A300

Airplane Characteristics For Airport Planning AC

AIRBUS S.A.S.
31707 BLAGNAC CEDEX, FRANCE
CUSTOMER SERVICES
TECHNICAL DATA SUPPORT AND SERVICES
PRINTED IN FRANCE

AN EADS COMPANY

Reference : A.AC E 00A **Issue :** Jun 69

AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

HIGHLIGHTS

REVISION 22 - DEC 01/09

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

Description of change.

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

REVISION TRANSMITTAL SHEET

TO : ALL HOLDERS OF A300 AIRPLANE CHARACTERISTICS

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

FILING INSTRUCTIONS

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

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

  R = revised (to be replaced)
  D = deleted (to be removed)
  N = new (to be introduced)

- make certain that the content of the manual is in compliance with the List of Effective Pages.
- update the Record of Temporary Revisions page as required.
- update the Record of Revisions page accordingly.
- file the Revision Transmittal Sheet separately.
- remove and destroy the pages which are affected by this revision.

REASON FOR ISSUE

The attached Highlights detail the reasons for issue.

RECORD OF REVISIONS

REV No.	ISSUE DATE	DATE INSERTED	BY	REV No.	ISSUE DATE	DATE INSERTED	BY
	JUN. 1986						
1	APR. 1970						
2	APR. 1972						
3	APR. 1973						
4	MAR. 1974						
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6	DEC. 1974						
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19	JUN. 1992						
20	APR. 1995						
21	MAY. 1998						
R 22	DEC. 2009						

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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

1.1 Purpose

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

This document conforms to NAS 3601.

CORRESPONDENCE

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1.2 Introduction

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

Chapter 1 : SCOPE

Chapter 2 : AIRPLANE DESCRIPTION

This chapter contains general dimensional and other basic aircraft data.

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

Chapter 3 : AIRPLANE PERFORMANCE

This chapter indicates the aircraft performance.

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

Chapter 4 : GROUND MANEUVERING

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

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

Chapter 5 : TERMINAL SERVICING

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

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

Chapter 6 : OPERATING CONDITIONS

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

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

Chapter 7 : PAVEMENT DATA

This chapter contains the pavement data helpful for airport planning.

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

Chapter 8 : DERIVATIVE AIRPLANES

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

Chapter 9 : SCALED DRAWING

This chapter contains different A300 scaled drawings.

2.1 General Airplane Characteristics

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

Maximum Taxi Weight (MTW) :

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

Maximum Landing Weight (MLW) :

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

Maximum Takeoff Weight (MTOW) :

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

Maximum Zero Fuel Weight (MZFW) :

Maximum operational weight of the aircraft without usable fuel.

Operational Empty Weight (OEW) :

Weight of structure, powerplant, furnishings, systems, and other items of equipment that are an integral part of a particular aircraft configuration plus the operator's items.
The operator's items are the flight and cabin crew and their baggage, unusable fuel, engine oil, emergency equipment, toilet chemical and fluids, galley structure, catering equipment, passenger seats and life vests, documents, etc.

Maximum Payload :

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

Maximum Seating Capacity :

Maximum number of passengers specifically certified or anticipated for certification.

Maximum Cargo Volume :

Maximum usable volume available for cargo.

Usable Fuel :

Fuel available for aircraft propulsion.

		Airplane version						
		A300B2-100				A300B2-200		
		WV000 (Basic)	WV001	WV002	WV003	WV002 (Basic)	WV001	WV003
Maximum Taxi Weight (MTW)	kg	137 900	137 900	142 900	134 900	142 900	137 900	134 900
	lb	304 017	304 017	315 040	297 403	315 040	304 017	297 403
Maximum Takeoff Weight (MTOW)	kg	137 000	137 000	142 000	134 000	142 000	137 000	134 000
	lb	302 032	302 032	313 056	295 419	313 056	302 032	295 419
Maximum Landing Weight (MLW)	kg	127 500	130 000	130 000	130 000	130 000	130 000	130 000
	lb	281 089	286 600	286 600	286 600	286 600	286 600	286 600
Maximum Zero Fuel Weight (MZFW)	kg	116 500	120 500	120 500	120 500	120 500	120 500	120 500
	lb	256 838	265 656	265 656	265 656	265 656	265 656	265 656
Estimated Operational Empty Weight (OEW)	GE CF6-50	85 910 kg (189 398 lb)				86 275 kg (190 203 lb)		
Estimated Maximum Payload GE CF6-50	kg	30 590	34 590	34 590	34 590	34 225	34 225	34 225
	lb	67 439	76 257	76 257	76 257	75 453	75 453	75 453
Standard Seating Capacity	Single-class	269				269		
Usable Fuel Capacity	l	44 000				44 000		
	US Gallons	11 623				11 623		
	kg (d=0.785)	35 540				35 540		
	lb	78 352				78 352		
Pressurized Fuselage Volume (A/C non equipped)	m3	542				542		
	ft3	19 140				19 140		
Passenger Compartment Volume	m3	272				272		
	ft3	9 606				9 606		
Cockpit Volume	m3	17				17		
	ft3	600				600		
Usuable Cargo Compartment Volume (1)	m3	144				144		
	ft3	5 085				5 085		

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

2.1 GENERAL AIRPLANE CHARACTERISTICS
2.1.1 GENERAL AIRPLANE CHARACTERISTICS DATA
Model B2

<table>
<tr><th colspan="2" rowspan="3"></th><th colspan="6">Airplane Version</th></tr>
<tr><th colspan="6">A300B4-100</th></tr>
<tr><th>WV000 (Basic)</th><th>WV001</th><th>WV002</th><th>WV003</th><th>WV004</th><th>WV005</th></tr>
<tr><td rowspan="2">Maximum Taxi Weight (MTW)</td><td>kg</td><td>150 900</td><td>153 900</td><td>158 400</td><td>158 400</td><td>150 900</td><td>153 900</td></tr>
<tr><td>lb</td><td>332 677</td><td>339 291</td><td>349 211</td><td>349 211</td><td>332 677</td><td>339 291</td></tr>
<tr><td rowspan="2">Maximum Takeoff Weight (MTOW)</td><td>kg</td><td>150 000</td><td>153 000</td><td>157 500</td><td>157 500</td><td>150 000</td><td>153 000</td></tr>
<tr><td>lb</td><td>330 693</td><td>337 306</td><td>347 227</td><td>347 227</td><td>330 693</td><td>337 306</td></tr>
<tr><td rowspan="2">Maximum Landing Weight (MLW)</td><td>kg</td><td>133 000</td><td>133 000</td><td>133 000</td><td>134 000</td><td>133 000</td><td>134 000</td></tr>
<tr><td>lb</td><td>293 214</td><td>293 214</td><td>293 214</td><td>295 419</td><td>293 214</td><td>295 419</td></tr>
<tr><td rowspan="2">Maximum Zero Fuel Weight (MZFW)</td><td>kg</td><td>122 000</td><td>122 000</td><td>122 000</td><td>124 000</td><td>122 000</td><td>124 000</td></tr>
<tr><td>lb</td><td>268 963</td><td>268 963</td><td>268 963</td><td>273 372</td><td>268 963</td><td>273 372</td></tr>
<tr><td>Estimated Operational Empty Weight (OEW)</td><td>GE CF6-50</td><td colspan="2">88 180 kg (194 403 lb)</td><td colspan="2">88 330 kg (194 734 lb)</td><td colspan="2">88 180 kg (194 403 lb)</td></tr>
<tr><td rowspan="2">Estimated Maximum Payload GE CF6-50</td><td>kg</td><td>33 820</td><td>33 820</td><td>33 670</td><td>35 670</td><td>33 820</td><td>35 820</td></tr>
<tr><td>lb</td><td>74 560</td><td>74 560</td><td>74 229</td><td>78 638</td><td>74 560</td><td>78 969</td></tr>
<tr><td>Standard Seating Capacity</td><td>single-class</td><td colspan="6">269</td></tr>
<tr><td rowspan="4">Usable Fuel Capacity</td><td>l</td><td colspan="6">58 100</td></tr>
<tr><td>US Gallons</td><td colspan="6">15 348</td></tr>
<tr><td>kg (d=0.785)</td><td colspan="6">45 608</td></tr>
<tr><td>lb</td><td colspan="6">100 548</td></tr>
<tr><td rowspan="2">Pressurized Fuselage Volume (A/C non equipped)</td><td>m3</td><td colspan="6">542</td></tr>
<tr><td>ft3</td><td colspan="6">19 140</td></tr>
<tr><td rowspan="2">Passenger Compartment Volume</td><td>m3</td><td colspan="6">272</td></tr>
<tr><td>ft3</td><td colspan="6">9 606</td></tr>
<tr><td rowspan="2">Cockpit Volume</td><td>m3</td><td colspan="6">17</td></tr>
<tr><td>ft3</td><td colspan="6">600</td></tr>
<tr><td rowspan="2">Usuable Cargo Compartment Volume (1)</td><td>m3</td><td colspan="6">144</td></tr>
<tr><td>ft3</td><td colspan="6">5 085</td></tr>
</table>

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

2.1 GENERAL AIRPLANE CHARACTERISTICS
2.1.1 GENERAL AIRPLANE CHARACTERISTICS DATA
Model B4

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

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

2.1 GENERAL AIRPLANE CHARACTERISTICS
2.1.1 GENERAL AIRPLANE CHARACTERISTICS DATA
Model B4

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

(1) Volume of Cargo Compartments : Fwd Cargo Compartment : 76 m3 (2 683 ft3)
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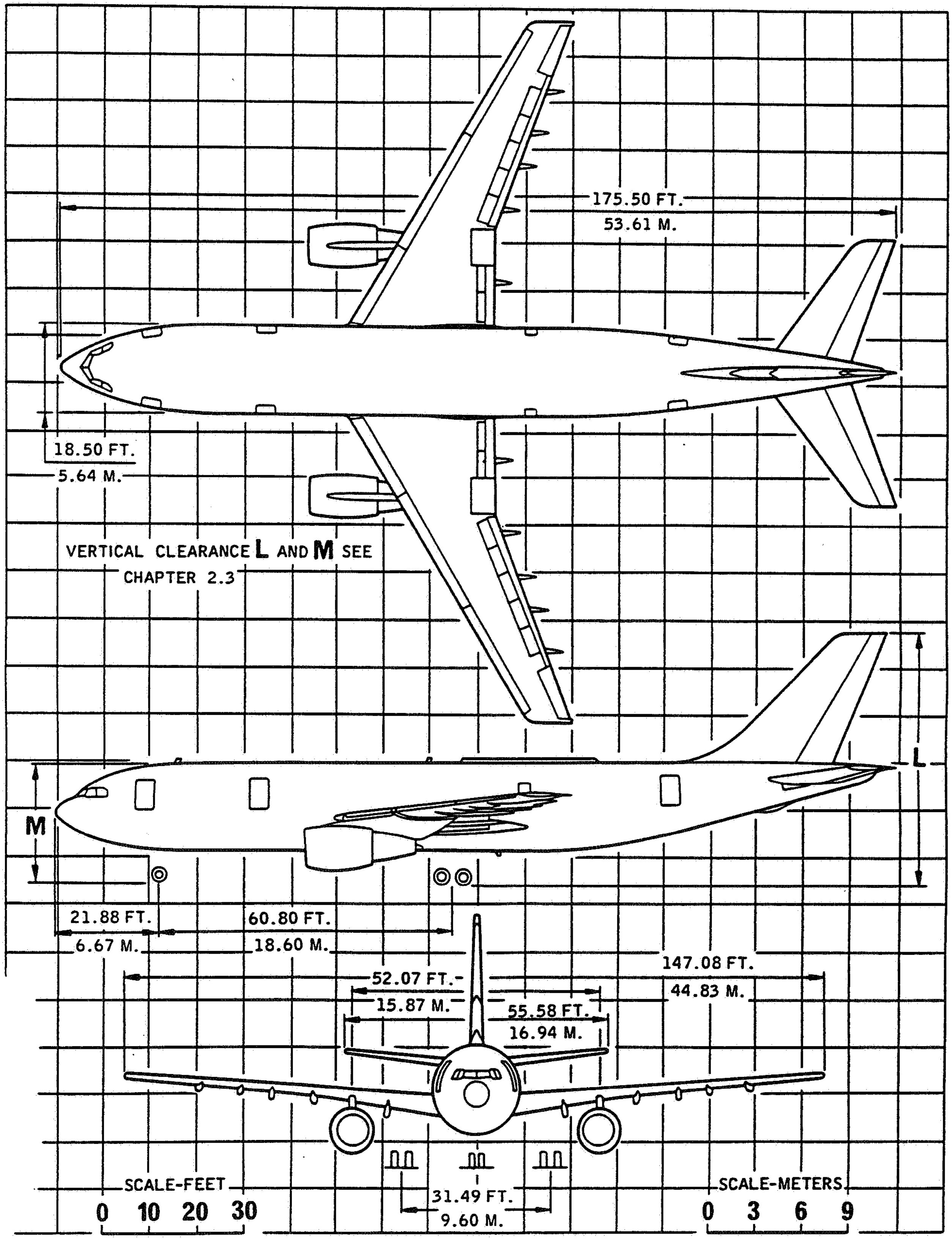
2.1 GENERAL AIRPLANE CHARACTERISTICS
2.1.1 GENERAL AIRPLANE CHARACTERISTICS DATA
Model B4

		Airplane Version		
		A300C4-200		A300F4-200
		WV006 (Basic)	WV007	WV007 (Basic)
Maximum Taxi Weight (MTW)	kg	165 900	165 900	165 900
	lb	365 740	365 740	365 740
Maximum Takeoff Weight (MTOW)	kg	165 000	165 000	165 000
	lb	363 760	363 760	363 760
Maximum Landing Weight (MLW)	kg	134 000	136 000	136 000
	lb	295 419	299 828	299 828
Maximum Zero Fuel Weight (MZFW)	kg	124 000	126 000	126 000
	lb	273 372	277 782	277 782
Estimated Operational Empty Weight (OEW)	GE CF6-50	88 505 kg (195 119 lb)		84 000 kg (185 188 lb)
Estimated Maximum Payload GE CF6-50	kg	35 495	37 495	42 000
	lb	78 252	82 662	92 594
Standard Seating Capacity	single-class	269		4
Usable Fuel Capacity	l	62 000		62 000
	US Gallons	16 380		16 380
	kg (d=0.785)	48 670		48 670
	lb	107 299		107 299
Pressurized Fuselage Volume (A/C non equipped)	m3	542		542
	ft3	19 140		19 140
Passenger Compartment Volume	m3	272		
	ft3	9 606		
Cockpit Volume	m3	17		17
	ft3	600		600
Main Deck Cargo Compartment Volume	m3			540
	ft3			10 069
Usuable Cargo Compartment Volume (1)	m3	158		158
	ft3	5 579		5 579

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

2.1 GENERAL AIRPLANE CHARACTERISTICS
2.1.1 GENERAL AIRPLANE CHARACTERISTICS DATA
Model C4 - F4



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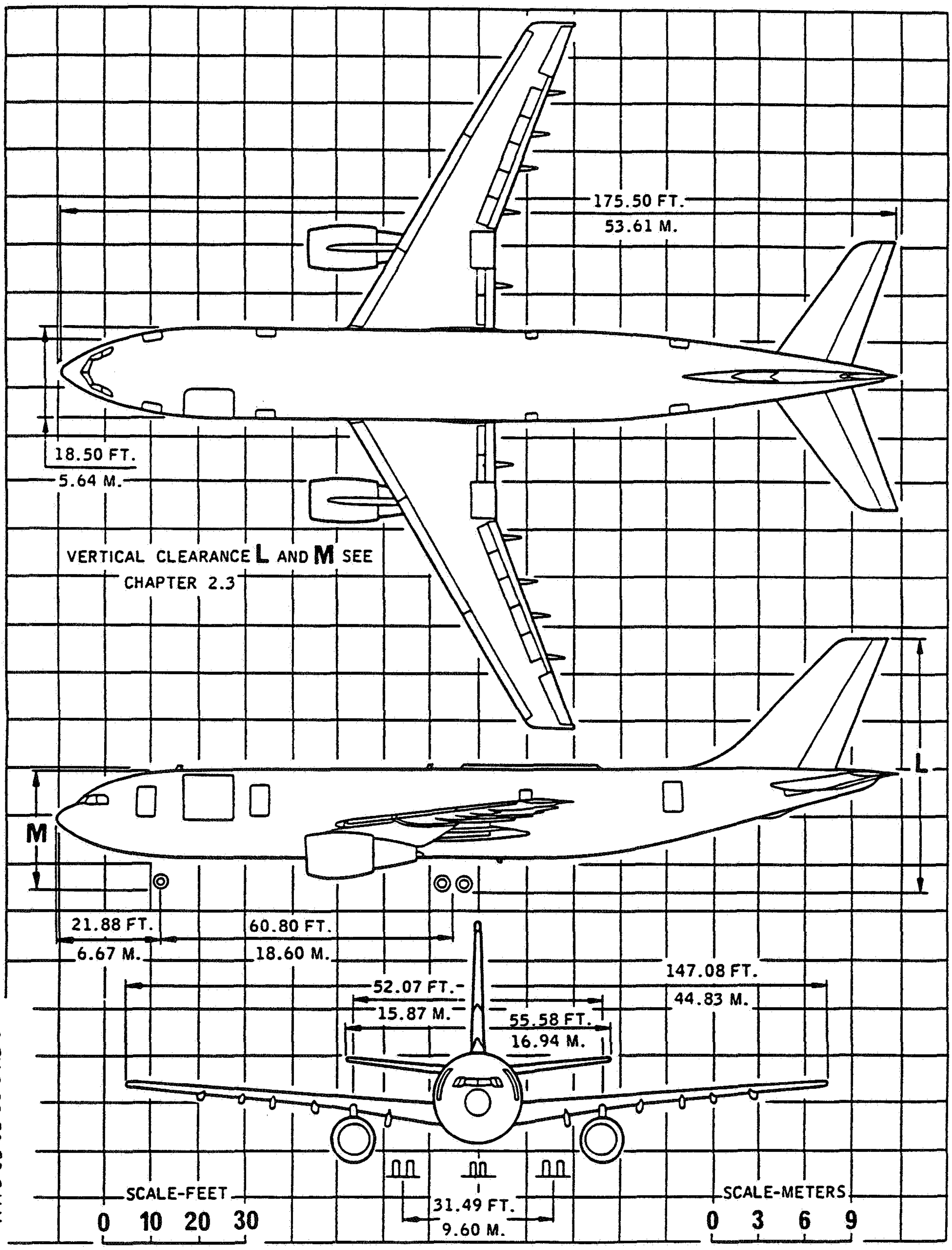
2.2 GENERAL DIMENSIONS
MODEL B2 - B4



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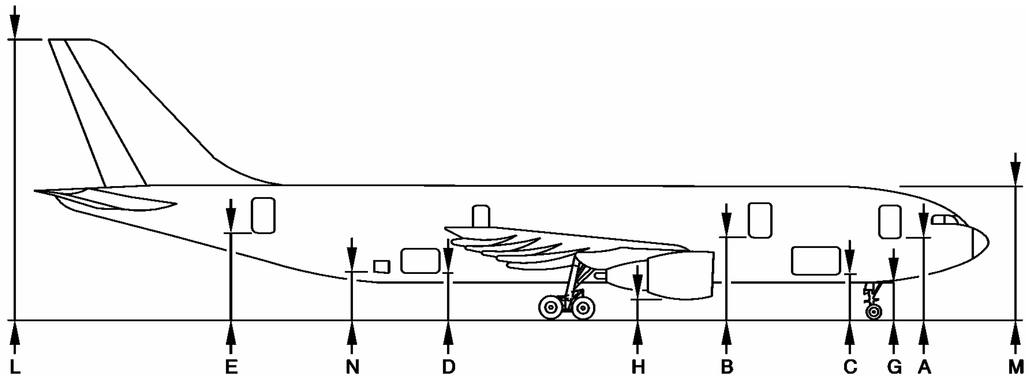
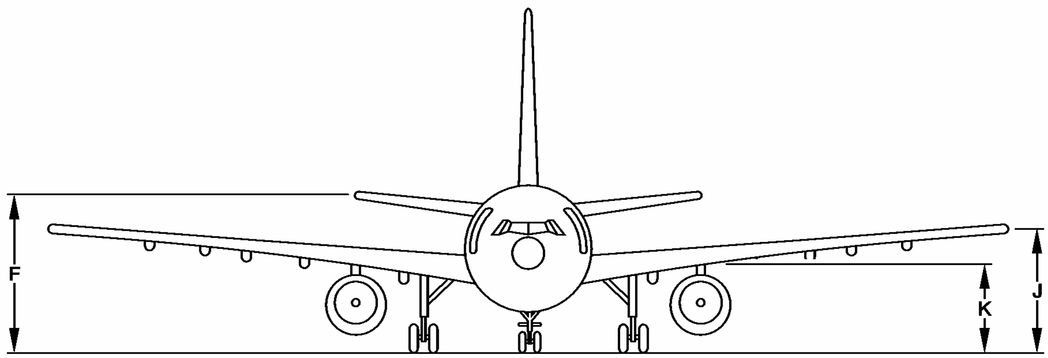
2.2 GENERAL DIMENSIONS
MODEL C4

2.3 Ground Clearances

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

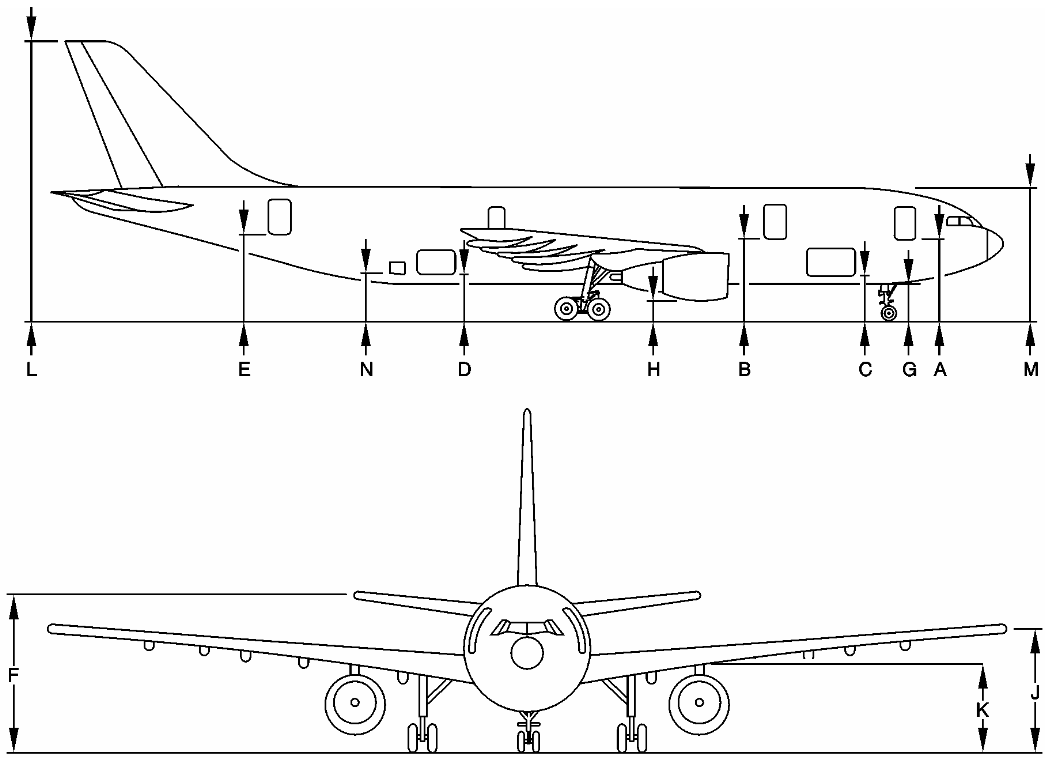




VERTICAL CLEARANCES								
	OPERATING WEIGHT EMPTY		MAXIMUM RAMP WEIGHT				A/C ON JACKS FDL at 6615 mm	
	CG 24 %		CG 15 %		CG 35 %			
	m	ft	m	ft	m	ft	m	ft
A	4.67	15.32	4.48	14.70	4.64	15.22	6.46	21.19
B	4.75	15.58	4.59	15.06	4.70	15.42	6.42	21.06
C	2.73	8.96	2.55	8.37	2.68	8.79	4.47	14.66
D	3.09	10.14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

AA5 02 03 00 5 AAM0 01

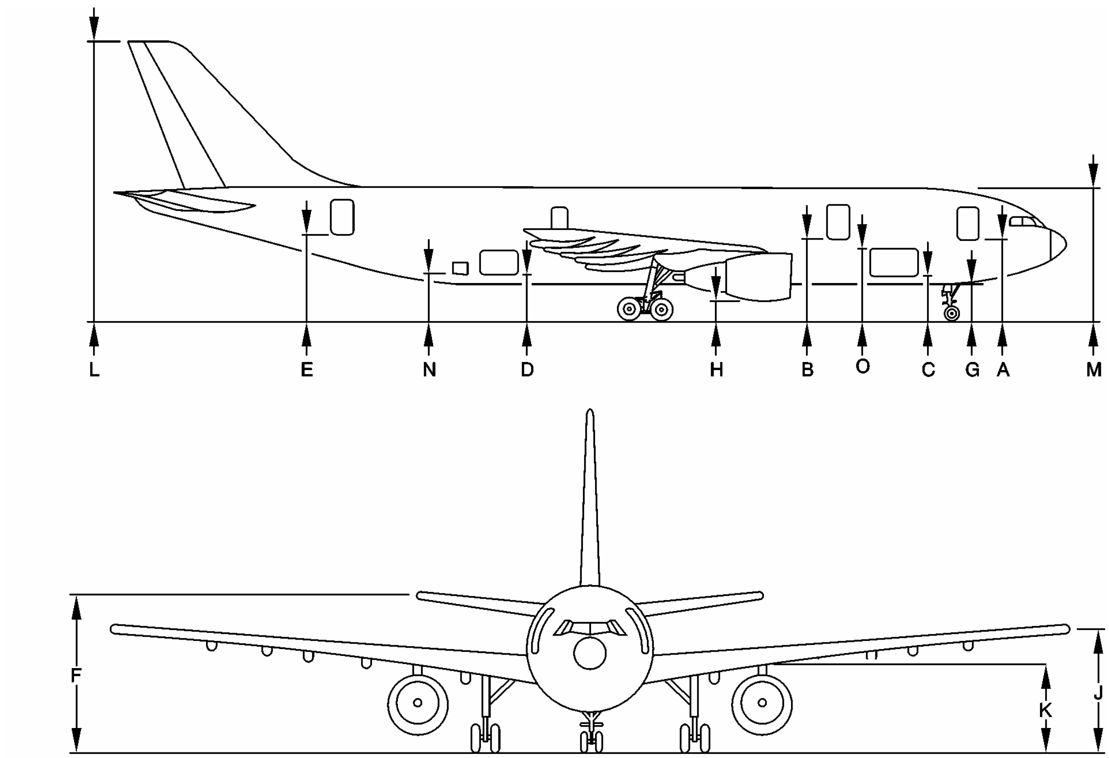
2.3 Ground Clearances
Model B2



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

AA5 02 03 00 5 ABM0 01

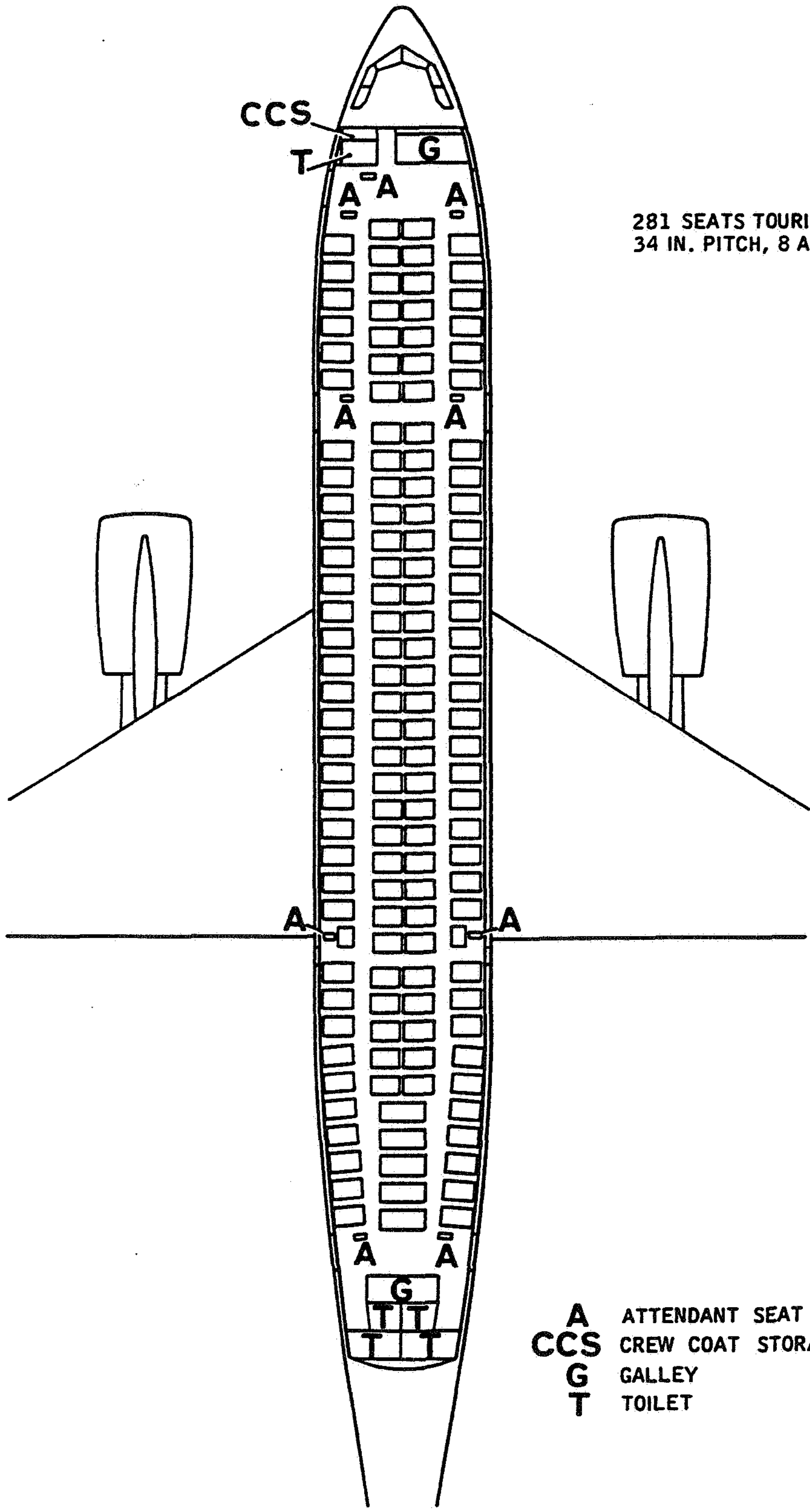
2.3 Ground Clearances
Model B2 - B4



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

AA5 02 03 00 5 ACM0 01

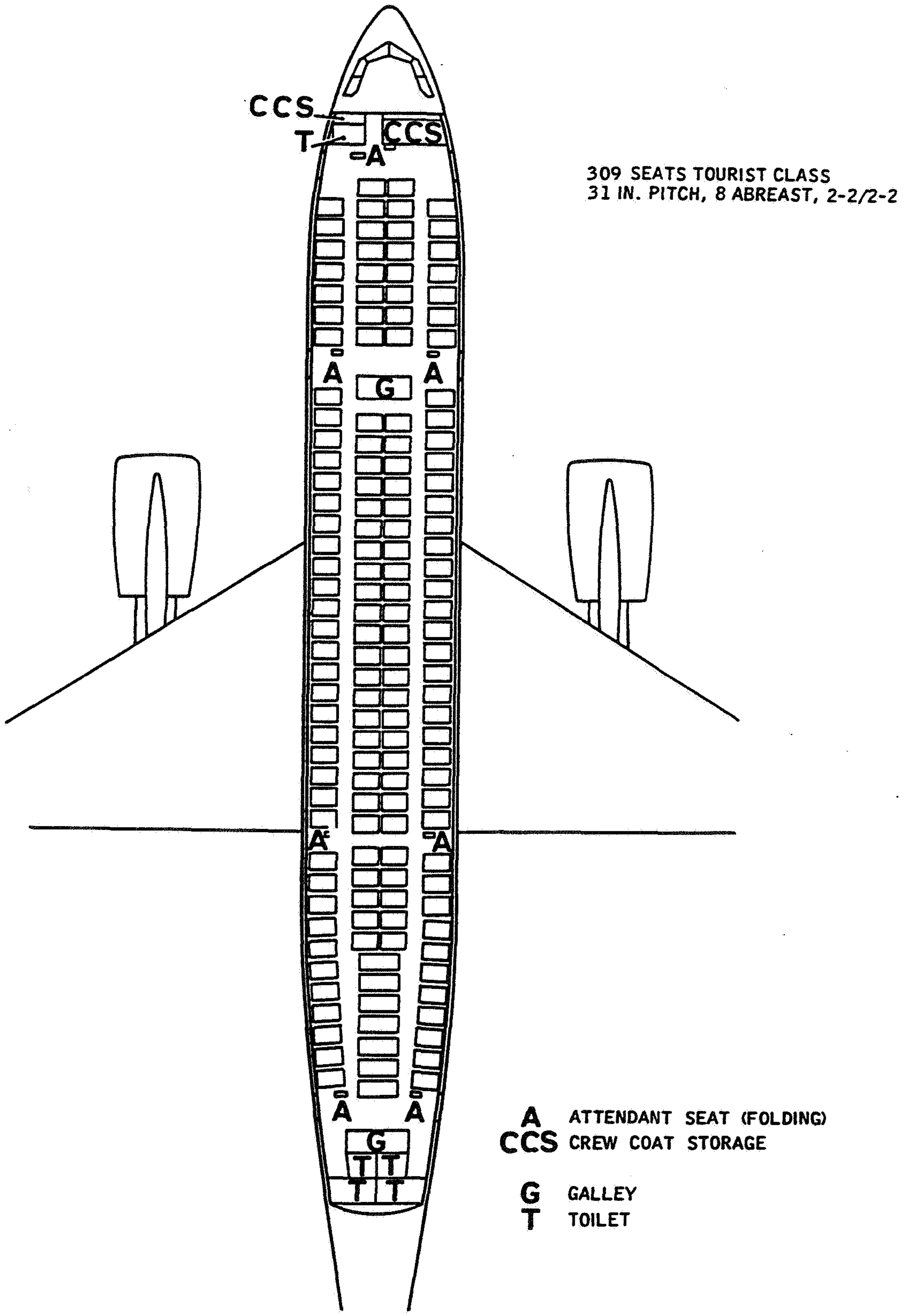
2.3 Ground Clearances
Model C4



281 SEATS TOURIST CLASS
34 IN. PITCH, 8 ABREAST, 2-2/2-2

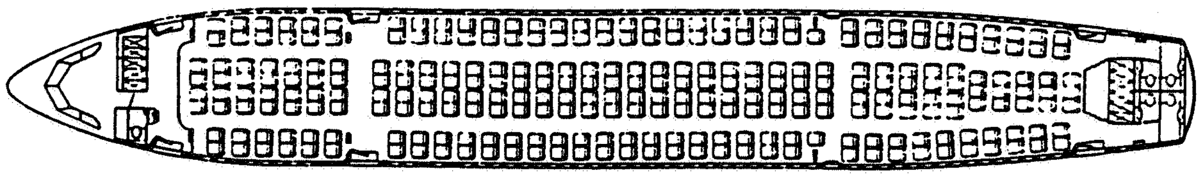
A ATTENDANT SEAT (FOLDING)
CCS CREW COAT STORAGE
G GALLEY
T TOILET

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



A A 5 02 04 00 0 BF 0

2.4 INTERIOR ARRANGEMENT
2.4.2 BASIC HIGH DENSITY VERSION
MODEL B2 - B4 - C4



281 seats

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

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

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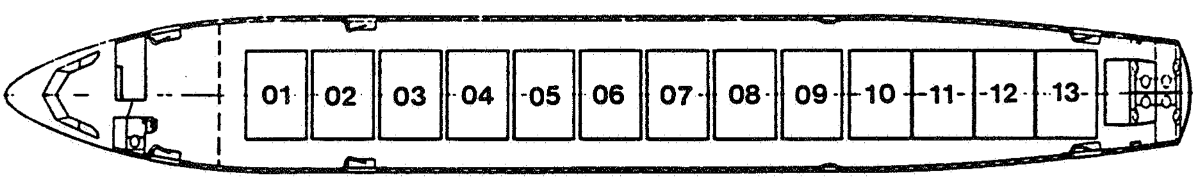
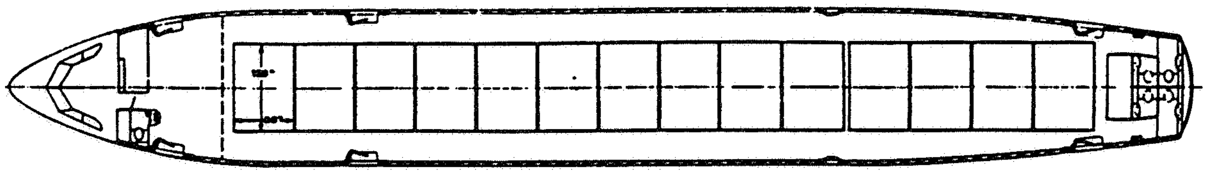


Mixed pallets
88" x 125"
96" x 125"

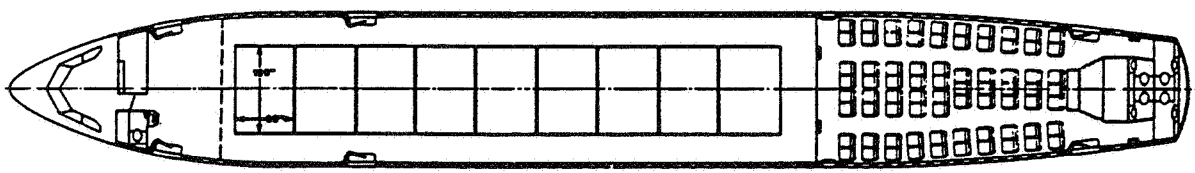
The above figure shows the numbering of the pallet positions in the cabin. Either 88" x 125" or 96" x 125" pallets can be loaded in any position from 01 to 09. Only 88" x 125" pallets can be loaded in position 10 to 13.

AA5 02 04 03 0 AA 0

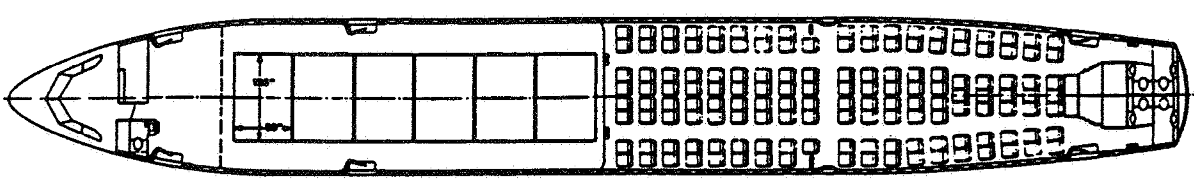
2.4 INTERIOR ARRANGEMENT
2.4.3 BASIC UPPER DECK CONFIGURATIONS
MODEL C4



Configuration 1
14 pallets 88" x 125"



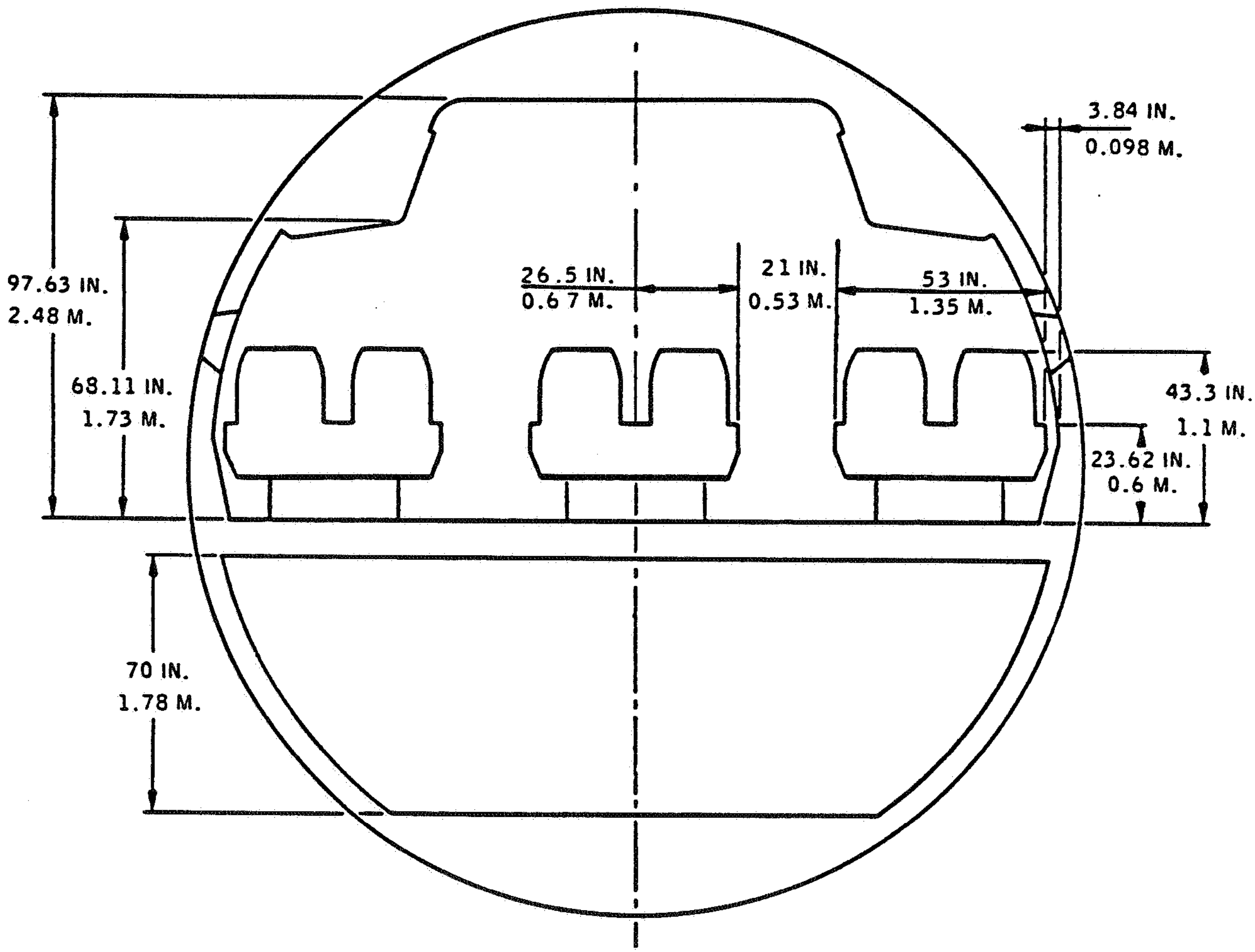
Configuration 2
75 seats
9 pallets 88" x 125"



Configuration 3
145 seats
6 pallets 88" x 125"

AA 5 02 04 04 0 AA 0

2.4 INTERIOR ARRANGEMENT
2.4.4 OPTIONAL UPPER DECK CONFIGURATIONS
MODEL C4



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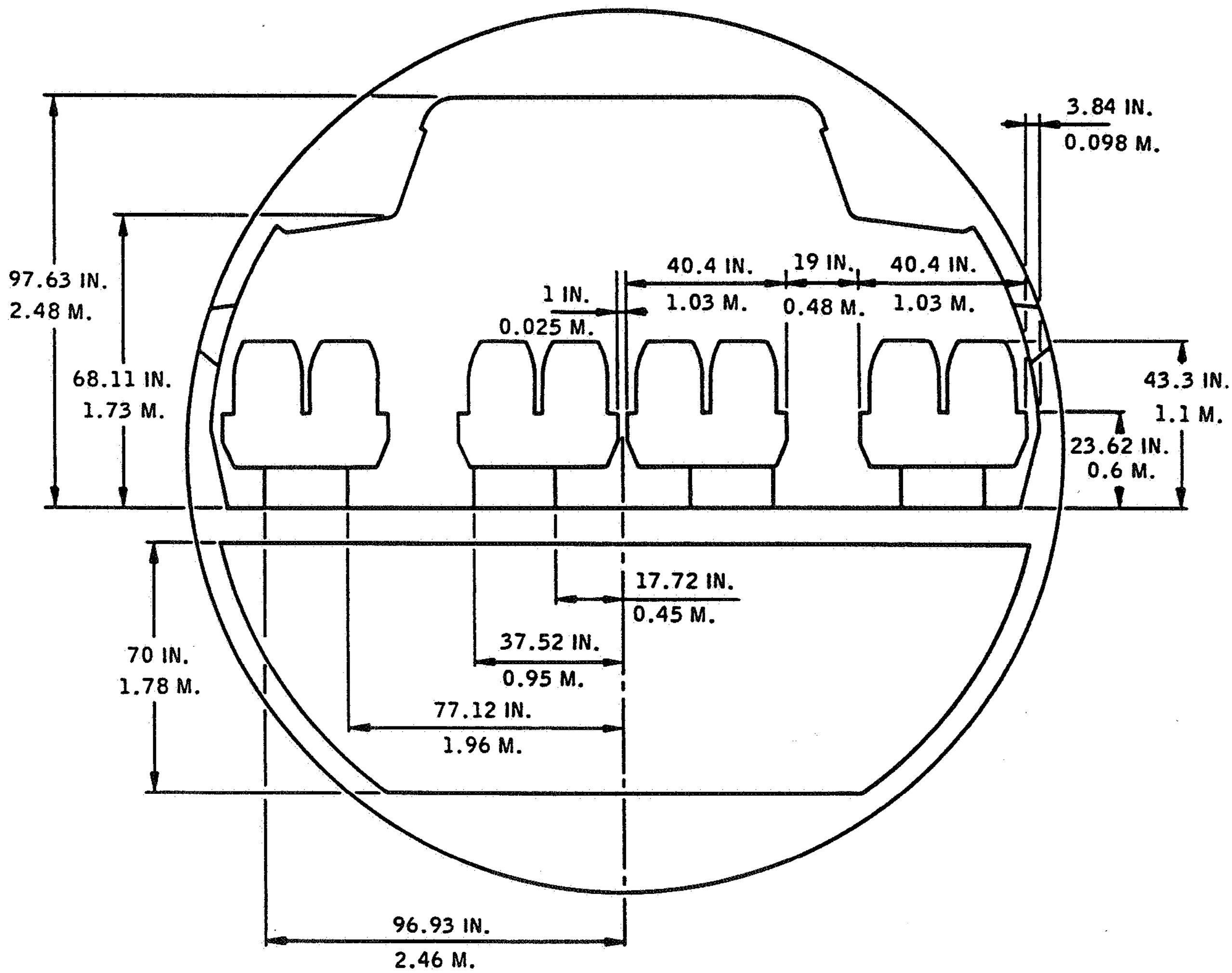
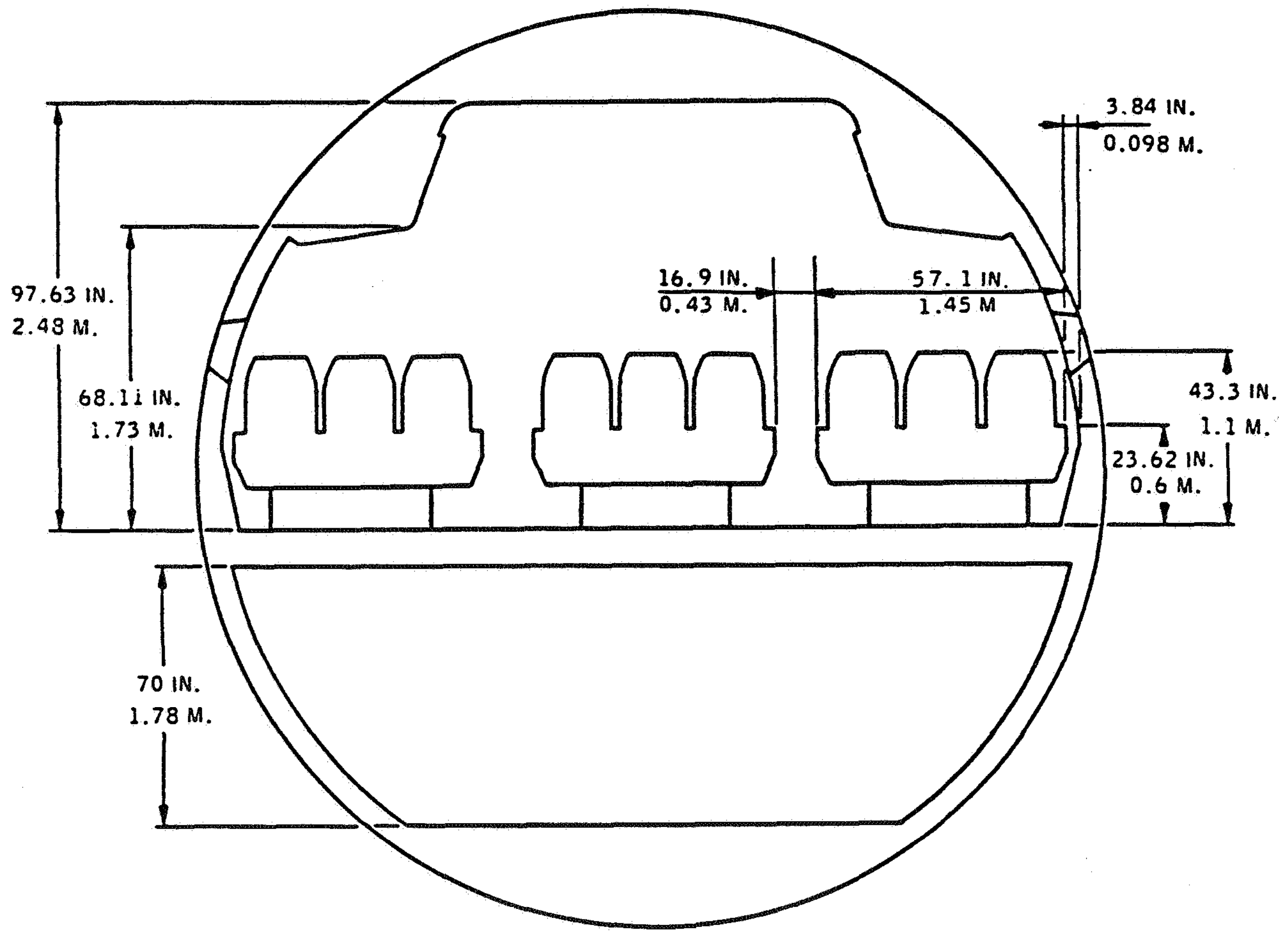
A A 5 02 05 01 0 AA 0

