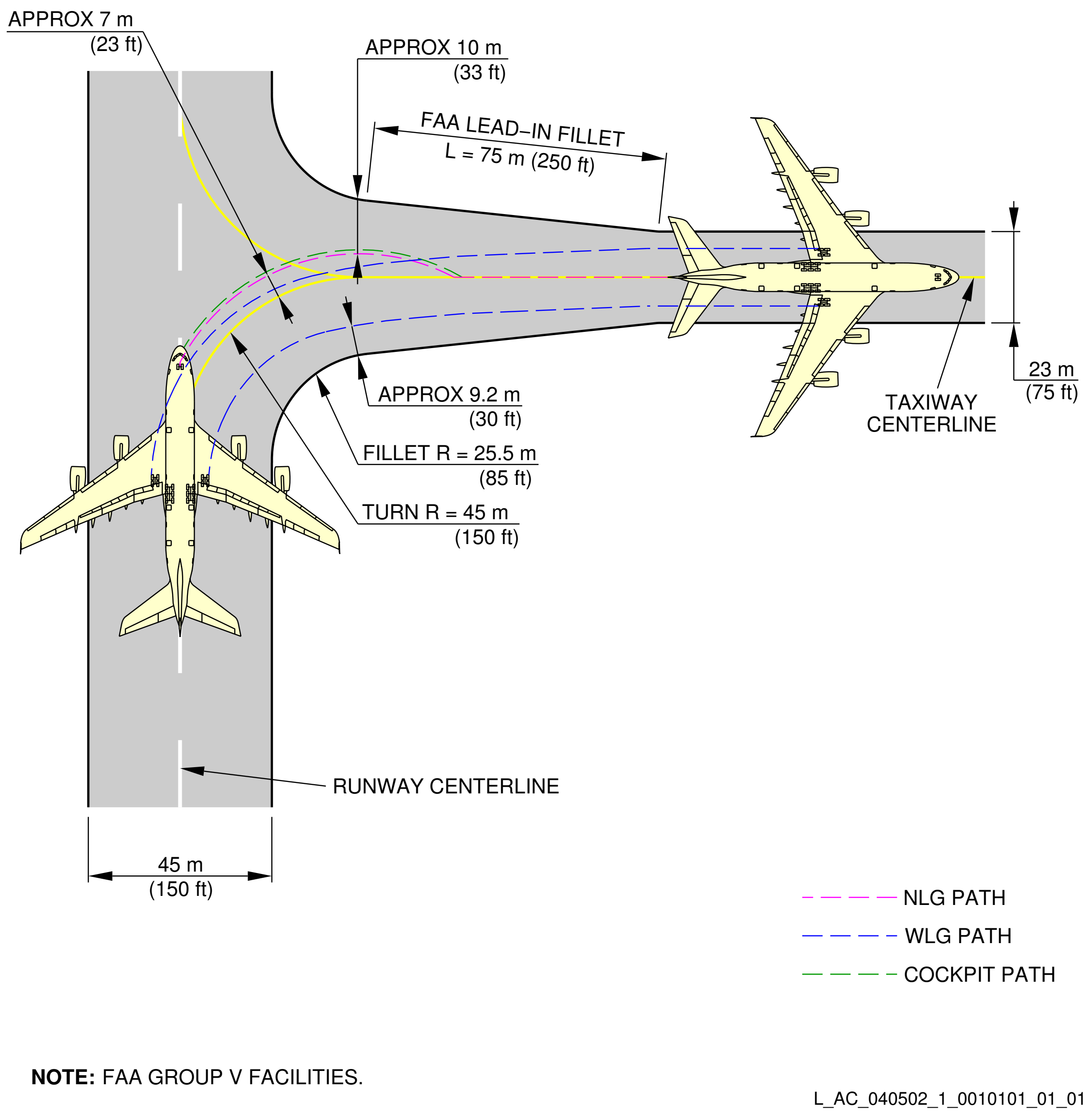
4-5-2 90° Turn - Runway to Taxiway

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

90° Turn - Runway to Taxiway

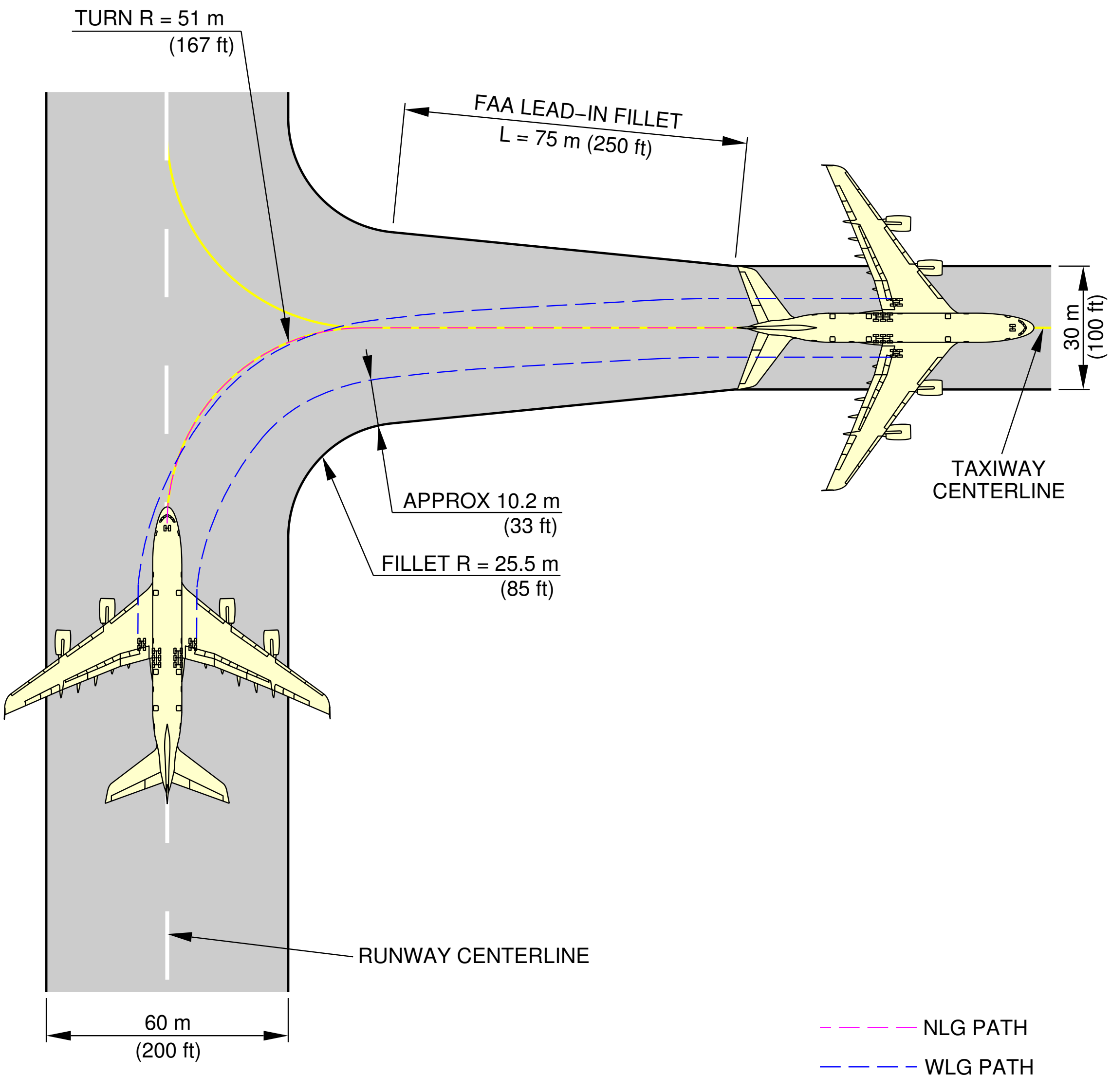
1. This section gives the 90° turn – runway to taxiway.

**ON A/C A380-800



90° Turn – Runway to Taxiway
Judgemental Oversteer Method
FIGURE-4-5-2-991-001-A01

**ON A/C A380-800



NOTE: FAA GROUP VI FACILITIES.

L_AC_040502_1_0020101_01_01

90° Turn – Runway to Taxiway
Cockpit Tracks Centreline Method
FIGURE-4-5-2-991-002-A01

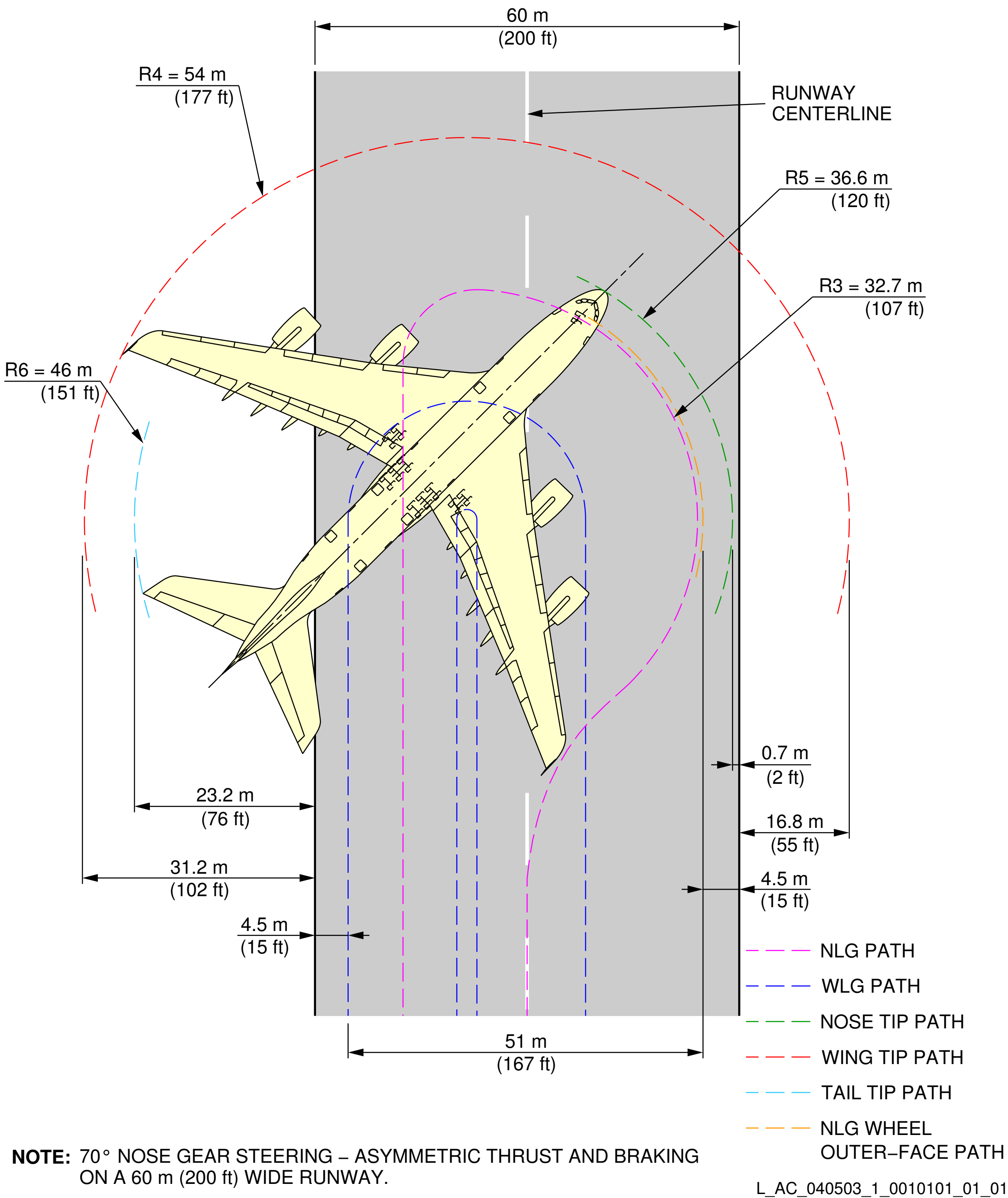
4-5-3 180° Turn on a Runway

**ON A/C A380-800

180° Turn on a Runway

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

**ON A/C A380-800



180° Turn on a Runway
FIGURE-4-5-3-991-001-A01

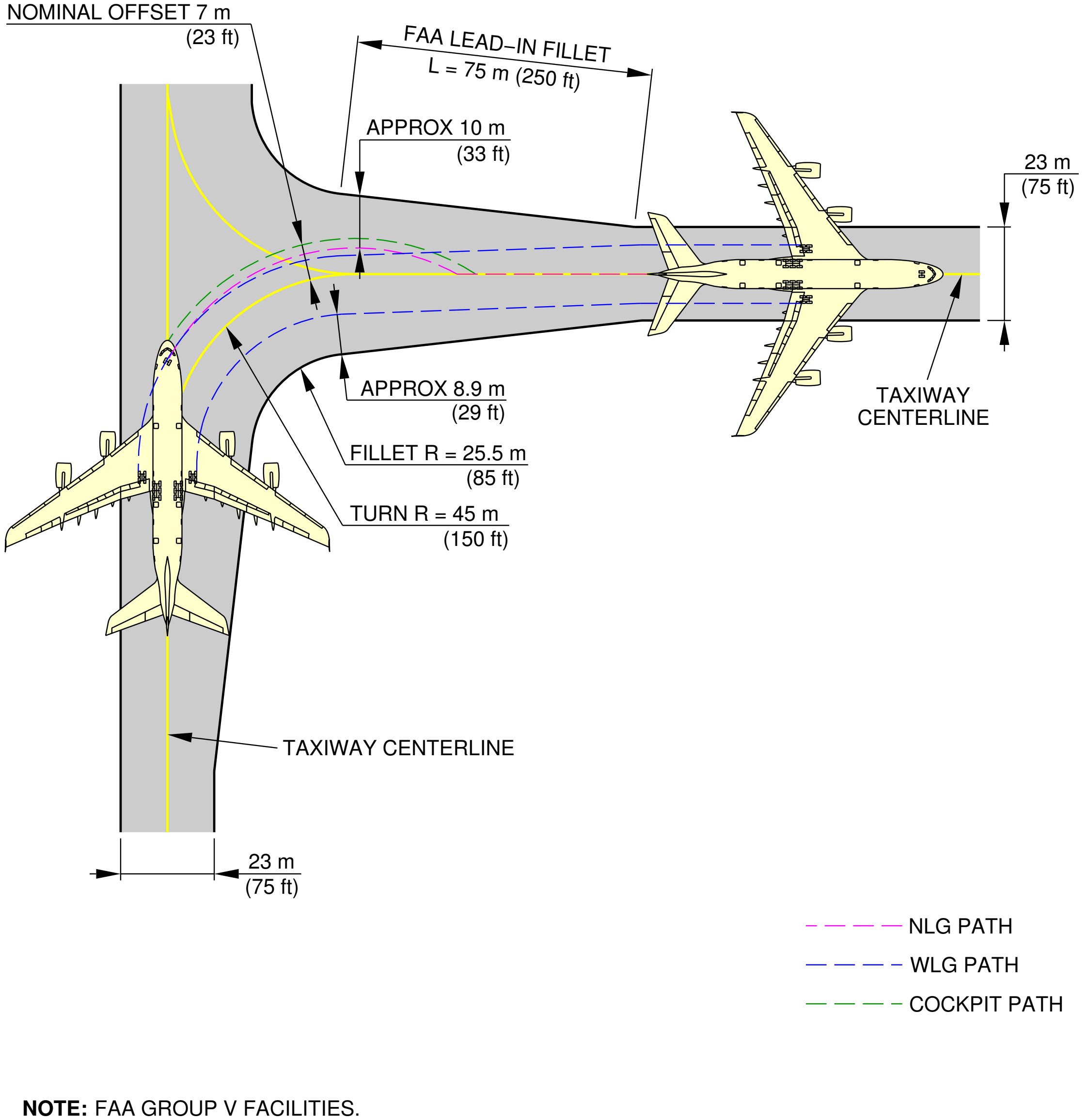
4-5-4 90° Turn - Taxiway to Taxiway

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

90° Turn - Taxiway to Taxiway

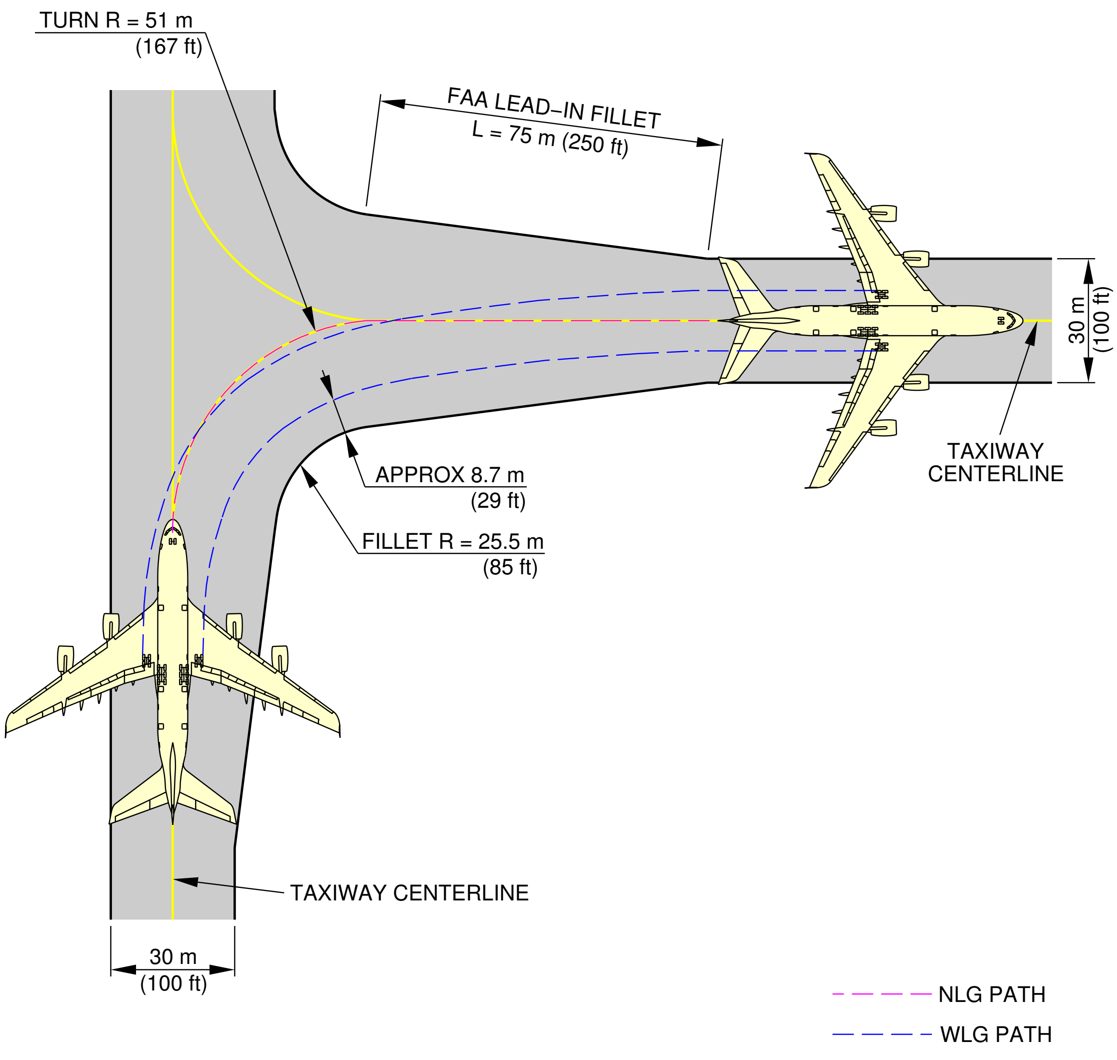
1. This section gives the 90° turn - taxiway to taxiway.

**ON A/C A380-800



90° Turn – Taxiway to Taxiway
Judgemental Oversteer Method
FIGURE-4-5-4-991-001-A01

**ON A/C A380-800



NOTE: FAA GROUP VI FACILITIES.

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90° Turn – Taxiway to Taxiway
Cockpit Tracks Centreline Method
FIGURE-4-5-4-991-002-A01

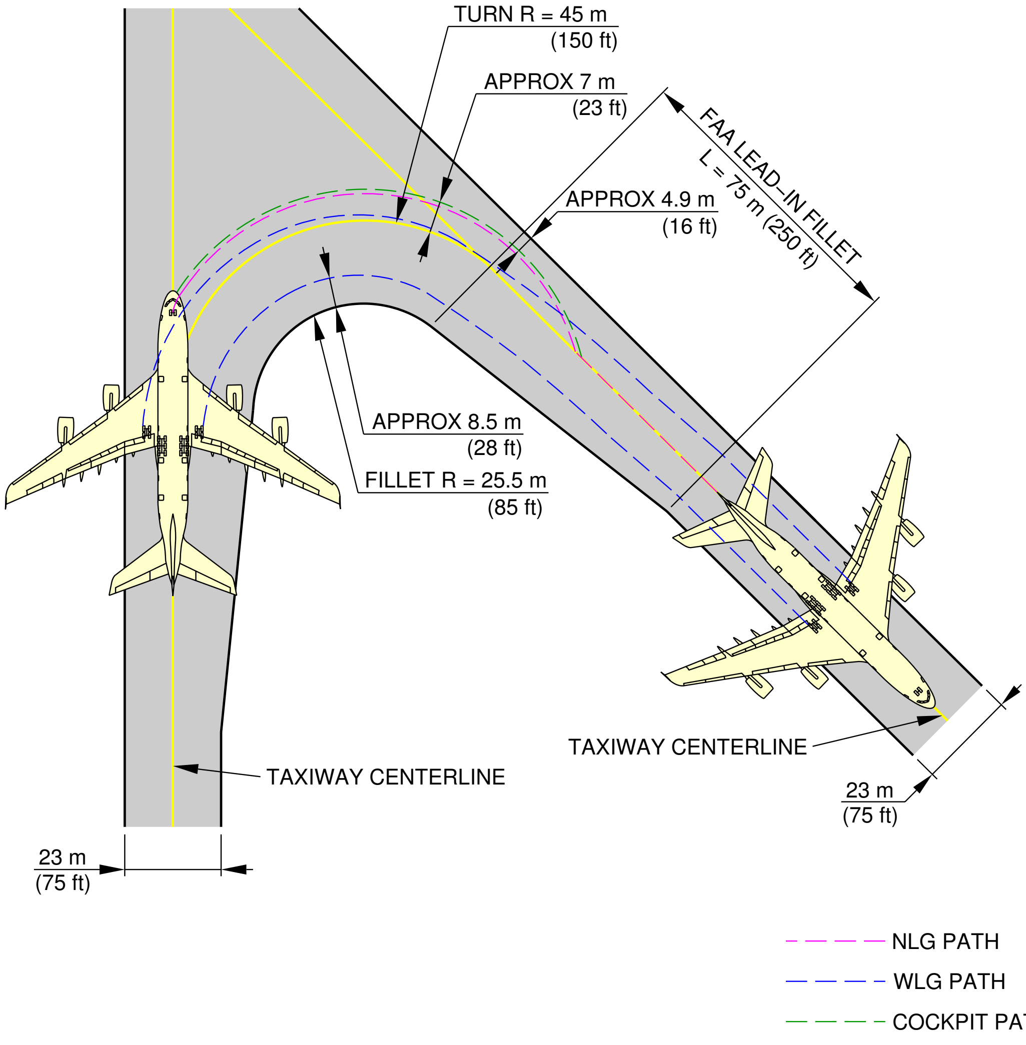
4-5-5 135° Turn - Taxiway to Taxiway

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

135° Turn - Taxiway to Taxiway

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

**ON A/C A380-800

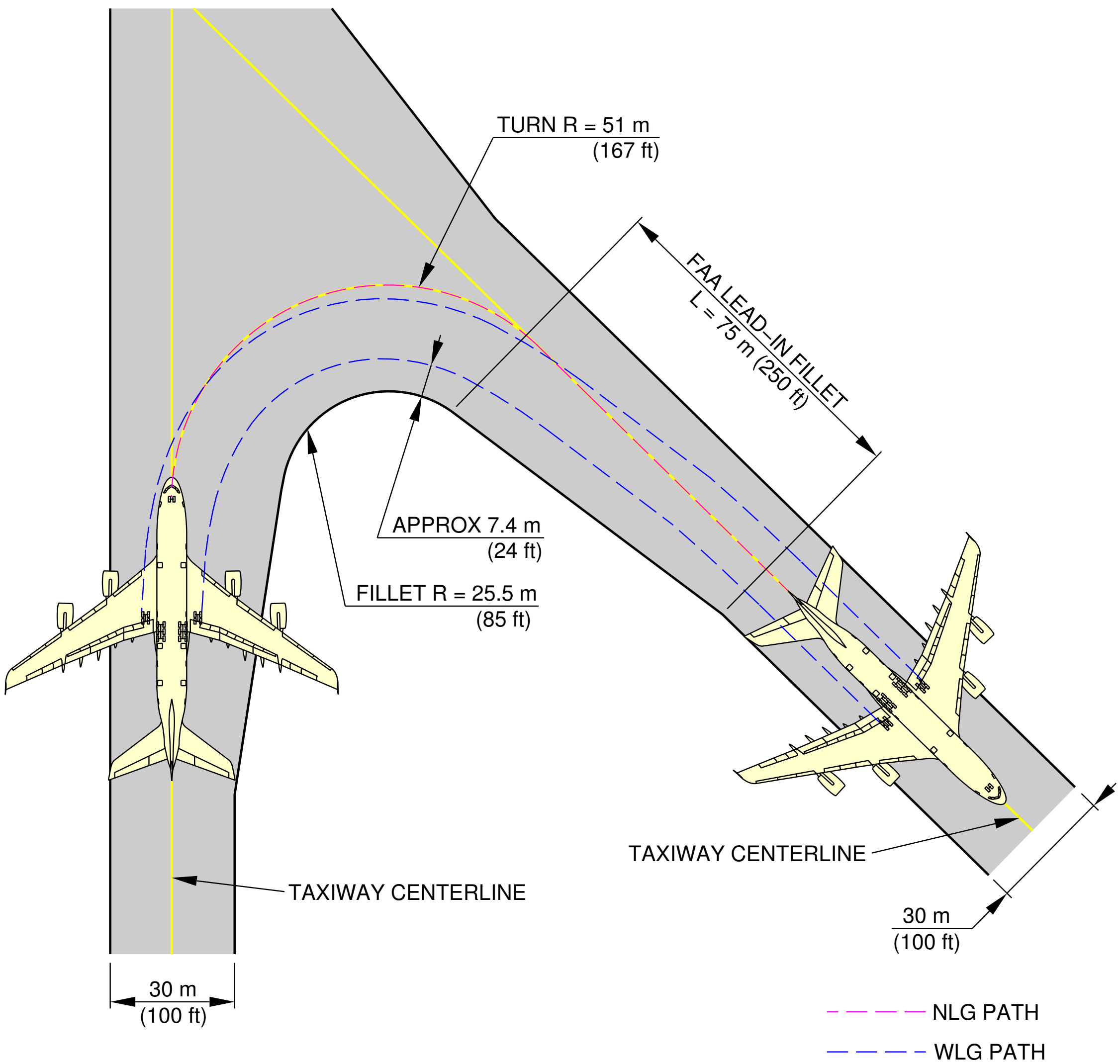


NOTE: FAA GROUP V FACILITIES.

L_AC_040505_1_0010101_01_01

135° Turn – Taxiway to Taxiway
Judgemental Oversteer Method
FIGURE-4-5-5-991-001-A01

**ON A/C A380-800



NOTE: FAA GROUP VI FACILITIES.

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135° Turn – Taxiway to Taxiway
Cockpit Tracks Centerline Method
FIGURE-4-5-5-991-002-A01

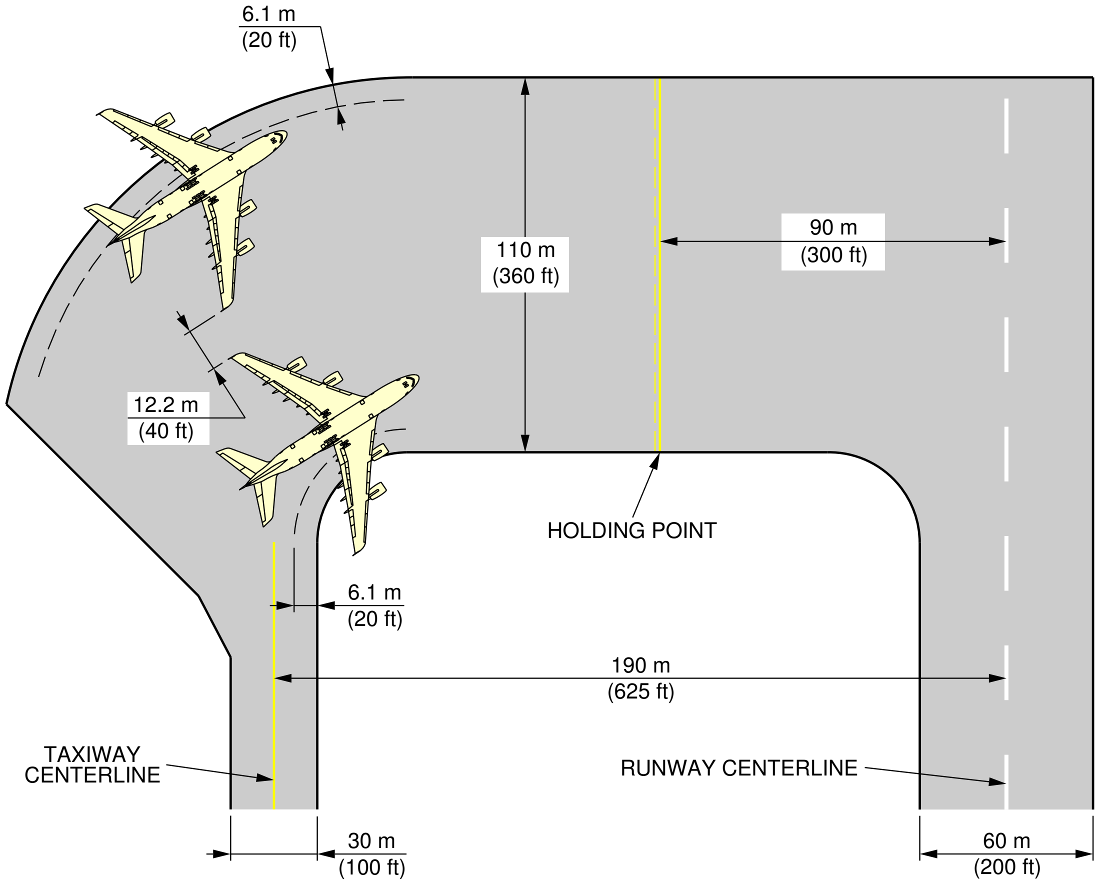
4-6-0 Runway Holding Bay (Apron)

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

Runway Holding Bay (Apron)

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

**ON A/C A380-800



NOTE: COORDINATE WITH USING AIRLINE FOR SPECIFIC PLANNED OPERATING PROCEDURE.

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Runway Holding Bay (Apron)
FIGURE-4-6-0-991-001-A01

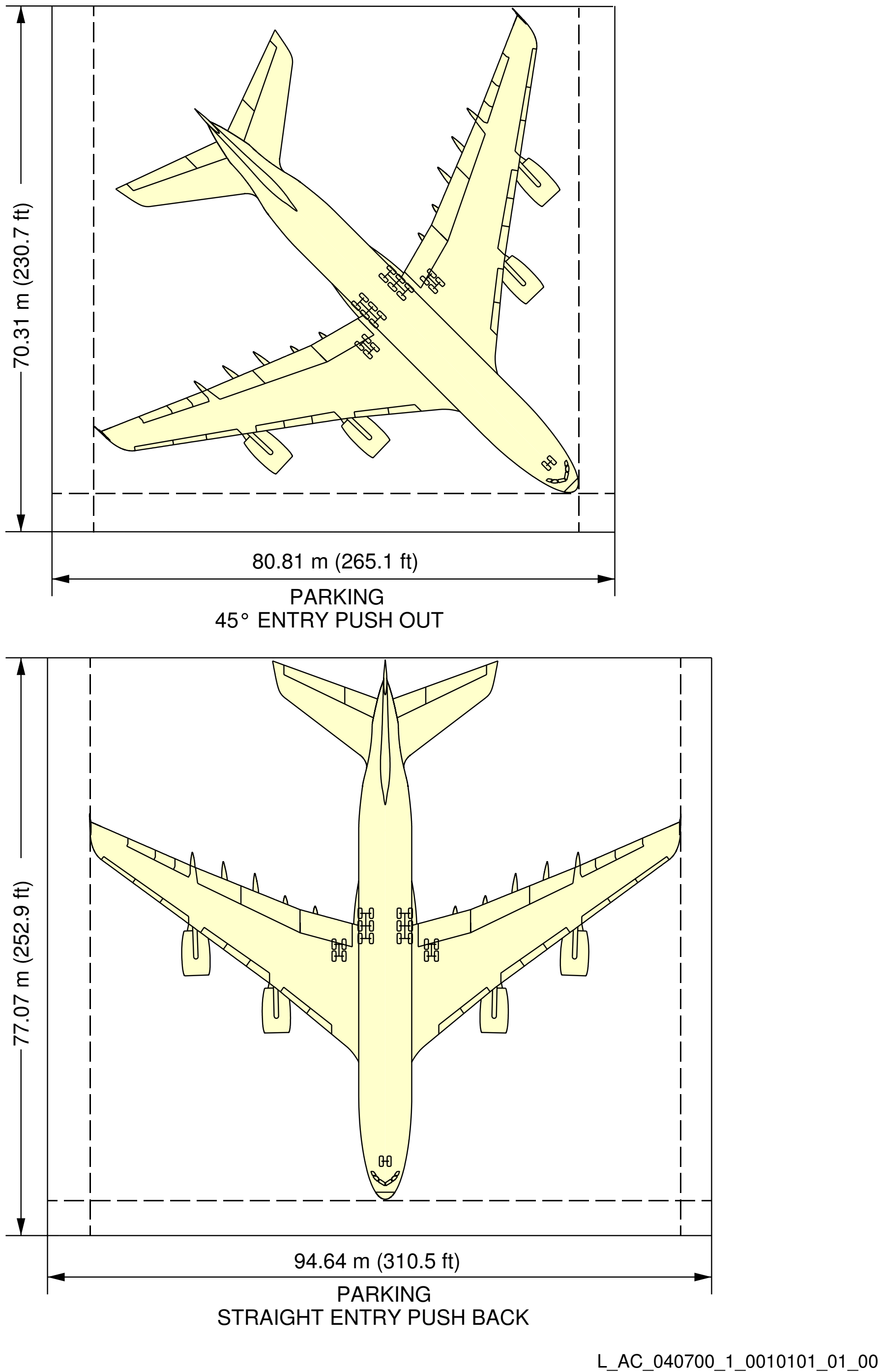
4-7-0 Aircraft Parking

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

Airplane Parking

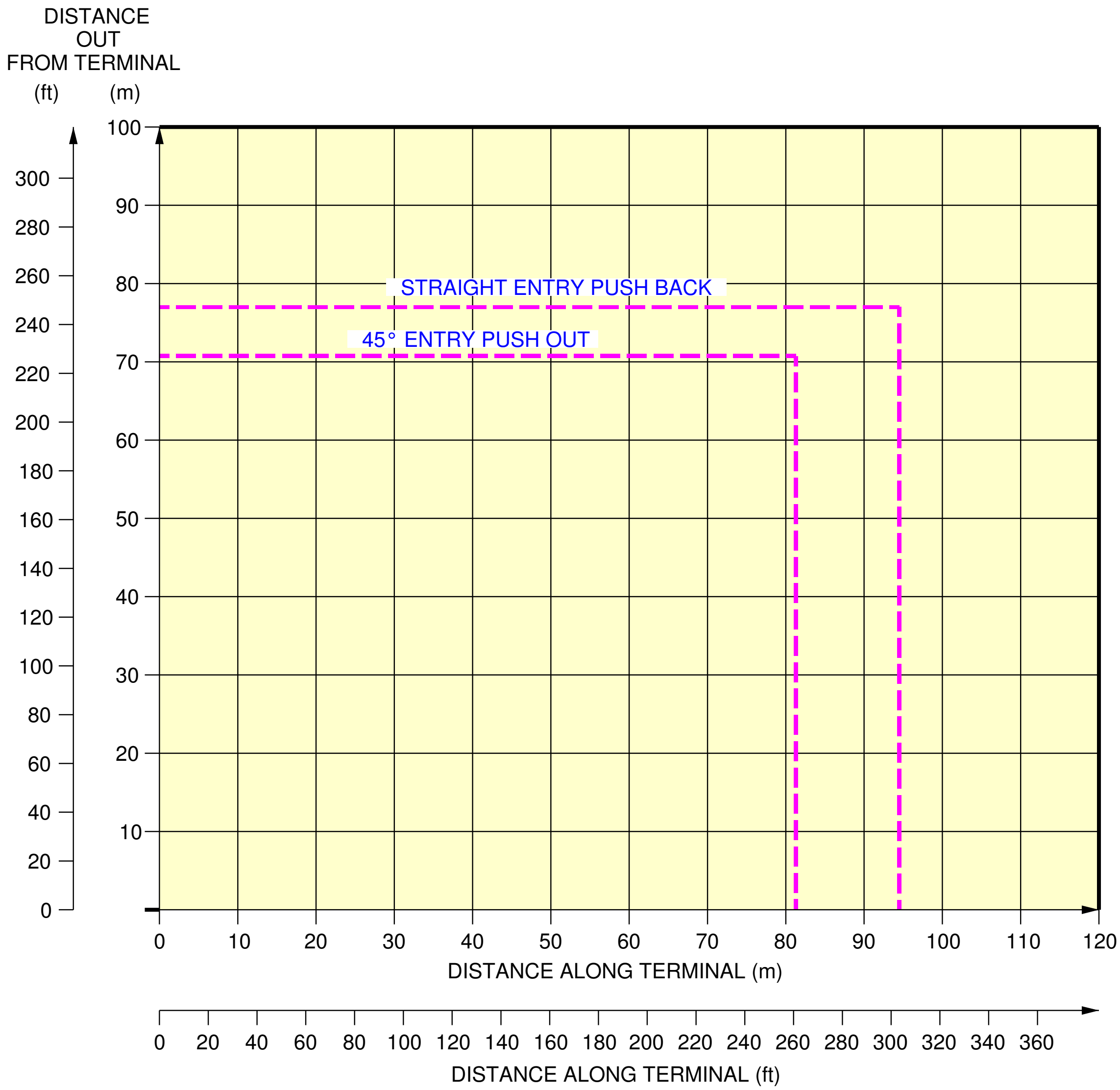
1. The following figures and charts show the rectangular space required for parking against the terminal building :
   A. Steering Geometry
   B. Minimum Parking Space Requirements

**ON A/C A380-800



Airplane Parking
Steering Geometry
FIGURE-4-7-0-991-001-A01

**ON A/C A380-800



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Airplane Parking
Minimum Parking Space Requirements
FIGURE-4-7-0-991-002-A01

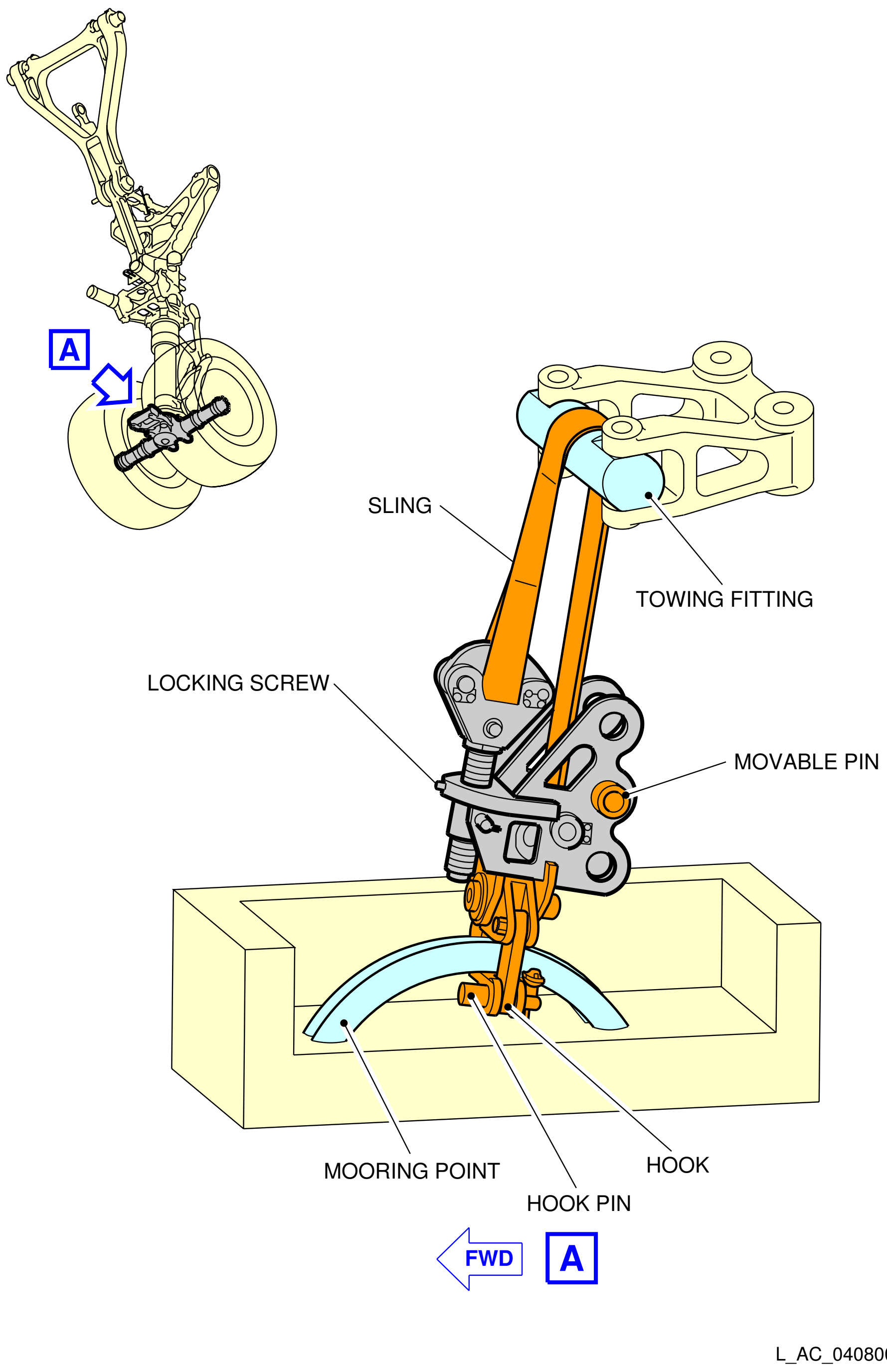
4-8-0 Aircraft Mooring

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

General

1. This section provides information on airplane mooring.

**ON A/C A380-800



Airplane Mooring
FIGURE-4-8-0-991-001-A01

TERMINAL SERVICING

5-0-0 TERMINAL SERVICING

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

Introduction

1. Terminal servicing

This chapter provides typical ramp layouts, corresponding minimum turn round time estimations, locations of ground service points and service requirements.
The information given in this chapter reflects ideal conditions. Actual ramp layouts and service requirements may vary according to local regulations, airline procedures and the aircraft conditions.

Section 5.1 shows typical ramp layouts for passenger aircraft at the gate or on an open apron.

Section 5.2.1 shows the minimum turn round schedule for full servicing arrangements (turn round stations).

Section 5.2.2 shows the minimum turn round schedule for minimum servicing arrangements (en route stations).

Section 5.3 shows the minimum turn round schedule for full servicing arrangements for the freighter.

Section 5.4 gives the locations of ground service connections, the standard of connections used and typical capacities and requirements.

Section 5.5 provides the engine starting pneumatic requirements for different engine types and different ambient temperatures.

Section 5.6 provides the air conditioning requirements for heating and cooling (pull-down and pull-up) using ground conditioned air for different ambient temperatures.

Section 5.7 provides the air conditioning requirements for heating and cooling to maintain a constant cabin air temperature using low pressure conditioned air.

Section 5.8 shows the ground towing requirements taking into account different ground surface and aircraft conditions.

5-1-0 Aircraft Servicing Arrangements

**ON A/C A380-800

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.

GROUND SUPPORT EQUIPMENT	
AC	AIR CONDITIONING UNIT
AS	AIR START UNIT
BULK	BULK TRAIN
CAT	CATERING TRUCK
CB	CONVEYOR BELT
CLEAN	CLEANING TRUCK
FUEL	FUEL HYDRANT DISPENSER OR TANKER
GPU	GROUND POWER UNIT
LDCL	LOWER DECK CARGO LOADER
LV	LAVATORY VEHICLE
PBB	PASSENGER BOARDING BRIDGE
PS	PASSENGER STAIRS
TOW	TOW TRACTOR
UDCAT	UPPER DECK CATERING TRUCK
ULD	ULD TRAIN
WV	POTABLE WATER VEHICLE

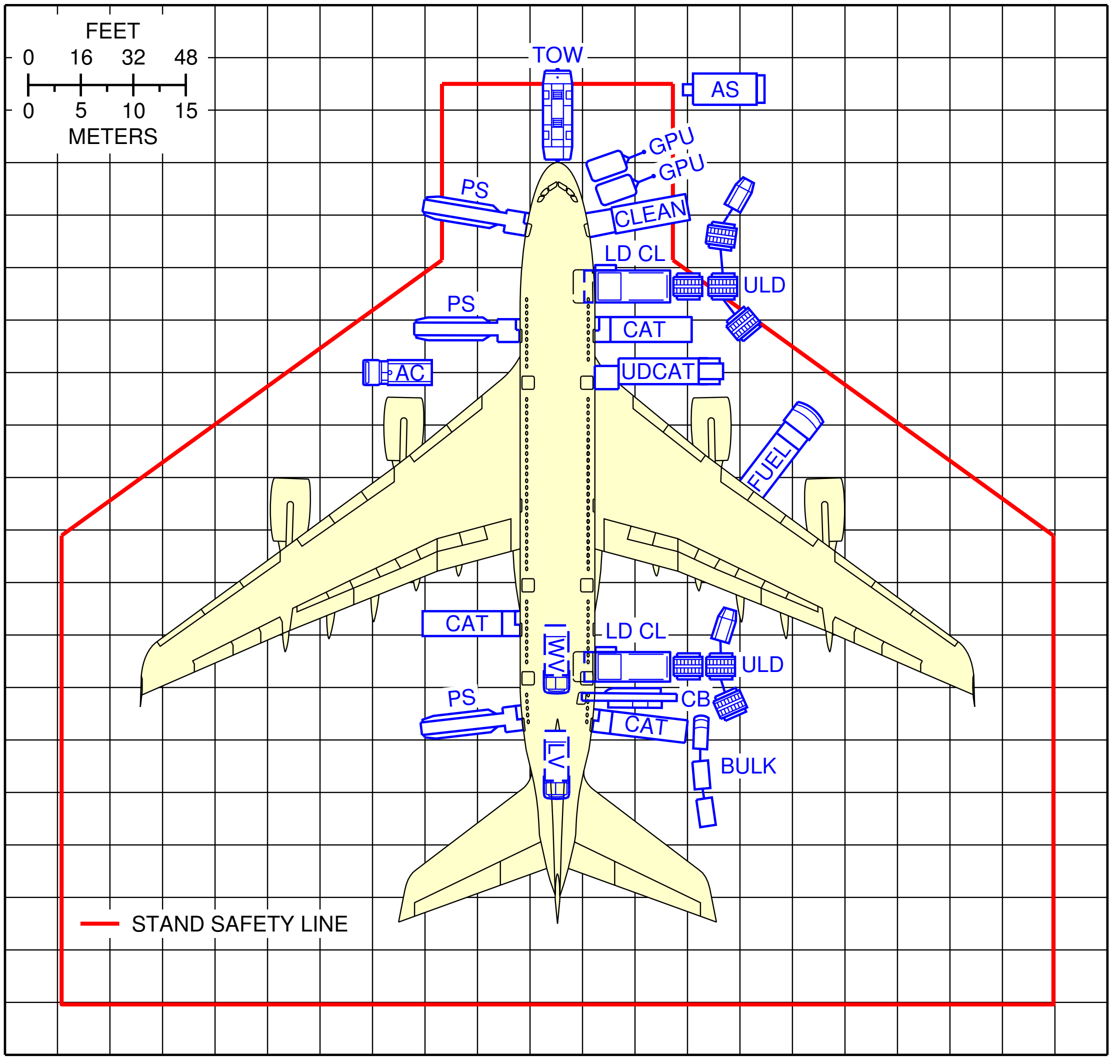
5-1-1 Typical Ramp Layout (Open Apron)

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

Typical Ramp Layout (Open Apron)

1. This section gives the typical ramp layout (Open Apron).
   The Stand Safety Line delimits the Aircraft Safety Area (minimum distance of 7.5 m (24.61 ft) from the aircraft). No vehicle must be parked in this area before complete stop of the aircraft (wheel chocks in position on landing gears).

**ON A/C A380-800



Typical Ramp Layout
Open Apron
FIGURE-5-1-1-991-001-A01

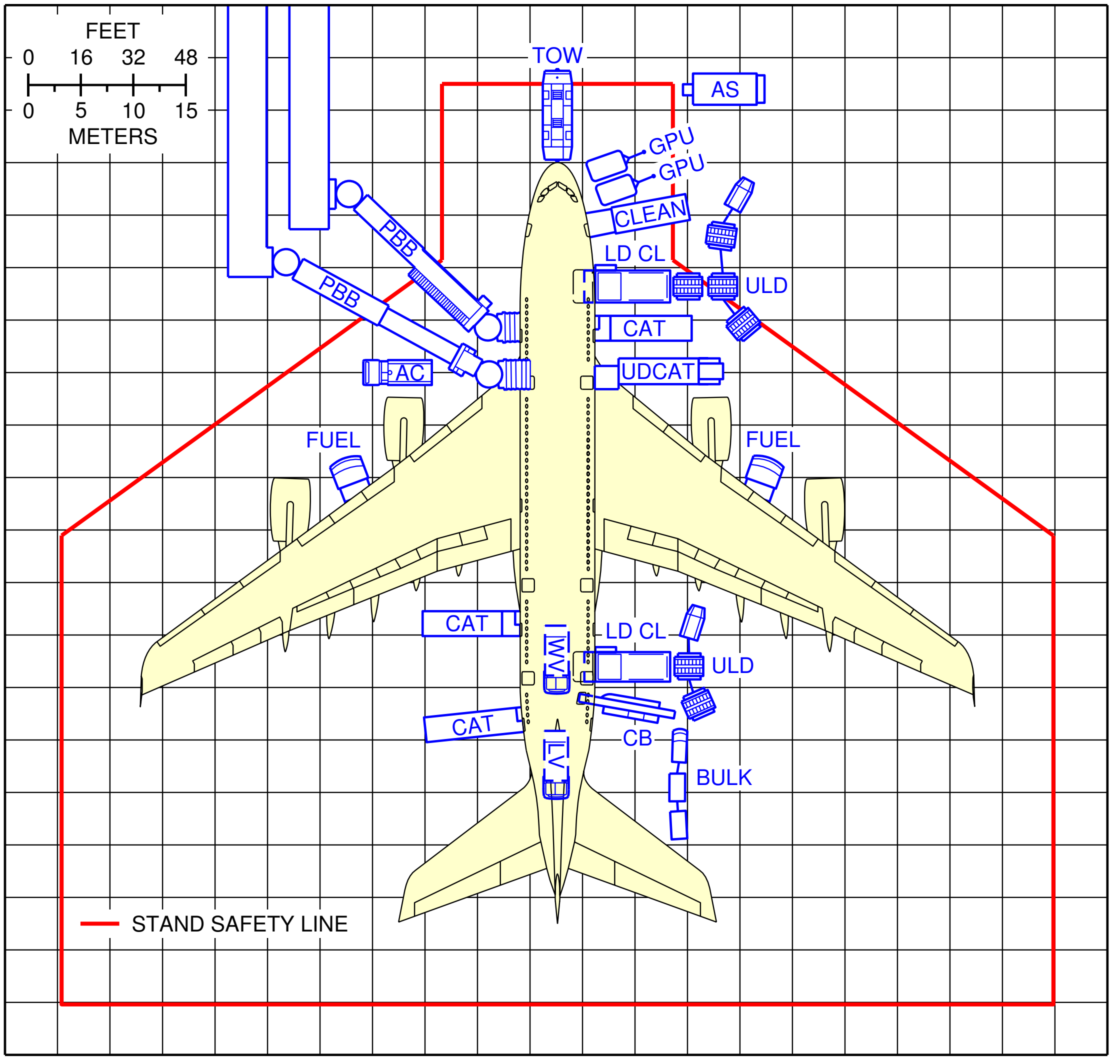
5-1-2 Typical Ramp Layout (Gate)

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

Typical Ramp Layout (Gate)

1. This section gives the baseline ramp layout (Gate).
   The Stand Safety Line delimits the Aircraft Safety Area (minimum distance of 7.5 m (24.61 ft) from the aircraft). No vehicle must be parked in this area before complete stop of the aircraft (wheel chocks in position on landing gears).

**ON A/C A380-800



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Typical Ramp Layout
Gate
FIGURE-5-1-2-991-001-A01

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

**ON A/C A380-800

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

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. Assumptions for standard servicing via main and upper deck during typical turn-round time.

   A. PASSENGER HANDLING
   555 pax (22 F/C + 96 B/C + 437 Y/C)
   All passengers deboard and board the aircraft
   2 Passenger Boarding Bridges used at doors M2L and U1L
   Equipment positioning/removal main deck + opening/closing door = 2.5 min
   Equipment positioning/removal upper deck + opening/closing door = 4 min
   No Passenger with Reduced Mobility on board

   Deboarding:
   - 356 pax at door M2 (22 F/C + 334 Y/C)
   - 199 pax at door U1 (96 B/C + 103 Y/C)
   - Deboarding rate = 25 pax/min per door

   Boarding:
   - 356 pax at door M2 (22 F/C + 334 Y/C)
   - 199 pax at door U1 (96 B/C + 103 Y/C)
   - Boarding rate = 15 pax/min per door
   - Last Pax Seating allowance (LPS) + headcounting = +4 min

   B. CARGO
   2 cargo loaders + 1 belt loader
   Equipment positioning/removal + opening/closing door = 2.5 min

   Cargo exchange:
   - 20 LD-3 for FWD cargo compartment
   - 16 LD-3 for AFT cargo compartment
   - 1 000 kg (2 205 lb) in bulk cargo compartment

   LD-3 off-loading/loading times:
   - Off-loading = 1.2 min/LD-3
   - Loading = 1.4 min/LD-3

Bulk off-loading/loading times:
- Off-loading = 9.2 min/tonne
- Loading = 10.5 min/tonne

C. REFUELLING
75% of maximum fuel capacity through 4 nozzles
242 700 l (64 115 US gal) at 40 psi (3 bar)
Dispenser positioning/removal = 3 min (fuel truck change/if any = 5 min)

D. CLEANING
Performed in available time

E. CATERING
3 main deck catering trucks + 1 upper deck catering truck
Equipment positioning for main deck + door opening = 5 min
Equipment positioning for upper deck + door opening = 9 min
Close door + equipment removal from main deck = 3 min
Close door + equipment removal from upper deck = 4 min

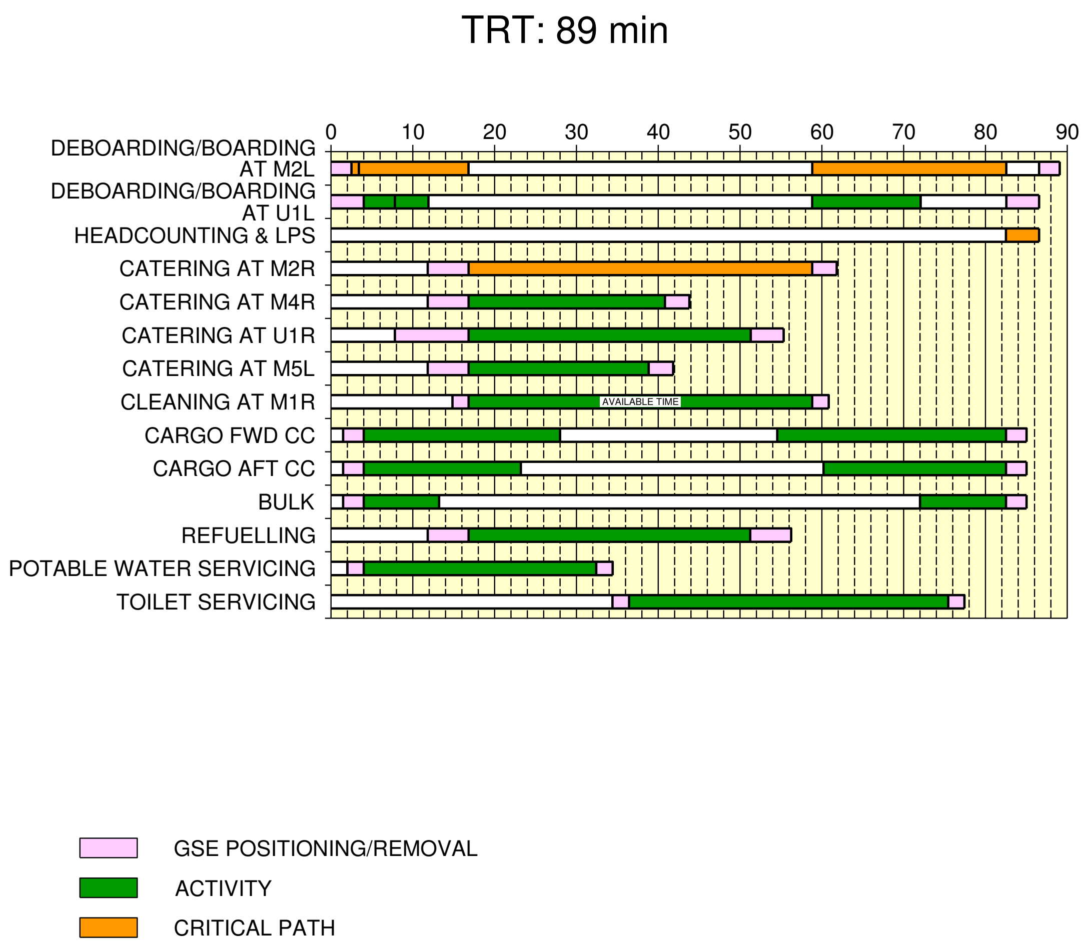
Full Size Trolley Equivalent (FSTE) exchange times:
- Dedicated door-galley = 1.5 min/FSTE
- Via lift: dedicated door to single lift = 2.0 min/FSTE

FSTE to unload and load:
- 28 FSTE at M2 via M2R
- 16 FSTE at M4 via M4R
- 23 FSTE at U1 via U1R
- 11 FSTE at U3 via M5L

F. GROUND HANDLING/SERVICING
Start of operations:
- Bridges: t0 = 0
- Others: t = t0 + 1 min

Vehicle positioning/removal = 2 min
Ground Power Unit: up to 4 x 90 kVA
Air conditioning: up to 4 hoses
Potable water servicing: 100% uplift, 1 700 l (449 US gal) at 60 l/min
Toilet servicing: draining + rinsing

**ON A/C A380-800



Typical Turn-Round Time – Two Bridges
Servicing Via Main and Upper Decks
FIGURE-5-2-1-991-002-A01

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

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

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

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. Assumptions for standard servicing via main deck only during typical turn-round time.

   A. PASSENGER HANDLING
      555 pax (22 F/C + 96 B/C + 437 Y/C)
      All passengers deboard and board the aircraft
      2 Passenger Boarding Bridges used at doors M1L and M2L
      Equipment positioning/removal main deck + opening/closing door = 2.5 min
      No Passenger with Reduced Mobility on board

      Deboarding:
      - 221 pax at door M1 (22 F/C + 96 B/C + 103 Y/C)
      - 334 pax at door M2 (334 Y/C)
      - Deboarding rate = 25 pax/min per door

      Boarding:
      - 221 pax at door M1 (22 F/C + 96 B/C + 103 Y/C)
      - 334 pax at door M2 (334 Y/C)
      - Boarding rate = 15 pax/min per door
      - Last Pax Seating allowance (LPS) + headcounting = +4 min

   B. CARGO
      2 cargo loaders + 1 belt loader
      Equipment positioning/removal + opening/closing door = 2.5 min

      Cargo exchange:
      - 20 LD-3 for FWD cargo compartment
      - 16 LD-3 for AFT cargo compartment
      - 1 000 kg (2 205 lb) in bulk cargo compartment

      LD-3 off-loading/loading times:
      - Off-loading = 1.2 min/LD-3
      - Loading = 1.4 min/LD-3

Bulk off-loading/loading times:
- Off-loading = 9.2 min/tonne
- Loading = 10.5 min/tonne

C. REFUELLING
75% of maximum fuel capacity through 4 nozzles
242 700 l (64 115 US gal) at 40 psi (3 bar)
Dispenser positioning/removal = 3 min

D. CLEANING
Performed in available time

E. CATERING
3 main deck catering trucks at doors M2R (UD via lift), M4R and M5L (UD via lift)
Equipment positioning for main deck + door opening = 5 min
Close door + equipment removal from main deck = 3 min

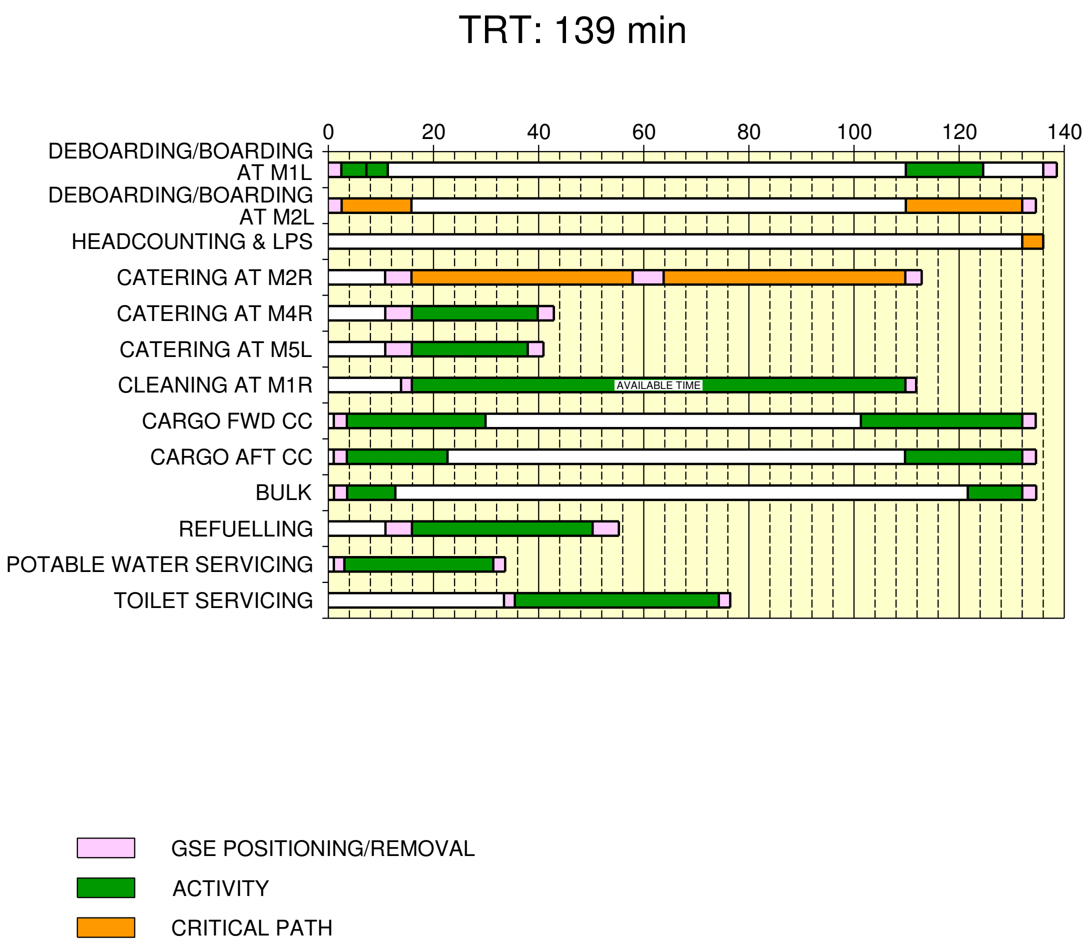
Full Size Trolley Equivalent (FSTE) exchange times:
- Dedicated door-galley = 1.5 min/FSTE
- Via lift: dedicated door to single lift = 2.0 min/FSTE

FSTE to unload and load:
- 28 FSTE at M2 via M2R
- 16 FSTE at M4 via M4R
- 23 FSTE at U1 via M2R
- 11 FSTE at U3 via M5L

F. GROUND HANDLING/SERVICING
Start of operations:
- Bridges: t0 = 0
- Others: t = t0 + 1 min

Vehicle positioning/removal = 2 min
Ground Power Unit: up to 4 x 90 kVA
Air conditioning: up to 4 hoses
Potable water servicing: 100% uplift, 1 700 l (449 US gal) at 60 l/min
Toilet servicing: draining + rinsing

**ON A/C A380-800



Typical Turn-Round Time – Two Bridges
Servicing Via Main Deck
FIGURE-5-2-2-991-001-A01

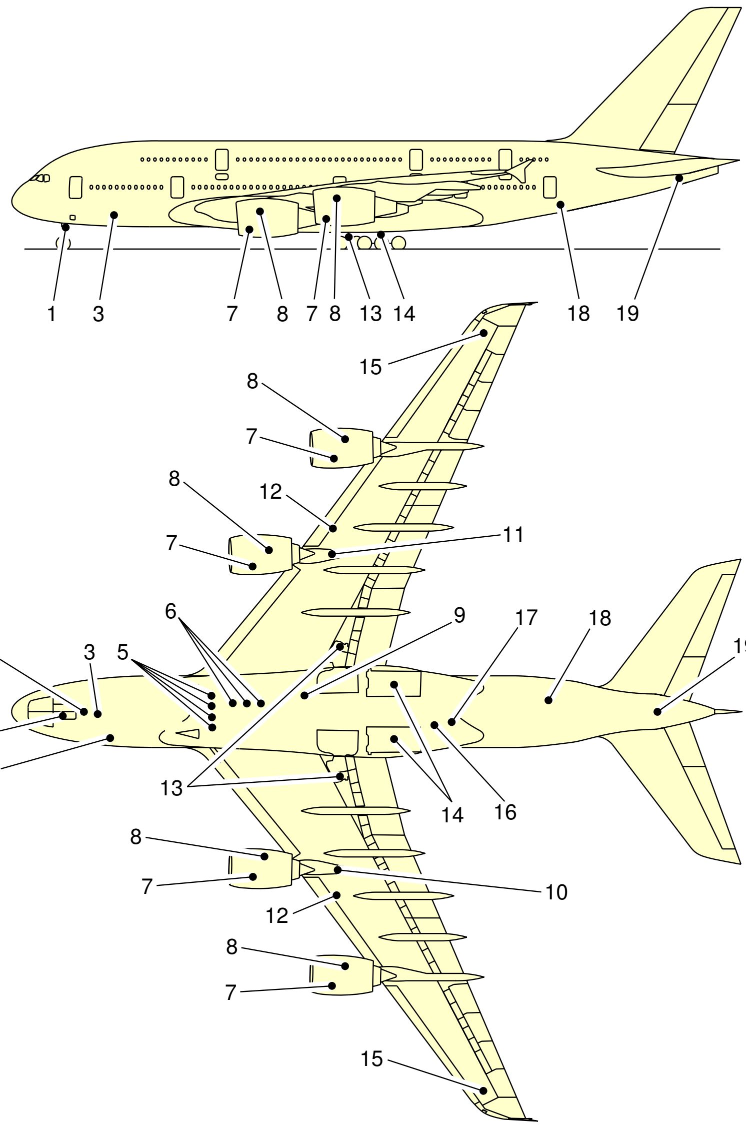
5-4-1 Ground Service Connections Layout

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

Ground Service Connections Layout

1. This section gives the ground service connections layout.

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



1 – GROUNDING POINT NLG
2 – GROUND ELECTRICAL POWER CONNECTORS
3 – POTABLE WATER DRAIN PANEL
4 – OXYGEN SYSTEM
5 – LOW PRESSURE PRECONDITIONED AIR
6 – HIGH PRESSURE AIR ENGINE START
7 – VFG AND STARTER OIL FILLING
8 – ENGINE OIL FILLING
9 – HYDRAULIC RESERVOIR SERVICING PANEL
10 – YELLOW HYDRAULIC GROUND CONNECTOR
11 – GREEN HYDRAULIC GROUND CONNECTOR
12 – PRESSURE REFUEL CONNECTORS
13 – GROUNDING POINT WLG
14 – GROUNDING POINT BLG
15 – NACA ARRESTOR AND OVERPRESSURE PROTECTOR
16 – REFUEL/DEFUEL CONTROL PANEL
17 – POTABLE WATER SERVICE PANEL
18 – TOILET AND WASTE SERVICE PANEL
19 – APU OIL FILLING

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Ground Service Connections
Layout
FIGURE-5-4-1-991-001-A01

5-4-2 Grounding Points

**ON A/C A380-800

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.

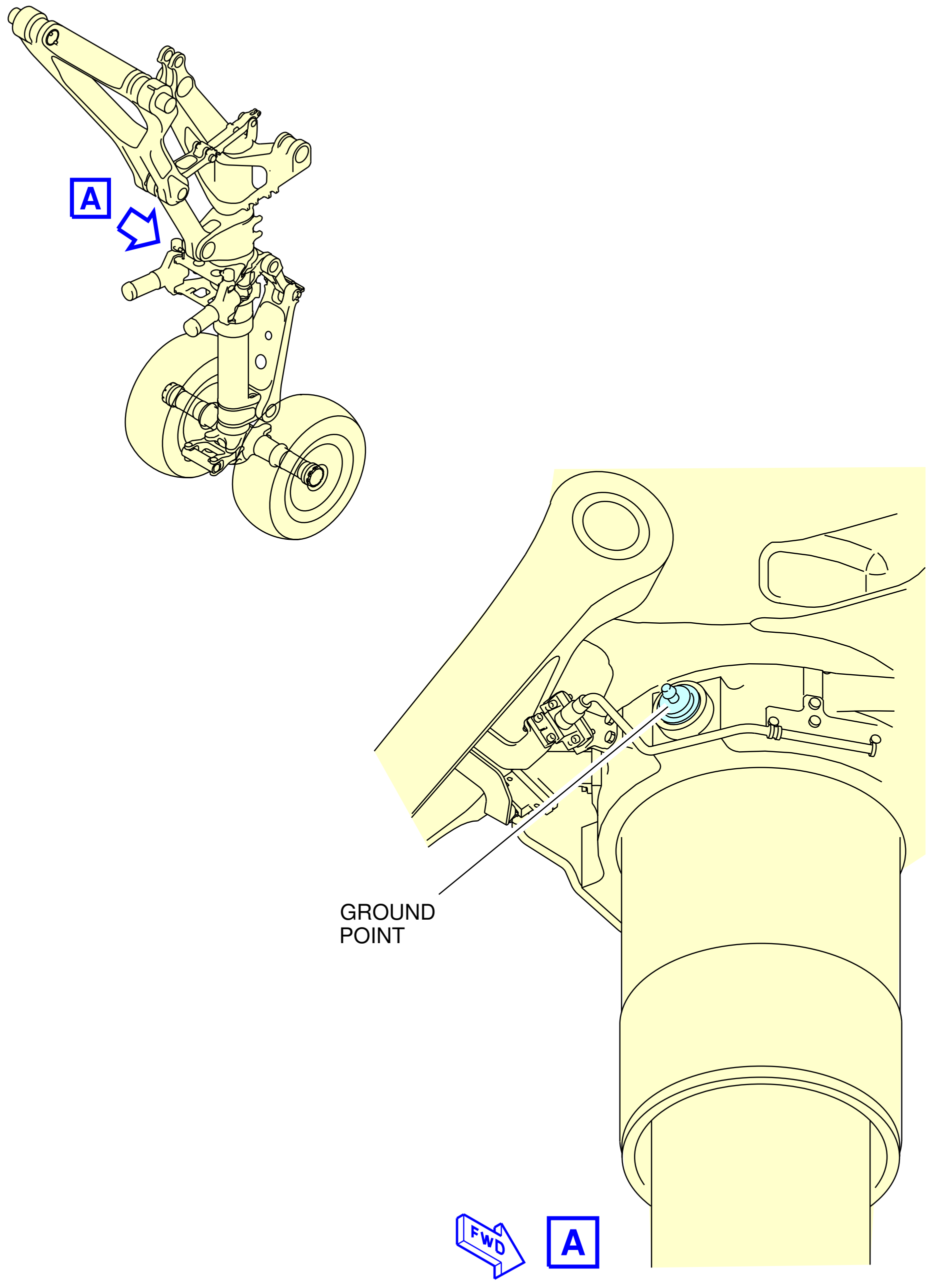
B. The grounding studs are used to connect the airplane to approved ground connection on the ramp or in the hangar for:

(1) refuel/defuel operations

(2) maintenance operations

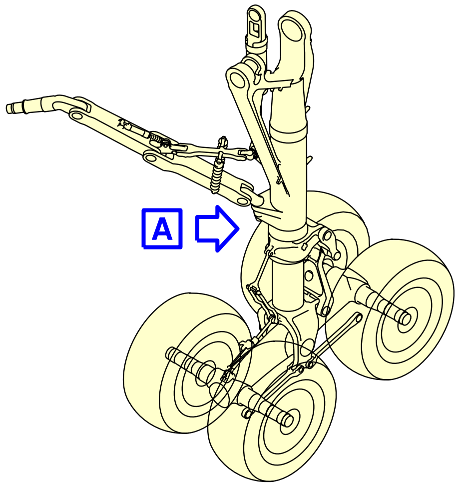
(3) bad weather conditions.

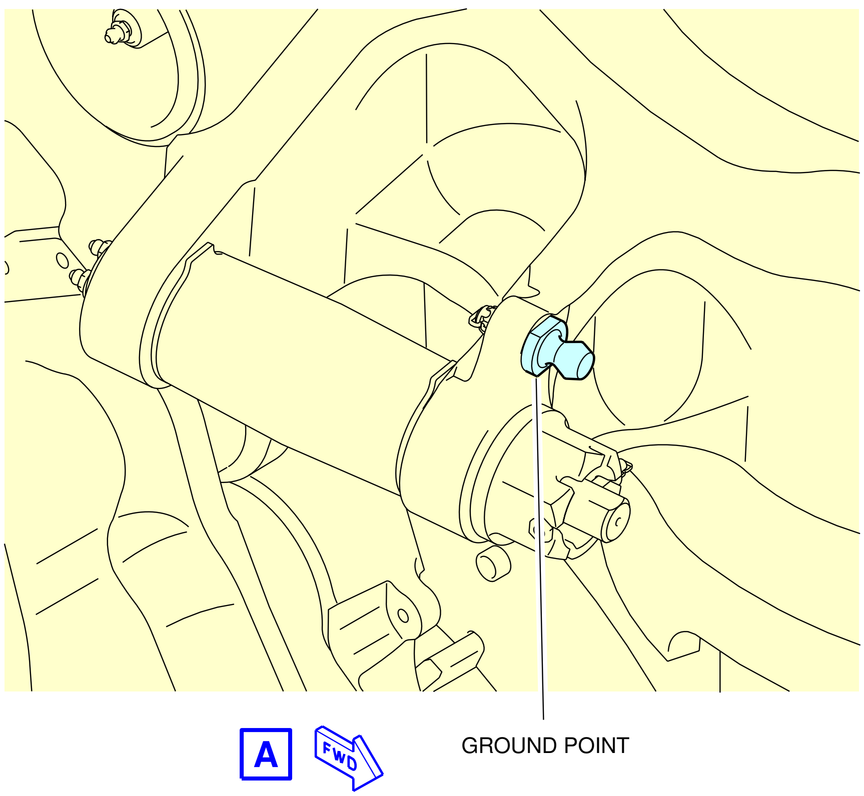
**ON A/C A380-800



Ground Points NLG
FIGURE-5-4-2-991-001-A01

**ON A/C A380-800





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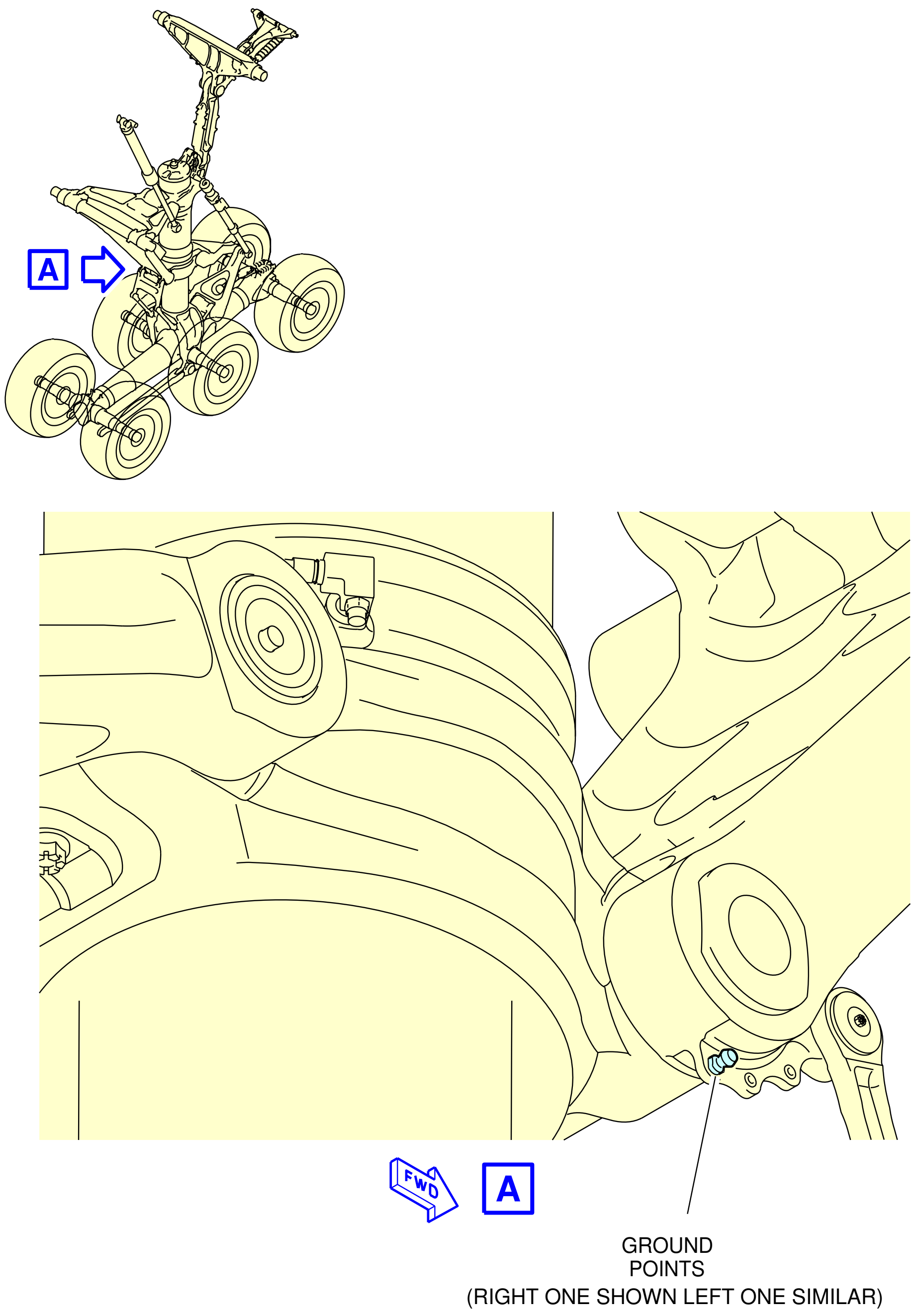
Ground Point WLG
FIGURE-5-4-2-991-002-A01

**ON A/C A380-800



Ground Points BLG
FIGURE-5-4-2-991-003-A01

5-4-3 Hydraulic System

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

Hydraulic System

1. Door Location

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		RH SIDE	LH SIDE	
– Green Hydraulic Ground Connectors: (Access door 469FL)	34.67 (113.75)		14.90 (48.88)	5.08 (16.67)
– Yellow Hydraulic Ground Connectors: (Access door 479FL)	34.67 (113.75)	14.90 (48.88)		5.08 (16.67)
– Hydraulic Reservoir Servicing Panel: (Access door 197CB)	31.89 (104.63)		2.34 (7.68)	1.71 (5.61)

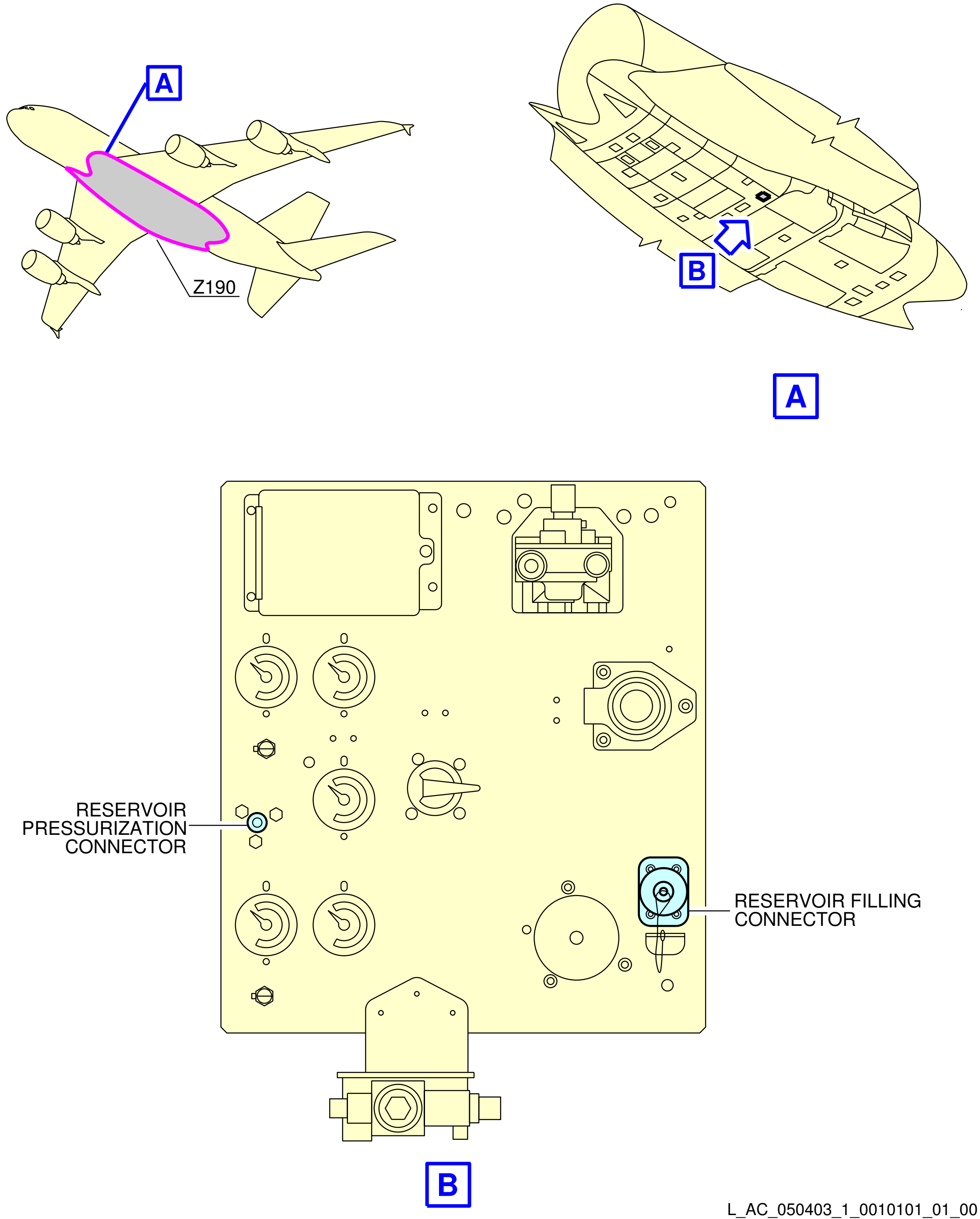
A. Reservoir Pressurization

(1) One connector ISO 4570.

B. Reservoir Filling

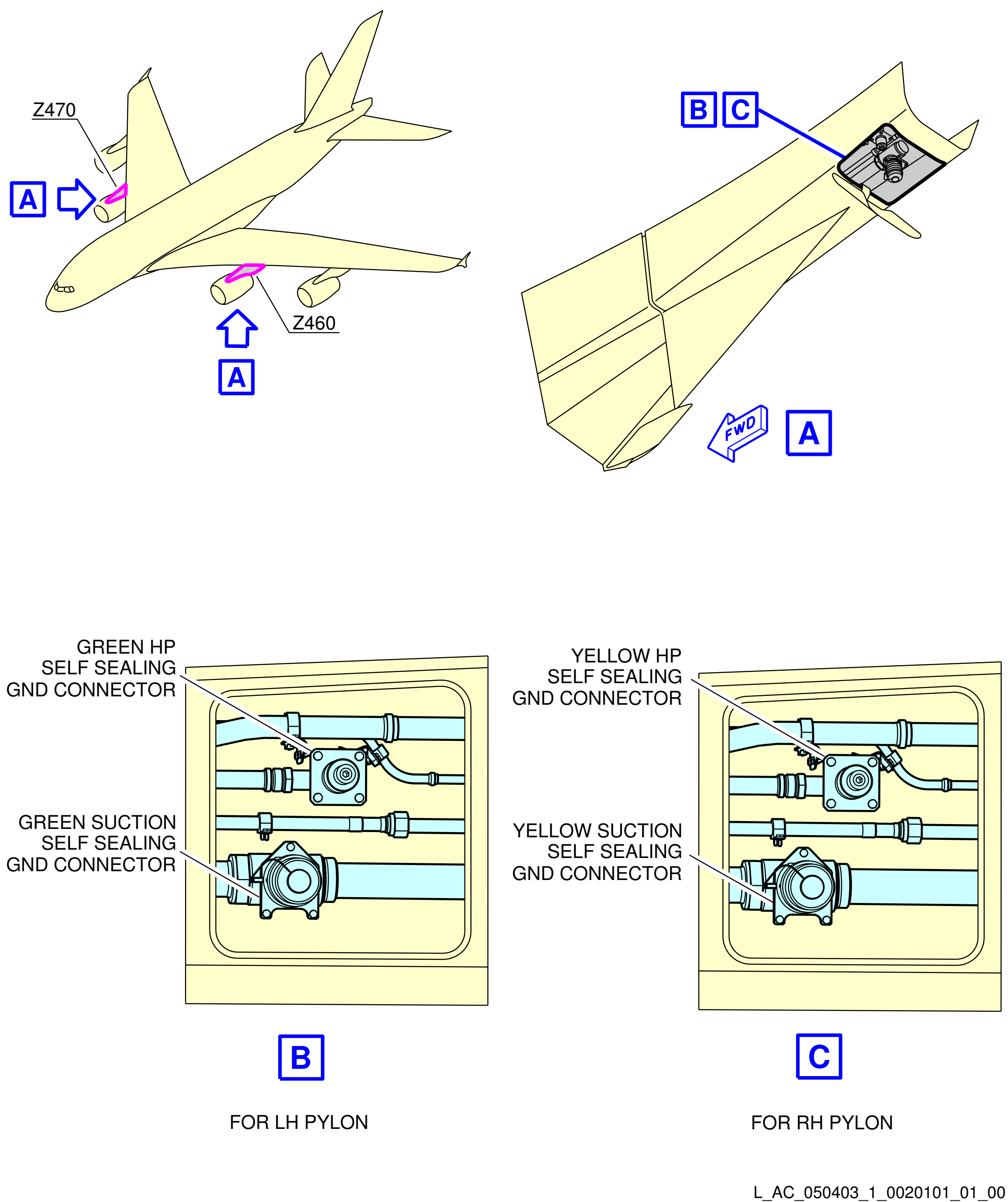
(1) One connector AE96993E, 1/4 in.

**ON A/C A380-800



Ground Service Connections
Hydraulic Reservoir Servicing Panel
FIGURE-5-4-3-991-001-A01

**ON A/C A380-800



Ground Service Connections
Hydraulic Ground Connections
FIGURE-5-4-3-991-002-A01

5-4-4 Electrical System

**ON A/C A380-800

Electrical System

1. Electrical System

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		RH SIDE	LH SIDE	
Right side access door: 134AR	5.99 (19.65)	0.45 (1.48)		2.59 (8.50)
Left side access door: 133AL	5.99 (19.65)		0.45 (1.48)	2.59 (8.50)

A. External Power Receptacles:

(1) Four standard ISO 461 Style 3 - 90 kVA each.

B. Power supply:

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

C. Electrical connectors:

(1) AC outlets: HUBBELL 5258

(2) DC outlets: HUBBELL 7472

D. Electrical Loads on Ground:
For detailed information, refer to SIL 24-076.

NOTE : "Default Loads" are the basic loads that are supplied when the electrical power system is activated (avionics fan, etc.).

NOTE : This paragraph gives examples based on typical configuration. The values may varies depending on aircraft configuration.

(1) Ground Service Network:

When only the Ground Service Network is activated, only the electrical loads for cargo loading, cleaning, servicing and main cabin lighting are available.
One 90 kVA GPU is necessary.

(2) Cabin Preparation:
- Default loads: 53 kVA
- Cabin fans: 35 kVA

- Galley (1% used): 2 kVA
- Lights: 23.5 kVA
- Vacuum cleaners: 12.5 kVA
- Cargo door opening (EMP): 10 kVA

Total loads: 136 kVA
Two 90 kVA GPU are necessary.

(3) Standard Turn-around:

- Default loads: 53 kVA
- Cabin fans: 35 kVA
- Supplemental Cooling System: 40 kVA
- Galley (10% used): 10.5 kVA
- Fuel ground automatic transfer: 20 kVA
- Lights: 23.5 kVA
- IFE (20% used): 8 kVA
- Vacuum cleaners: 12.5 kVA
- Cargo loading: 10 kVA
- Cargo door opening (EMP): 10 kVA

Total loads: 222 kVA
Four 90 kVA GPU are necessary.

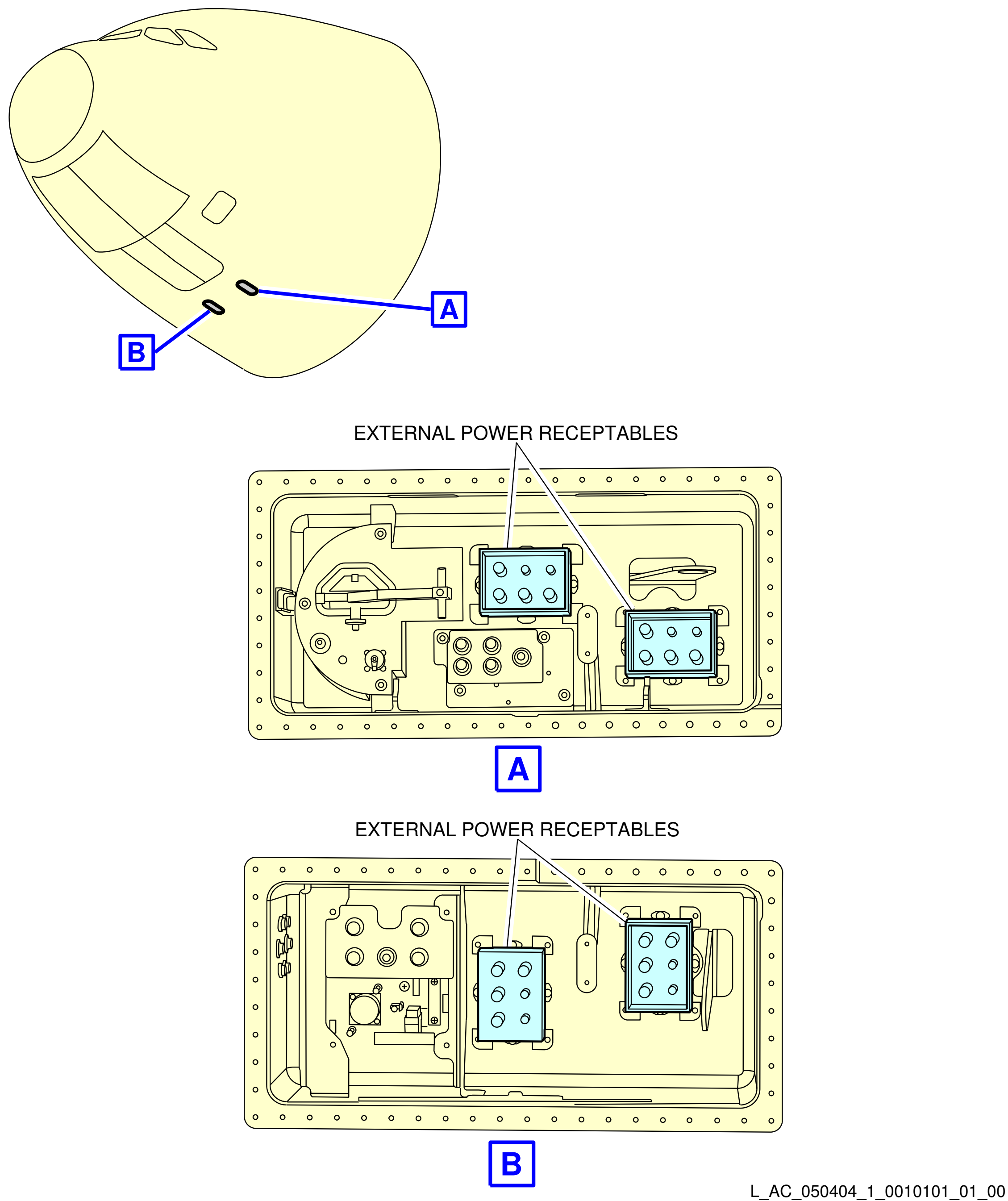
(4) Hangar Maintenance:

The most consuming configuration is a full check of the flight controls with the four Electrical Motor Pumps (EMP) switched ON.

- Default loads: 53 kVA
- Cabin fans: 35 kVA
- Lights: 23.5 kVA
- EHA/EBHA: 24 kVA
- EMP (x4): 92 kVA

Total loads: 227.5 kVA
Four 90 kVA are necessary.

**ON A/C A380-800



Ground Service Connections
Electrical Service Panel
FIGURE-5-4-4-991-001-A01

5-4-5 Oxygen System

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

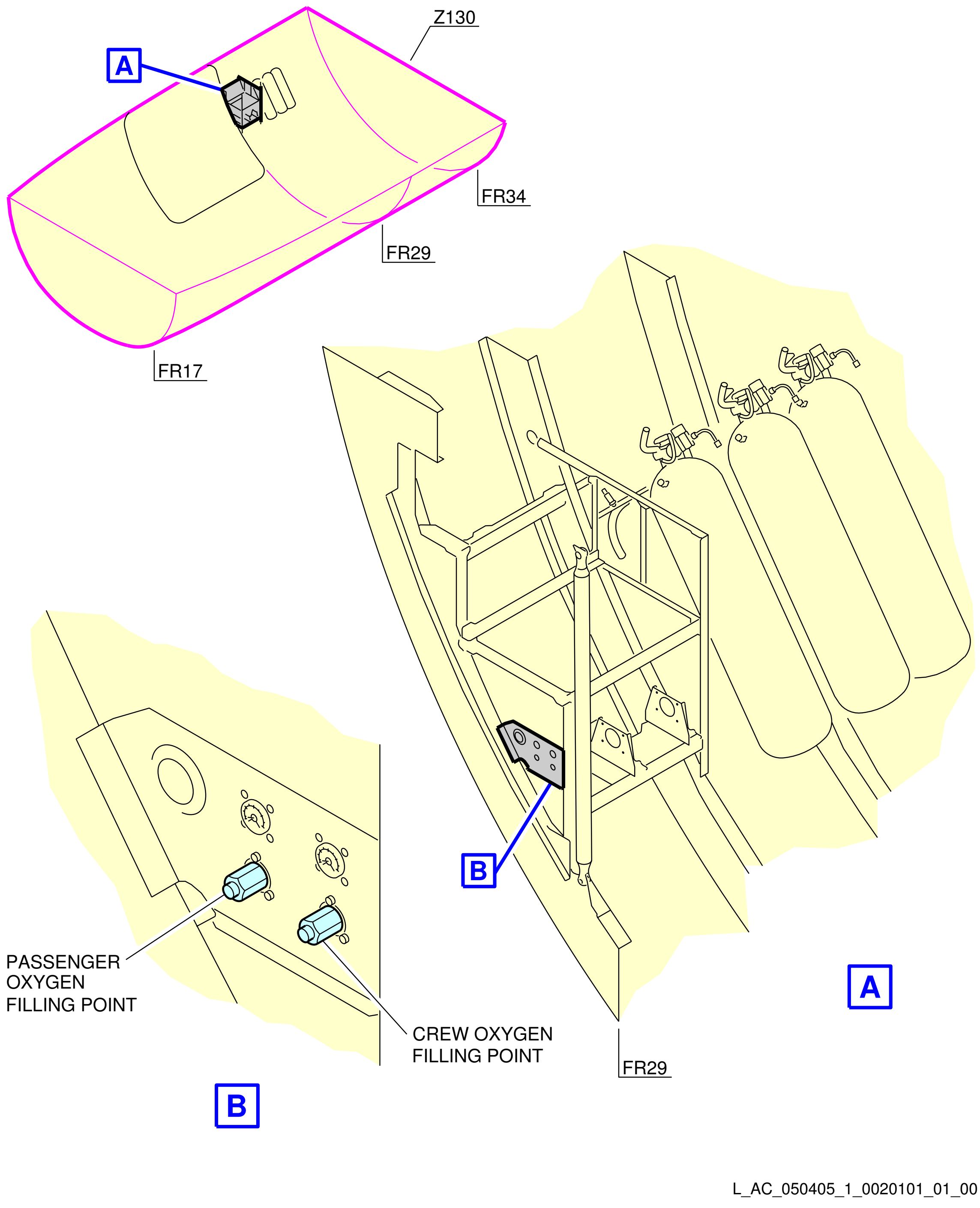
Oxygen System

1. Door Location

Access	Position from Aft of Nose	Position from Aircraft Centerline		Height from Ground
		RH Side	LH Side	
Access panel : 132EJW	7.45 m (24.44 ft)		2.23 m (7.32 ft)	3.25 m (10.66 ft)

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

**ON A/C A380-800



Ground Service Connections
Oxygen System
FIGURE-5-4-5-991-002-A01

5-4-6 Fuel System

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

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 522 GB)	31.89 (104.63)		17.97 (58.96)	5.94 (19.49)
Refuel/Defuel coupling, right: (Access door 622 GB)	31.89 (104.63)	17.97 (58.96)		5.94 (19.49)

A. Refuel/Defuel couplings :

(1) Standard ISO 45, 2.5 in., two per wing

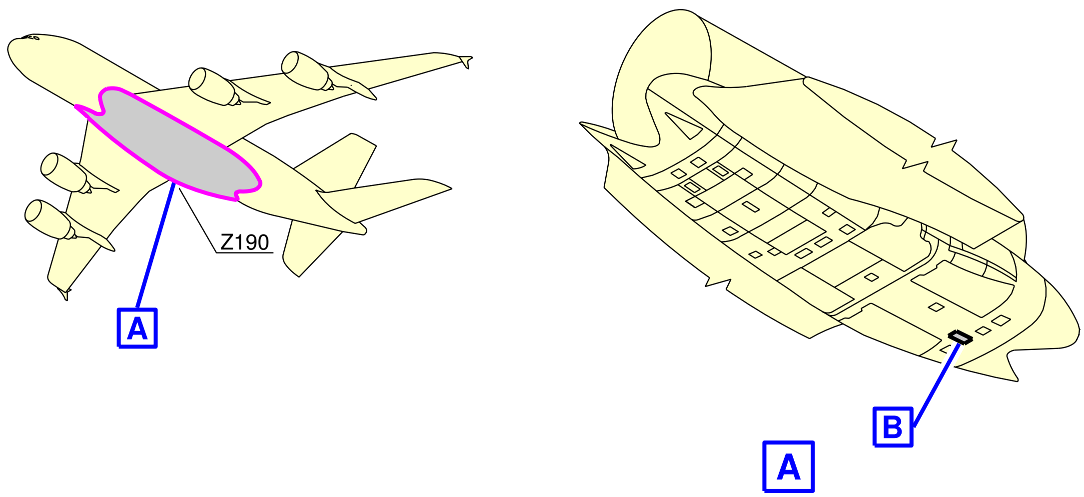
B. Refuel pressure :

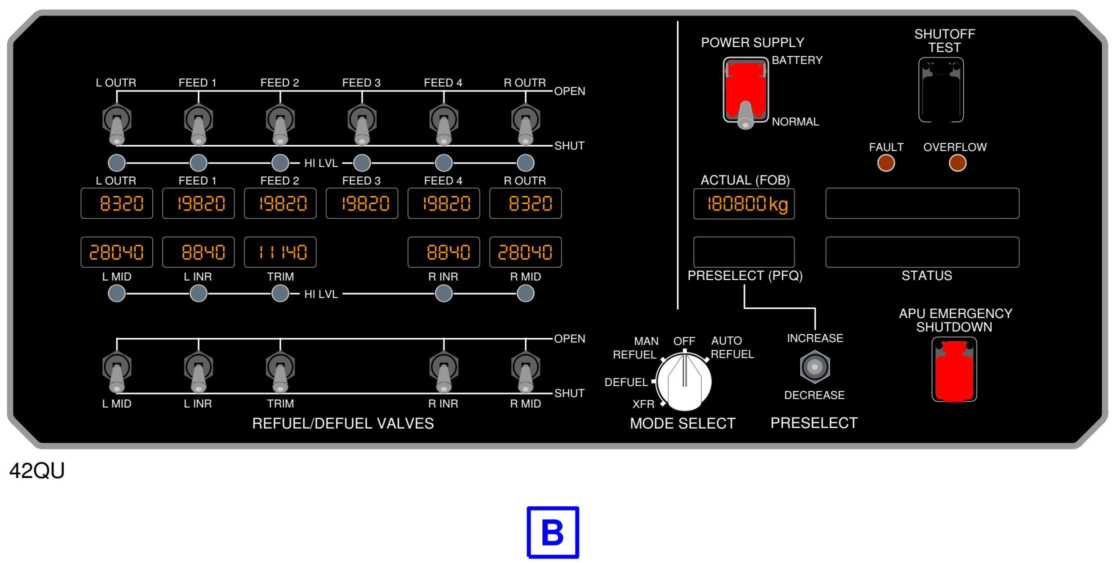
(1) Max. pressure : 3.45 bar (50 psi)

3. Overpressure Protector and NACA Flame Arrestor

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R Side	L Side	
Overpressure Protector	61.33 (201.23)	36.75 (120.57)	36.75 (120.57)	7.51 (24.65)
NACA Flame Arrestor	60.82 (199.55)	35.98 (118.05)	35.98 (118.05)	7.44 (24.41)

**ON A/C A380-800





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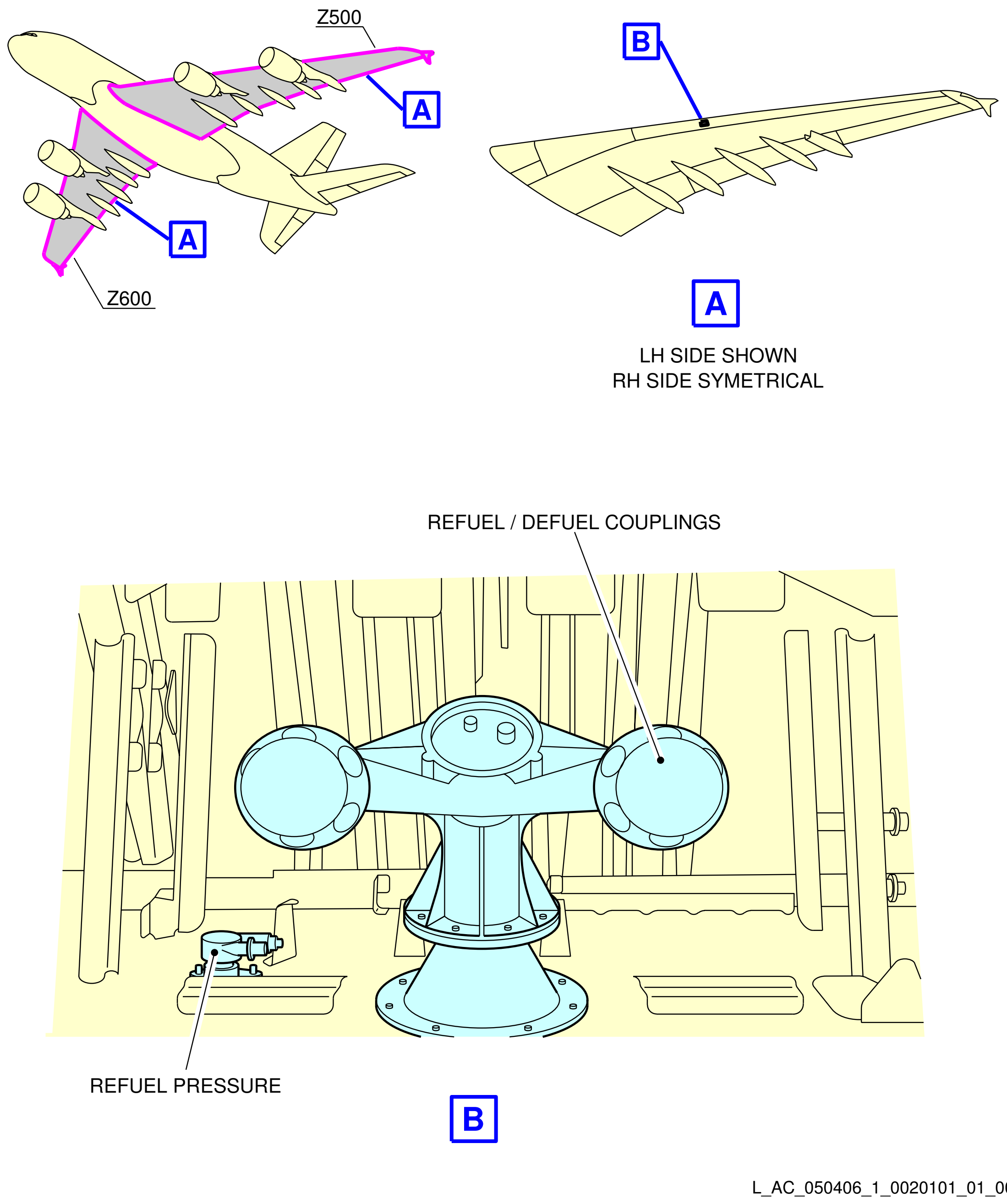
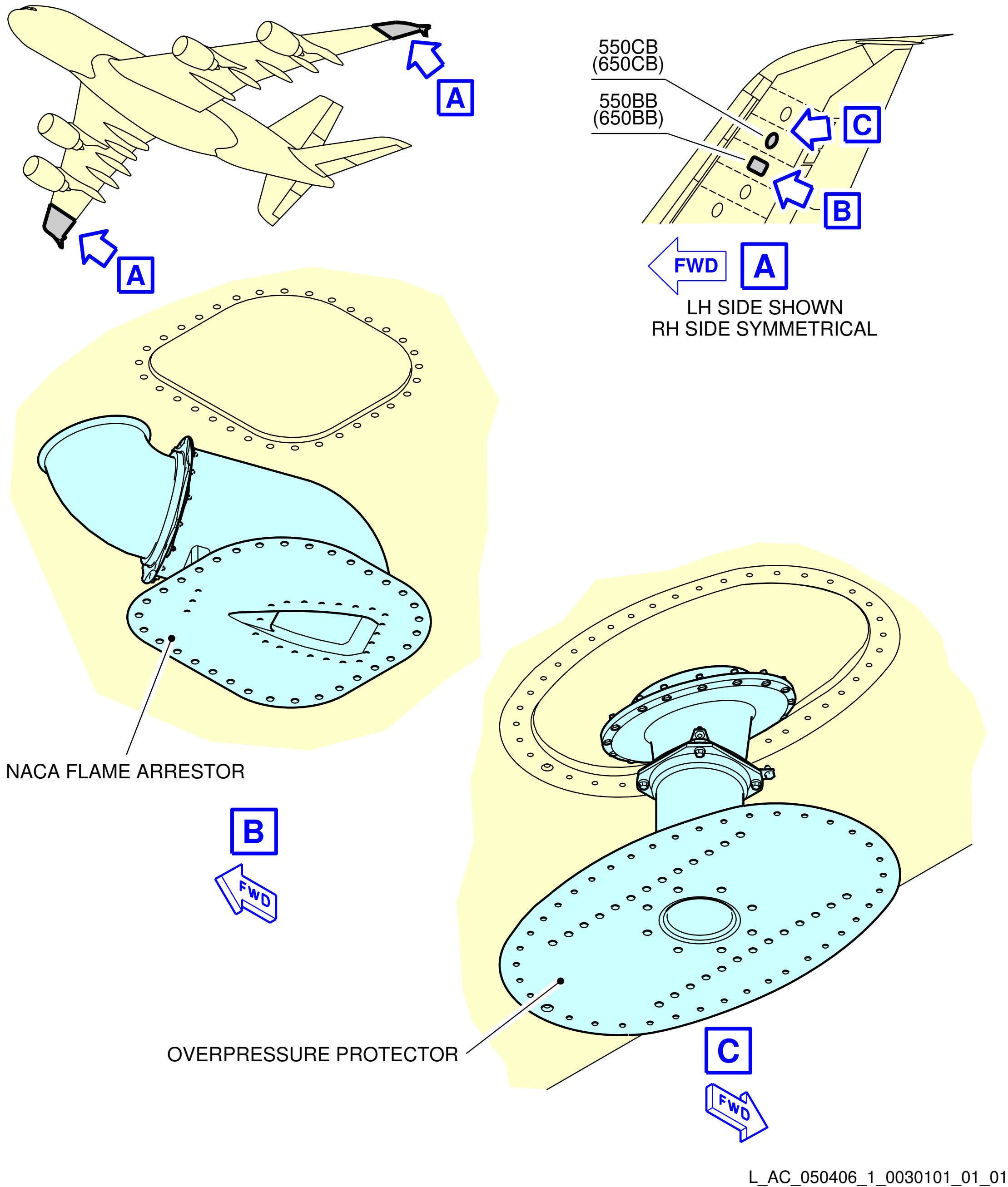
Ground Service Connections
Refuel/Defuel Control Panel
FIGURE-5-4-6-991-001-A01

**ON A/C A380-800



Ground Service Connections
Pressure Refuel Connections
FIGURE-5-4-6-991-002-A01

**ON A/C A380-800



Ground Service Connections
Overpressure Protector and NACA Flame Arrestor
FIGURE-5-4-6-991-003-A01

5-4-7 Pneumatic System

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

Pneumatic System

1. Low Pressure Connectors

	DISTANCE : Meters (ft)			
		FROM AIRPLANE CENTERLINE		
	AFT OF NOSE	R SIDE	L SIDE	MEAN HEIGHT FROM GROUND
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 ISO 1034, 8 in.

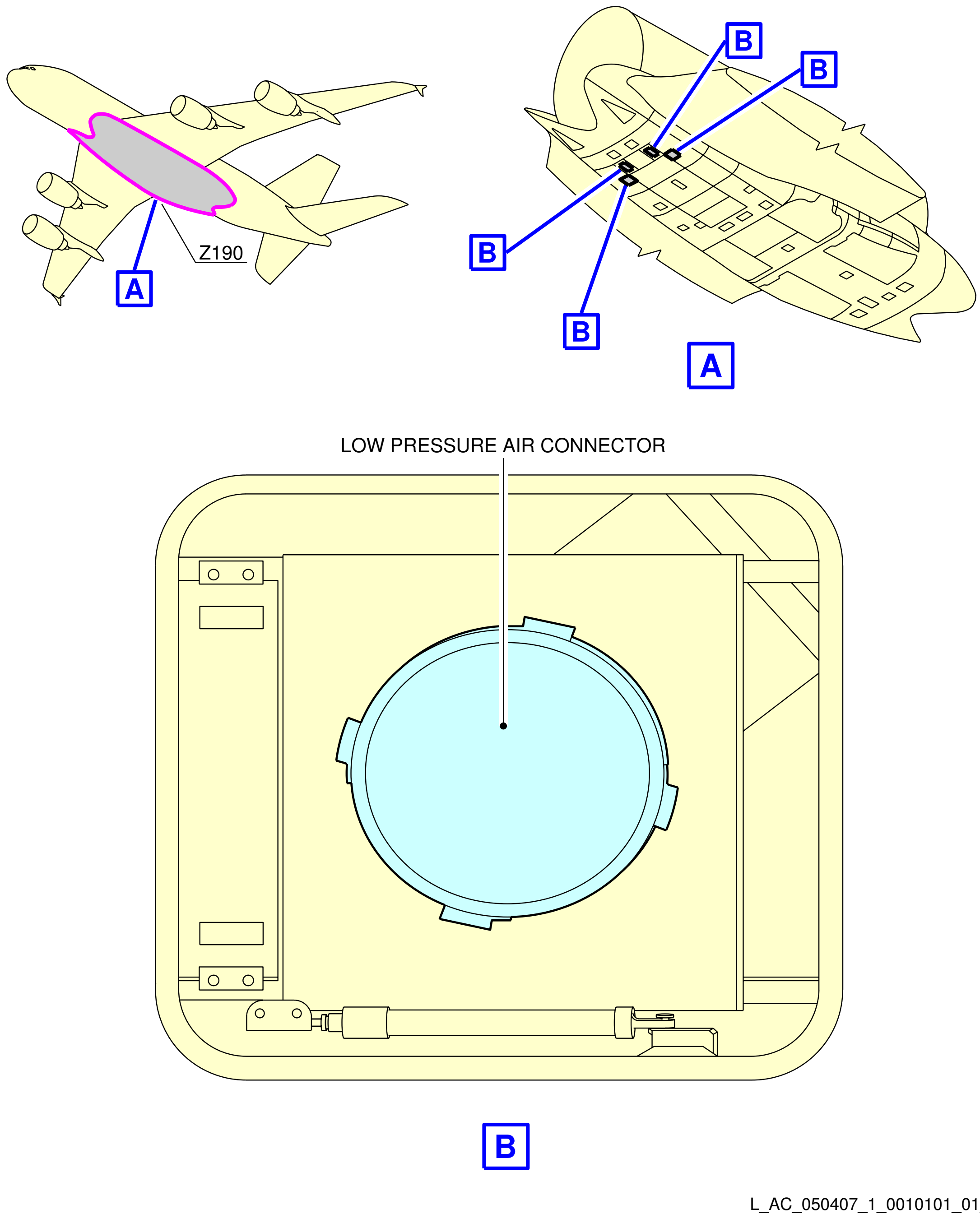
2. High Pressure Connectors

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

A. Connectors :

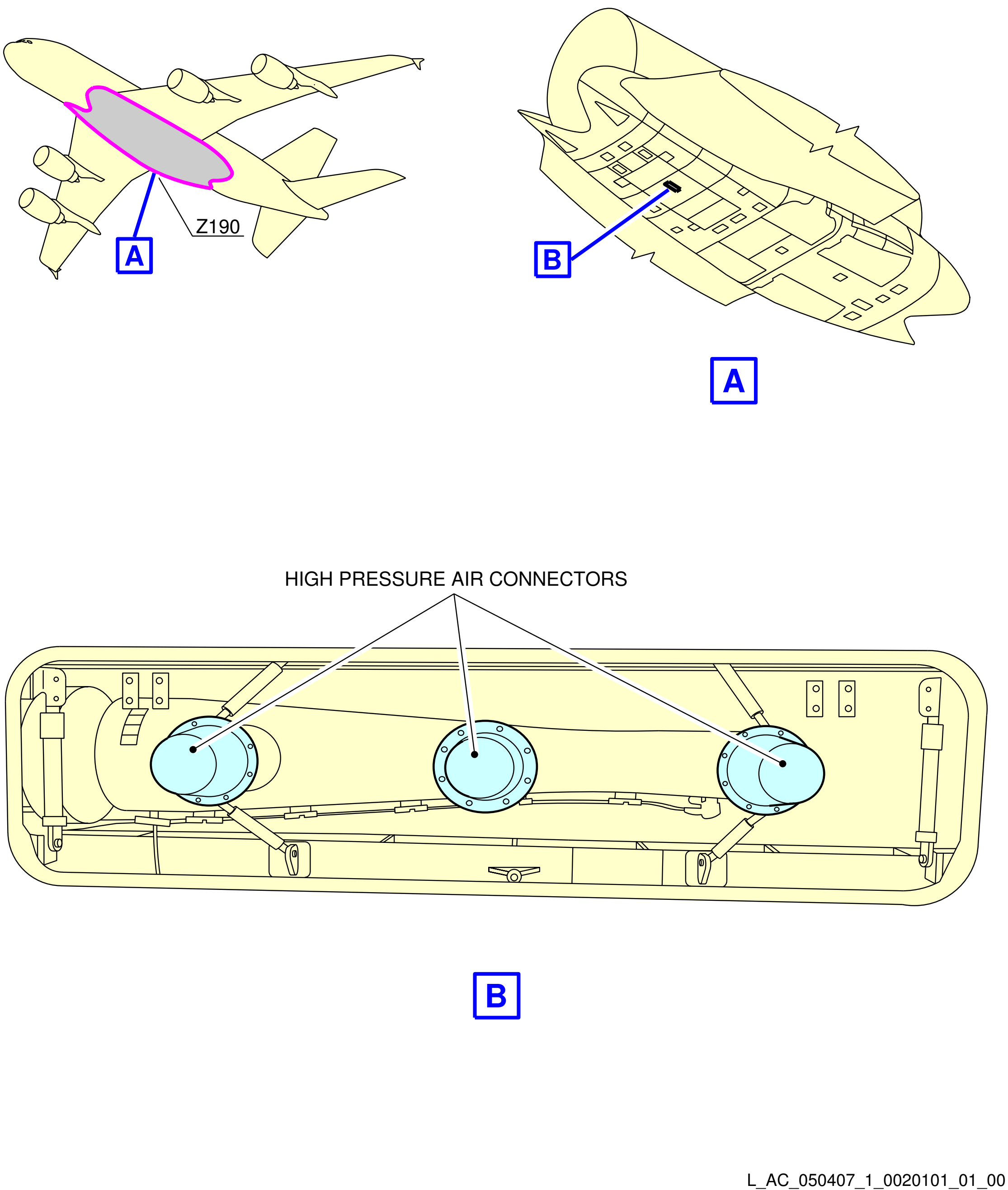
(1) Three ISO 2026, 3 in.

**ON A/C A380-800



Ground Service Connections
Low Pressure Preconditioned Air
FIGURE-5-4-7-991-001-A01

**ON A/C A380-800



Ground Service Connections
High Pressure Preconditioned Air
FIGURE-5-4-7-991-002-A01

5-4-8 Potable Water System

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

Potable Water System

1. Potable Water System
   This section gives data related to the location of the ground service connections.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH Side	RH Side	
Potable water ground service panel: access door 199NB	43.67 (143.27)		0.37 (1.21)	2.13 (6.99)
Potable water drain panel: access door 133BL	9.83 (32.25)		0.3 (0.98)	2.74 (8.99)

NOTE : Distances are approximate.

A. Connections

Fill and drain port - ISO 17775, 3/4 in.

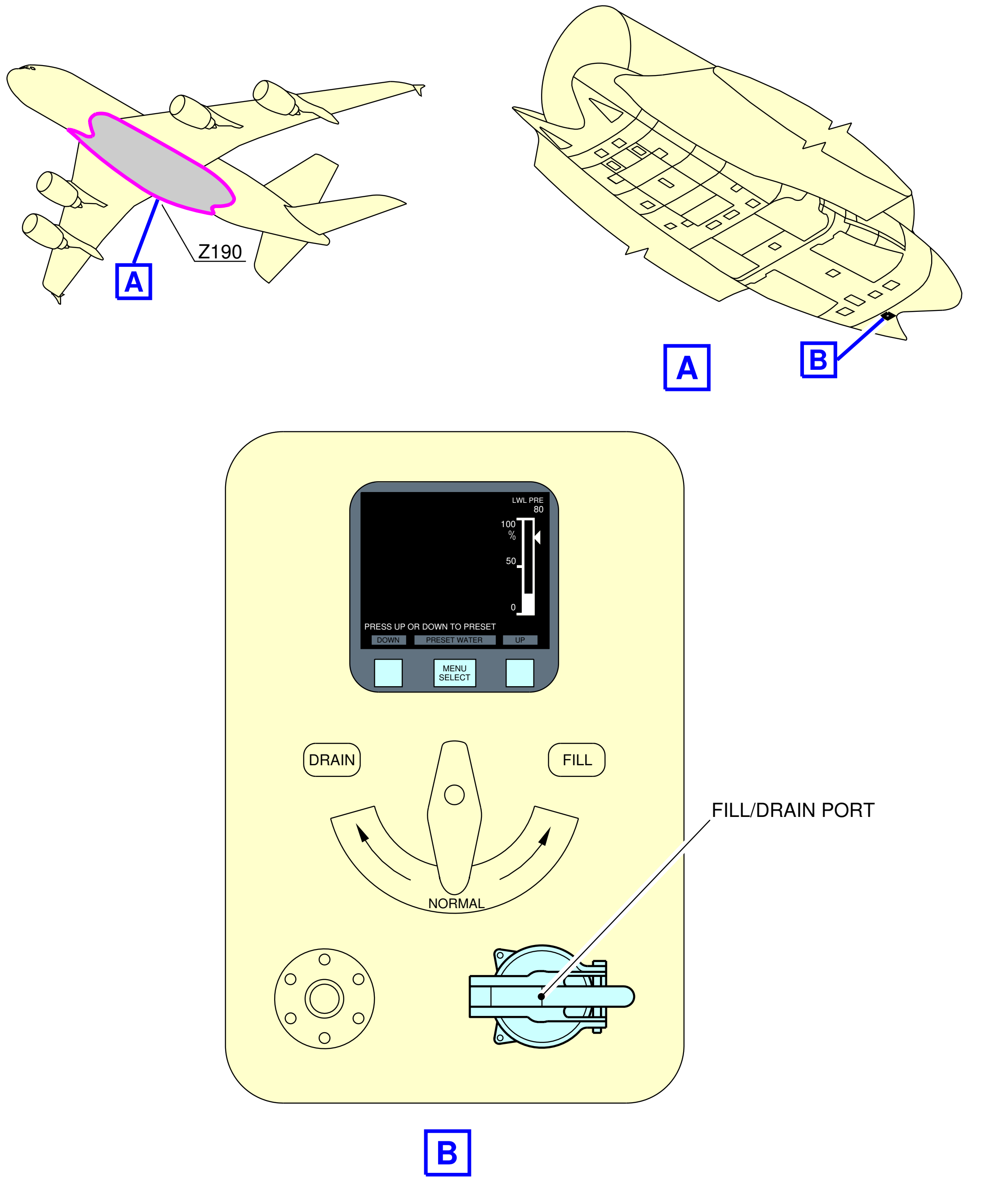
B. Capacity :

(1) Total Capacity
- Standard configuration (six tanks): 1700 l (449 US gal).
- Optional configuration (seven tanks): 1998 l (528 US gal).
- Optional configuration (eight tanks): 2267 l (599 US gal).