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



AA5 02 05 02 0 AA 0

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



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AA 5 02 05 03 0 AA 0

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

Maximum Volume Capacity

	FWD HOLD		AFT HOLD		BULK HOLD		TOTAL	
	m^3	ft^3	m^3	ft^3	m^3	ft^3	m^3	ft^3
	75	2649	47	1650	16	565	138	4864
	Kg	lb	Kg	lb	Kg	lb	Kg	lb

Containers in Forward and Aft Holds

	12 LD3 Containers		8 LD3 Containers					
EACH	4.47	158	4.47	158				
	1285	2830	1285	2830				
TOTAL	53.64	1896	35.76	1264	16.00	565	105.40	3725
	15420	33960	10280	22640	2500	5500	28200	62100

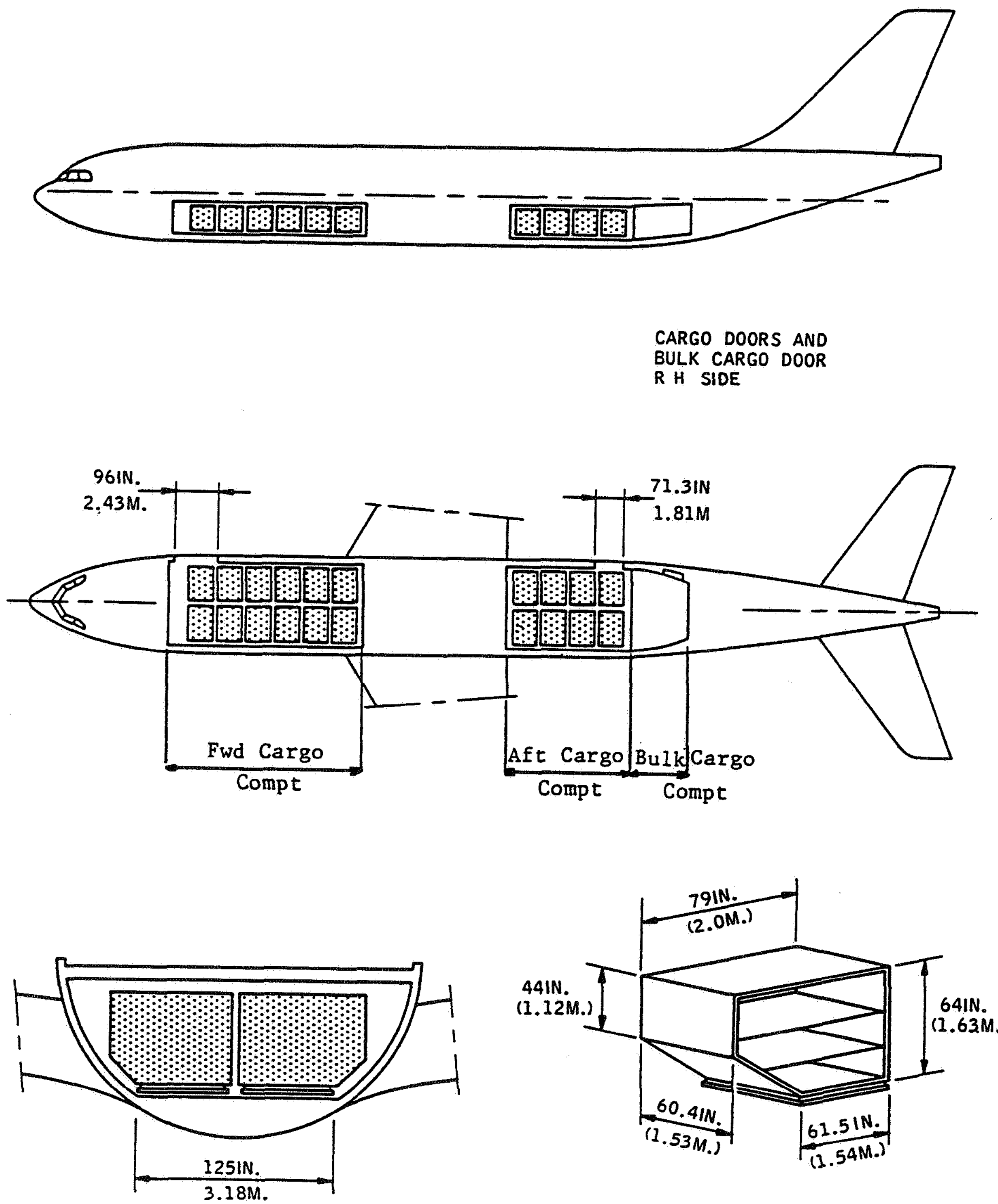
	6 LD1 Containers		4 LD1 Containers					
EACH	4.90	173	4.90	173				
	1285	2830	1285	2830				
TOTAL	29.40	1038	19.60	692	16.00	565	55.00	2295
	7710	16980	5140	10520	2500	5500	15350	33000

Pallets in Forward Hold and Container in Aft Hold

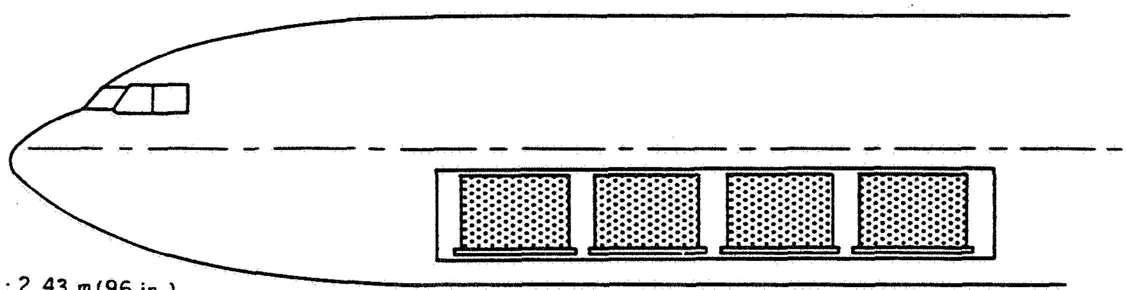
	4 Pallets		8 LD3 Containers					
EACH	10.73	379	4.47	158				
	3770	8300	1285	2830				
TOTAL	42.92	1518	35.76	1264	16.00	565	94.68	3347
	15070	33200	10280	22640	2500	5500	27850	61340

	4 Pallets		4 LD1 Containers					
EACH	10.73	379	4.90	173				
	3770	8300	1285	2830				
TOTAL	42.92	1518	19.60	692	16.00	565	78.52	2775
	15070	33200	5140	10520	2500	5500	22710	49220

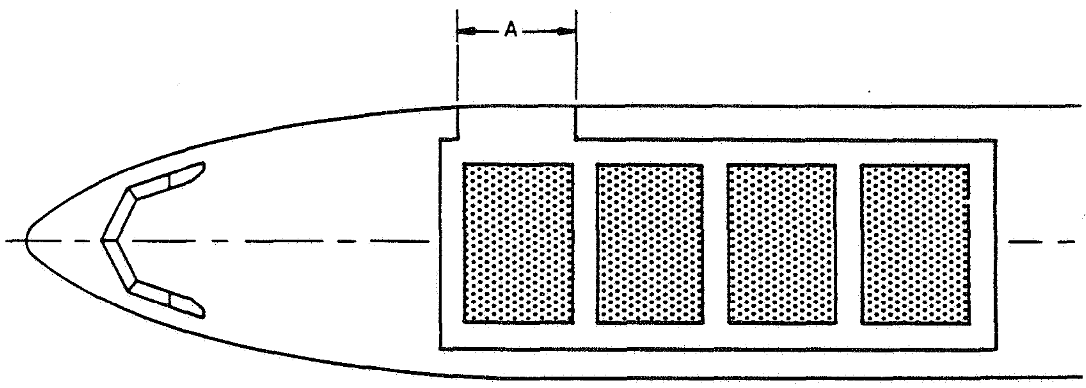
2.6 LOWER COMPARTMENTS
2.6.1 WEIGHT AND VOLUME DATA
MODEL B2 - B4 - C4



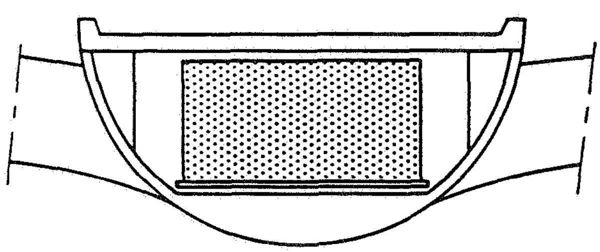
2.6 LOWER COMPARTMENTS
2.6.2 CONTAINERS
MODEL B2 - B4 - C4

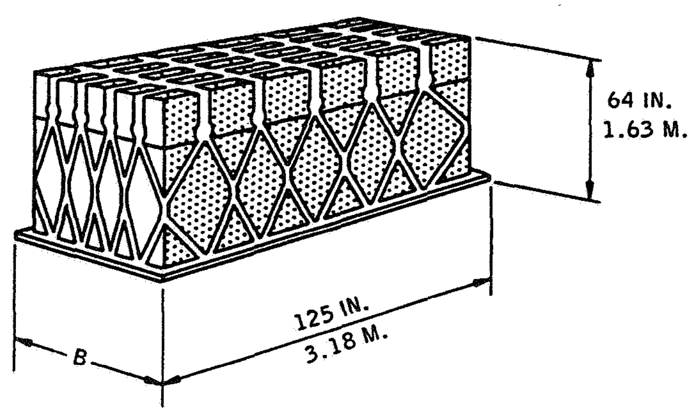


A : 2.43 m (96 in.)
AFTER MOD. 2295
A : 2.70 m (106 in.)



4 PALLETS FRONT HOLD ONLY.
ENTRY DOOR R H SIDE



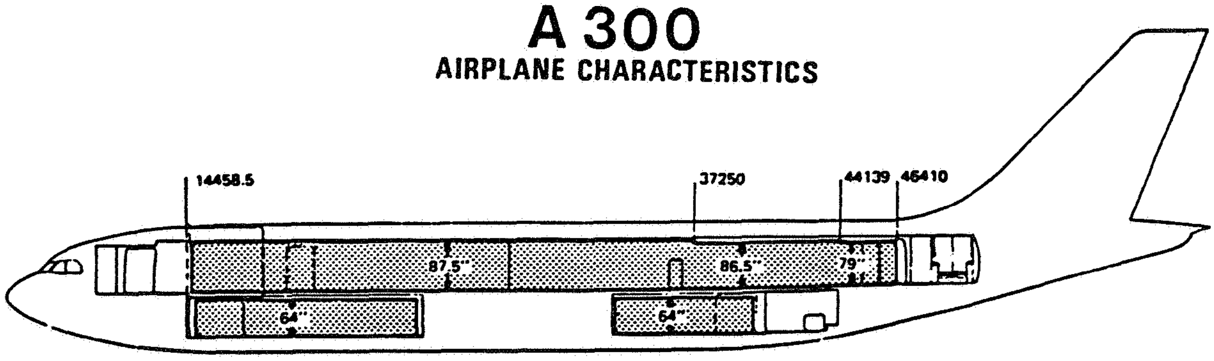


	B	
in.	88	96
m	2.23	2.44

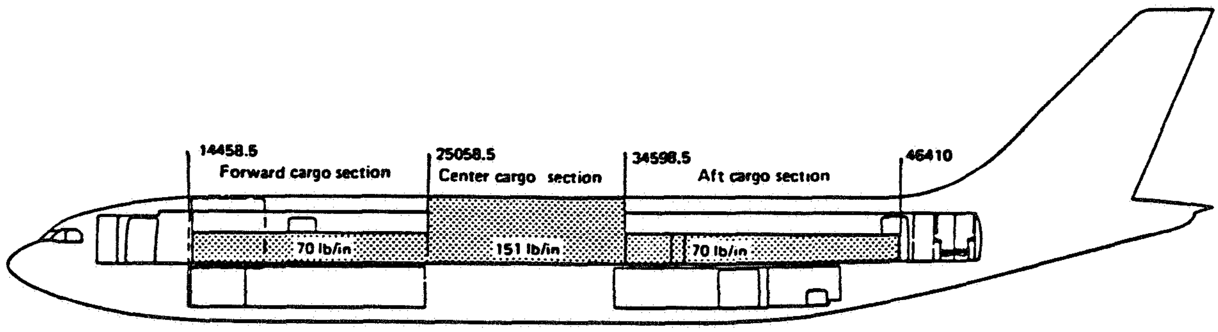
A A 5 02 06 00 0 CM 0
A 25 5 B P008 01 00 A

R

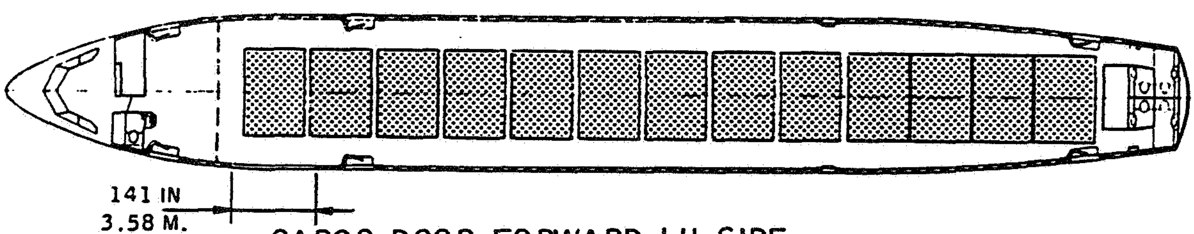
2.6 LOWER COMPARTMENTS
2.6.3 PALLETS
MODEL B2 - B4 - C4



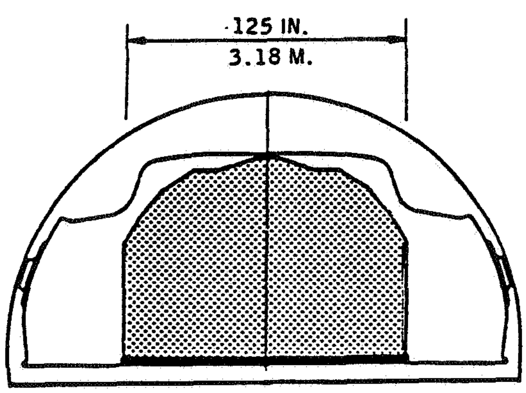
PERMISSIBLE CARGO HEIGHT



LOCAL FLOOR LOADS



CARGO DOOR FORWARD LH SIDE



87.5in. = 2.222M.
86.5in. = 2.197M.
79.0in. = 2.006M.
64.0in. = 1.625M.

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

2.7. UPPER DECK CARGO
MODEL C4

AA5 02 07 00 0 AA 0

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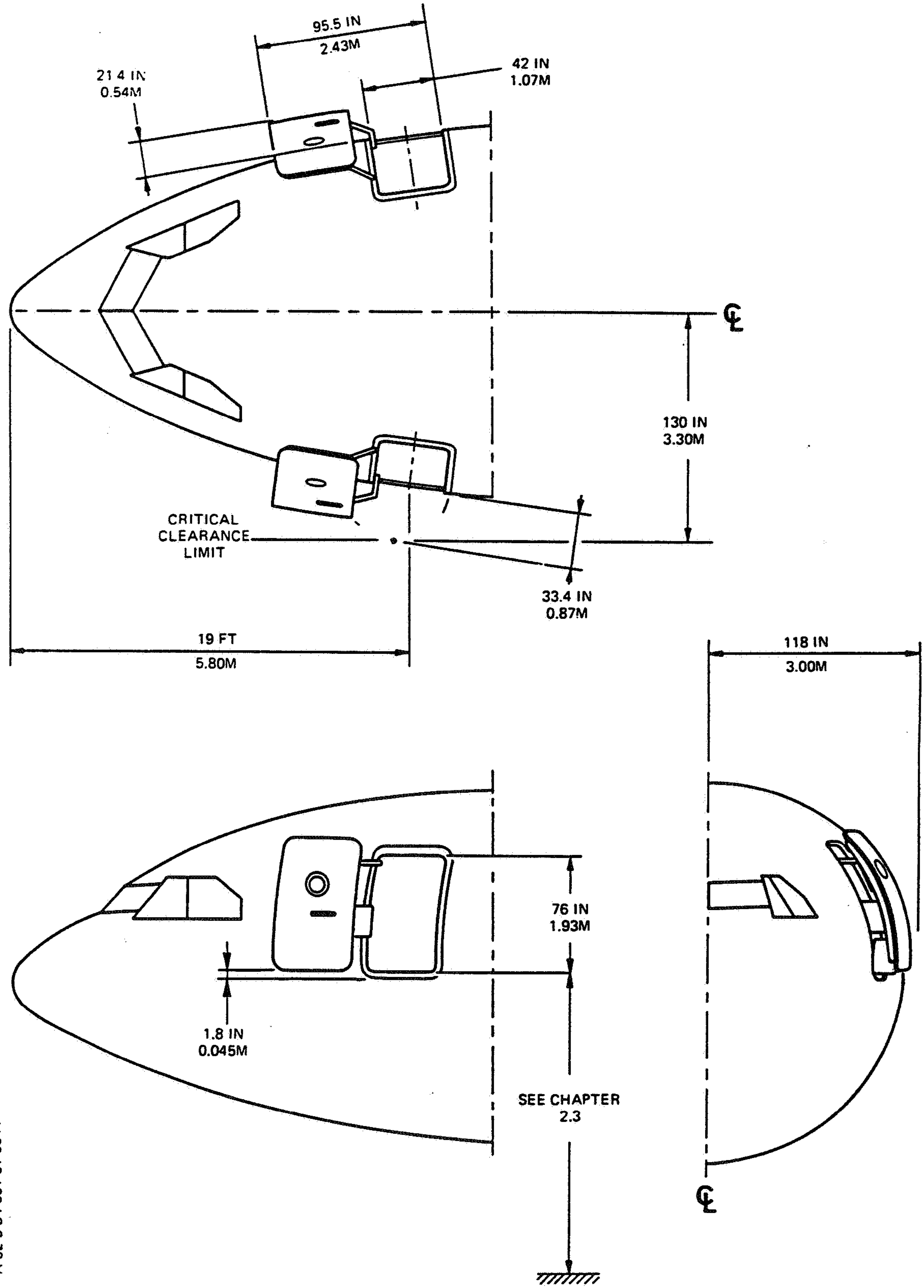

2.8 DOOR CLEARANCES
2.8.1 FORWARD PASSENGER DOOR
MODEL B2 - B4 - C4

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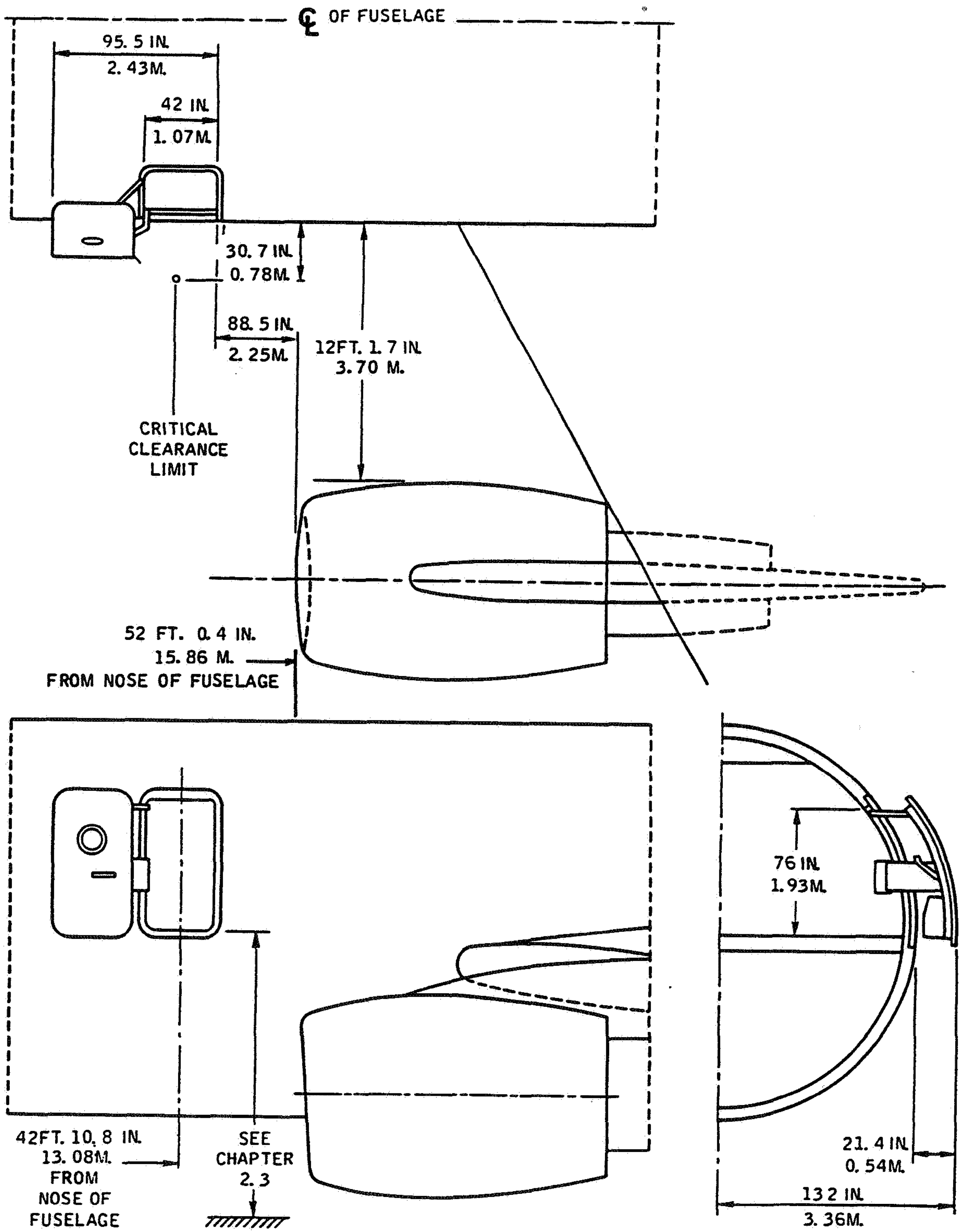
A Z 3 01 11 00 0 AM 0
A 52 5 B P001 01 00 A



AA5020802 0AA0

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

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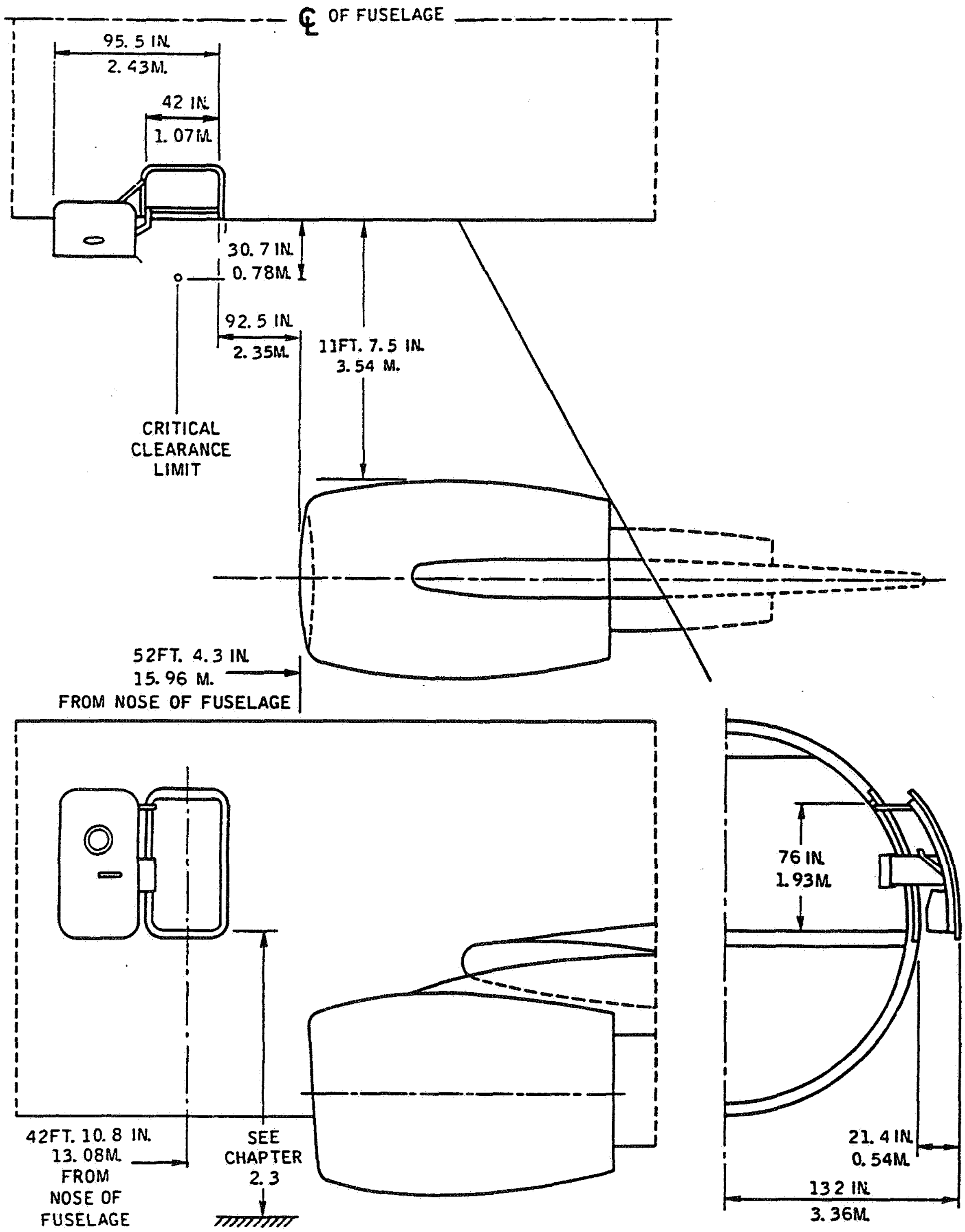

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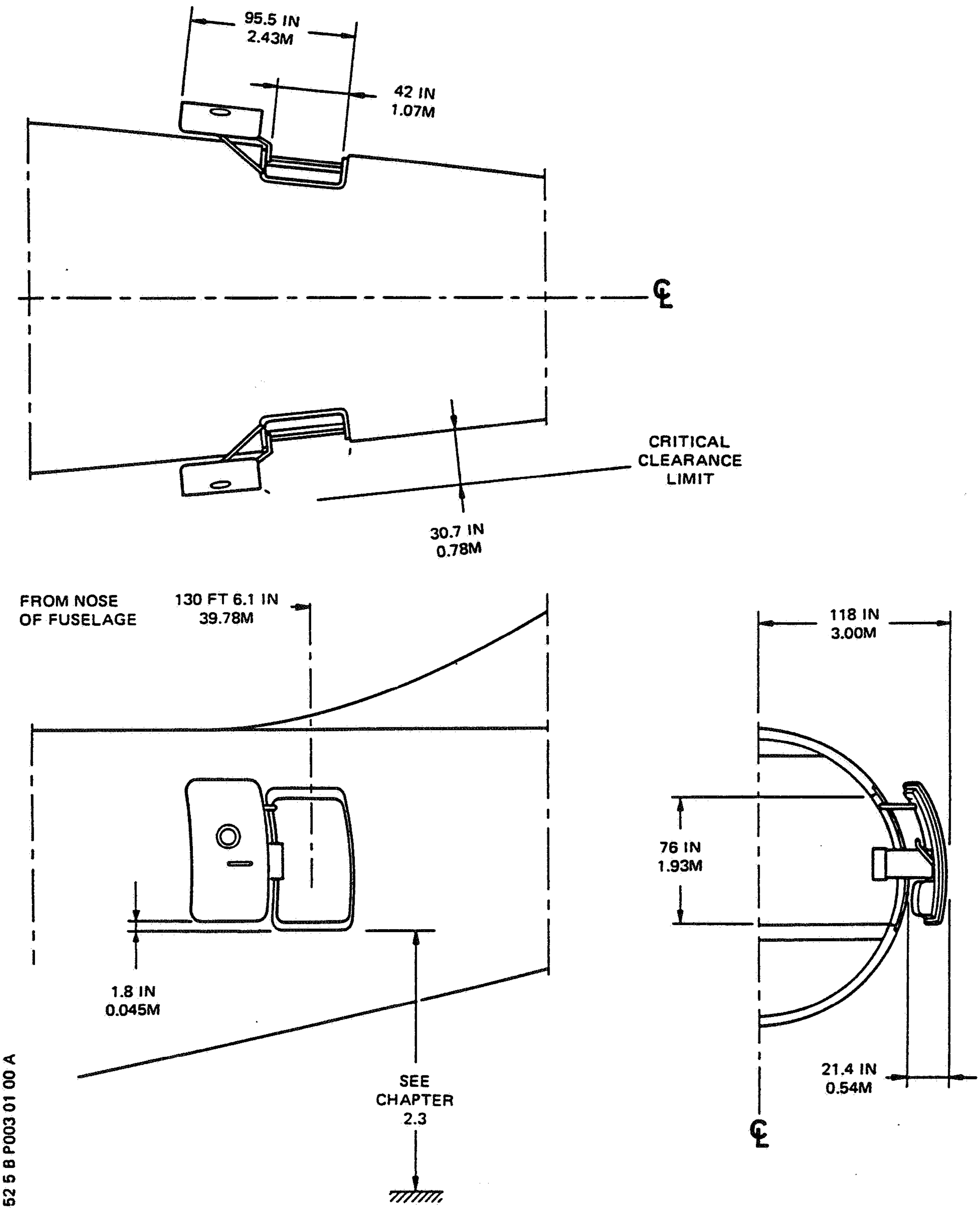
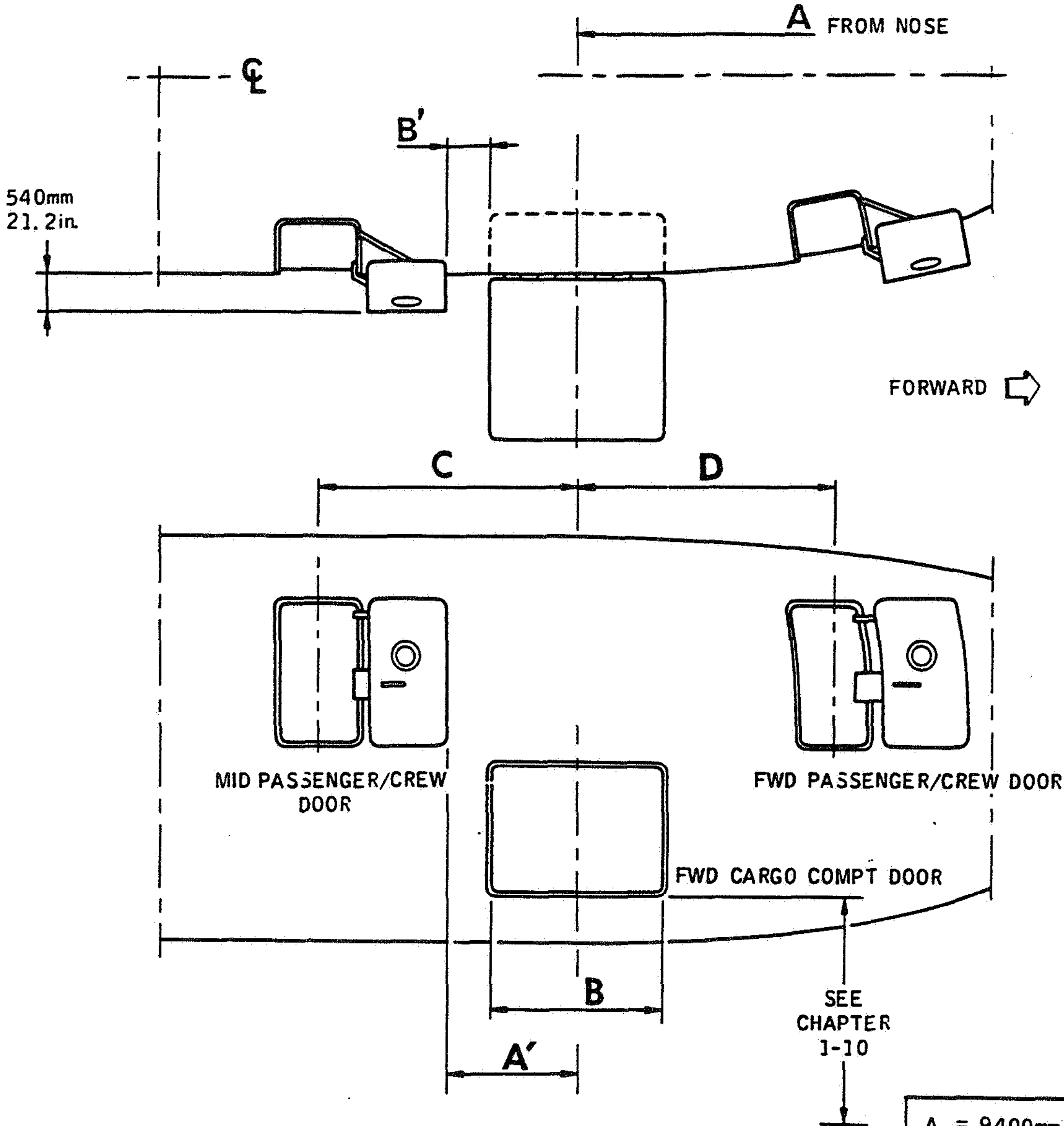
AA5 02 08 02 0 AB 0

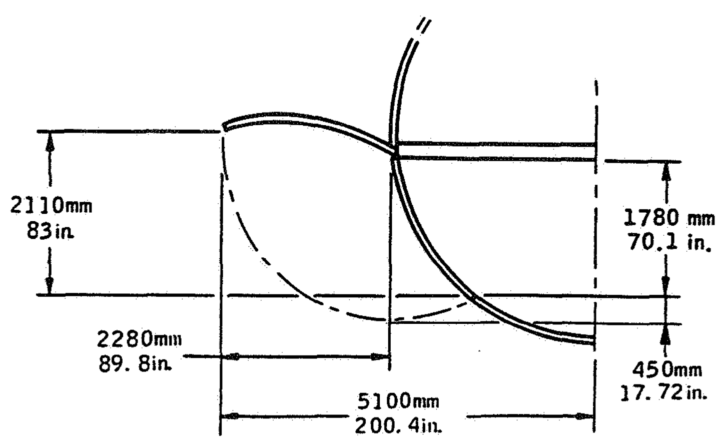
2.8 DOOR CLEARANCES
2.8.2 MIDDLE PASSENGER DOOR
MODEL B2 - B4 - C4 P.& W. ENGINES



A Z 3 01 11 00 0 CM 0
A 52 5 B P003 01 00 A

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

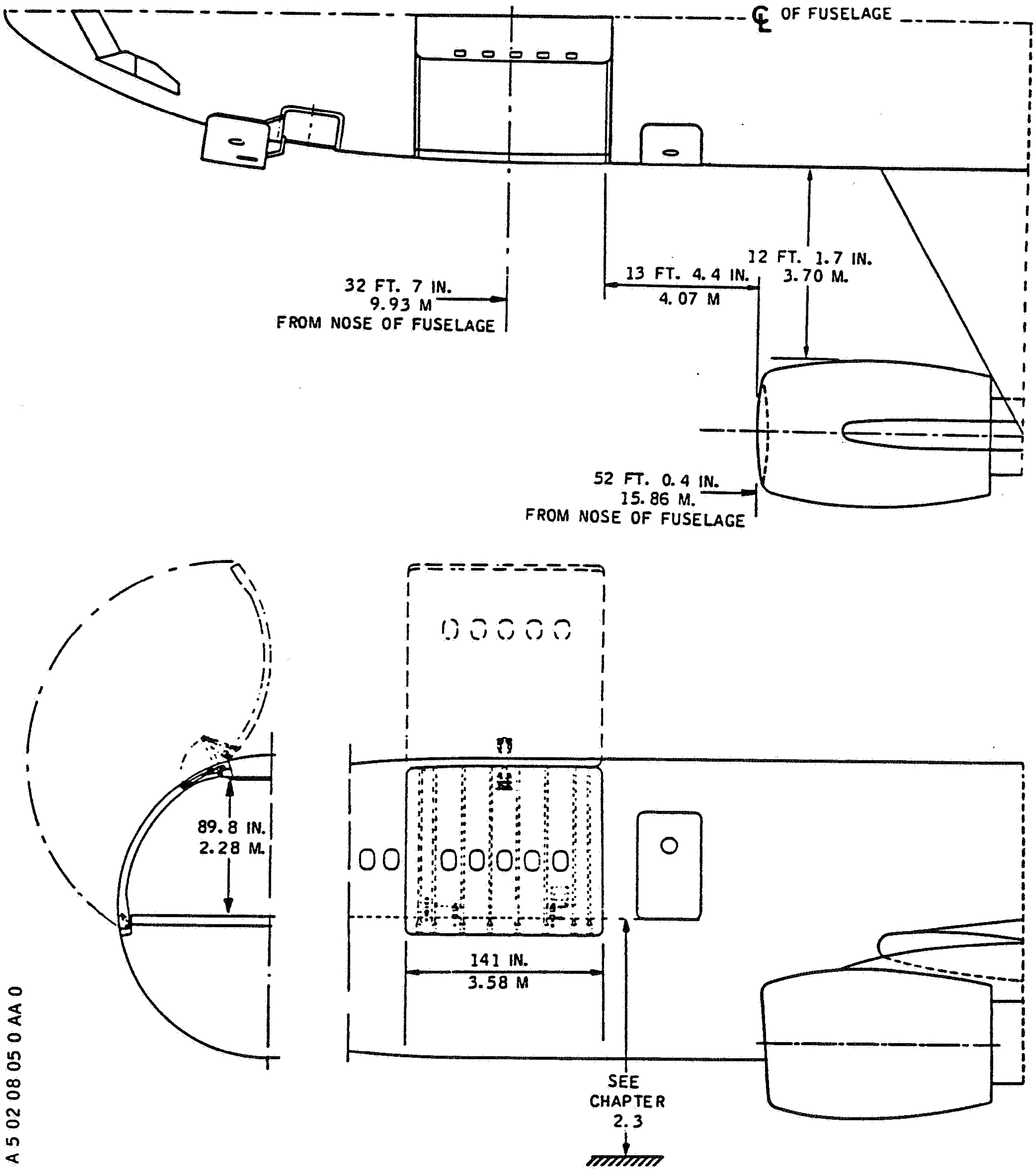




A = 9400mm (370in.)	
A' = 1830mm (72in.)	
B = 2430mm (96in.)	
B' = 610mm (24in.)	
C = 3680mm (145in.)	
D = 3600mm (142in.)	
AFTER MOD. 2295	
A = 9533mm (375in.)	
A' = 1697mm (67in.)	
B = 2701mm (106in.)	
B' = 345mm (13.6in.)	
C = 3547mm (140in.)	
D = 3467mm (135in.)	