C. Filling pressure :

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

**ON A/C A380-800



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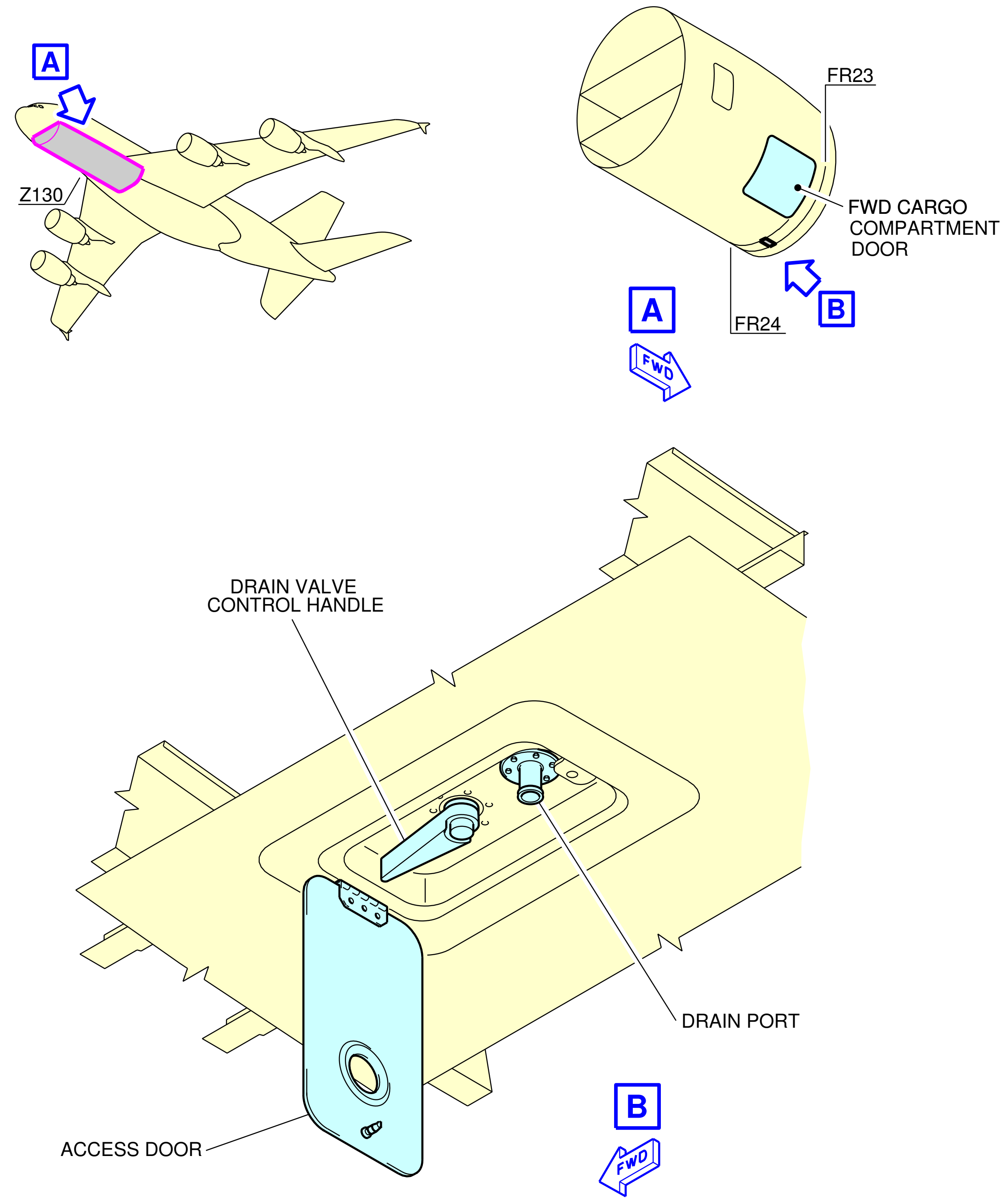
Ground Service Connections
Potable Water Ground Service Panel
FIGURE-5-4-8-991-001-A01

**ON A/C A380-800



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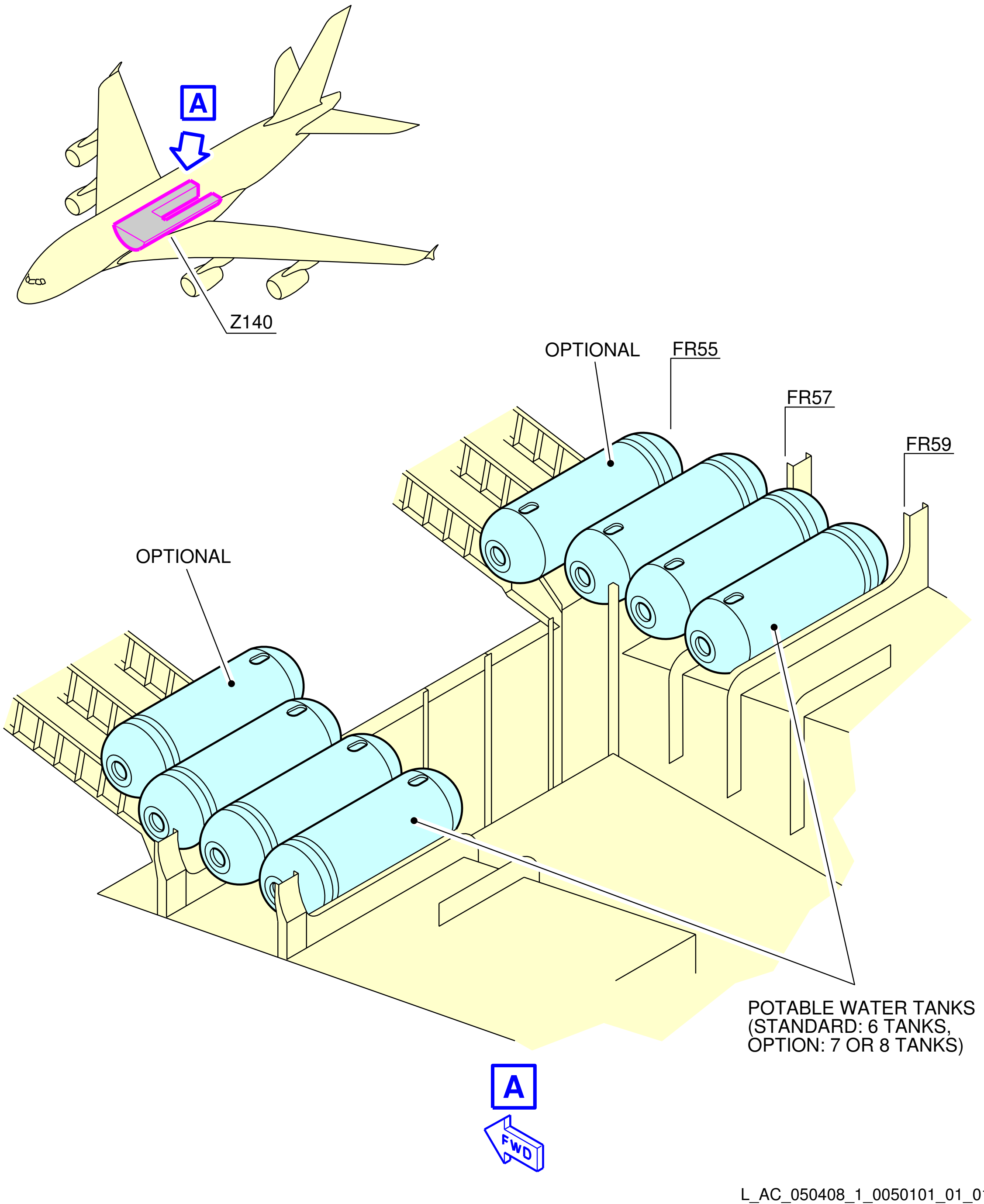
Ground Service Connections
Potable Water Drain Panel
FIGURE-5-4-8-991-004-A01

**ON A/C A380-800



Ground Service Connections
Potable Water Tanks Location
FIGURE-5-4-8-991-005-A01

5-4-9 Oil System

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

Engine Oil Servicing

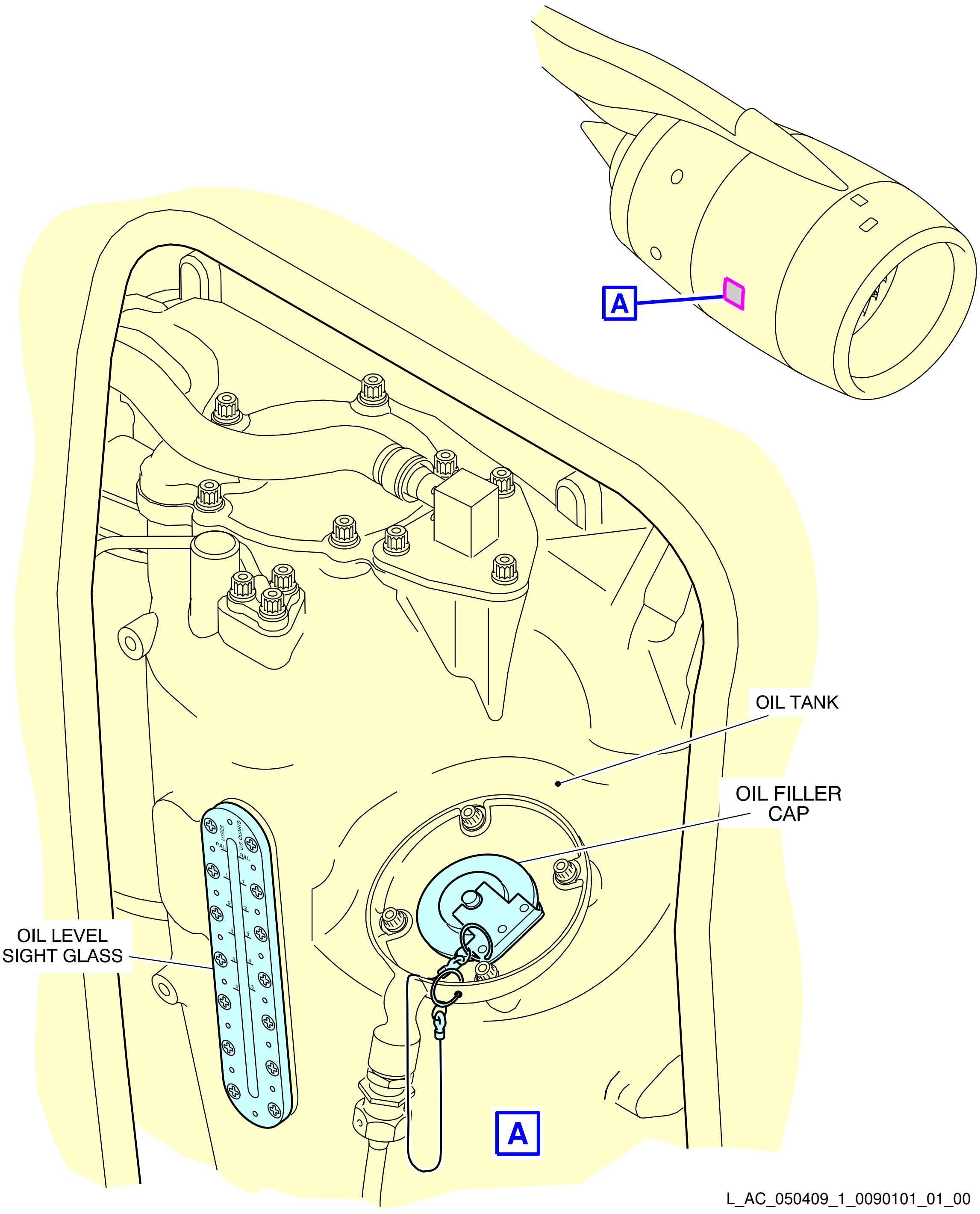
1. Engine Oil Servicing (TRENT900 Engines)

	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)

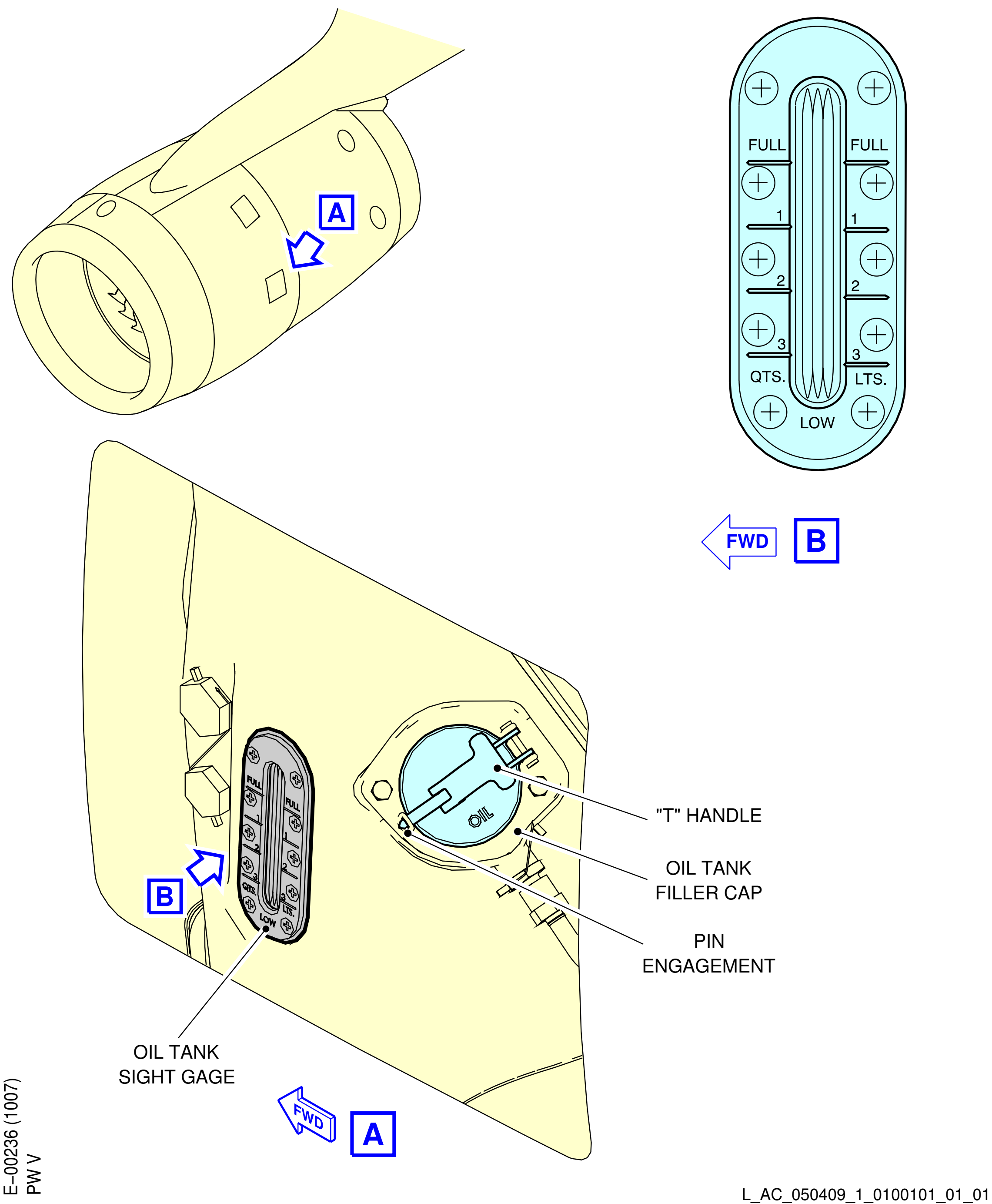
	DISTANCE : Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
– Engine 1 (access door 415CL)	33.03 (108.37)		27.42 (89.96)	4.4 (14.44)
– Engine 2 (access door 425CL)	25.35 (83.17)		16.62 (54.53)	3.13 (10.27)
– Engine 3 (access door 435CL)	25.35 (83.17)	12.78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



Ground Service Connections
Engine Oil Servicing - TRENT 900 Engines
FIGURE-5-4-9-991-009-A01

**ON A/C A380-800



Ground Service Connections
Engine Oil Servicing - GP 7200 Engines
FIGURE-5-4-9-991-010-A01

**ON A/C A380-800

VFG Oil Servicing

1. VFG oil servicing (TRENT900 Engines)

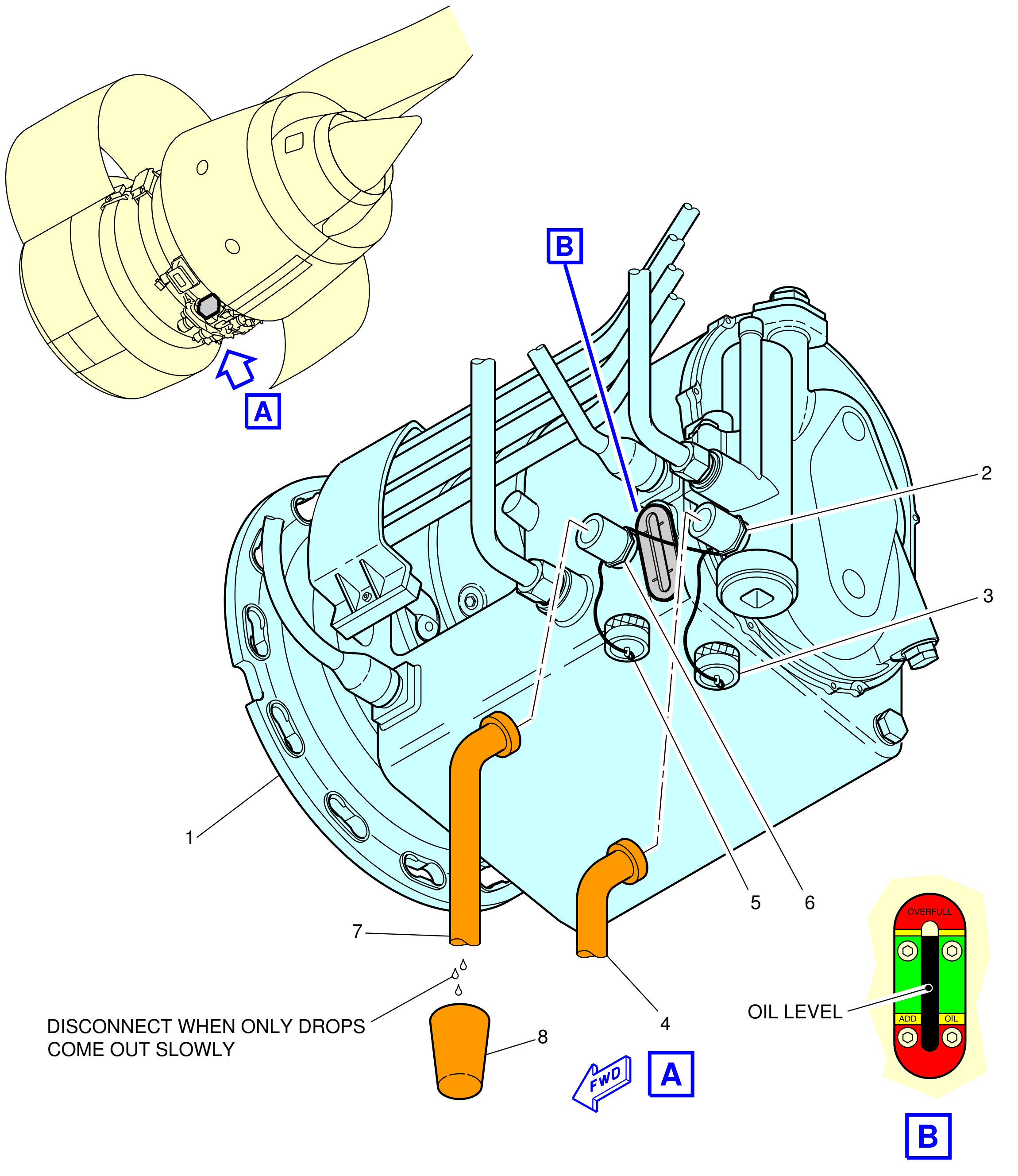
	DISTANCE : Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
– Engine 1 (access door 415CL)	33.17 (108.83)		26.14 (85.76)	2.56 (8.39)
– Engine 2 (access door 425CL)	25.57 (83.89)		15.31 (50.22)	1.33 (4.36)
– Engine 3 (access door 435CL)	25.57 (83.89)	13.93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

	DISTANCE : Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		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)

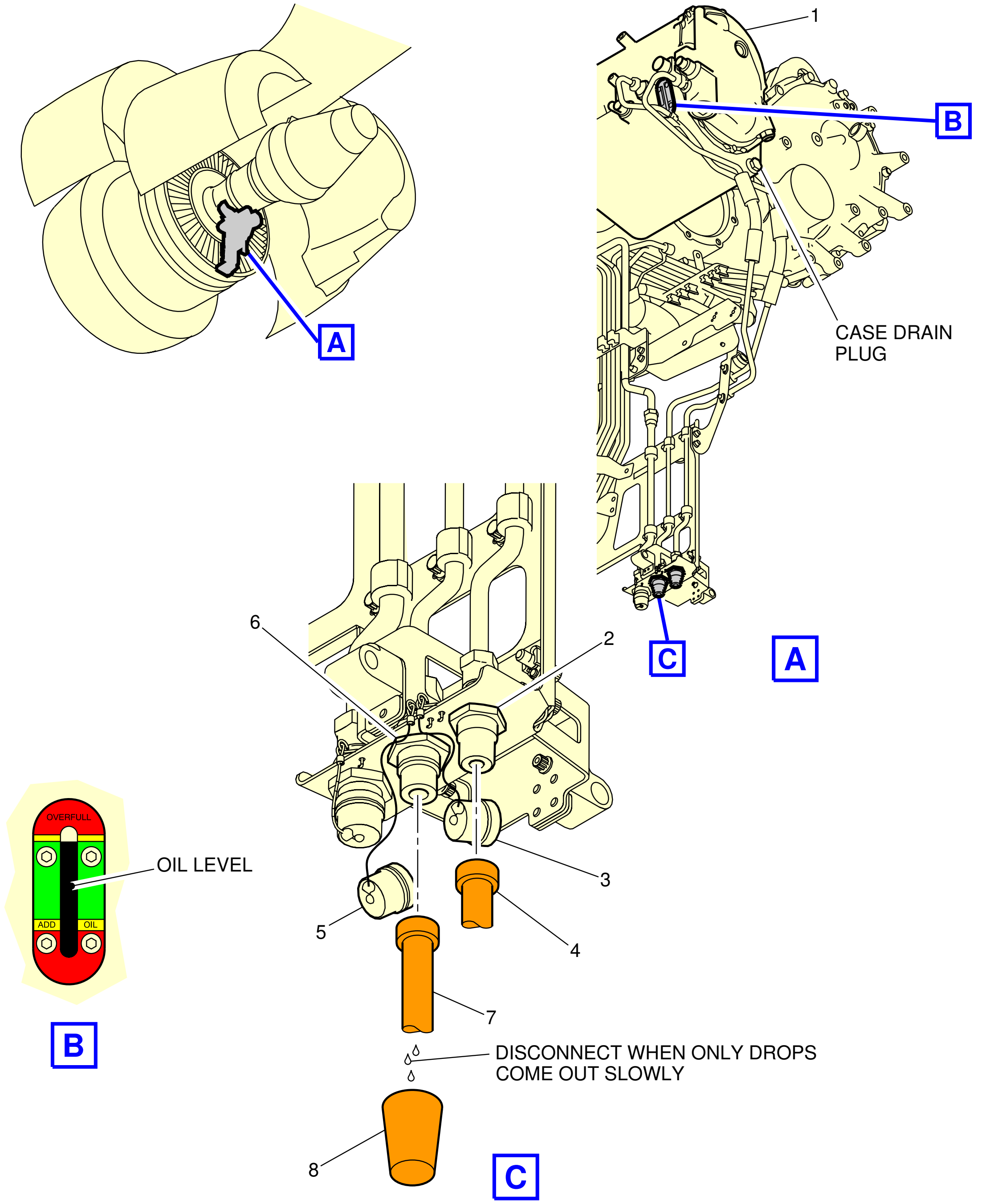
For VFG (GP7200 Engines), open:
- Fan Exhaust Cowl (engine 1 - 4)
- Thrust Reverser Cowl (engine 2 -3)

**ON A/C A380-800



Ground Service Connections
VFG Oil Servicing - TRENT 900 Engines
FIGURE-5-4-9-991-011-A01

**ON A/C A380-800



Ground Service Connections
VFG Oil Servicing - GP 7200 Engines
FIGURE-5-4-9-991-012-A01

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

Starter Oil Servicing

1. Starter Oil Servicing (TRENT900 Engines)

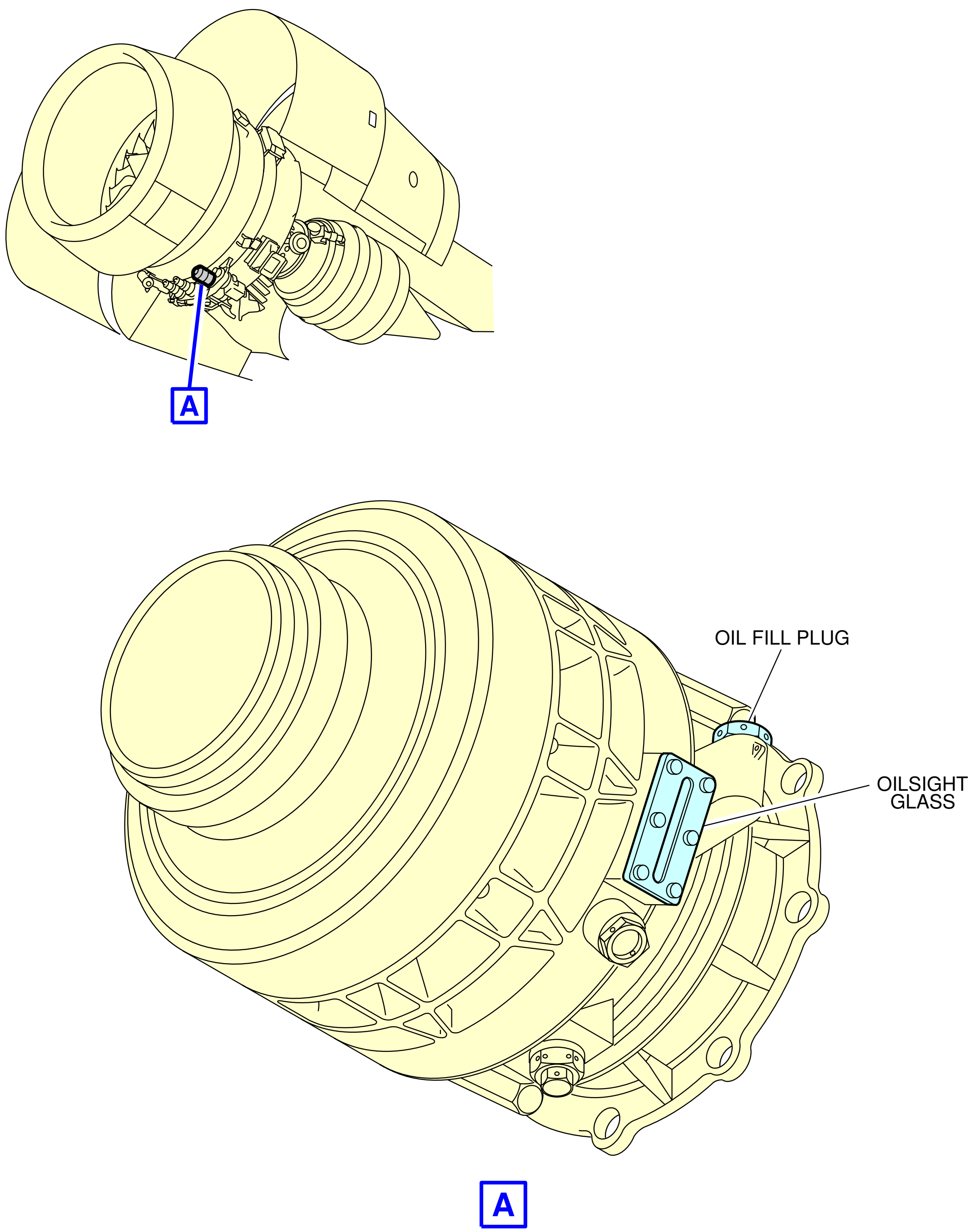
	DISTANCE : Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
– Engine 1	39.78 (130.51)		25.78 (84.57)	2.59 (8.49)
– Engine 2	32.15 (105.49)		14.94 (49.01)	1.39 (4.56)
– Engine 3	32.15 (105.49)	14.42 (47.30)		1.39 (4.56)
– Engine 4	39.78 (130.51)	25.25 (82.84)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

2. Starter Oil Servicing (GP7200 Engines)

	DISTANCE : Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		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)

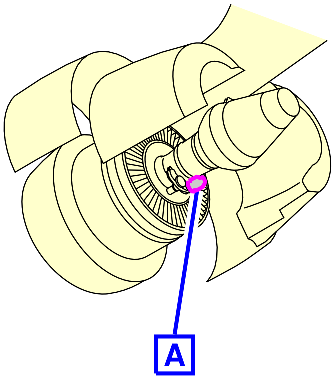
For access to Starter Oil Servicing, open Fan Cowl

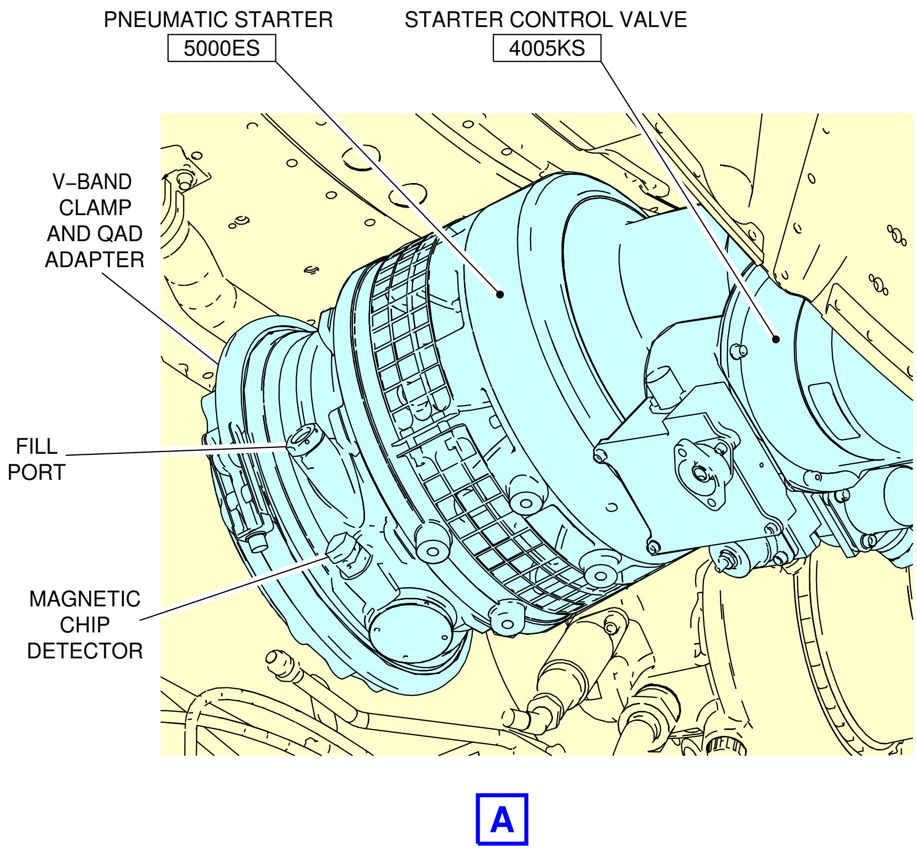
****ON A/C A380-800**



Ground Service Connections
Starter Oil Servicing - TRENT 900 Engines
FIGURE-5-4-9-991-013-A01

**ON A/C A380-800





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Ground Service Connections
Starter Oil Servicing - GP 7200 Engines
FIGURE-5-4-9-991-014-A01

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

APU Oil Servicing

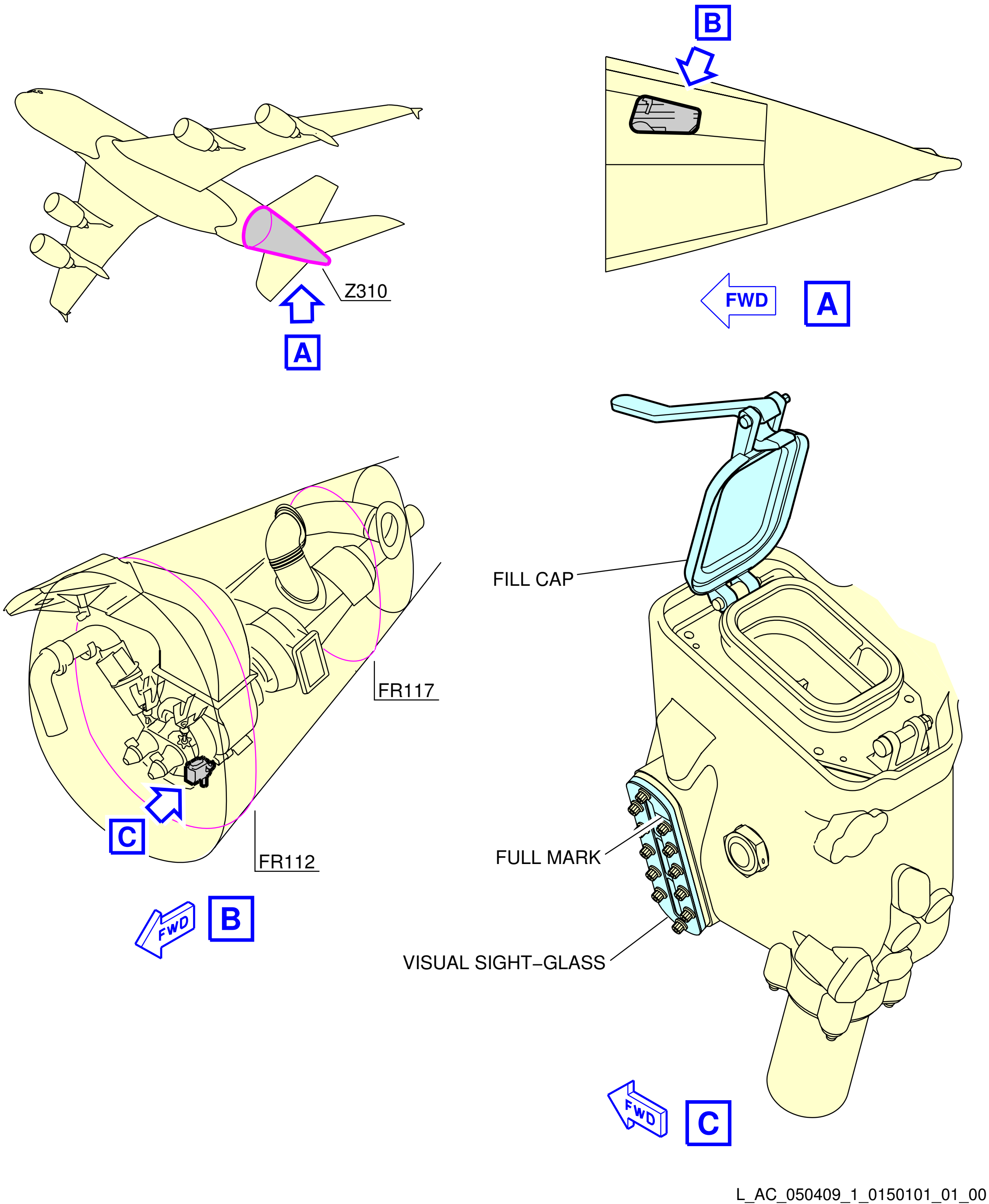
1. APU Oil

	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



Ground Service Connections
APU Oil Servicing
FIGURE-5-4-9-991-015-A01

5-4-10 Vacuum Toilet System

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

Vacuum Toilet System

1. Access
   This section gives data related to the location of the ground service connections.

2. Technical specifications

	DISTANCES: Meters (ft)			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH Side	RH Side	
Waste Water Ground Service Panel Access door 171AL	53.31 (174.90)	0.26 (0.85)		3.40 (11.15)

NOTE : Distances are approximate.

A. Connectors

(1) Toilet waste drain-connection - ISO 17775, 4 in.

(2) Toilet rinse/fill port - ISO 17775, 1 in.

B. Capacity
There are four waste tanks, two upper deck tanks and two main deck tanks, see FIGURE 5---1--9-1-003-A.

(1) Upper Deck Waste-Tanks
- 373 l (99 US gal).

Each tank is precharged with 35 l (9 US gal) of chemical fluid.

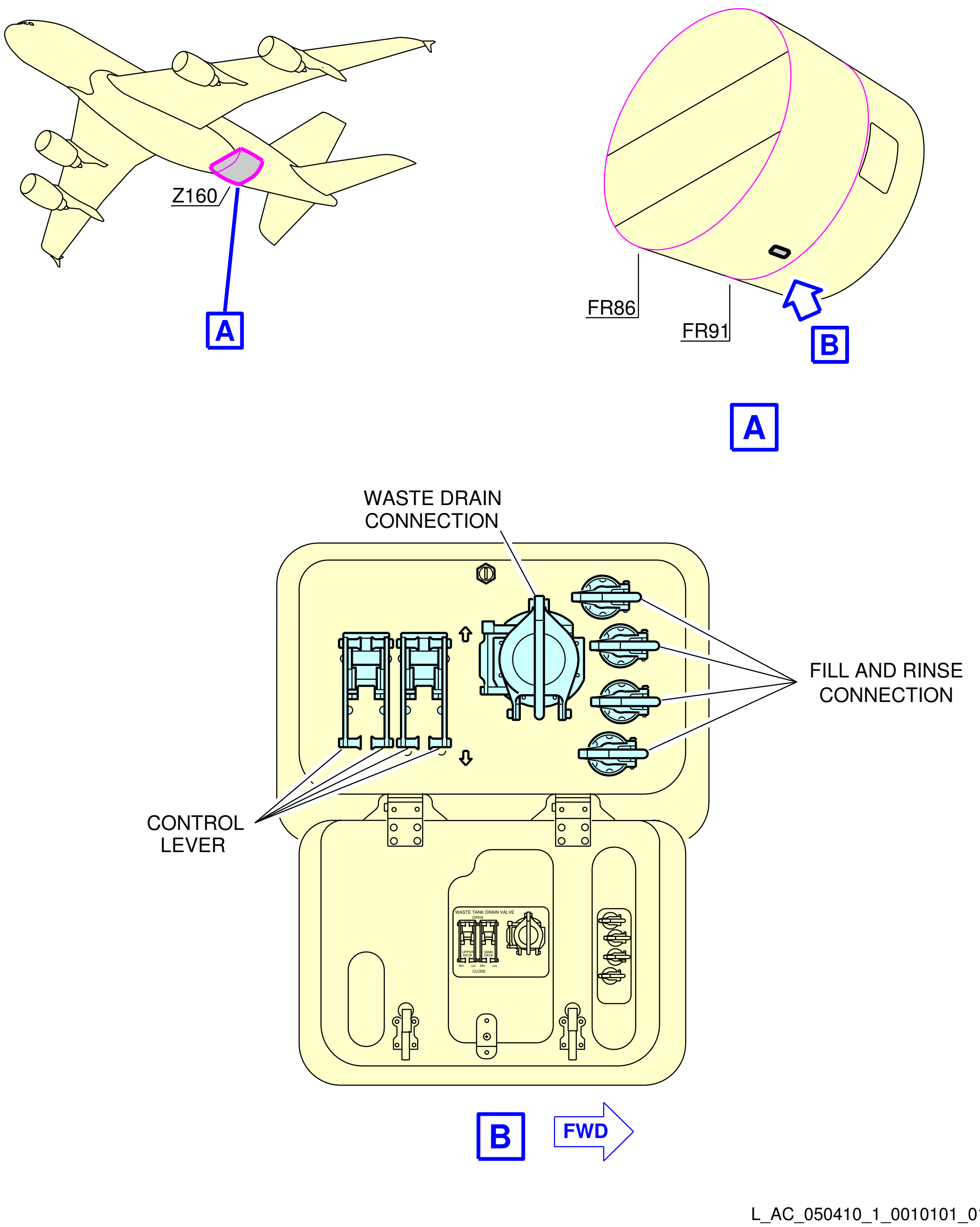
(2) Main Deck Waste-Tanks
- 675 l (178 US gal).

Each tank is precharged with 35 l (9 US gal) of chemical fluid.

(3) Total Waste Tank Capacity
- 2096 l (554 US gal).

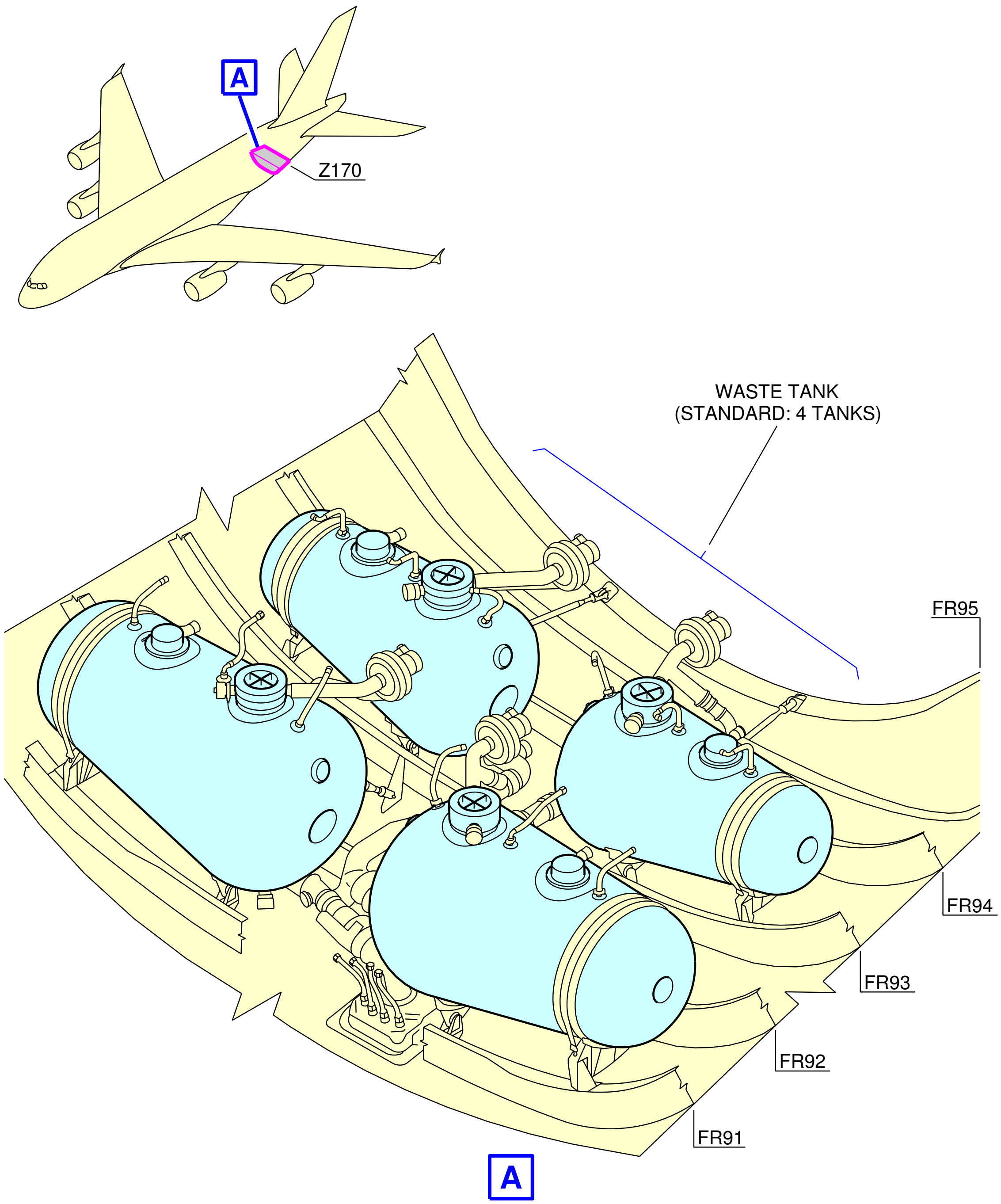
C. Pressure
Maximum pressure for rinsing and precharge to the rinse/fill port is 3.45 bar (50 psi).

**ON A/C A380-800



Ground Service Connections
Vacuum Toilet System
FIGURE-5-4-10-991-001-A01

**ON A/C A380-800



Ground Service Connections
Waste Tanks Location
FIGURE-5-4-10-991-003-A01

5-5-0 Engine Starting Pneumatic Requirements

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

Engine Starting Pneumatic Requirements

1. The purpose of this section is to provide the air data at the aircraft connection needed to start the engine, within not more than 90 seconds, at sea level (0 ft), for a set of Outside Air Temperatures.

ABBREVIATION	DEFINITION
A/C	Aircraft
ASU	Air Start Unit
HPGC	High Pressure Ground Connection
OAT	Outside Air Temperature

A. Air data are given at A/C connection (HPGC).

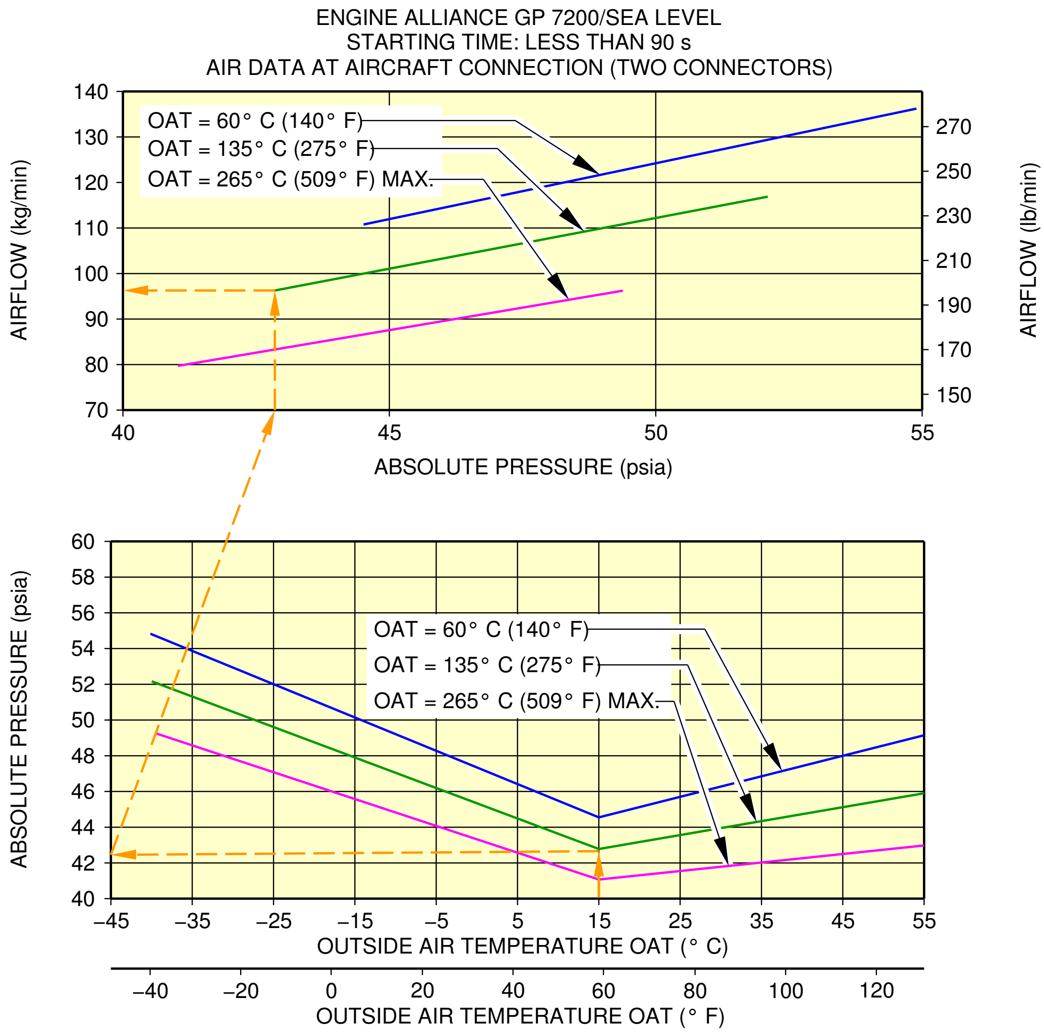
B. For the requirements below, the configuration with two HPGC is used. Using more than two connectors will reduce the pressure loss from the engine pylon interface to the ASU and therefore will require a lower discharge pressure from the ASU.

C. The air data requirements are given according to AIA/NAS 3601 standard: for a given OAT the following charts are used to determine an acceptable combination for air data: discharge temperature, absolute discharge pressure and air flow rate at HPGC.

D. This section is addressing requirements for ASU only and is not representative of the start performance of the aircraft using APU or engine cross bleed procedure.

E. To protect the A/C, the charts feature, if necessary:
- The maximum discharge pressure at HPGC
- The maximum discharge temperature at HPGC.

**ON A/C A380-800



EXAMPLE: FOR AN OAT OF 15° C (59° F) AND AN ASU PROVIDING A DISCHARGE TEMPERATURE OF 135° C (275° F) AT HPGC:

– THE REQUIRED PRESSURE AT HPGC IS 42.8 psia
– THE REQUIRED AIRFLOW AT HPGC IS 96 kg/min.

NOTE: IN CASE THE ACTUAL DISCHARGE TEMPERATURE OF THE ASU DIFFERS SUBSTANTIALLY FROM THE ONES GIVEN IN THE CHARTS, A SIMPLE INTERPOLATION (LINEAR) IS SUFFICIENT TO DETERMINE THE REQUIRED AIR DATA.

EXAMPLE: FOR AN OAT OF 15° C (59° F) AND AN ASU PROVIDING A DISCHARGE TEMPERATURE OF 195° C (383° F) AT HPGC, INTERPOLATING BETWEEN THE LINES 135° C (275° F) AND 240° C (464° F) RESULTS IN:

– A REQUIRED PRESSURE AT HPGC OF 41.8 psia
– A REQUIRED AIRFLOW AT HPGC OF 88 kg/min.

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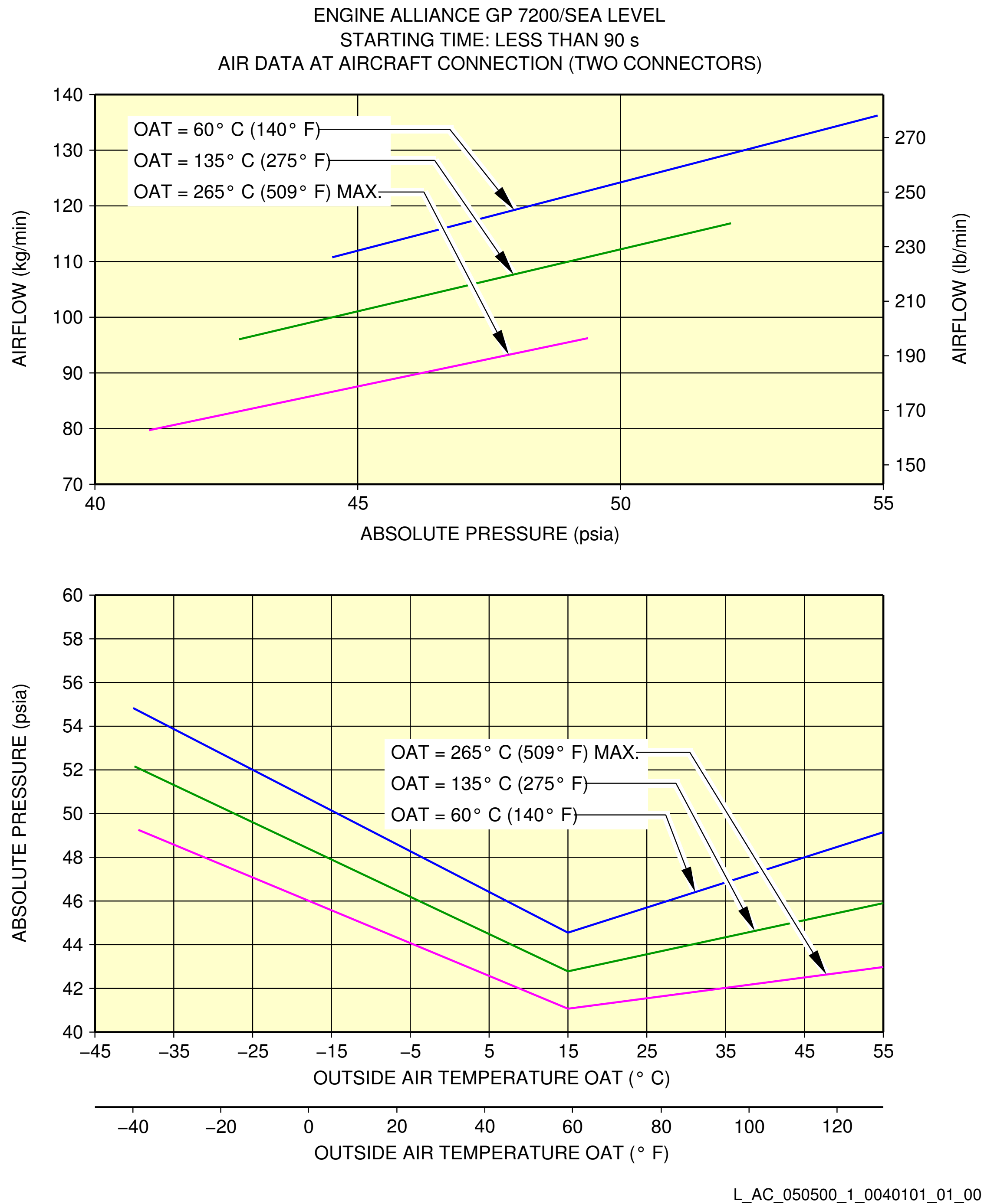
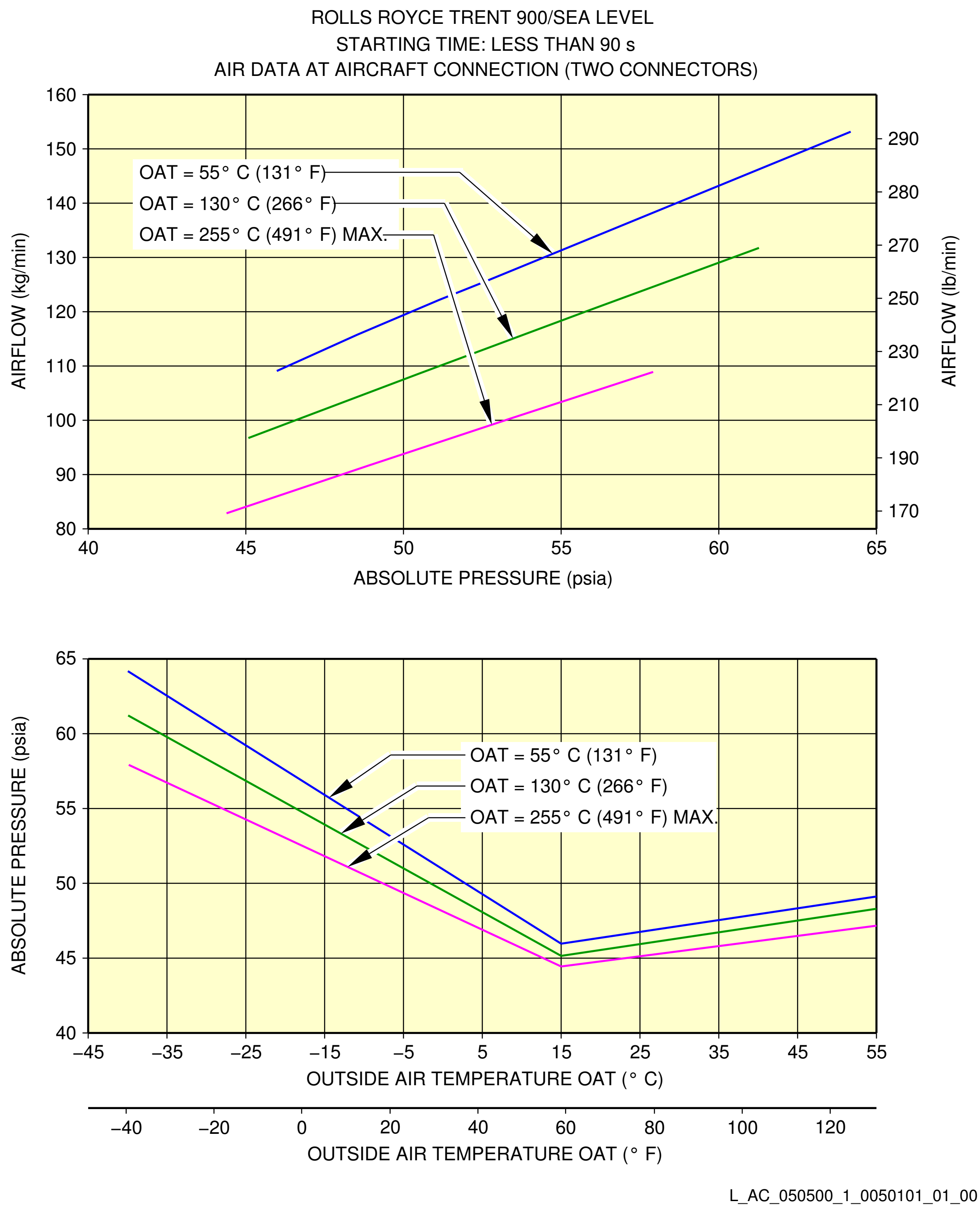
Example for Use of the Charts
FIGURE-5-5-0-991-003-A01

**ON A/C A380-800



Engine Starting Pneumatic Requirements
Engine Alliance - GP7200
FIGURE-5-5-0-991-004-A01

**ON A/C A380-800



Engine Starting Pneumatic Requirements
Rolls Royce - Trent 900 Engine
FIGURE-5-5-0-991-005-A01

5-6-0 Ground Pneumatic Power Requirements

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

Ground Pneumatic Power Requirements

1. This document describes the required performance for the ground equipment to maintain cabin temperature below 27 °C (80.6 °F) when boarding (Section 5.7 - steady state), and provides the time needed to cool down or heat up the aircraft cabin to the required temperature (Section 5.6 - dynamic cases with aircraft empty).

ABBREVIATION	DEFINITION
A/C	Aircraft
AHM	Aircraft Handling Manual
GC	Ground Connection
GSE	Ground Service Equipment
IFE	In-Flight Entertainment
LP	Low Pressure
OAT	Outside Air Temperature

A. The air flow rates and temperature requirements for the GSE, provided in Sections 5.6 and 5.7, are given at A/C ground connection.

B. The maximum air flow (Max Air Flow) is driven by pressure limitation at the ground connection. The value given below is associated to the configuration "4 LP ducts connected".

C. For temperature below 2 °C (35.6 °F), the ground equipment shall be compliant with the Airbus document "Subfreezing PCA Carts – Compliance Document for Suppliers" (contact Airbus to obtain this document) defining all the requirements to which Subfreezing Pre-Conditioning Air equipment needs to comply to allow its use on Airbus aircraft. These requirements come in addition to the functional specifications included in the IATA AHM997.

NOTE : The cooling capacity of the equipment (kWatt) is only indicative and is not sufficient by itself to ensure the performance (outlet temperature and flow rate combinations are the requirements needed for ground power).

An example of cooling capacity calculation is given in Section 5.7.

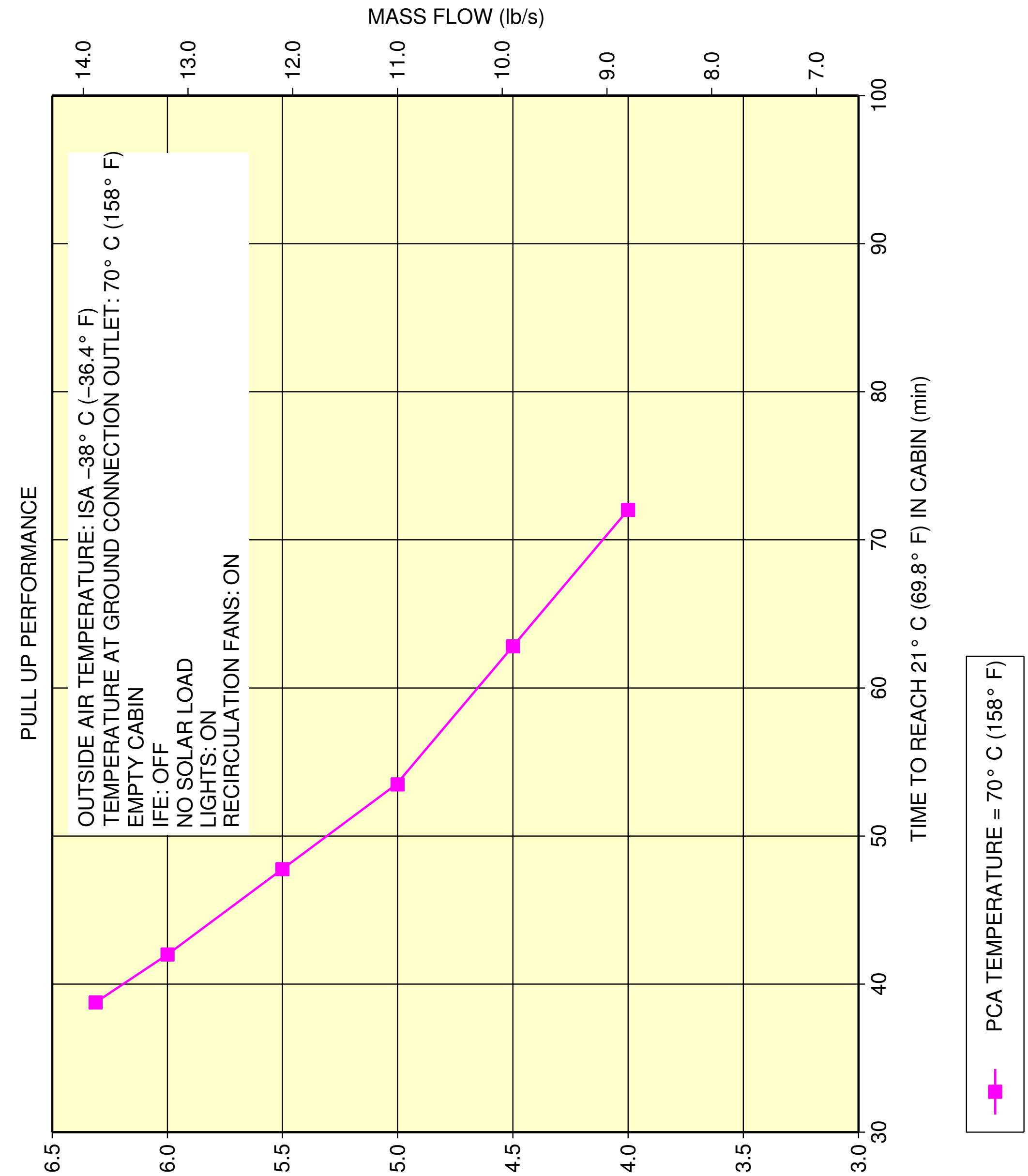
5-6-1 Heating

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

Heating

1. This section provides the ground pneumatic power requirements for heating (pull up) the cabin, initially at OAT, up to 21 °C (69.8 °F).

**ON A/C A380-800



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Ground Pneumatic Power Requirements
Heating
FIGURE-5-6-1-991-001-A01

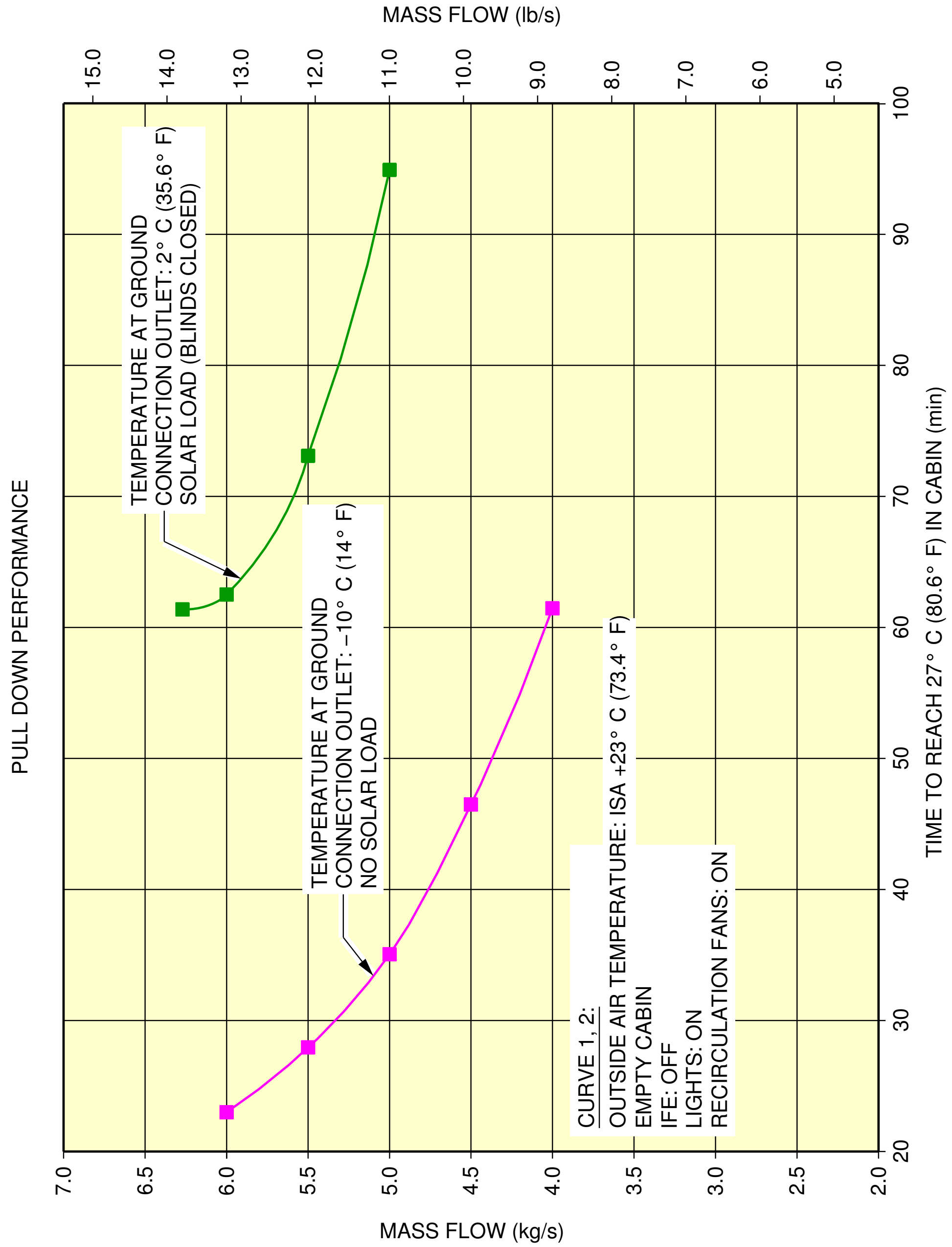
5-6-2 Cooling

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

Cooling

1. This section provides the ground pneumatic power requirements for cooling (pull down) the cabin, initially at OAT, down to 27 °C (80.6 °F).

**ON A/C A380-800



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Ground Pneumatic Power Requirements
Cooling
FIGURE-5-6-2-991-001-A01

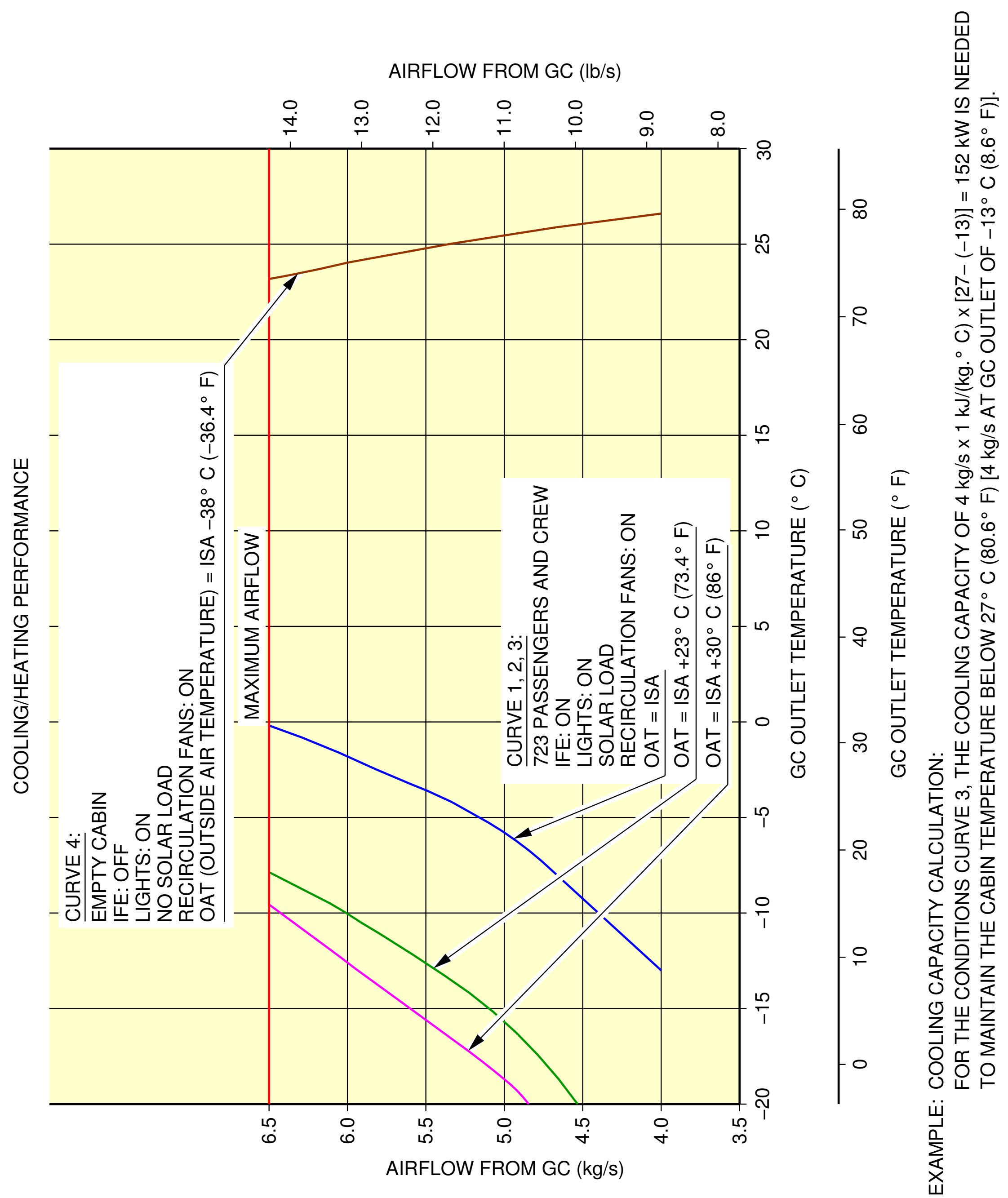
5-7-0 Preconditioned Airflow Requirements

**ON A/C A380-800

Preconditioned Airflow Requirements

1. This section provides the preconditioned air flow rate at Ground Connection (GC) outlet needed to maintain the cabin temperature below 27 °C (80.6 °F).

**ON A/C A380-800



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Preconditioned Airflow Requirements
FIGURE-5-7-0-991-001-A01

5-8-0 Ground Towing Requirements

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

Ground Towing Requirements

1. This section provides information on aircraft Towing.

   The A380-800 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.

   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, see FIGURE 5--0-99--001-A:
   - Aircraft weight,
   - Slope,
   - Number of engines at idle.

   The chart is based on the A380-800 engine type with the highest idle thrust. The chart is therefore valid for all A380-800 models.

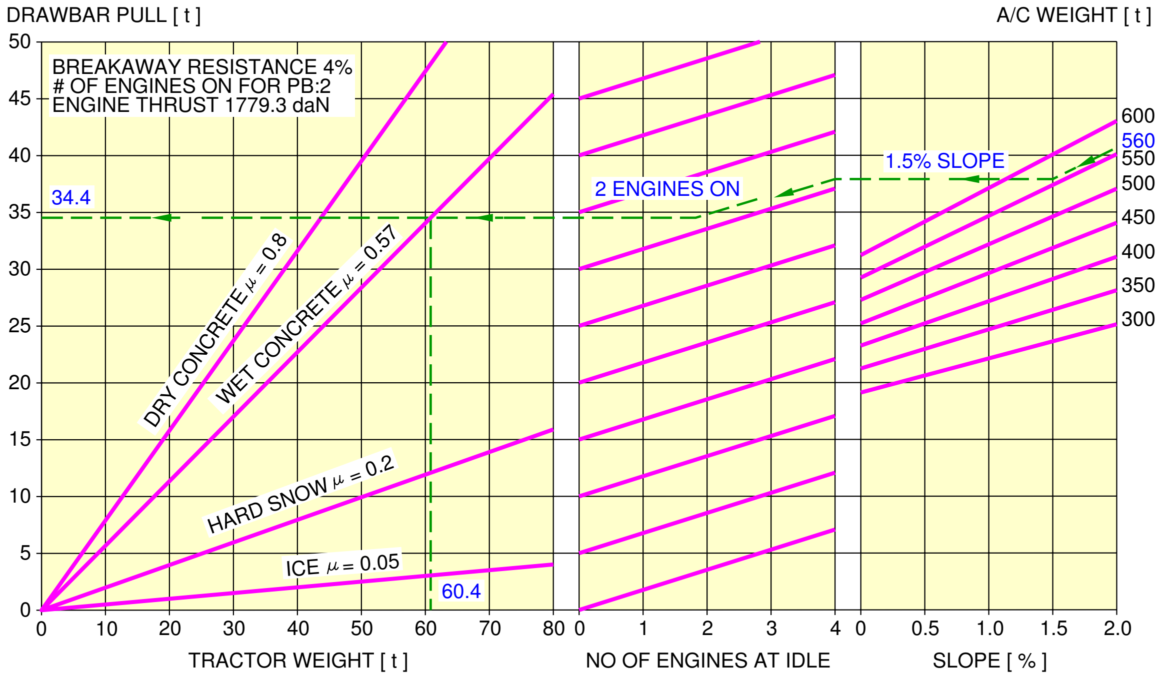
2. Towbar design guidelines

   The aircraft towbar shall respect the following norms:
   - SAE AS 1614, "Main Line Aircraft TowBar Attach Fitting Interface",
   - SAE ARP1915, "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 cat. V.

**ON A/C A380-800



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 = 4,
- FROM THIS POINT DRAW A PARALLEL LINE TO THE REQUESTED NUMBER OF ENGINES (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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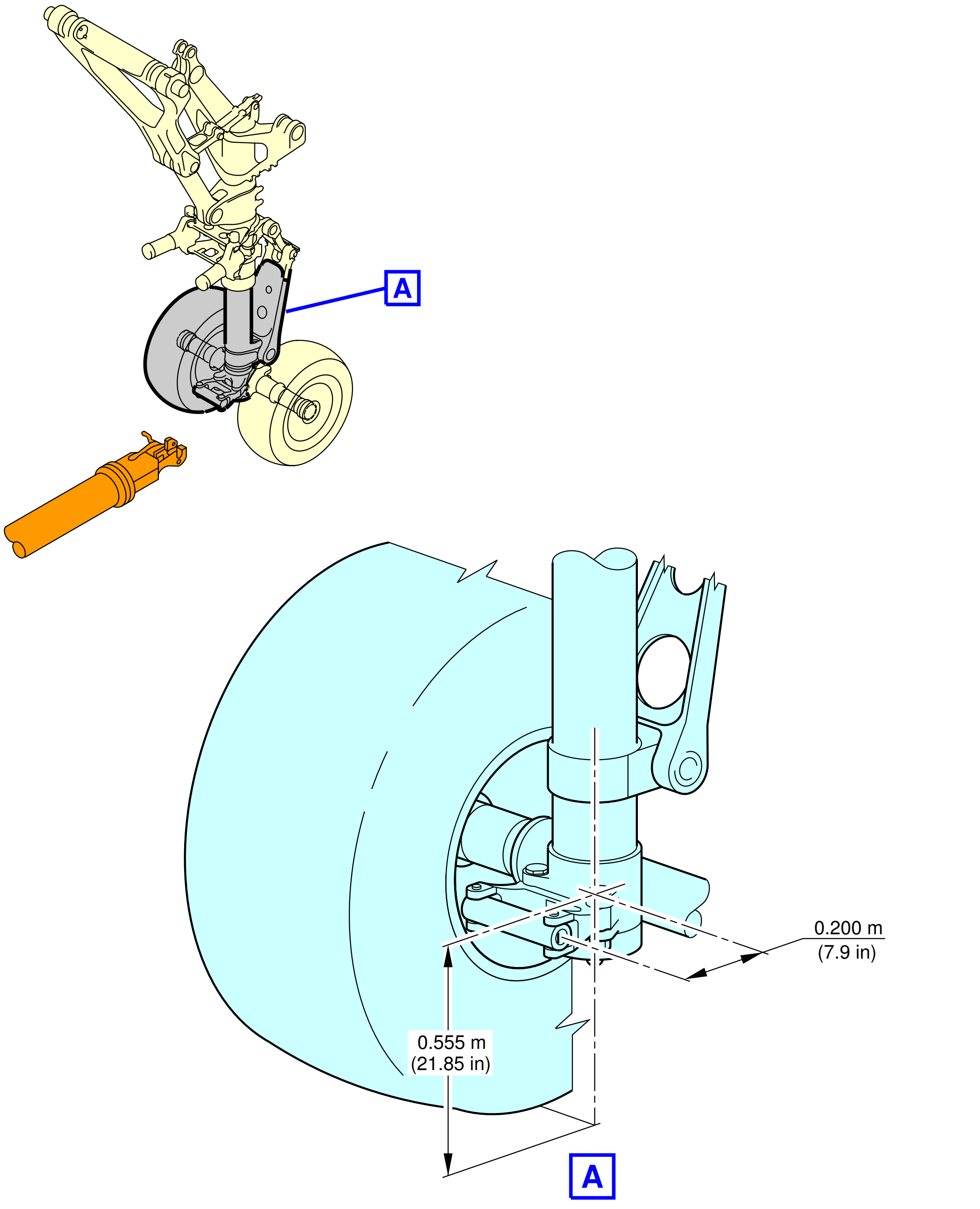
Ground Towing Requirements
FIGURE-5-8-0-991-001-A01

**ON A/C A380-800



Ground Towing Requirements
Nose Gear Towing Fittings
FIGURE-5-8-0-991-004-A01

5-9-0 De-Icing and External Cleaning

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

De-Icing and External Cleaning

1. De-Icing and External Cleaning on Ground
   The mobile equipment for aircraft de-icing and external cleaning must be capable of reaching heights up to approximately 24 m (79 ft).
2. De-Icing

AIRCRAFT TYPE	Wing Top Surface (Both Sides)		Wingtip Devices (Both Inside and Outside Surfaces) (Both Sides)		HTP Top Surface (Both Sides)		VTP (Both Sides)	
	m^2	ft^2	m^2	ft^2	m^2	ft^2	m^2	ft^2
A380 - 800	723	7782	10	108	186	2002	230	2476

AIRCRAFT TYPE	Fuselage Top Surface (Top Third - 120° Arc)		Nacelle and Pylon (Top Third - 120° Arc) (All Engines)		Total De-Iced Area	
	m^2	ft^2	m^2	ft^2	m^2	ft^2
A380 - 800	497	5350	112	1206	1757	18912

NOTE : Dimensions are approximate.

3. External Cleaning

AIRCRAFT TYPE	Wing Top Surface (Both Sides)		Wing Lower Surface (Including Flap Track Fairing) (Both Sides)		Wingtip Devices (Both Inside and Outside Surfaces) (Both Sides)		HTP Top Surface (Both Sides)		HTP Lower Surface (Both Sides)	
	m^2	ft^2	m^2	ft^2	m^2	ft^2	m^2	ft^2	m^2	ft^2
A380 - 800	723	7782	794	8547	10	108	186	2002	186	2002

AIRCRAFT TYPE	VTP (Both Sides)		Fuselage and Belly Fairing		Nacelle and Pylon (All Engines)		Total Cleaned Area	
	m^2	ft^2	m^2	ft^2	m^2	ft^2	m^2	ft^2
A380 - 800	230	2476	1531	16480	373	4015	4034	43422

NOTE : Dimensions are approximate.

OPERATING CONDITIONS

6-1-0 Engine Exhaust Velocities and Temperatures

**ON A/C A380-800

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:

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.

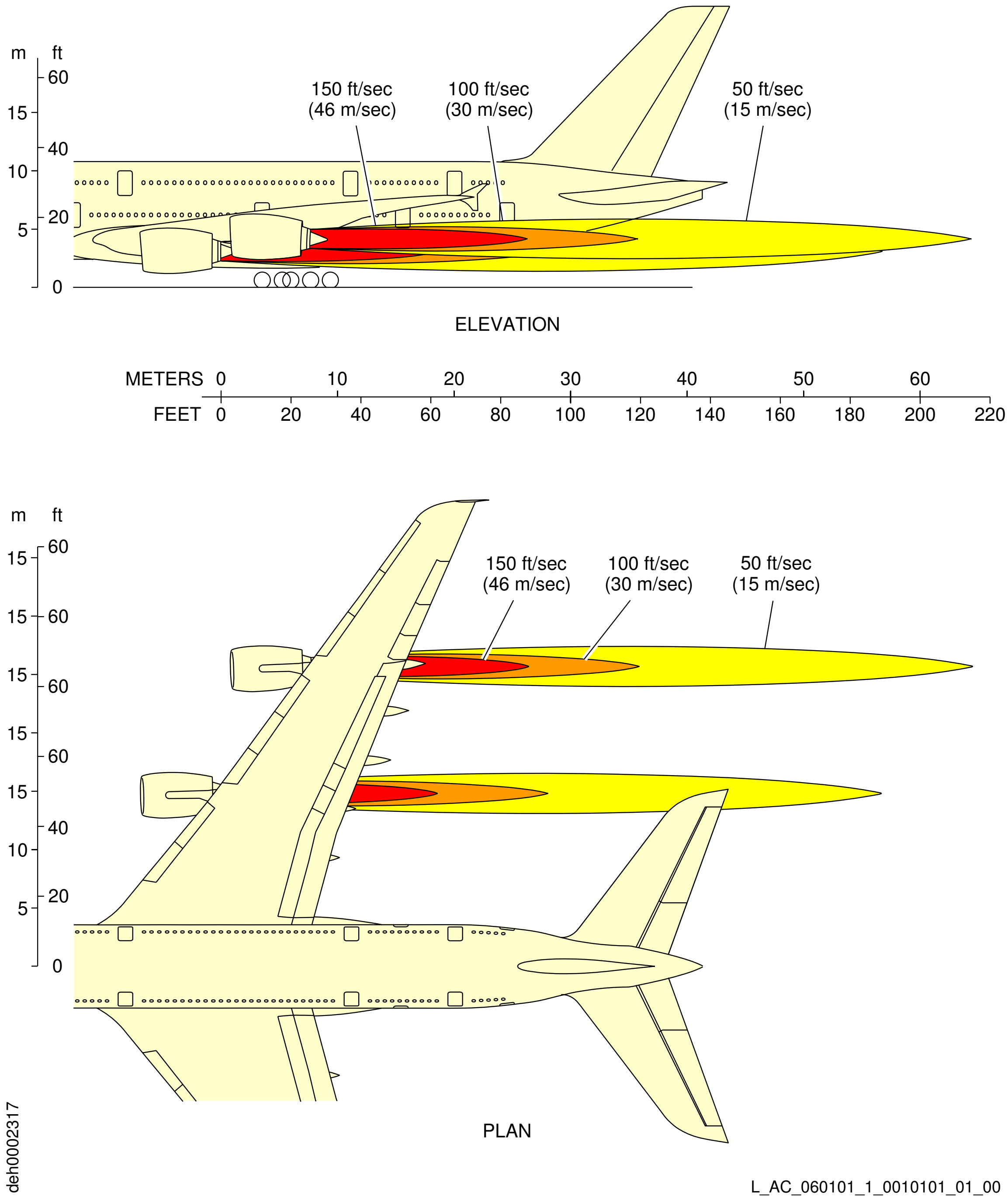
6-1-1 Engine Exhaust Velocities - Ground Idle Power

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

Engine Exhaust Velocities - Ground Idle Power

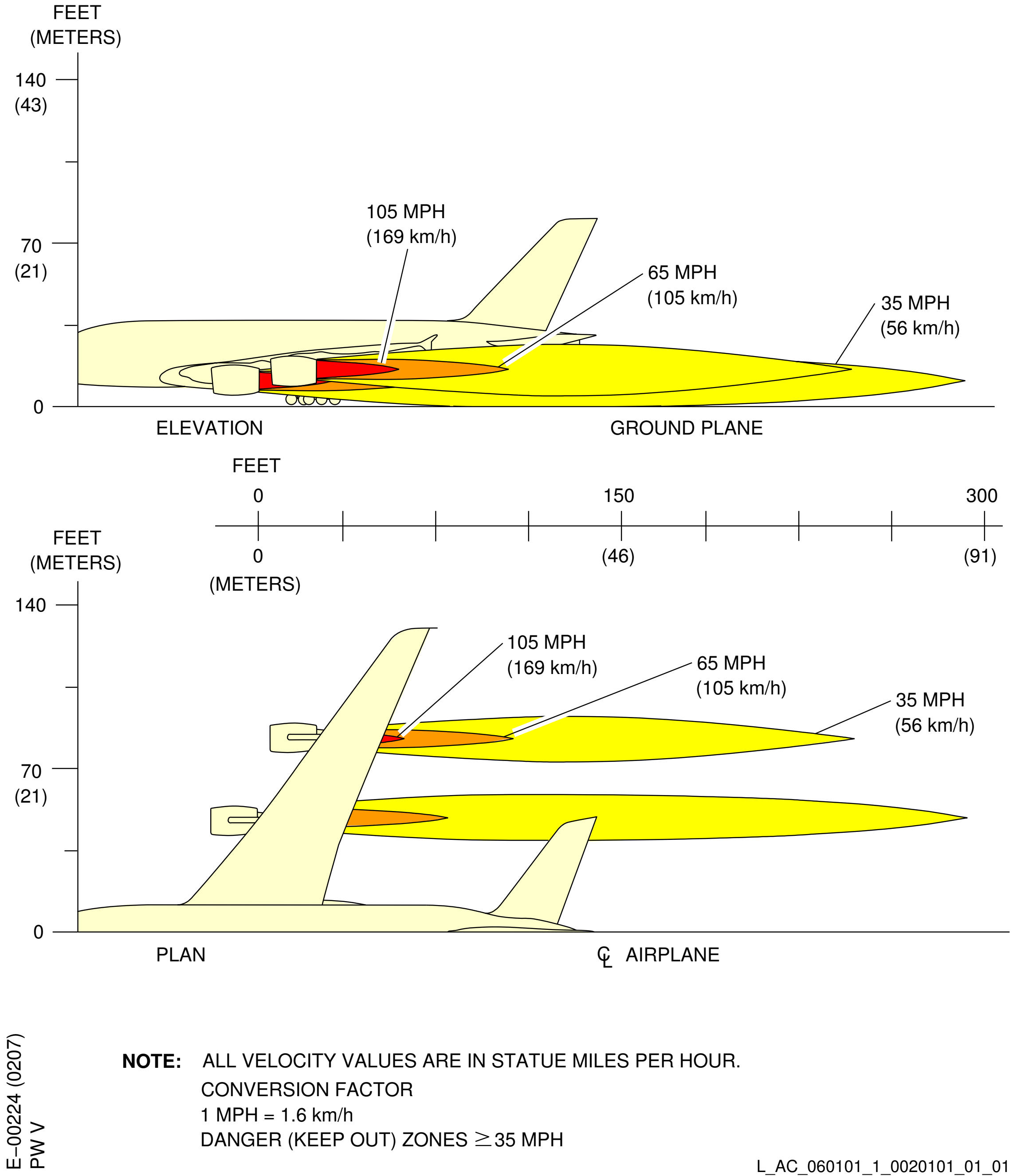
1. This section gives engine exhaust velocities at ground idle power.

**ON A/C A380-800



Engine Exhaust Velocities
Ground Idle Power - TRENT 900 Engines
FIGURE-6-1-1-991-001-A01

**ON A/C A380-800



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-6-1-1-991-002-A01

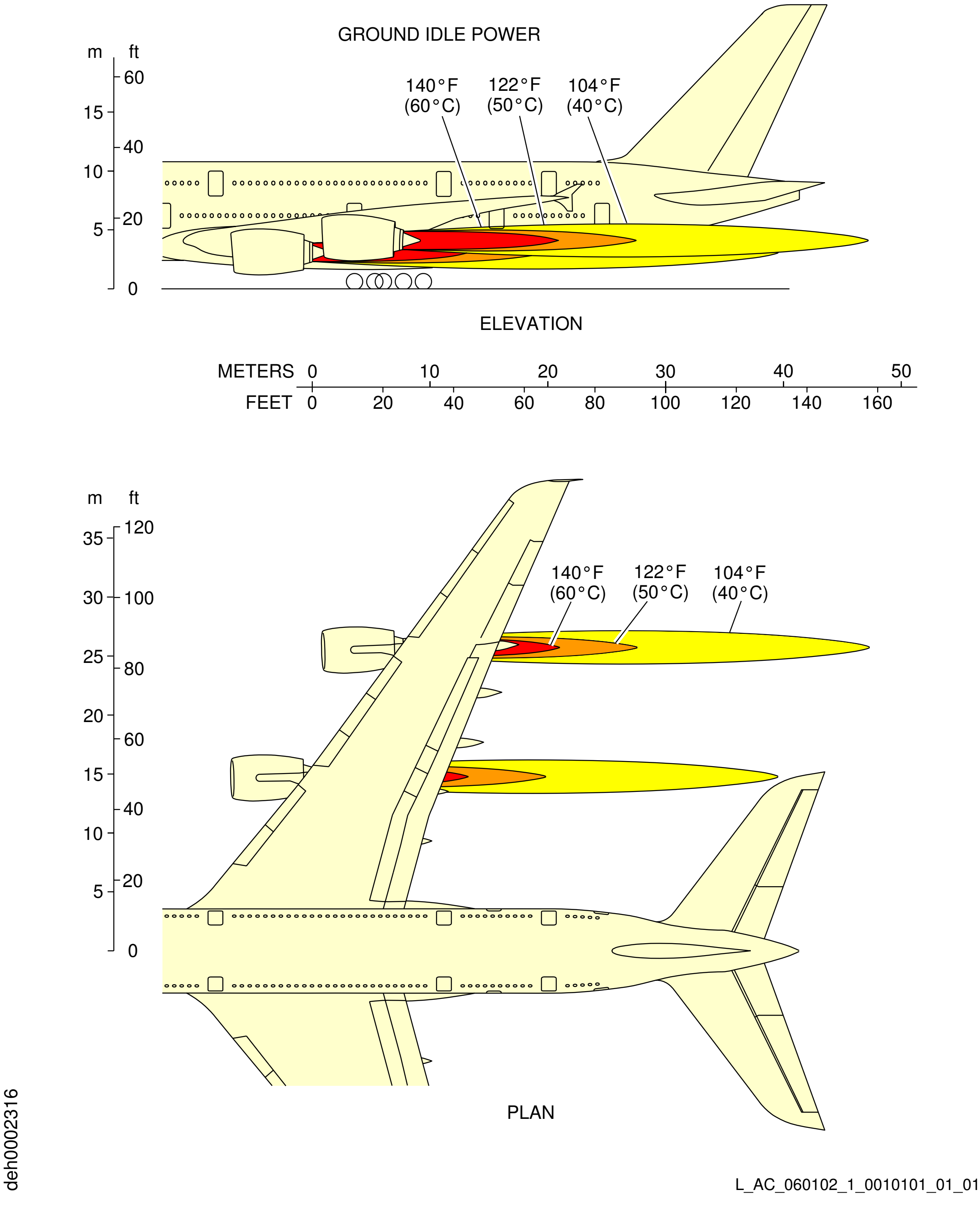
6-1-2 Engine Exhaust Temperatures - Ground Idle Power

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

Engine Exhaust Temperatures - Ground Idle Power

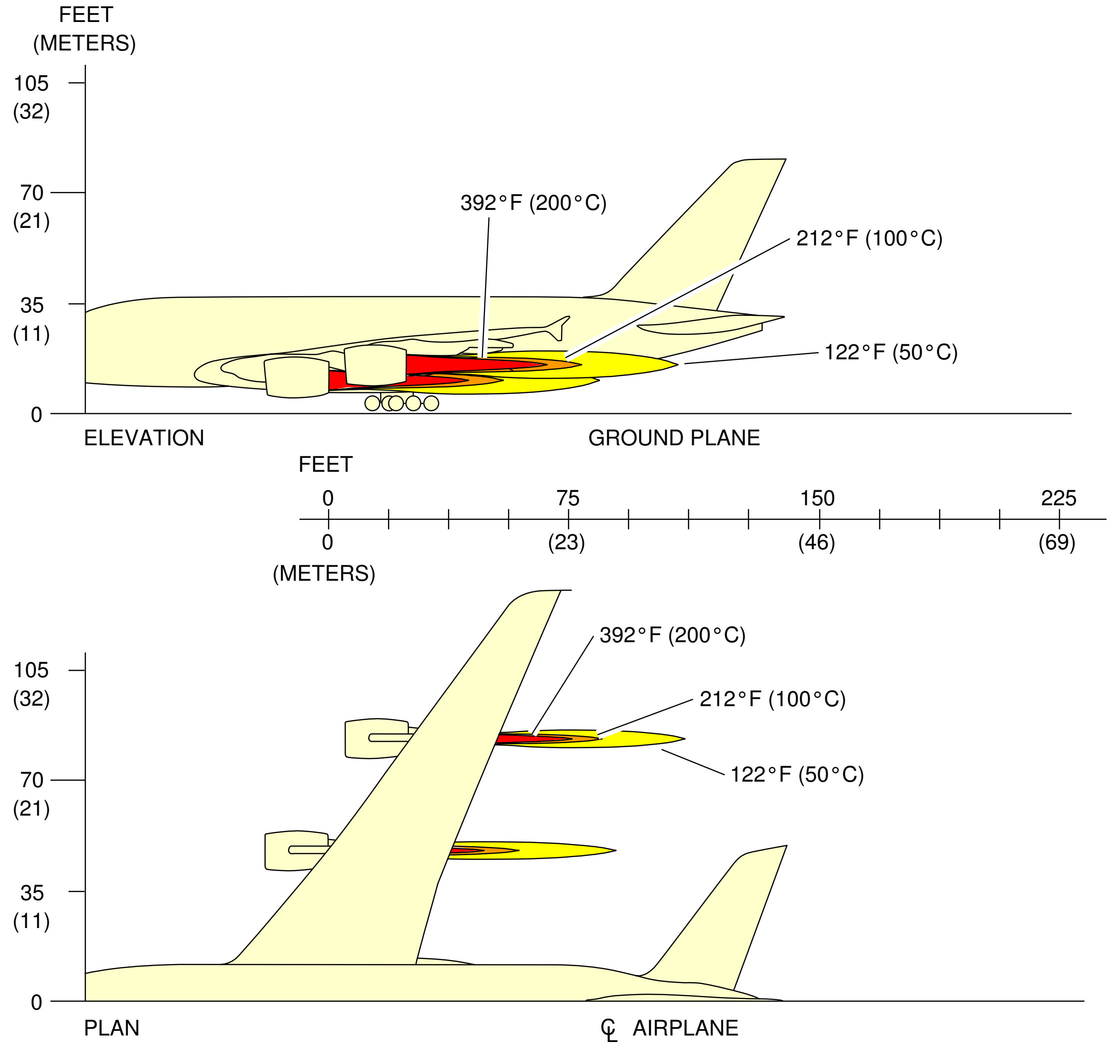
1. This section gives engine exhaust temperatures at ground idle power.

**ON A/C A380-800



Engine Exhaust Temperatures
Ground Idle Power - TRENT 900 Engines
FIGURE-6-1-2-991-001-A01

**ON A/C A380-800



NOTE: ALL TEMPERATURES ARE IN FAHRENHEIT (CELSIUS).

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Engine Exhaust Temperatures
Ground Idle Power - GP 7200 Engines
FIGURE-6-1-2-991-002-A01

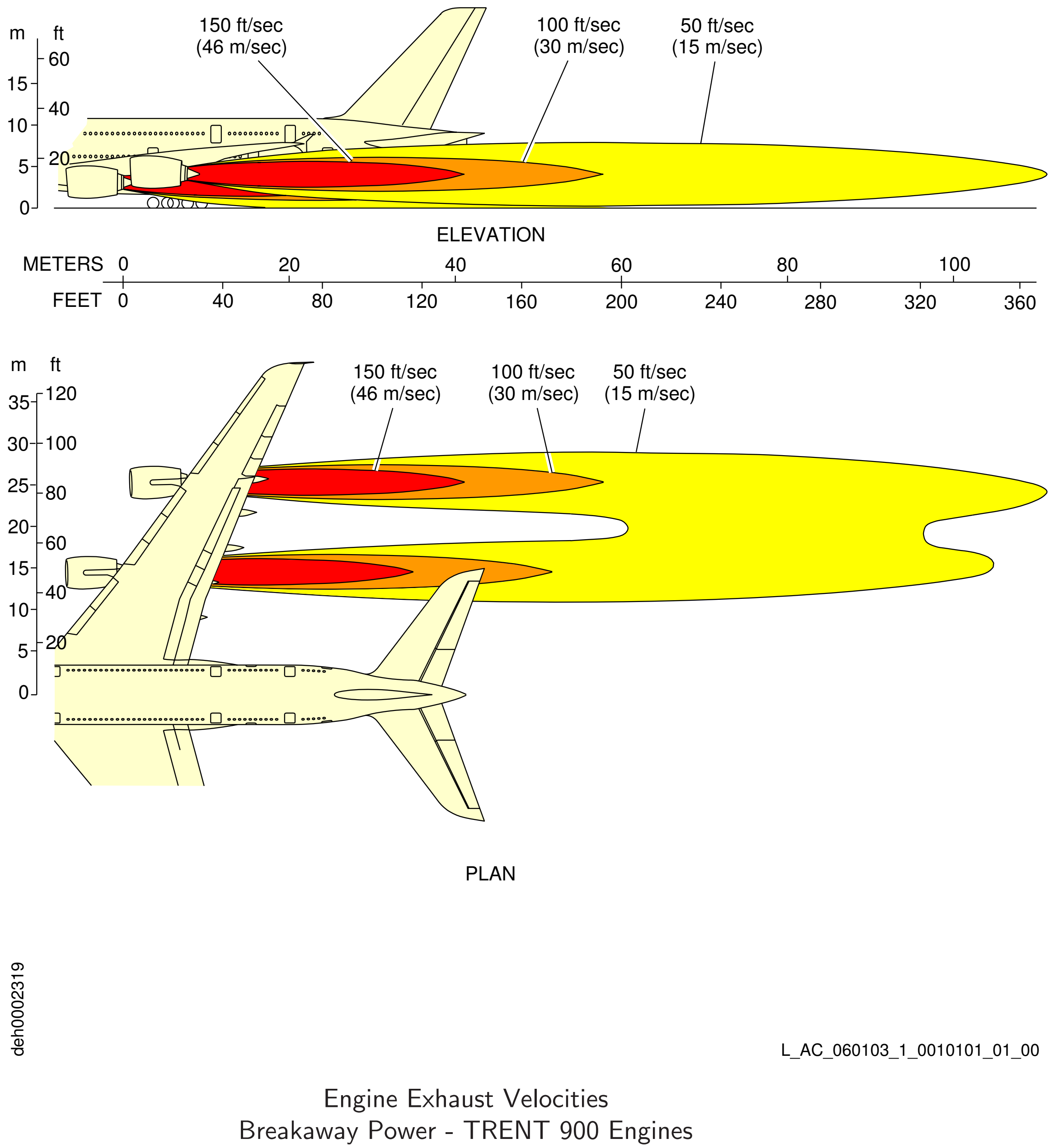
6-1-3 Engine Exhaust Velocities - Breakaway Power

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

Engine Exhaust Velocities - Breakaway Power

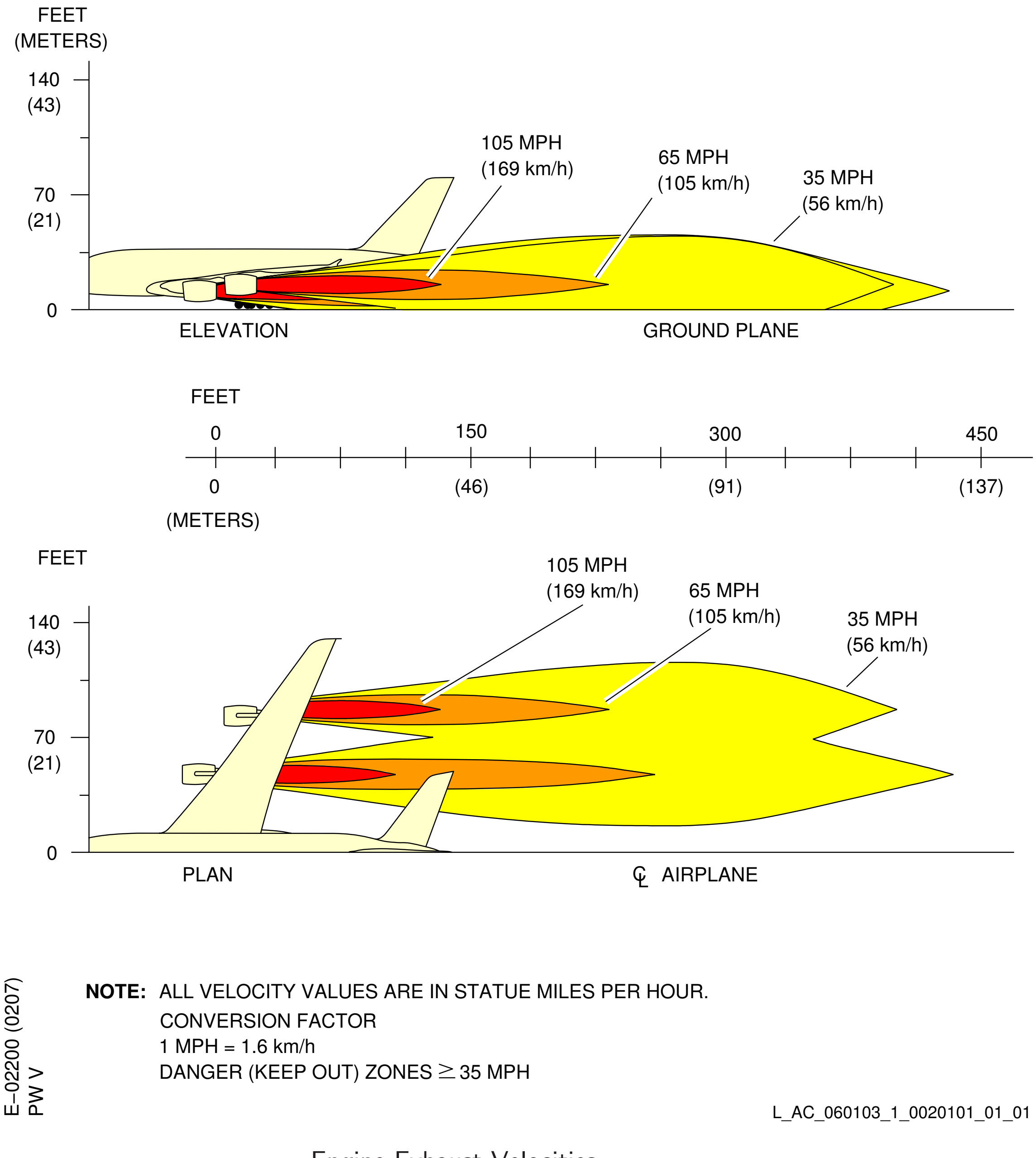
1. This section gives engine exhaust velocities at breakaway power.

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



Engine Exhaust Velocities
Breakaway Power - TRENT 900 Engines
FIGURE-6-1-3-991-001-A01

**ON A/C A380-800



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
Breakaway Power - GP 7200 Engines
FIGURE-6-1-3-991-002-A01

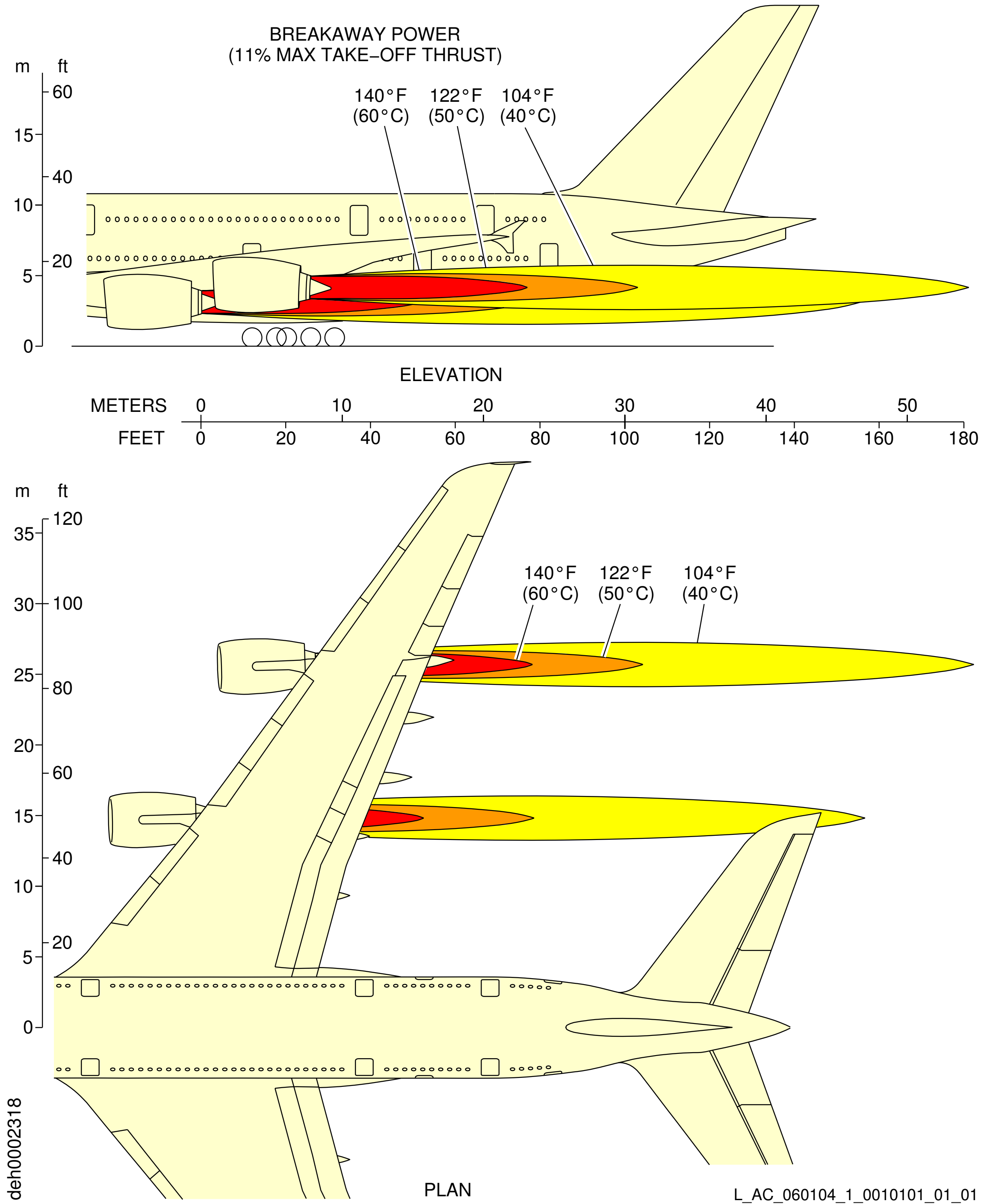
6-1-4 Engine Exhaust Temperatures - Breakaway Power

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

Engine Exhaust Temperatures - Breakaway Power

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

**ON A/C A380-800



Engine Exhaust Temperatures
Breakaway Power - TRENT 900 Engines
FIGURE-6-1-4-991-001-A01

**ON A/C A380-800

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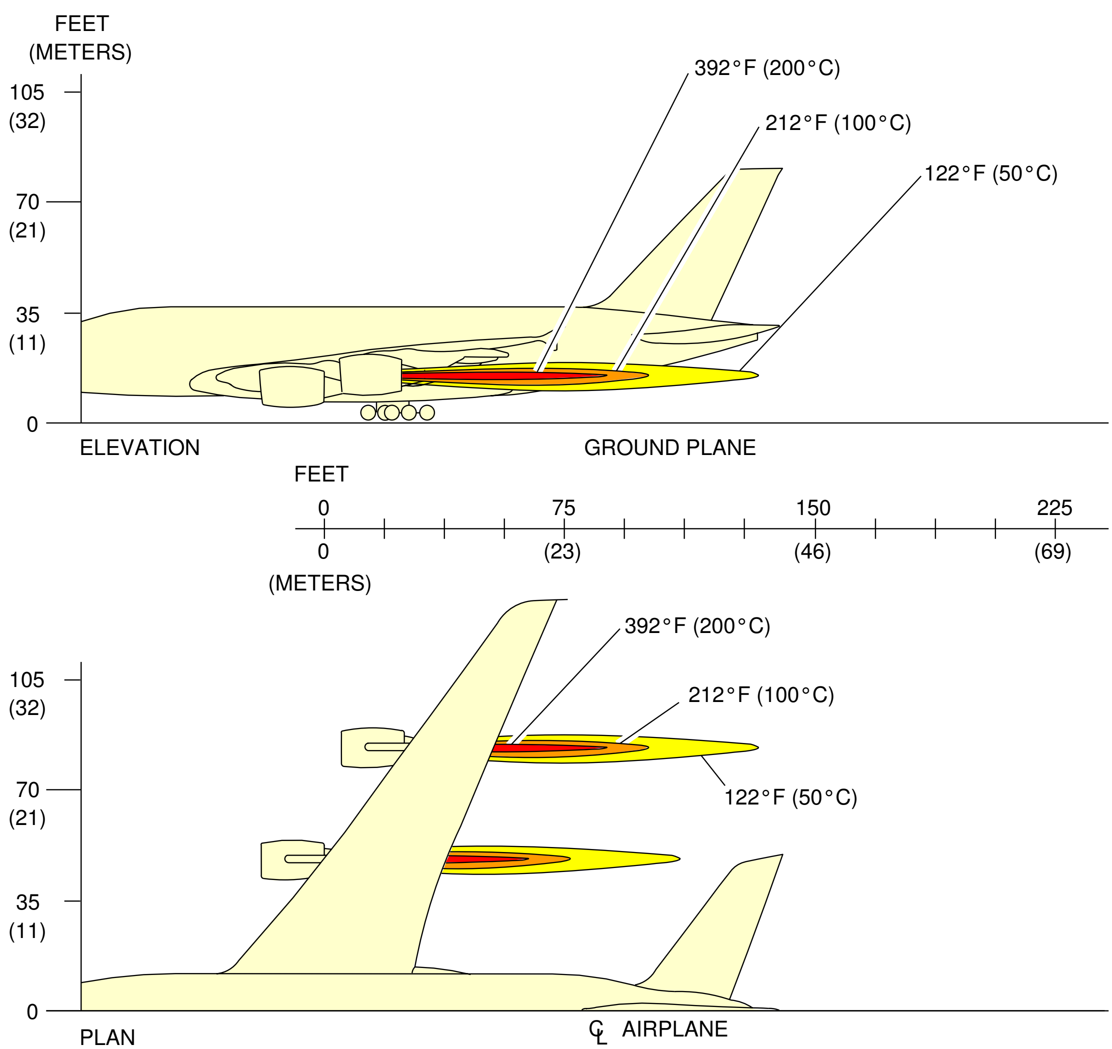

NOTE : ALL TEMPERATURES ARE IN FAHRENHEIT (CELSIUS).

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Engine Exhaust Temperatures
Breakaway Power - GP 7200 Engines
FIGURE-6-1-4-991-002-A01

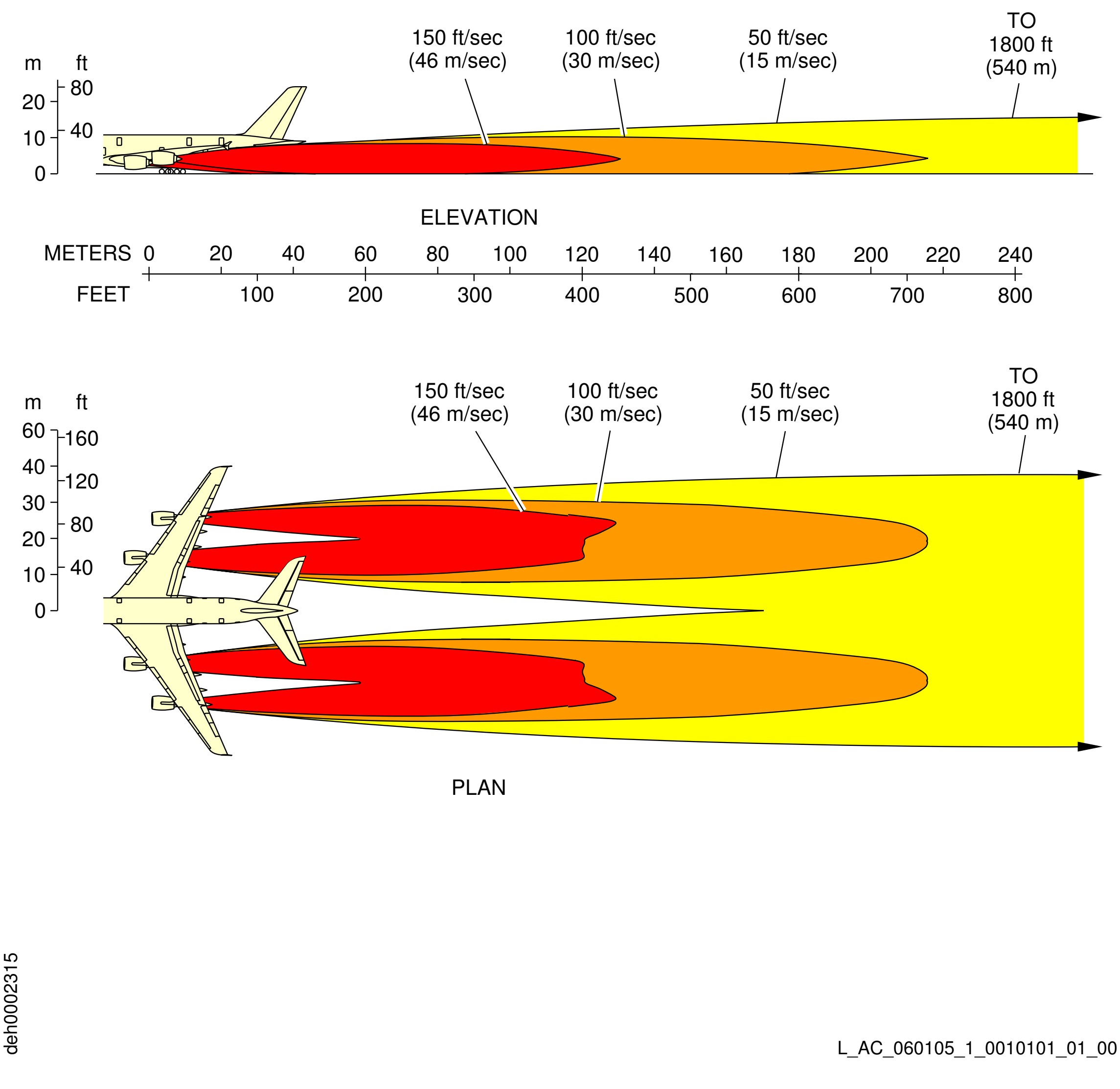
6-1-5 Engine Exhaust Velocities - Max Take-off Power

**ON A/C A380-800

Engine Exhaust Velocities - Max Take-off Power

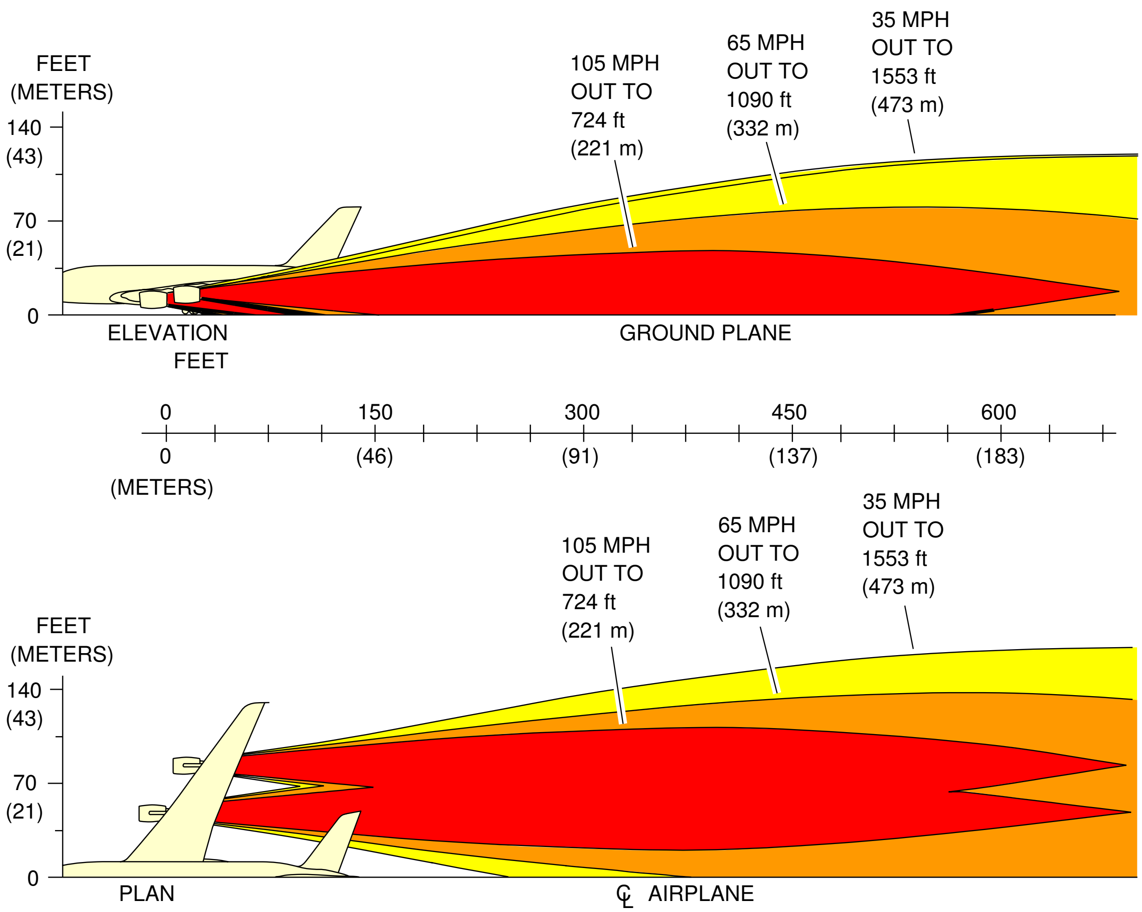
1. This section gives engine exhaust velocities at max take-off power.

**ON A/C A380-800



Engine Exhaust Velocities
Max. Take-Off Power - TRENT 900 Engines
FIGURE-6-1-5-991-001-A01

**ON A/C A380-800



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
Max. Take-Off Power - GP 7200 Engines
FIGURE-6-1-5-991-002-A01

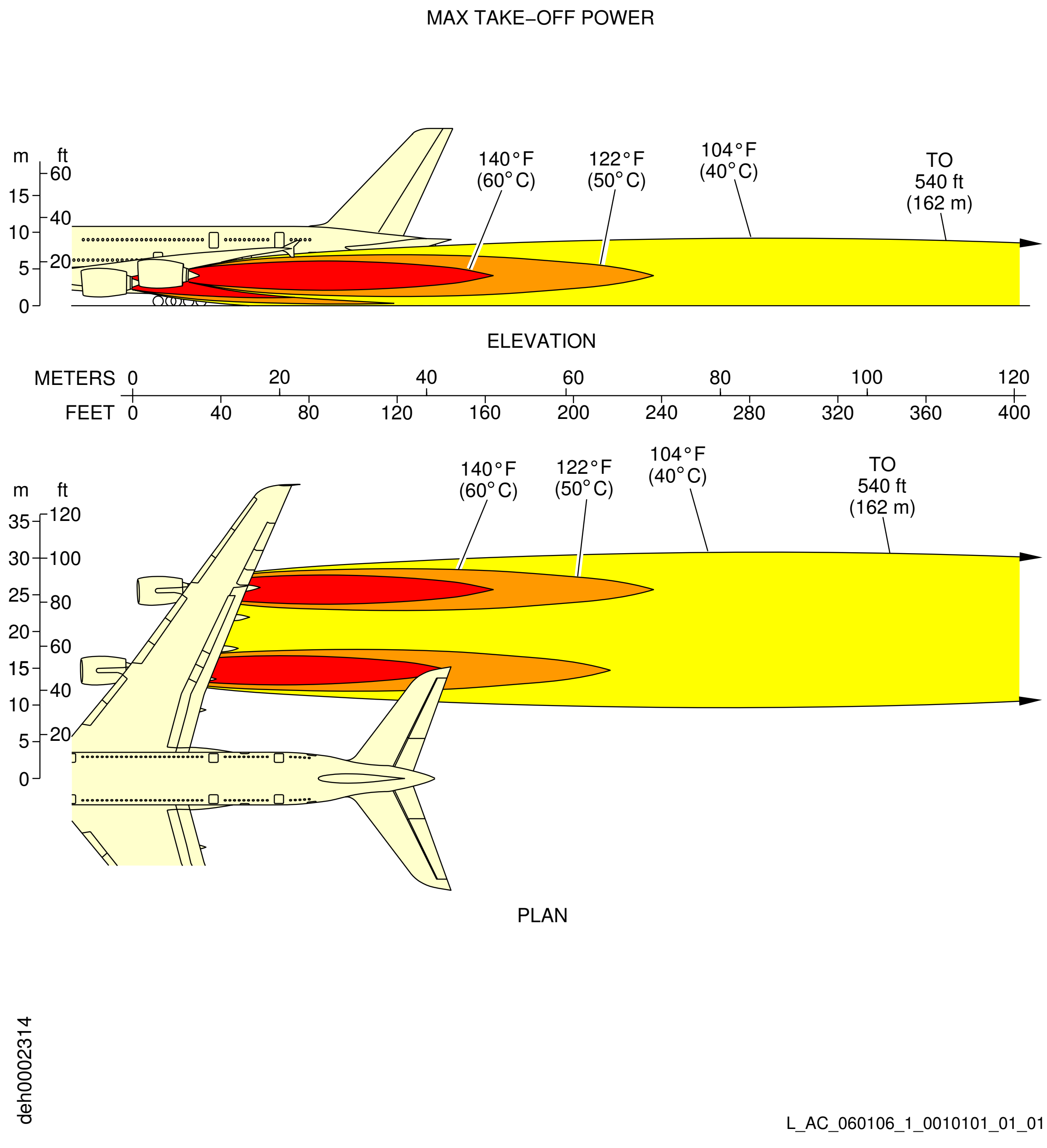
6-1-6 Engine Exhaust Temperatures - Max Take-off Power

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

Engine Exhaust Temperatures - Max Take-off Power

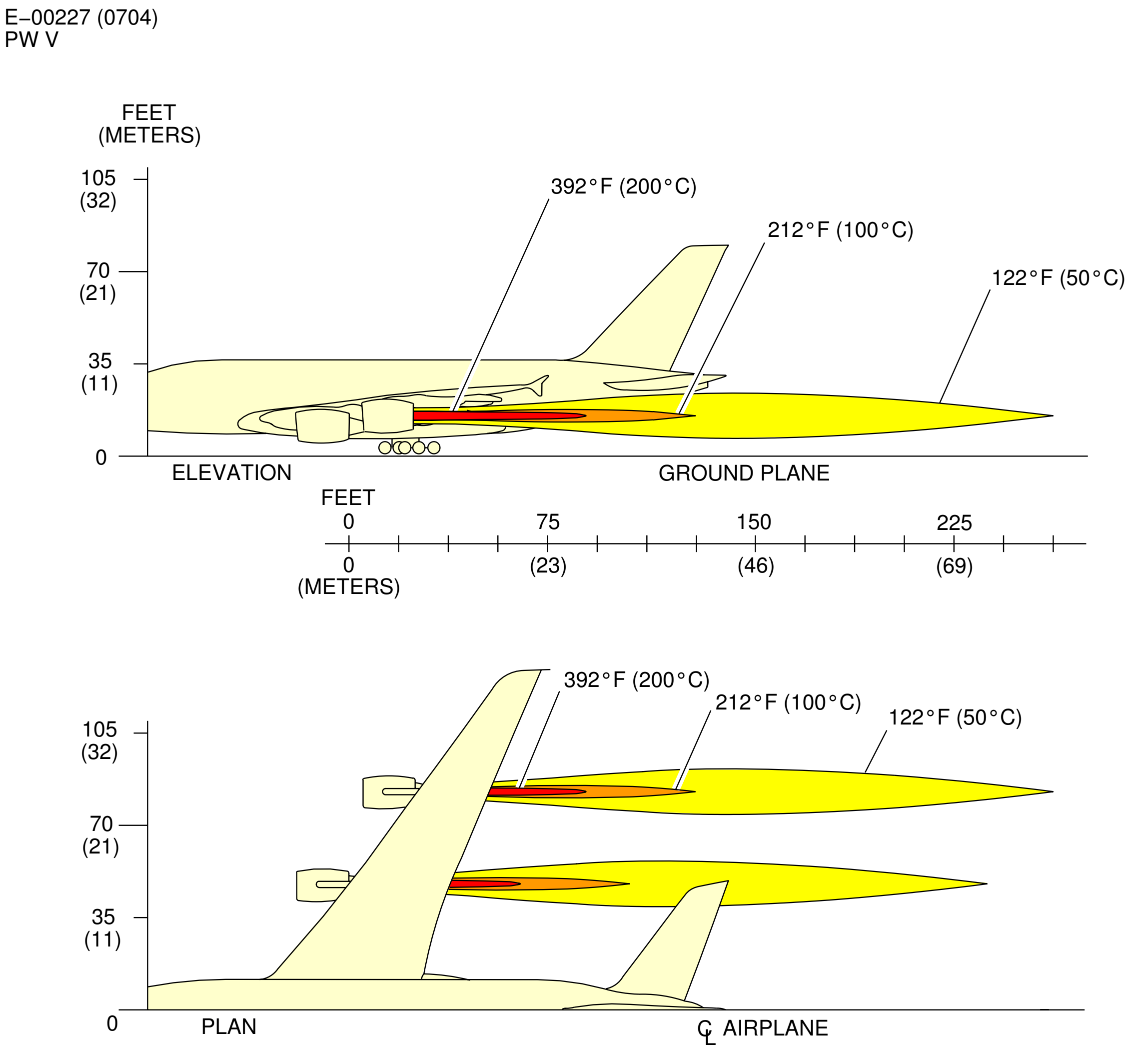
1. This section gives engine exhaust temperatures at max take-off power.