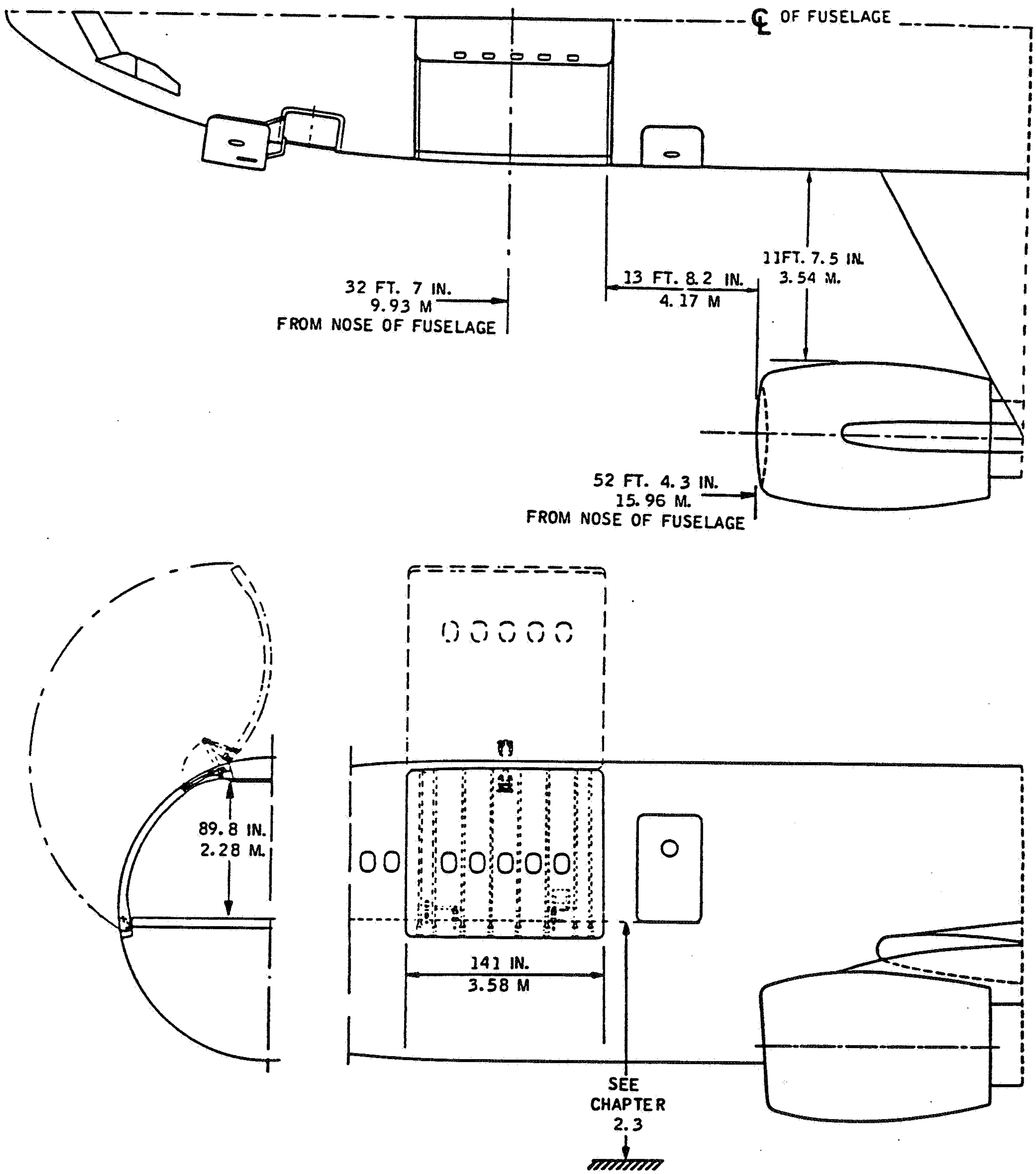
AZ5 01 11 00 0 DMO

2.8 DOOR CLEARANCES
2.8.4 FORWARD CARGO COMPARTMENT DOOR
MODEL B2 - B4 - C4



AA5 02 08 05 0 AA 0

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

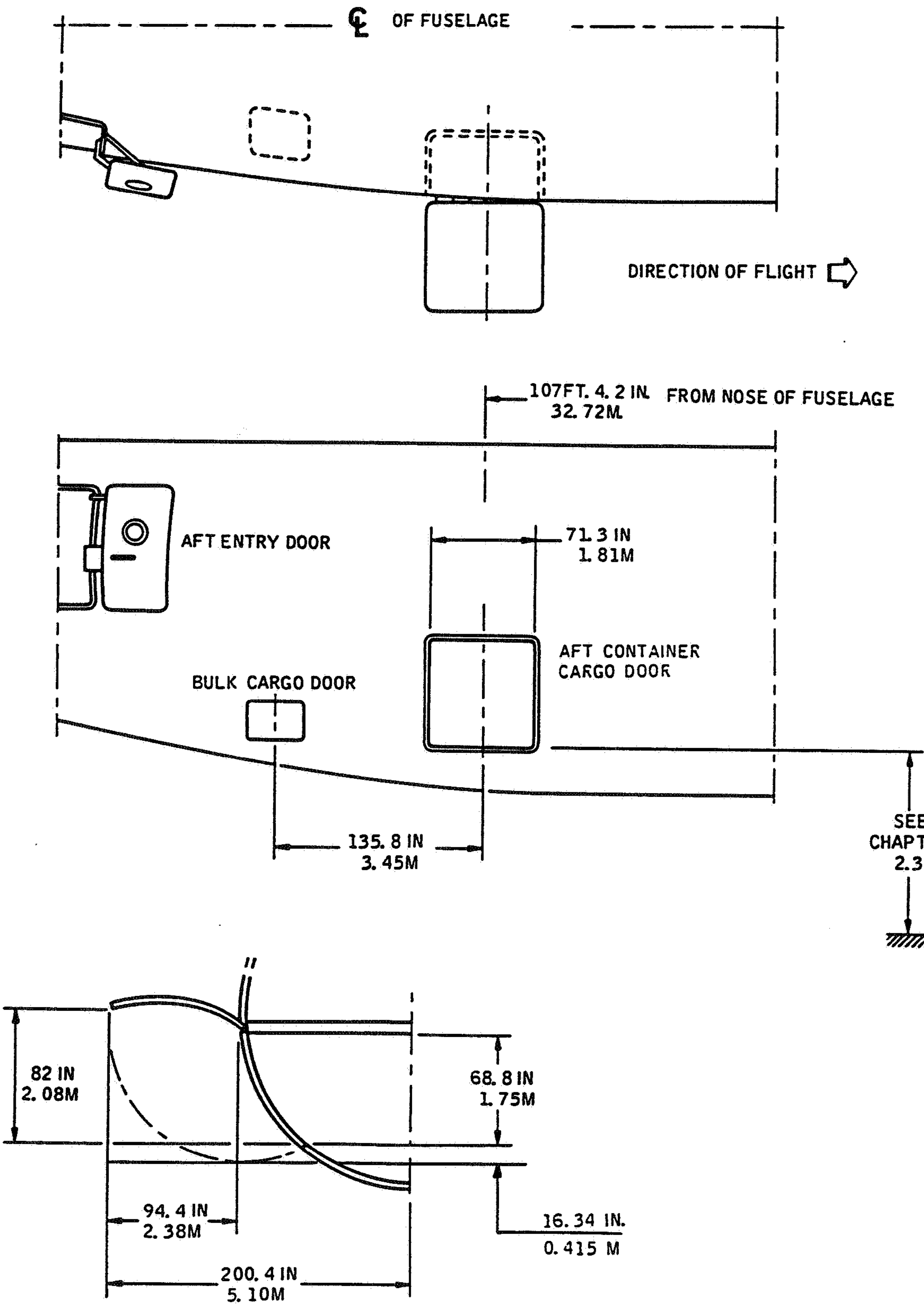


AA5 02 08 05 0 AB 0

2.8. DOOR CLEARANCES

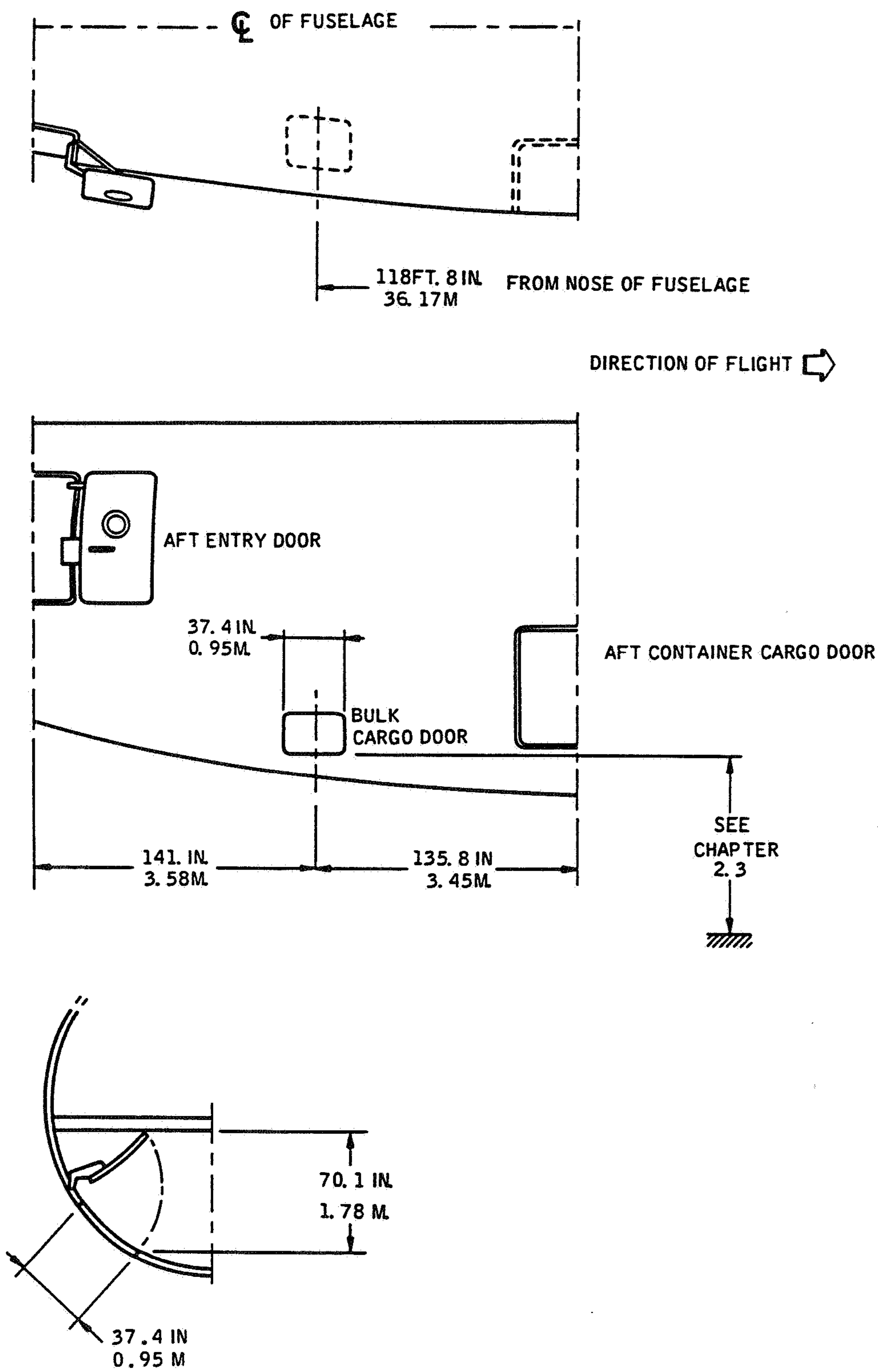
2.8.5 UPPER DECK CARGO DOOR

MODEL C4 P.& W. ENGINES



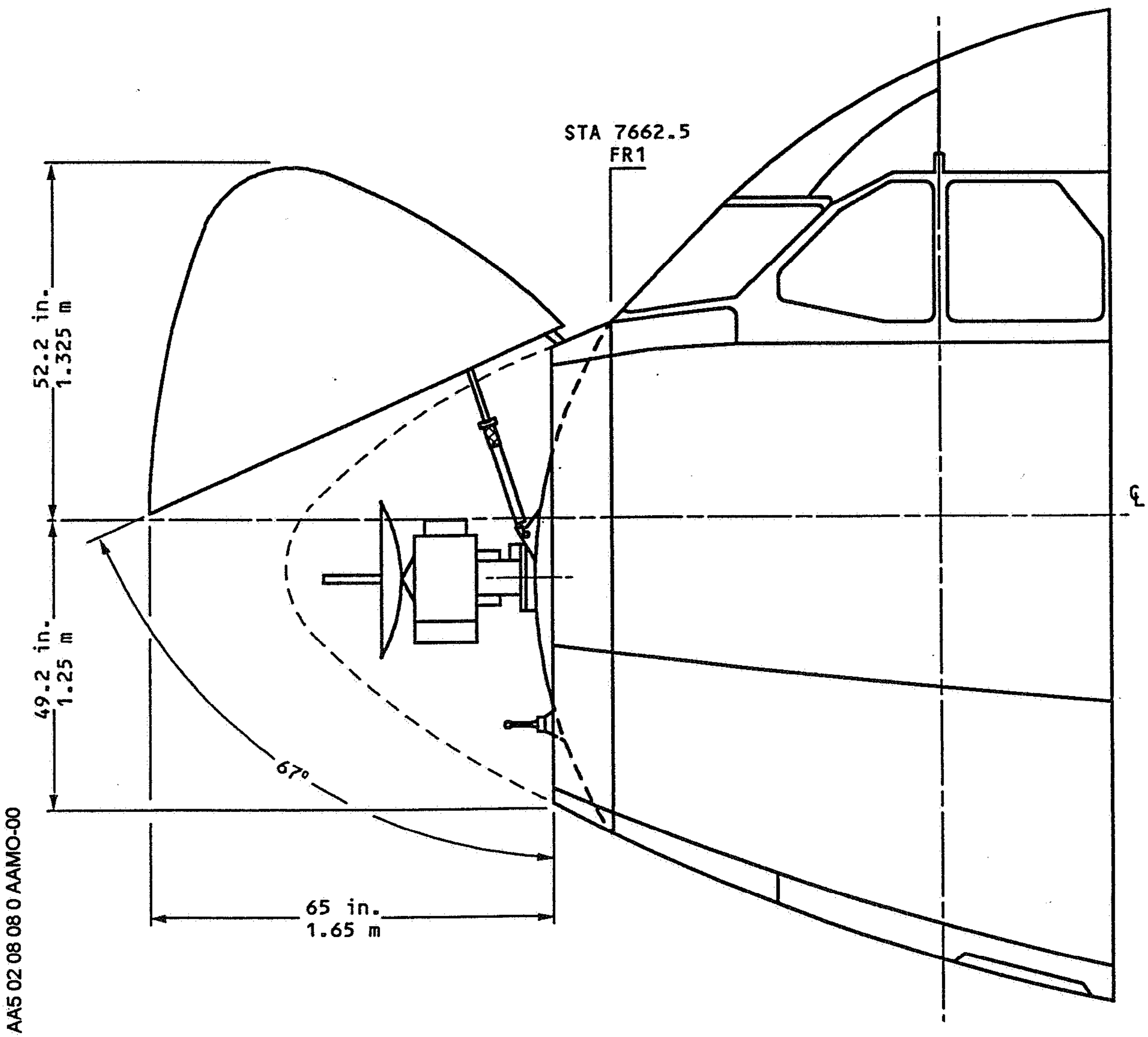
2.8 DOOR CLEARANCES
2.8.6 AFT CARGO COMPARTMENT DOOR
MODEL B2 - B4 - C4

A A 5 02 08 06 0 AA 0

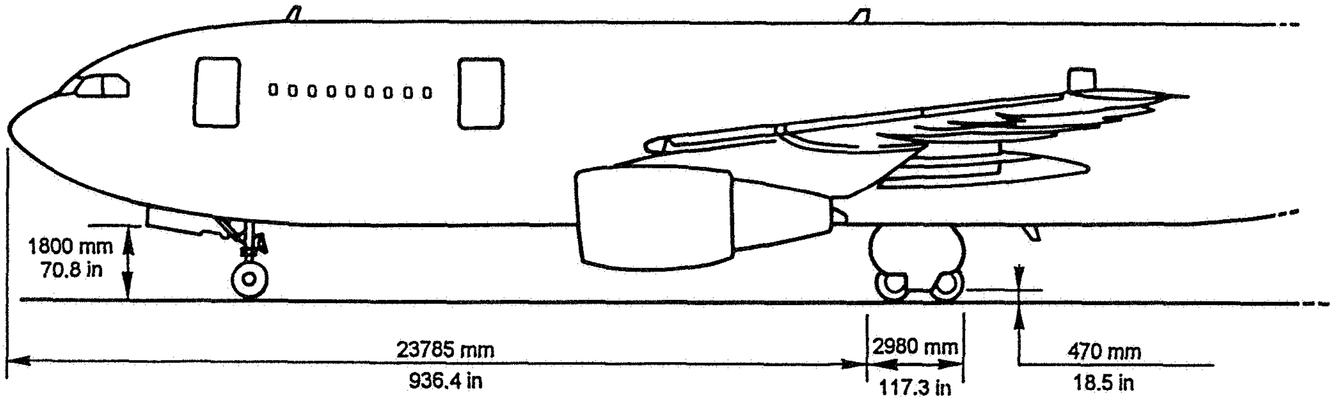


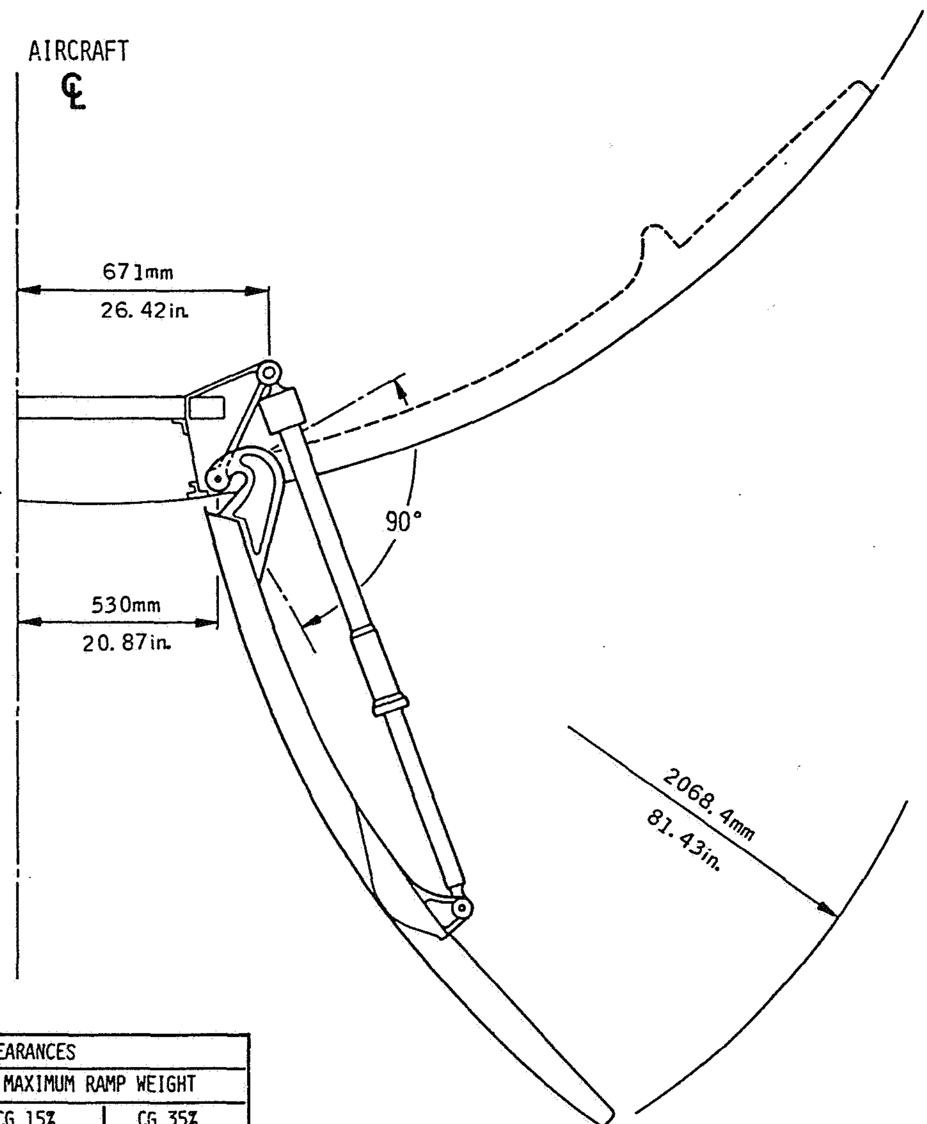
AA5 02 08 07 0 AA 0

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



2.8 DOOR CLEARANCES
2.8.8 RADOME TRAVEL





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

AA5 02 08 09 0 AAMO-00

2.8 DOOR CLEARANCES
2.8.9 MAIN LANDING GEAR DOOR

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3.0 AIRPLANE PERFORMANCE

3.1 General Information

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

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

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

Section 3.5 indicates landing approach speeds.

Standard day temperatures for the altitudes shown are tabulated below :

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

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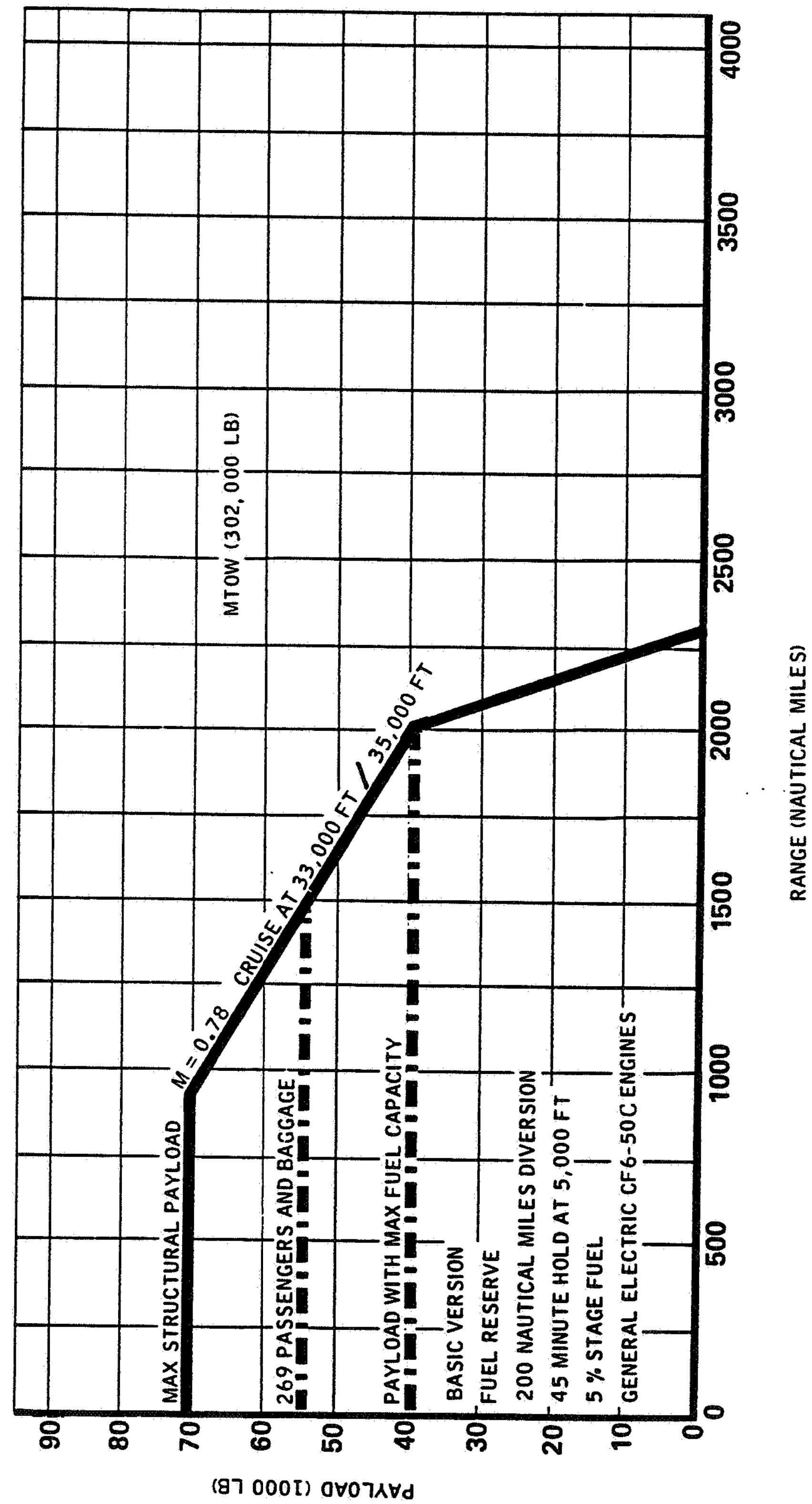
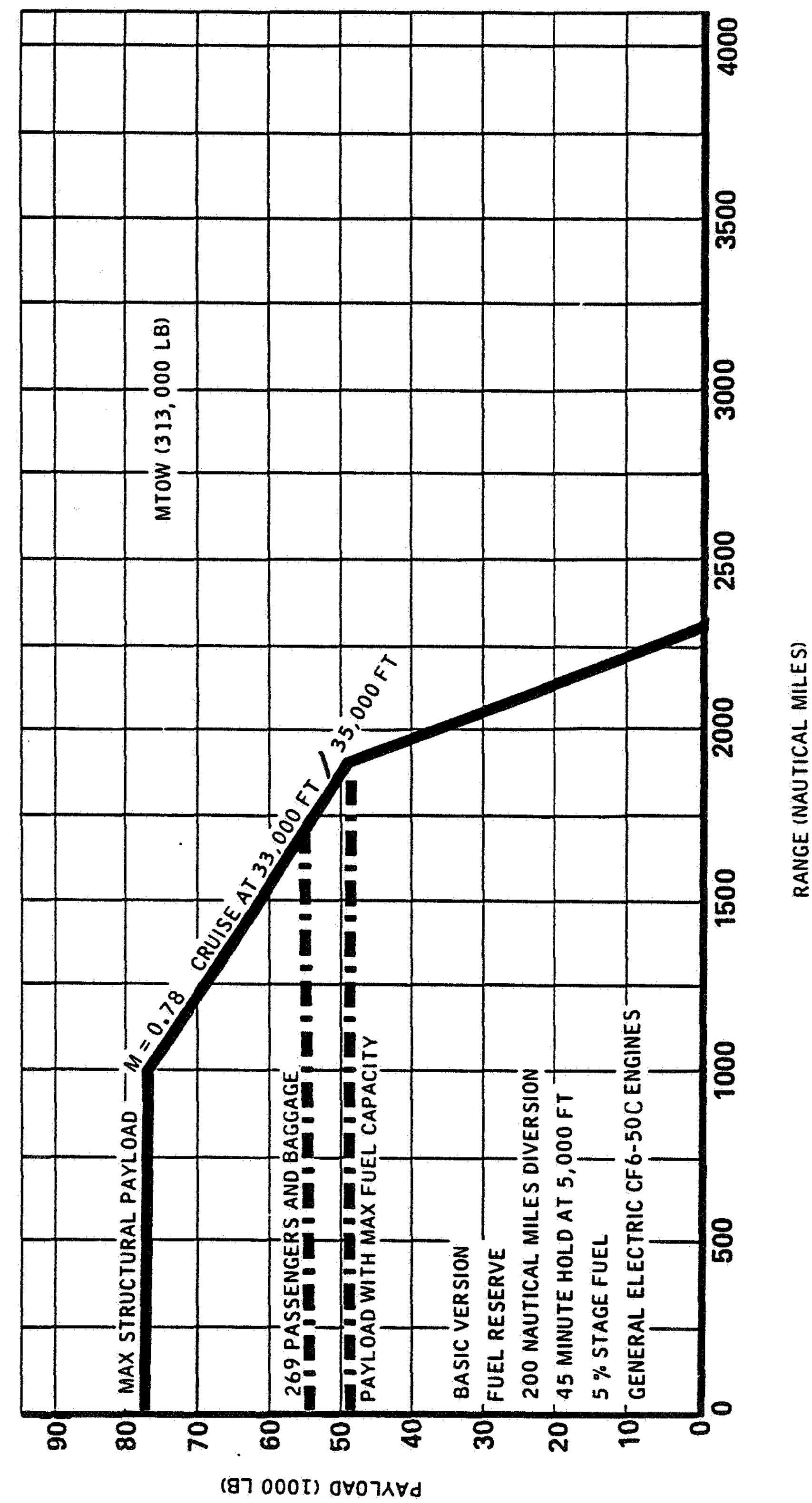
NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



A A 5 03 02 01 0 AA 0

3.2 PAYLOAD RANGE
3.2.1 LONG RANGE AND RECOMMENDED CRUISE (U.S. UNITS)
MODEL B2-101

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



A A 5 03 02 01 0 AB 0

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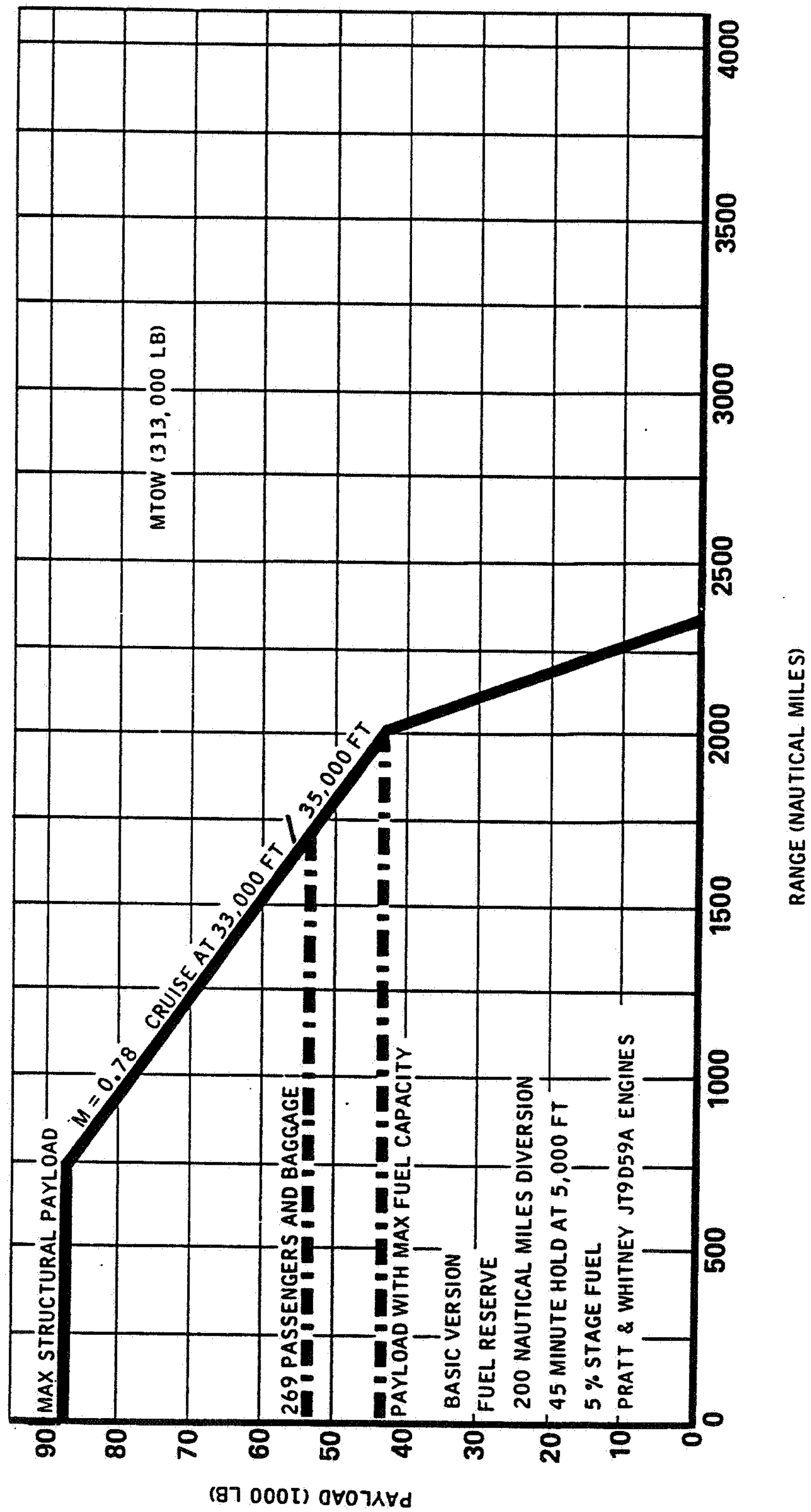
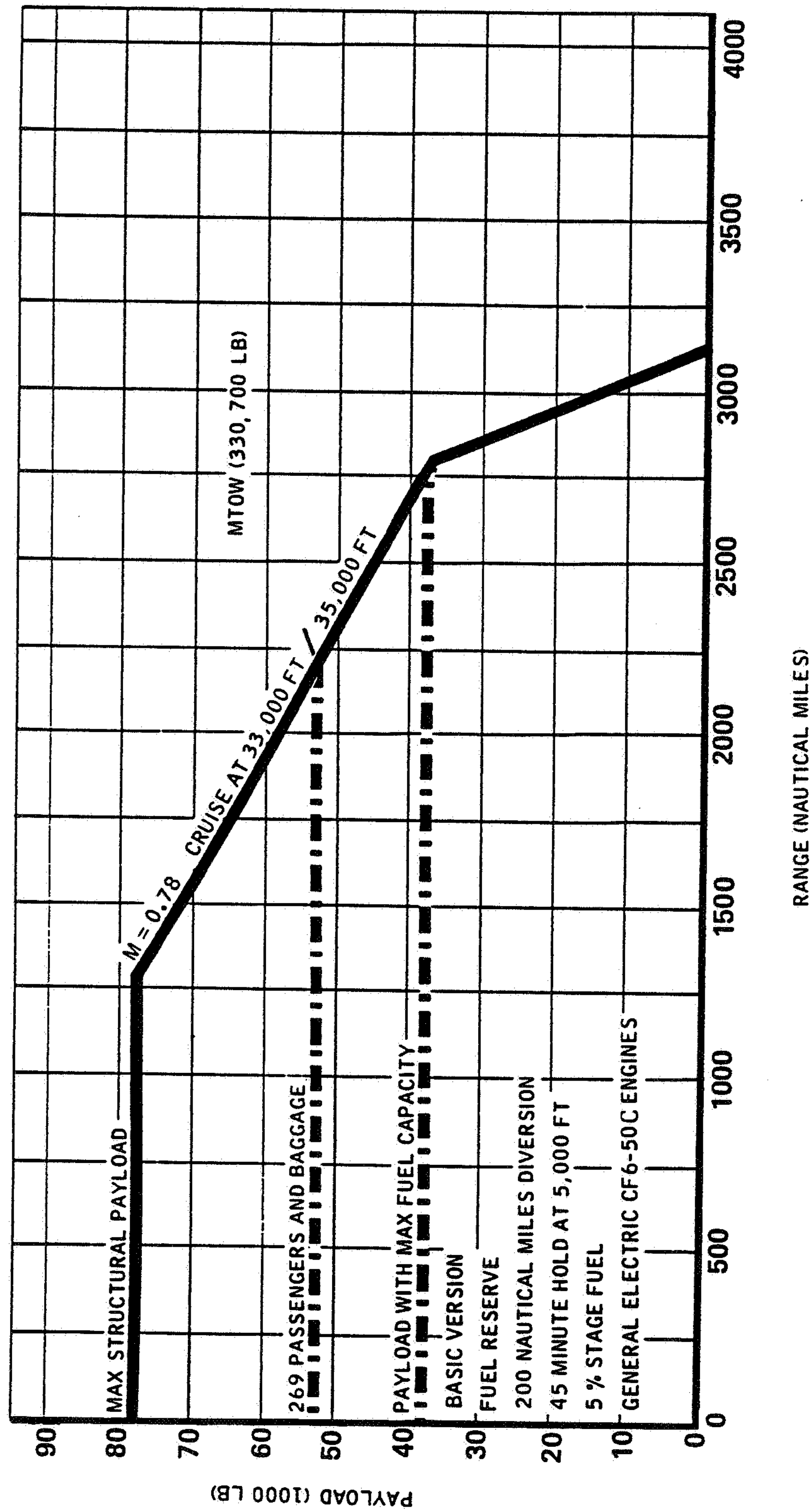
3.2 PAYLOAD RANGE
3.2.1 LONG RANGE AND RECOMMENDED CRUISE (U.S. UNITS)
MODEL B2-201/202

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



3.2 PAYLOAD RANGE
3.2.1 LONG RANGE AND RECOMMENDED CRUISE (U.S. UNITS)
MODEL B2-320

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



3.2 PAYLOAD RANGE
3.2.1 LONG RANGE AND RECOMMENDED CRUISE (U.S. UNITS)
MODEL B4-101

A A 5 03 02 01 0 AD 0

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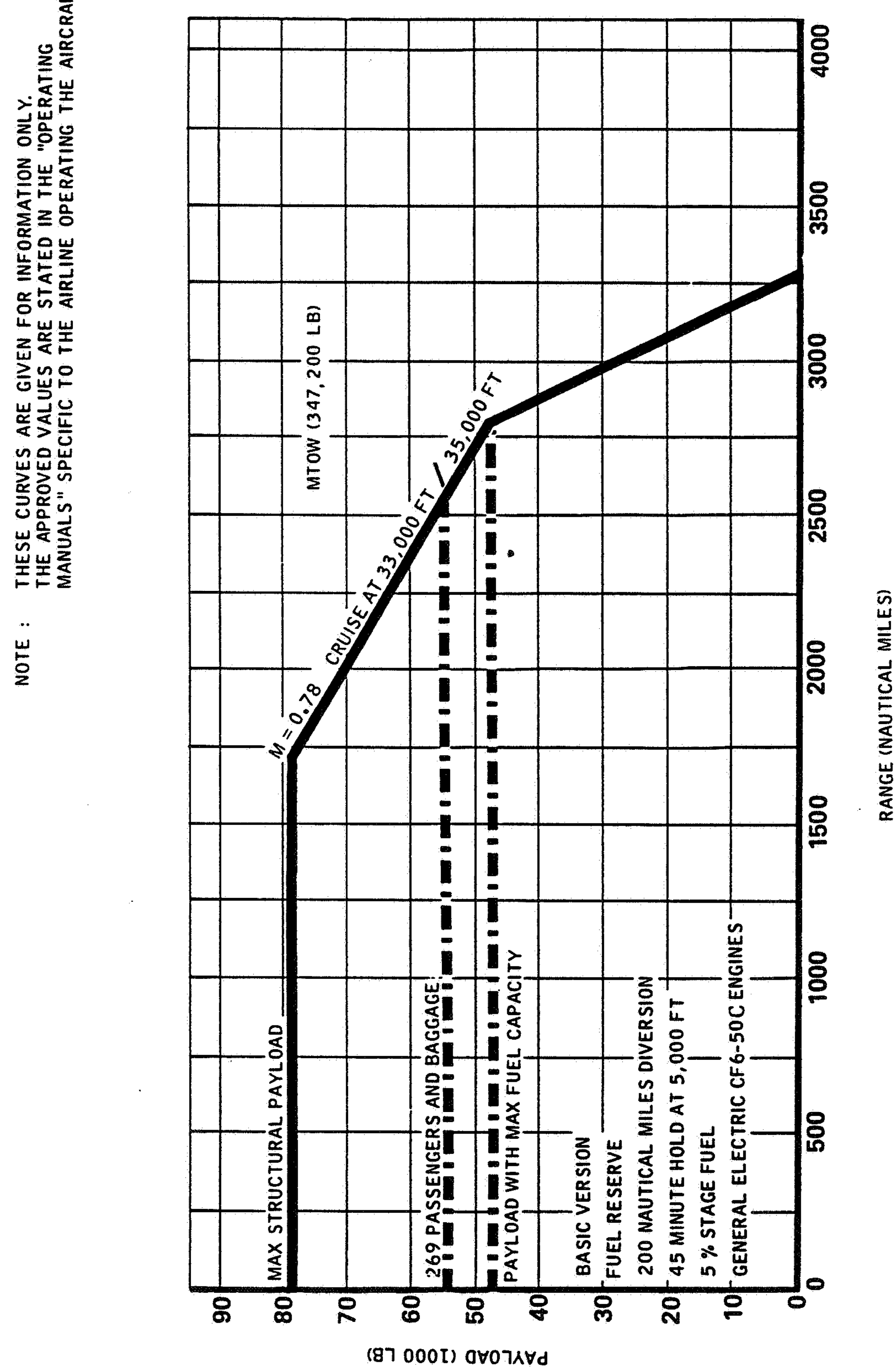
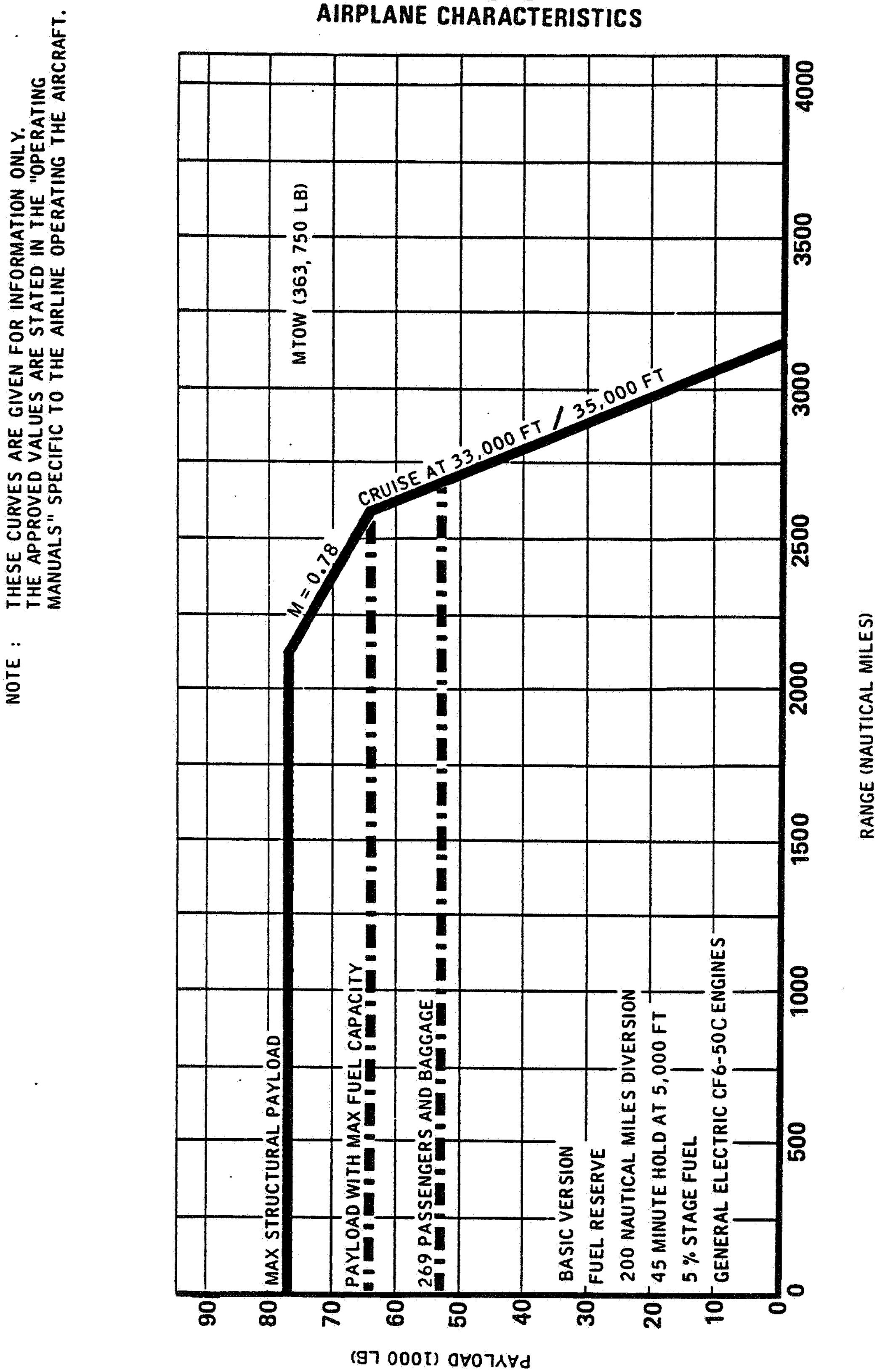
A A 5 03 02 01 0 AE 0



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



A A 5 03 02 01 0 AF 0

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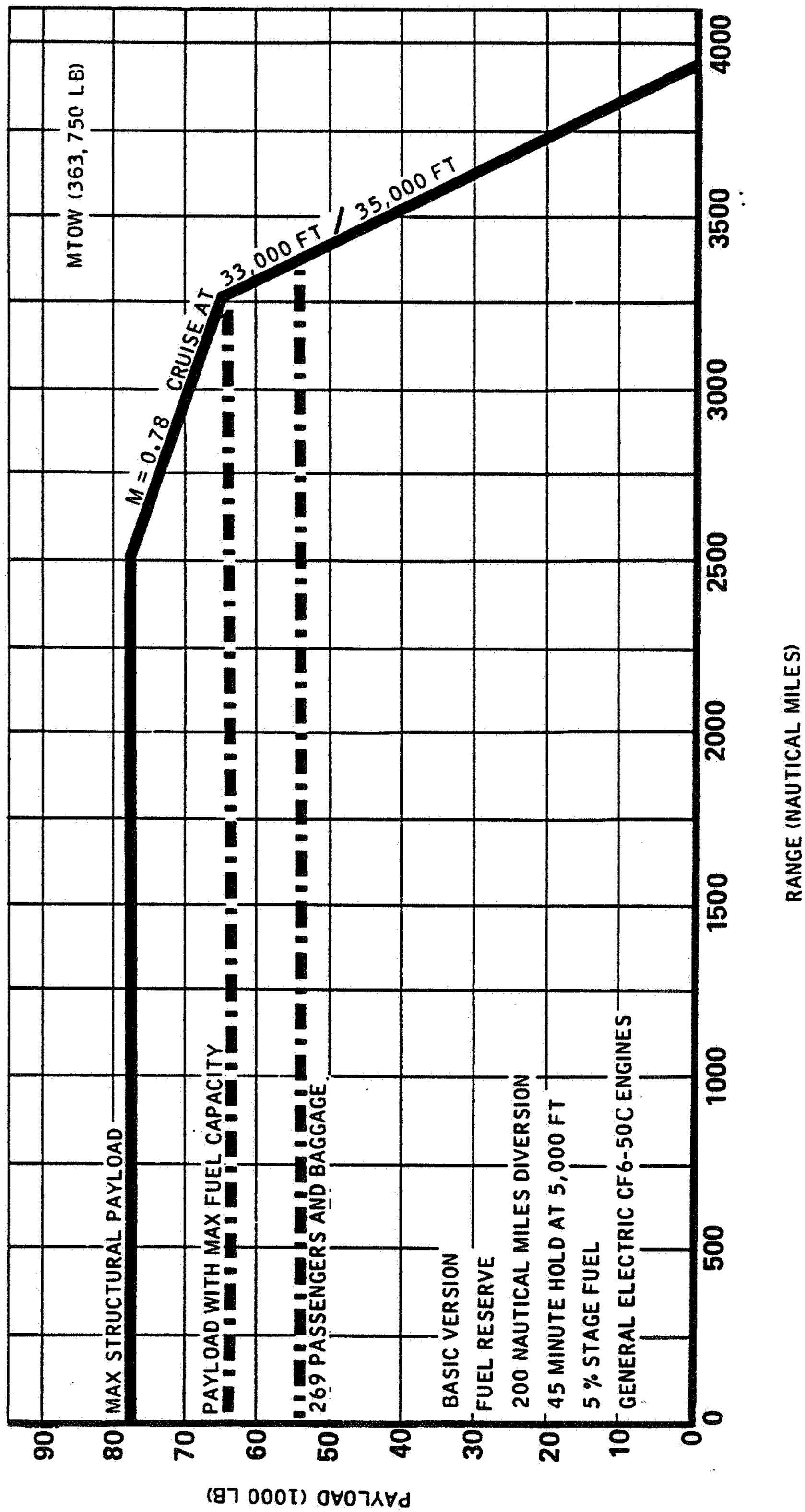
3.2 PAYLOAD RANGE
3.2.1 LONG RANGE AND RECOMMENDED CRUISE (U.S. UNITS)
MODEL B4-203

AIRBUS INDUSTRIE

A 300

AIRPLANE CHARACTERISTICS

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

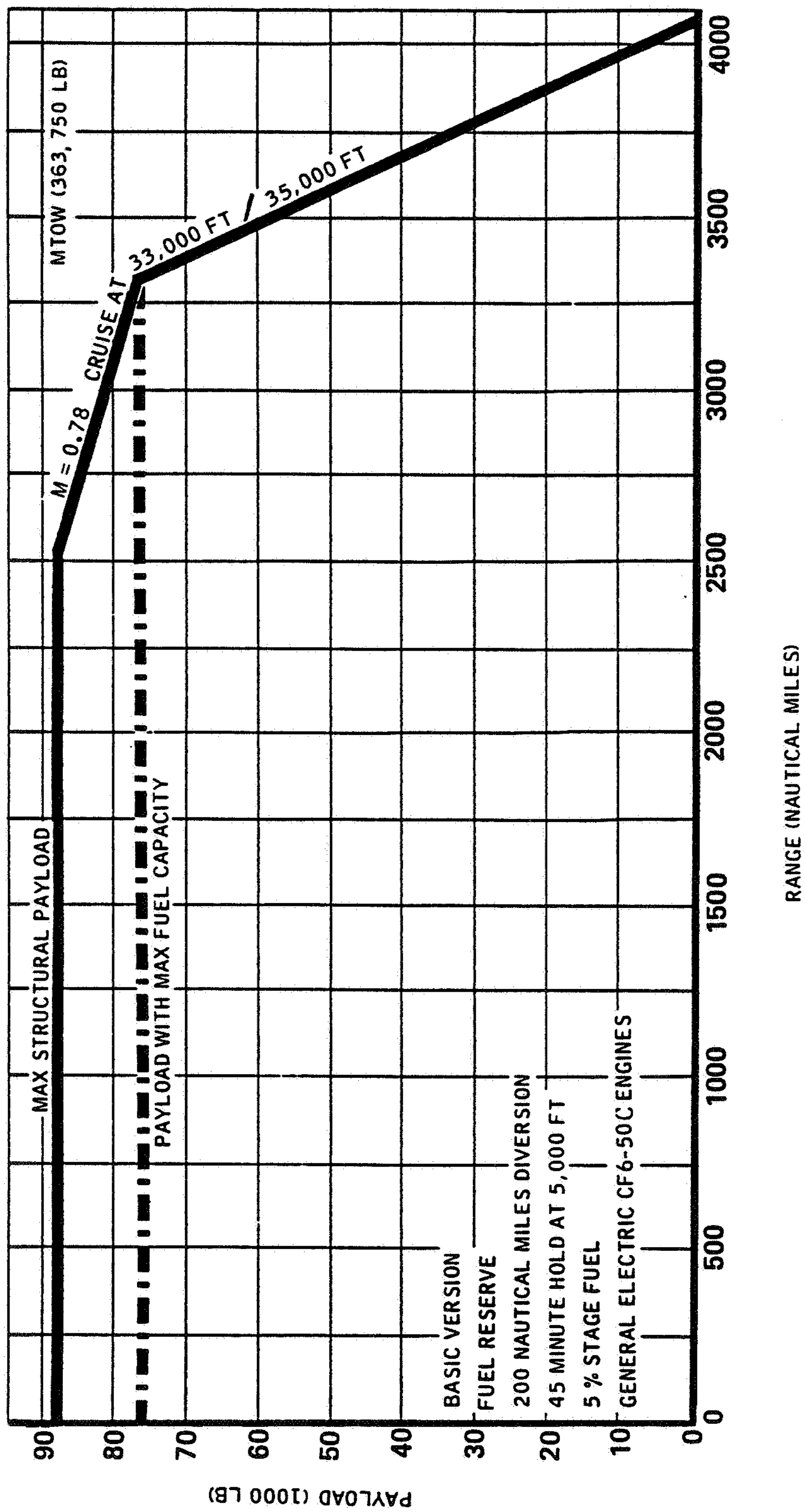


3.2 PAYLOAD RANGE
3.2.1 LONG RANGE AND RECOMMENDED CRUISE (U.S. UNITS)
MODEL C4-PASS

Printed in France

A A 5 03 02 01 0 AG 0

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



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

A A 5 03 02 01 0 AH 0

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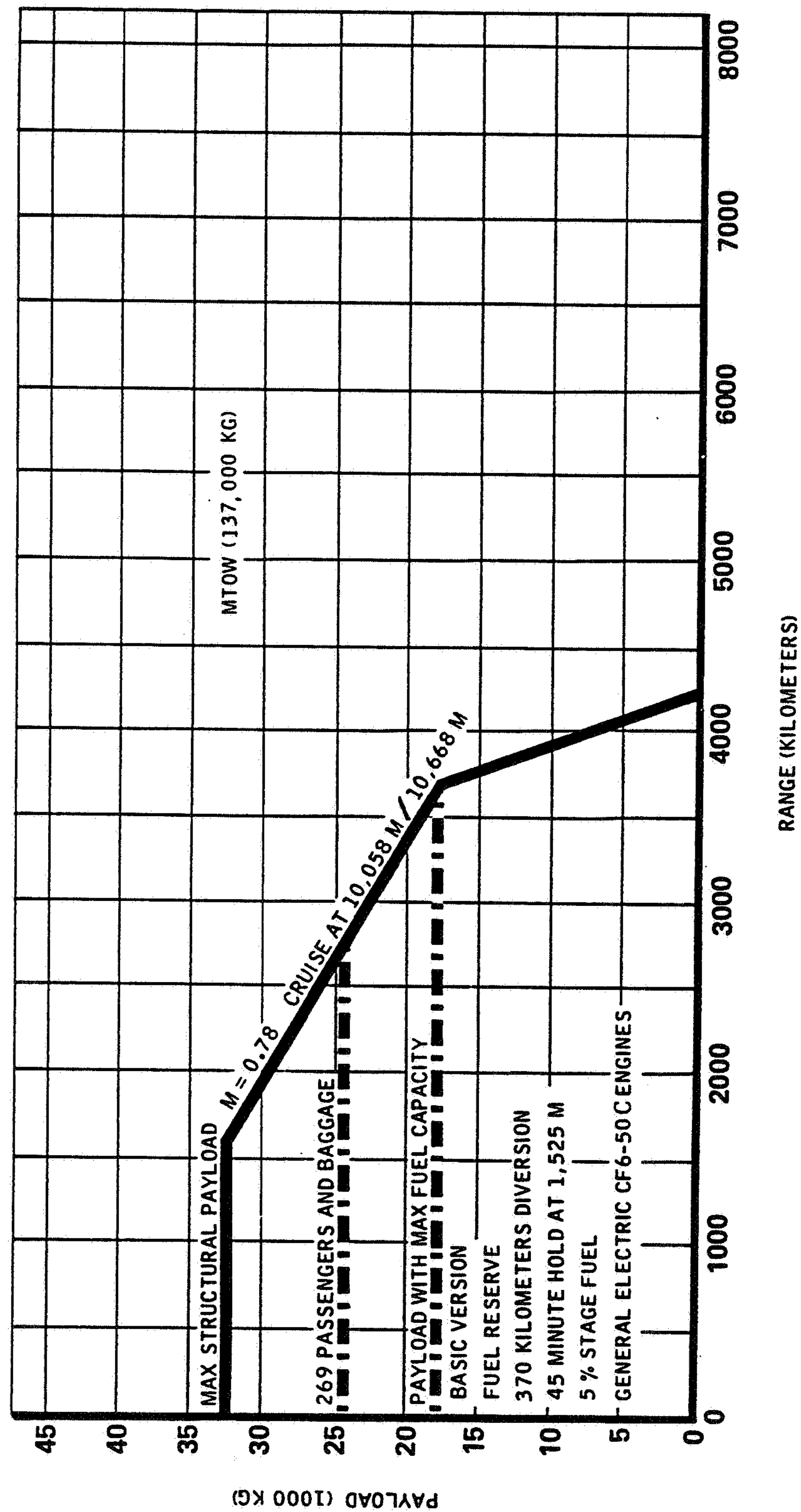
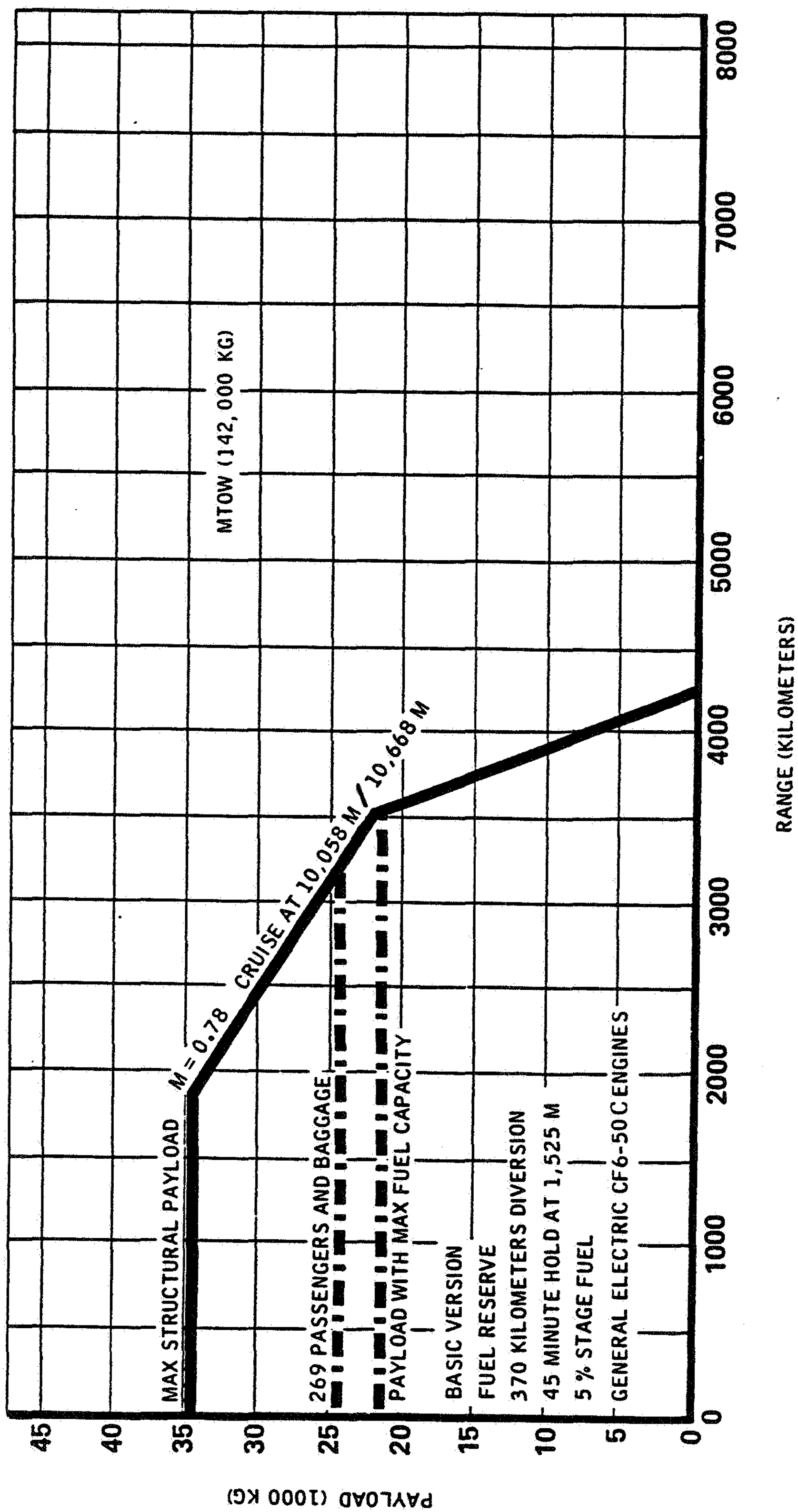
AA 5 03 02 02 0 AA 0

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



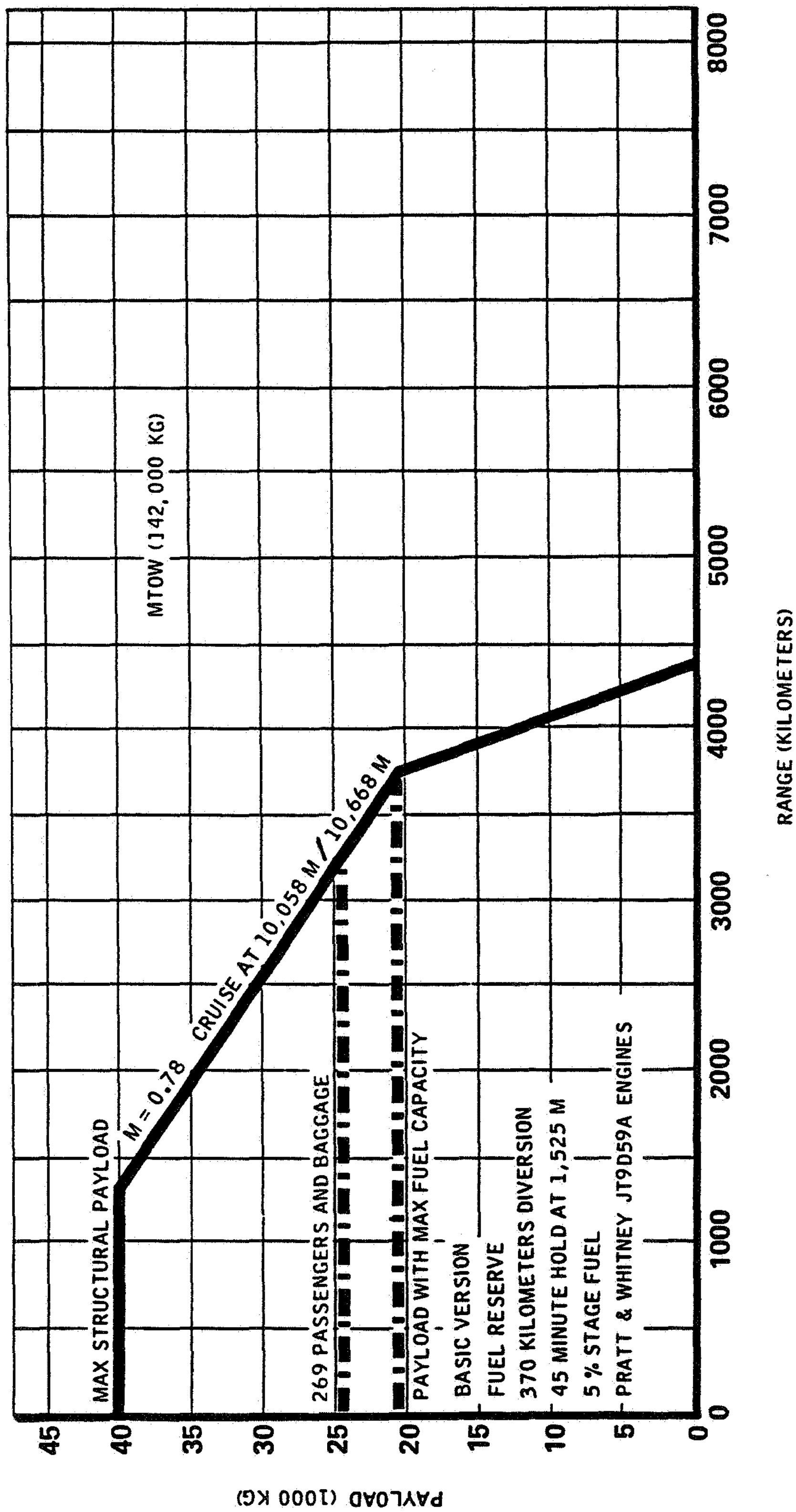
3.2 PAYLOAD RANGE
3.2.2 LONG RANGE AND RECOMMENDED CRUISE (METRIC UNITS)
MODEL B2-101

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



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

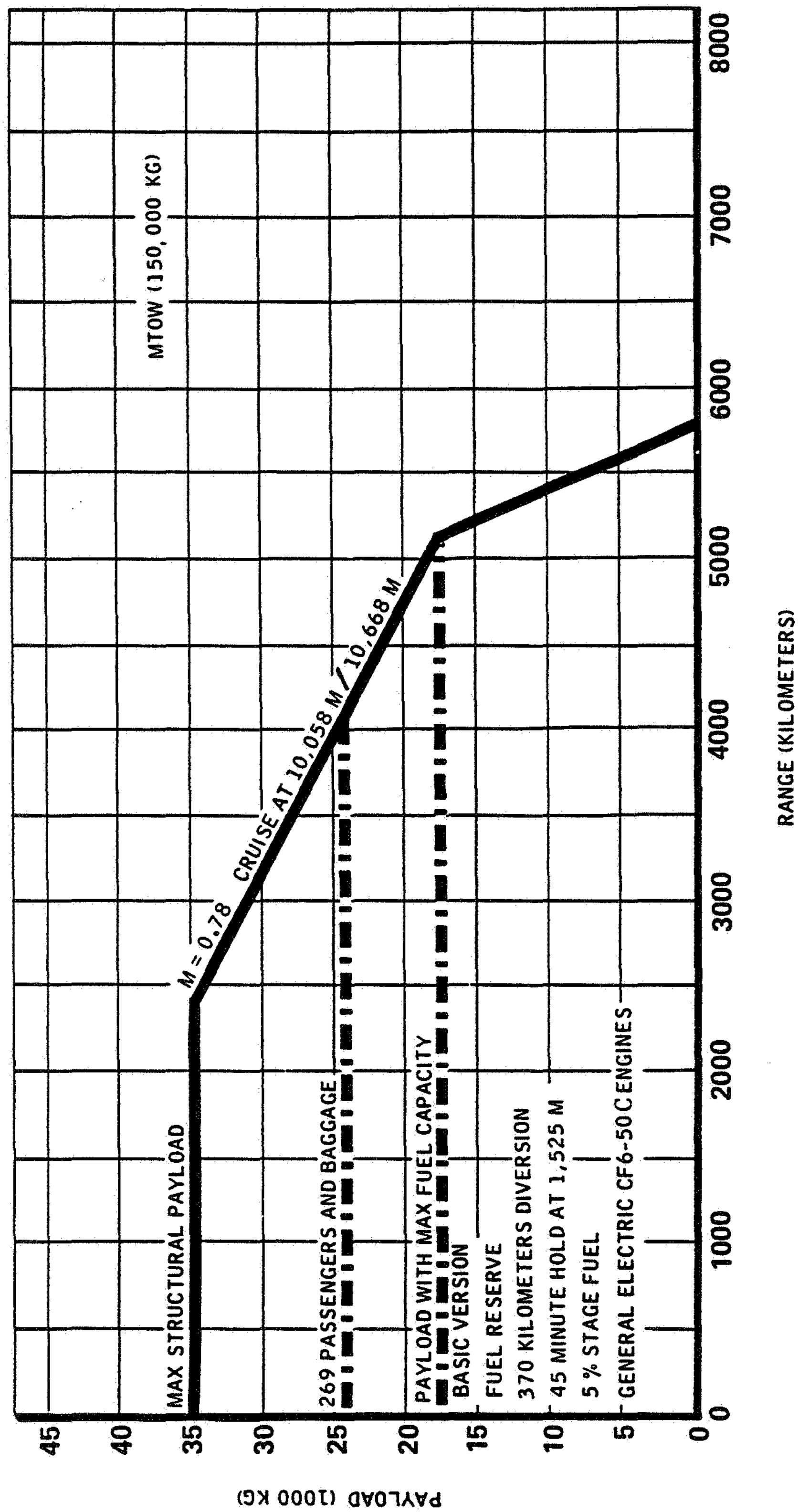
NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



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

Printed in France
A A 5 03 02 02 0 AC 0

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



3.2 PAYLOAD RANGE
3.2.2 LONG RANGE AND RECOMMENDED CRUISE (METRIC UNITS)
MODEL B4-101

A A 5 03 02 02 0 AD 0

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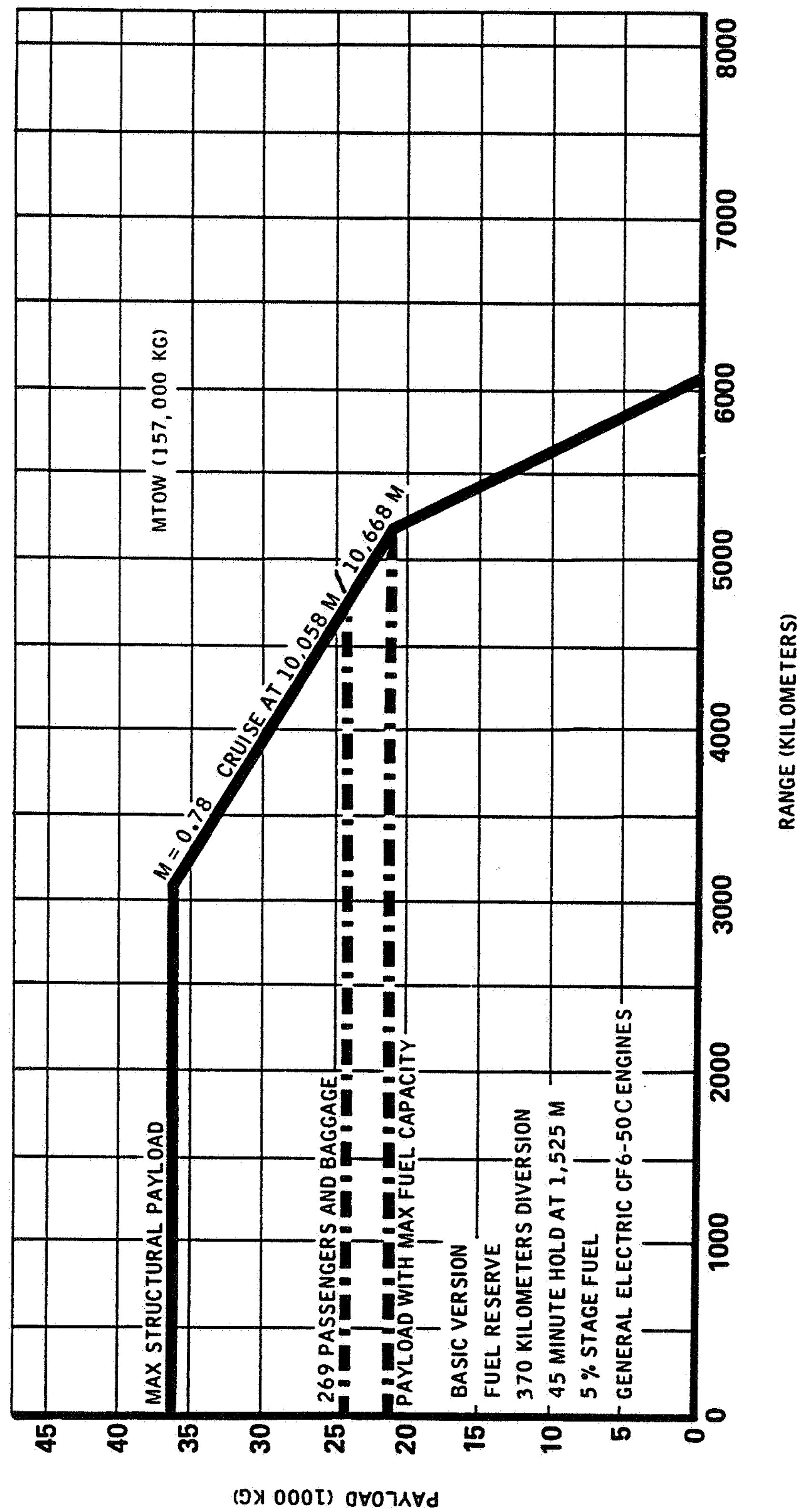
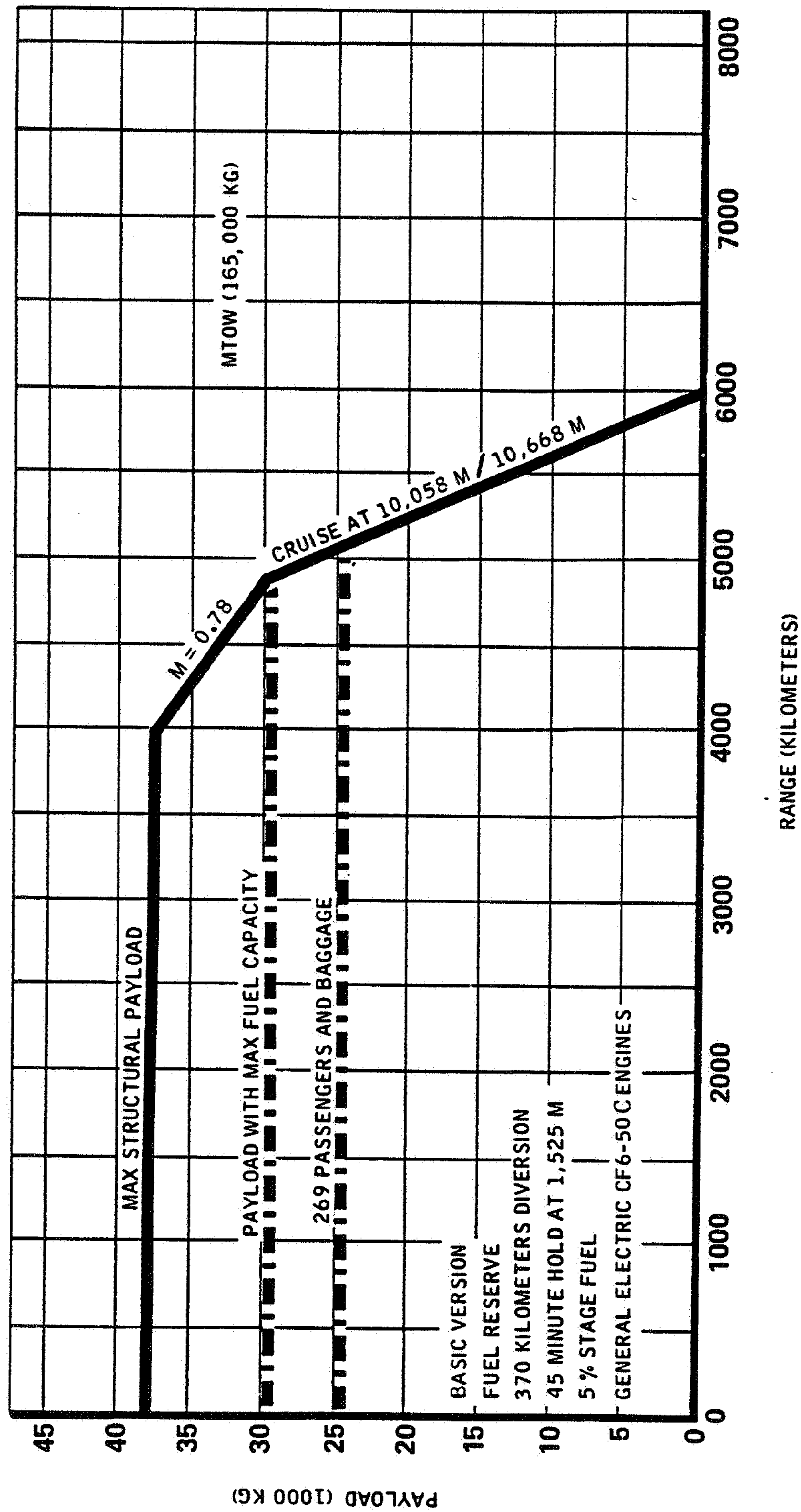
A A 5 03 02 02 0 AE 0

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



3.2 PAYLOAD RANGE
3.2.2 LONG RANGE AND RECOMMENDED CRUISE (METRIC UNITS)
MODEL B4-102

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



3.2 PAYLOAD RANGE
3.2.2 LONG RANGE AND RECOMMENDED CRUISE (METRIC UNITS)
MODEL B4-203

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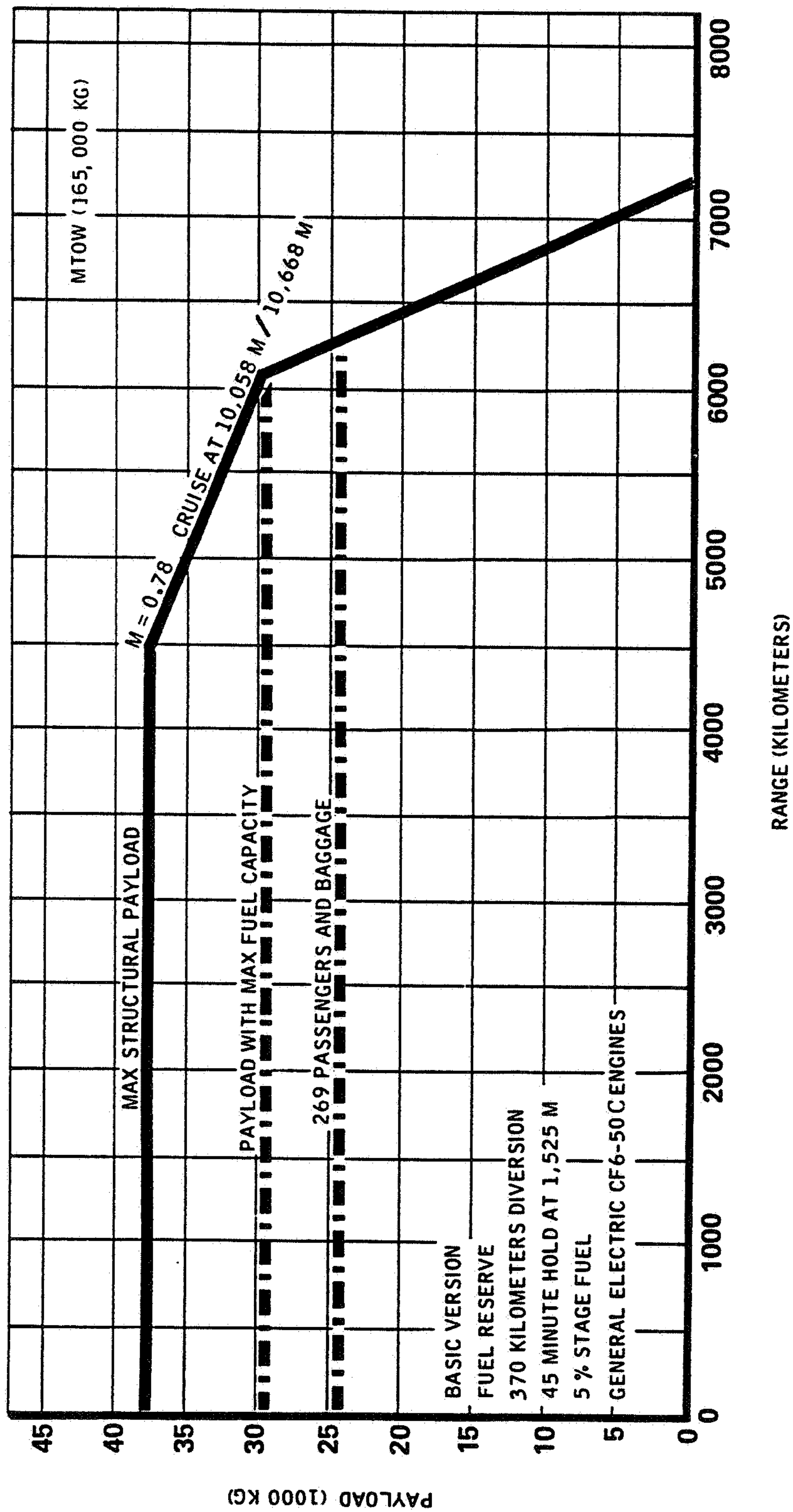
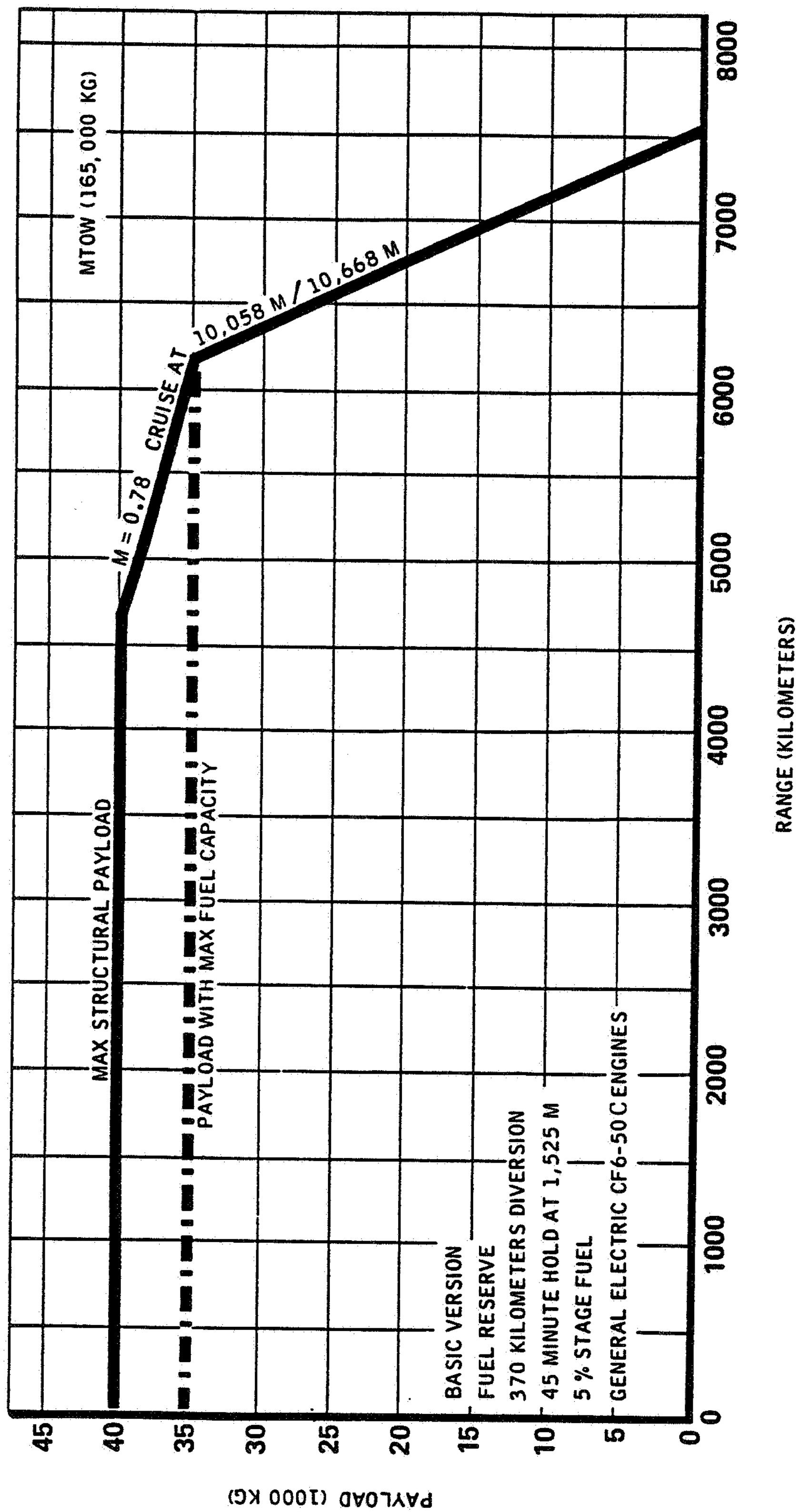
A A 5 03 02 02 0 AG 0

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



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

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



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

A A 5 03 02 02 0 AH 0

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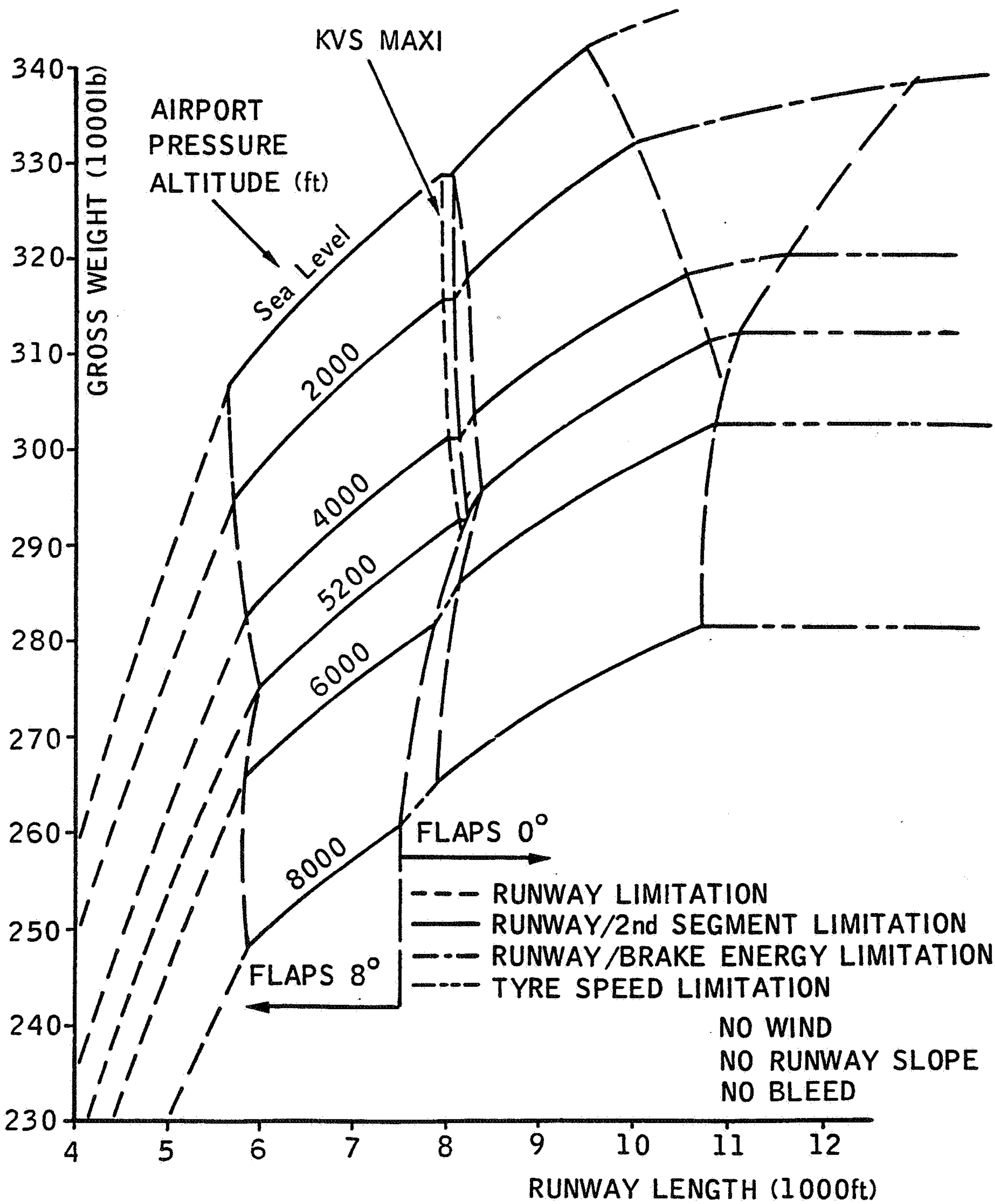
NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



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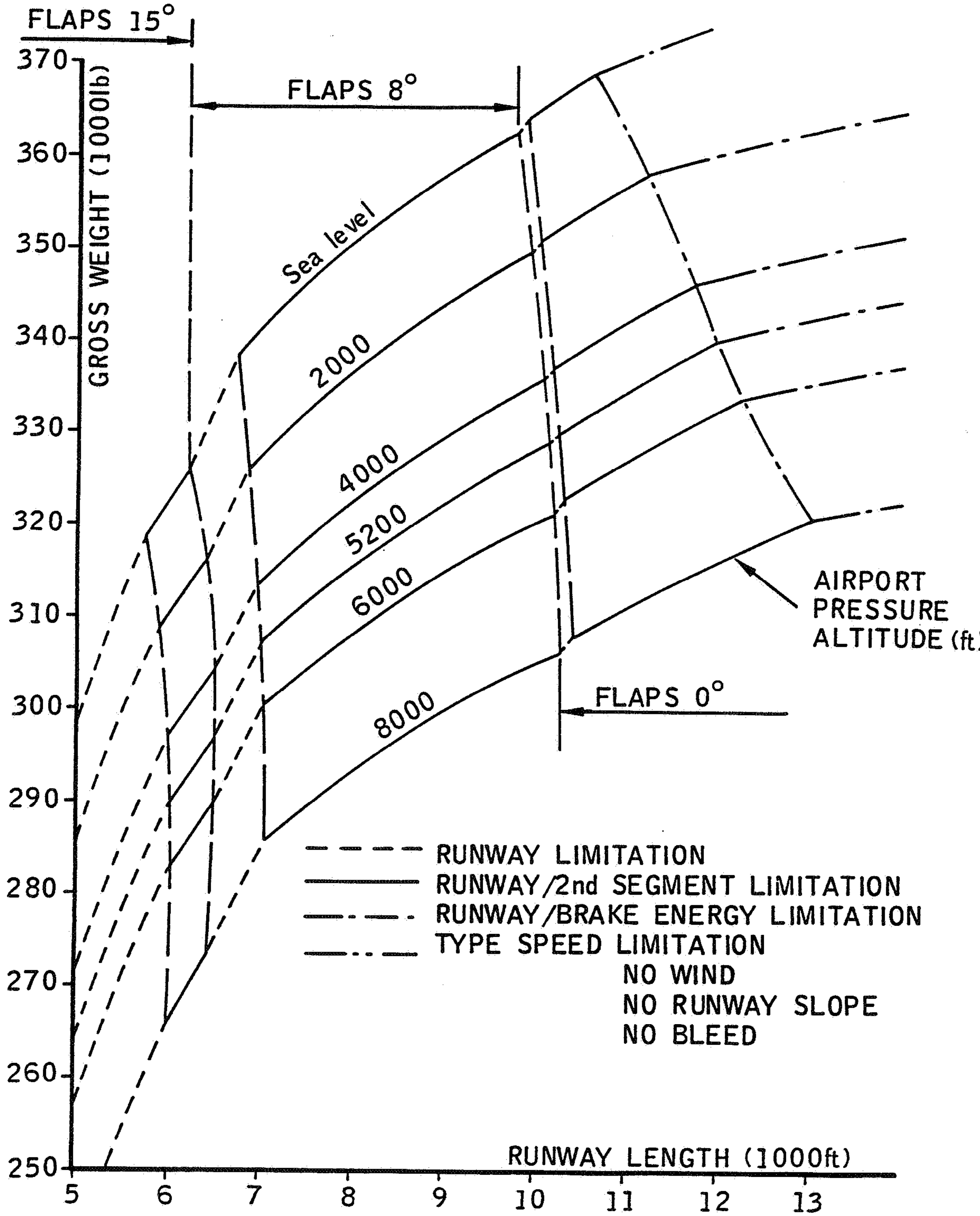
AA5 03 03 01 0 AA 0

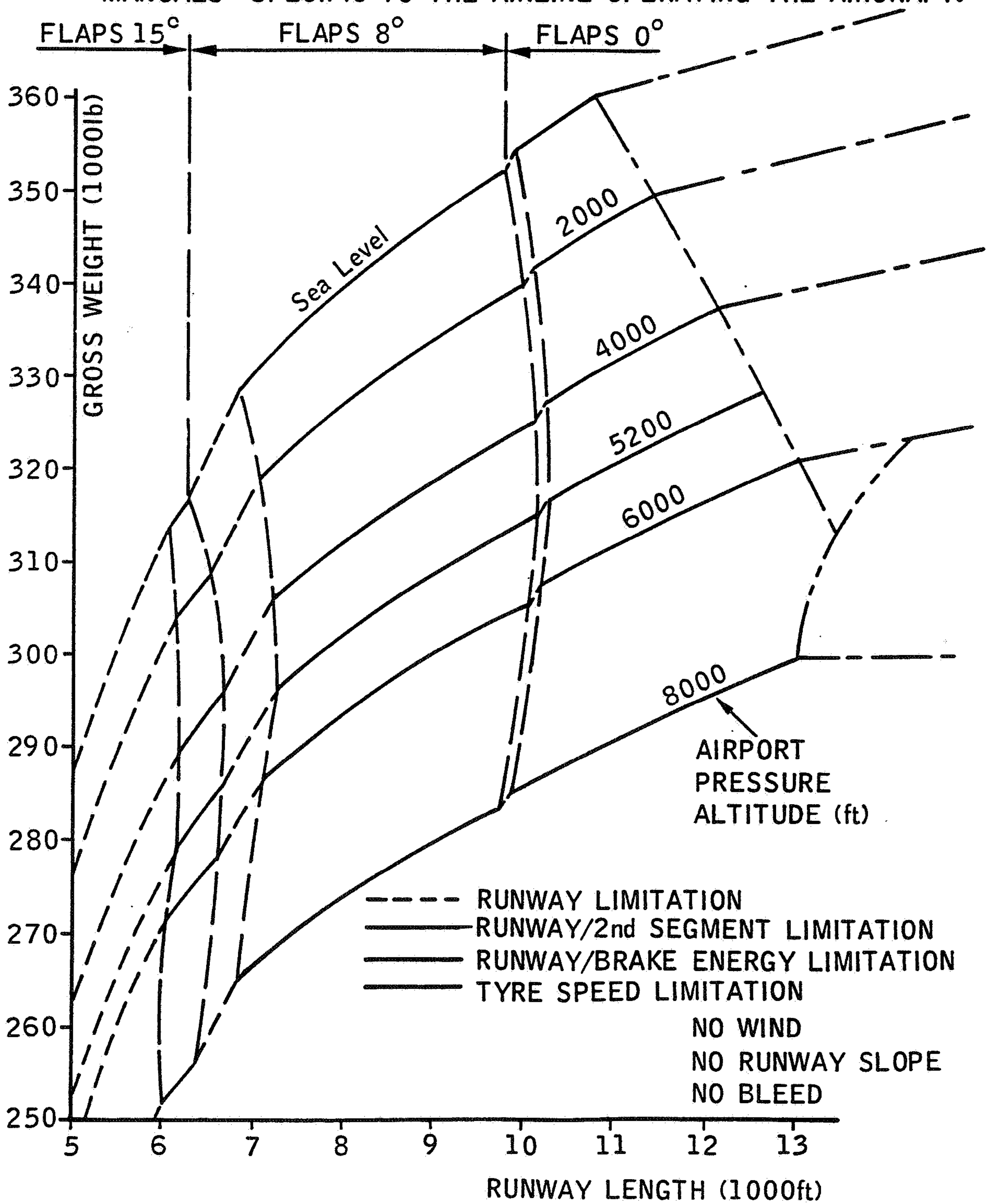
3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.1 I.S.A. CONDITIONS - ALTERNATE (U.S. UNITS)
MODEL B2-101

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



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

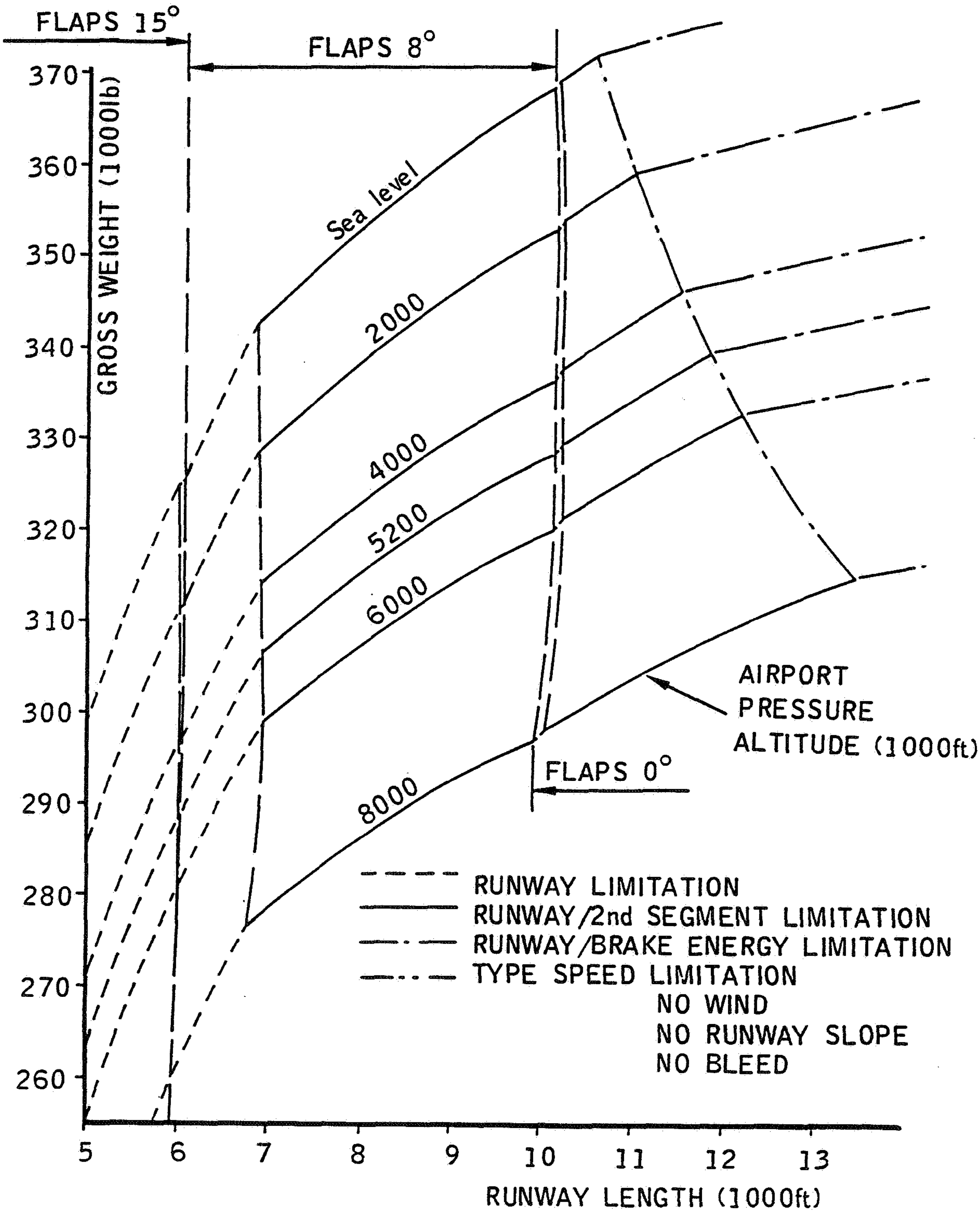
NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



A A 5 03 03 01 0 AC 0

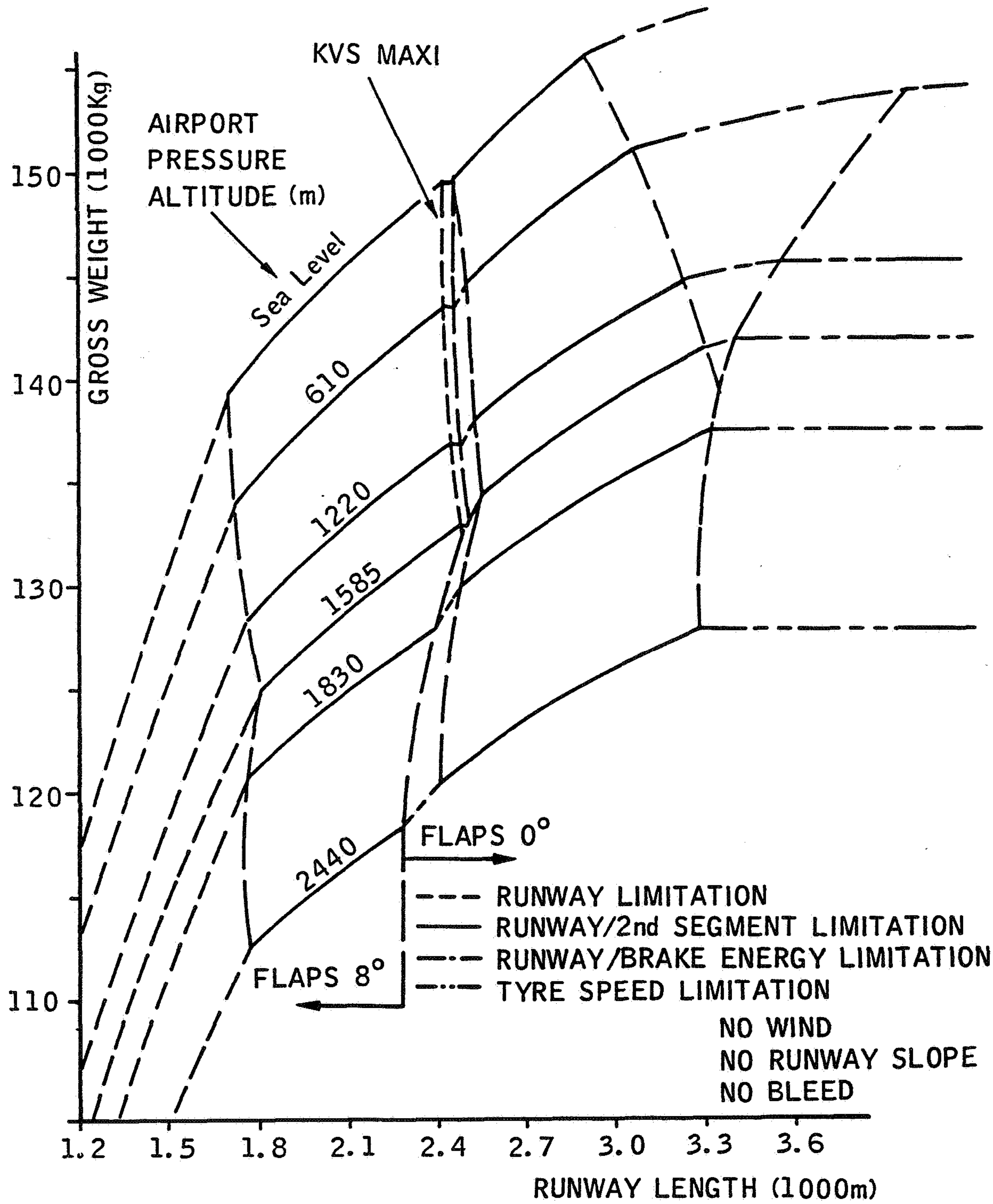
3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.1 I.S.A. CONDITIONS - ALTERNATE (U.S. UNITS)
MODEL B4-101

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



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

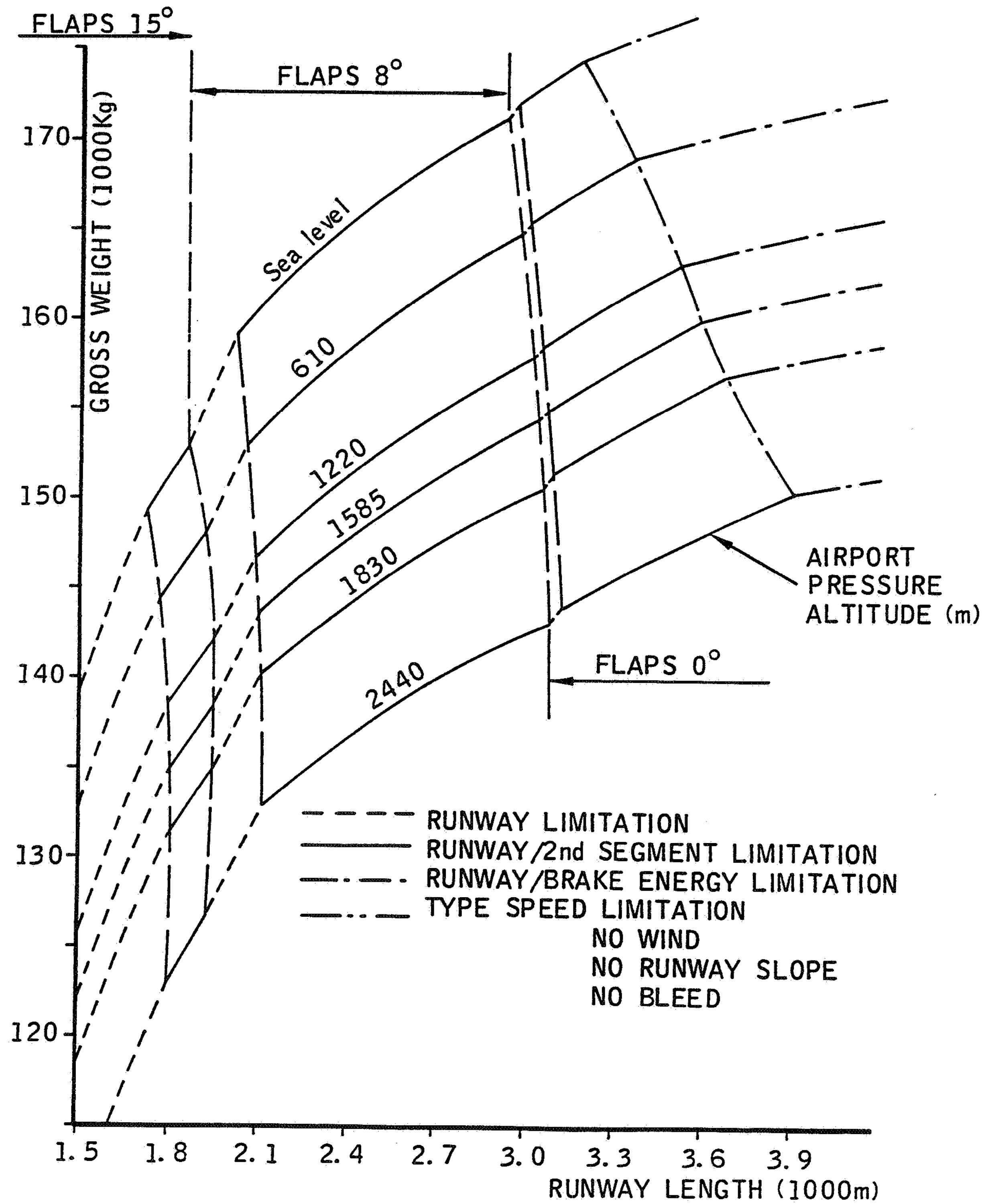
NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY. THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