**ON A/C A380-800



Engine Exhaust Temperatures
Max Take-Off Power - TRENT 900 Engines
FIGURE-6-1-6-991-001-A01

**ON A/C A380-800



NOTE : ALL TEMPERATURES ARE IN FAHRENHEIT (CELSIUS).

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Engine Exhaust Temperatures
Max Take-Off Power - GP 7200 Engines
FIGURE-6-1-6-991-002-A01

6-2-0 Airport and Community Noise Data

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

Airport and Community Noise Data

1. Airport and Community Noise Data

6-2-1 Airport and Community Noise Data

**ON A/C A380-800

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

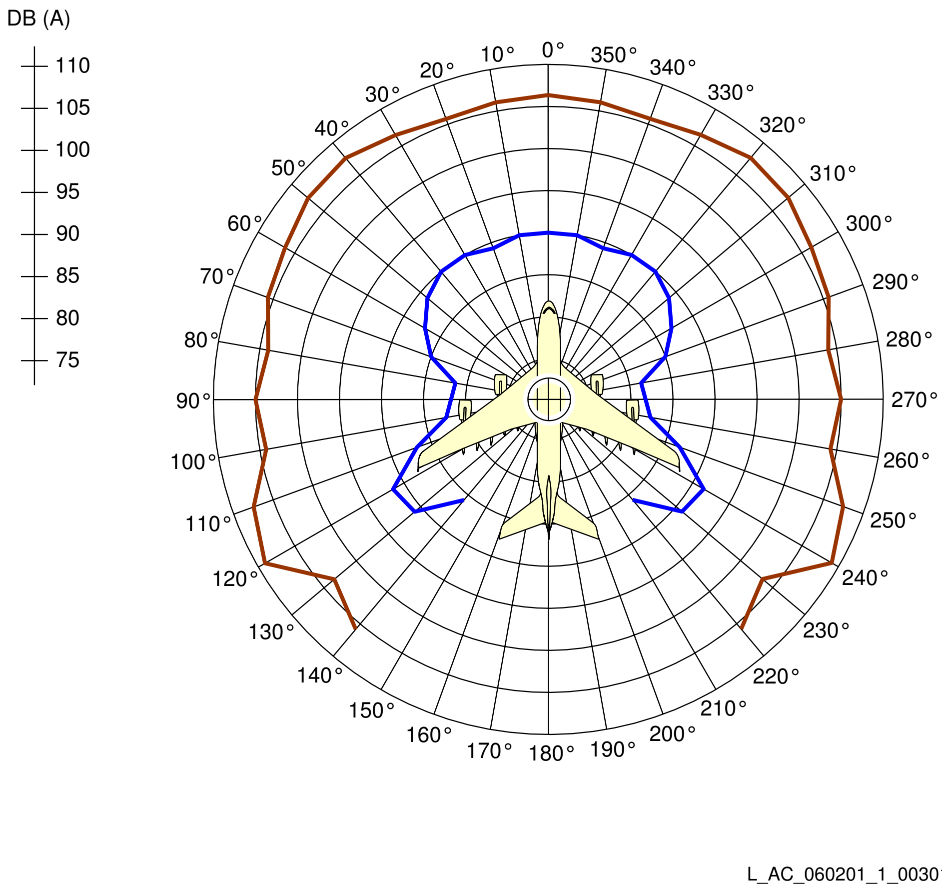
2. EA GP7200 Engines

   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

**ON A/C A380-800

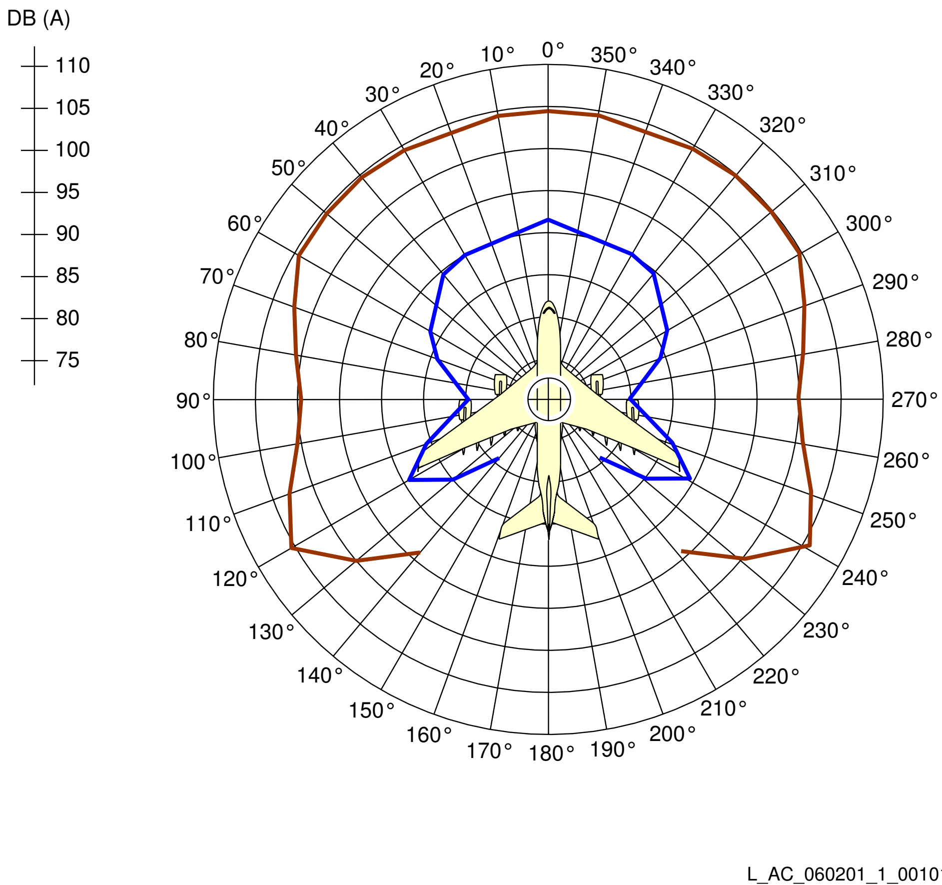
GROUND IDLE 4 ENGINES RUNNING	MAX THRUST POSSIBLE ON BRAKES 4 ENGINES RUNNING
(blue line)	(brown line)



Airport and Community Noise Data
TRENT 900 Engines
FIGURE-6-2-1-991-003-A01

**ON A/C A380-800

GROUND IDLE 4 ENGINES RUNNING	MAX THRUST POSSIBLE ON BRAKES 4 ENGINES RUNNING
(blue line)	(brown line)



Airport and Community Noise Data
GP 7200 Engines
FIGURE-6-2-1-991-001-A01

6-3-0 Danger Areas of the Engines

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

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.

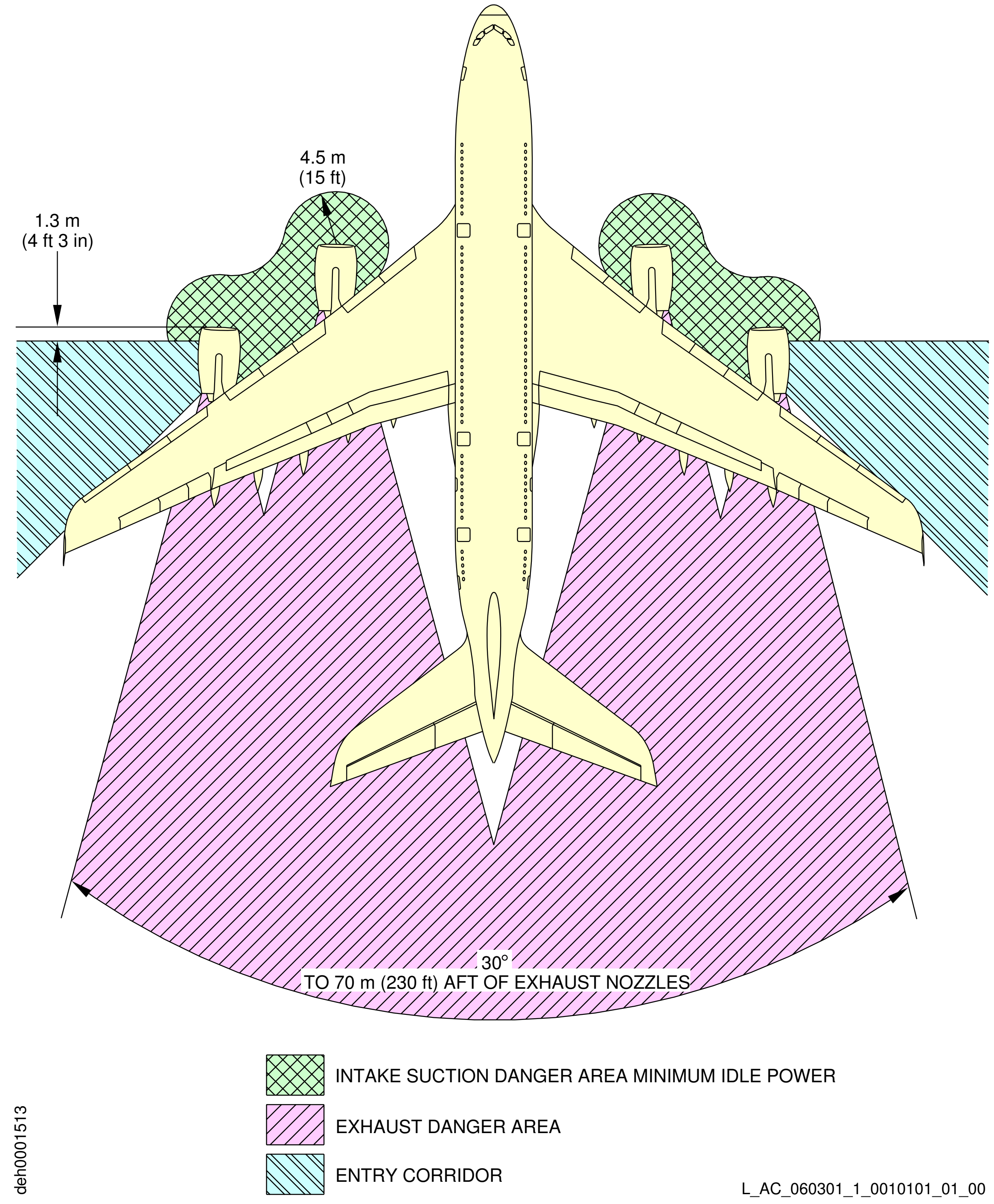
6-3-1 Danger Areas of the Engines - Ground Idle Power

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

Danger Areas of the Engines - Ground Idle Power

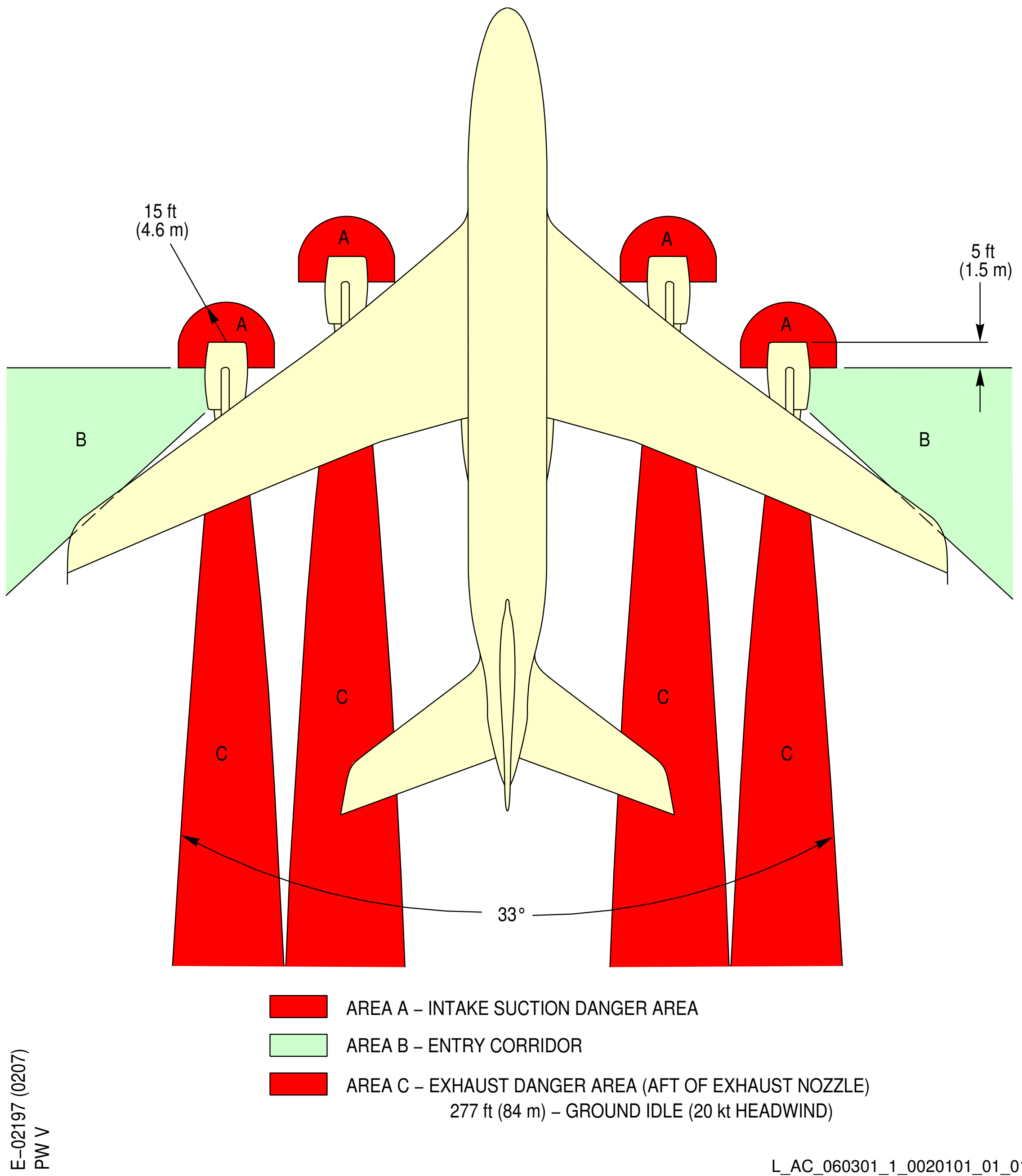
1. This section gives danger areas of the engines at ground idle power conditions.

**ON A/C A380-800



Danger Areas of the Engines
Ground Idle Power - TRENT 900 Engines
FIGURE-6-3-1-991-001-A01

**ON A/C A380-800



Danger Areas of the Engines
Ground Idle Power - GP 7200 Engines
FIGURE-6-3-1-991-002-A01

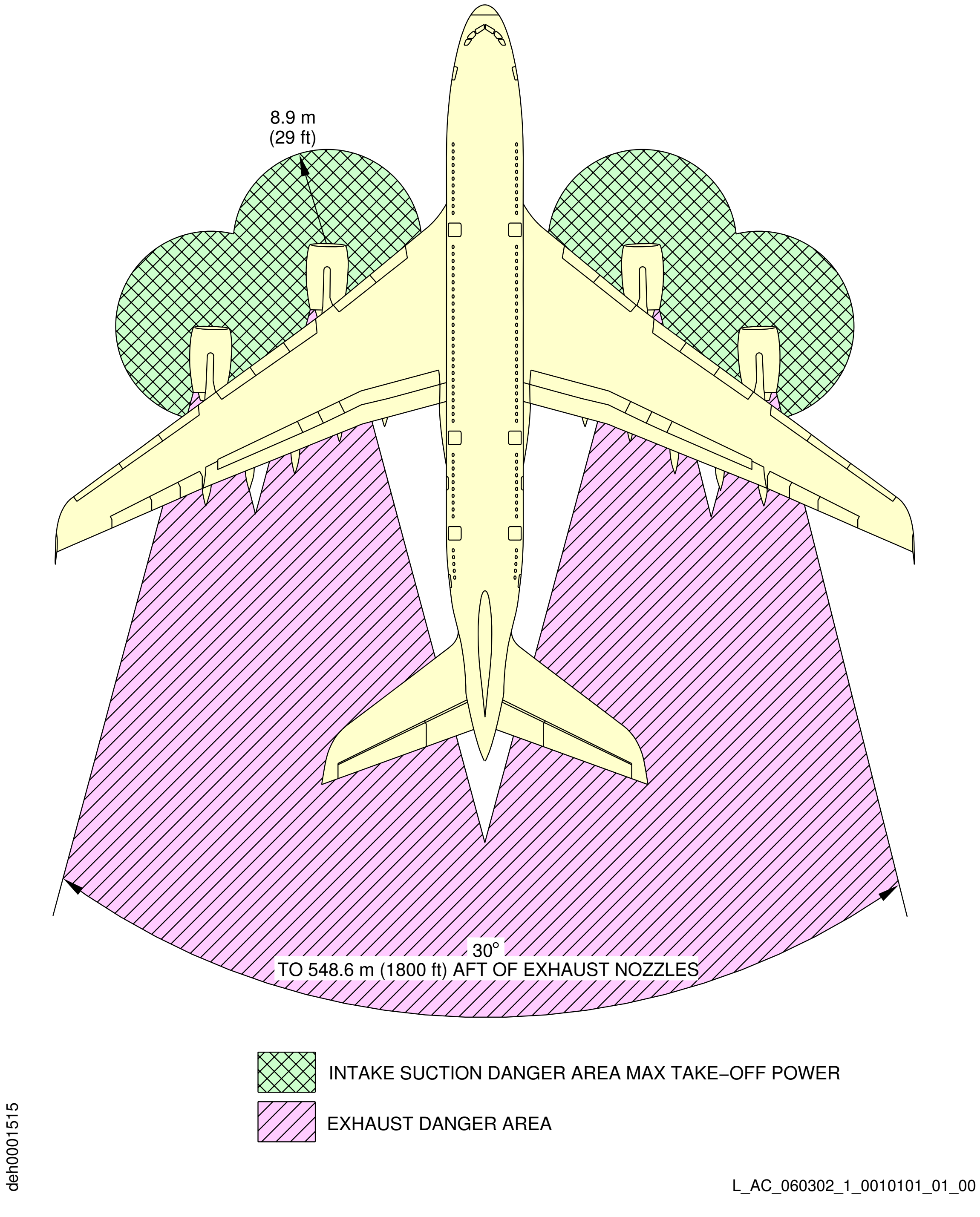
6-3-2 Danger Areas of the Engines - Max. Take-Off Power

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

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

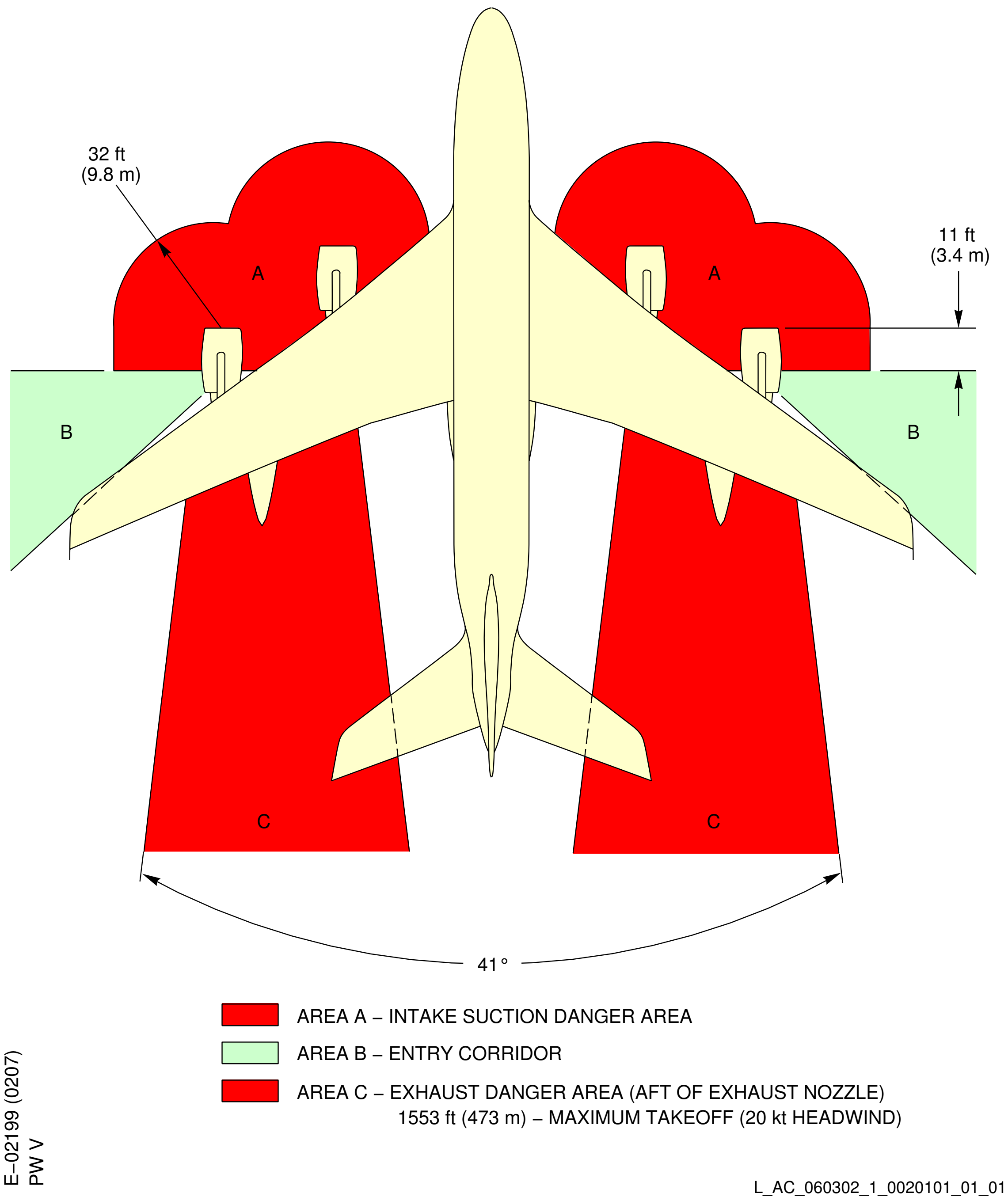
1. This section gives danger areas of the engines at max take-off power conditions.

**ON A/C A380-800



Danger Areas of the Engines
Max Take-Off Power - TRENT 900 Engines
FIGURE-6-3-2-991-001-A01

**ON A/C A380-800



Danger Areas of the Engines
Max Take-Off Power - GP 7200 Engines
FIGURE-6-3-2-991-002-A01

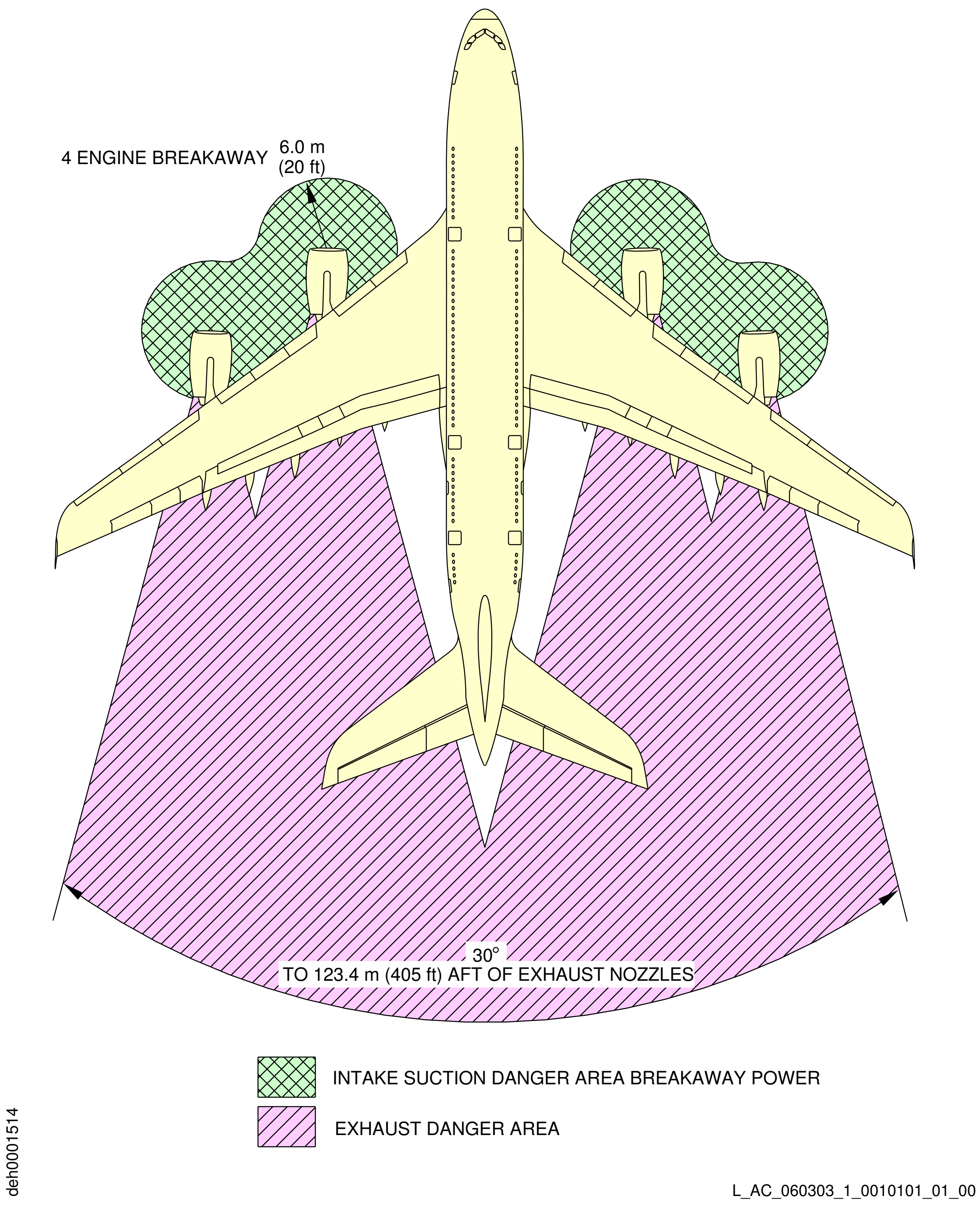
6-3-3 Danger Areas of the Engines - Breakaway Power

**ON A/C A380-800

Danger Areas of the Engines - Breakaway Power

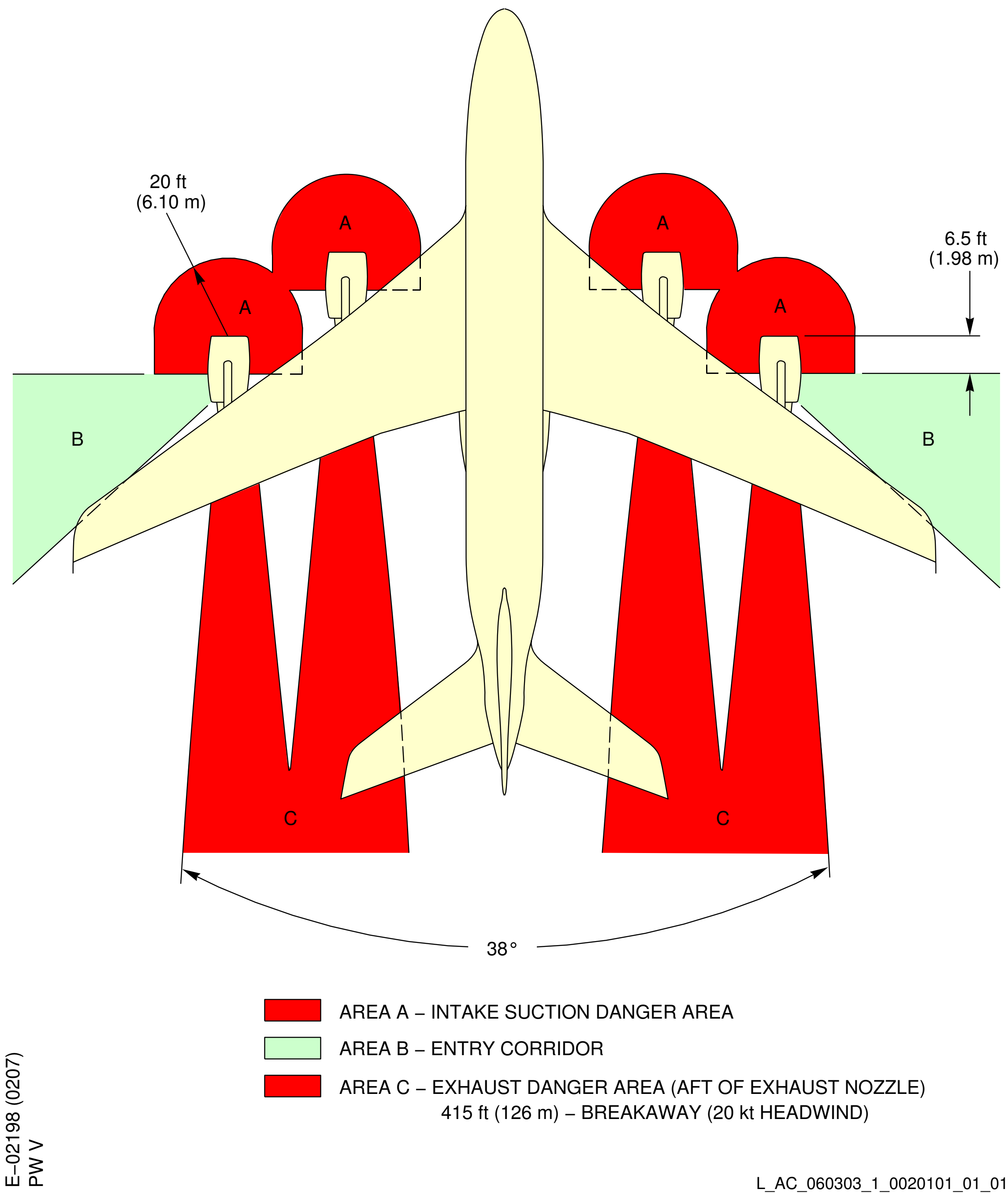
1. This section gives danger areas of the engines at breakaway power.

**ON A/C A380-800



Danger Areas of the Engines
Breakaway Power - TRENT 900 Engines
FIGURE-6-3-3-991-001-A01

**ON A/C A380-800



Danger Areas of the Engines
Breakaway Power - GP 7200 Engines
FIGURE-6-3-3-991-002-A01

6-4-0 APU Exhaust Velocities and Temperatures

**ON A/C A380-800

APU Exhaust Velocities and Temperatures

1. APU Exhaust Velocities and Temperatures

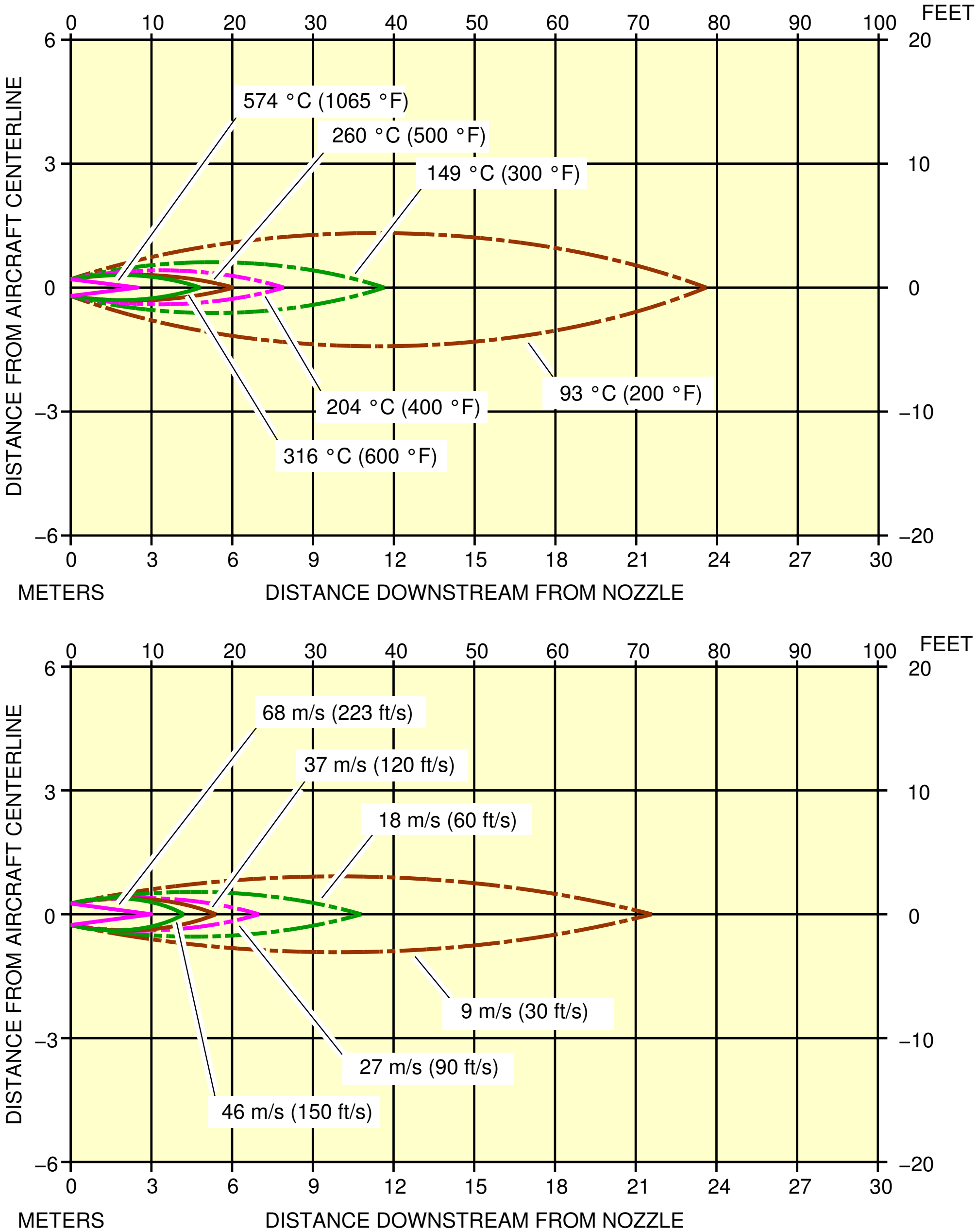
6-4-1 APU Exhaust Velocities and Temperatures

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

APU Exhaust Velocities and Temperatures

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

**ON A/C A380-800



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-6-4-1-991-001-A01

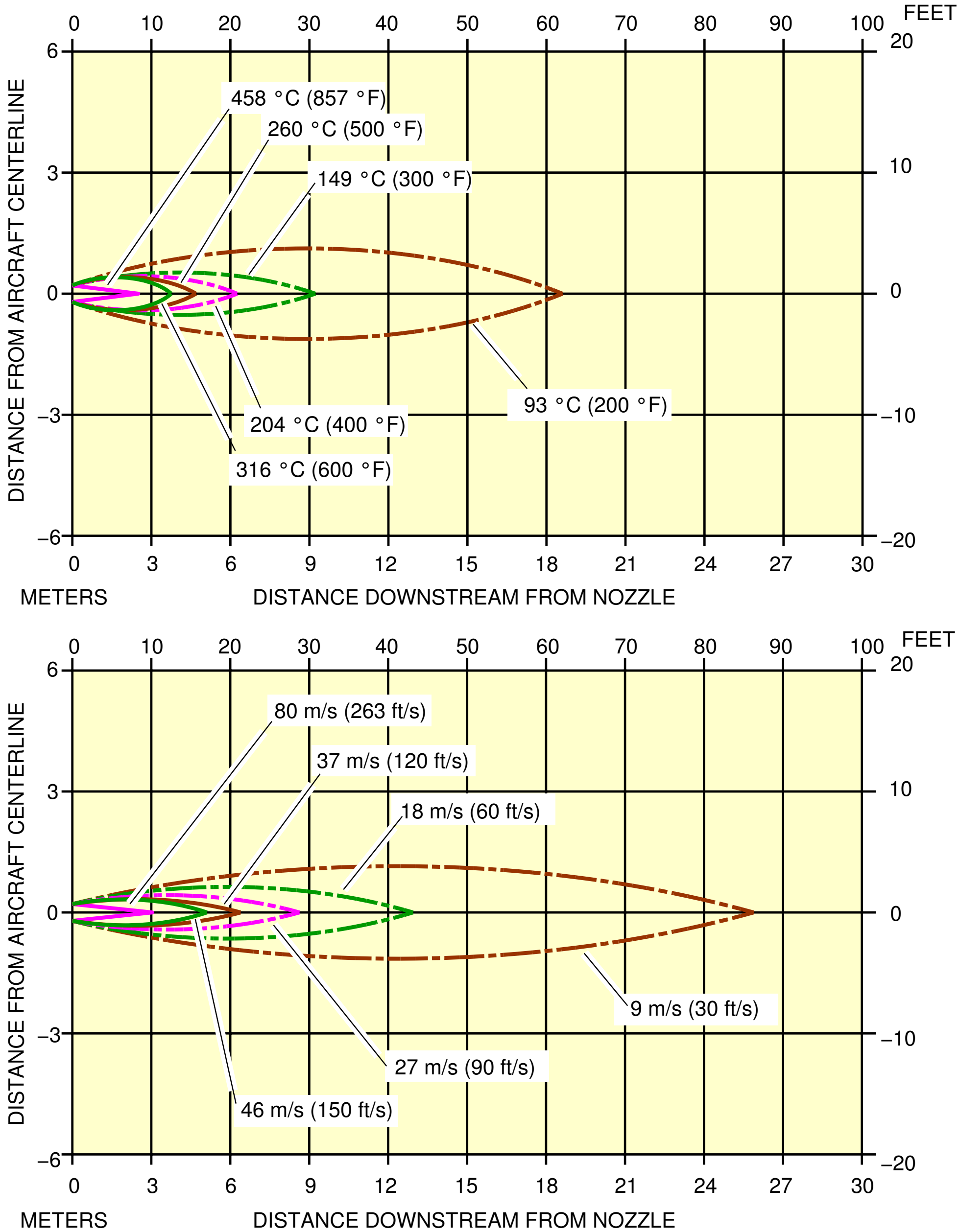
6-4-2 APU Exhaust Velocities and Temperatures - MES Conditions

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

APU Exhaust Velocities and Temperatures - MES Conditions

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

**ON A/C A380-800



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-6-4-2-991-001-A01

PAVEMENT DATA

7-1-0 General Information

**ON A/C A380-800

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 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 MN/m^3 (550 pci)
- B Medium Strength Subgrade k = 80 MN/m^3 (300 pci)
- C Low Strength Subgrade k = 40 MN/m^3 (150 pci)
- D Ultra Low Strength Subgrade k = 20 MN/m^3 (75 pci)

7-2-0 Landing Gear Footprint

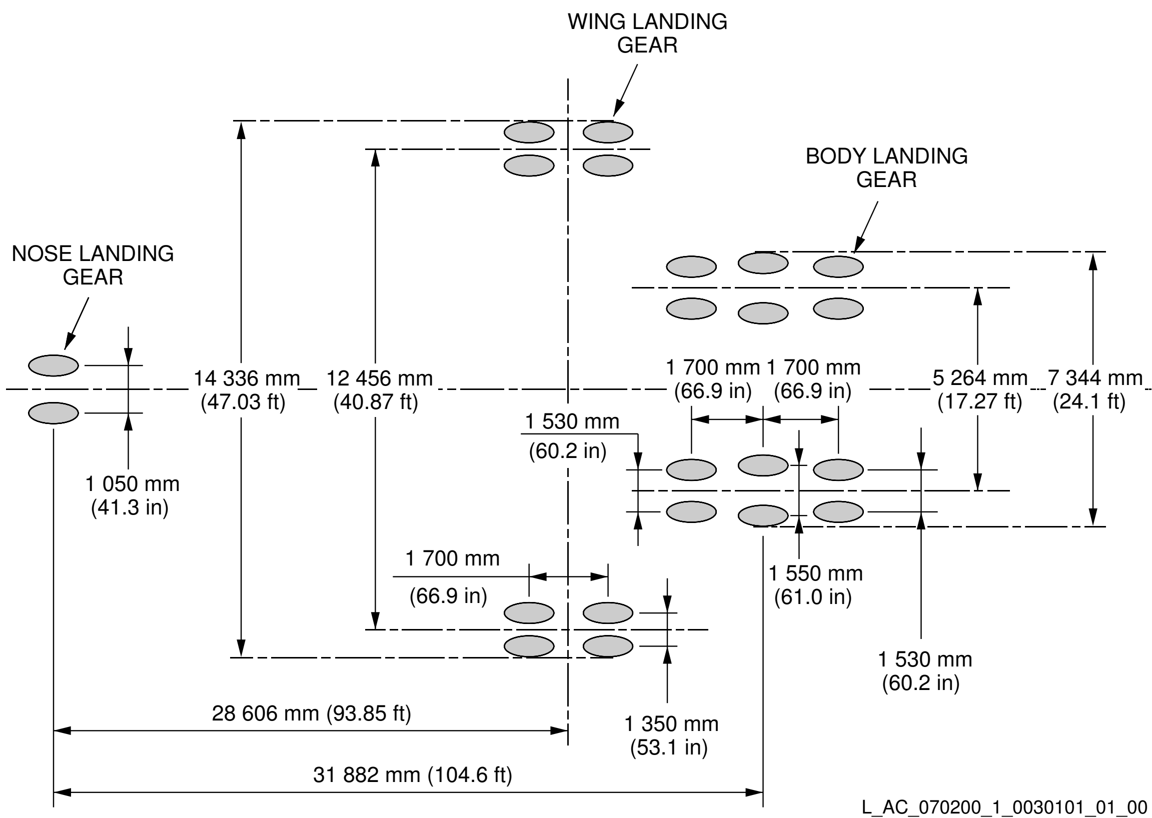
****ON A/C A380-800**

Landing Gear Footprint - Pax

1. This section gives the Landing Gear Footprint.

**ON A/C A380-800

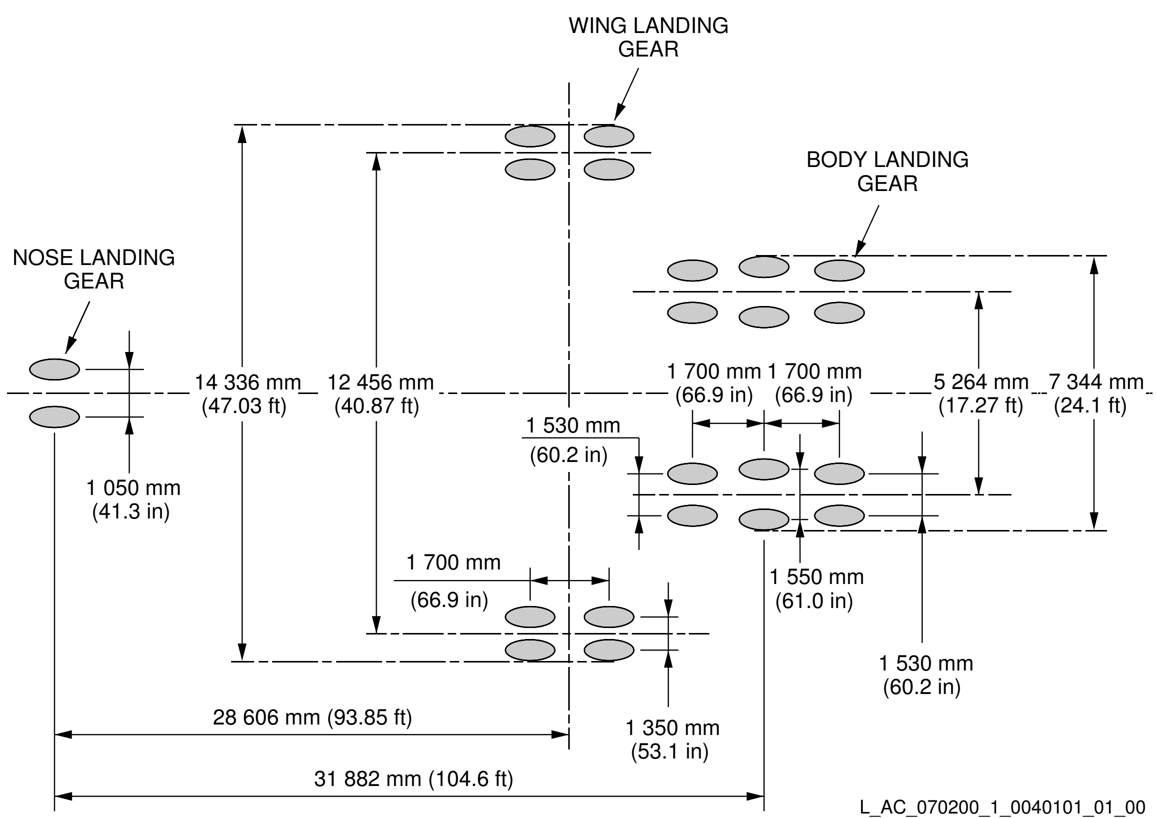
MAXIMUM RAMP WEIGHT	512 000 kg (1 128 775 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7–4–1 Figure: Landing Gear Loading on Pavement – MRW 512 000 kg – A380–800 Models
NOSE GEAR TIRE SIZE	1270 x 455R22 32PR or 50 x 20R22 34PR
NOSE GEAR TIRE PRESSURE	14.1 bar (205 psi)
WING GEAR TIRE SIZE	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-7-2-0-991-003-A01

**ON A/C A380-800

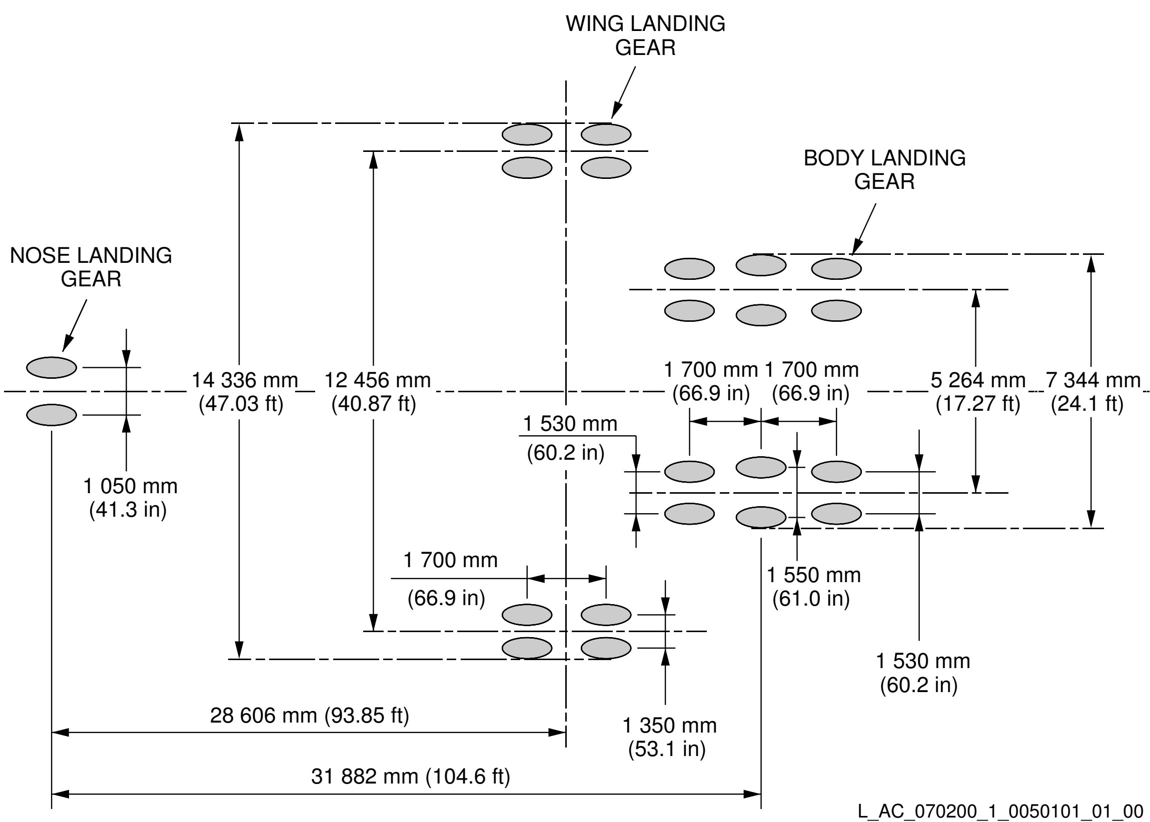
MAXIMUM RAMP WEIGHT	562 000 kg (1 239 000 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7–4–1 Figure: Landing Gear Loading on Pavement – MRW 562 000 kg – A380–800 Models
NOSE GEAR TIRE SIZE	1270 x 455R22 32PR or 50 x 20R22 34PR
NOSE GEAR TIRE PRESSURE	14.1 bar (205 psi)
WING GEAR TIRE SIZE	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-7-2-0-991-004-A01

**ON A/C A380-800

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-7-2-0-991-005-A01

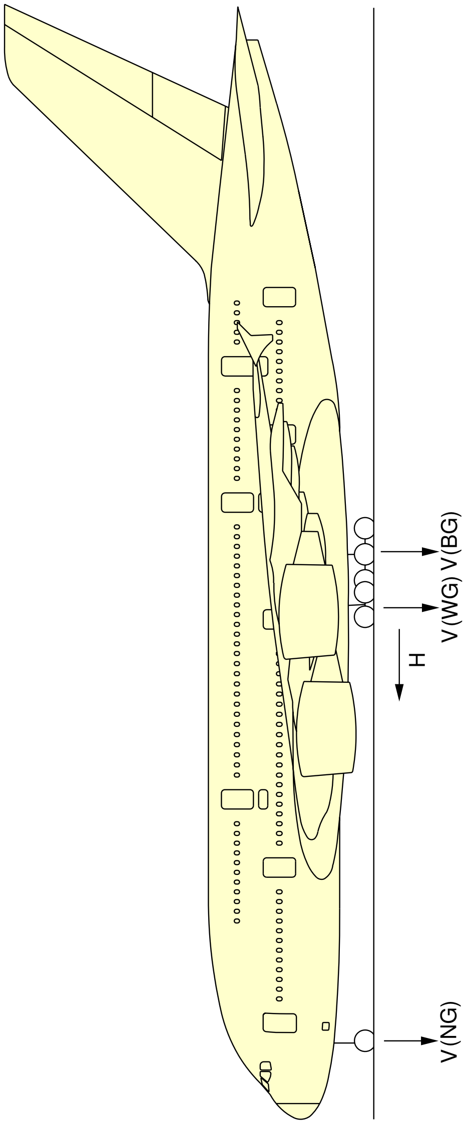
7-3-0 Maximum Pavement Loads

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

Maximum Pavement Loads - Pax

1. This section gives Maximum Pavement Loads.

**ON A/C A380-800



1	2		3		4		5		6		7			
MODEL	MAXIMUM RAMP WEIGHT		VNG				VWG (PER STRUT)		VBG (PER STUT)		H (PER STRUT)			
			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)		STATIC BRAKING @ 10 ft/s2 DECELERATION		AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8	
	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg
-800	1 128 775	512 000	87 700	39 770	147 425	66 880	214 750	97 410	322 125	146 110	70 175(3) 105 250(4)	31 830(3) 47 740(4)	171 800(3) 257 700(4)	77 930(3) 116 890(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 = 35.81 % MAC
(2) AFT CG = 43 % MAC
(3) BRAKED WING GEAR
(4) BRAKED BODY GEAR

NOTE: ALL LOADS CALCULATED USING AIRPLANE MAXIMUM RAMP WEIGHT

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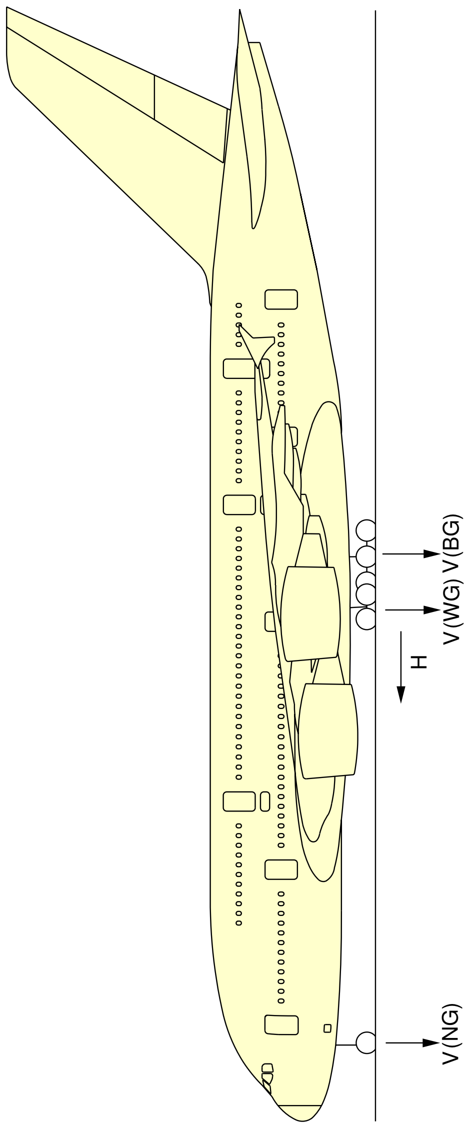
Maximum Pavement Loads
MRW 512 000 kg - A380-800 Models
FIGURE-7-3-0-991-005-A01

**ON A/C A380-800



1	2		3		4		5		6		7			
			VNG				VWG (PER STRUT)		VBG (PER STUT)		H (PER STRUT)			
MODEL	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		AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8	
	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg
-800	1 239 000	562 000	87 825	39 840	153 400	69 590	235 725	106 920	353 575	160 380	77 025(3) 115 525(4)	34 940(3) 52 400(4)	188 575(3) 282 850(4)	85 540(3) 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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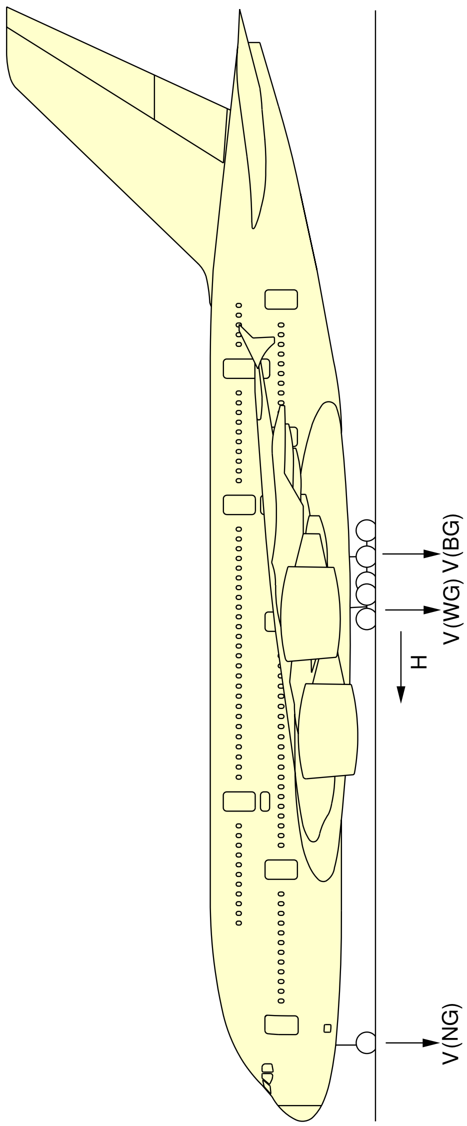
Maximum Pavement Loads
MRW 562 000 kg - A380-800 Models
FIGURE-7-3-0-991-001-A01

**ON A/C A380-800



1	2		3		4		5		6		7			
			VNG				VWG (PER STRUT)		VBG (PER STUT)		H (PER STRUT)			
MODEL	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		AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8	
	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg
-800	1 258 850	571 000	87 725	39 790	154 350	70 010	237 475	107 710	356 200	161 570	78 250(3) 117 375(4)	35 490(3) 53 240(4)	189 975(3) 284 950(4)	86 170(3) 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 % MAC
(2) AFT CG = 41.0 % 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 571 000 kg - A380-800 Models
FIGURE-7-3-0-991-003-A01

7-4-0 Landing Gear Loading on Pavement

**ON A/C A380-800

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).

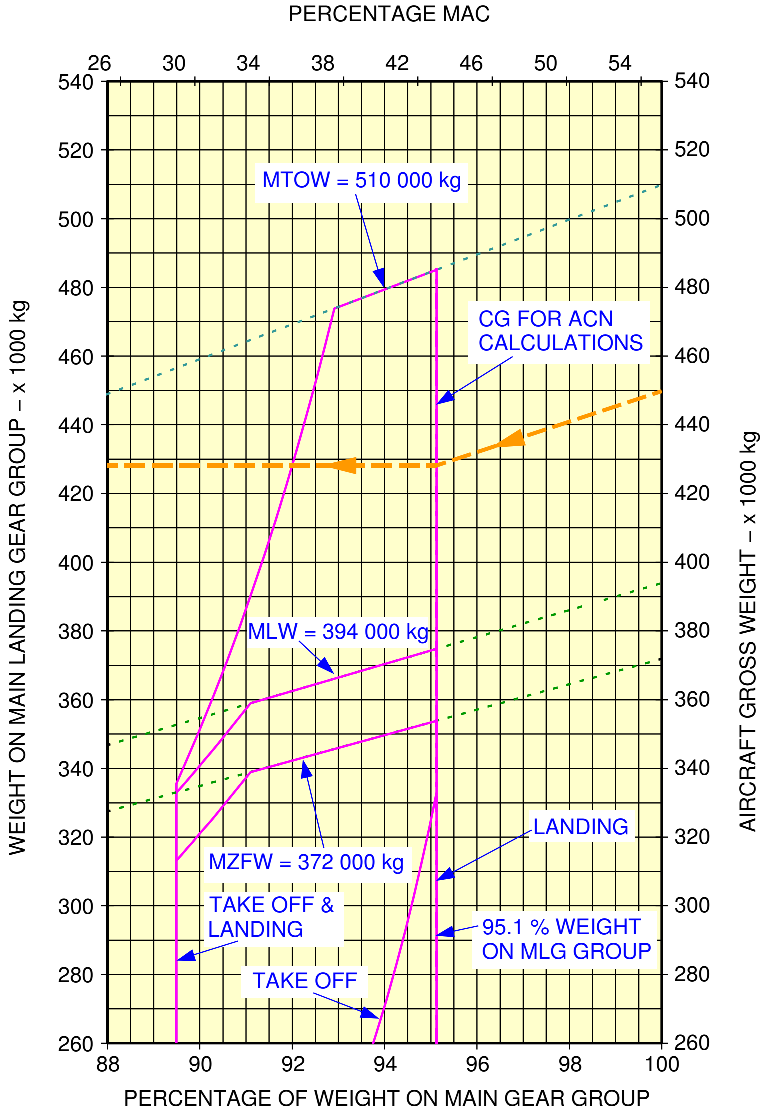
7-4-1 Landing Gear Loading on Pavement

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

Landing Gear Loading on Pavement - Pax

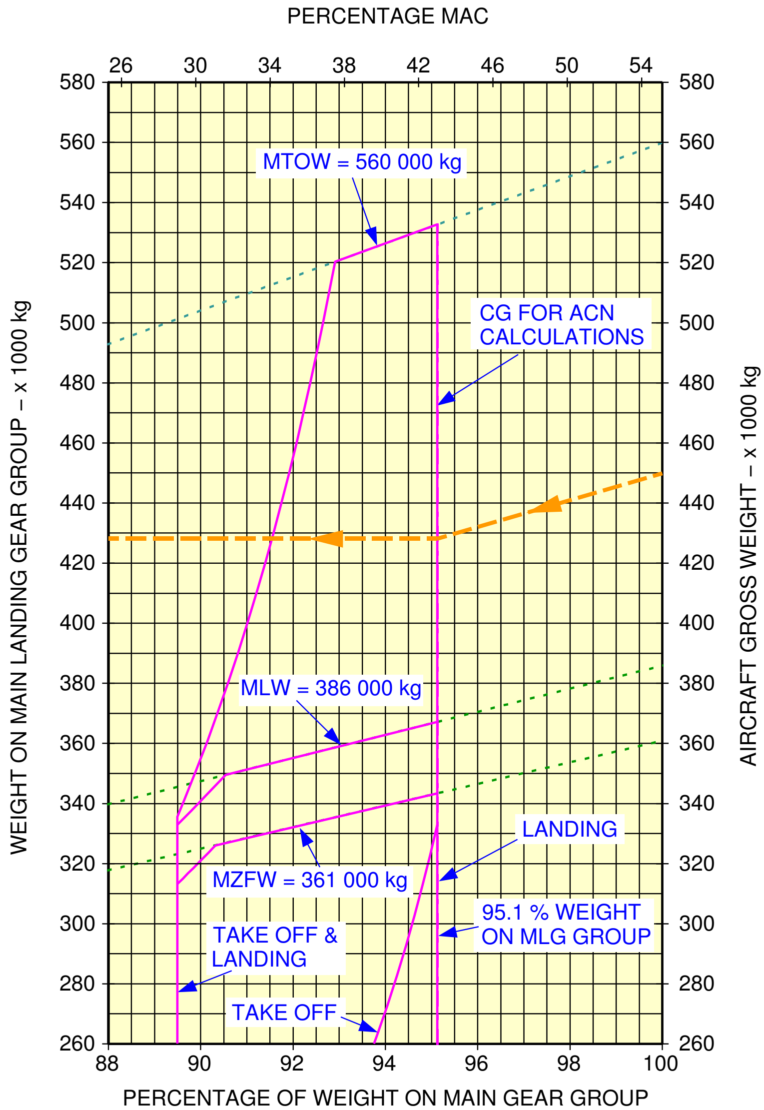
1. This section gives Landing Gear Loading on Pavement.