AA5 03 03 02 0AA0

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

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

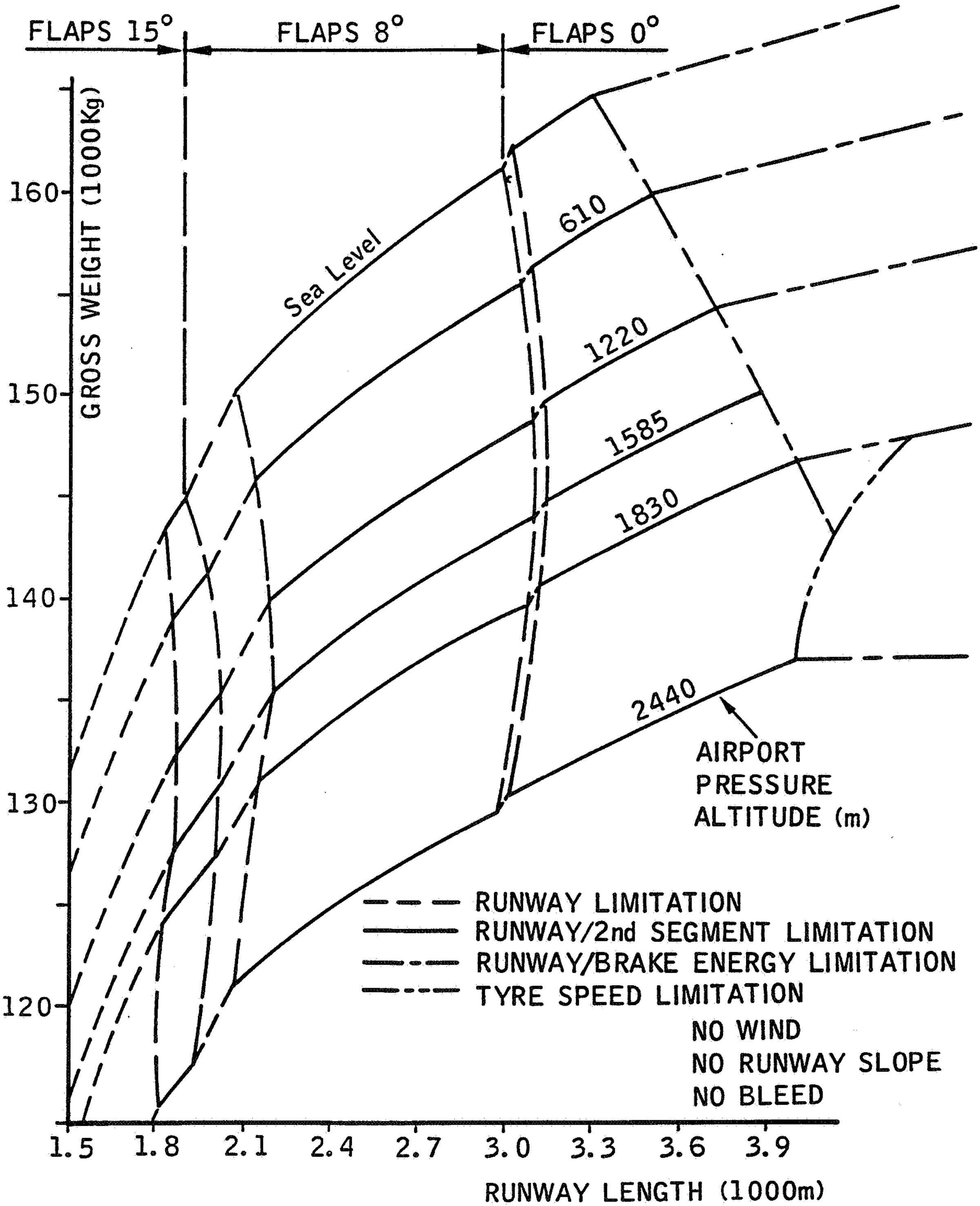


3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.2 I.S.A. CONDITIONS - ALTERNATE (METRIC UNITS)
MODEL B2 -320

AA5 03 03 02 0 AB 0

Printed in France

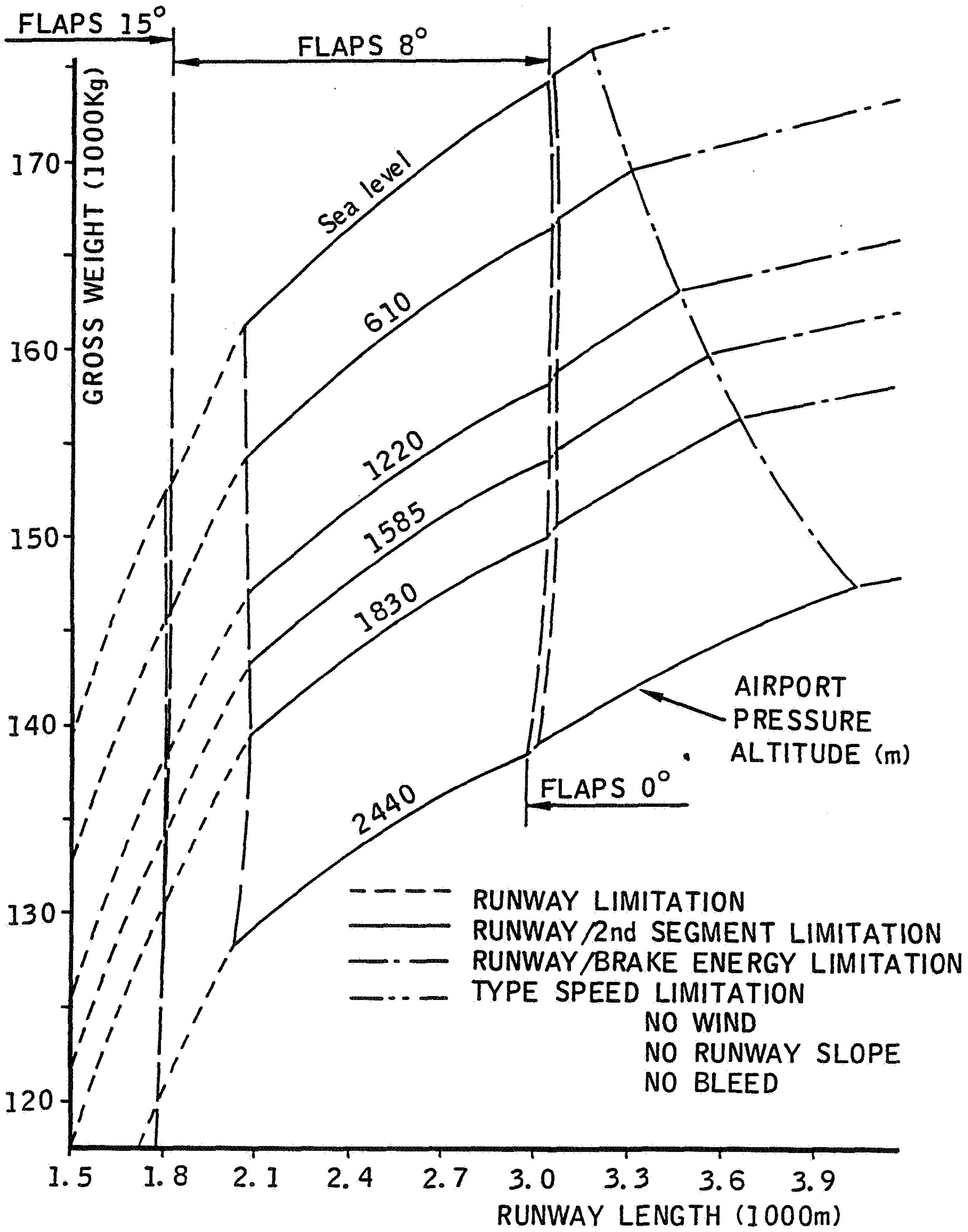
NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



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

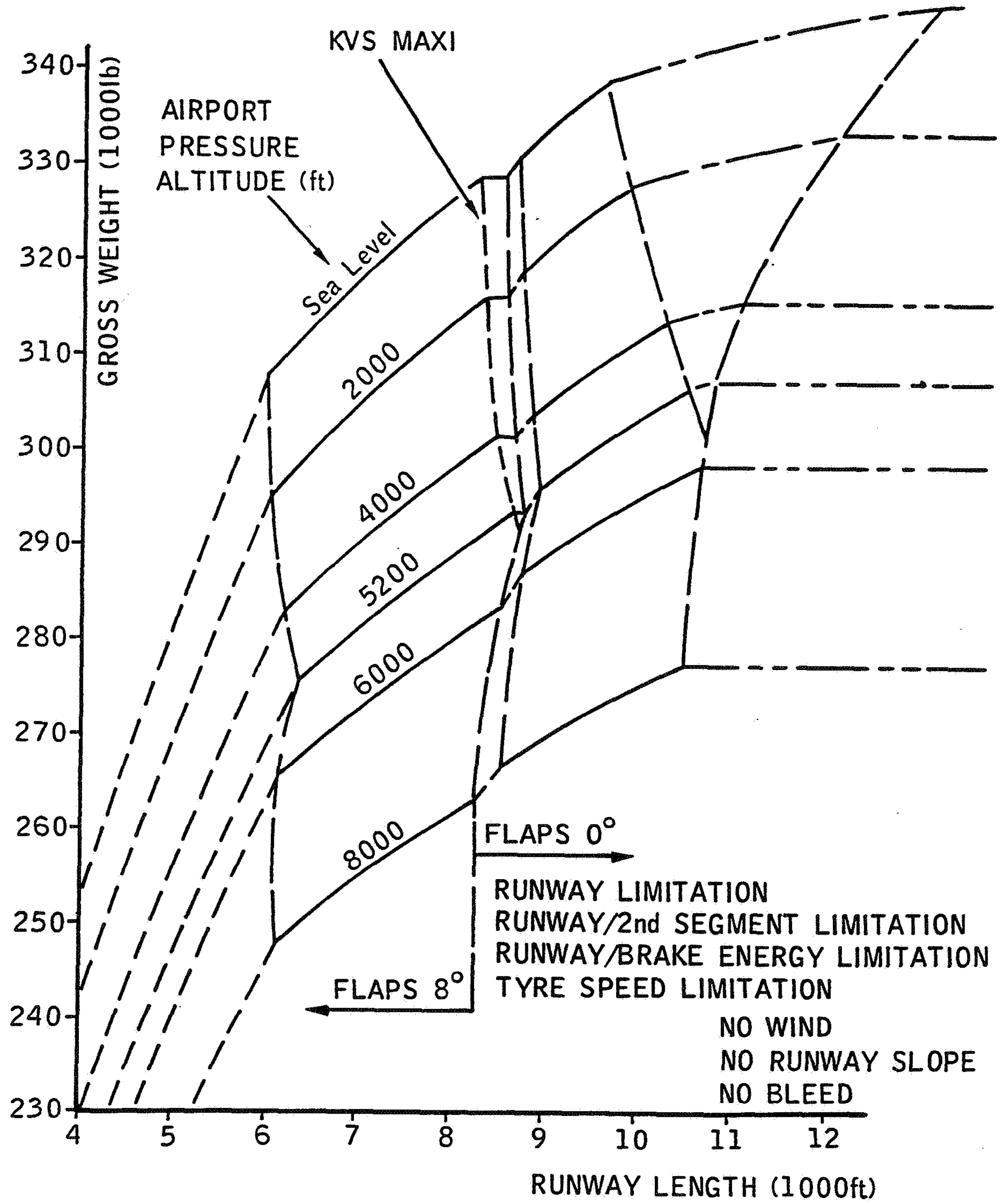
A A 5 03 03 02 0 AC 0

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



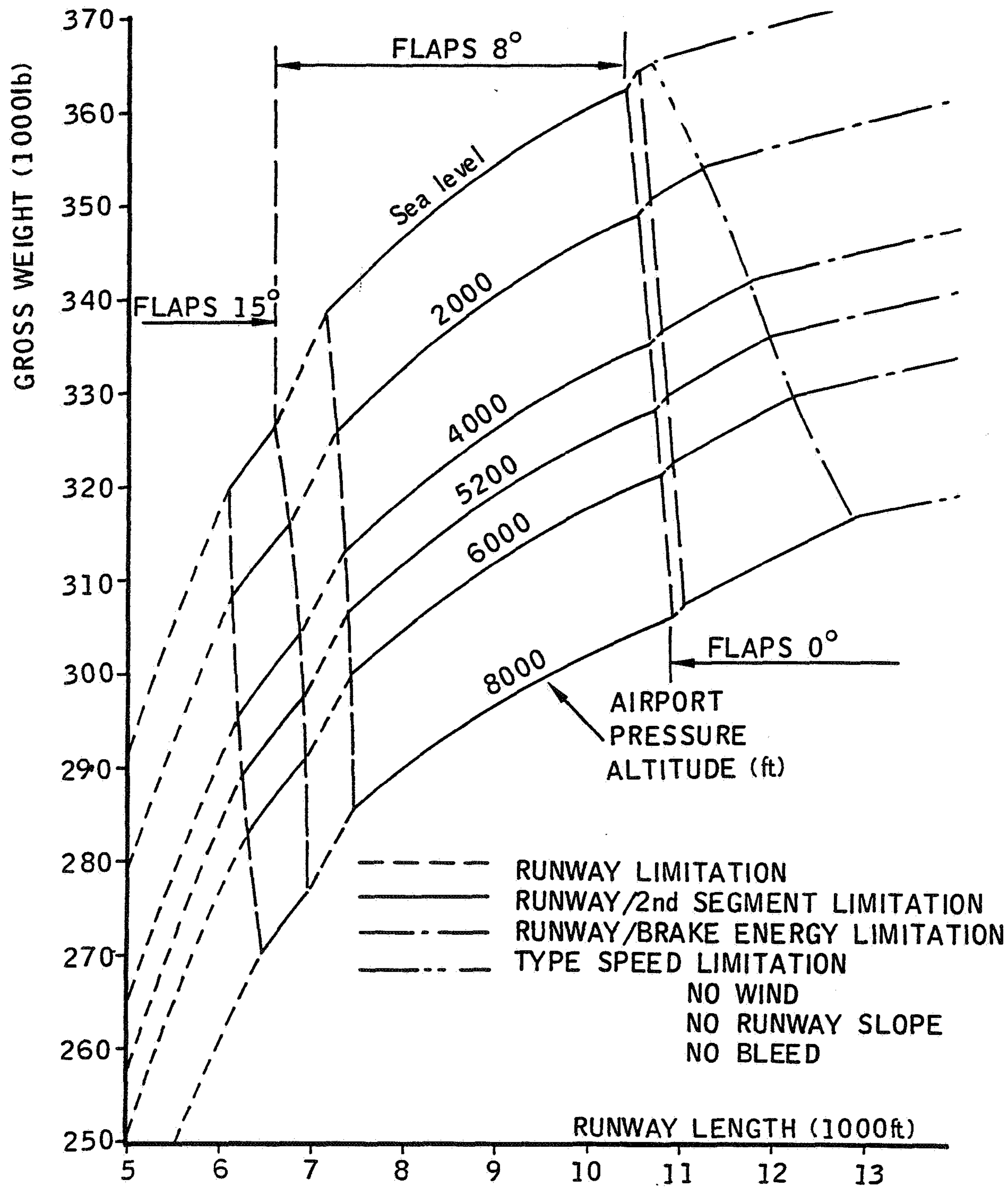
3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.2. I.S.A. CONDITIONS - ALTERNATE (METRIC UNITS)
MODEL B4-203 - C4

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



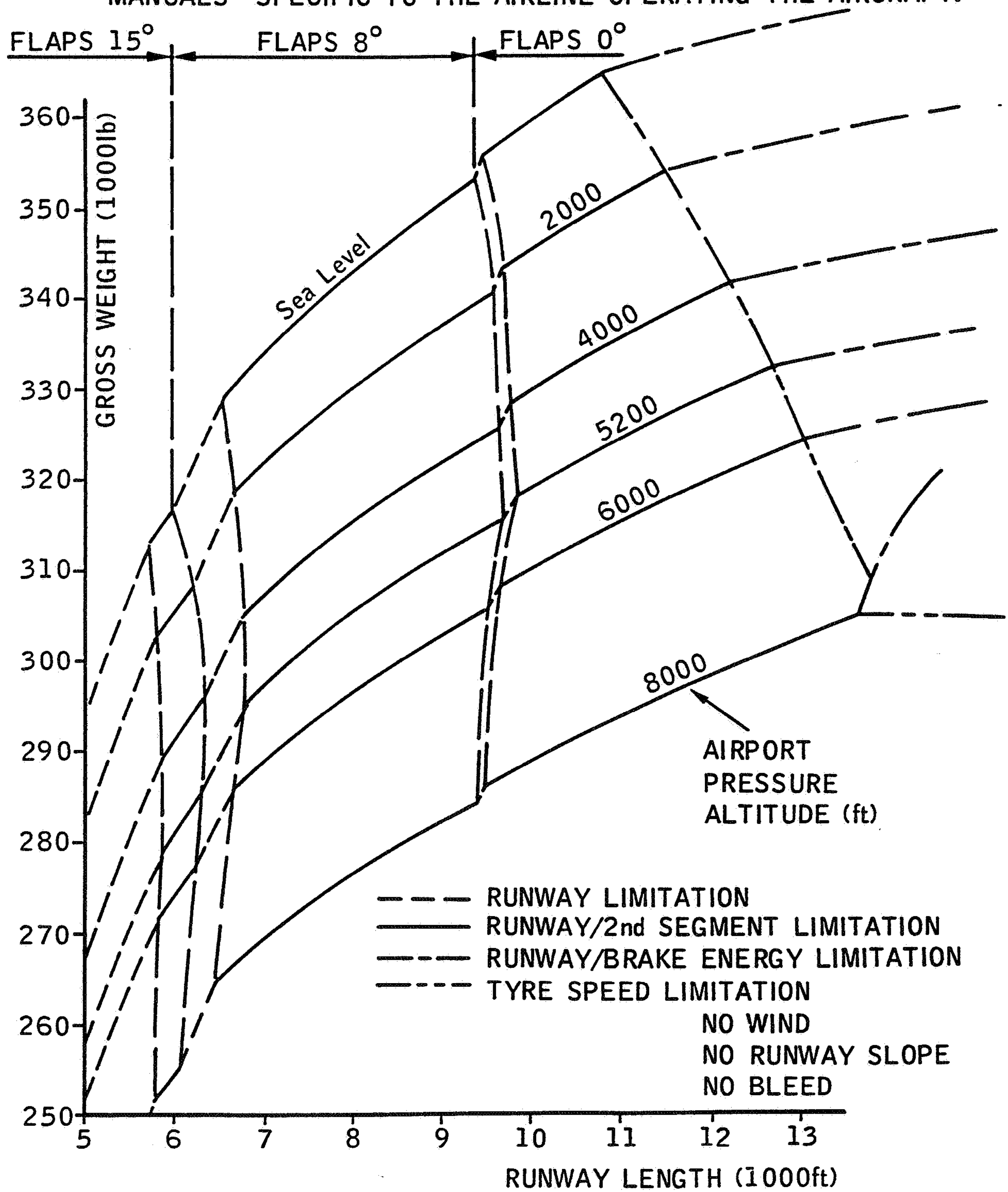
3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.3 I.S.A. CONDITIONS +59°F(+15°C) - ALTERNATE (U.S. UNITS)
MODEL B2-101

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



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

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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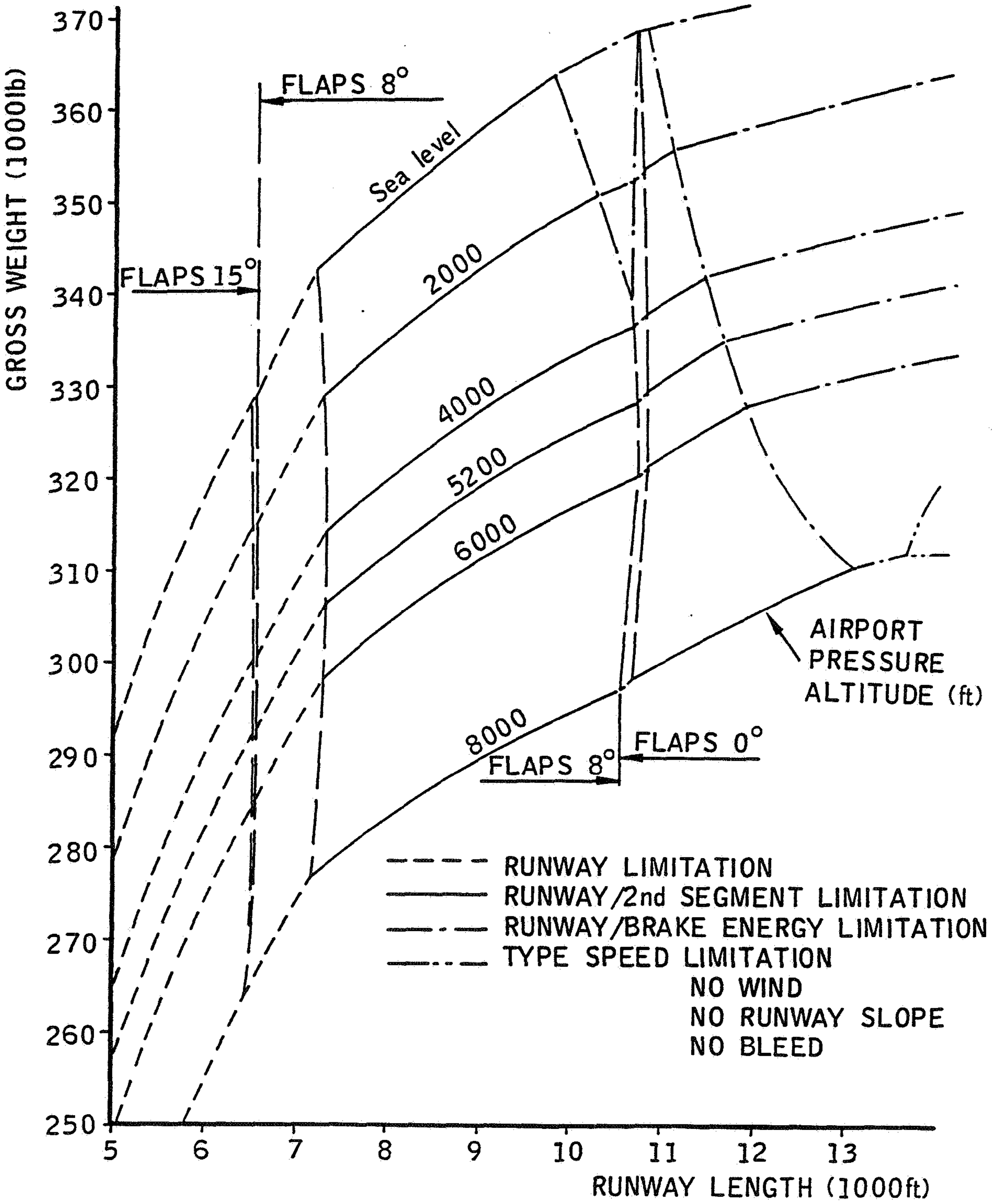
AA5 03 03 03 0 AC 0

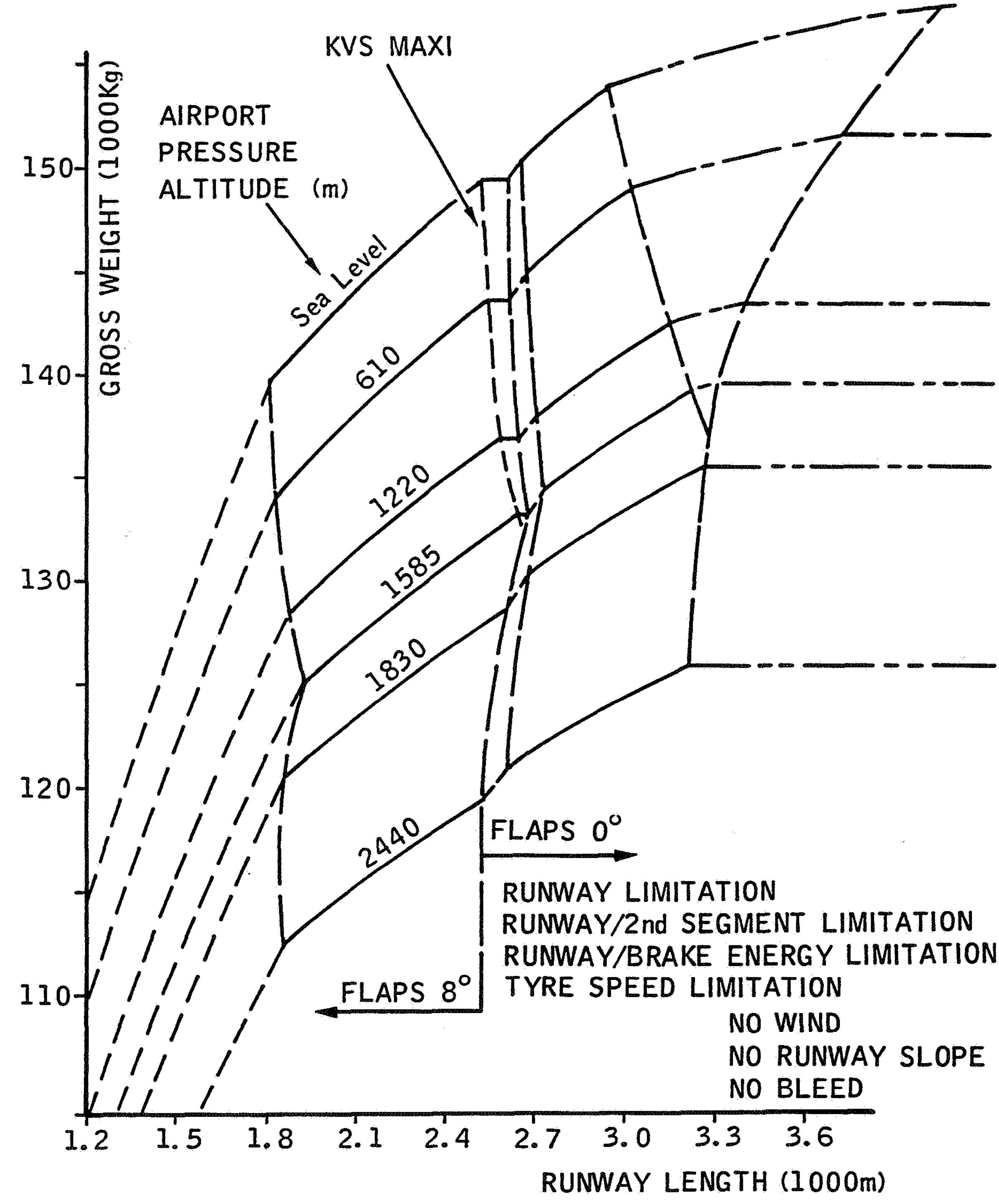
3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.3 I.S.A. CONDITIONS +59°F(+15°C) - ALTERNATE (U.S. UNITS)
MODEL B4-101

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



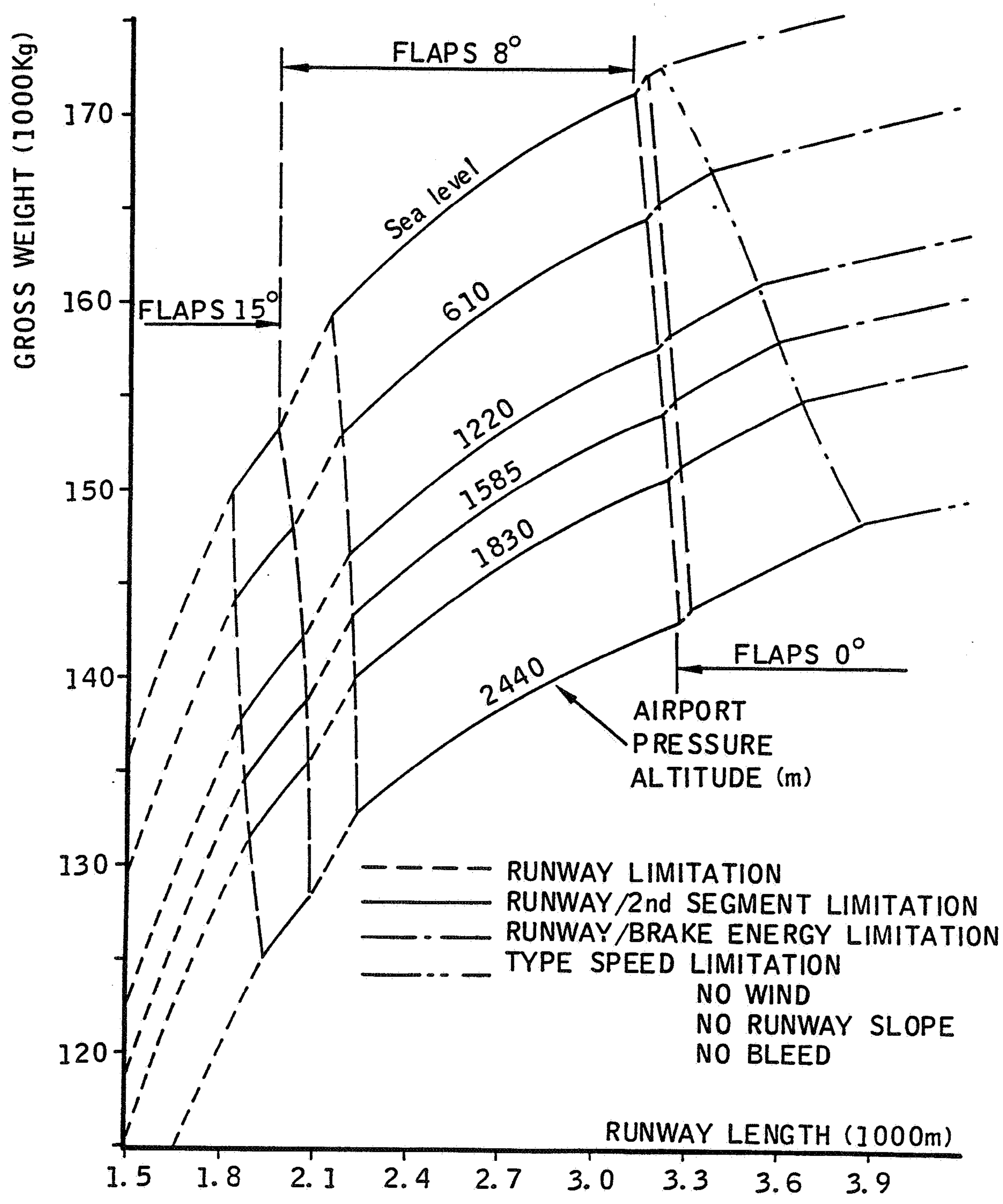
3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.3 I.S.A. CONDITIONS +59°F(+15°C) - ALTERNATE (U.S. UNITS)
MODEL B4-203 - C4

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



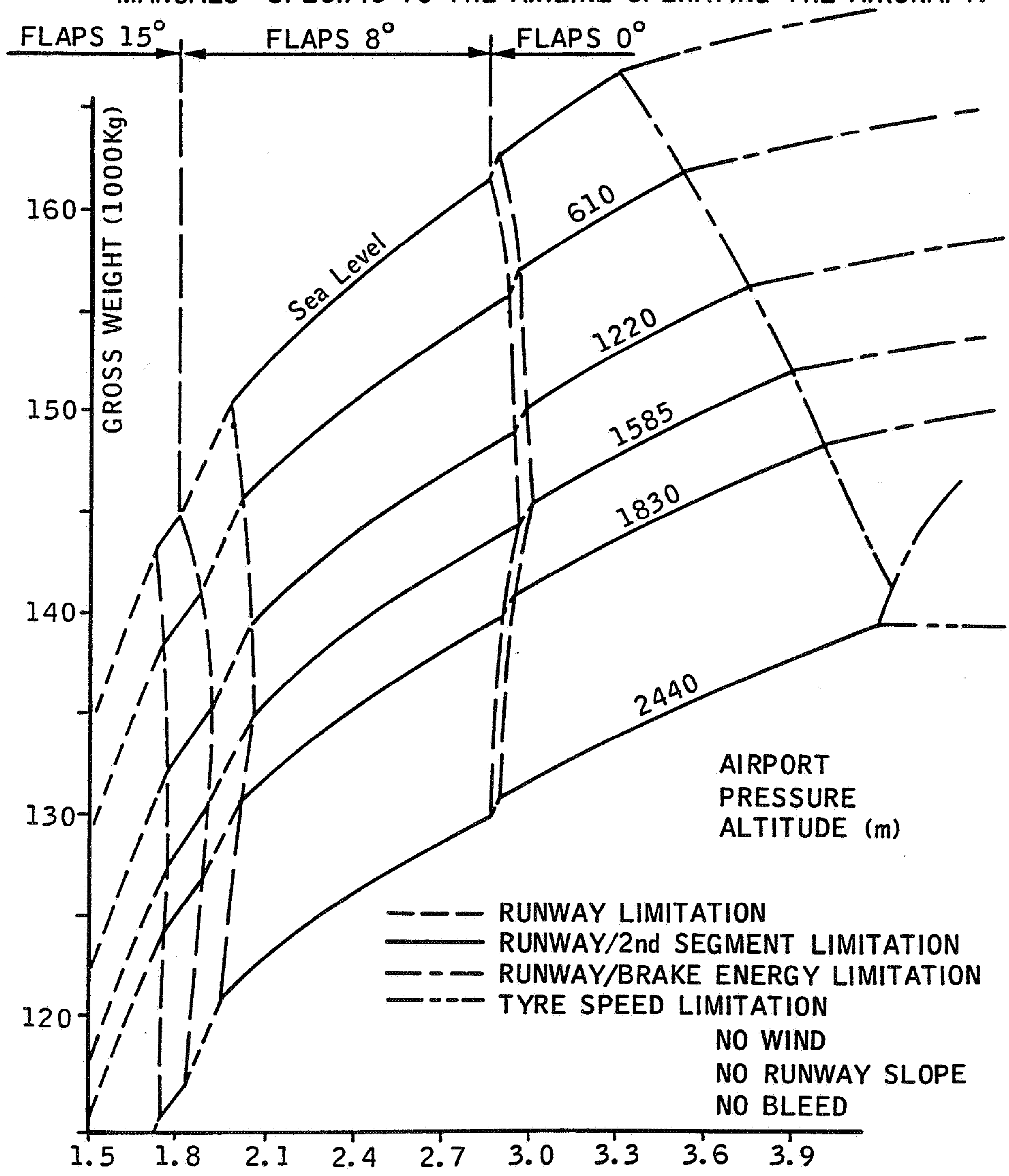
3.3 F.A.R. TAKEOFF RUNWAY LENGTH REQUIREMENTS
3.3.4 I.S.A. CONDITIONS +59°F(+15°C) - ALTERNATE (METRIC UNITS)
MODEL B2-101

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



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

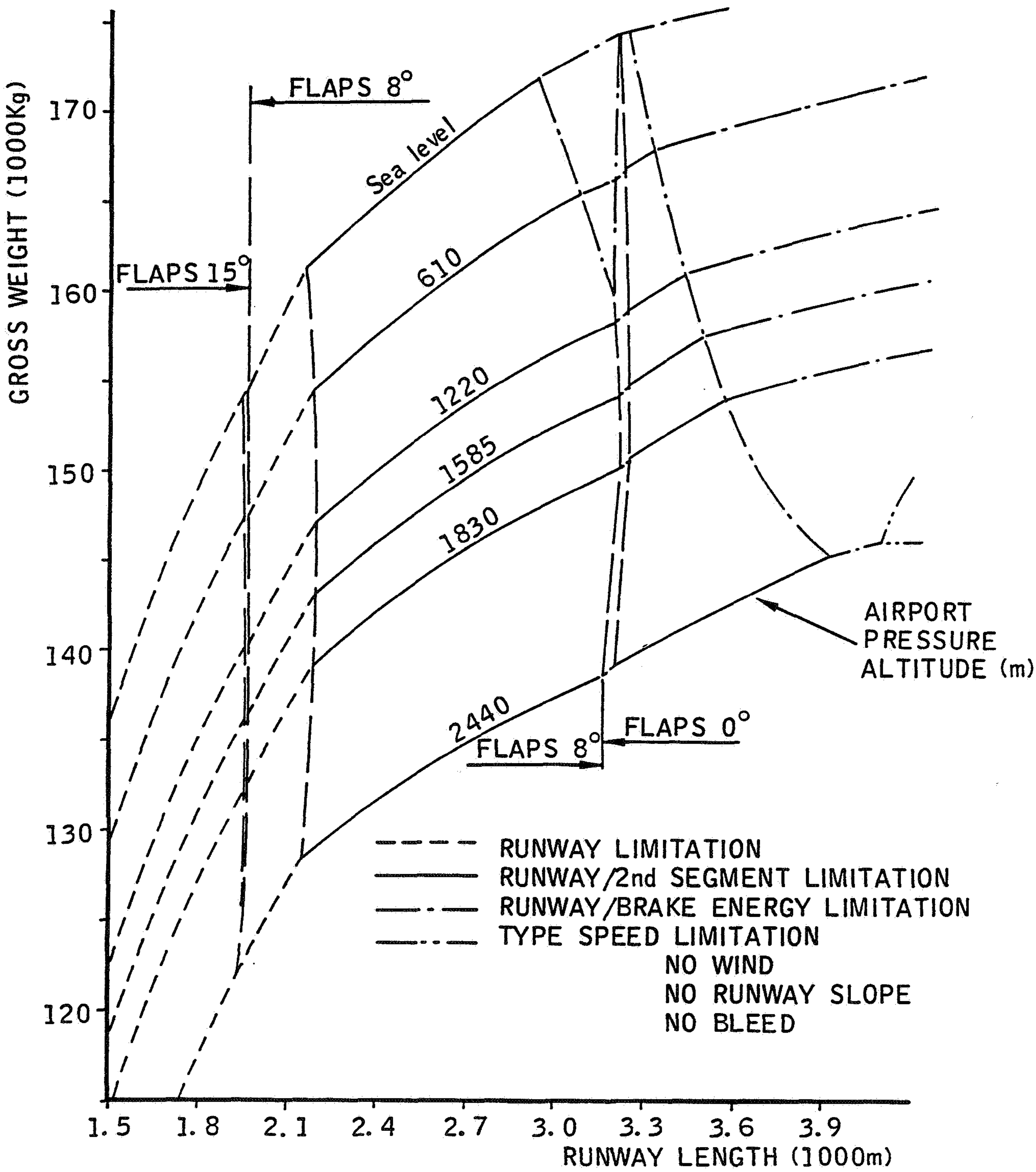
NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



AA 5 03 03 04 0 AC 0

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

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



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

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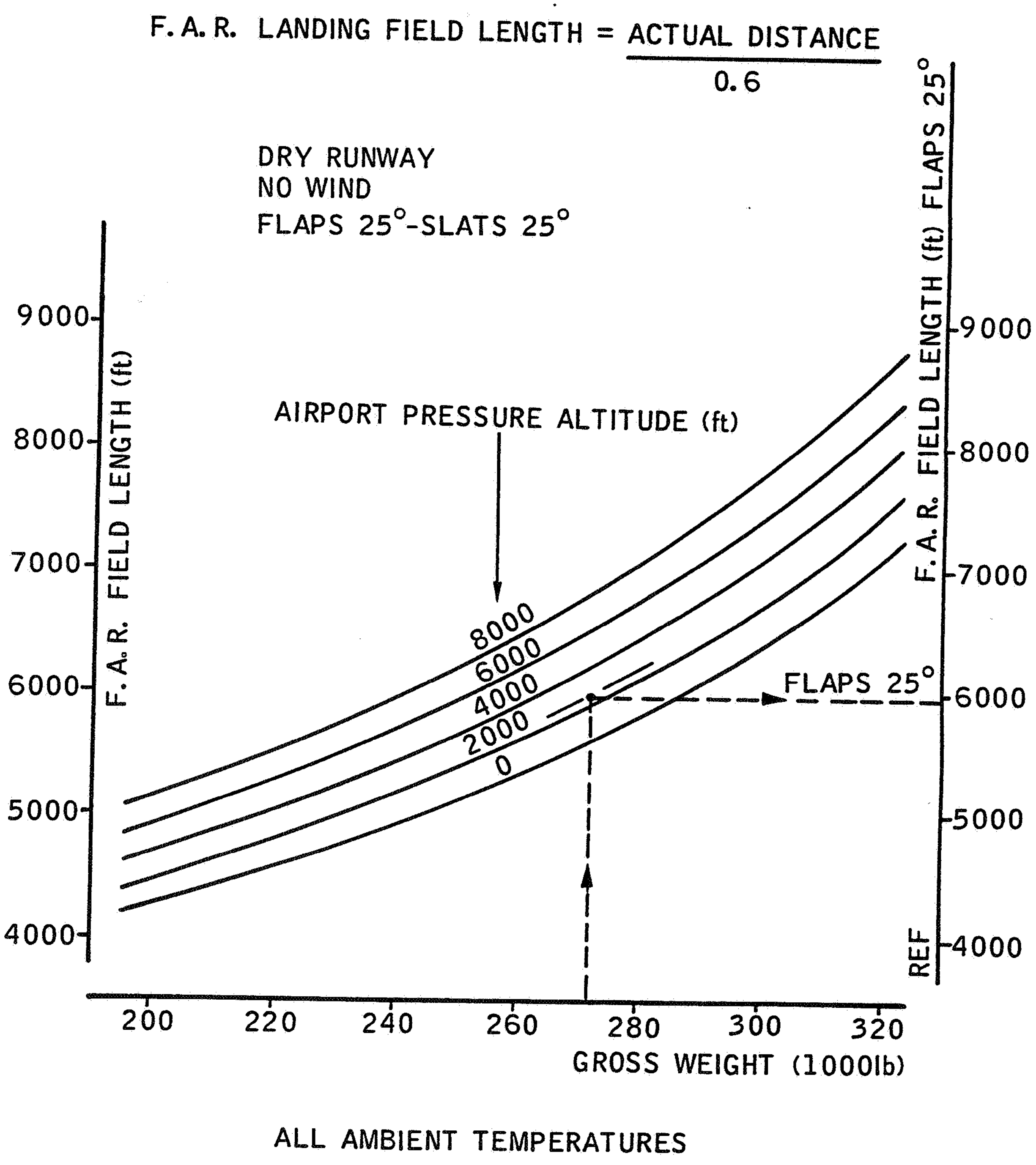
A A 5 03 03 04 0 AD 0

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



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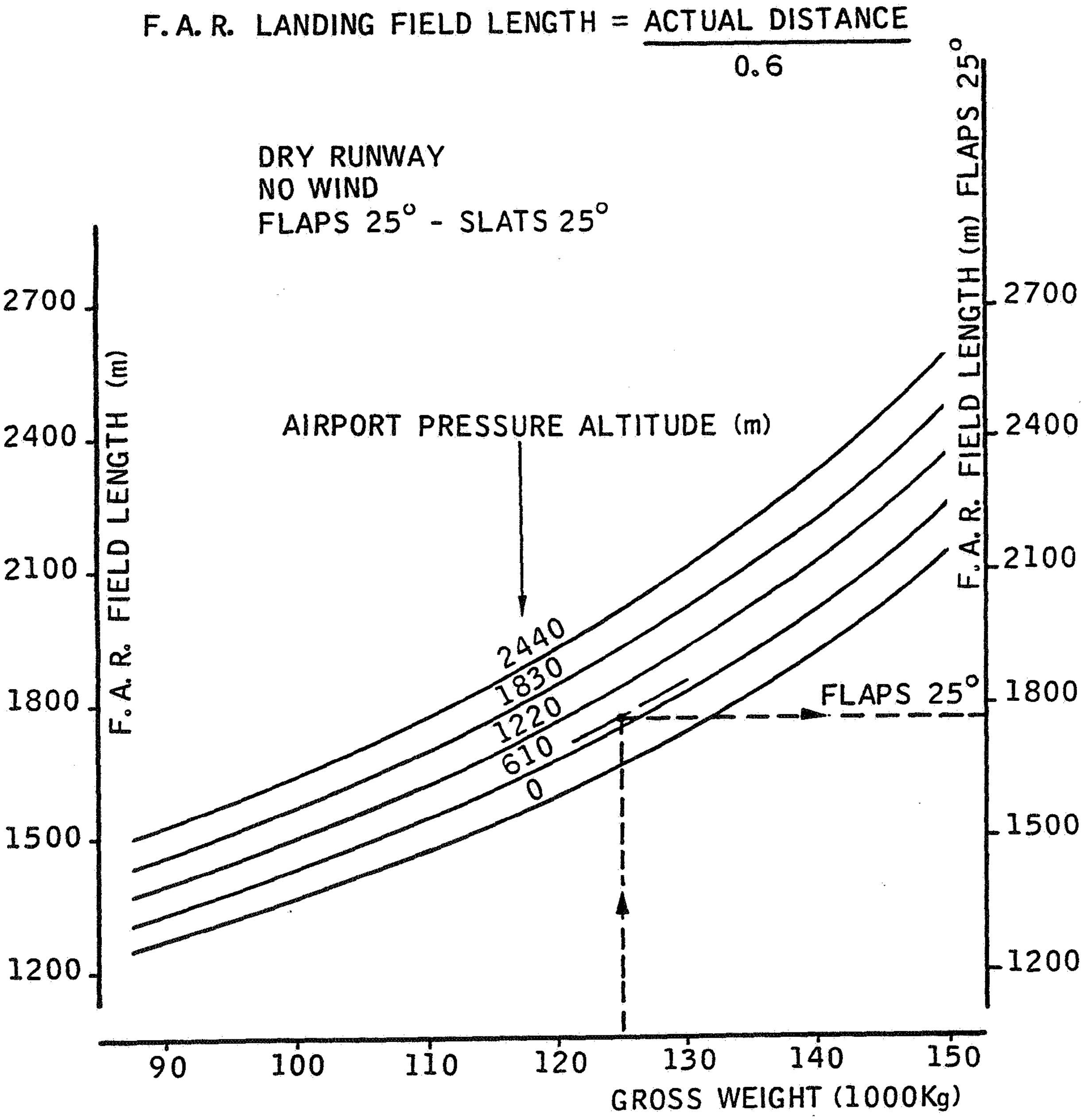
AA5 03 04 01 0 AA 0

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

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



ALL AMBIENT TEMPERATURES

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

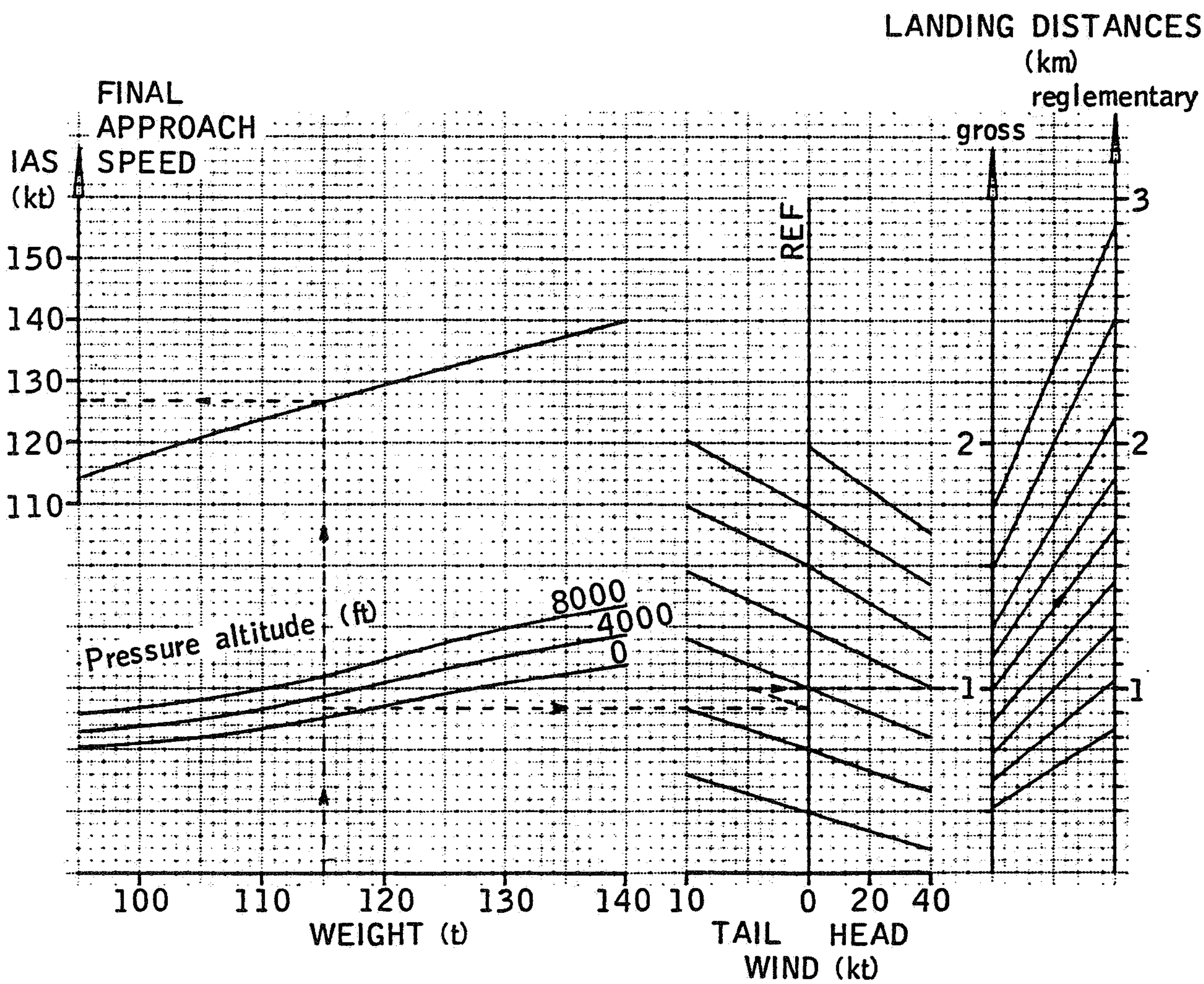
INCREASE
+ 15% ON FORESEEN WET RUNWAY

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

EXAMPLE

DATA		RESULTS	
	Weight : 115t Altitude : 2000ft Tail wind : 5kt		Speed : 127kt Gross length : 1000m Reglementary length : 1650m

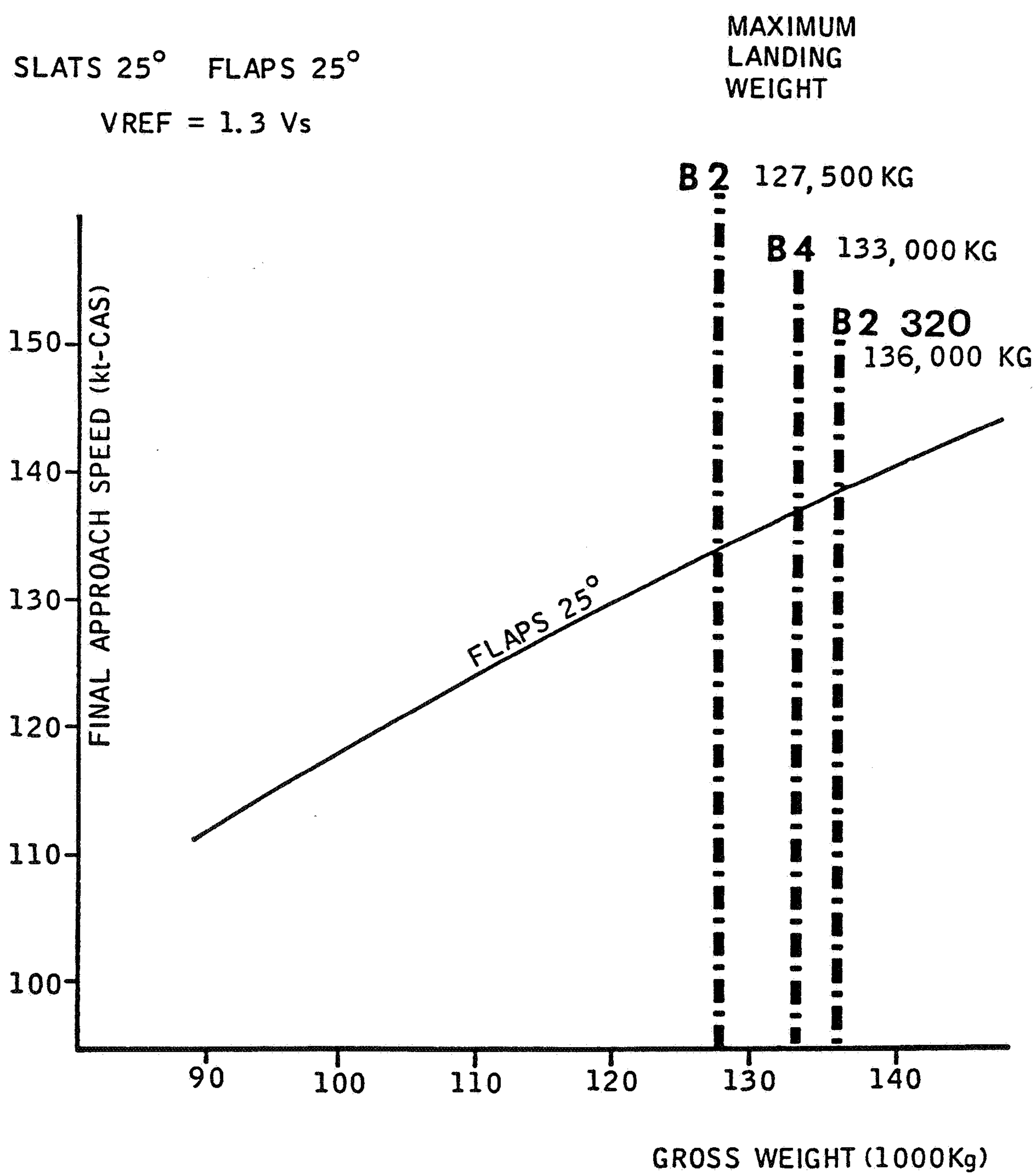
SLATS 25° FLAPS 25°



AA5 03 04 03 0 AA 0

3.4 F.A.R. LANDING RUNWAY LENGTH REQUIREMENTS
3.4.3 FULL FLAPS
MODEL B 2

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



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

AA5 03 05 01 0 AA 0

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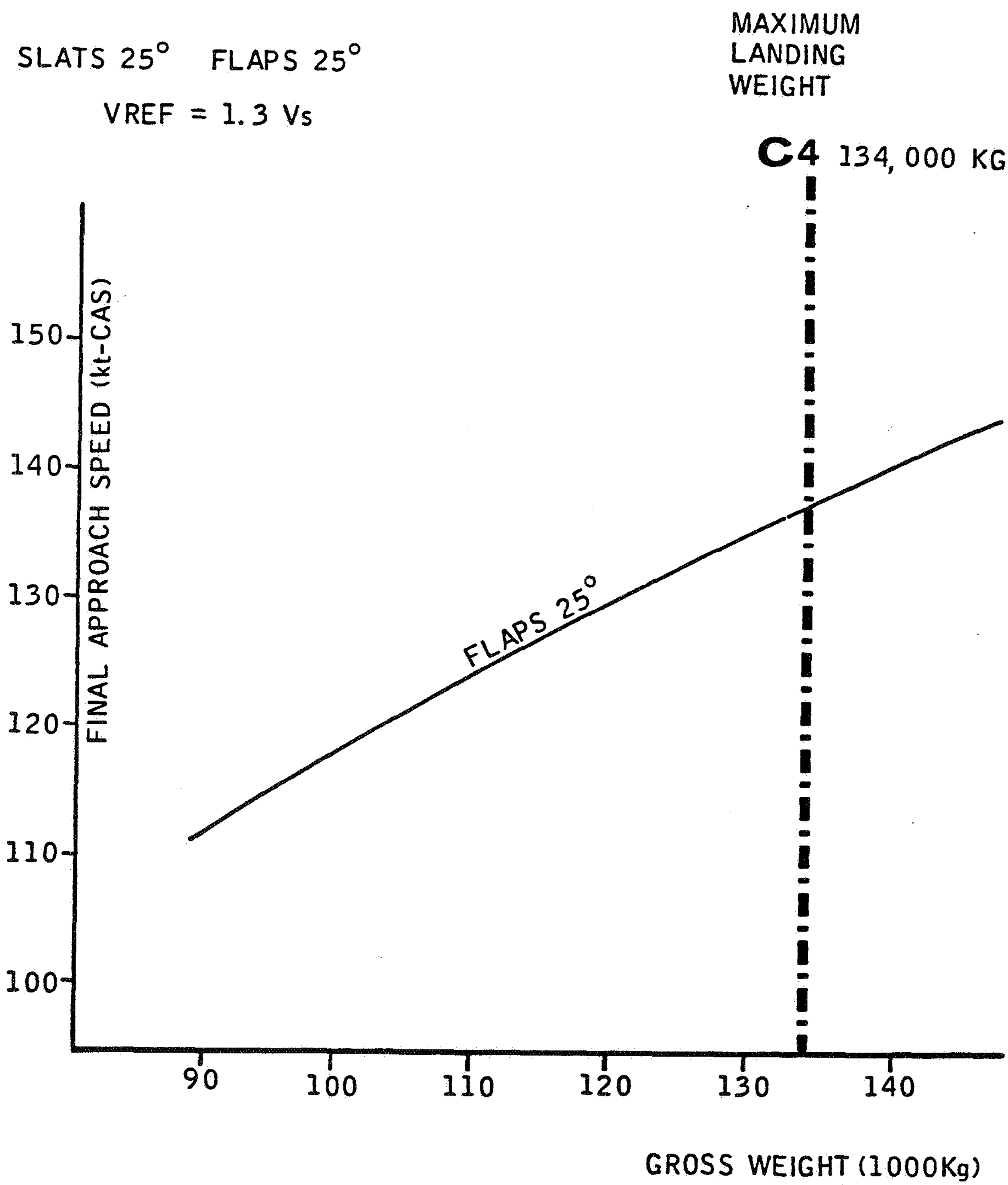
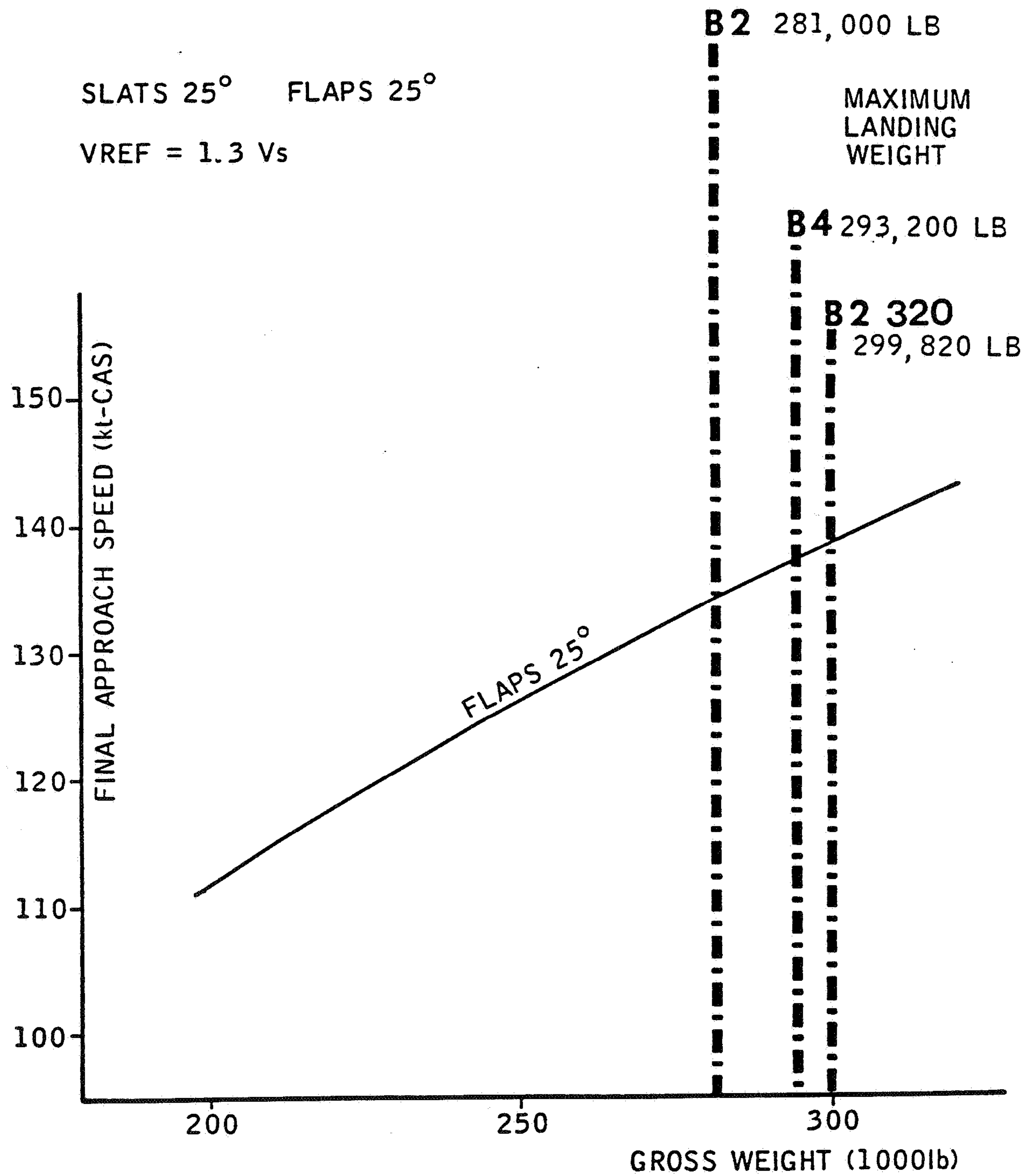
NOTE : THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



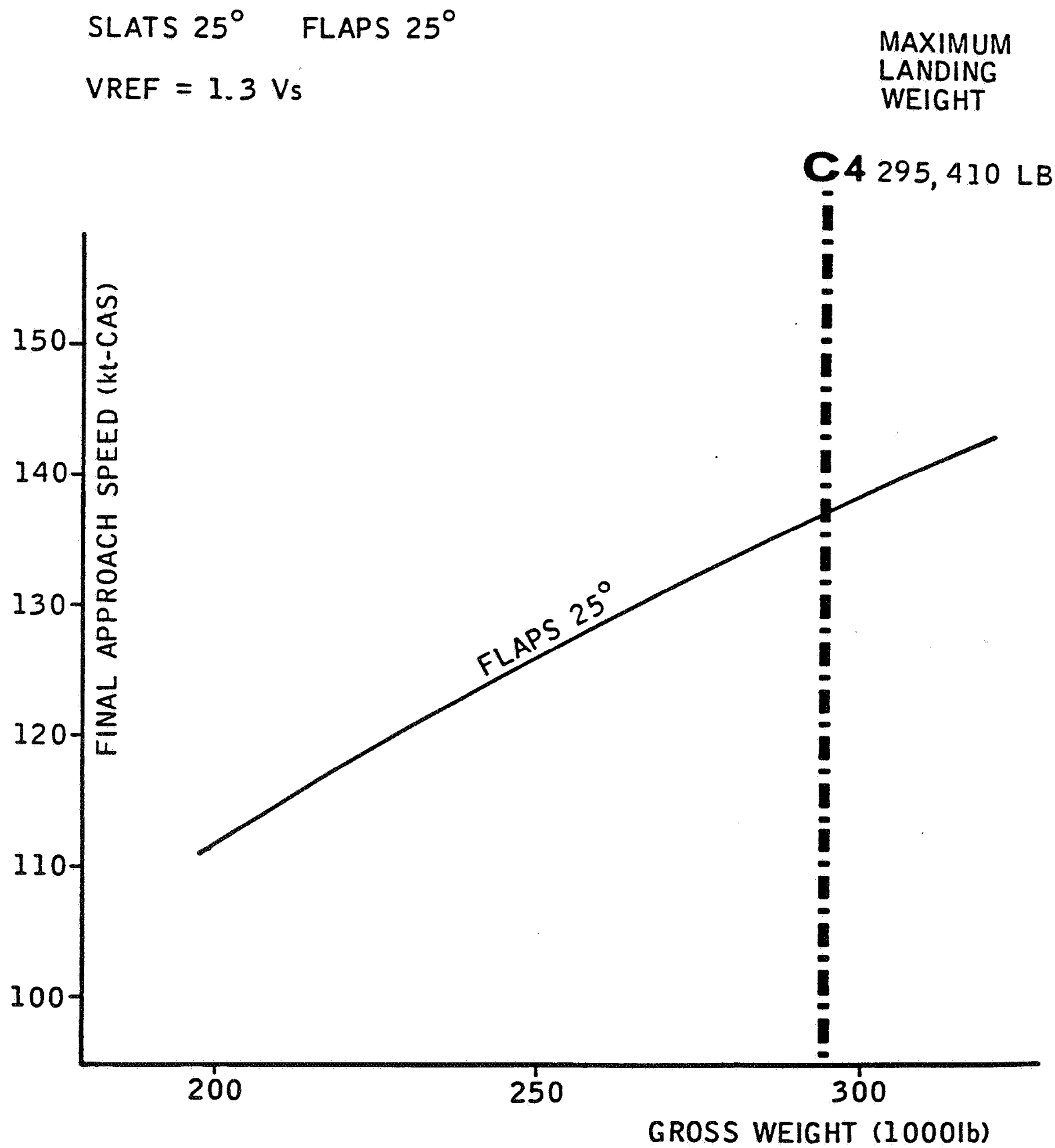
3.5 LANDING APPROACH SPEED
3.5.1 LANDING APPROACH SPEED (METRIC UNITS)
MODEL C4

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



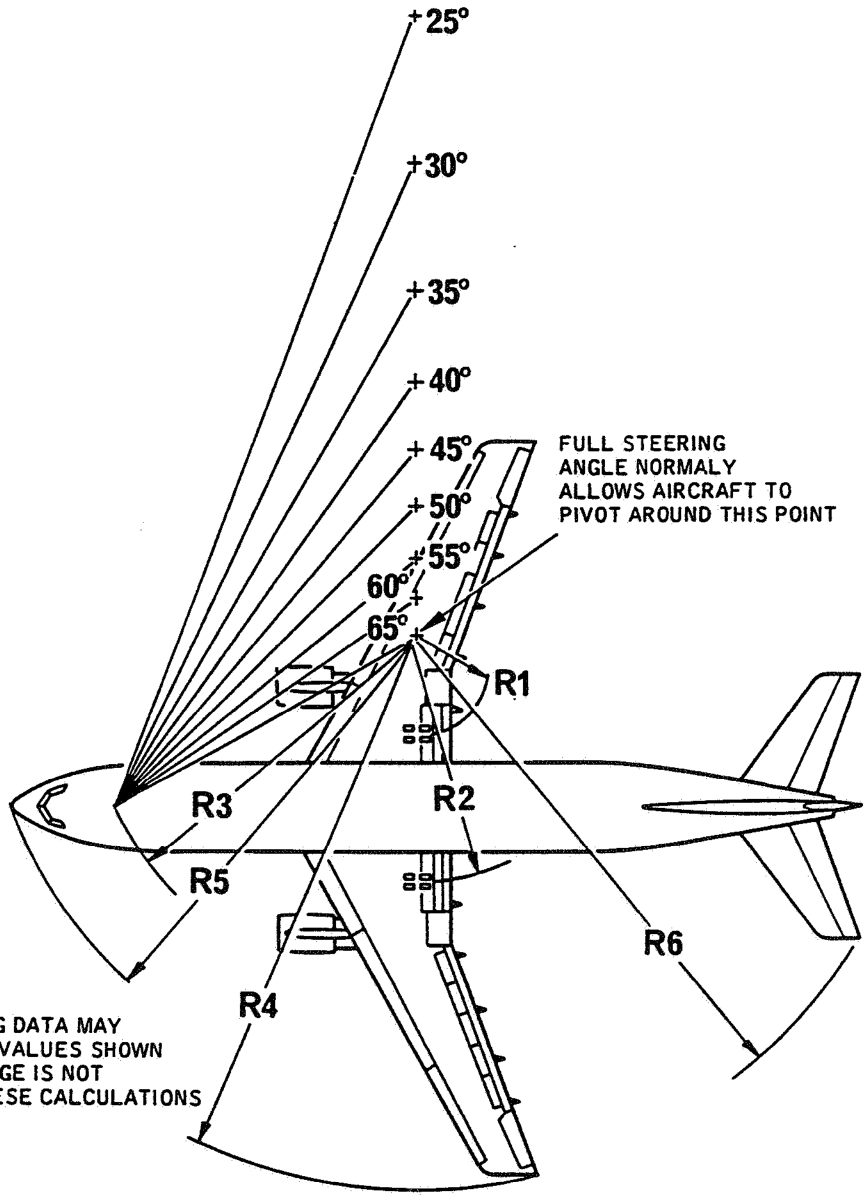
3.5 LANDING APPROACH SPEED
3.5.2 LANDING APPROACH SPEED (U.S. UNITS)
MODEL B2 - B4

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



A A 5 03 05 02 0 AB 0

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



NOTE :
ACTUAL OPERATING DATA MAY BE GREATER THAN VALUES SHOWN SINCE TIRE SLIPPAGE IS NOT CONSIDERED IN THESE CALCULATIONS

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

4.1 TURNING RADII NO SLIP ANGLE
MODEL B2 - B4 - C4

AA5 04 01 00 0 AF 0

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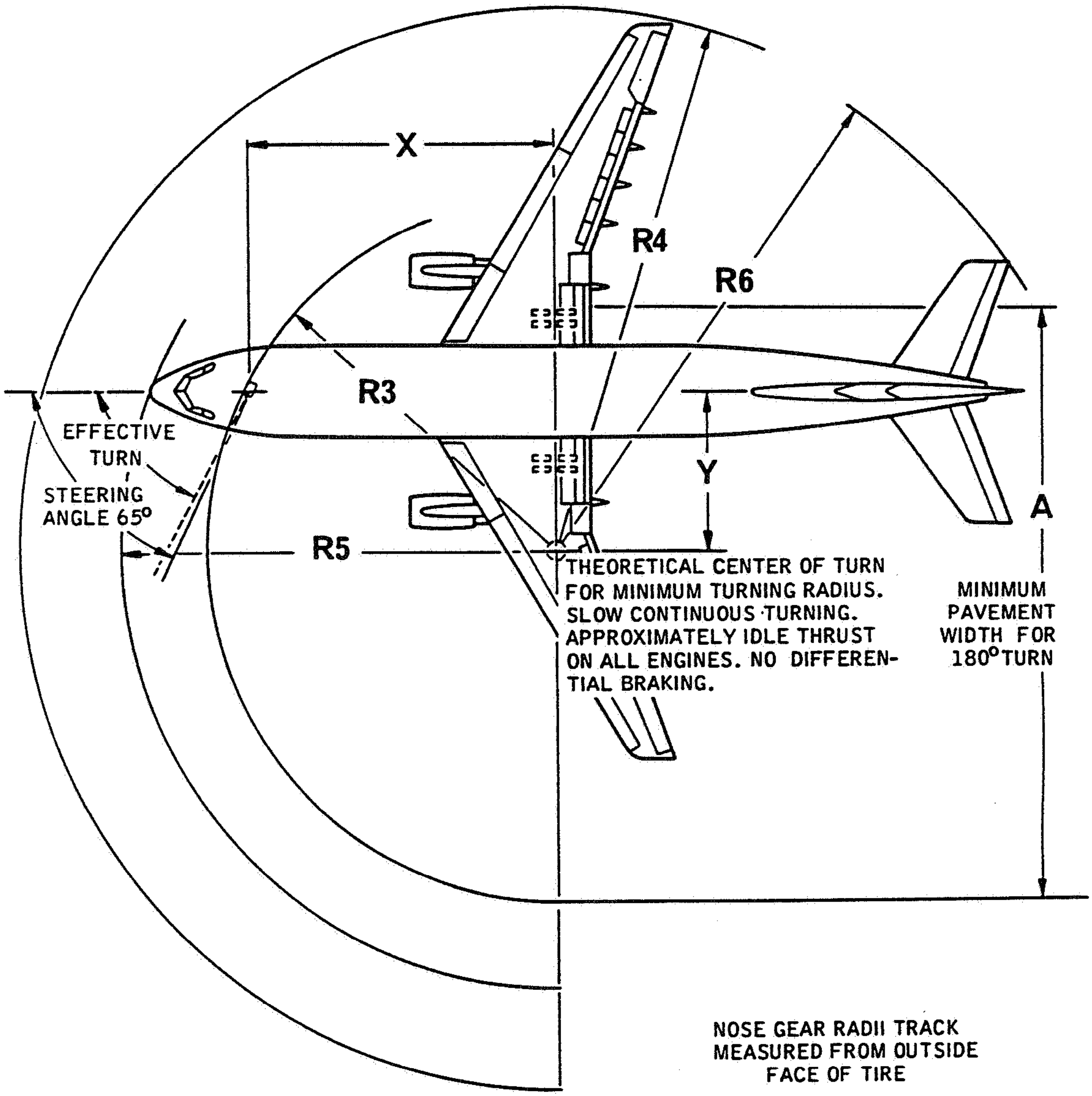
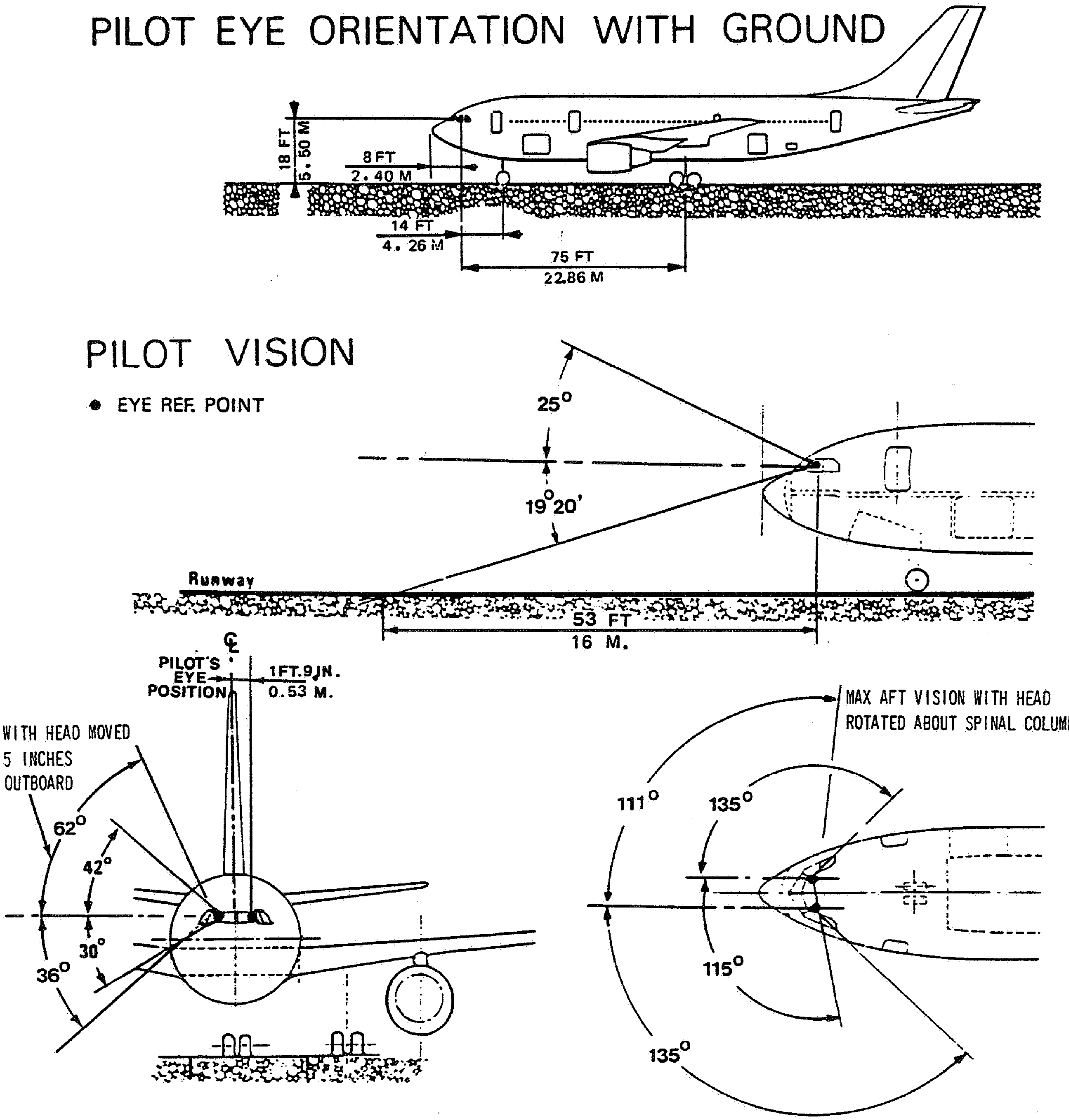


C.G. A C	EFFECTIVE TURN ANGLE	X	Y	A	R3	R4	R5	R6
FWD 15%	61° 64	61.35 18.70	33.11 10.09	122.26 37.26	69.71 21.25	109.27 33.31	89.29 27.21	111.15 33.88
AFT 33%	58° 74	61.35 18.70	37.23 11.35	128.44 39.15	71.77 21.88	113.31 34.54	90.90 27.71	113.47 34.58

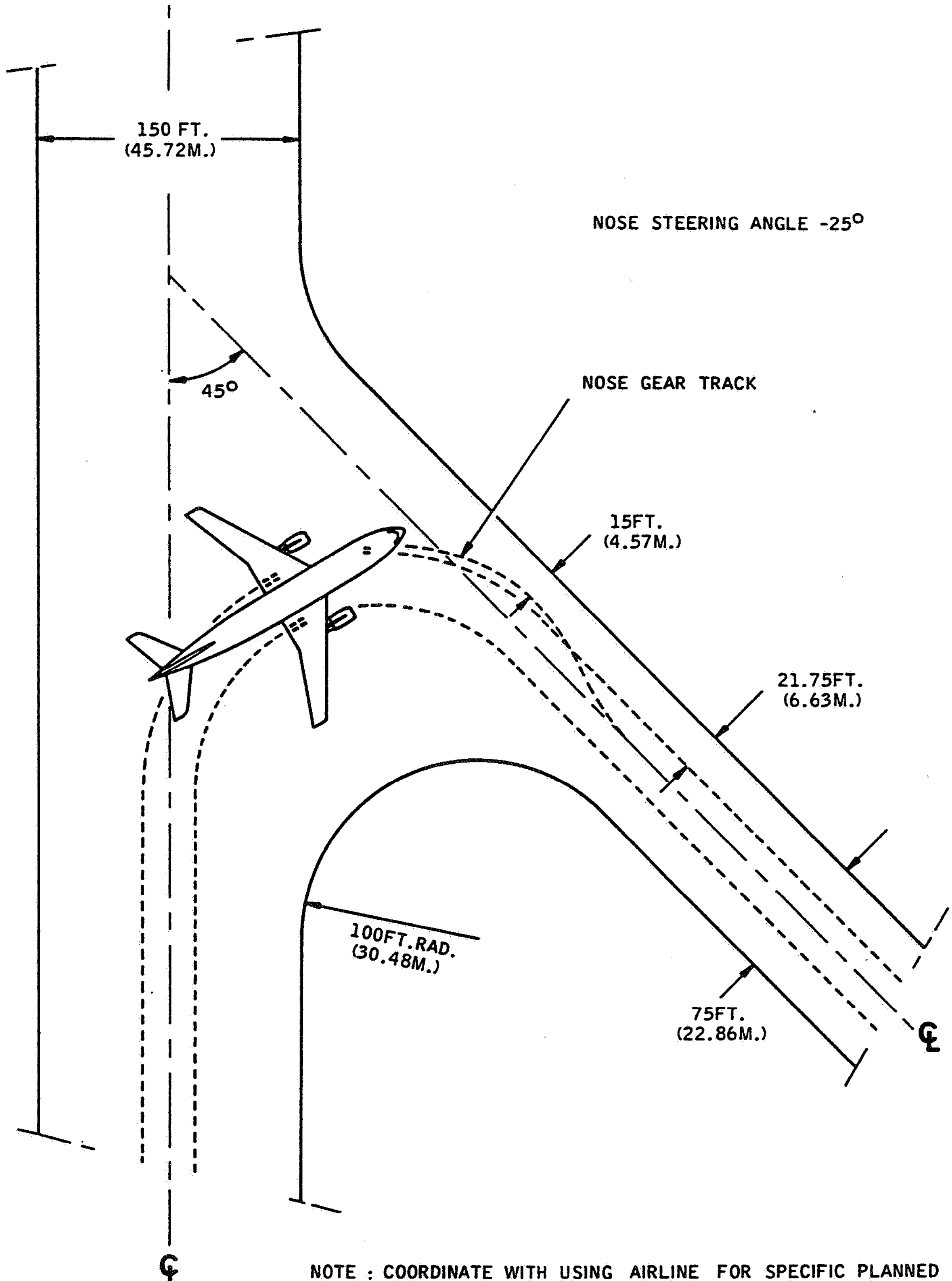
A A 5 04 02 00 0 AF 0

4.2 MINIMUM TURNING RADII
MODEL B2 - B4 - C4

NOT TO BE USED FOR
LANDING APPROACH VISIBILITY

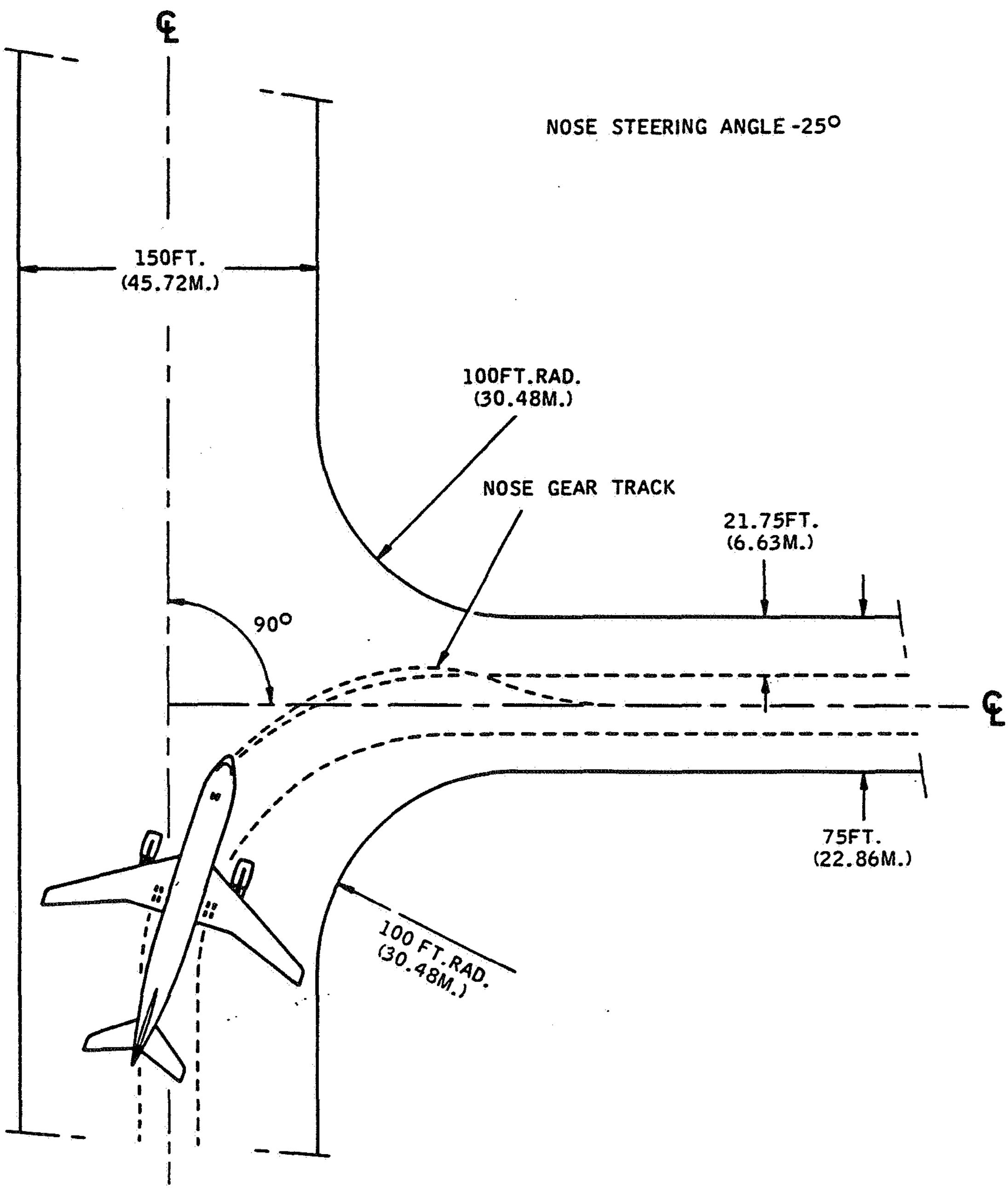


4.3 VISIBILITY FROM COCKPIT IN STATIC POSITION
MODEL B2 - B4 - C4



NOTE : COORDINATE WITH USING AIRLINE FOR SPECIFIC PLANNED OPERATING PROCEDURE

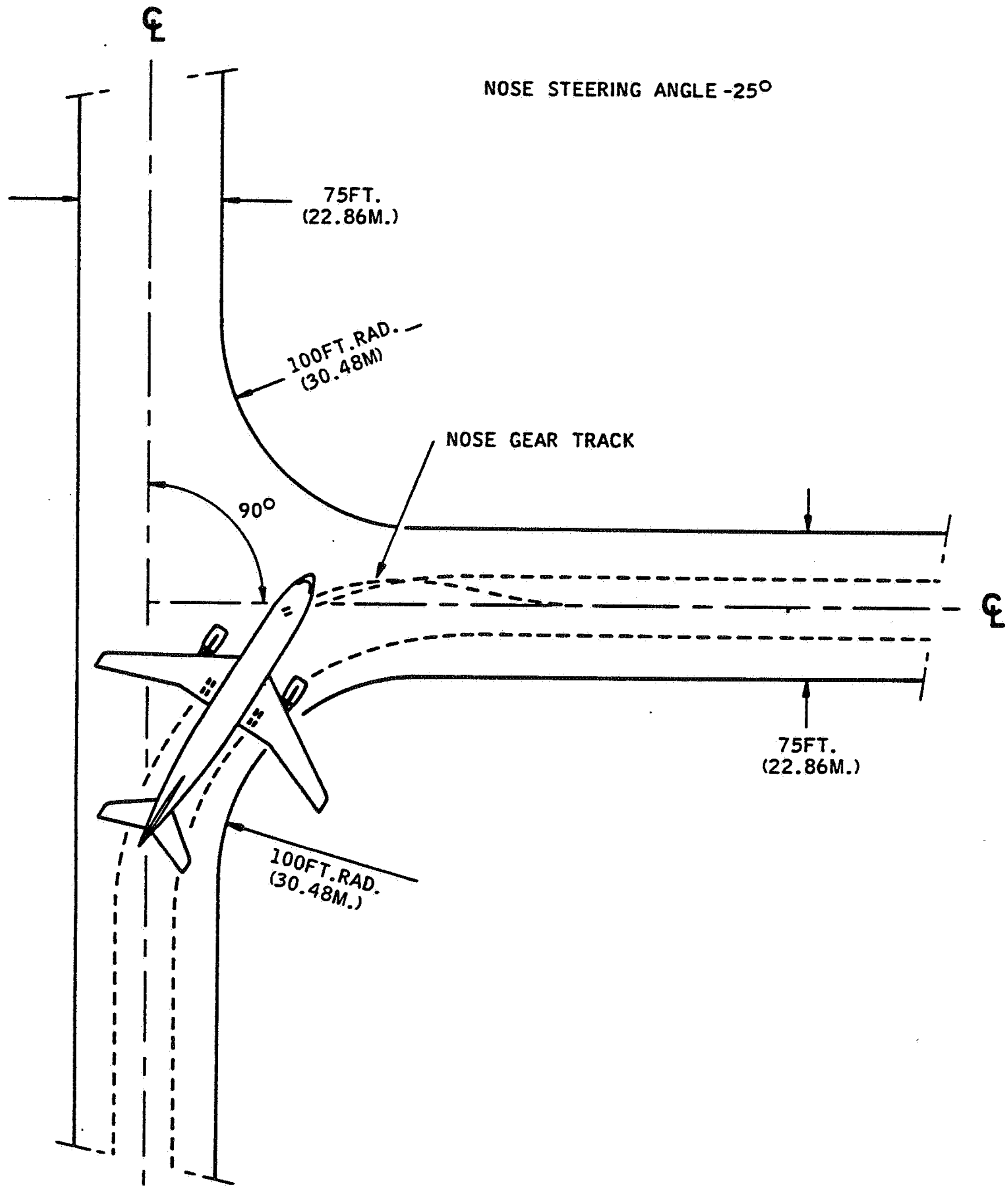
4.4 RUNWAY AND TAXIWAY TURN PATHS
4.4.1 MORE THAN 90° TURN RUNWAY TO TAXIWAY
MODEL B2 - B4 - C4



NOTE :COORDINATE WITH USING AIRLINE FOR SPECIFIC PLANNED OPERATING PROCEDURE

AA5 04 04 02 0 AA 0

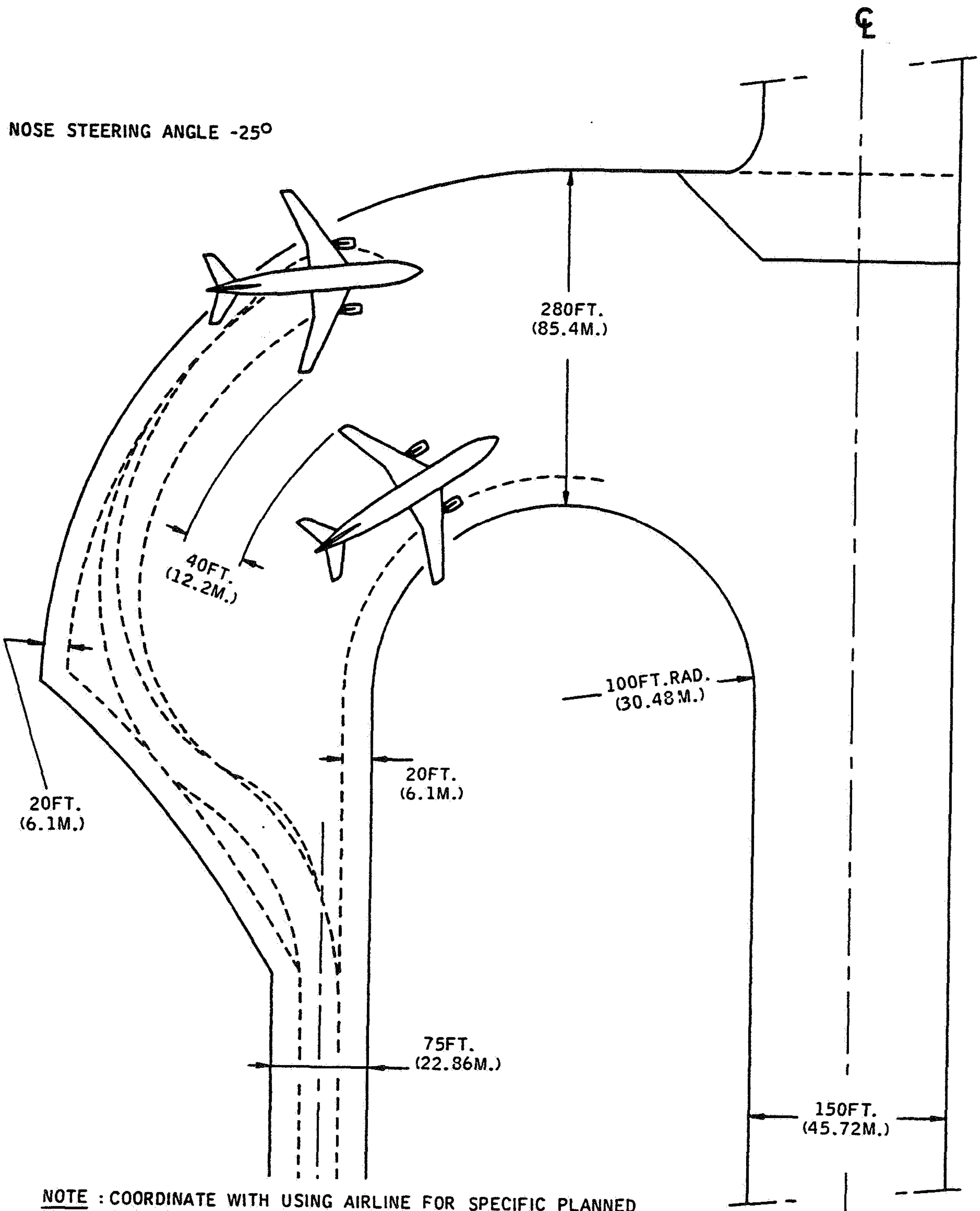
4.4 RUNWAY AND TAXIWAY TURN PATHS
4.4.2 90° TURN RUNWAY TO TAXIWAY
MODEL B2 - B4 - C4



NOTE : COORDINATE WITH USING AIRLINE FOR SPECIFIC PLANNED OPERATING PROCEDURE

AA5 04 04 03 0 AA 0

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



NOTE : COORDINATE WITH USING AIRLINE FOR SPECIFIC PLANNED OPERATING PROCEDURE

4.5 RUNWAY HOLDING APRON
MODEL B2 - B4 - C4

4.5 Minimum Parking Space Requirements

The following charts show the rectangle space required for parking against the terminal building, chart 4.5.1 is in feet and chart 4.5.2 in meters.
The rectange includes allowance for swinging the airplane on arrival and departure. Four parking and departure techniques are considered, as follows :

(a) Nose in (Tow Out)

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

(b) Parallel (Power Out)

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

(c) 45° Angle In (Power Out)

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

(d) 45° Angle In (Tow Out)

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

NOTES:

65° NOSE WHEEL STEERING (POWER OUT)

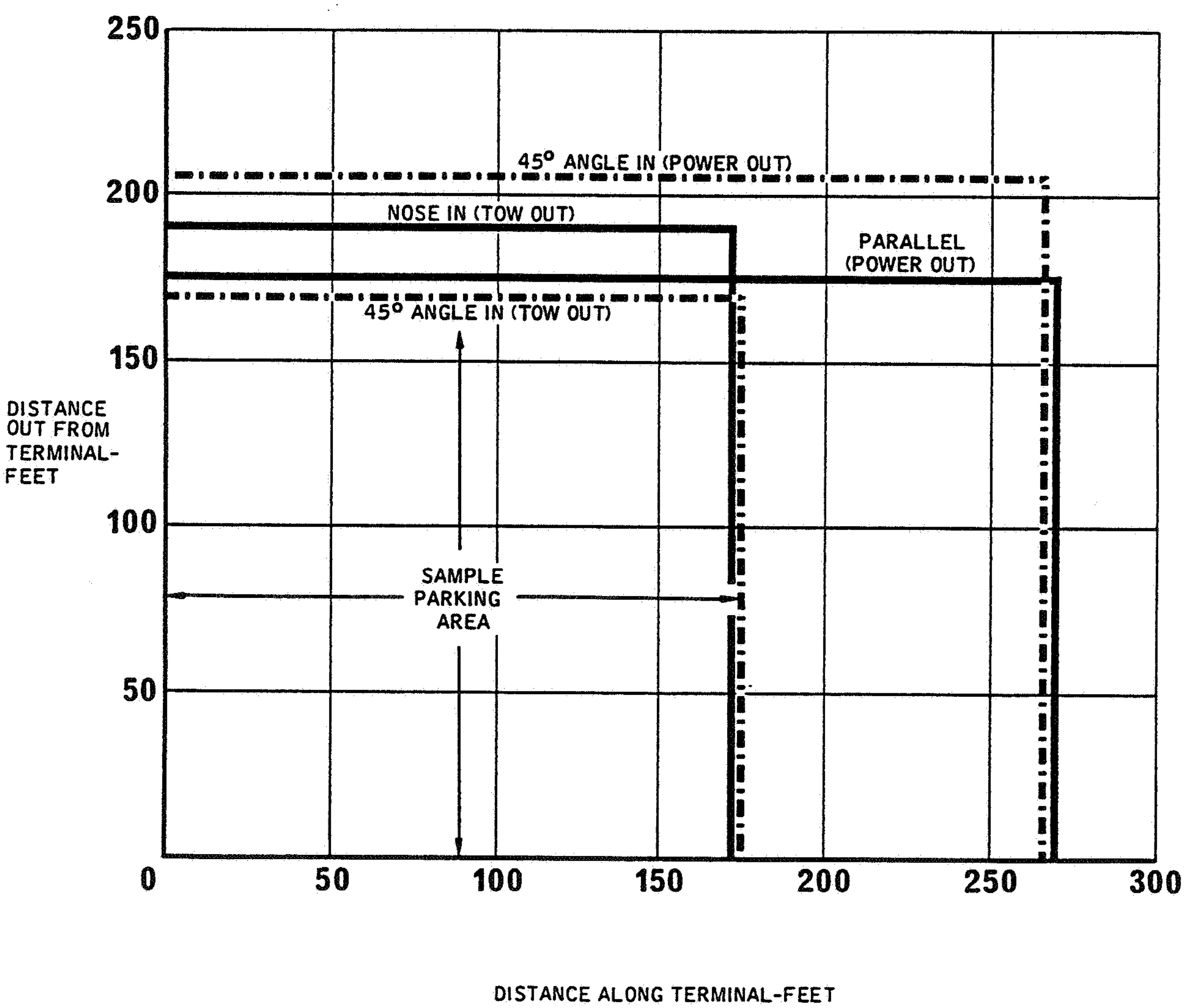
3 METER TRAVEL WITH NOSE WHEEL STRAIGHT AHEAD BEFORE AND AFTER PARKED POSITION.

4,5 METER BUILDING CLEARANCE FOR NOSE-IN PARKING

7,6 METER BUILDING CLEARANCE FOR OTHER PARKING POSITIONS.

7,6 METER AIRPLANE TO AIRPLANE CLEARANCE DURING PARKING MANEUVERS.

COORDINATE WITH USING AIRLINE FOR SPECIFIC PLANNED OPERATING PROCEDURE.