**ON A/C A380-800



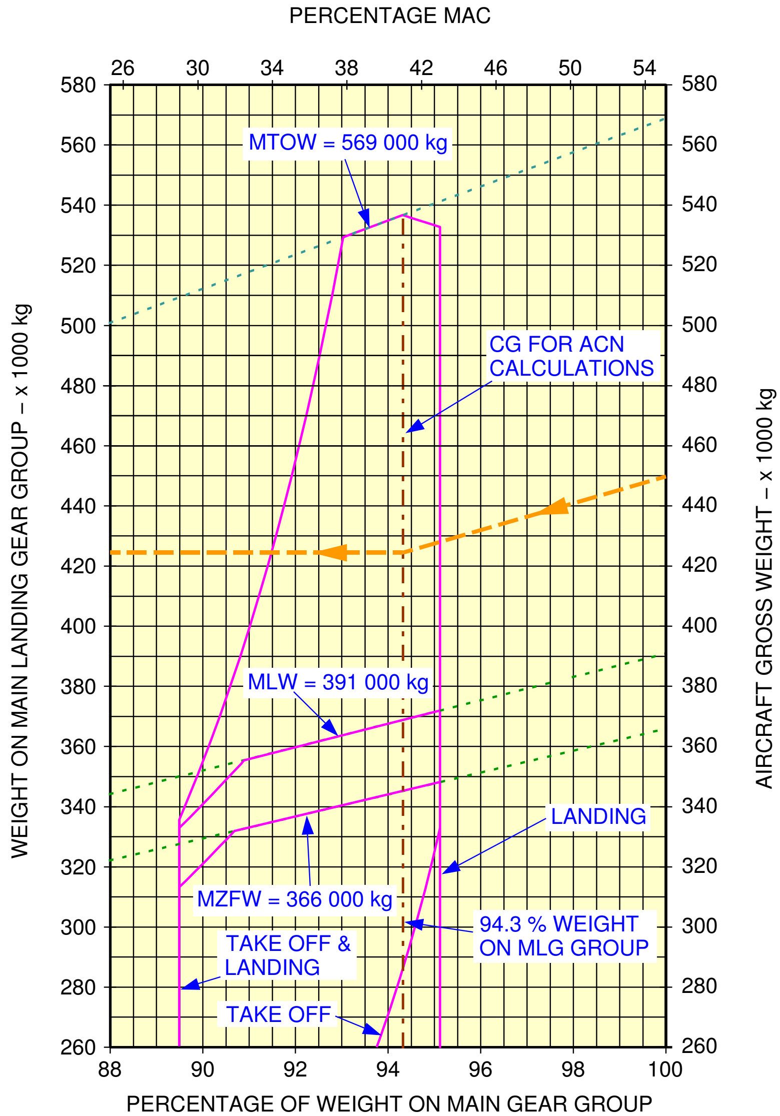
Landing Gear Loading on Pavement
MRW 512 000 kg - A380-800 Models
FIGURE-7-4-1-991-005-A01

**ON A/C A380-800



Landing Gear Loading on Pavement
MRW 562 000 kg - A380-800 Models
FIGURE-7-4-1-991-006-A01

**ON A/C A380-800



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Landing Gear Loading on Pavement
MRW 571 000 kg - A380-800 Models
FIGURE-7-4-1-991-007-A01

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

**ON A/C A380-800

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).

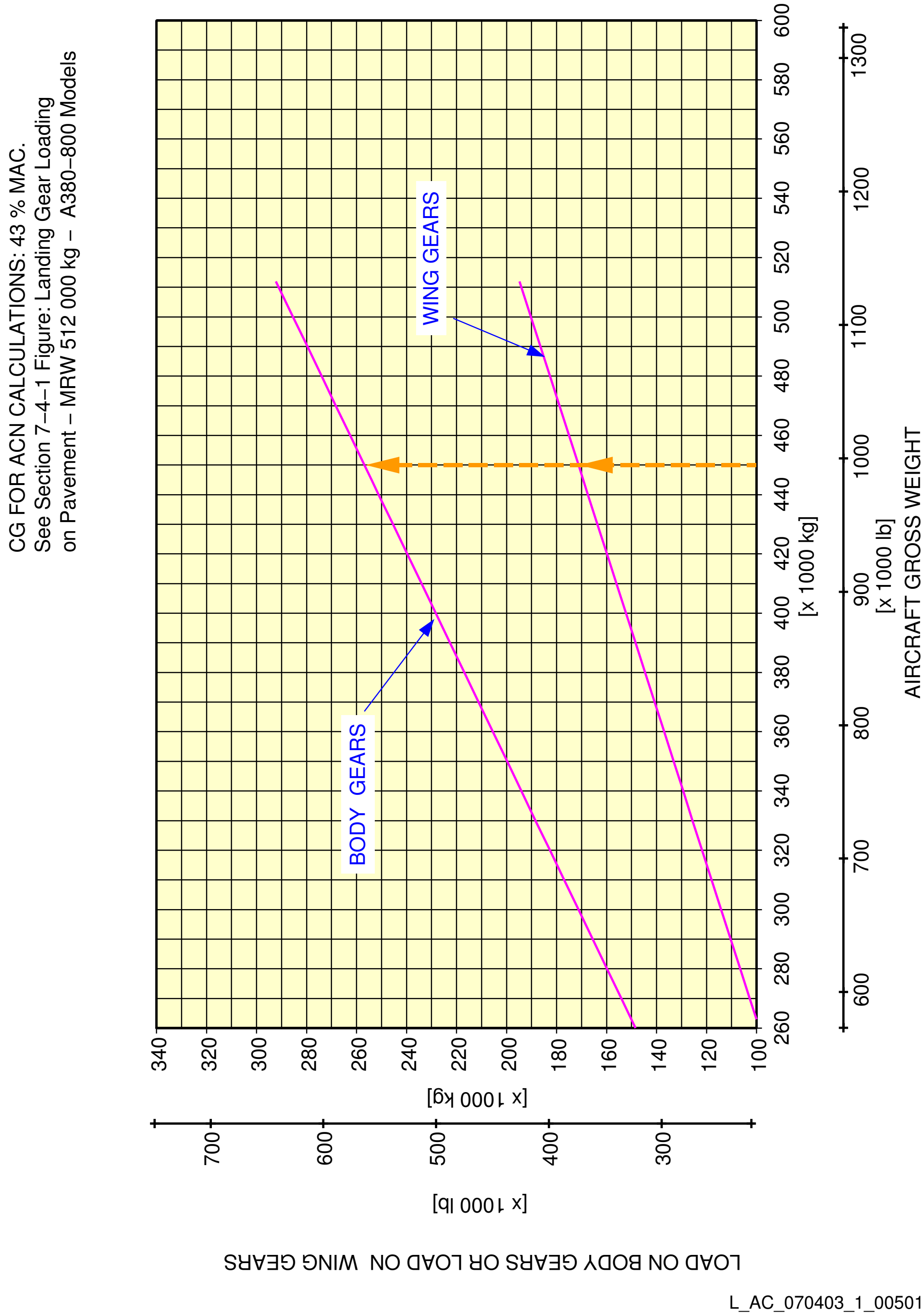
7-4-3 Wing Gear and Body Gear Loading on Pavement

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

Wing Gear and Body Gear Loading on Pavement - Pax

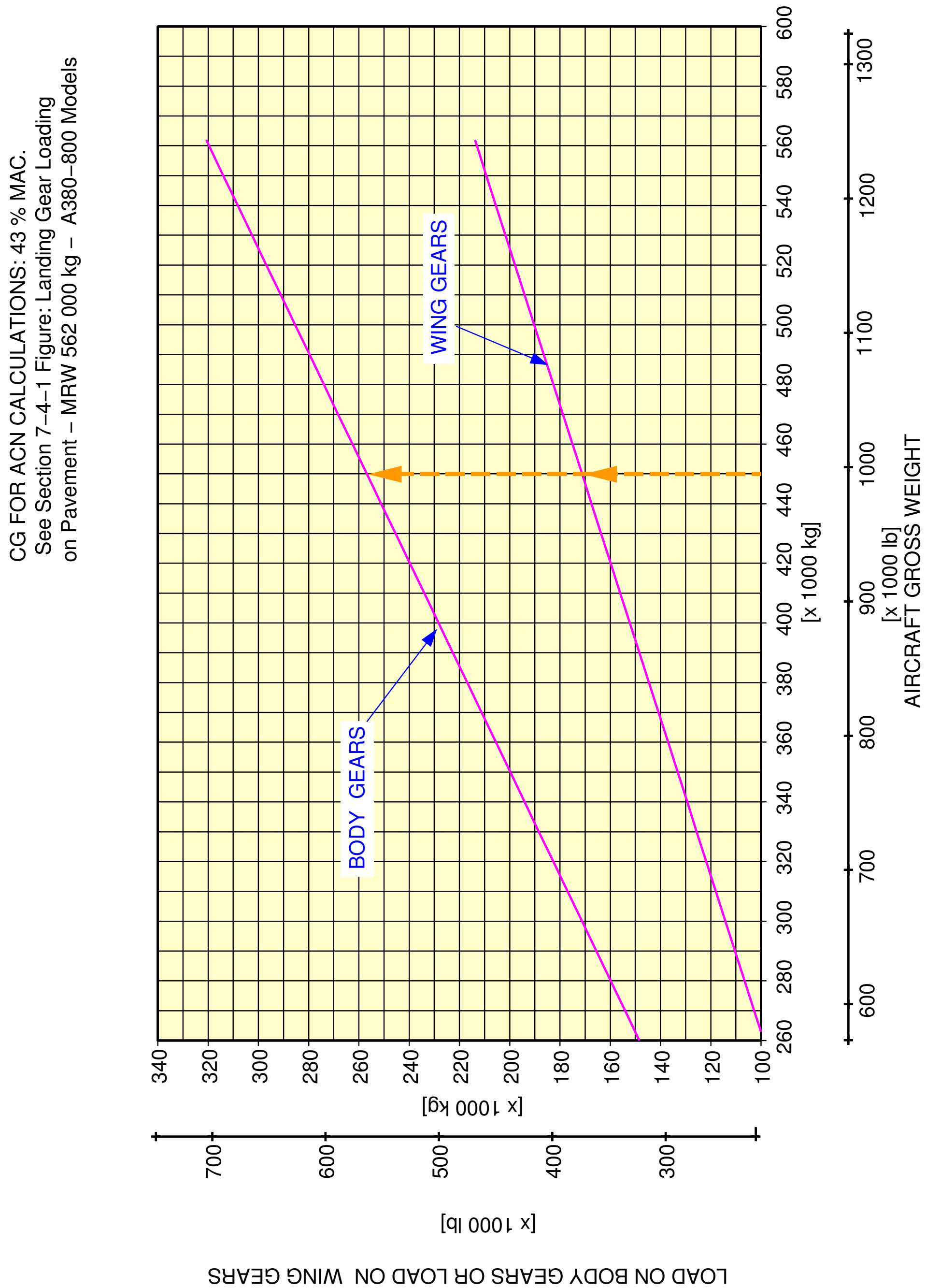
1. This section gives the Wing Gear and Body Gear Loading on Pavement.

**ON A/C A380-800



Wing Gear and Body Gear Loads on Pavement
MRW 512 000 kg - A380-800 Models
FIGURE-7-4-3-991-005-A01

**ON A/C A380-800



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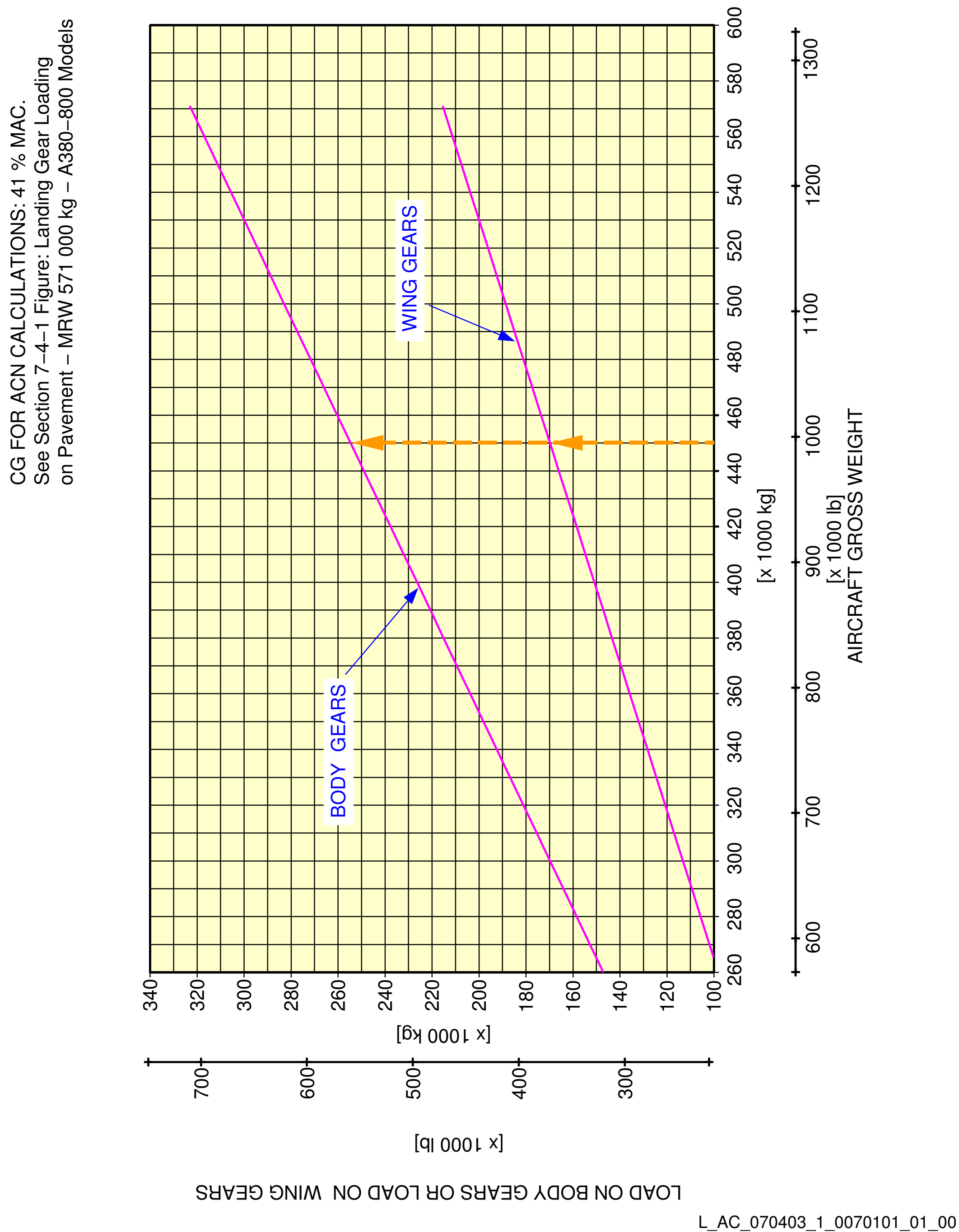
Wing Gear and Body Gear Loads on Pavement
MRW 562 000 kg - A380-800 Models
FIGURE-7-4-3-991-006-A01

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



Wing Gear and Body Gear Loads on Pavement
MRW 571 000 kg - A380-800 Models
FIGURE-7-4-3-991-007-A01

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

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

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).

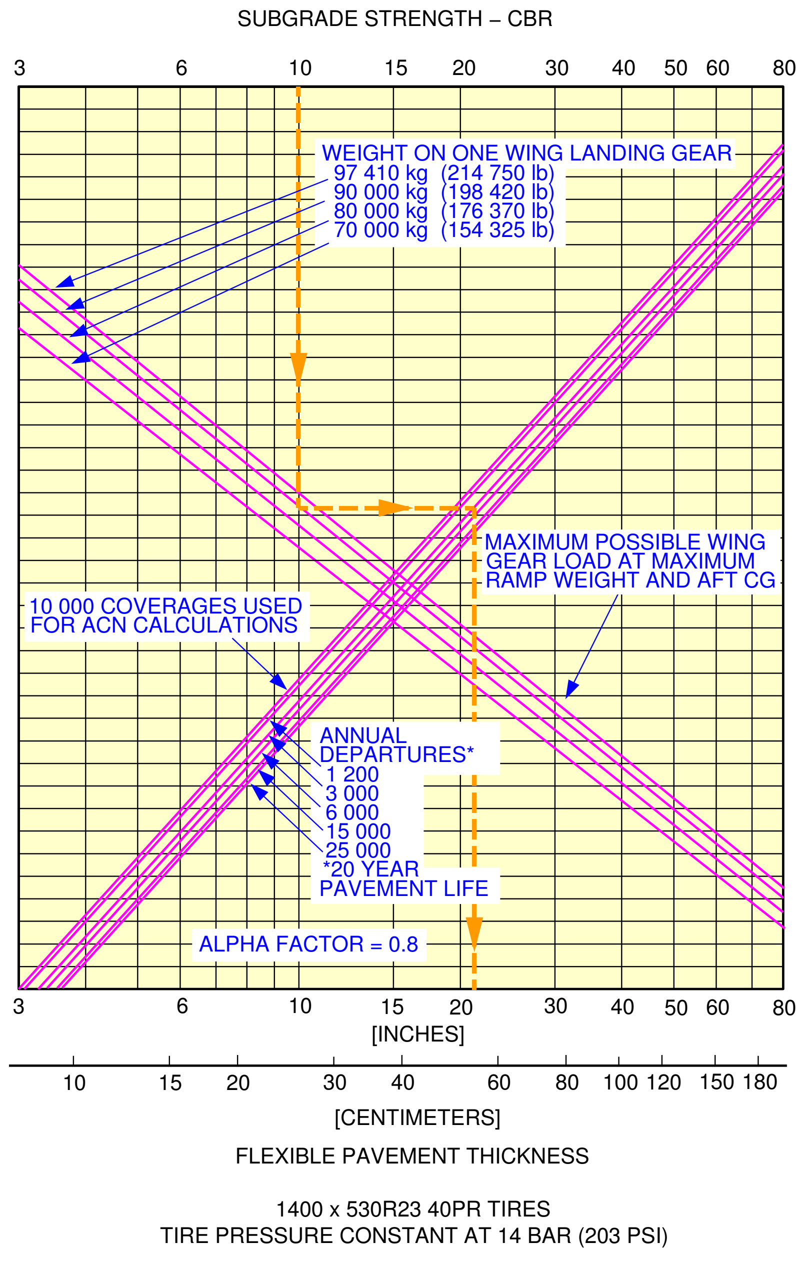
7-5-1 Flexible Pavement Requirements - US Army Corps of Engineers Design Method S-77-1

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

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

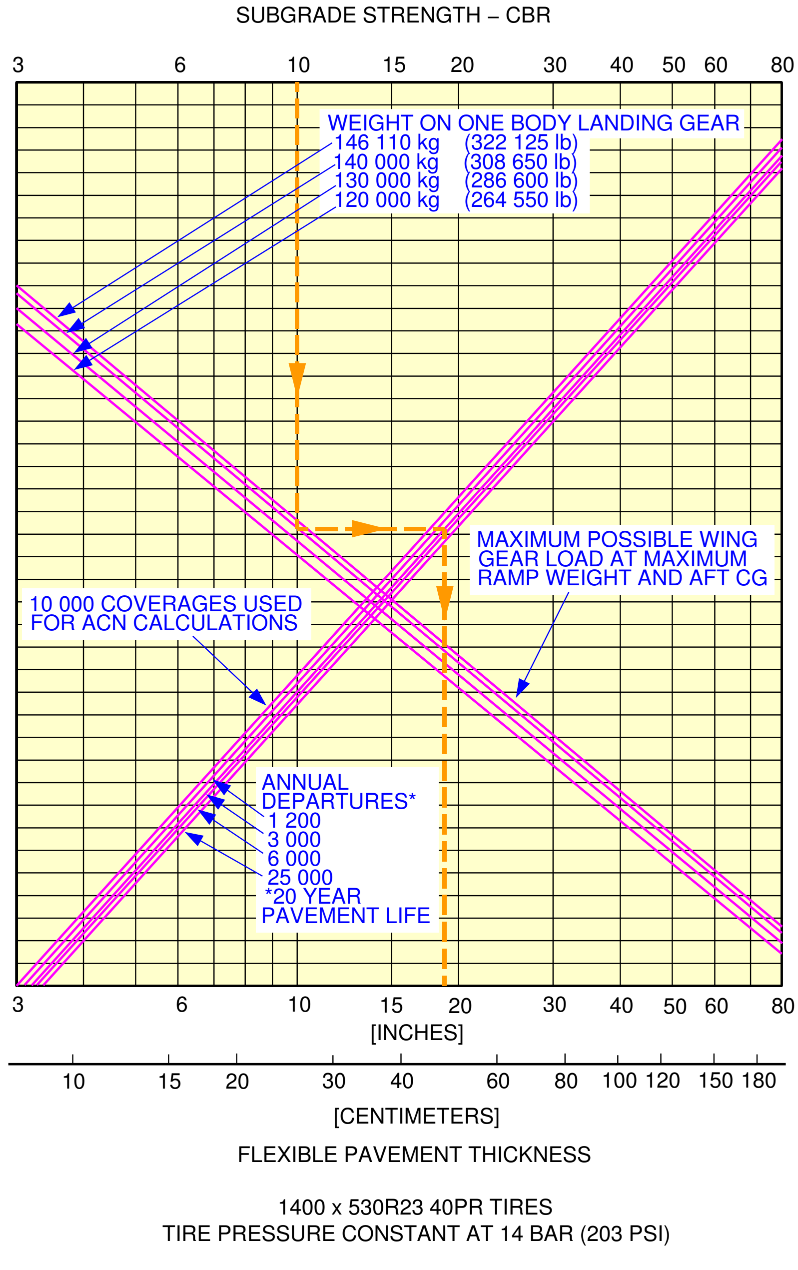
1. This section gives Flexible Pavement Requirements.

**ON A/C A380-800



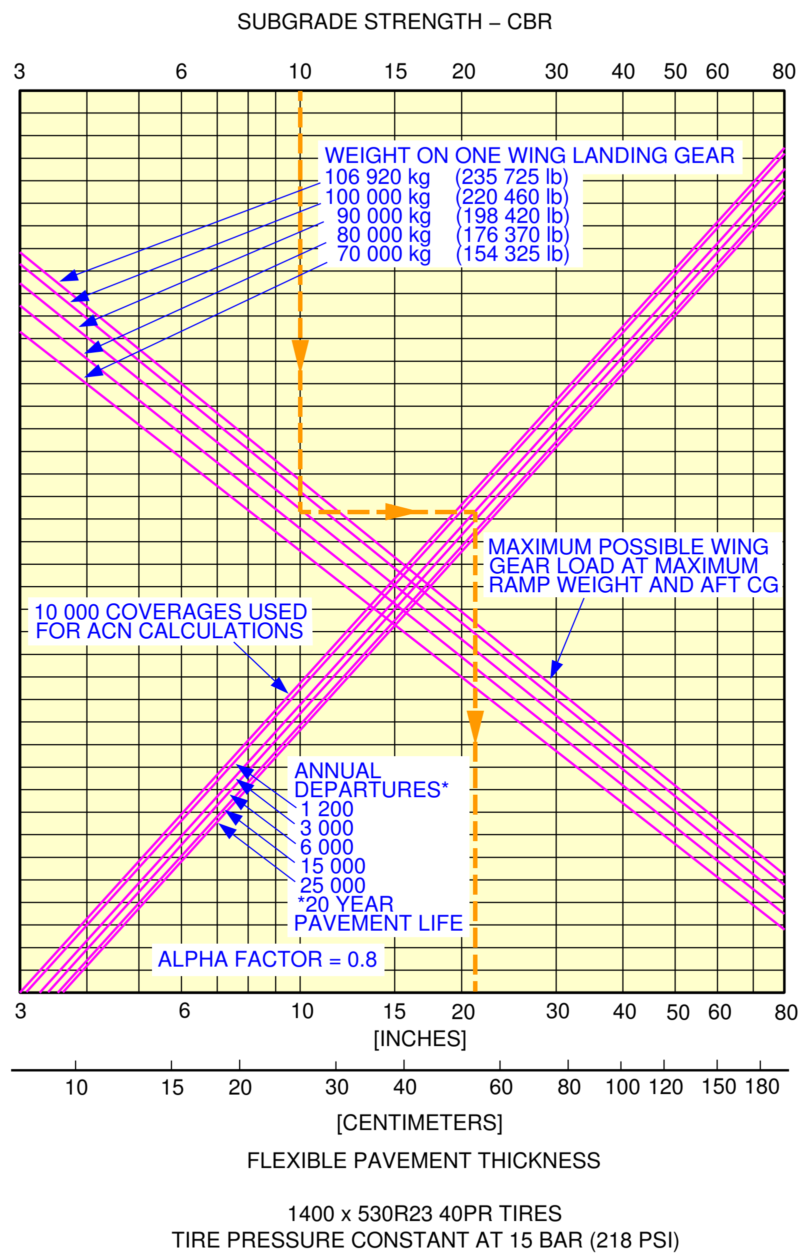
Flexible Pavement Requirements – 4 Wheel Bogie
MRW 512 000 kg - A380-800 Models
FIGURE-7-5-1-991-009-A01

**ON A/C A380-800



Flexible Pavement Requirements – 6 Wheel Bogie
MRW 512 000 kg - A380-800 Models
FIGURE-7-5-1-991-010-A01

**ON A/C A380-800



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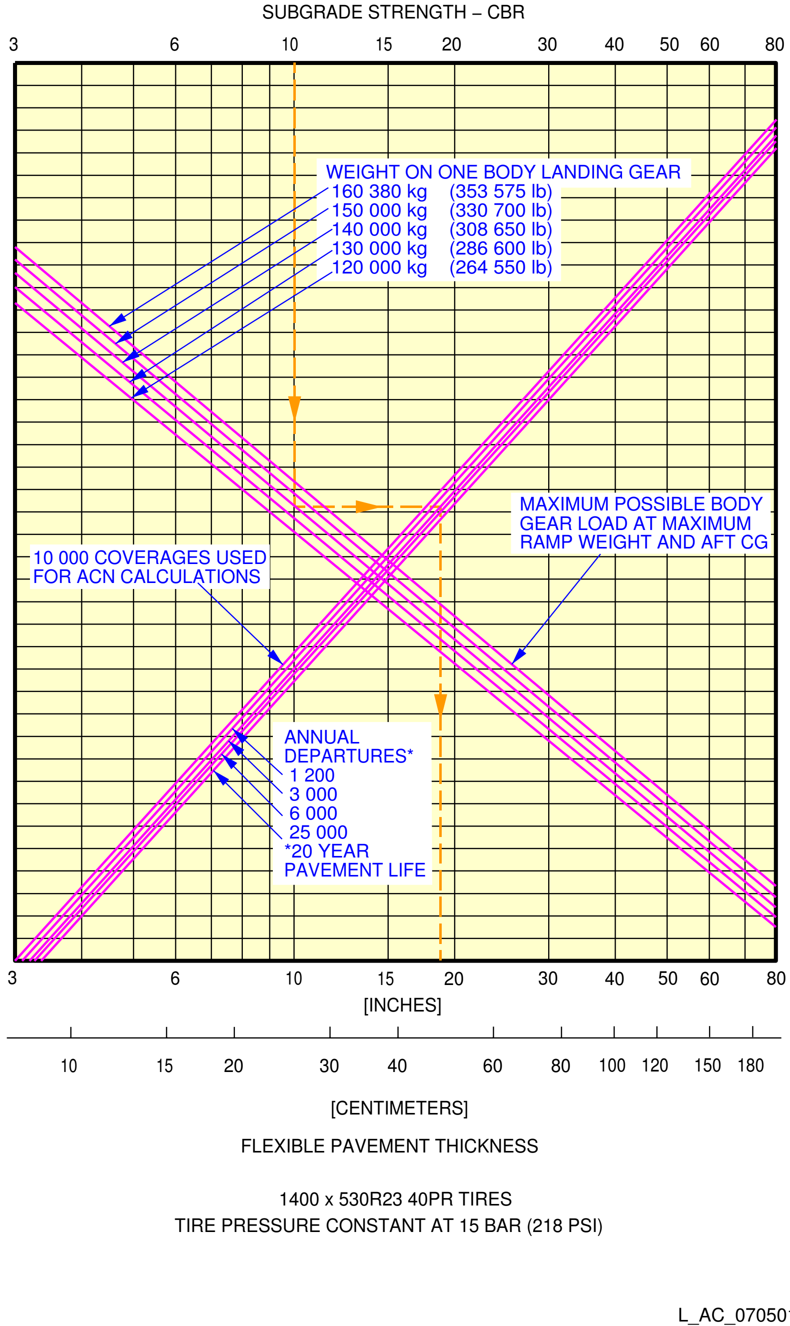
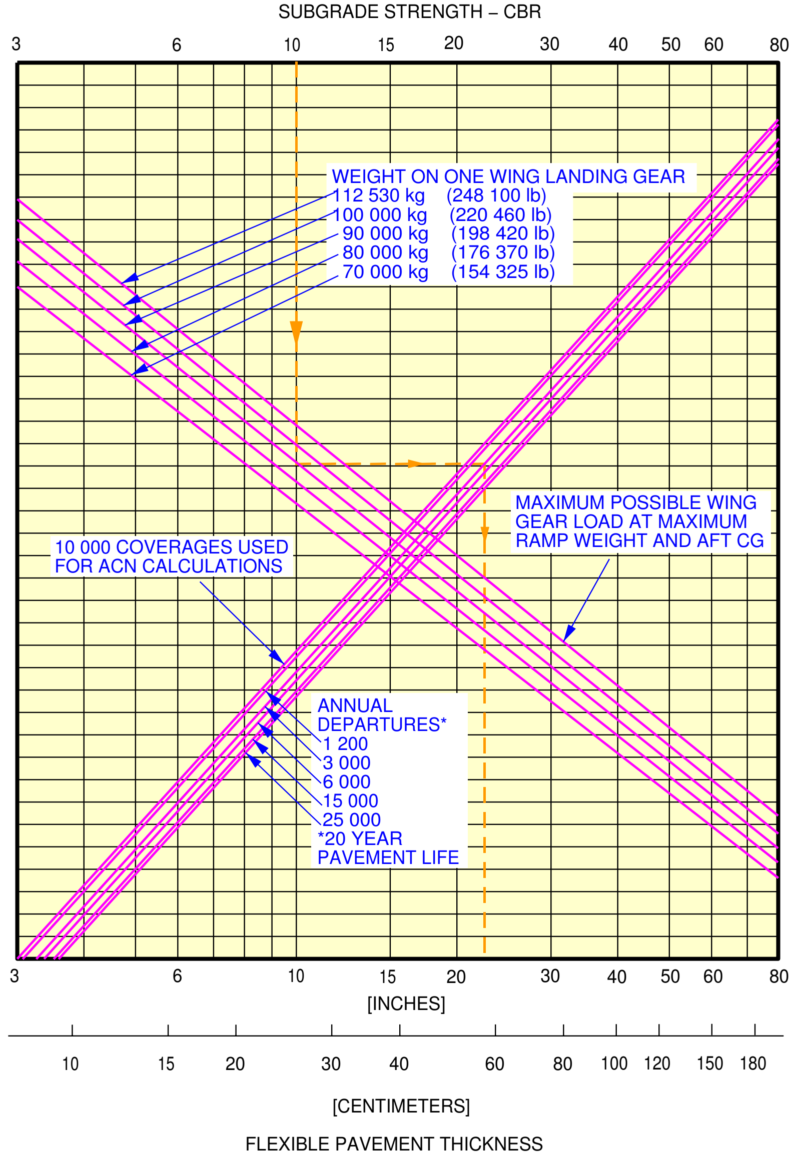
Flexible Pavement Requirements – 4 Wheel Bogie
MRW 562 000 kg - A380-800 Models
FIGURE-7-5-1-991-011-A01

**ON A/C A380-800



Flexible Pavement Requirements – 6 Wheel Bogie
MRW 562 000 kg - A380-800 Models
FIGURE-7-5-1-991-002-A01

**ON A/C A380-800



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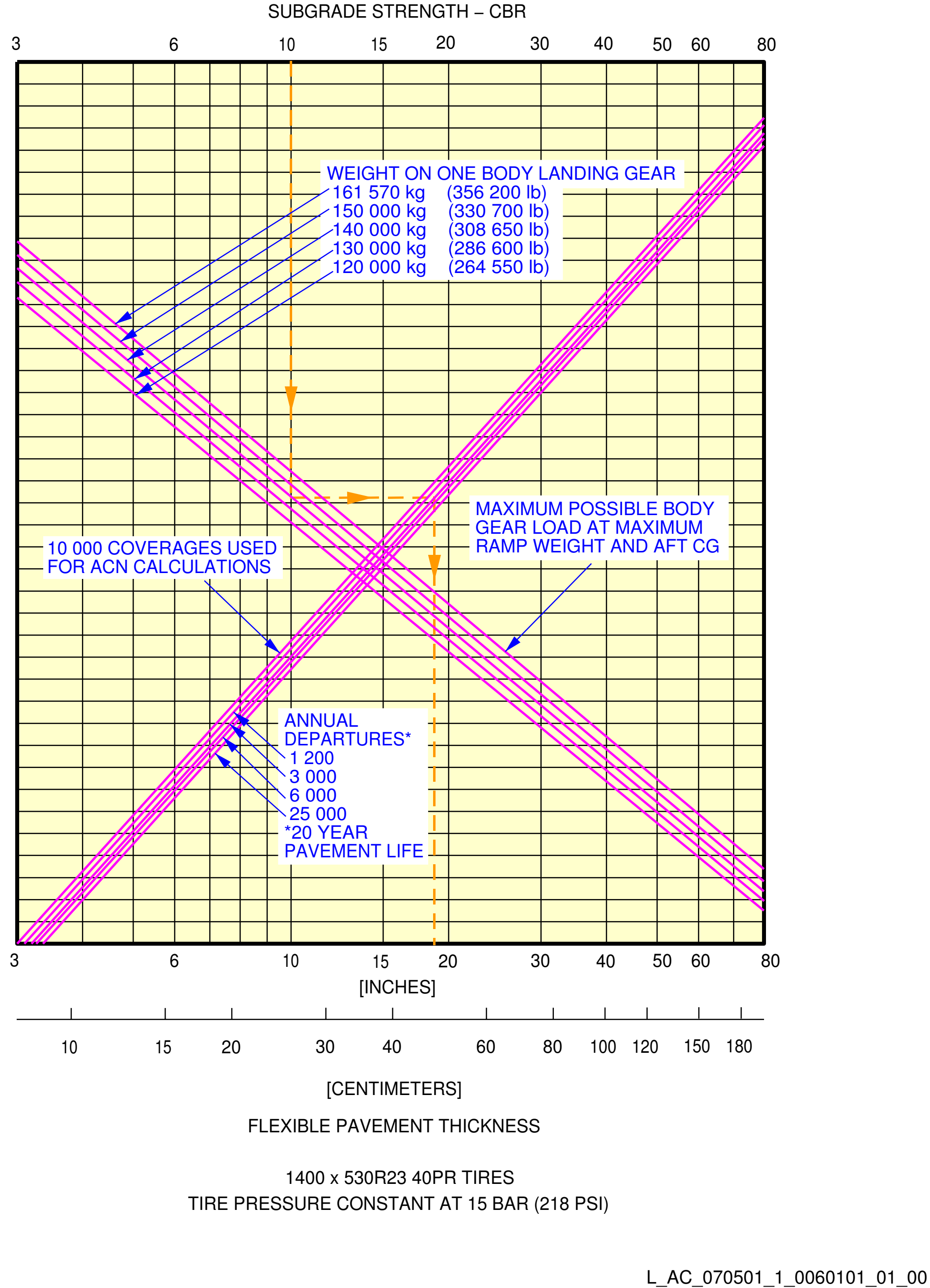
Flexible Pavement Requirements – 4 Wheel Bogie
MRW 571 000 kg - A380-800 Models
FIGURE-7-5-1-991-012-A01

**ON A/C A380-800



Flexible Pavement Requirements – 6 Wheel Bogie
MRW 571 000 kg - A380-800 Models
FIGURE-7-5-1-991-006-A01

7-6-0 Flexible Pavement Requirements - LCN Conversion

**ON A/C A380-800

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).

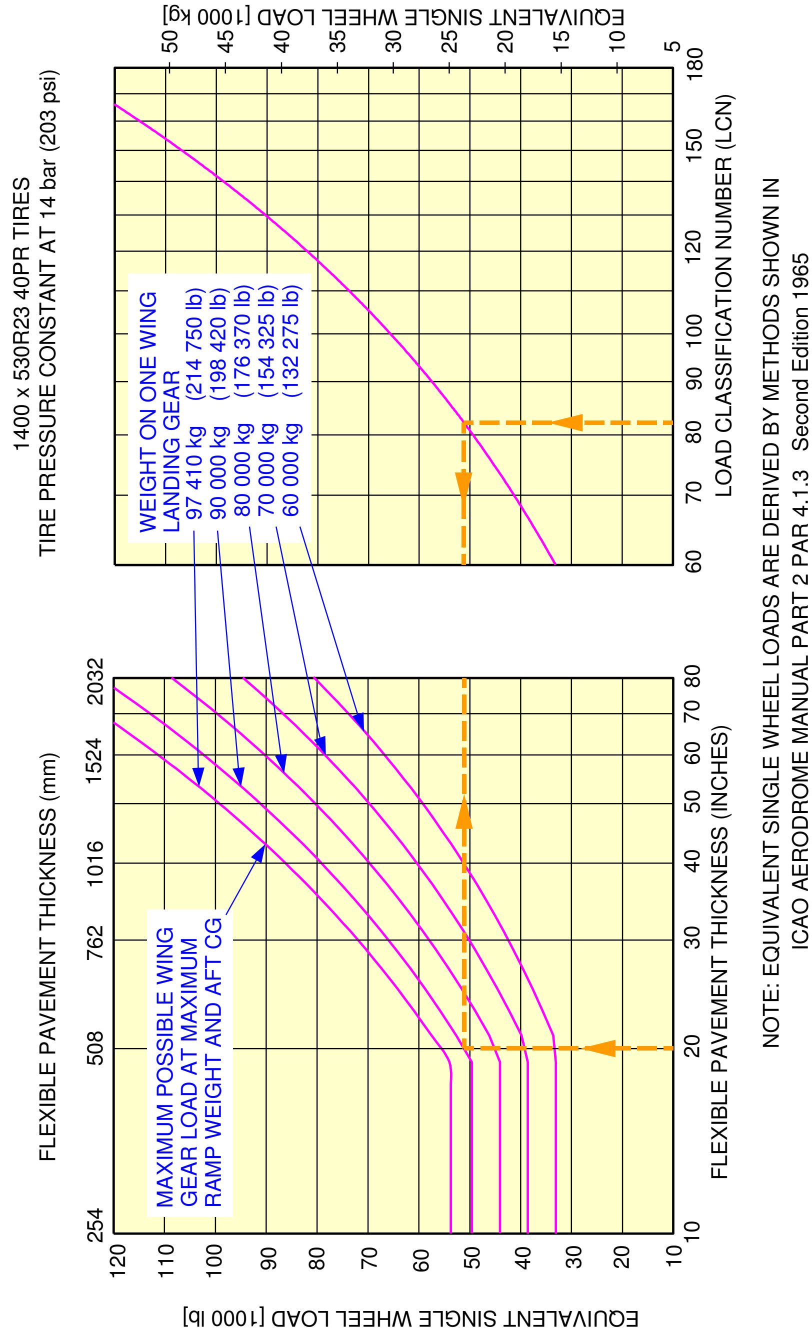
7-6-1 Flexible Pavement Requirements - LCN Conversion

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

Flexible Pavement Requirements - LCN Conversion - Pax

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

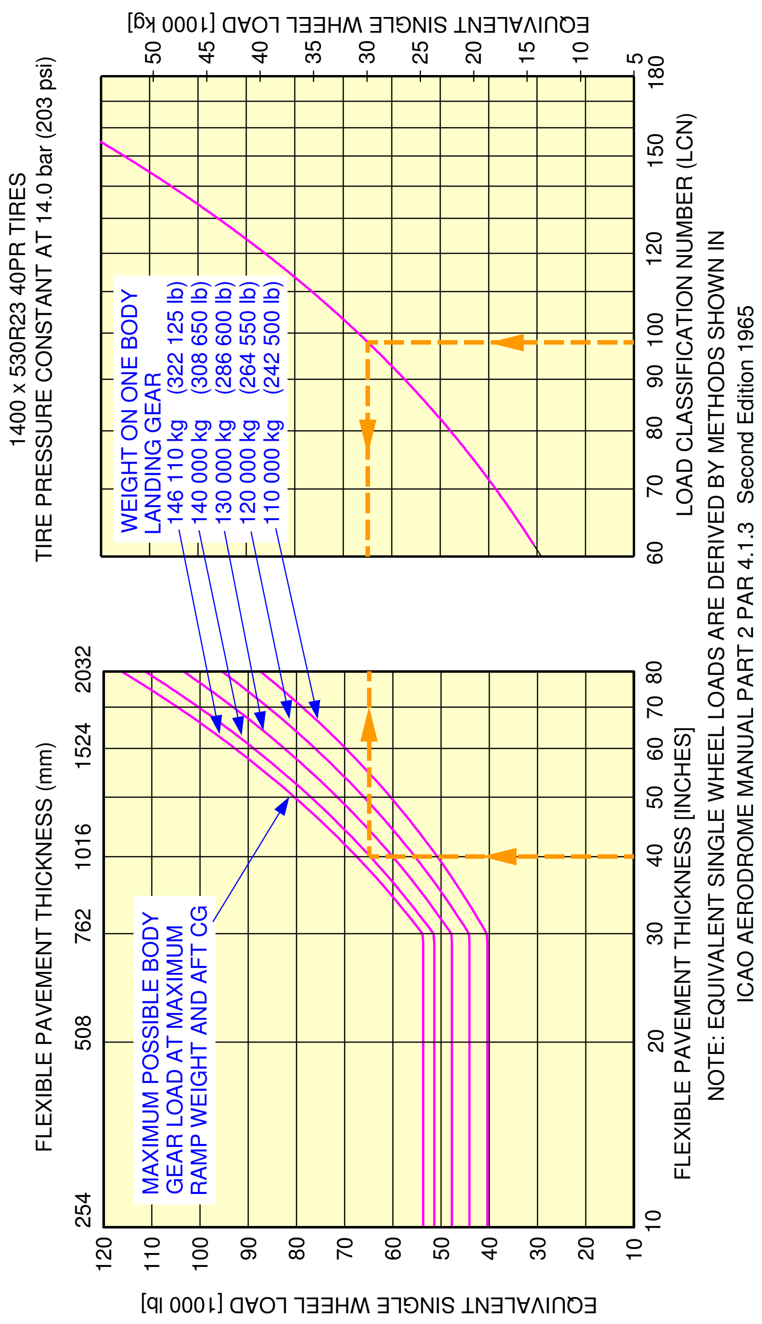
****ON A/C A380-800**



L_AC_070601_1_0090101_01_00

Flex Pavement Requirements LCN - 4 Wheel Bogie
MRW 512 000 kg - A380-800 Models
FIGURE-7-6-1-991-009-A01

**ON A/C A380-800



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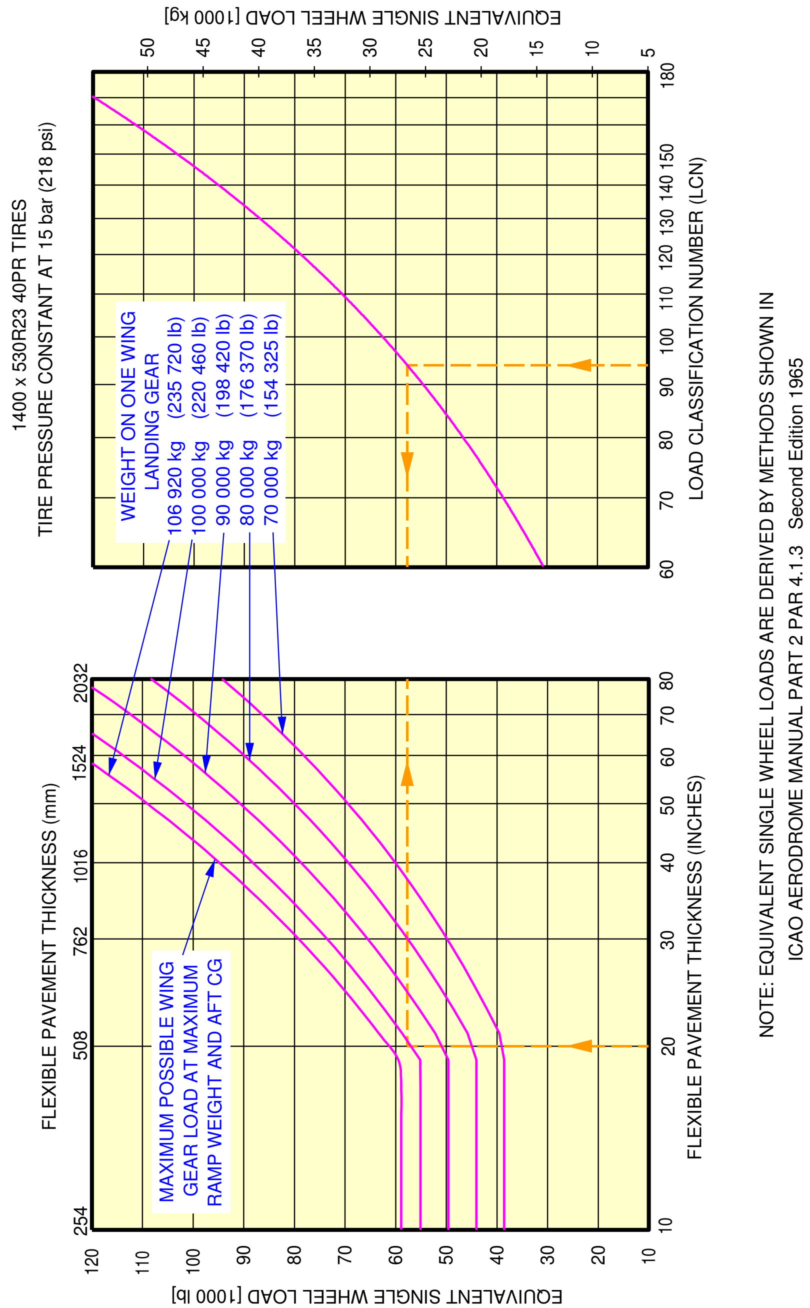
Flex Pavement Requirements LCN - 6 Wheel Bogie
MRW 512 000 kg - A380-800 Models
FIGURE-7-6-1-991-010-A01

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



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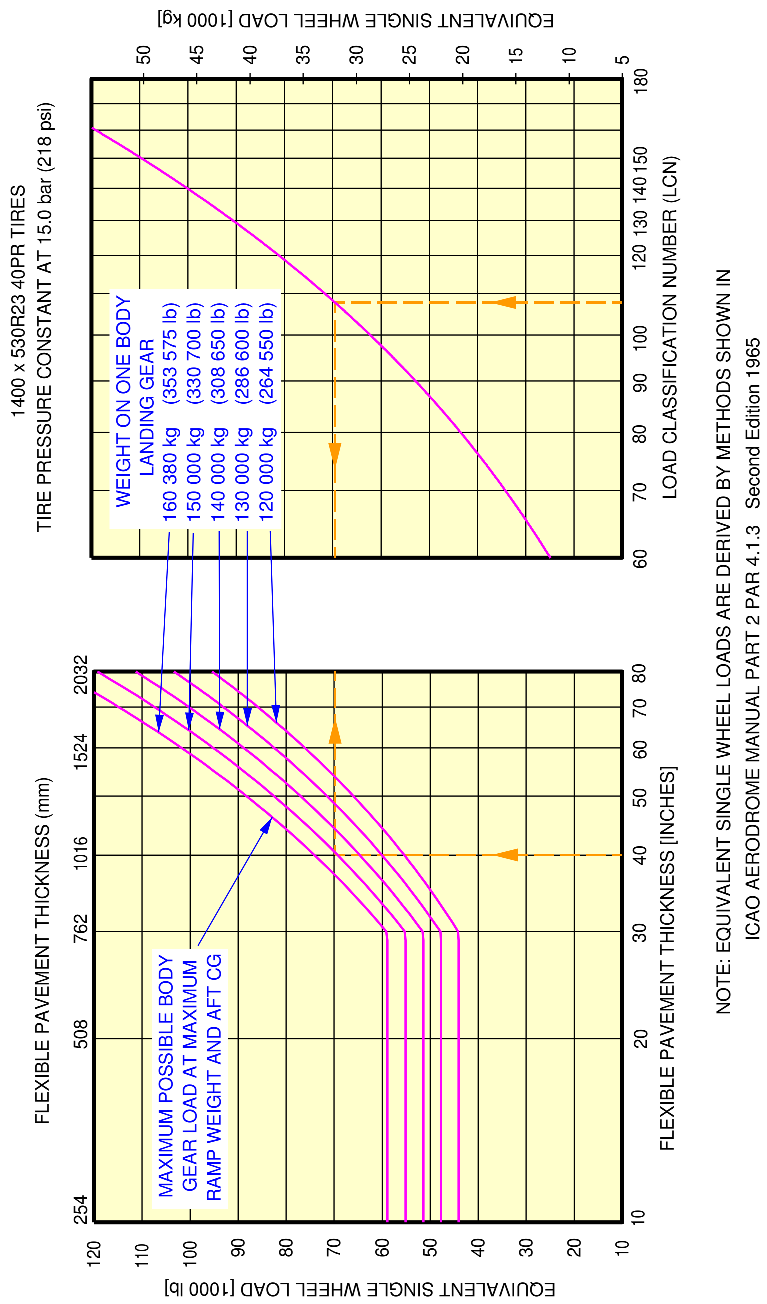
Flex Pavement Requirements LCN - 4 Wheel Bogie
MRW 562 000 kg - A380-800 Models
FIGURE-7-6-1-991-001-A01

**ON A/C A380-800



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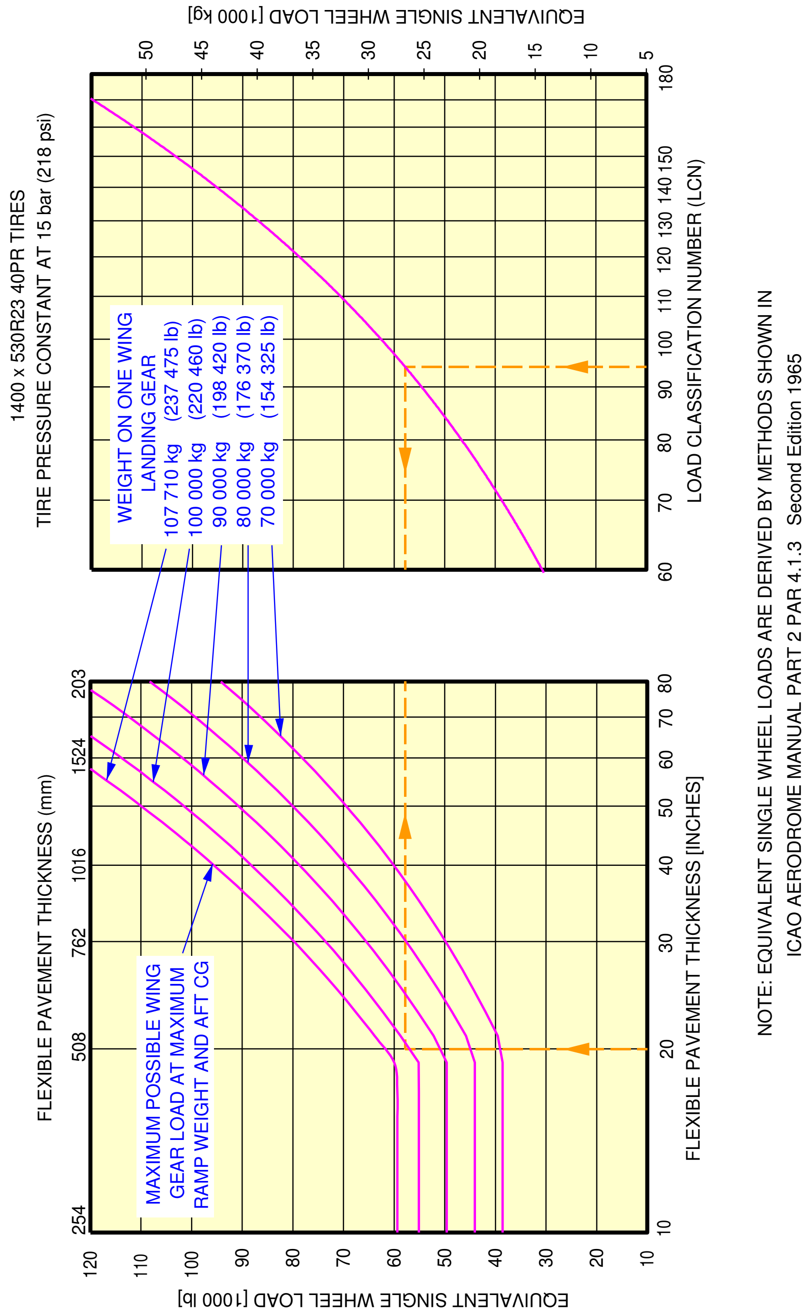
Flex Pavement Requirements LCN - 6 Wheel Bogie
MRW 562 000 kg - A380-800 Models
FIGURE-7-6-1-991-002-A01

**ON A/C A380-800



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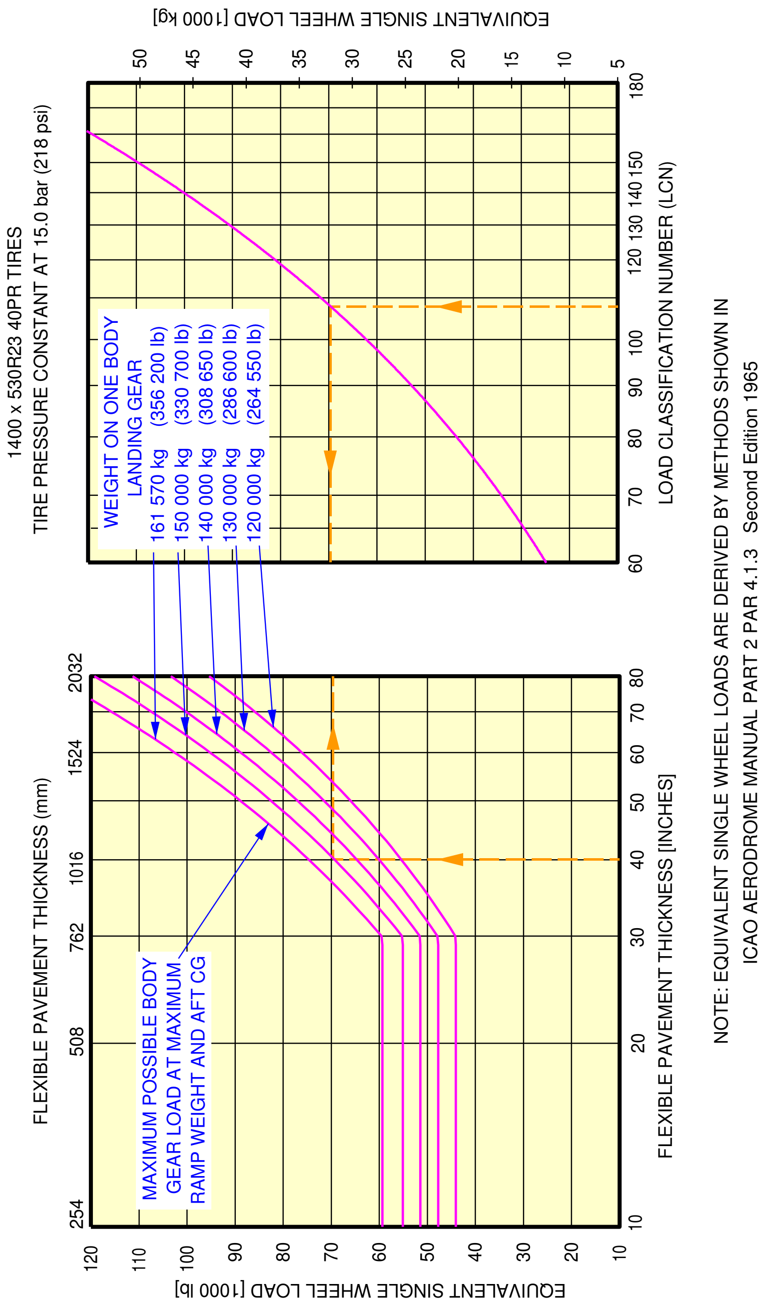
Flex Pavement Requirements LCN - 4 Wheel Bogie
MRW 571 000 kg - A380-800 Models
FIGURE-7-6-1-991-005-A01

**ON A/C A380-800



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Flex Pavement Requirements LCN - 6 Wheel Bogie
MRW 571 000 kg - A380-800 Models
FIGURE-7-6-1-991-006-A01

7-7-0 Rigid Pavement Requirements - Portland Cement Association Design Method

**ON A/C A380-800

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/m^3 (550 lb/in^3)
- an allowable working stress of 36 kg/cm^2 (500 lb/in^2)
- 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).