AA5 04 06 01 0 AA 0

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

NOTES : 65° NOSE WHEEL STEERING (POWER OUT)

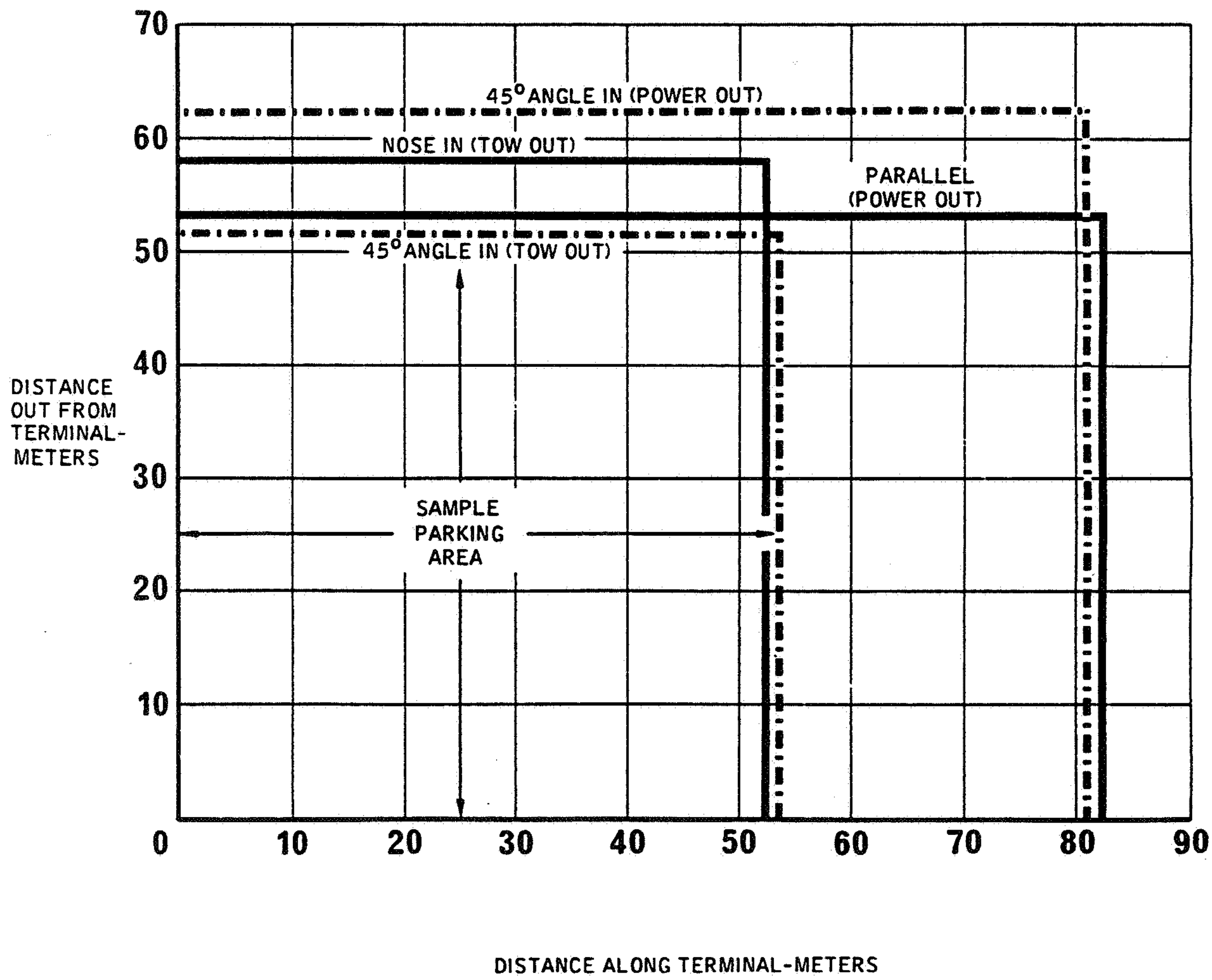
3 METER TRAVEL WITH NOSE WHEEL STRAIGHT AHEAD BEFORE AND AFTER PARKED POSITION

4,5 METER BUILDING CLEARANCE FOR NOSE-IN PARKING

7,6 METER BUILDING CLEARANCE FOR OTHER PARKI NG POSITIONS

7,6 METER AIRPLANE TO AIRPLANE CLEARANCE DURING PARKING MANEUVERS

COORDINATE WITH USING AIRLINE FOR SPECIFIC PLANNED OPERATING PROCEDURE



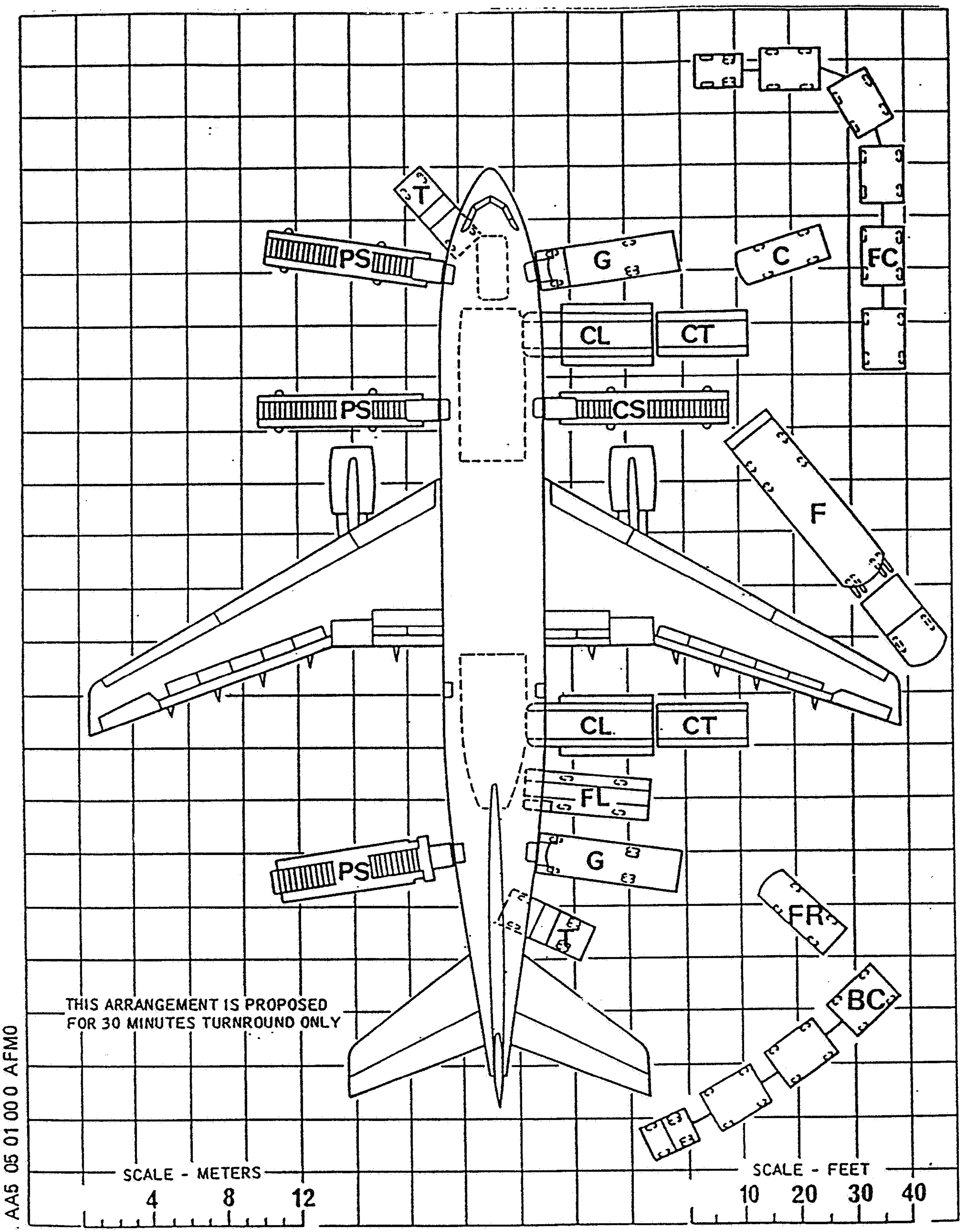
AA 5 04 06 02 0 AA 0

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

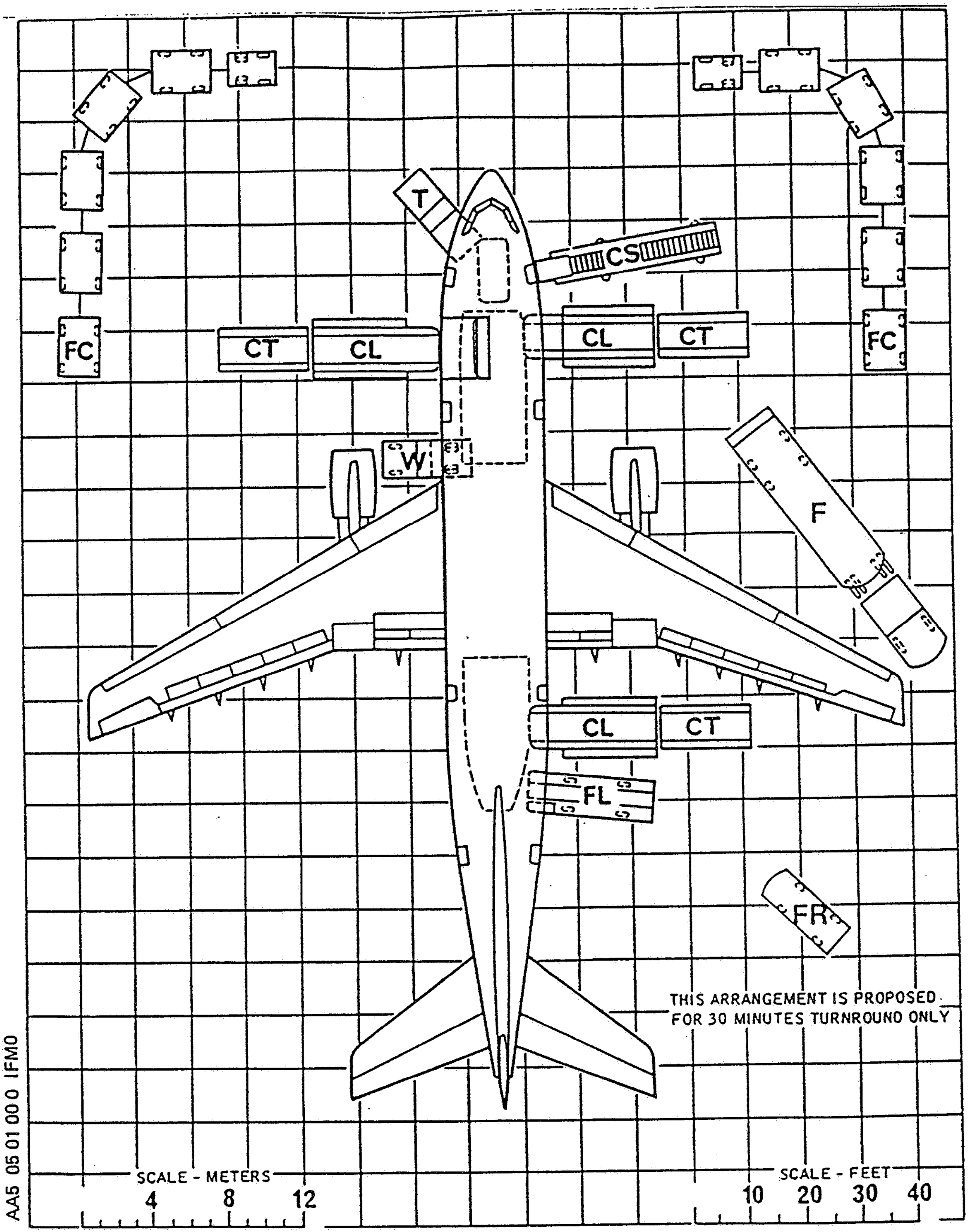
APU	- AUXILIARY POWER UNIT
AS	- AIR STARTING VEHICLE
BC	- BAGGAGE CONTAINER TRAIN
C	- CABIN CLEANING TRUCK
CL	- CONTAINER LOADER
CS	- CABIN CLEANERS STEPS
F	- REFUELING VEHICLE
FC	- FREIGHT CONTAINER TRAIN
FL	- BULK FREIGHT LOADER
FR	- BULK FREIGHT VEHICLE
G	- GALLEY LOADING VEHICLE
GC	- PRECONDITIONED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

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

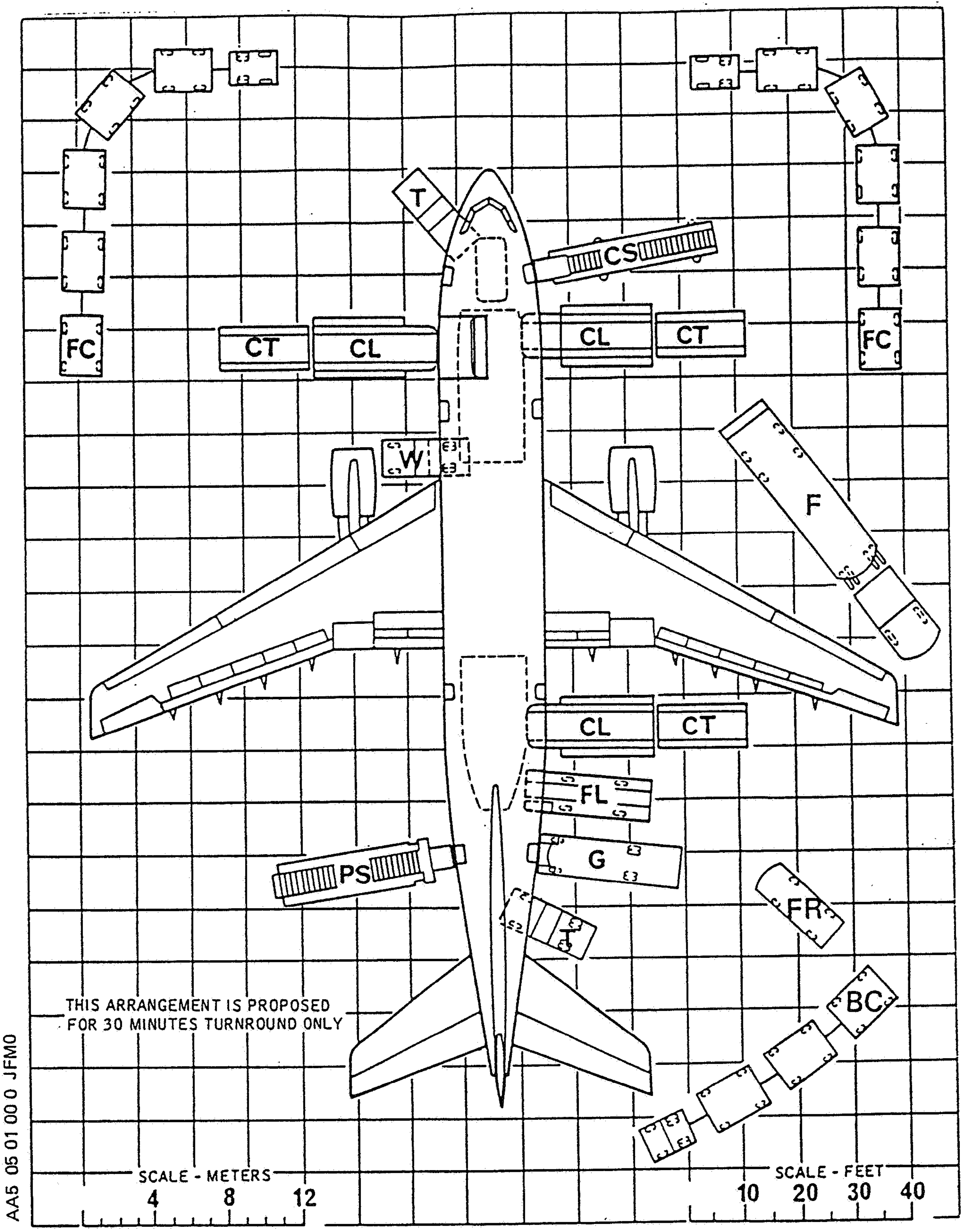
5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.1 SYMBOLS USED ON SERVICING DIAGRAMS
MODEL B2 - B4 - C4



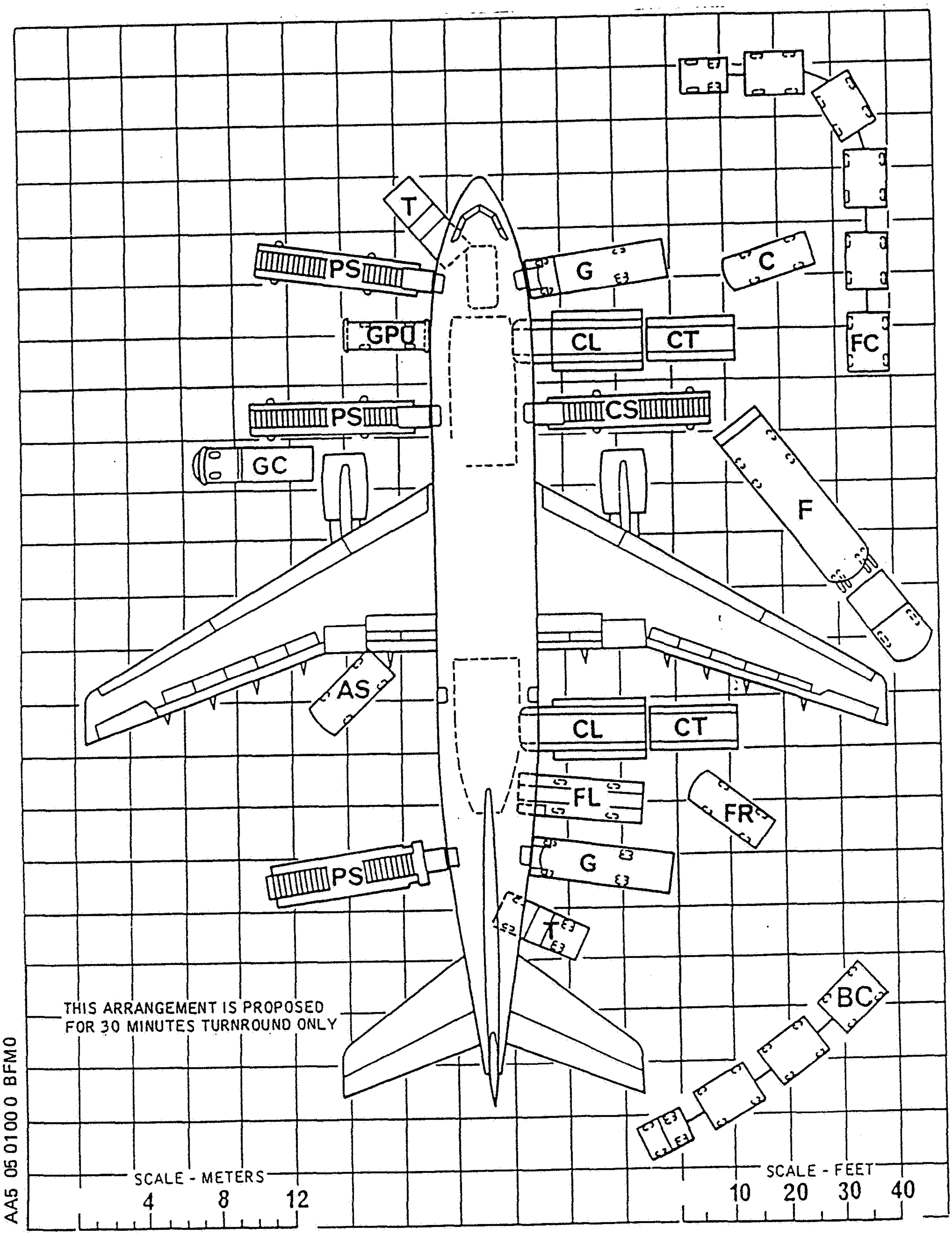
5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.2 OPEN APRON FREE STANDING - APU RUNNING
MODEL B2 - B4 - C4 PASS



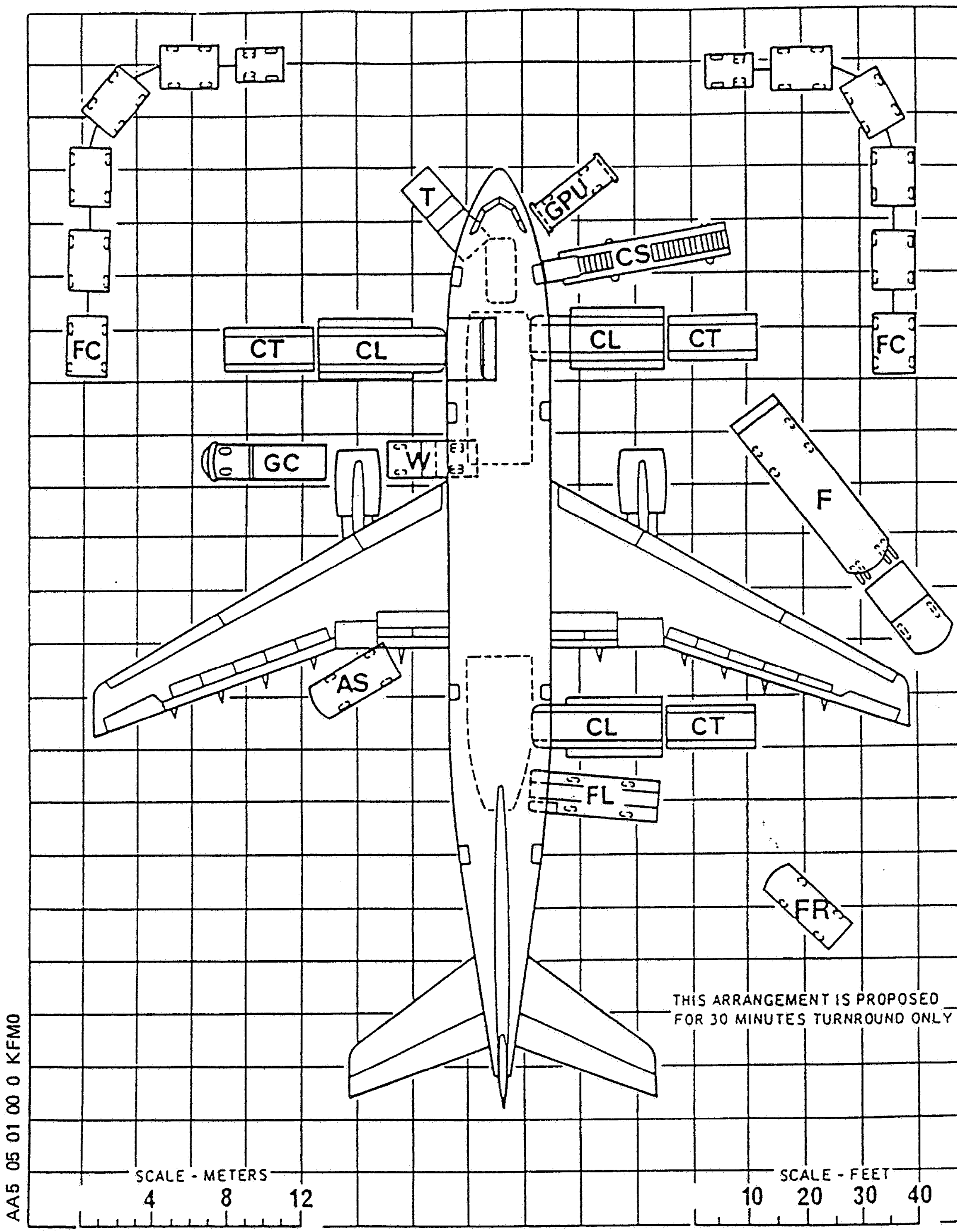
5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.1 OPEN APRON FREE STANDING - APU RUNNING
MODEL C4 FREIGHT



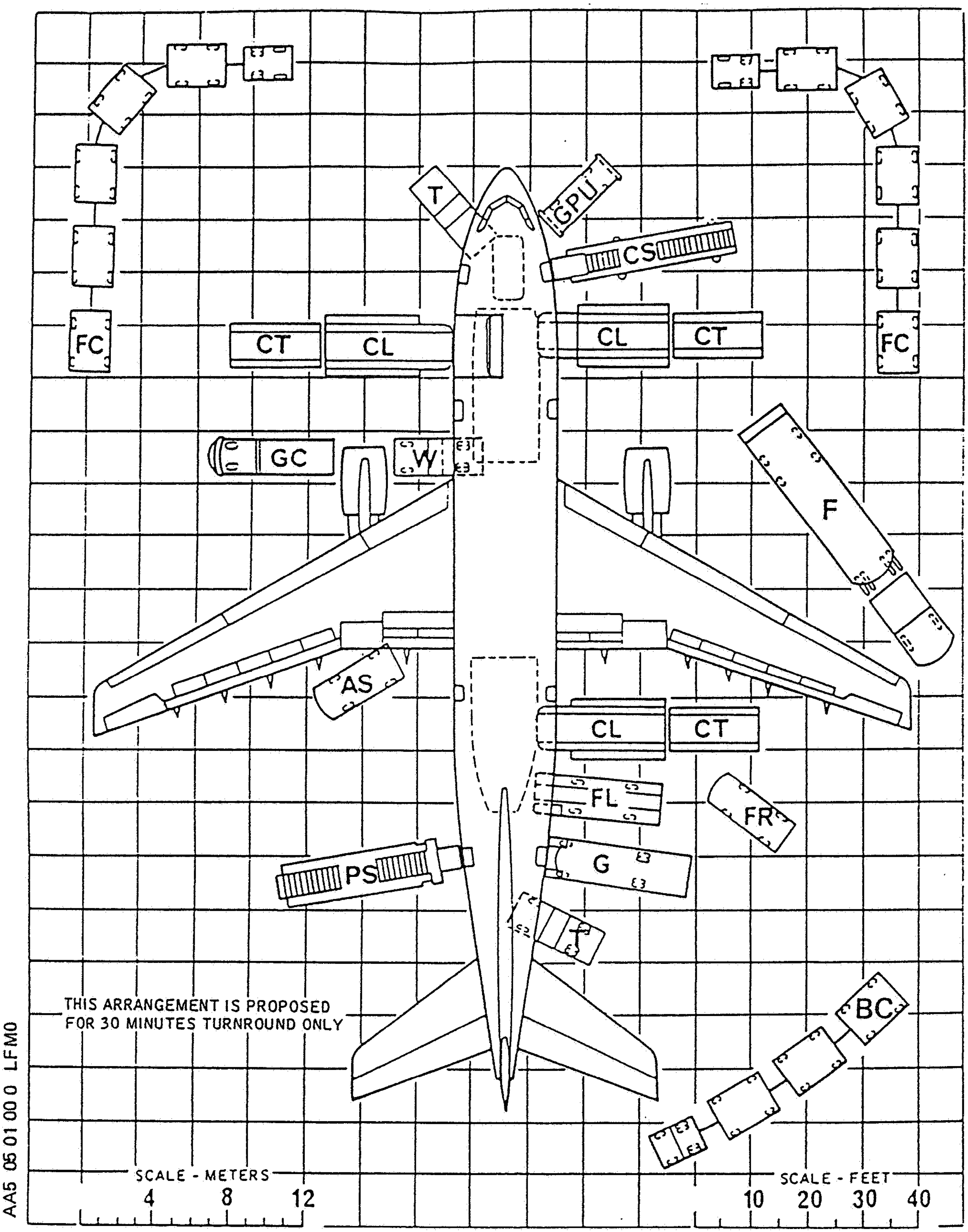
5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.2 OPEN APRON FREE STANDING - APU RUNNING
MODEL C4 FREIGHT/PASSENGER



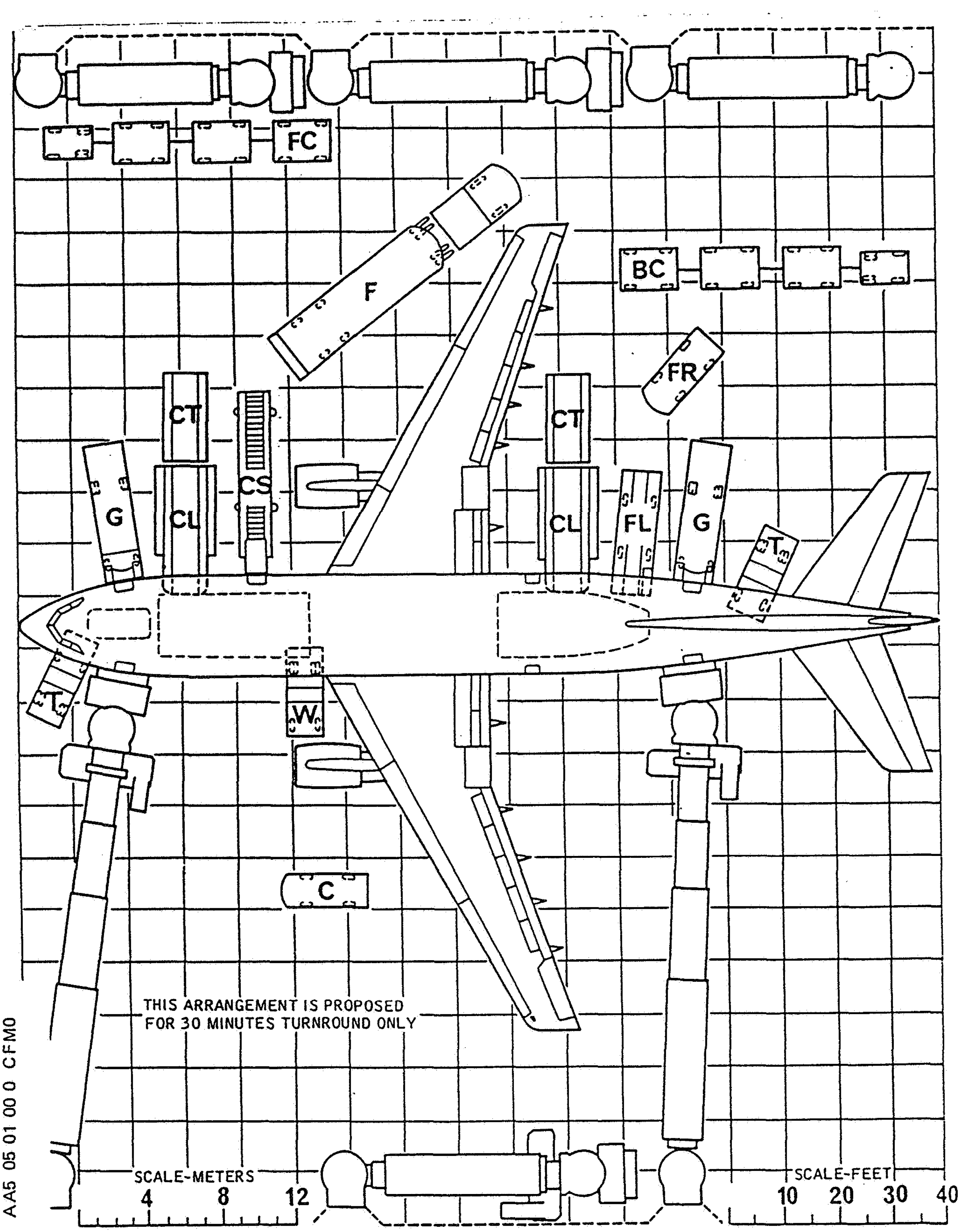
5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.3 OPEN APRON FREE STANDING - APU NOT RUNNING
MODEL B2 - B4 - C4 PASS



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

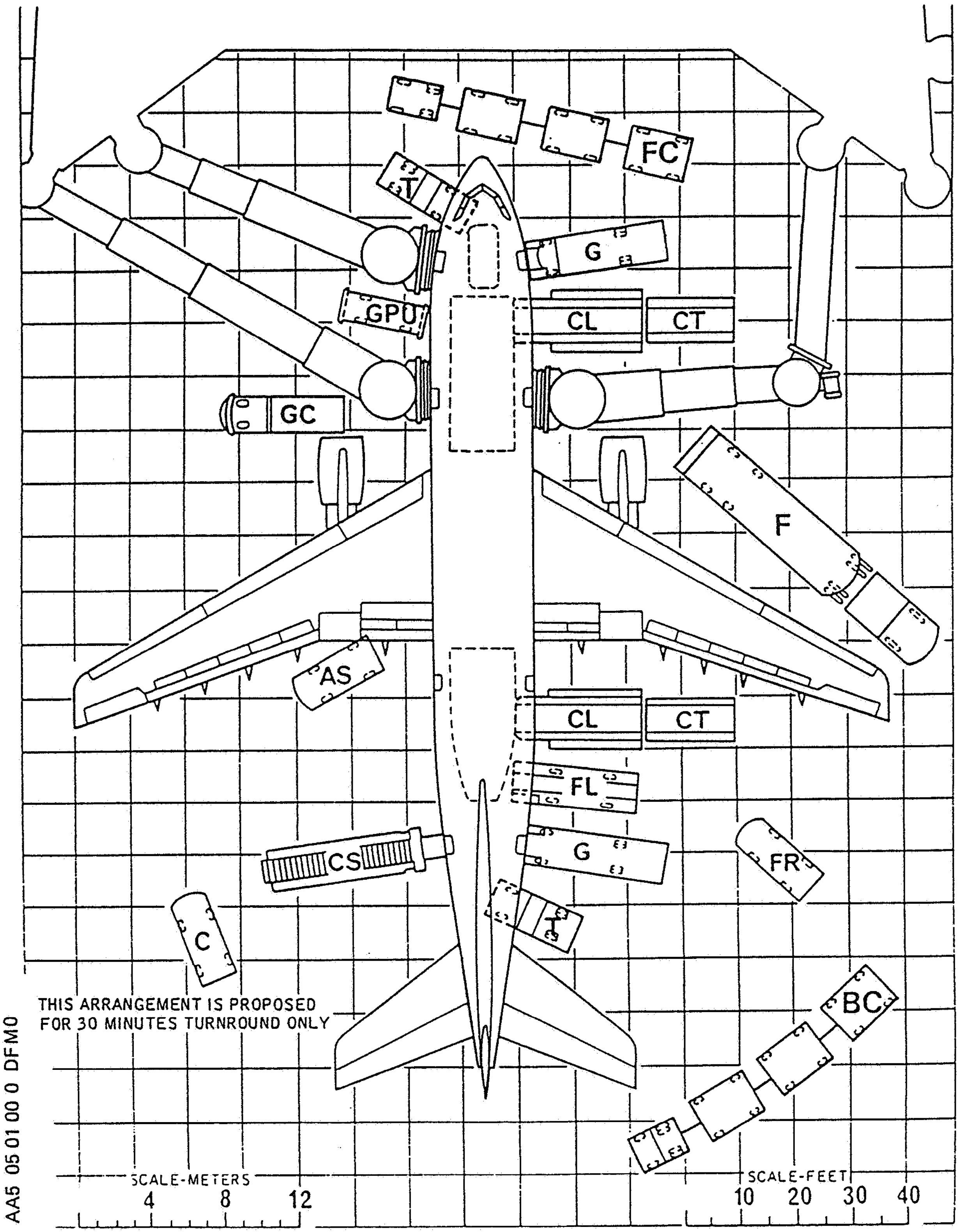


5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.3 OPEN APRON FREE STANDING - APU NOT RUNNING
MODEL C4 FREIGHT/PASSENGER

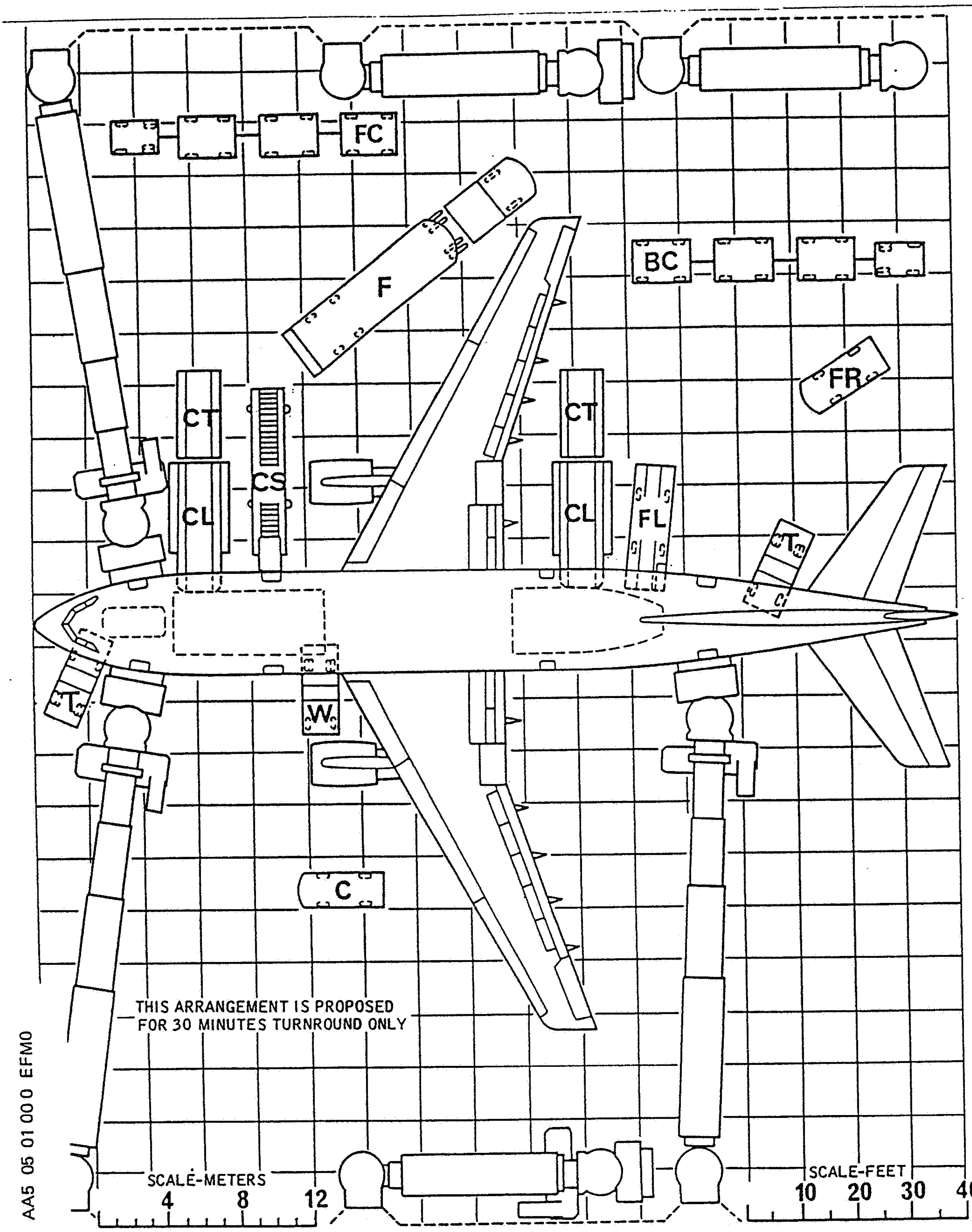


AA5 05 01 00 0 CFM0

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

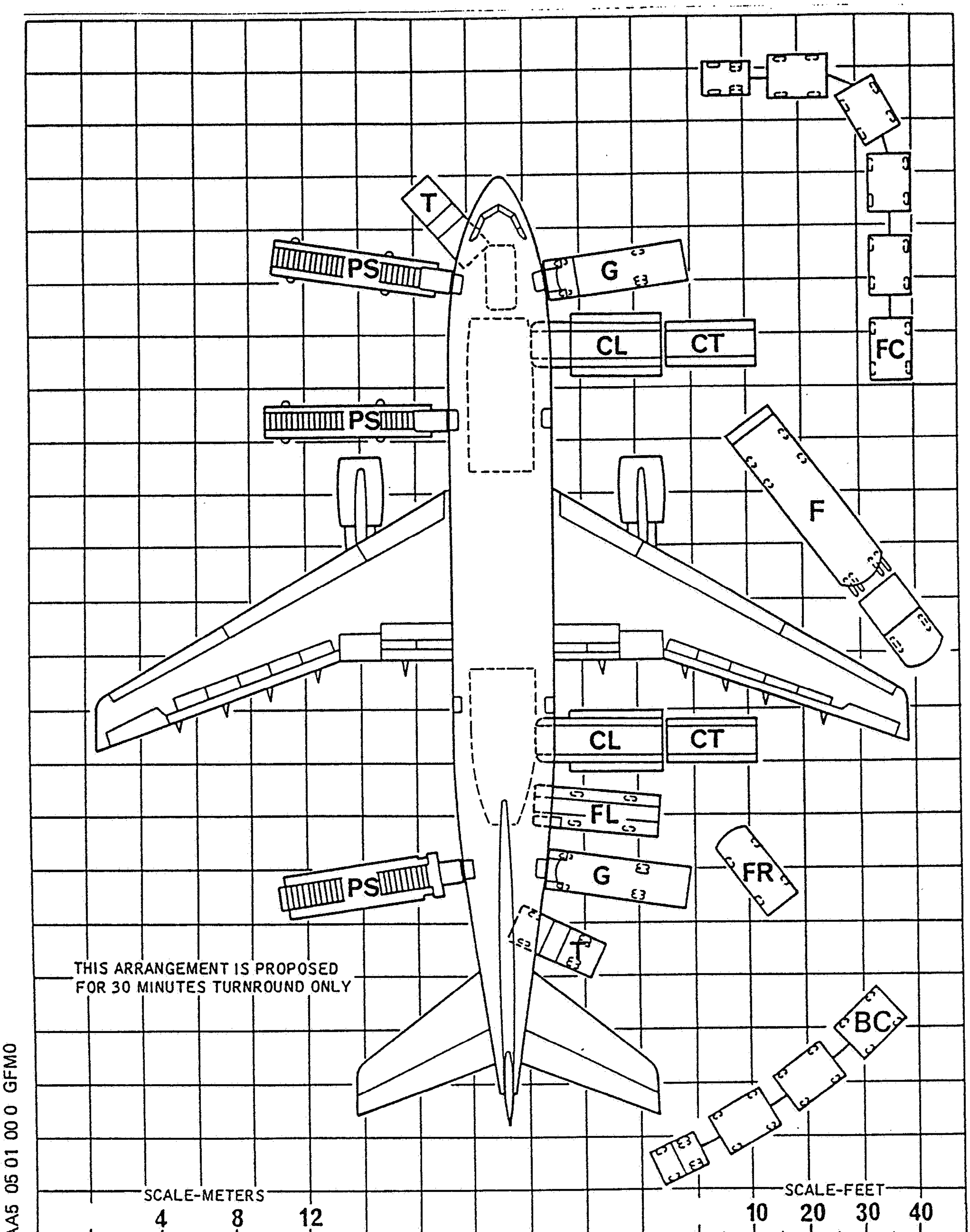


5.1 AIRPLANE SERVICING ARRANGEMENT
5.1.5. THREE PASSENGER GANGWAYS - NOSE IN - APU NOT RUNNING
MODEL B2 - B4 - C4 PASS

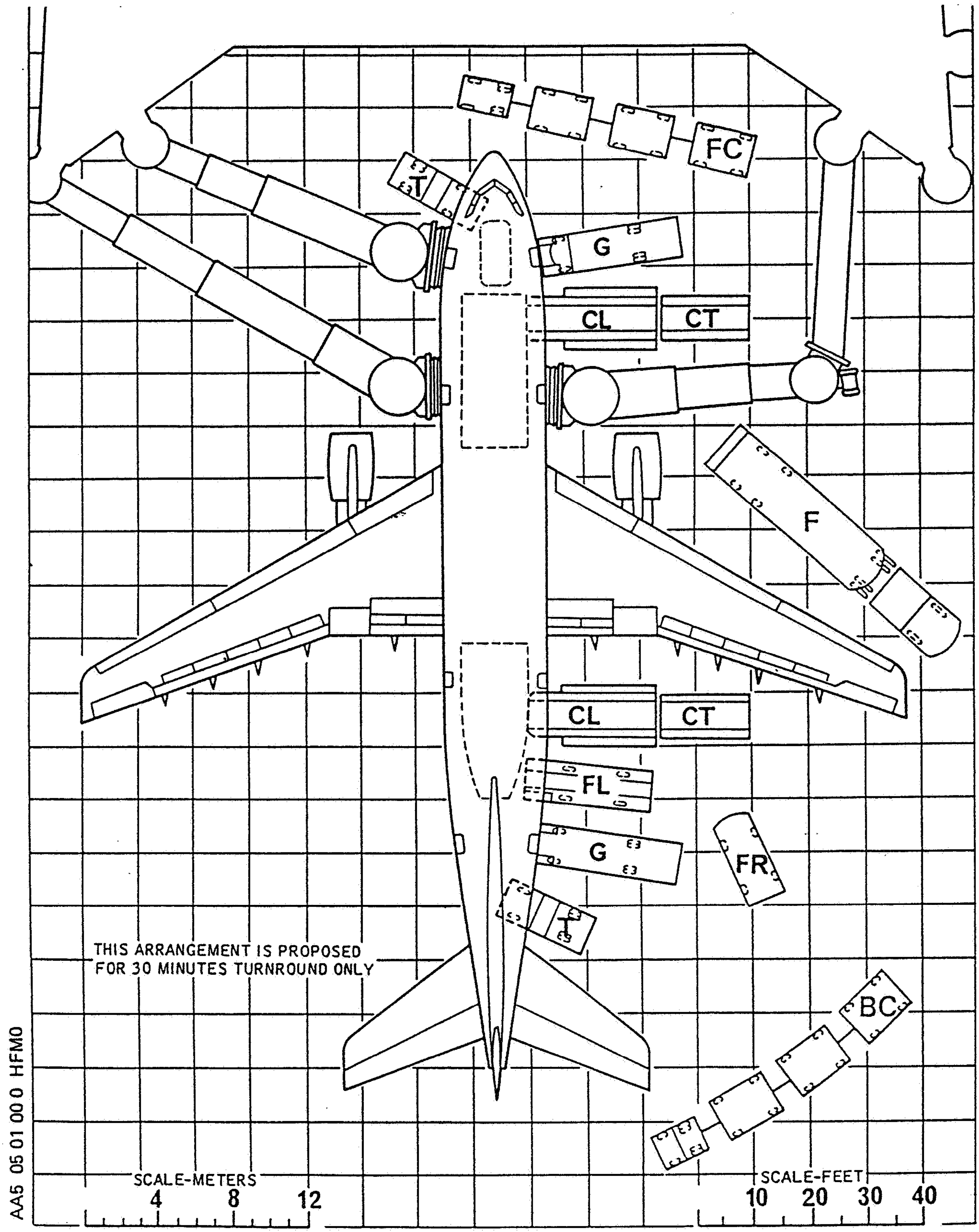


AA5 05 01 00 0 EFM0

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



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



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

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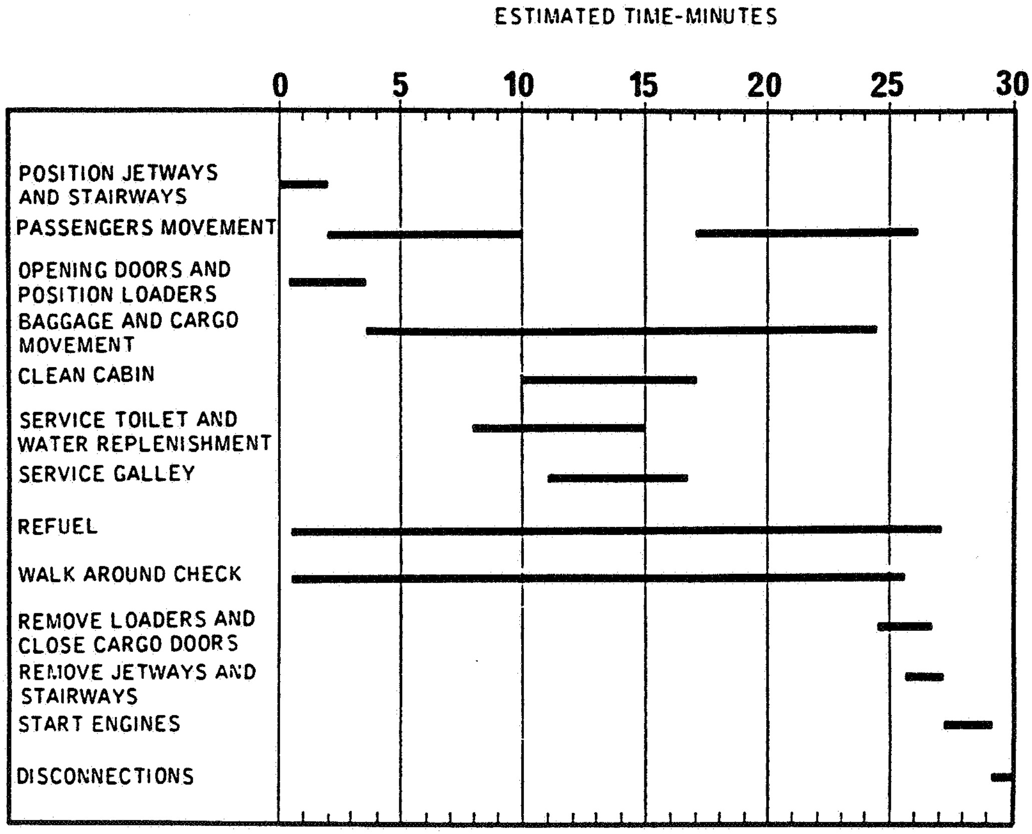


145 PASSENGERS - 1 DOOR OPEN - 100 % PASSENGER MOVEMENT
REFUELLING OF 80 %

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

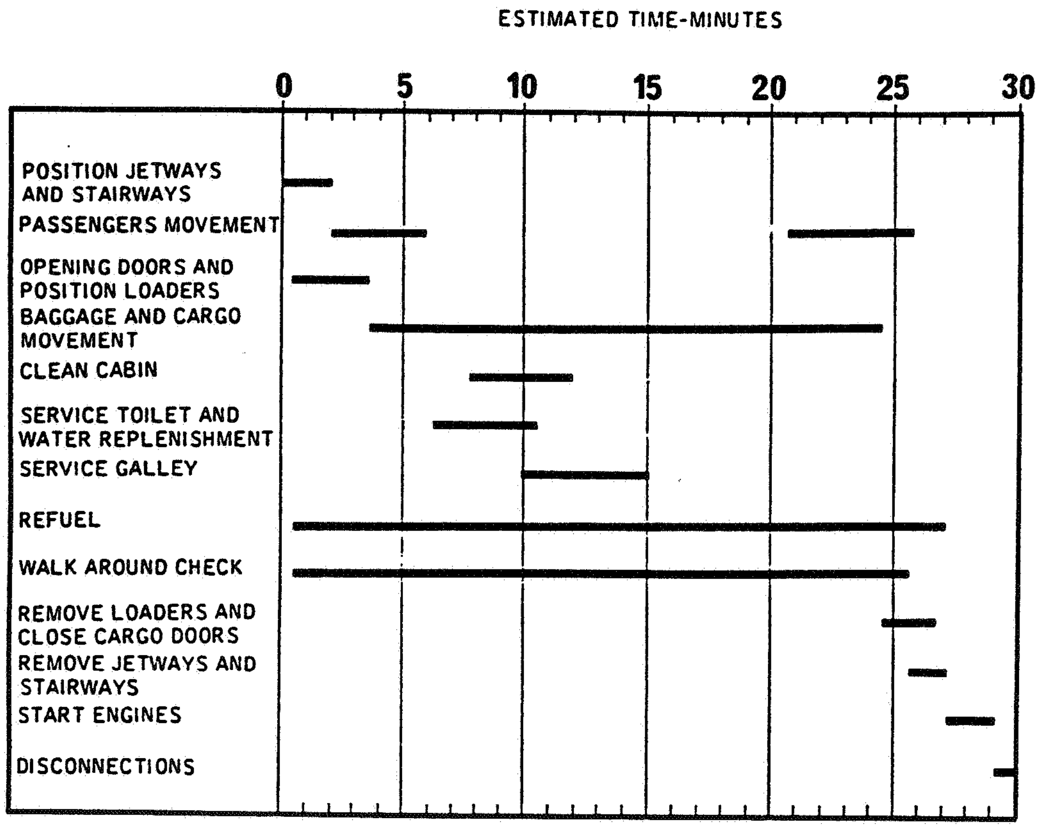
APU RUNNING

FREIGHT AND BAGGAGE CONTAINERIZED

100% UNLOAD - LOAD

AA5 05 02 00 0 AA 0

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



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

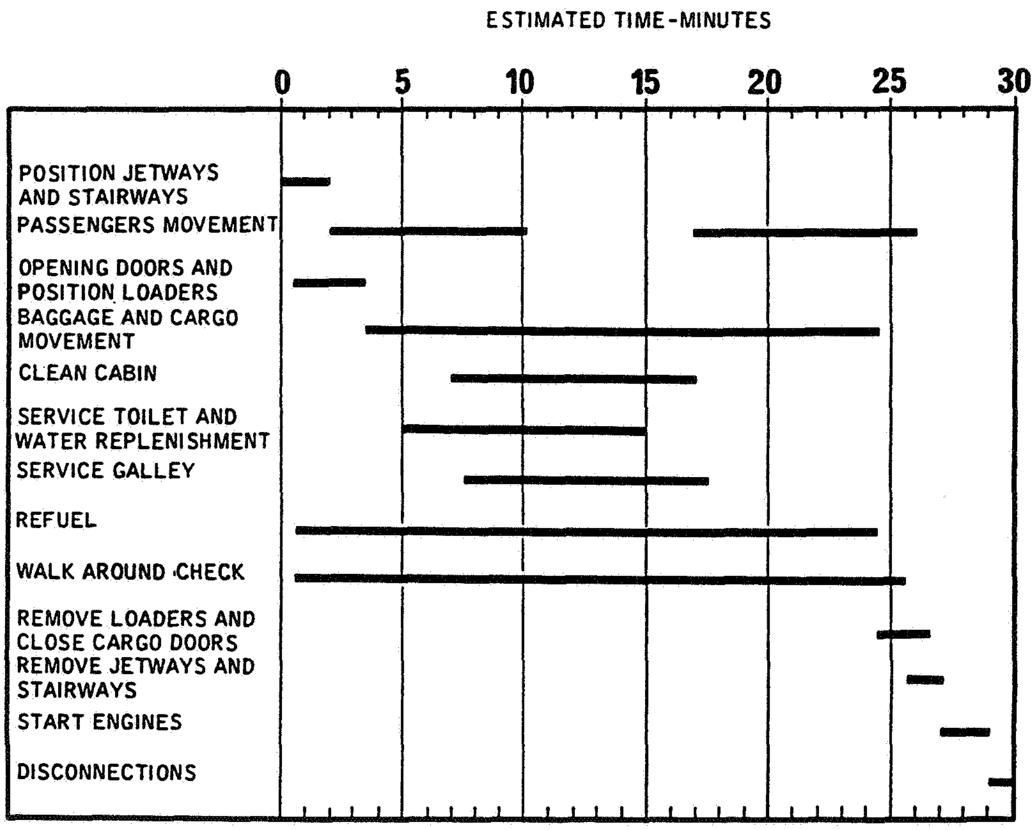
PASSENGER FLOW RATE
- 18 PAX/DOOR MINUTE - DEPLANING
- 16 PAX/DOOR MINUTE - BOARDING