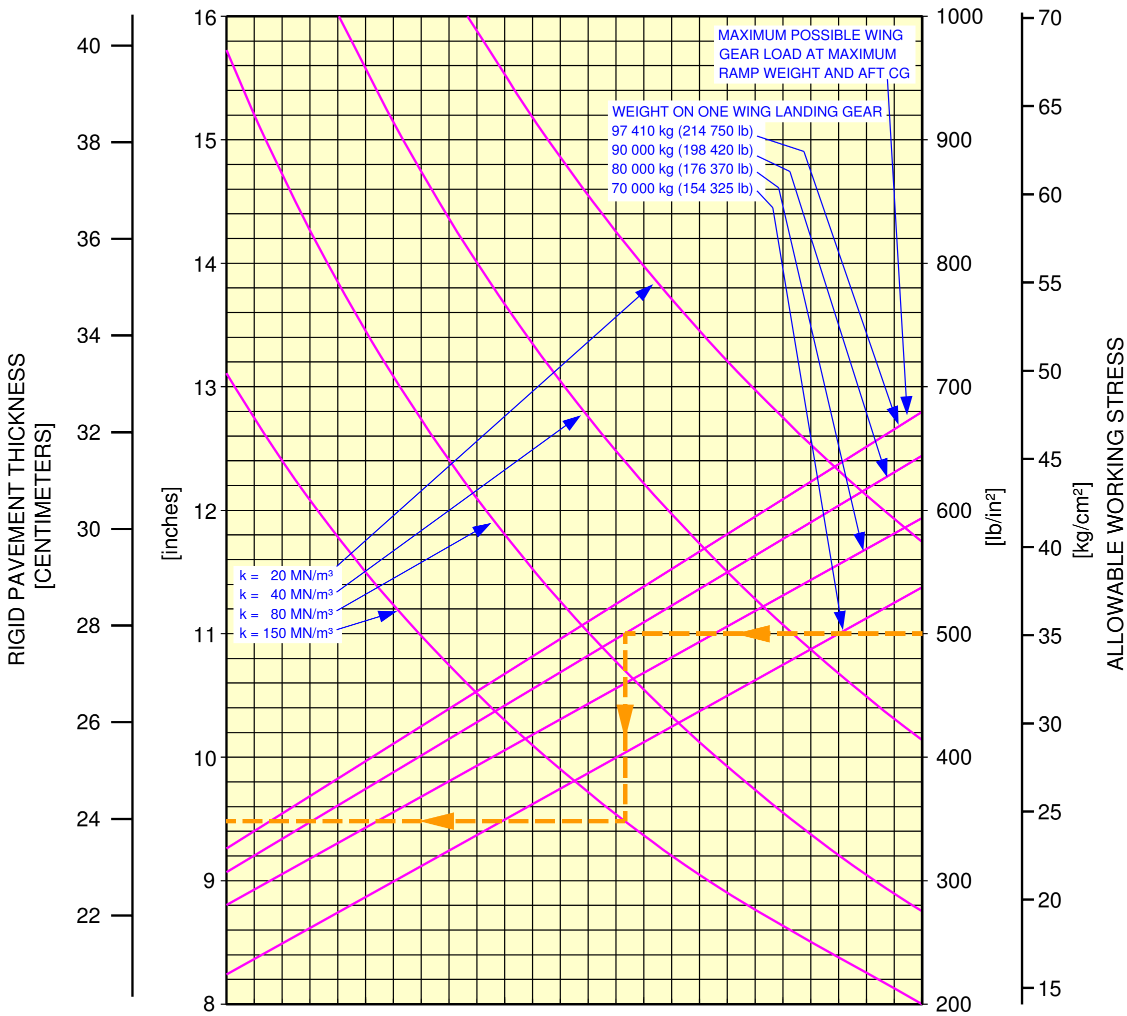
7-7-1 Rigid Pavement Requirements - Portland Cement Association Design Method

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

Rigid Pavement Requirements - Portland Cement Association Design Method - Pax

1. This section gives Rigid Pavement Requirements.

**ON A/C A380-800



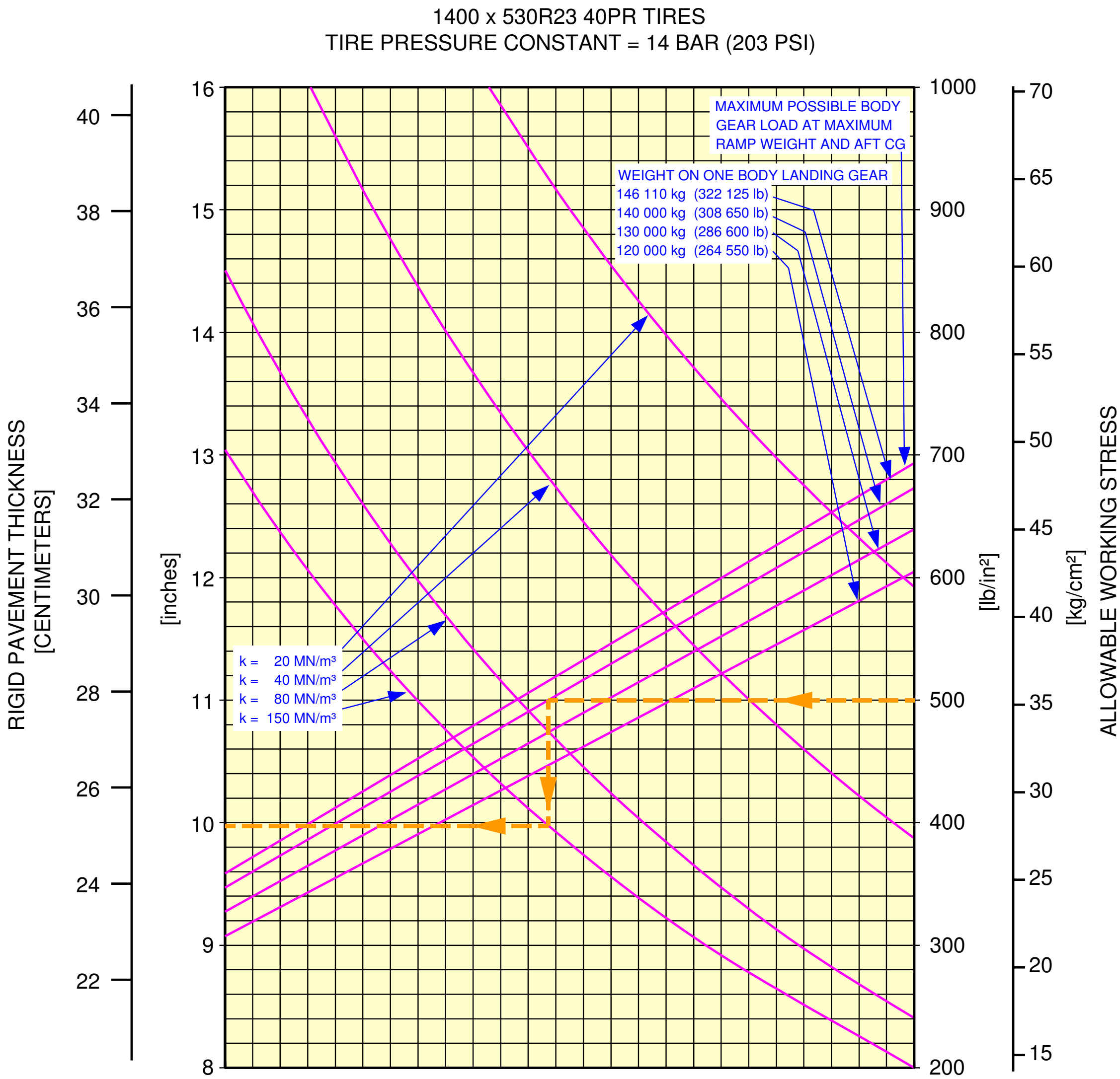
NOTES:
THE VALUES OBTAINED BY USING THE MAXIMUM LOAD REFERENCE LINE AND ANY VALUES FOR K ARE EXACT. FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR K = 80 MN/m³ BUT DEVIATE SLIGHTLY FOR ANY OTHER VALUES OF K

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

L_AC_070701_1_0090101_01_00

Rigid Pavement Requirements - 4 Wheel Bogie
MRW 512 000 kg - A380-800 Models
FIGURE-7-7-1-991-009-A01

**ON A/C A380-800



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 MN/m³ 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

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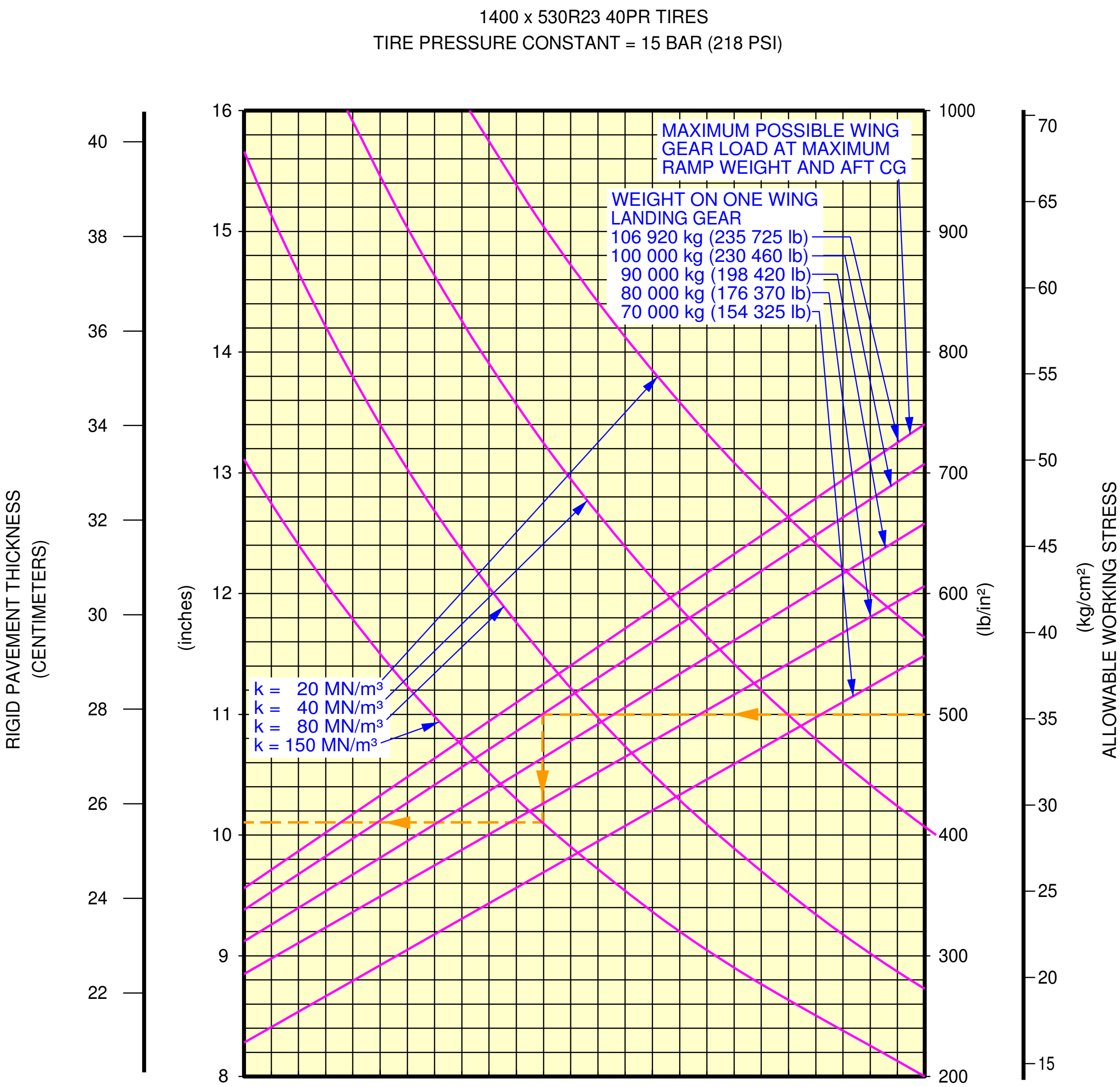
Rigid Pavement Requirements - 6 Wheel Bogie
MRW 512 000 kg - A380-800 Models
FIGURE-7-7-1-991-010-A01

**ON A/C A380-800



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 MN/m³ 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

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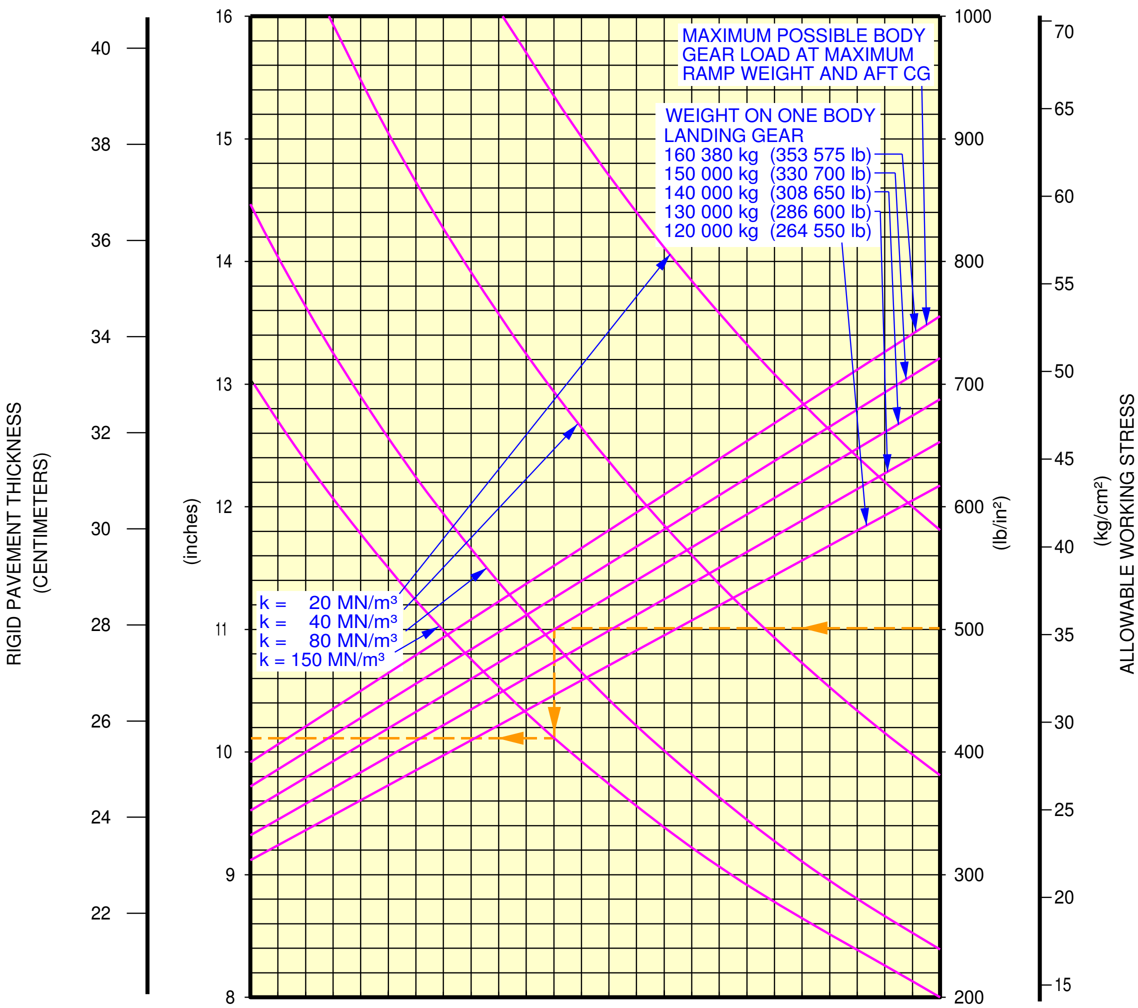
Rigid Pavement Requirements - 4 Wheel Bogie
MRW 562 000 kg - A380-800 Models
FIGURE-7-7-1-991-011-A01

**ON A/C A380-800

1400 x 530R23 40PR TIRES
TIRE PRESSURE CONSTANT = 15 BAR (218 PSI)



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 MN/m³ 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

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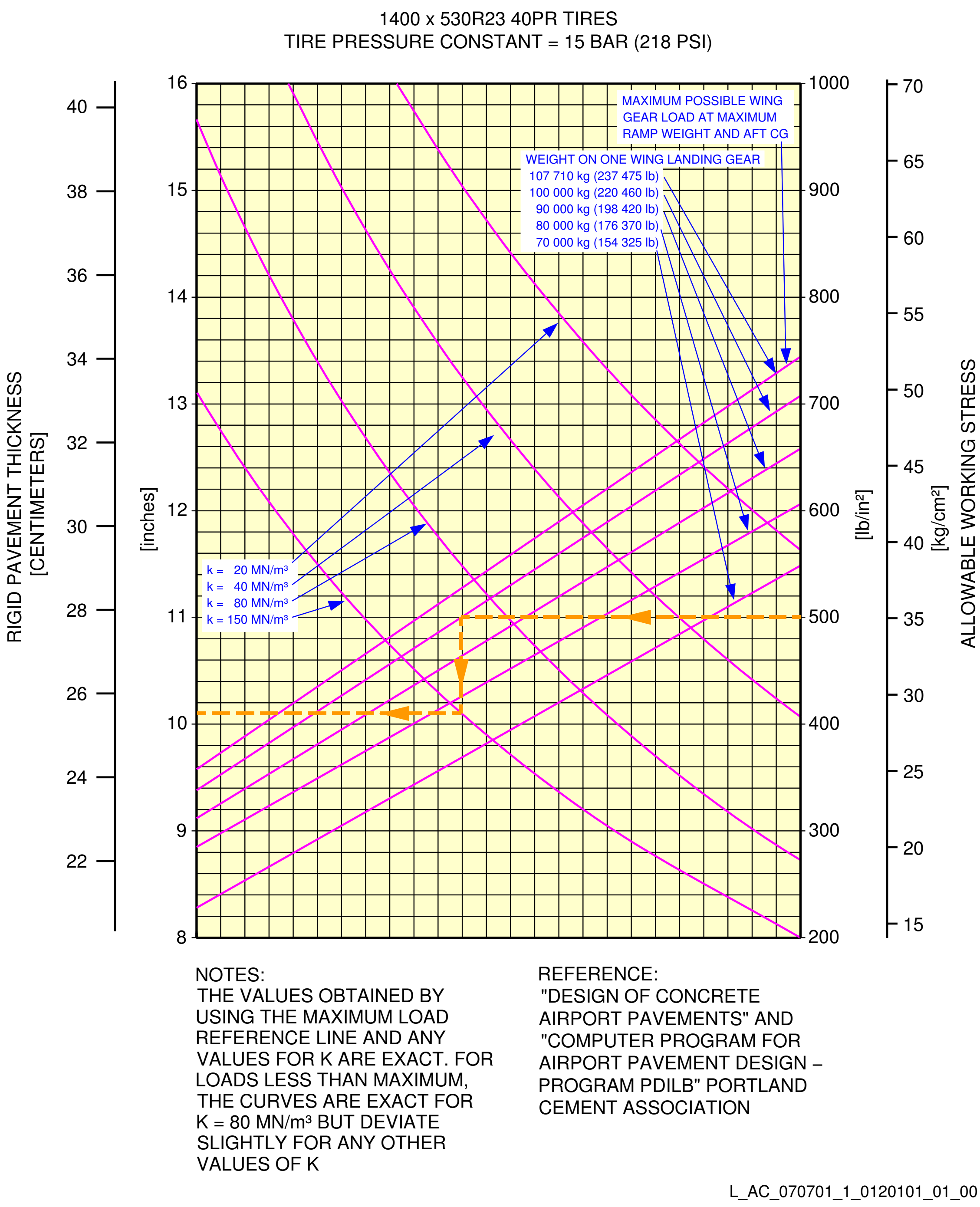
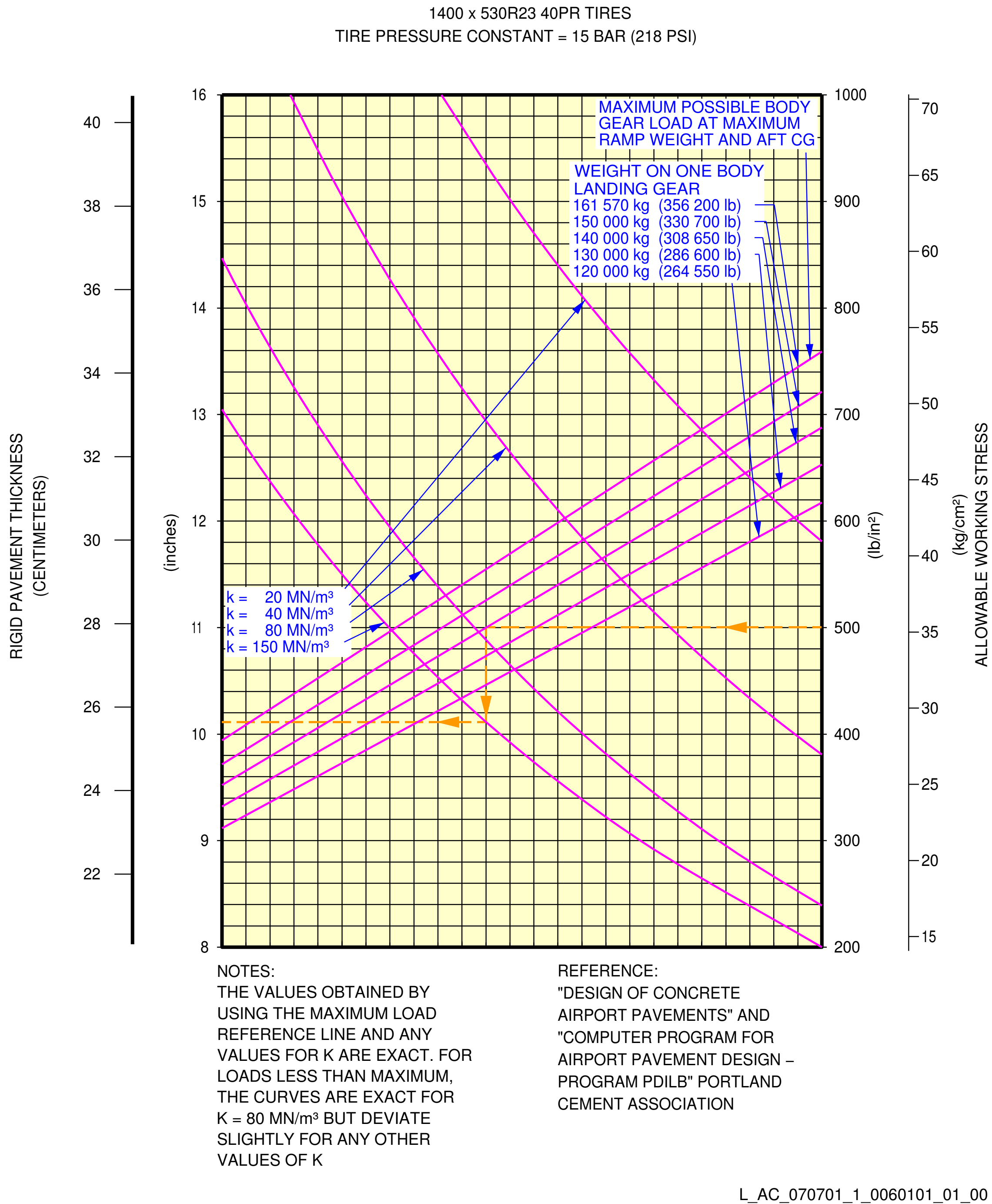
Rigid Pavement Requirements - 6 Wheel Bogie
MRW 562 000 kg - A380-800 Models
FIGURE-7-7-1-991-002-A01

**ON A/C A380-800



Rigid Pavement Requirements - 4 Wheel Bogie
MRW 571 000 kg - A380-800 Models
FIGURE-7-7-1-991-012-A01

**ON A/C A380-800



Rigid Pavement Requirements - 6 Wheel Bogie
MRW 571 000 kg - A380-800 Models
FIGURE-7-7-1-991-006-A01

7-8-0 Rigid Pavement Requirements - LCN Conversion

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

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).

7-8-1 Radius of Relative Stiffness

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

Radius of Relative Stiffness

1. This section gives Radius of Relative Stiffness.

**ON A/C A380-800

RADIUS OF RELATIVE STIFFNESS (L)
VALUES IN INCHES

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

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

k = Subgrade Modulus, lb/in^3

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

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Radius of Relative Stiffness
FIGURE-7-8-1-991-001-A01

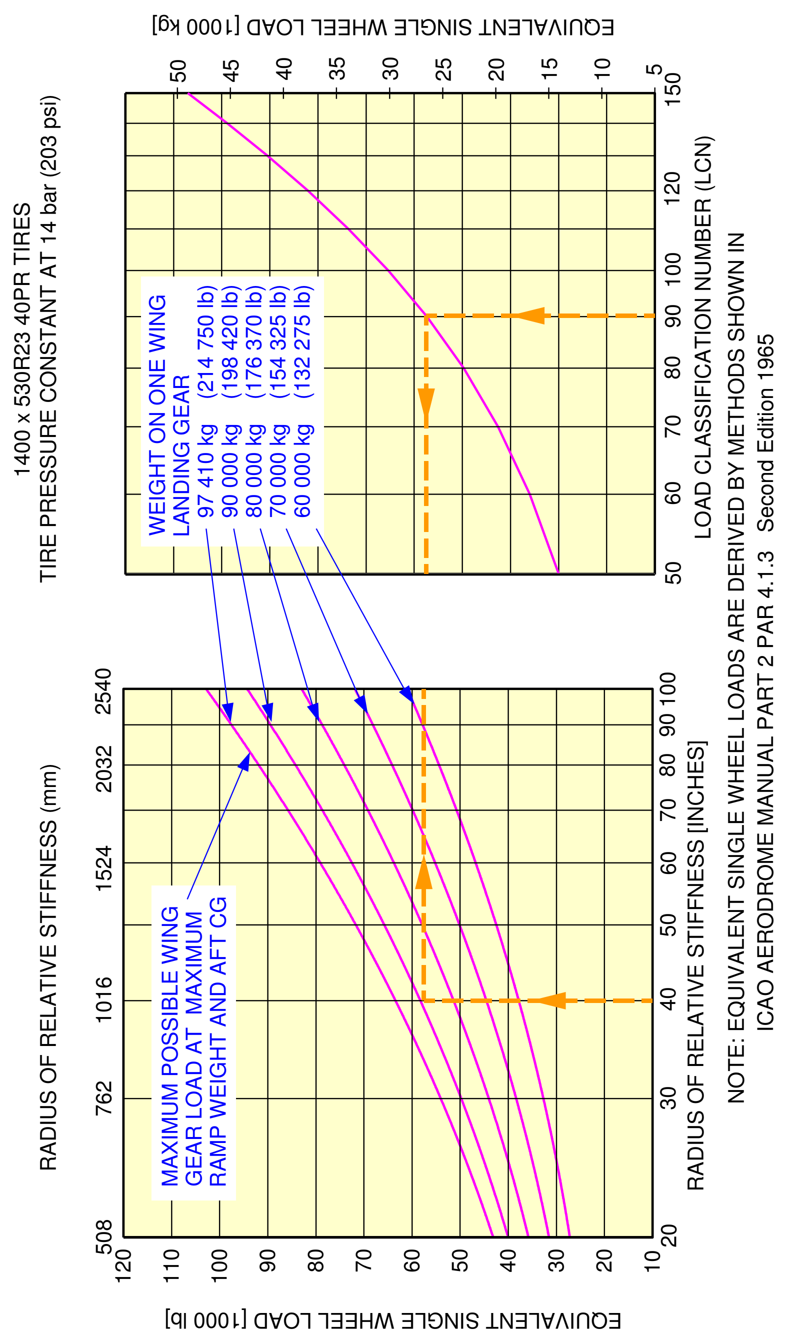
7-8-2 Rigid Pavement Requirements - LCN Conversion

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

Rigid Pavement Requirements - LCN Conversion - Pax

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

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



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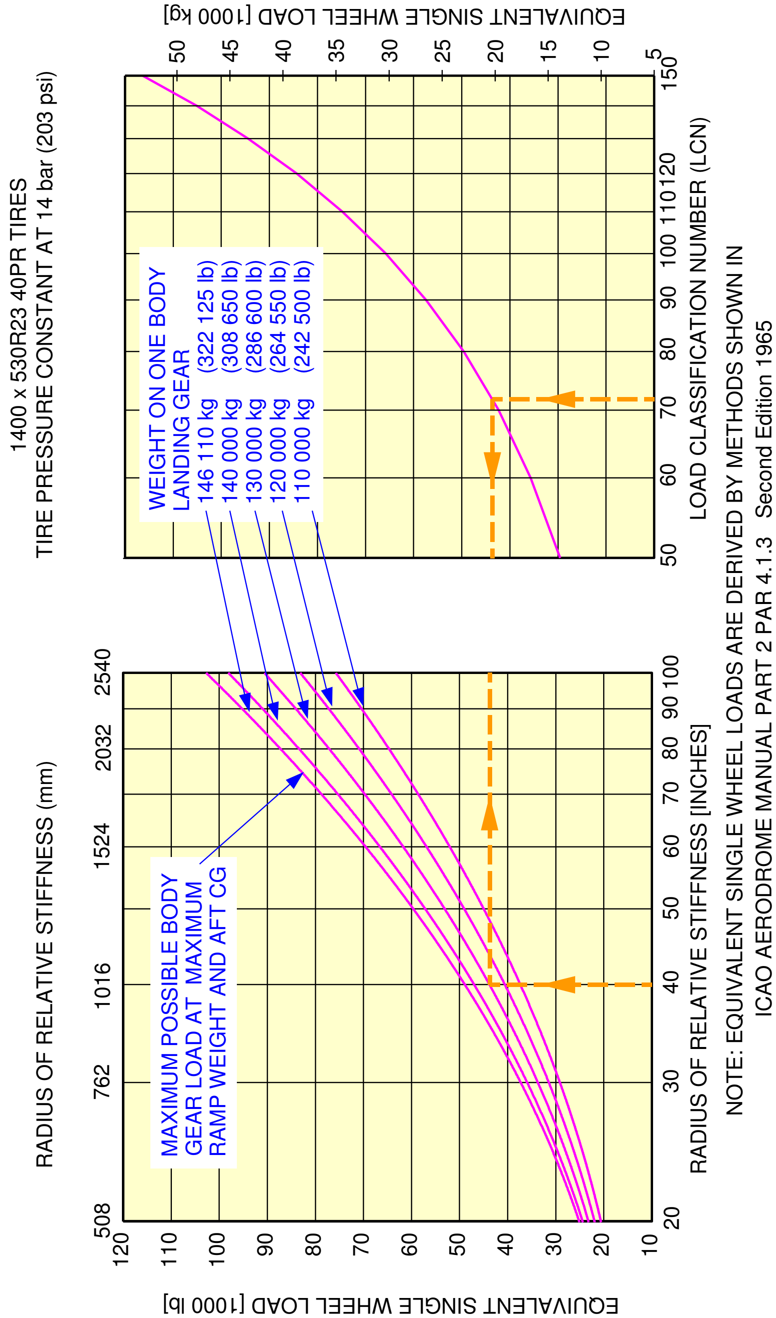
Rigid Pavement Requirements LCN - 4 Wheel Bogie
MRW 512 000 kg - A380-800 Models
FIGURE-7-8-2-991-009-A01

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



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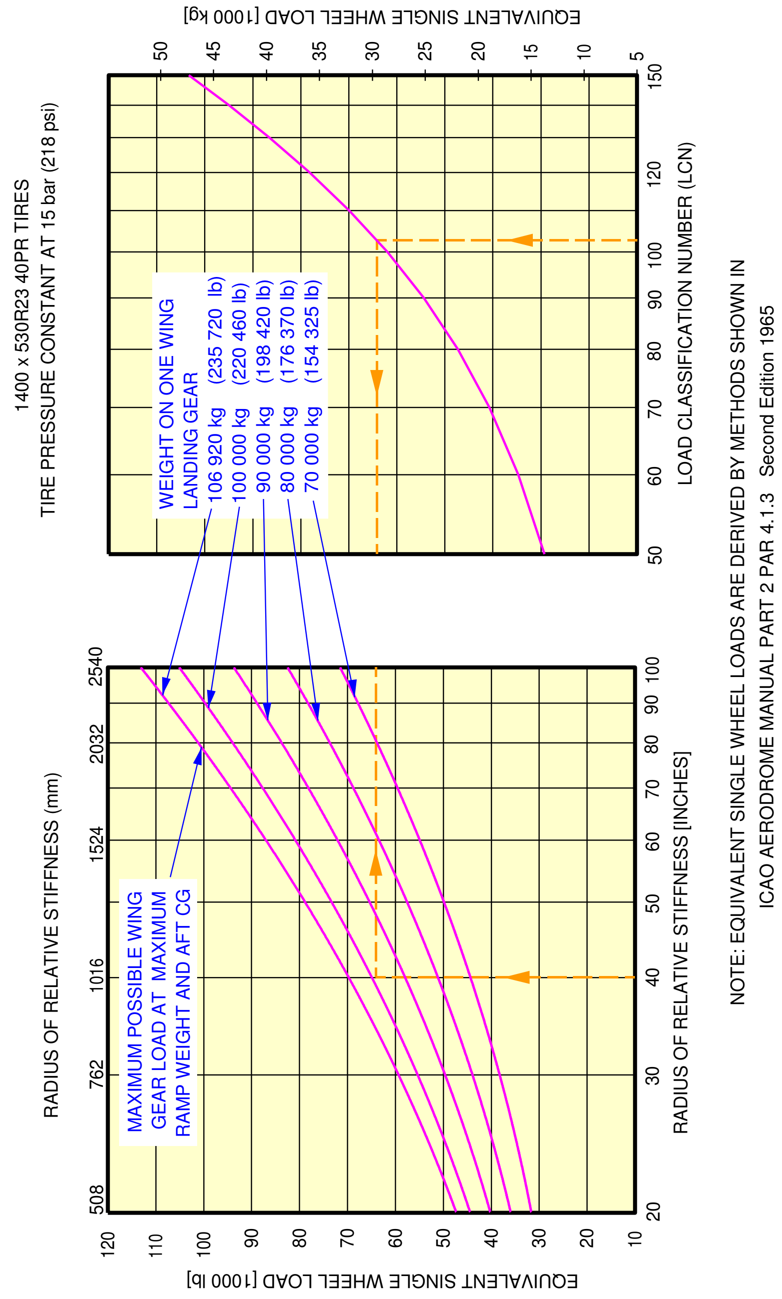
Rigid Pavement Requirements LCN - 6 Wheel Bogie
MRW 512 000 kg - A380-800 Models
FIGURE-7-8-2-991-010-A01

**ON A/C A380-800



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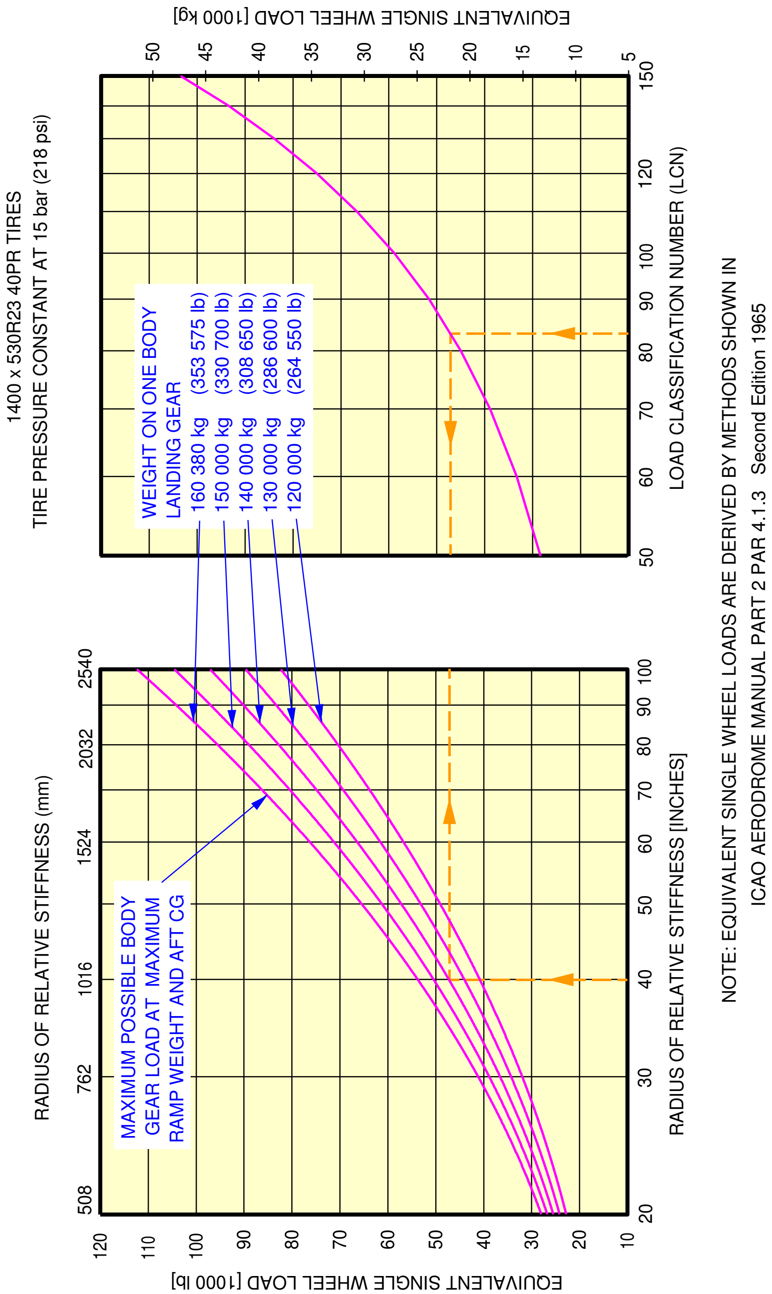
Rigid Pavement Requirements LCN - 4 Wheel Bogie
MRW 562 000 kg - A380-800 Models
FIGURE-7-8-2-991-001-A01

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



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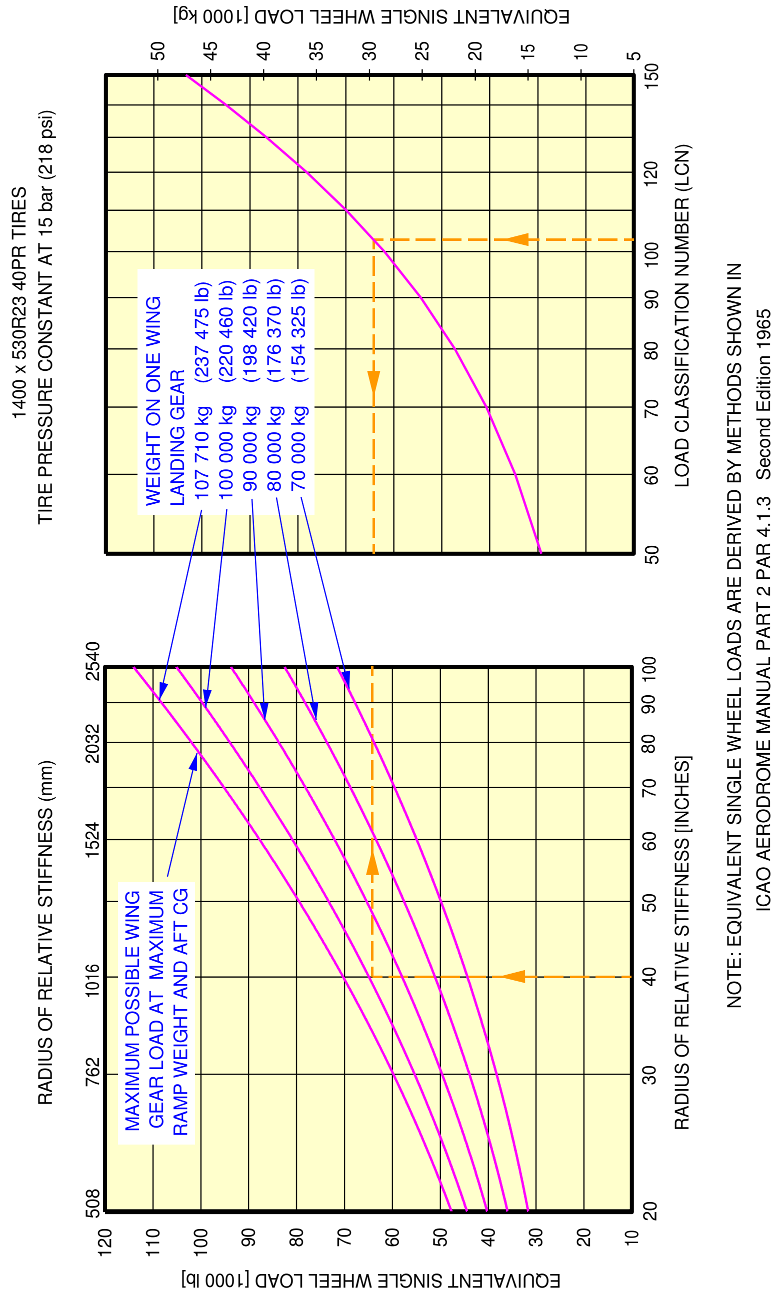
Rigid Pavement Requirements LCN - 6 Wheel Bogie
MRW 562 000 kg - A380-800 Models
FIGURE-7-8-2-991-002-A01

**ON A/C A380-800



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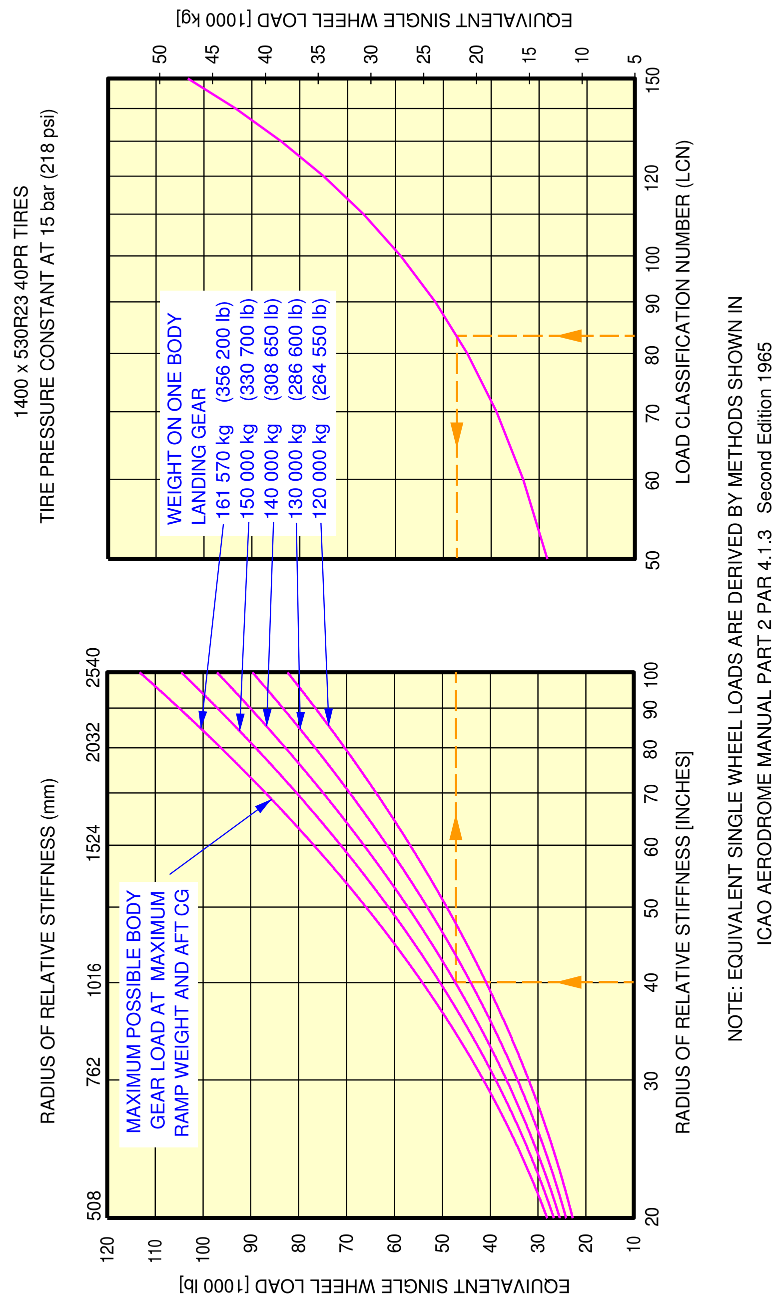
Rigid Pavement Requirements LCN - 4 Wheel Bogie
MRW 571 000 kg - A380-800 Models
FIGURE-7-8-2-991-005-A01

**ON A/C A380-800



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Rigid Pavement Requirements LCN - 6 Wheel Bogie
MRW 571 000 kg - A380-800 Models
FIGURE-7-8-2-991-006-A01

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

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

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.

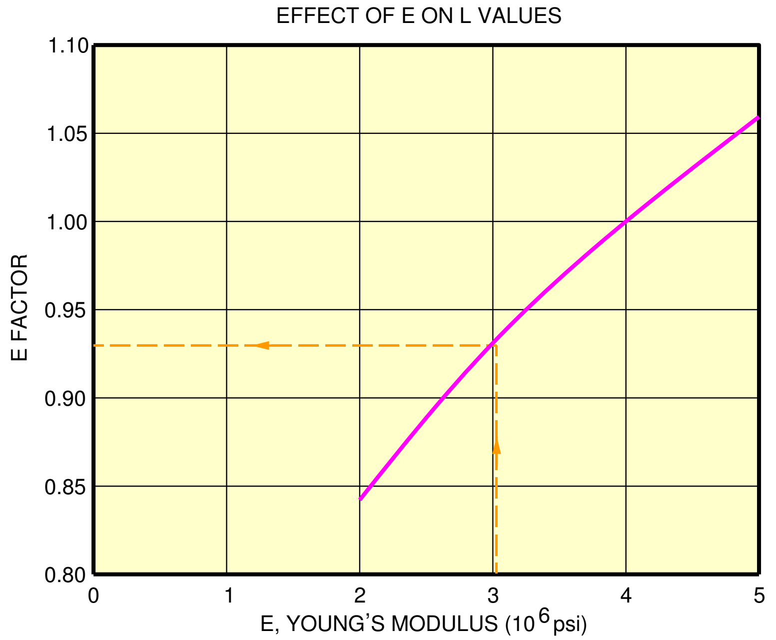
7-8-4 Radius of Relative Stiffness (Other values of E and μ)

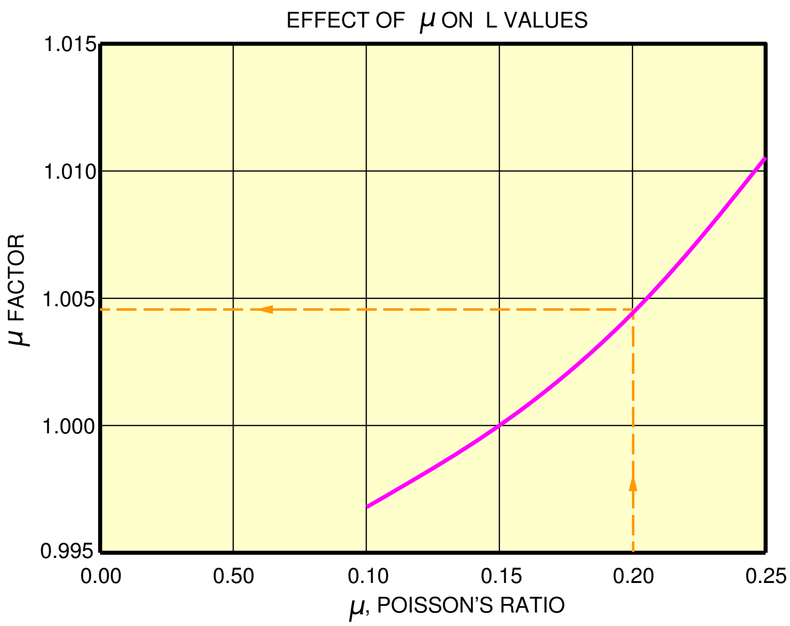
****ON A/C A380-800**

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

1. This section gives Radius of Relative Stiffness.

**ON A/C A380-800





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

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Radius of Relative Stiffness
FIGURE-7-8-4-991-001-A01

7-9-0 ACN/PCN Reporting System

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

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.

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)

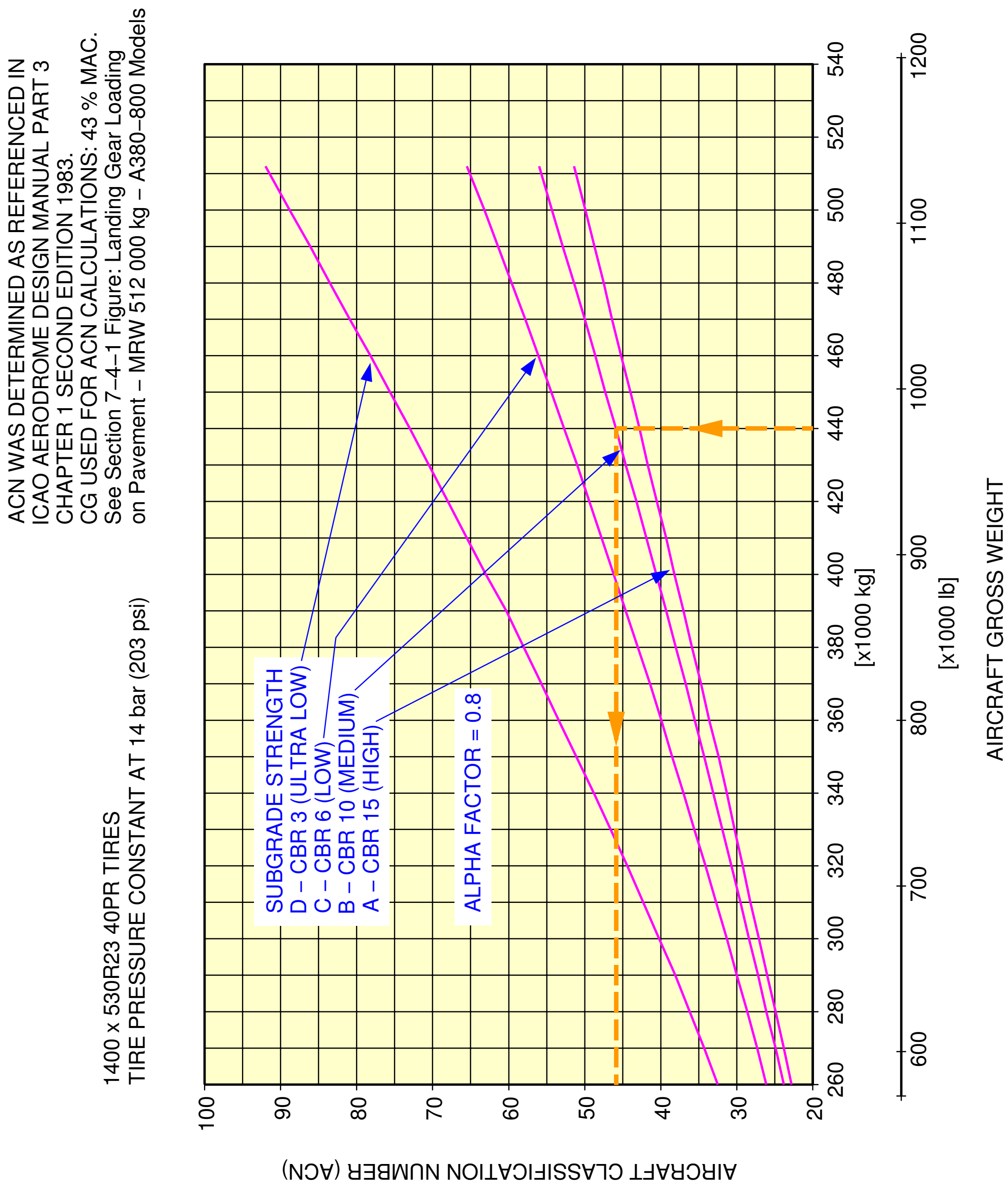
7-9-1 Aircraft Classification Number - Flexible Pavement

**ON A/C A380-800

Aircraft Classification Number - Flexible Pavement - Pax

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

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



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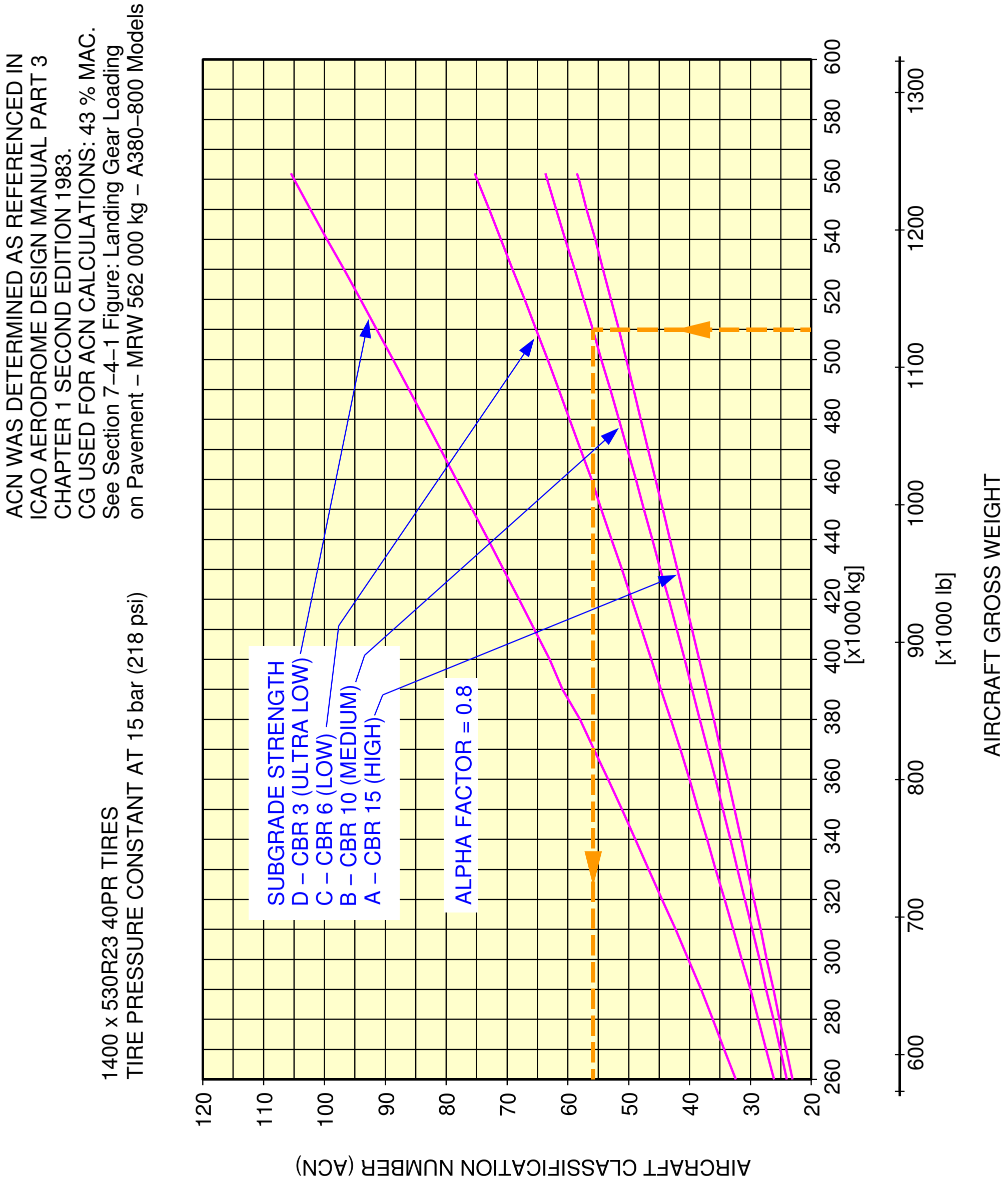
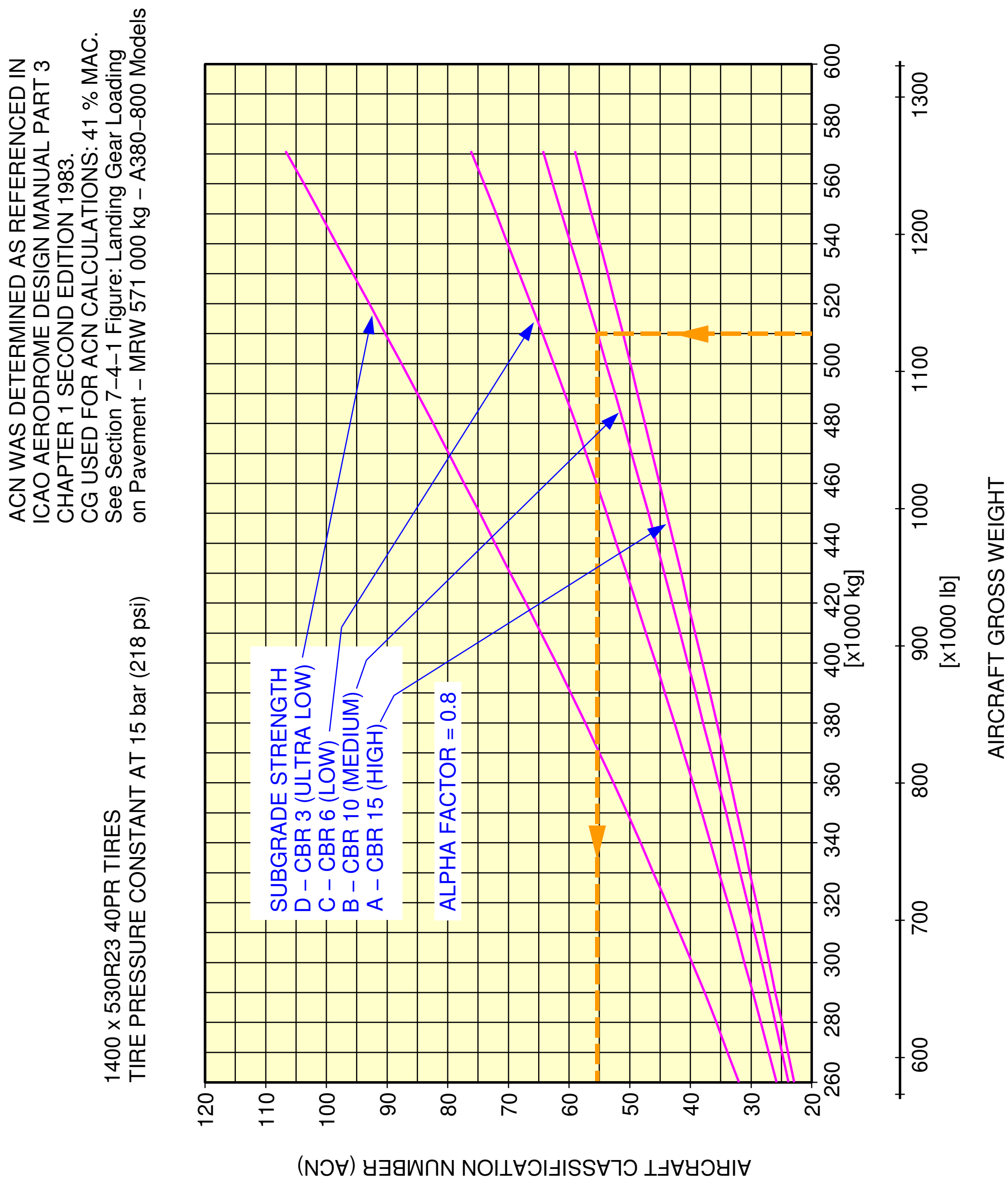
Aircraft Classification Number - Flexible Pavement
MRW 512 000 kg - A380-800 Models
FIGURE-7-9-1-991-005-A01

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



Aircraft Classification Number - Flexible Pavement
MRW 562 000 kg - A380-800 Models
FIGURE-7-9-1-991-006-A01

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



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Aircraft Classification Number - Flexible Pavement
MRW 571 000 kg - A380-800 Models
FIGURE-7-9-1-991-007-A01

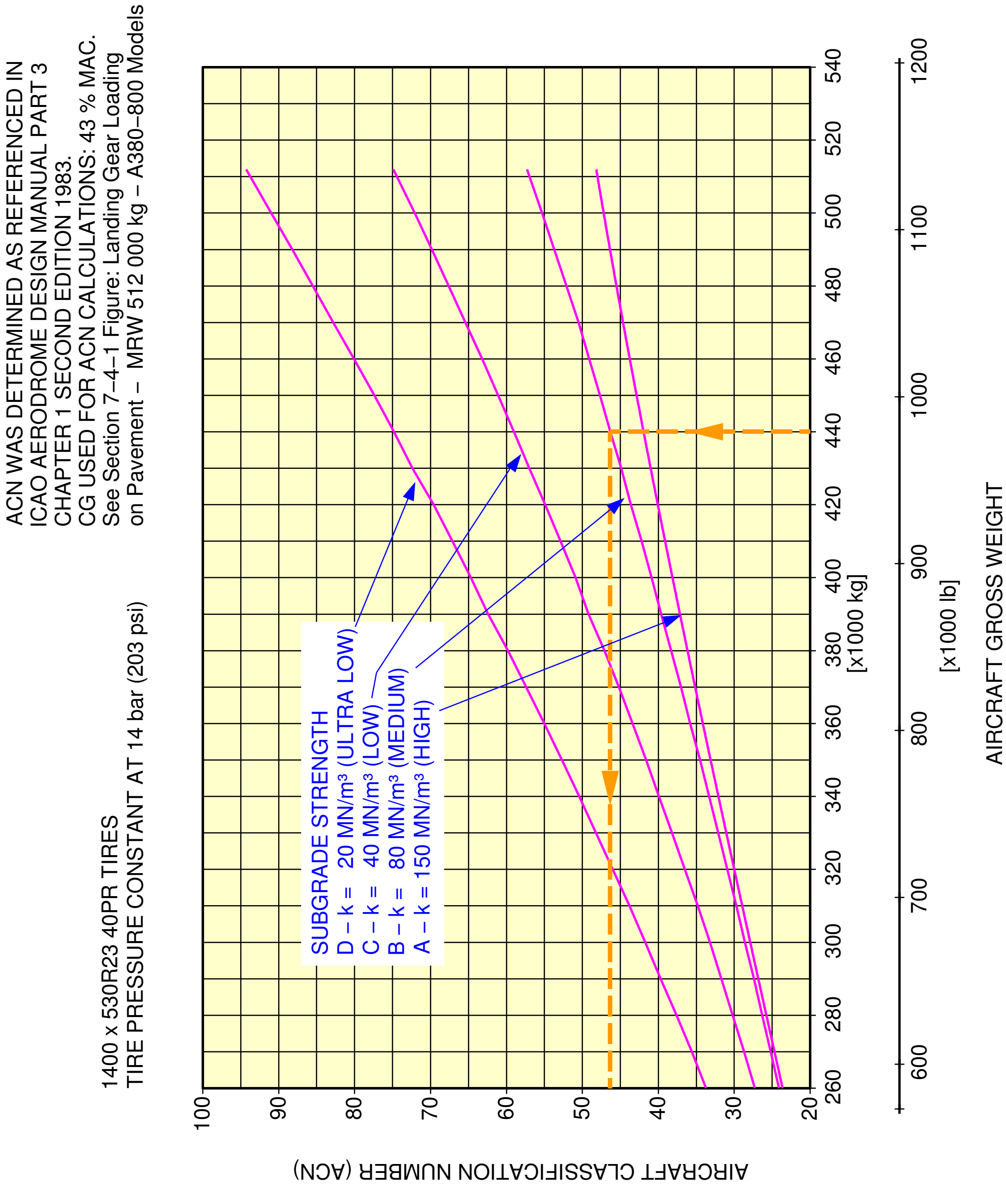
7-9-2 Aircraft Classification Number - Rigid Pavement

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

Aircraft Classification Number - Rigid Pavement - Pax

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

**ON A/C A380-800



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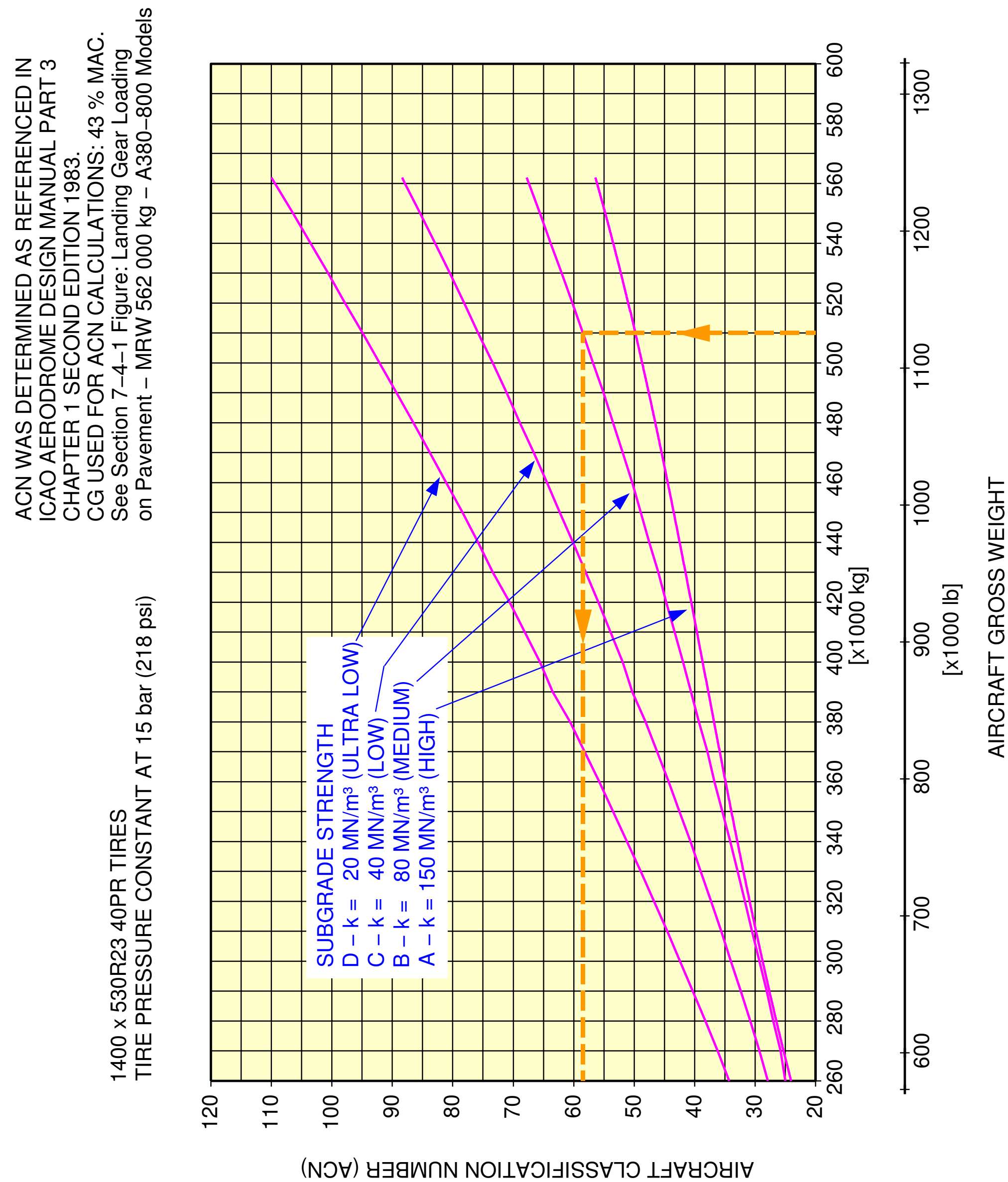
Aircraft Classification Number - Rigid Pavement
MRW 512 000 kg - A380-800 Models
FIGURE-7-9-2-991-005-A01

**ON A/C A380-800



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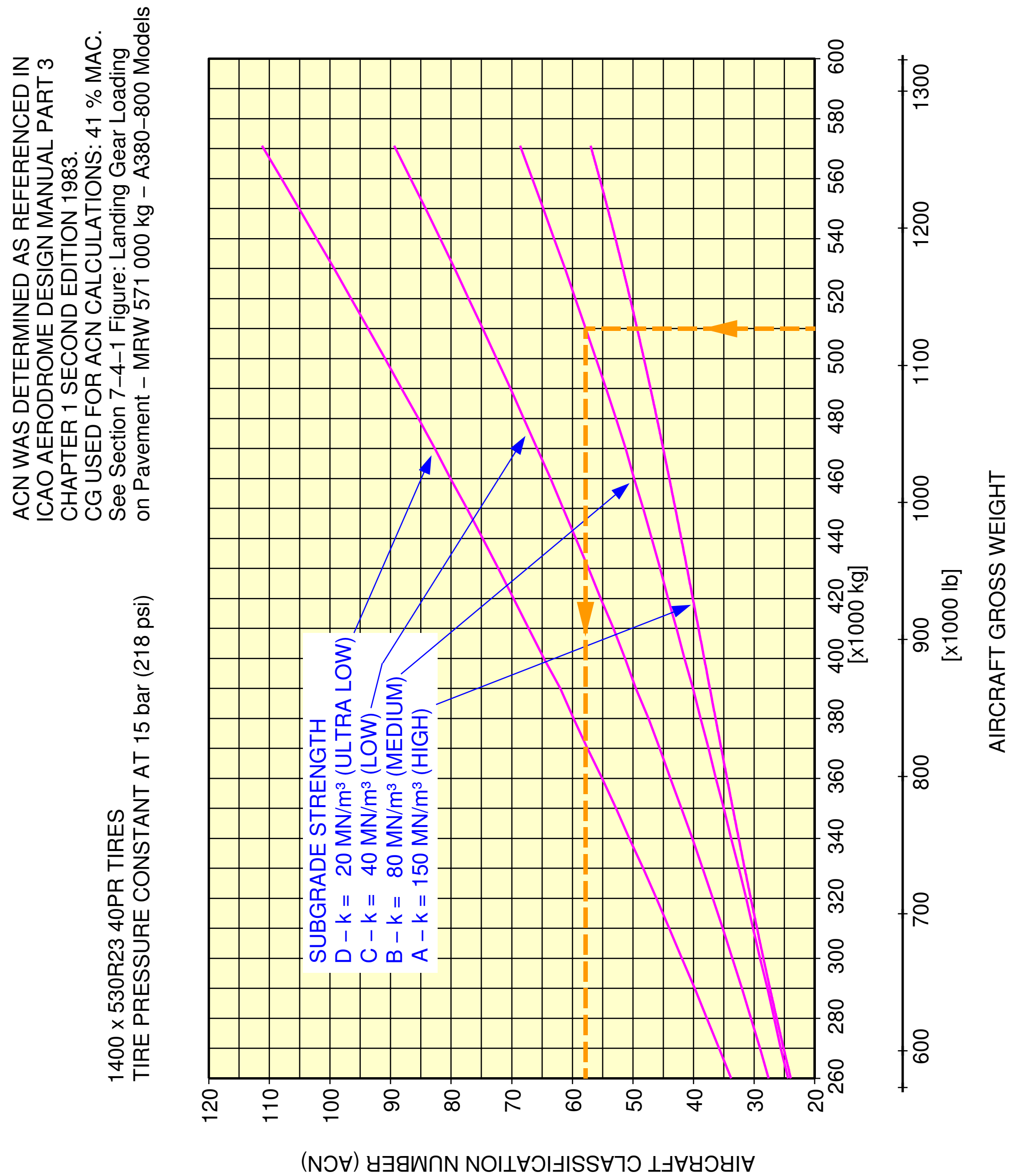
Aircraft Classification Number - Rigid Pavement
MRW 562 000 kg - A380-800 Models
FIGURE-7-9-2-991-006-A01

**ON A/C A380-800



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Aircraft Classification Number - Rigid Pavement
MRW 571 000 kg - A380-800 Models
FIGURE-7-9-2-991-007-A01

SCALED DRAWINGS

8-0-0 SCALED DRAWINGS

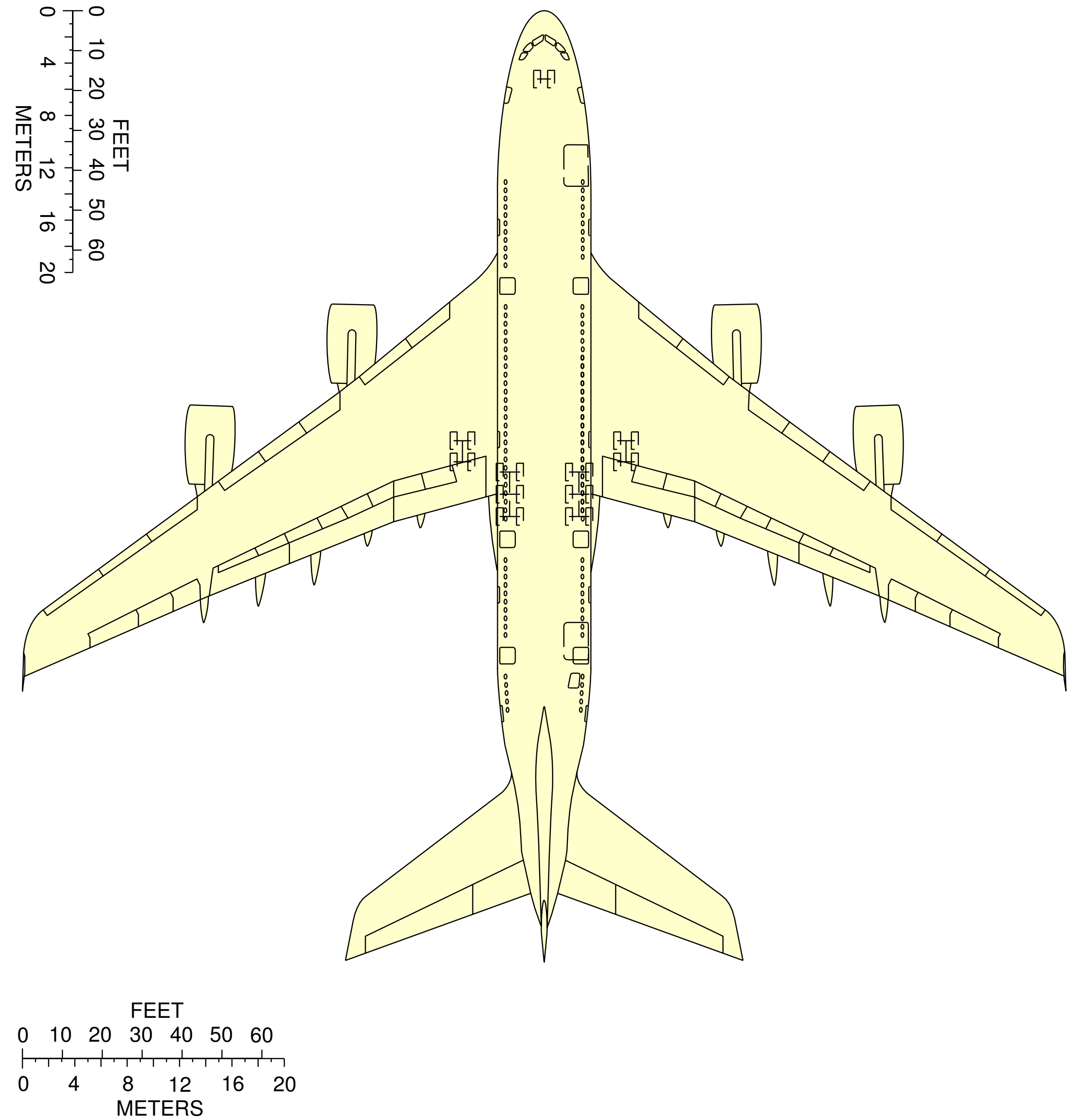
****ON A/C A380-800**

Scaled Drawings

1. This section provides the scaled drawings.

   NOTE : When printing this drawing, make sure to adjust for proper scaling.

**ON A/C A380-800



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

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Scaled Drawing
FIGURE-8-0-0-991-001-A01

AIRCRAFT RESCUE AND FIRE FIGHTING

10-0-0 AIRCRAFT RESCUE AND FIRE FIGHTING

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

Aircraft Rescue and Fire Fighting

1. Aircraft Rescue and Fire Fighting Charts
   This section gives data related to aircraft rescue and fire fighting.
   The figures contained in this section are the figures that are in the Aircraft Rescue and Fire Fighting Charts poster available on AIRBUSWorld and the Airbus website.

**ON A/C A380-800

AIRBUS

A380-800

Aircraft Rescue and Fire Fighting Chart
ARFC

NOTE:
THIS CHART GIVES THE GENERAL LAYOUT OF THE A380–800 STANDARD VERSION.
THE NUMBER AND ARRANGEMENT OF THE INDIVIDUAL ITEMS VARY WITH THE CUSTOMERS.
FIGURES CONTAINED IN THIS POSTER ARE AVAILABLE SEPARATLY IN THE CHAPTER 10 OF THE
"AIRCRAFT CHARACTERISTICS – AIRPORT AND MAINTENANCE PLANNING" DOCUMENT.

ISSUED BY:
AIRBUS S.A.S
CUSTOMER SERVICES
TECHNICAL DATA SUPPORT AND SERVICES
31707 BLAGNAC CEDEX
FRANCE

REVISION DATE: NOVEMBER 2012
REFERENCE : L_RF_000000_1_A380800
SHEET 1/2

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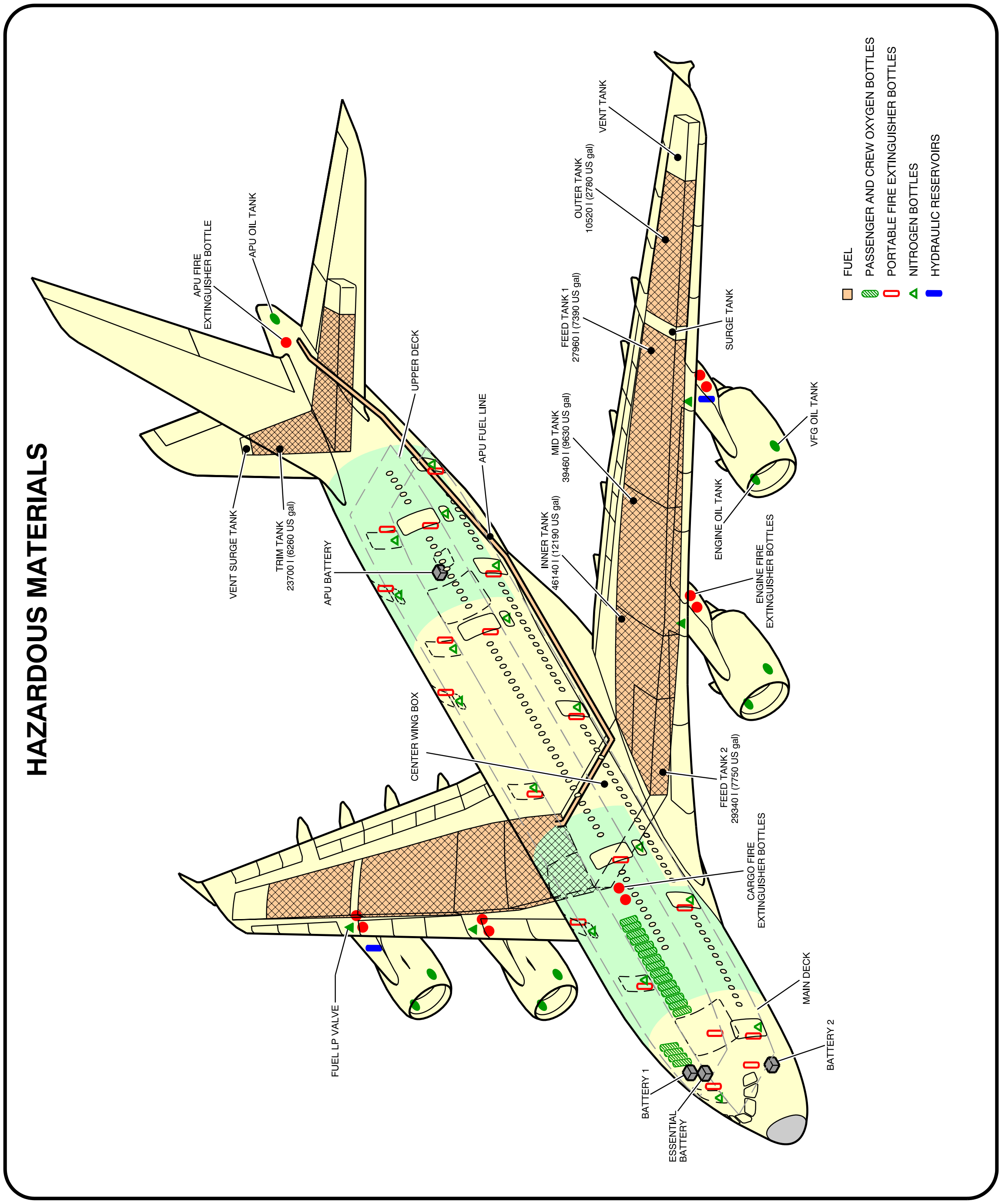
Front Page
FIGURE-10-0-0-991-001-A01

**ON A/C A380-800



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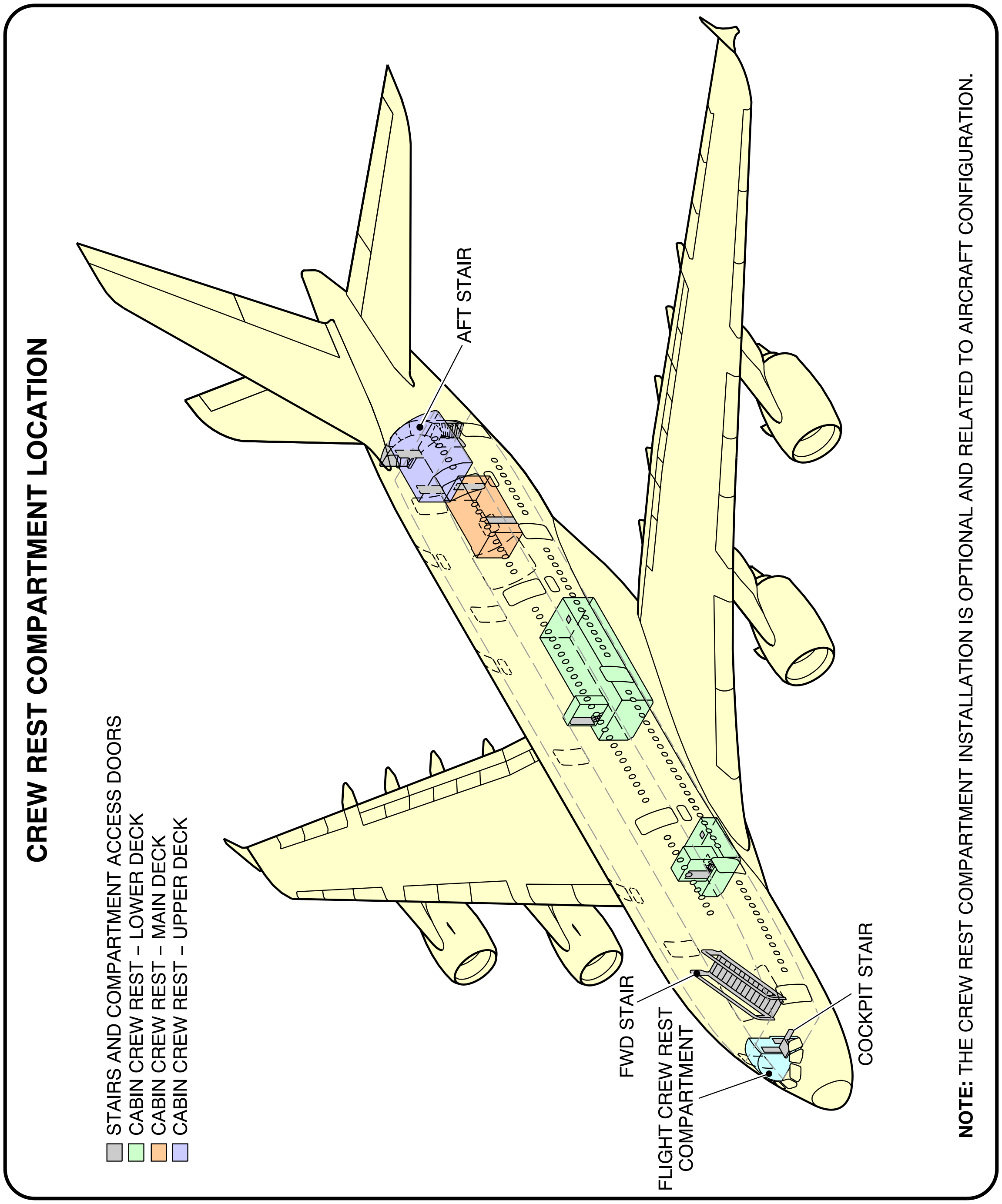
Highly Flammable and Hazardous Materials and Components
FIGURE-10-0-0-991-002-A01

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



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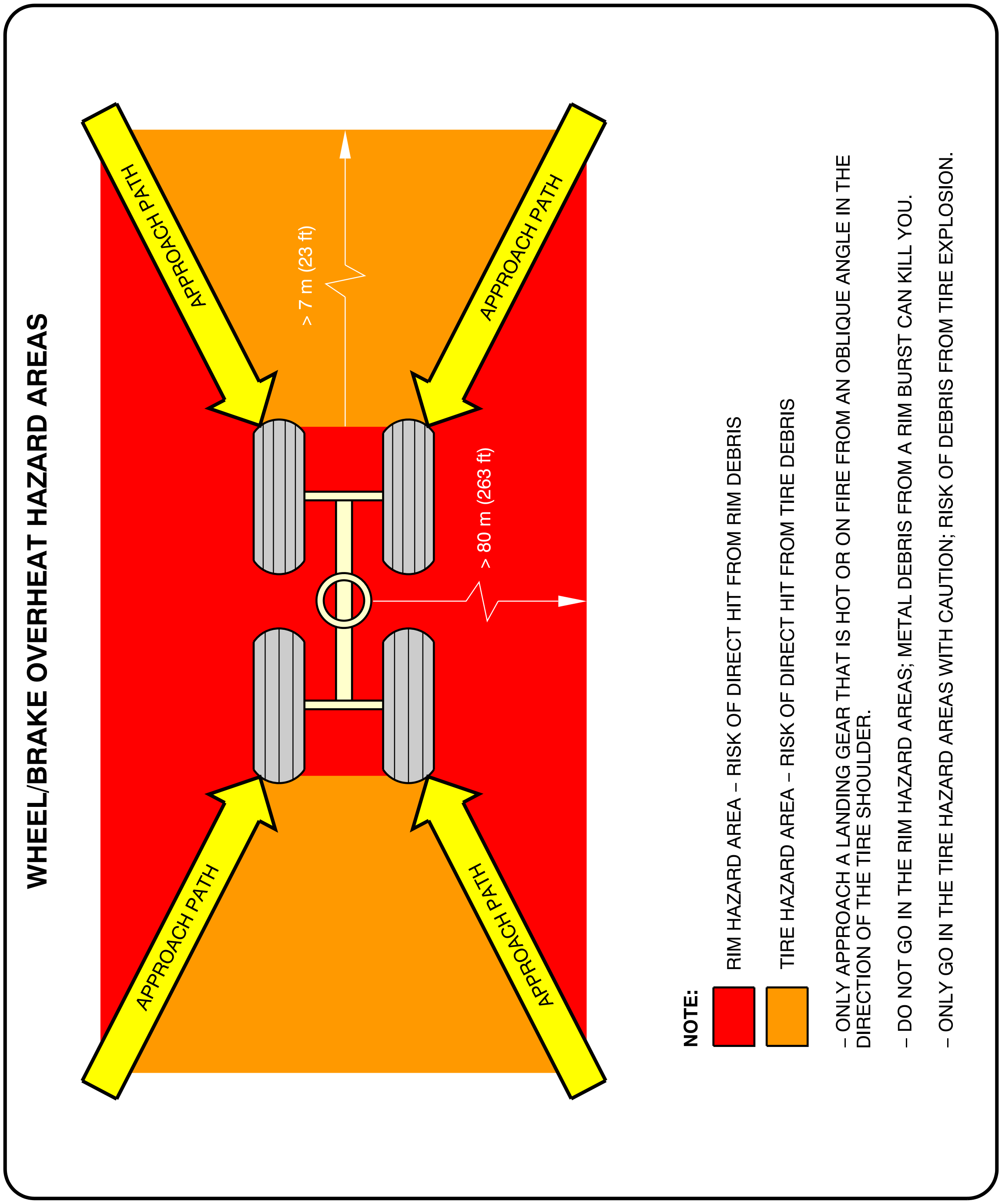
Crew Rest Compartments Location
FIGURE-10-0-0-991-016-A01

**ON A/C A380-800



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Wheel/Brake Overheat
Wheel Safety Area (Sheet 1 of 2)
FIGURE-10-0-0-991-014-A01

**ON A/C A380-800

BRAKE OVERHEAT AND LANDING GEAR FIRE

WARNING: BE VERY CAREFUL WHEN THERE IS A BRAKE OVERHEAT AND/OR LANDING GEAR FIRE.
THERE IS A RISK OF TIRE EXPLOSION AND/OR WHEEL RIM BURST THAT CAN CAUSE DEATH OR INJURY.
MAKE SURE THAT YOU OBEY THE SAFETY PRECAUTIONS THAT FOLLOW.

THE PROCEDURES THAT FOLLOW GIVE RECOMMENDATIONS AND SAFETY PRECAUTIONS FOR THE COOLING OF VERY HOT BRAKES AFTER ABNORMAL OPERATIONS SUCH AS A REJECTED TAKE–OFF OR OVERWEIGHT LANDING.
FOR THE COOLING OF BRAKES AFTER NORMAL TAXI–IN, REFER TO YOUR COMPANY PROCEDURES.

BRAKE OVERHEAT:

1 – GET THE BRAKE TEMPERATURE FROM THE COCKPIT OR USE A REMOTE MEASUREMENT TECHNIQUE.
THE REAL TEMPERATURE OF THE BRAKES CAN BE MUCH HIGHER THAN THE TEMPERATURE SHOWN ON THE ECAM.
NOTE: AT HIGH TEMPERATURES (>800°C), THERE IS A RISK OF WARPING OF THE LANDING GEAR STRUTS AND AXLES.

2 – APPROACH THE LANDING GEAR WITH EXTREME CAUTION AND FROM AN OBLIQUE ANGLE IN THE DIRECTION OF THE TIRE SHOULDER. DO NOT GO INTO THE RIM HAZARD AREA AND ONLY GO IN THE TIRE HAZARD AREA WITH CAUTION. (REF FIG. WHEEL/BRAKE OVERHEAT HAZARD AREAS). IF POSSIBLE, STAY IN A VEHICLE.

3 – LOOK AT THE CONDITION OF THE TIRES:
IF THE TIRES ARE STILL INFLATED (FUSE PLUGS NOT MELTED), THERE IS A RISK OF TIRE EXPLOSION AND RIM BURST.
DO NOT USE COOLING FANS BECAUSE THEY CAN PREVENT OPERATION OF THE FUSE PLUGS.

4 – USE WATER MIST TO DECREASE THE TEMPERATURE OF THE COMPLETE WHEEL AND BRAKE ASSEMBLY.
USE A TECHNIQUE THAT PREVENTS SUDDEN COOLING. SUDDEN COOLING CAN CAUSE WHEEL CRACKS OR RIM BURST.
DO NOT APPLY WATER, FOAM OR CO2. THESE COOLING AGENTS (AND ESPECIALLY CO2, WHICH HAS A VERY STRONG COOLING EFFECT) CAN CAUSE THERMAL SHOCKS AND BURST OF HOT PARTS.

LANDING GEAR FIRE:

CAUTION: AIRBUS RECOMMENDS THAT YOU DO NOT USE DRY POWDERS OR DRY CHEMICALS ON HOT BRAKES OR TO EXTINGUISH LANDING GEAR FIRES. THESE AGENTS CAN CHANGE INTO SOLID OR ENAMELED DEPOSITS.
THEY CAN DECREASE THE SPEED OF HEAT DISSIPATION WITH A POSSIBLE RISK OF PERMANENT STRUCTURAL DAMAGE TO THE BRAKES, WHEELS OR WHEEL AXLES.

1 – IMMEDIATELY STOP THE FIRE:

A) APPROACH THE LANDING GEAR WITH EXTREME CAUTION FROM AN OBLIQUE ANGLE IN THE DIRECTION OF THE TIRE SHOULDER. DO NOT GO INTO THE RIM HAZARD AREA AND ONLY GO IN THE TIRE HAZARD AREA WITH CAUTION.
IF POSSIBLE, STAY IN A VEHICLE.

B) USE LARGE AMOUNTS OF WATER, WATER MIST; IF THE FUEL TANKS ARE AT RISK, USE FOAM.
USE A TECHNIQUE THAT PREVENTS SUDDEN COOLING. SUDDEN COOLING CAN CAUSE WHEEL CRACKS OR RIM BURST.

C) DO NOT USE FANS OR BLOWERS.

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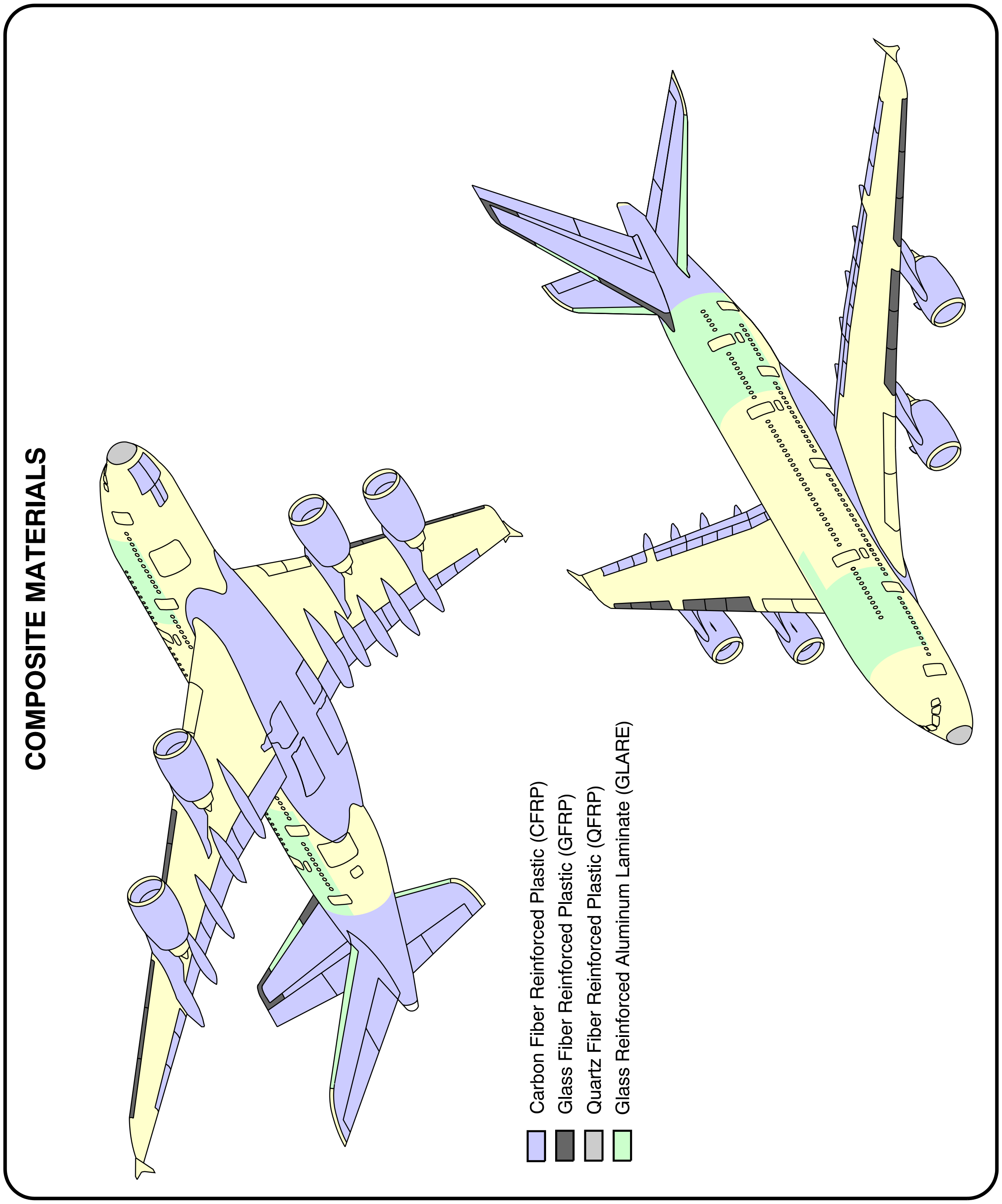
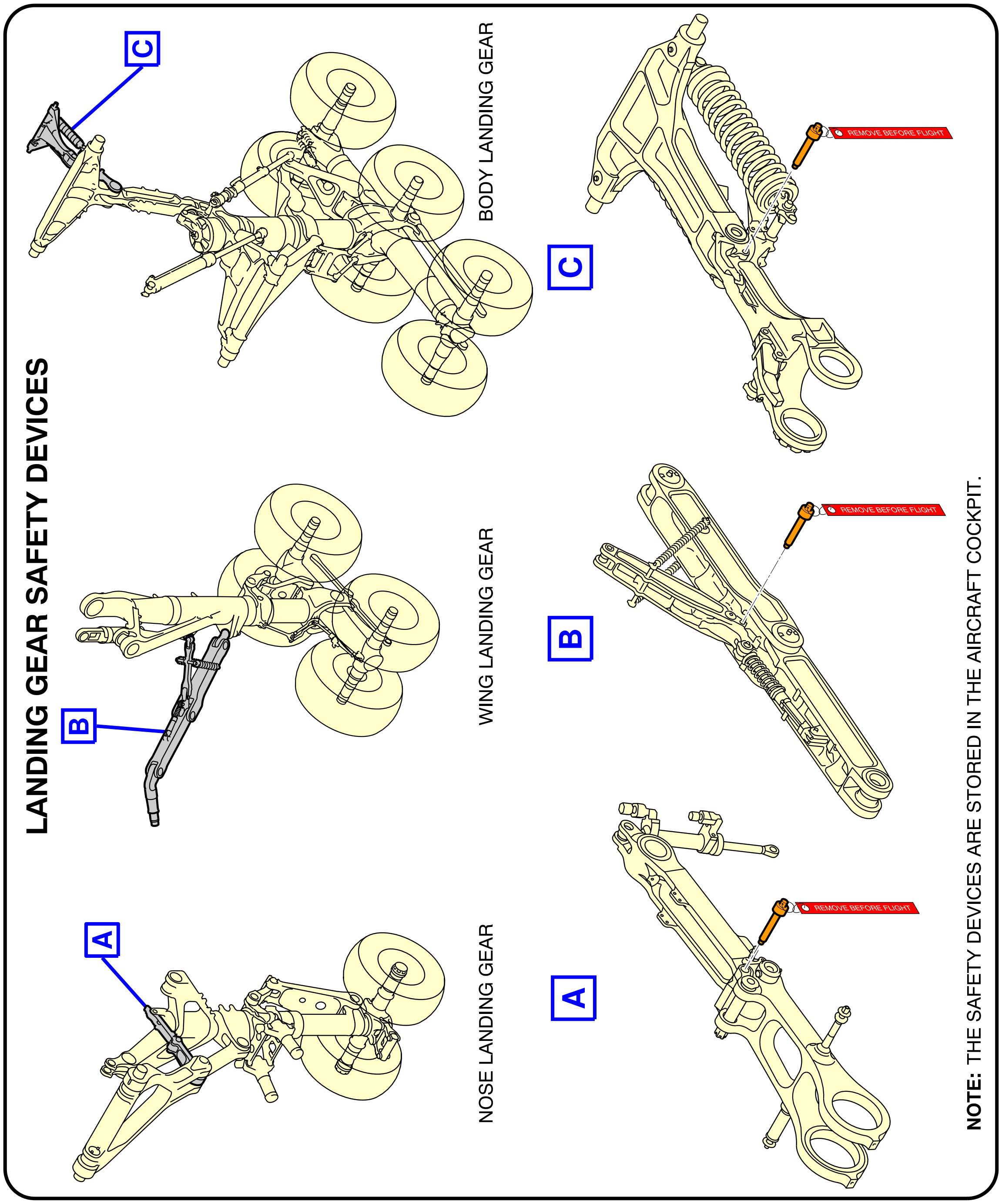
Wheel/Brake Overheat
Recommendations (Sheet 2 of 2)
FIGURE-10-0-0-991-014-A01

**ON A/C A380-800



Composite Materials Location
FIGURE-10-0-0-991-003-A01

**ON A/C A380-800



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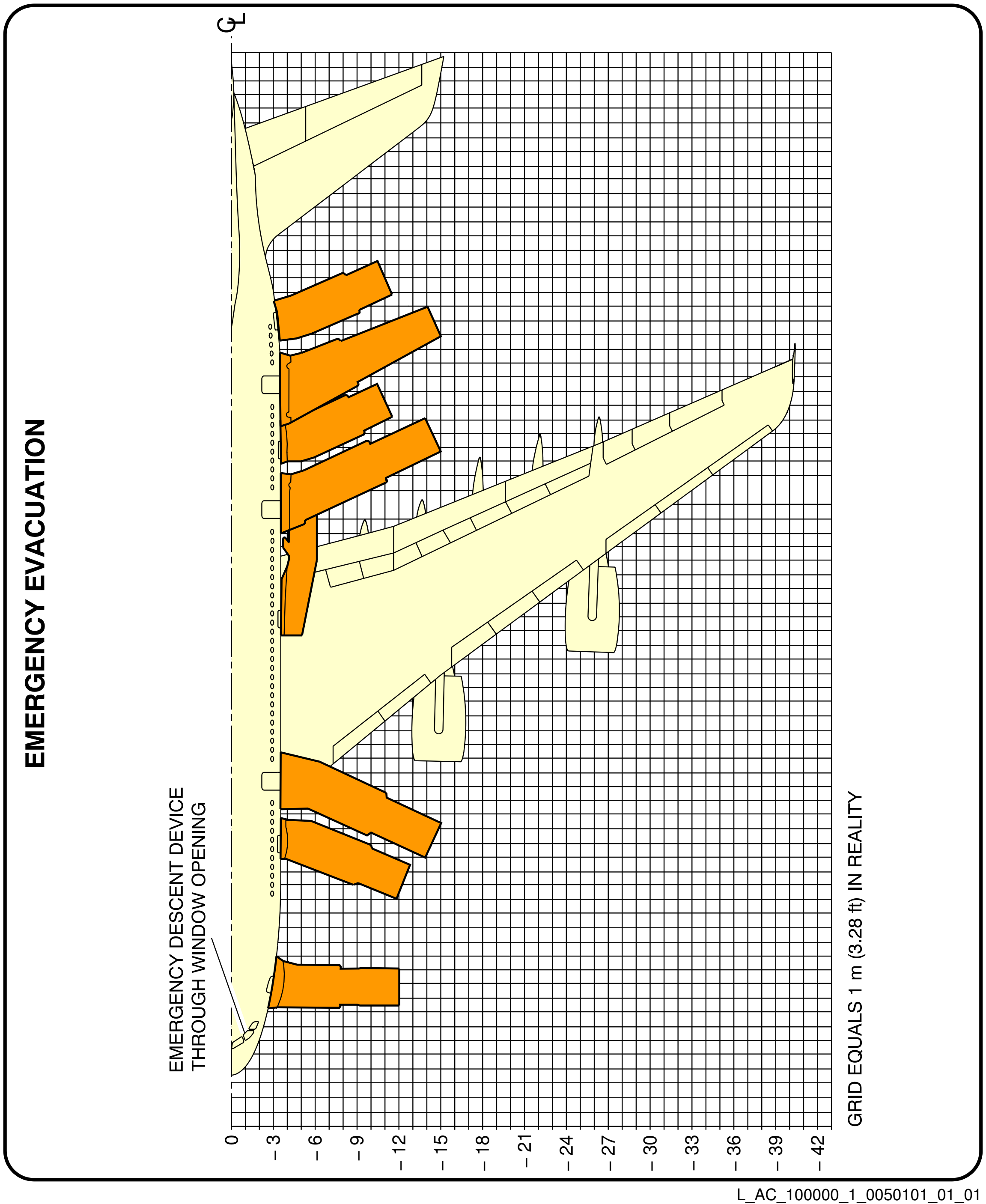
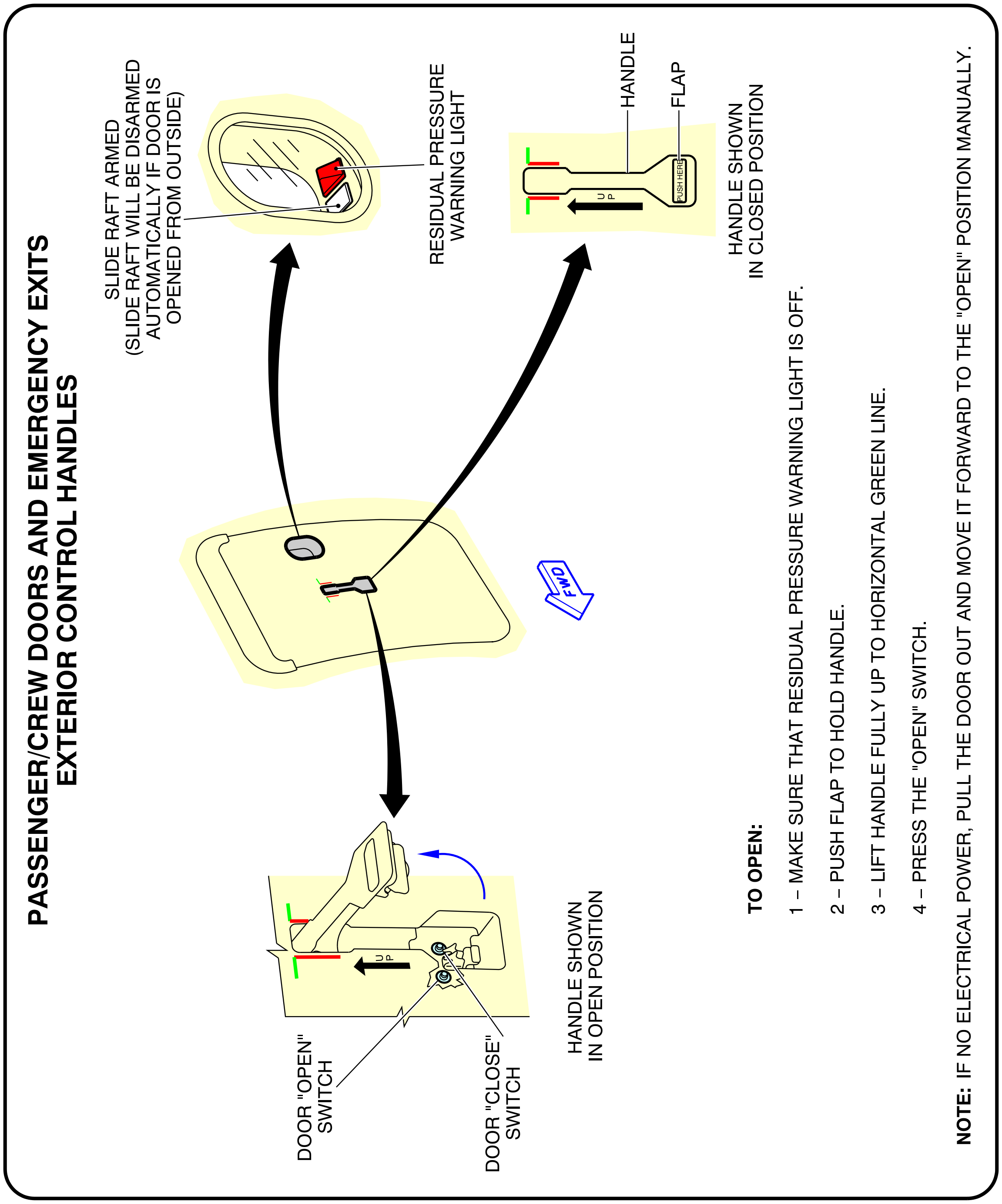
Landing Gear
Ground Lock Safety Devices
FIGURE-10-0-0-991-004-A01

**ON A/C A380-800



Emergency Evacuation Devices
FIGURE-10-0-0-991-005-A01

**ON A/C A380-800



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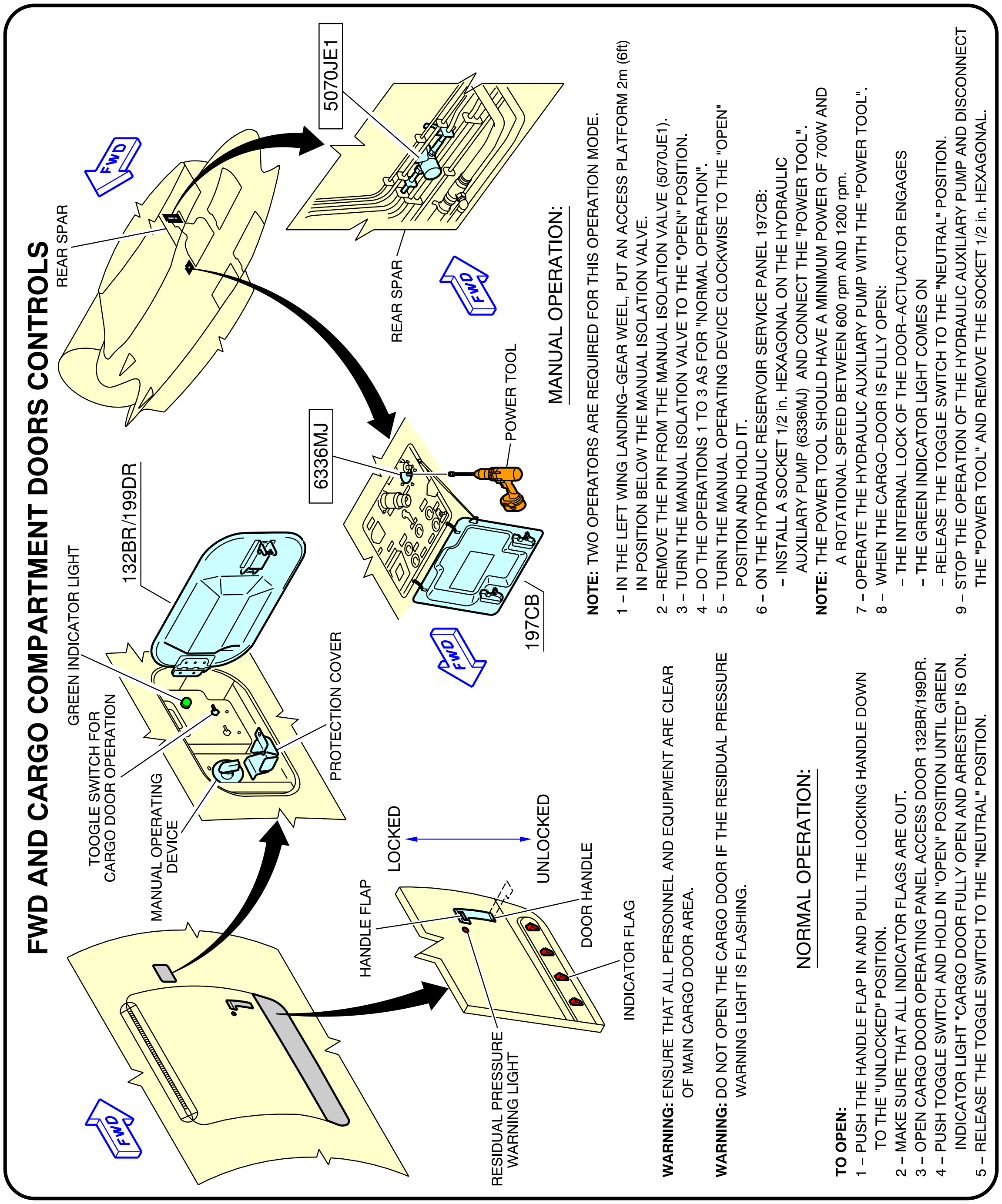
Pax/Crew Doors and Emergency Exits
FIGURE-10-0-0-991-006-A01

**ON A/C A380-800



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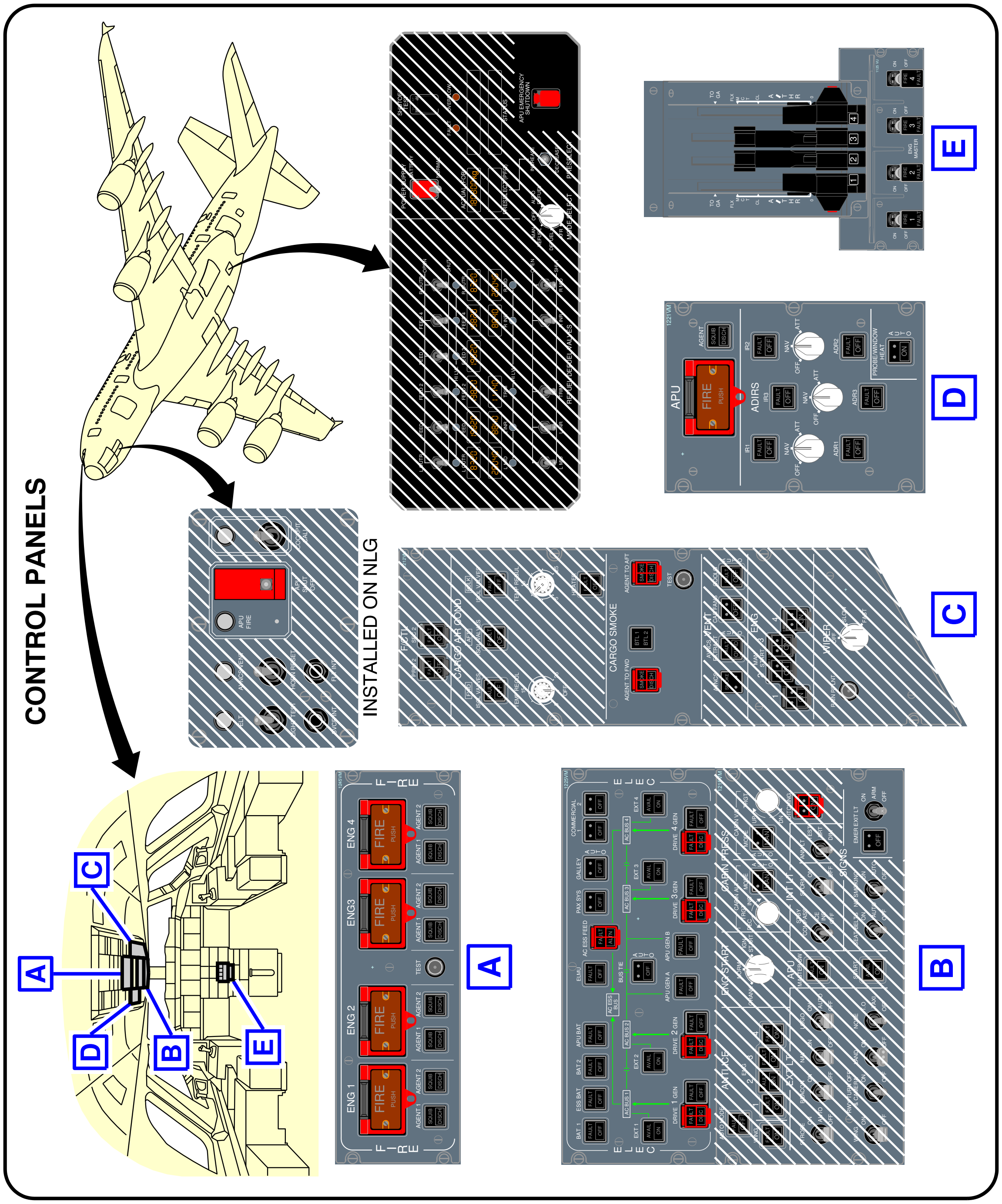
Cargo Doors
FWD and AFT Lower Deck Cargo Doors
FIGURE-10-0-0-991-007-A01

**ON A/C A380-800



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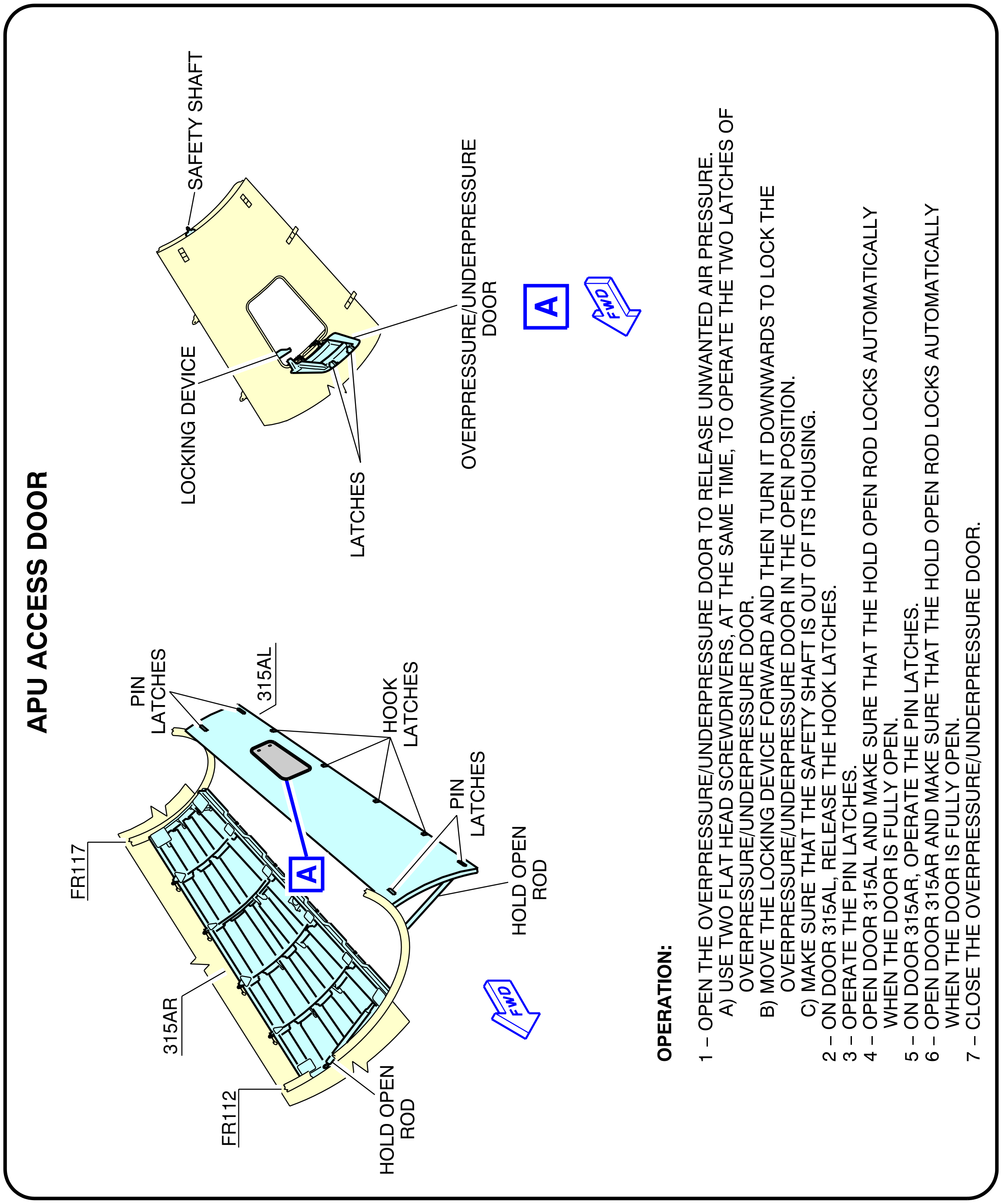
Control Panels
FIGURE-10-0-0-991-010-A01

**ON A/C A380-800



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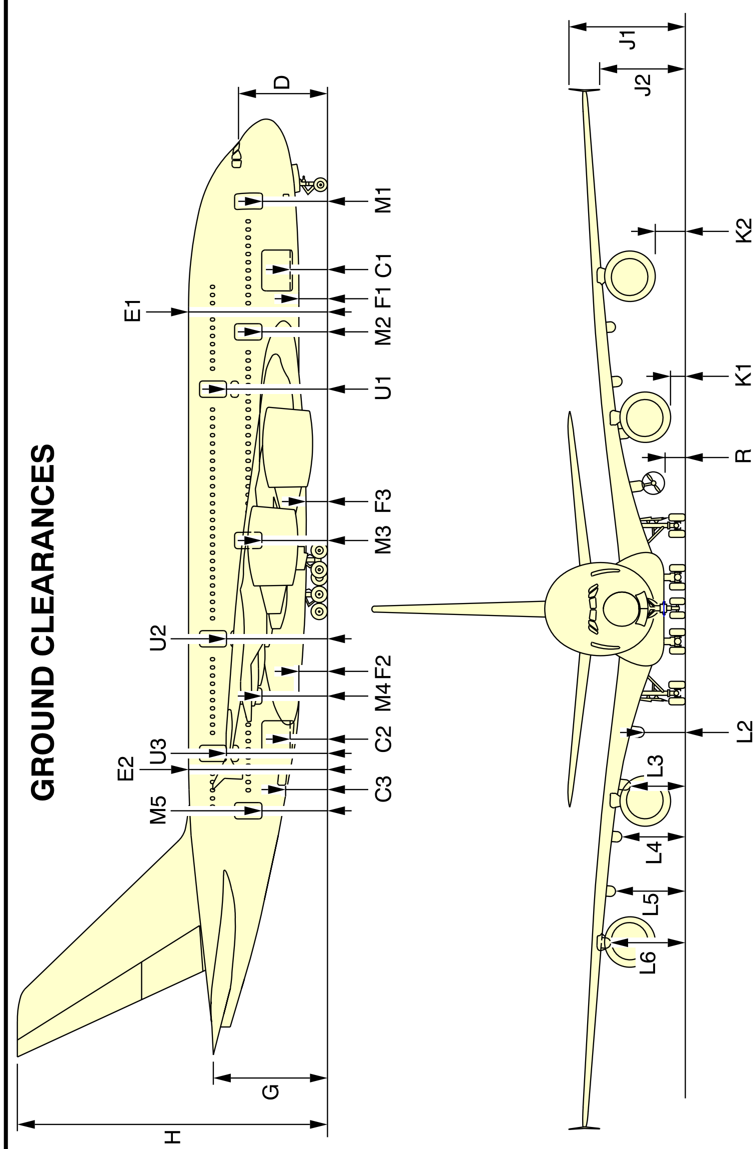
APU Compartment Access
FIGURE-10-0-0-991-011-A01

**ON A/C A380-800

GROUND CLEARANCES



DIMENSIONS ARE RELATED TO AIRCRAFT WEIGHT AND CG CONFIGURATION

A/C CONFIGURATION	300t AFT CG (44%) m	300t AFT CG (44%) ft
C1	3.30	10.8
C2	3.23	10.6
C3	3.36	11.0
D	7.42	24.3
E1	11.00	36.1
E2	10.93	35.9
F1	2.59	8.5
F2	2.38	7.8
F3	1.82	6.0
G	9.20	30.2

A/C CONFIGURATION	300t AFT CG (44%) m	300t AFT CG (44%) ft
H	24.17	79.3
J1	8.22	27.0
J2	5.94	19.5
K1	1.30	4.3
K2	2.27	7.4
L2	3.26	10.7
L3	4.31	14.1
L4	4.93	16.2
L5	5.34	17.5
L6	5.61	18.4

A/C CONFIGURATION	300t AFT CG (44%) m	300t AFT CG (44%) ft
M1	5.36	17.6
M2	5.34	17.5
M3	5.31	17.4
M4	5.28	17.3
M5	5.27	17.3
R	1.65	5.4
U1	8.08	26.5
U2	8.04	26.4
U3	8.02	26.3

NOTE: PASSENGER AND CARGO DOOR GROUND CLEARANCES ARE MEASURED FROM THE CENTER OF THE DOOR SILL AND FROM FLOOR LEVEL.

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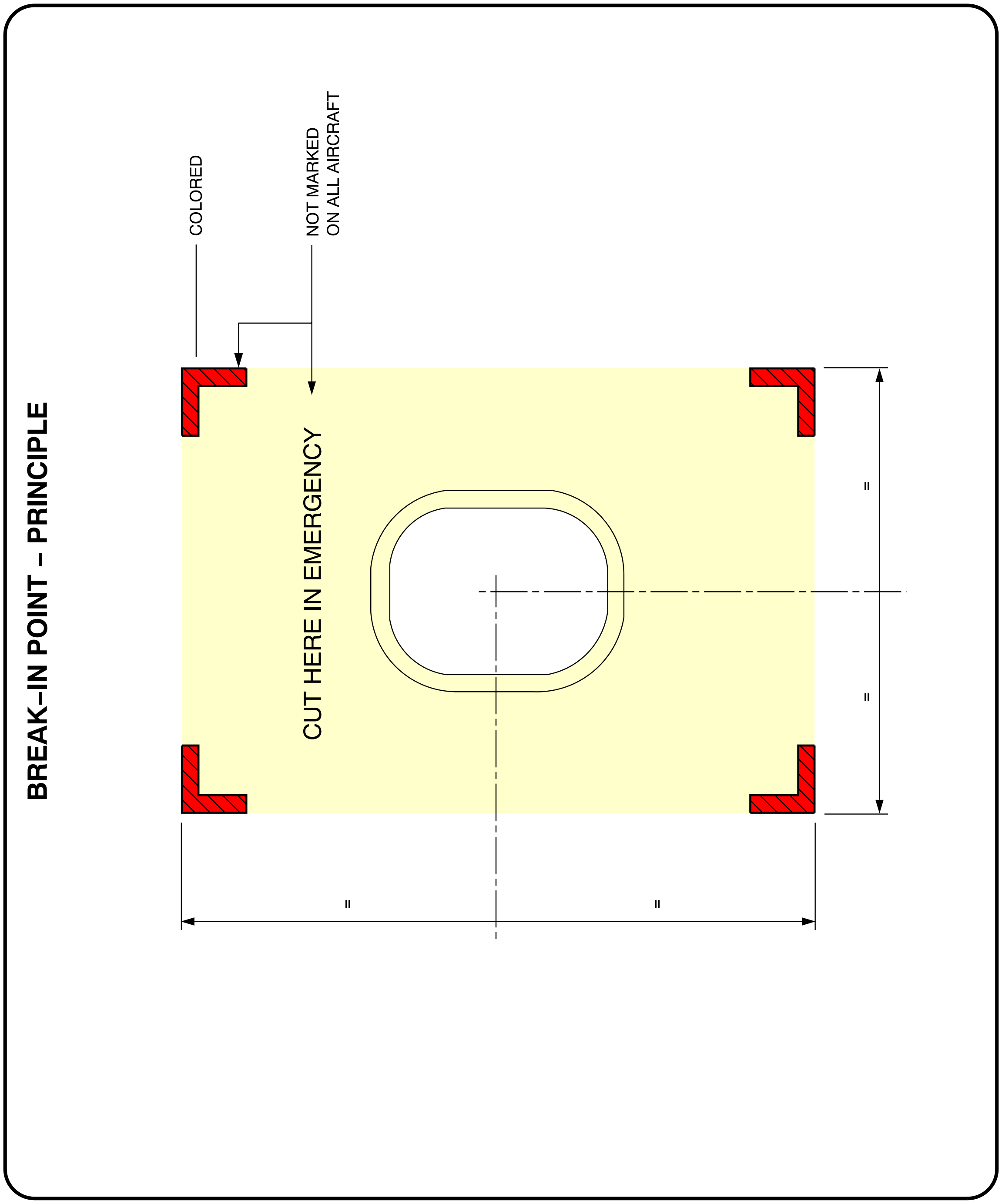
Aircraft Ground Clearances
FIGURE-10-0-0-991-012-A01

**ON A/C A380-800



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Structural Break-in Points
FIGURE-10-0-0-991-013-A01