APU RUNNING

FREIGHT AND BAGGAGE CONTAINERIZED

100% UNLOAD - LOAD

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



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

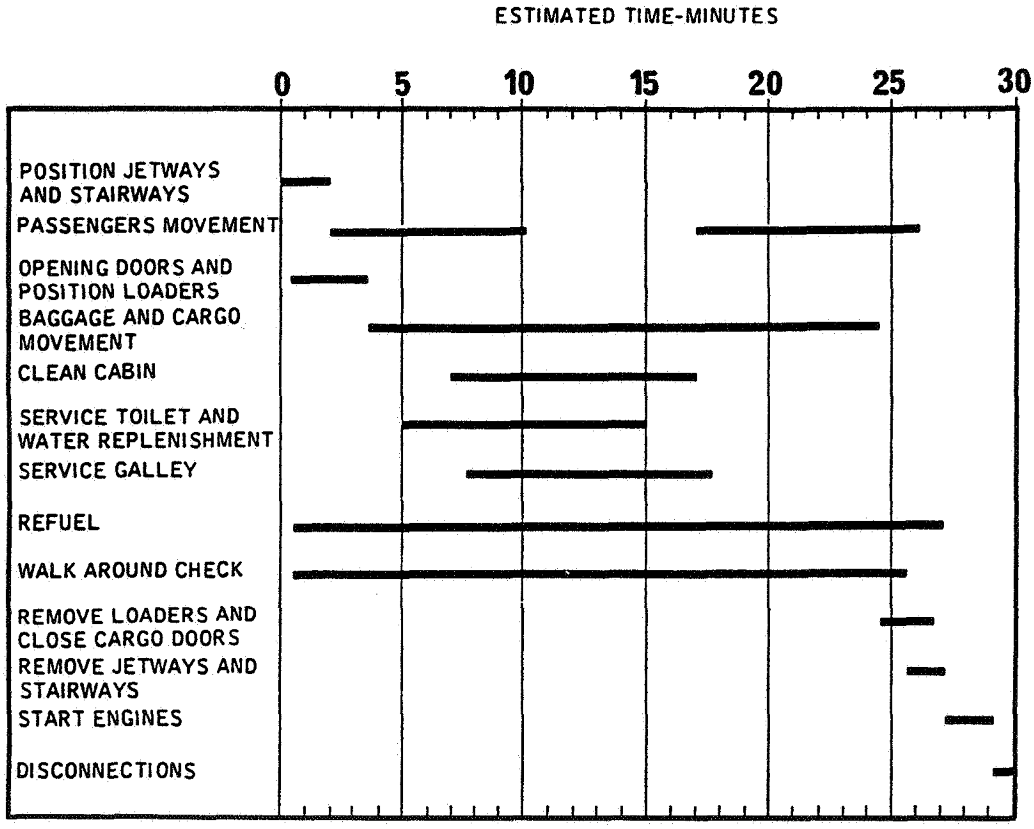
PASSENGER FLOW RATE < 18 PAX/DOOR MINUTE - DEPLANING; 16 PAX/DOOR MINUTE - BOARDING

APU RUNNING

BAGGAGE CONTAINERIZED

AA 5 05 02 00 0 AF 0

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



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

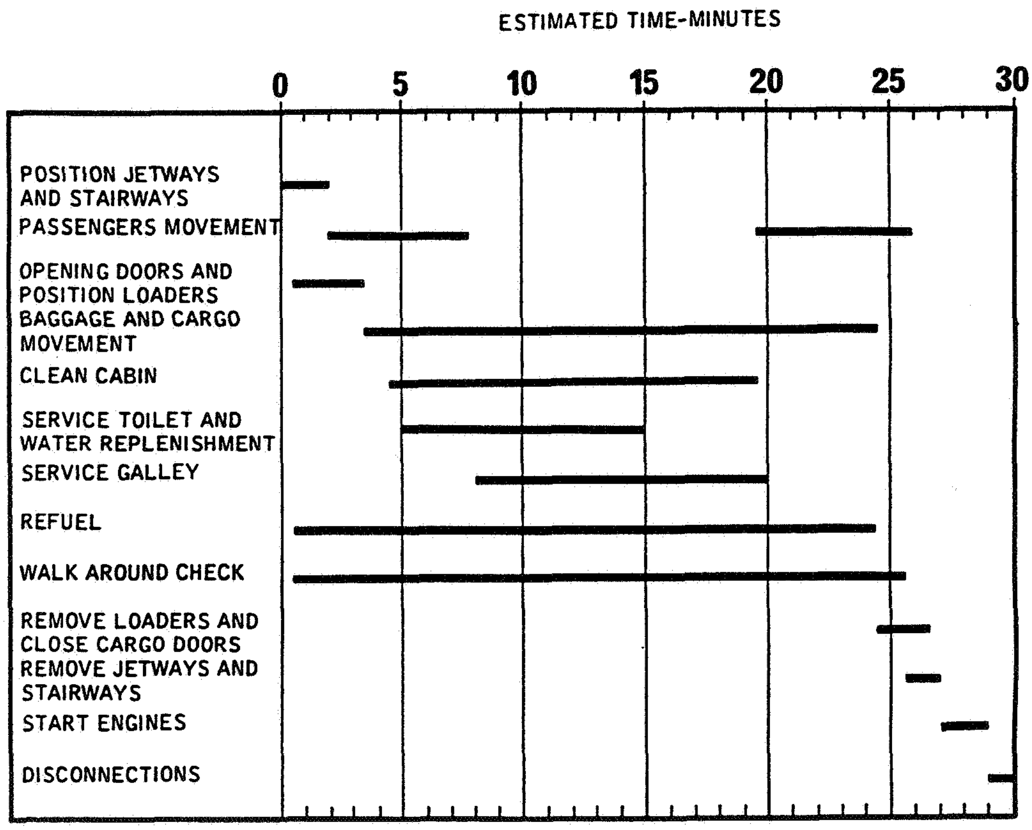
PASSENGER FLOW RATE < 18 PAX/DOOR MINUTE - DEPLANING; 16 PAX/DOOR MINUTE - BOARDING

APU RUNNING

BAGGAGE CONTAINERIZED

AA5 05 02 00 0 AT 0

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



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

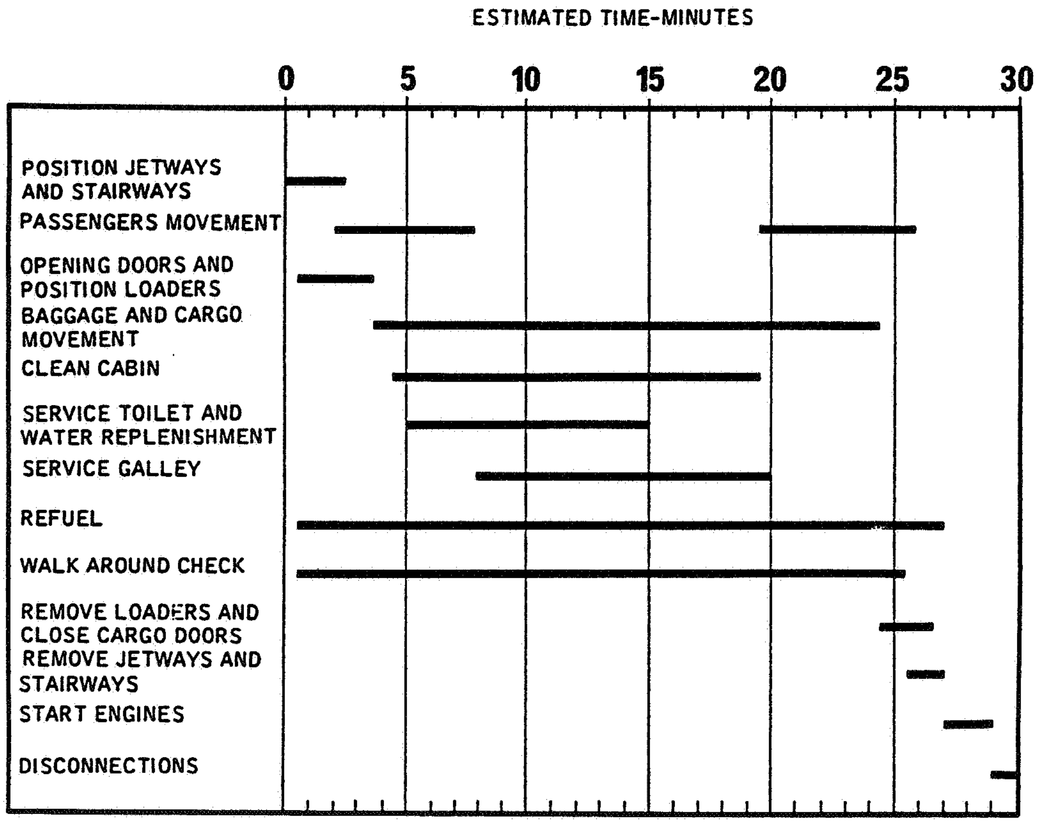
PASSENGER FLOW RATE < 18 PAX/DOOR MINUTE - DEPLANING; 16 PAX/DOOR MINUTE - BOARDING

APU RUNNING

BAGGAGE CONTAINERIZED

A A 5 05 02 00 0 BF 0

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



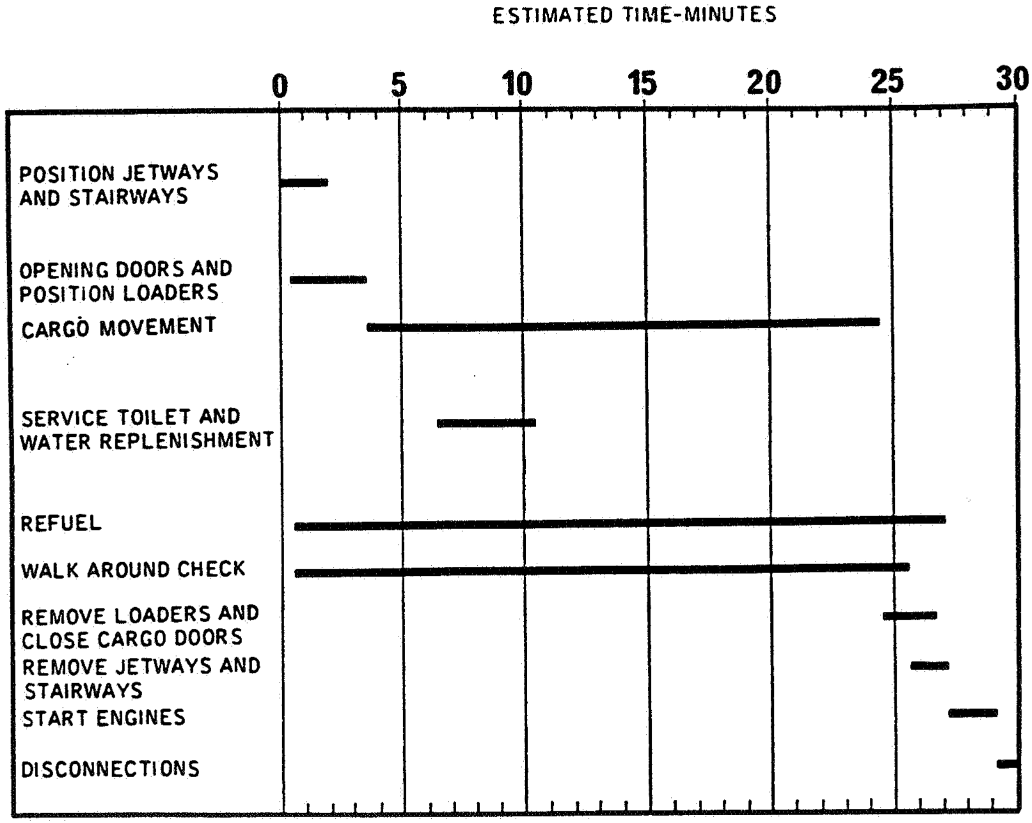
281 PASSENGERS - 3 DOORS OPEN - 100 % PASSENGER MOVEMENT
REFUELLING OF 80 %

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

APU RUNNING

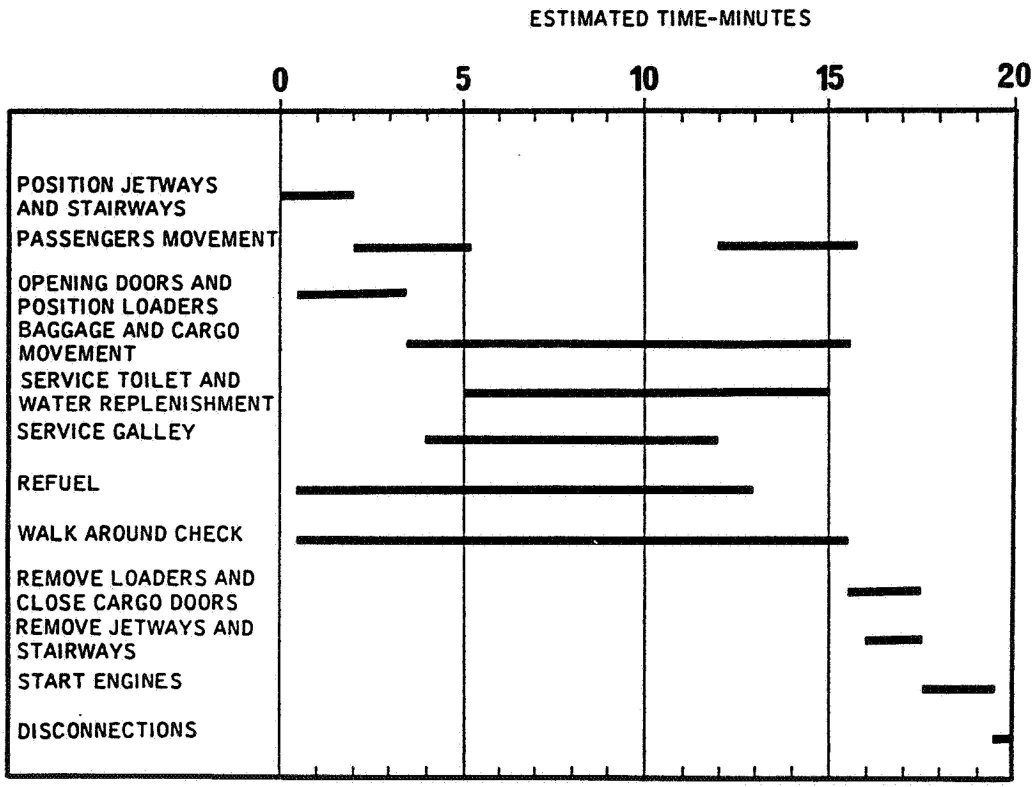
BAGGAGE CONTAINERIZED

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



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

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



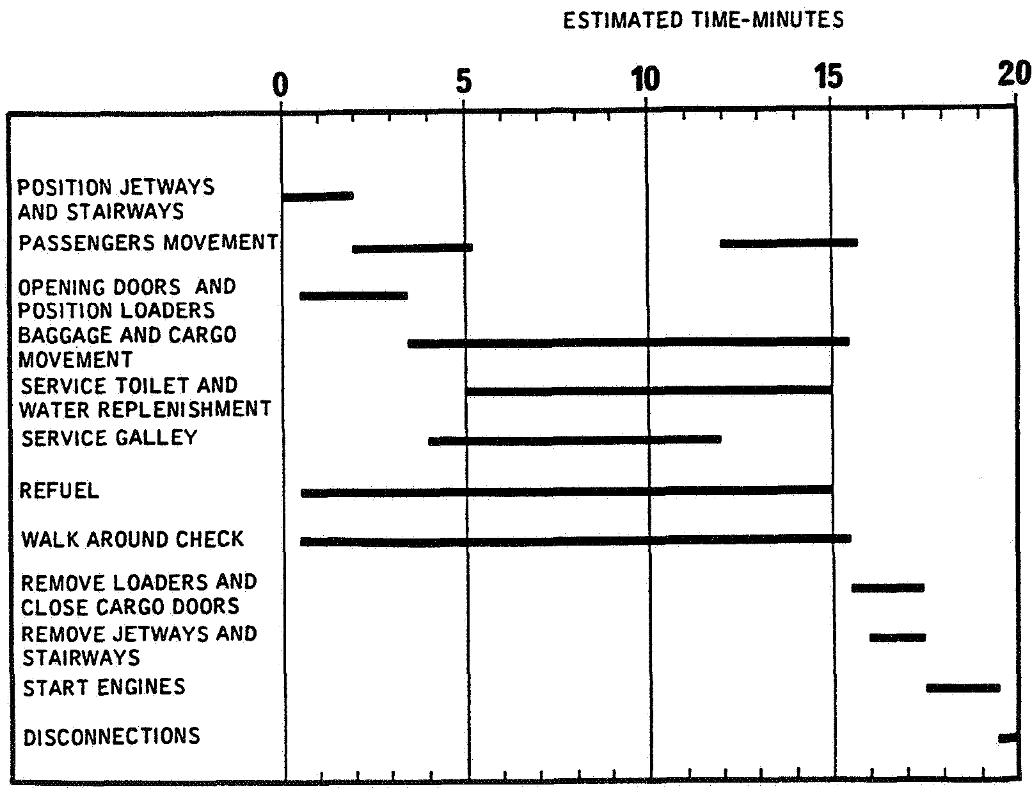
281 PASSENGERS - 3 DOORS OPEN - 60 % PASSENGER MOVEMENT
REFUELLING OF 30 %

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

APU RUNNING

BAGGAGE CONTAINERIZED

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



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

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

APU RUNNING

BAGGAGE CONTAINERIZED

AA 5 05 03 00 0 AT 0

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

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

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

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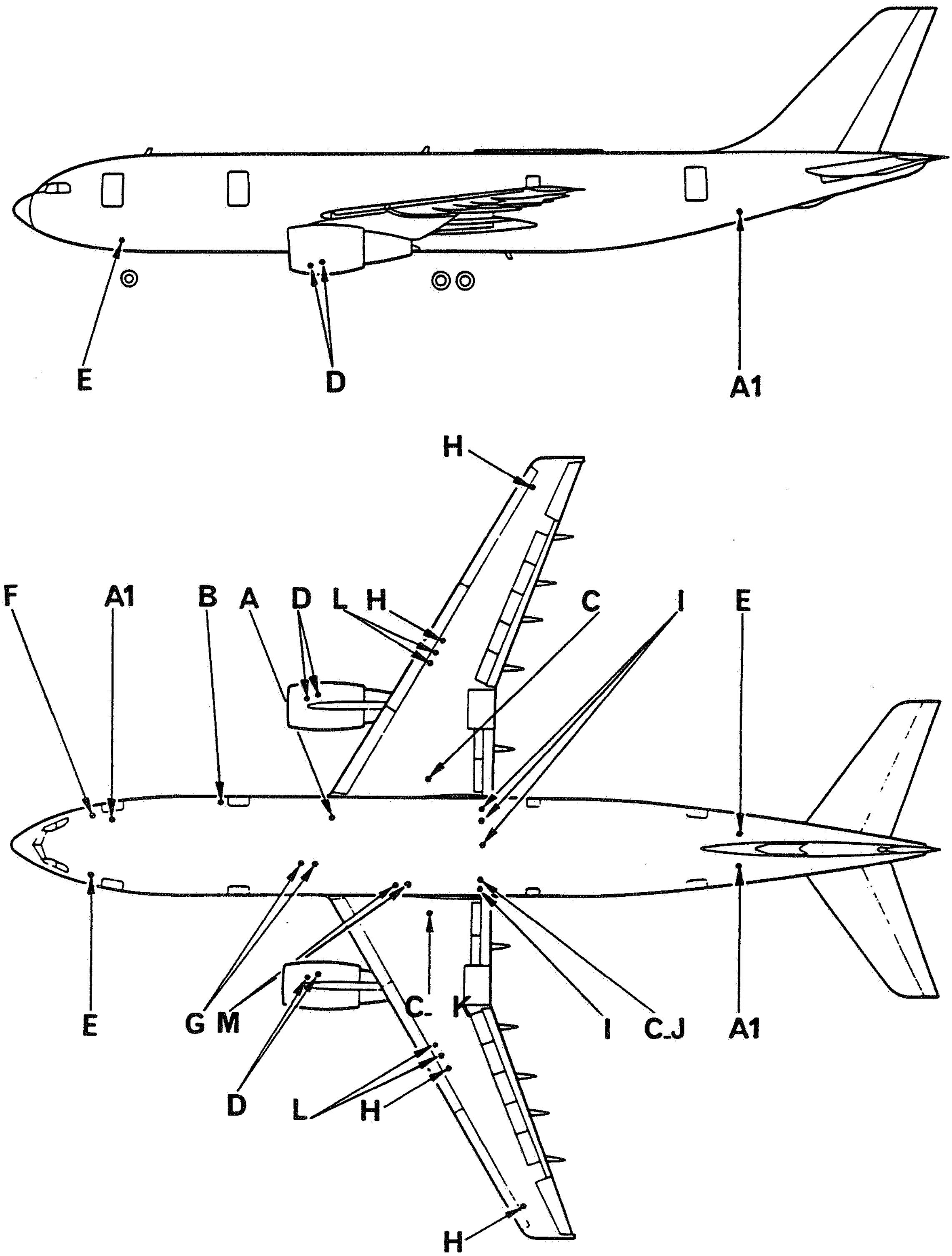

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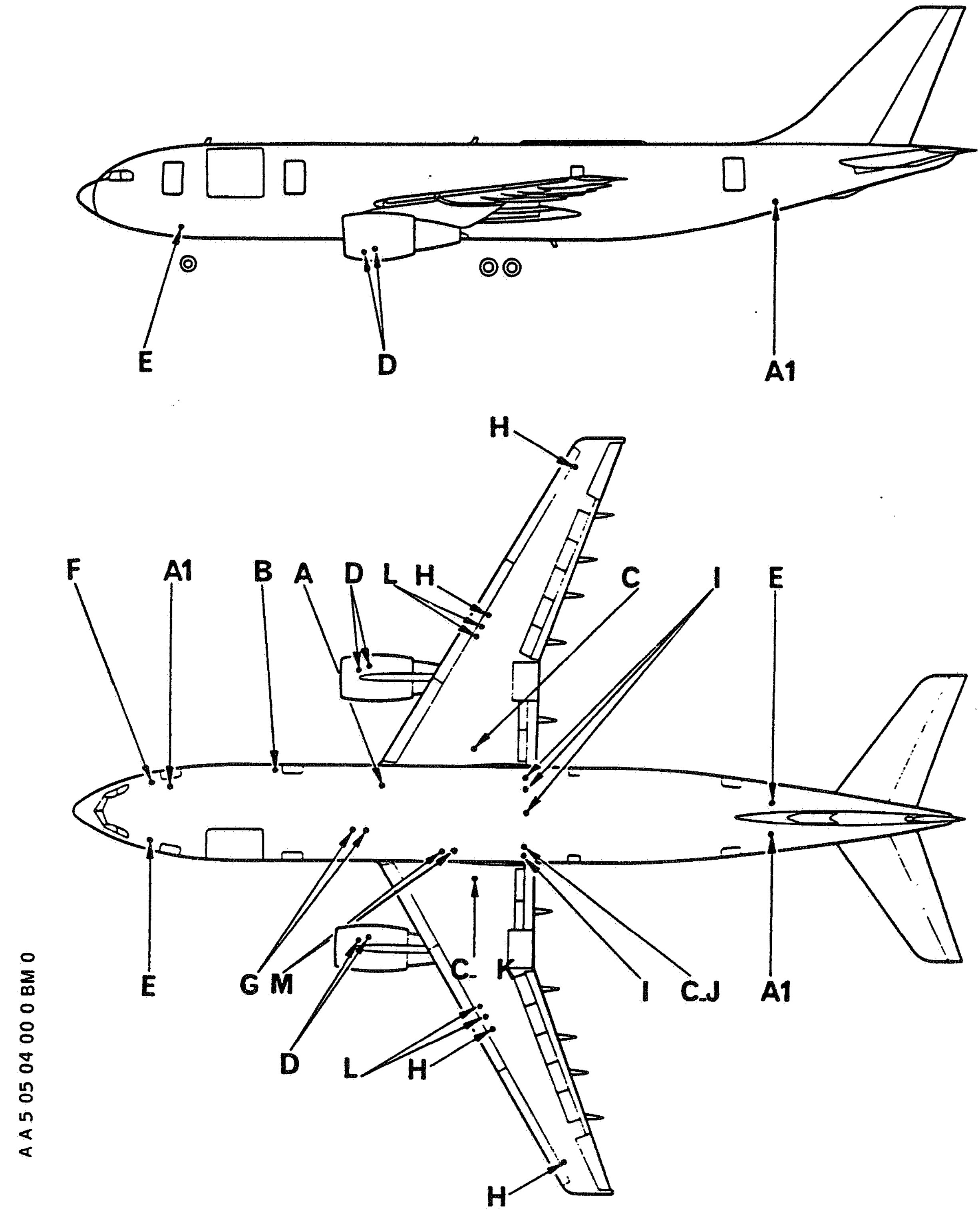
5.4 GROUND SERVICE CONNECTIONS
5.4.2 GROUND SERVICE CONNECTIONS LAYOUT
MODEL B2 - B4

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

5.4 GROUND SERVICE CONNECTIONS
5.4.1 GROUND SERVICE CONNECTIONS DATA
MODEL C4



5.4 GROUND SERVICE CONNECTIONS
5.4.2 GROUND SERVICE CONNECTIONS LAYOUT
MODEL C4

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

5.4.3 Hydraulic System
MODEL B2

	DISTANCE Meters / (Ft - In.)			MEAN HEIGHT FROM GROUND
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		
		RH SIDE	LH SIDE	
A. Reservoir charging : One 1/4 in. self sealing connection common for the 3 reservoirs	22.89 (75-1)		3.60 (11-10)	3.60 (11-10)
B. Accumulator charging : Five MS 28889-1 connections (one per accumulator)				
- Green	26.07 (85-6)		0.30 (1-0)	2.99 (9-10)
- Yellow and Blue	26.07 (85-6)	2.30 (7-7)	2.30 (7-7)	3.74 (11-5)
- Braking	26.07 (85-6)	2.10 (6-11)		3.74 (13-5)
- Braking	26.07 (85-6)	2.10 (6-11)		4.11 (13-5)
C. Reservoir filling : One 1/4 in. self sealing connection common for the 3 reservoirs	25.87 (84-10)		1.77 (5-10)	2.89 (9-5)
D. Reservoir overflow : Three 1/4 in. self sealing connections (one per reservoir)				
- Green	25.87 (84-10)		1.77 (5-10)	2.89 (9-5)
- Yellow and Blue	22.89 (75-1)	3.60 (11-10)	3.60 (11-10)	3.60 (11-9)
E. Ground test : Three 1 in. self sealing connections and three 1 1/4 in. self sealing connections (one pair per system)				
- Green	25.87 (84-10)		1.77 (5-10)	2.89 (9-5)
- Yellow and Blue	22.89 (75-1)	3.60 (11-10)	3.60 (11-10)	3.60 (11-9)

5.4.3 Hydraulic System
MODEL B2 320 - B4 - C4

ELECTRICAL SYSTEM	DISTANCE Meters (Ft - In.)			MEAN HEIGHT FROM GROUND
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		
		RH SIDE	LH SIDE	
One standard 6 pin connection - ISO R461 specification	4.40 (14-5)	1.71 (5-7)		3.29 (10-9)

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

5.4.4 Electrical System
MODEL B2

ELECTRICAL SYSTEM

	DISTANCE Meters (ft - in.)			MEAN HEIGHT FROM GROUND
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		
		RH SIDE	LH SIDE	
One standard 6 pin connection - ISO R461 specification	4.40 (14-5)	1.71 (5-7)		3.30 (10-10)

Supply:
115/200 Volt 3 Phase 400 Hz
Power required: 90 KVA

R Electrical Connectors for Servicing

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

5.4.4 Electrical System
MODEL B2 320 - B4 - C4

OXYGEN SYSTEM

	DISTANCE Meters (ft - in.)			MEAN HEIGHT FROM GROUND
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		
		RH SIDE	LH SIDE	
One service connection (external charging) 3/8 in. UNF x 24 TPI	12.05 (38-10)	2.52 (8-3)		3.60 (11-9)

5.4.5 Oxygen System
MODEL B2

OXYGEN SYSTEM

	DISTANCE Meters (Ft - In.) AFT OF NOSE	FROM AIRPLANE CENTERLINE RH SIDE	LH SIDE	MEAN HEIGHT FROM GROUND
One service connection (external charging) 3/8 in. UNF x 24 TPI	12.05 (39-6.4)	2.52 (8-3)	—	3.59 (11-9)

FUEL SYSTEM

	DISTANCE Meters (Ft - In.)			MEAN HEIGHT FROM GROUND
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		
		RH SIDE	LH SIDE	
Two standard 2 1/2 in. connections - ISO R45 Specification	24.31 (79-9)	11.84 (38-10)	—	4.27 (14-0)
Two Standard 2 1/2 in. connections - ISO R45 Specification	24.32 (79-9)	—	11.84 (38-10)	4.27 (14-0)
Two service connections (gravity feed)	24.95 (81-10)	12.35 (40-6)	12.35 (40-6)	4.72 (15-6)
Two service connections (gravity feed)	31.02 (101-9)	20.39 (66-11)	20.39 (66-11)	5.27 (17-3)

Flow Rate :
1135 l/mn (250 Imp. gal/mn) (300 U.S. gal/mn) per connection
Maximum Pressure :
50 psig (3.45 bars)

APPROX. CAPACITIES PER AIRPLANE

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

5.4.6 Fuel System
MODEL B2-B2K

FUEL SYSTEM

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

Flow Rate :
1135 l/mn (250 Imp. gal/mn) (300 U.S. gal/mn) per connection
Maximum Pressure :
50 psig (3.45 bars)

APPROX. CAPACITIES PER AIRPLANE

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

5.4.6 Fuel System
MODEL B2 320

FUEL SYSTEM

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

Flow Rate :
1475 l/mn (325 Imp. gal/mn) (390 U.S. gal/mn) per connection
Maximum Pressure :
50 psig (3.45 bars)

APPROX. CAPACITIES PER AIRPLANE

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

5.4.6 Fuel System
MODEL B4

FUEL SYSTEM

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

Flow Rate :
1475 l/mn (325 Imp. gal/mn) (390 U.S. gal/mn) per connection
Maximum Pressure :
50 psig (3.45 bars)

APPROX. CAPACITIES PER AIRPLANE

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

5.4.6 Fuel System
MODEL C4

PNEUMATIC SYSTEM

	DISTANCE Meters (Ft - In.)			MEAN HEIGHT FROM GROUND
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		
		RH SIDE	LH SIDE	
Two standard 3 in. ISO TC20 connections for engine starting and cabin conditioning.	21.60 (70-10)		0.88 (2-11)	2.15 (7-1)
Two standard 8 in. connections (MS33562) for preconditioned air (optional).	17.31 (56-9)		0.82 (2-8)	2.27 (7-5)
	16.82 (55-2)		0.82 (2-8)	2.27 (7-5)

5.4.7 Pneumatic System
MODEL B2

PNEUMATIC SYSTEM

	DISTANCE Meters (Ft - In.) AFT OF NOSE	FROM AIRPLANE CENTERLINE RH SIDE	FROM AIRPLANE CENTERLINE LH SIDE	MEAN HEIGHT FROM GROUND
Two standard 3 in. ISO TC20 connections for engine starting and cabin conditioning.	21.60 (70-10)		0.88 (2-11)	2.16 (7-1)
Two standard 8 in. connections (MS33562) for preconditioned air (optional).	17.31 (56-9)		0.82 (2-8)	2.27 (7-5)
	16.82 (55-2)		0.82 (2-8)	2.27 (7-5)

5.4.7 Pneumatic System
MODEL B2 320 - B4 - C4

OIL SYSTEM

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

Delivery pressure required : 25 psi (1.72 bars)

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

B. C.S.D. oil replenishment : One pressure fill connection per engine and one gravity fill port	17.50 (57-4)	9.00 (29-6)	6.80 (22-4)	1.00 (3-3)

Delivery pressure required : 25 psi (1.72 bars)

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

OIL SYSTEM

	DISTANCE Meters (Ft - In.) AFT OF NOSE	FROM AIRPLANE CENTERLINE RH SIDE	FROM AIRPLANE CENTERLINE LH SIDE	MEAN HEIGHT FROM GROUND
A. Engine oil replenishment : One gravity fill cap and one pressure fill connection per engine fill	18.20 (59-8)	8.86 (29-1)	7.02 (23-00)	1.36 (4-6)

Delivery pressure required : 25 psi (1.72 bar)

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

B. C.S.D. oil replenishment : One pressure fill connection per engine and one gravity fill port	18.05 (59-3)	8.53 (28-0)	7.34 (24-1)	1.05 (3-5)

Delivery pressure required : 25 psi (1,72 bar)

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

OIL SYSTEM

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

Delivery pressure required : 25 psi (1.72 bar)

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

B. C.S.D. oil replenishment : One pressure fill connection per engine and one gravity fill port	17.50 (57-4)	9.00 (29-6)	6.80 (22-4)	1.00 (3-3)

Delivery pressure required : 25 psi (1.72 bar)

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

OIL SYSTEM

	DISTANCE Meters (Ft - In.)			MEAN HEIGHT FROM GROUND
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		
		RH SIDE	LH SIDE	
A. Engine oil replenishment : One gravity fill cap and one pressure fill connection per engine fill	18.00 (59-1)	8.80 (28-11)	7.00 (22-11)	1.40 (4-7)
B. C.S.D. oil replenishment : One pressure fill connection per engine and one gravity fill port	17.50 (57-4)	9.00 (29-6)	6.80 (22-4)	1.00 (3-3)

A. Engine oil replenishment :

Delivery pressure required : 25 psi (1.72 bar)

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

B. C.S.D. oil replenishment :

Delivery pressure required : 25 psi (1.72 bar)

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

POTABLE WATER SYSTEM

	DISTANCE Meters (Ft - In.)			MEAN HEIGHT FROM GROUND
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		
		RH SIDE	LH SIDE	
One standard 3/4 in. self sealing quick release coupling for filling. Two drain and two flushing connections	18.41 (60-5)	1.13 (3-8)		2.48 (6-8)
	5.13 (16-10)	1.63 (5-4)		3.05 (10-0)
	42.10 (137-6)		0.70 (2-3)	4.32 (14-2)

Fill rate :
- Flow : 91 l/mn (20 Imp. gal/mn) (24 U.S. gal/mn)

R - Pressure : 25 psi (1.72 bar)

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

5.4.9 Potable Water System
MODEL B2

POTABLE WATER SYSTEM

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

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

Fill rate :
- Flow : 91 l/mn (20 Imp. gal/mn) (24 U.S. gal/mn)

R - Pressure : 25 psi (1.72 bar)

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

5.4.9 Potable Water System
MODEL B2 320 - B4 - C4

TOILET SYSTEM

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

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

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

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

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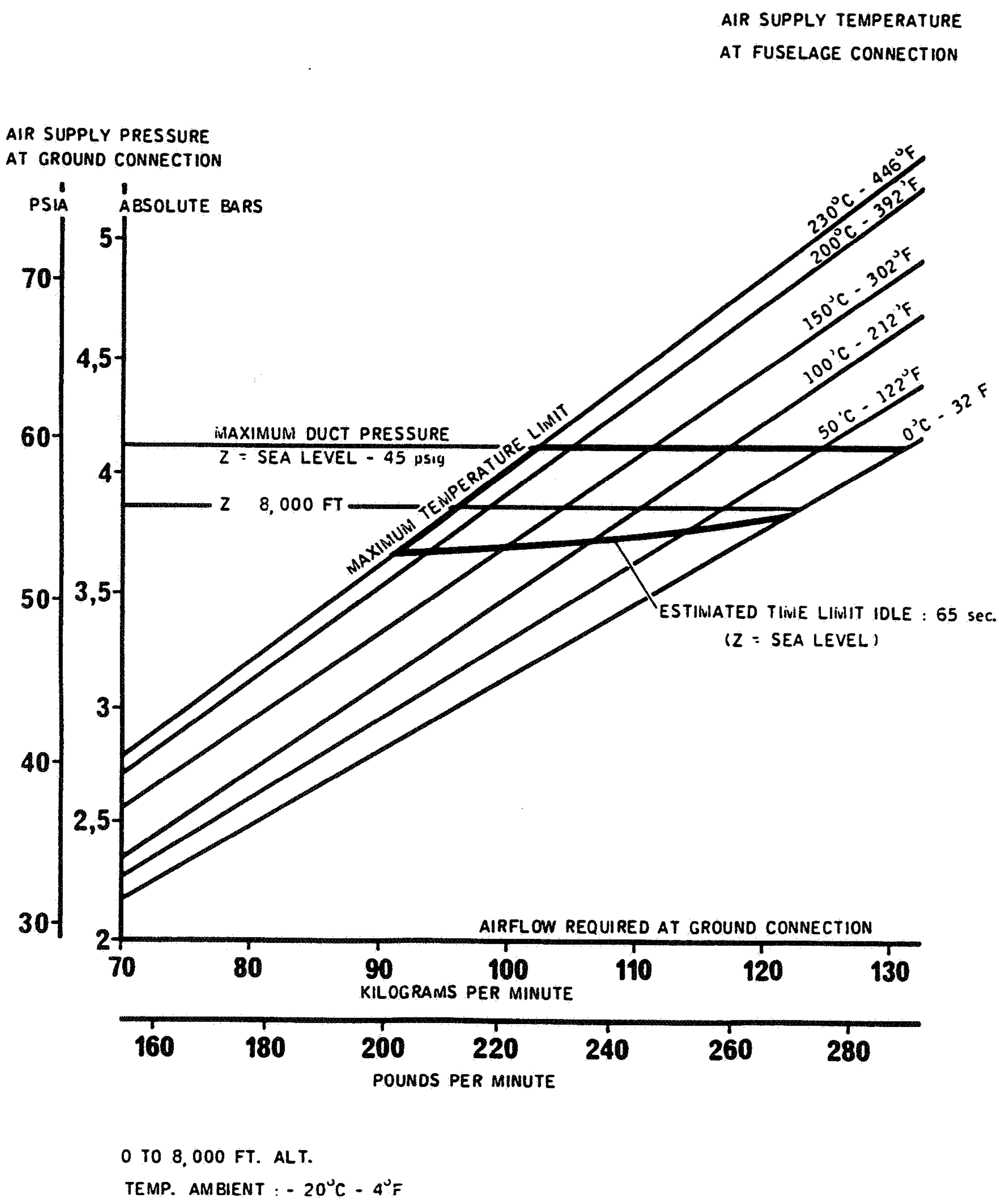
5.4.10 Toilet System
MODEL B2

TOILET SYSTEM

	DISTANCE Meters (Ft- In.)			MEAN HEIGHT FROM GROUND
AFT OF NOSE	FROM AIRPLANE CENTERLINE			
	RH SIDE	LH SIDE		
Per servicing panel One Standard 4 in. drain connection and two 1 in. flush connection				
4.40 (14-5)		1.71 (5-7)		3.29 (10-9)
42.16 (138-4)	0.64 (2-1)			4.29 (14-0)

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

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



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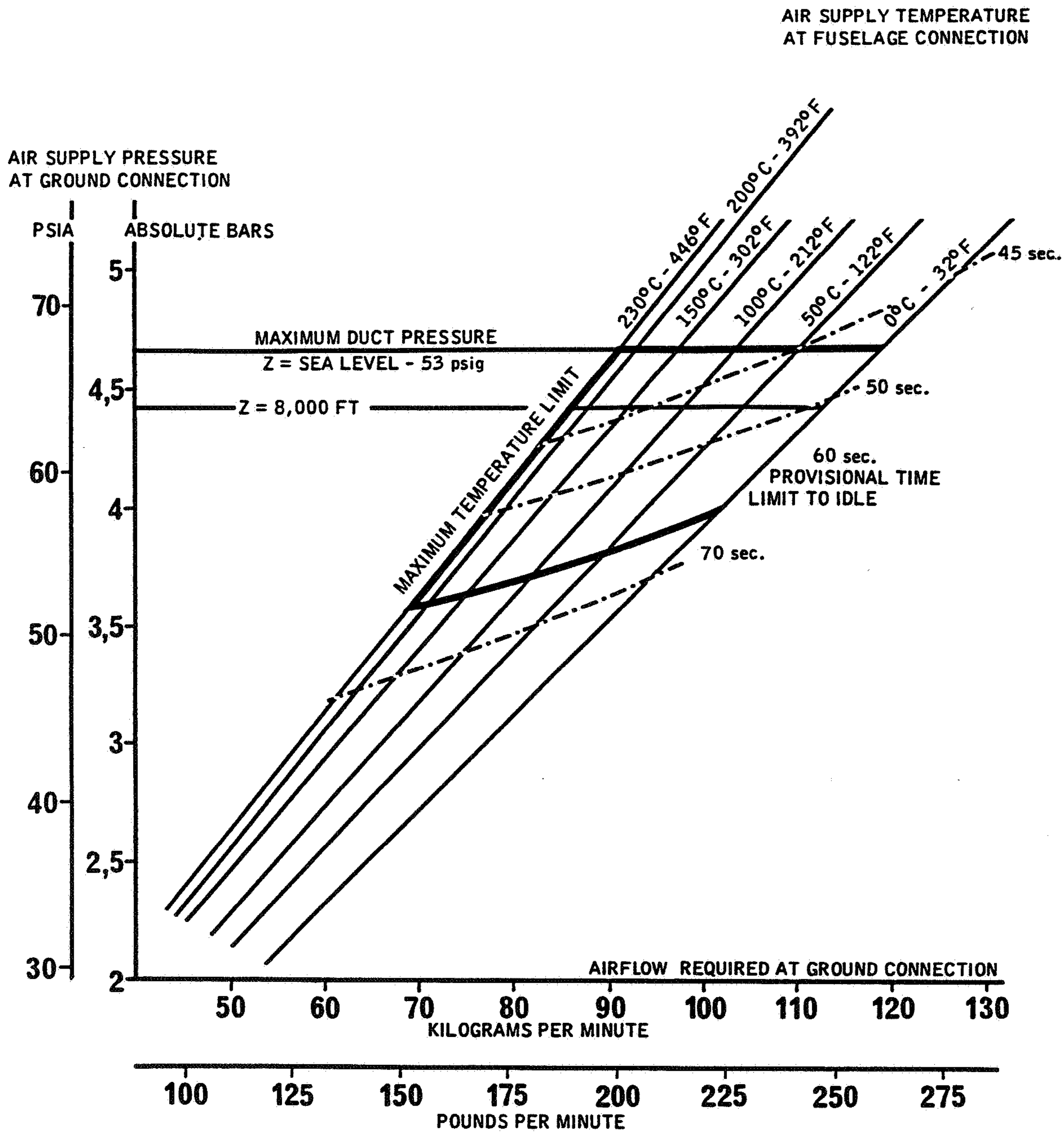
5.5 ENGINE STARTING PNEUMATIC REQUIREMENTS
5.5.1 AMBIENT TEMPERATURE -20°C (-4°F))
MODEL B2-320



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

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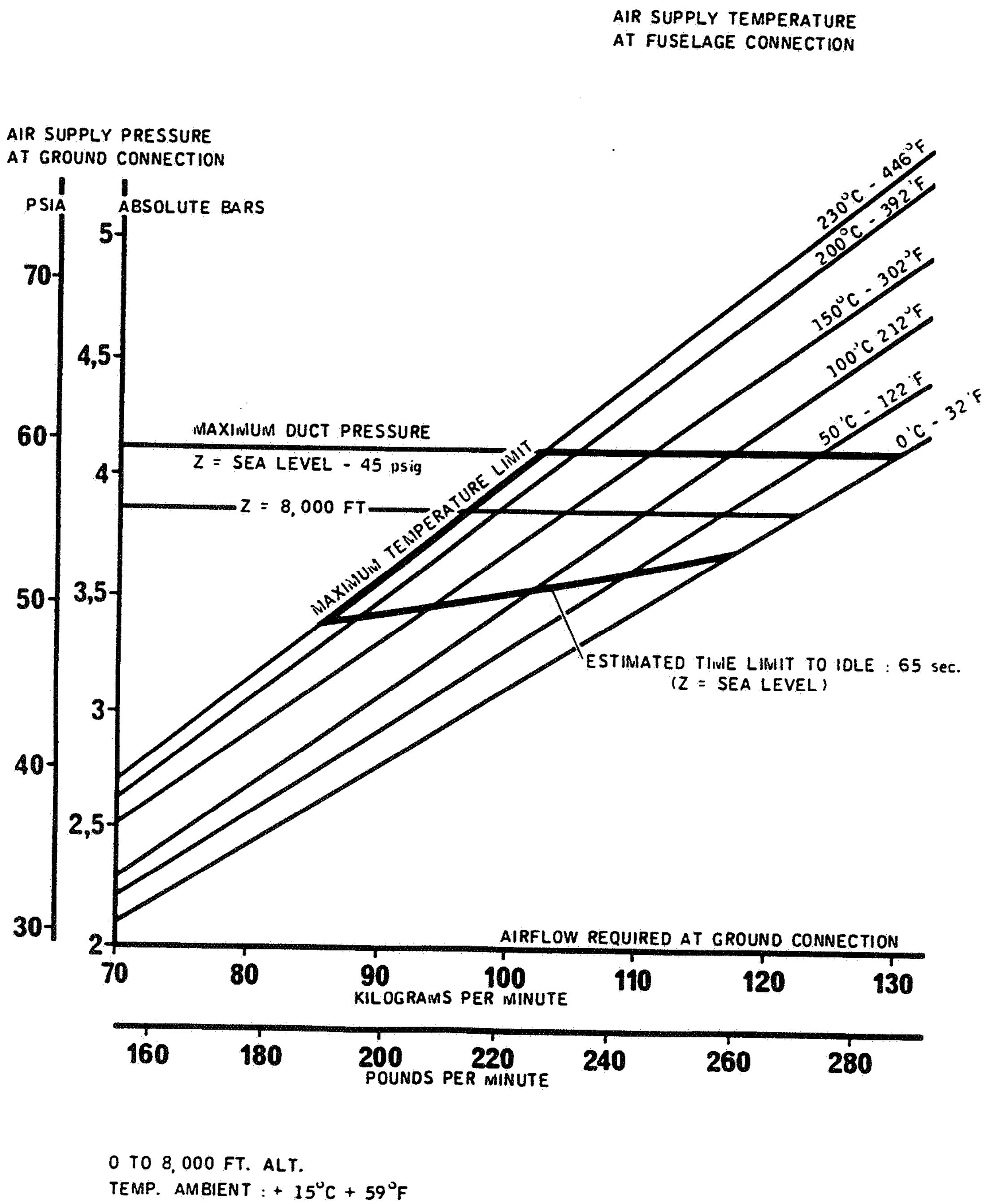
5.5 ENGINE STARTING PNEUMATIC REQUIREMENTS
5.5.1 AMBIENT TEMPERATURE -40°C (-40°F)
MODEL B2 - B4 - C4



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AA5 05 05 02 0 AB 0

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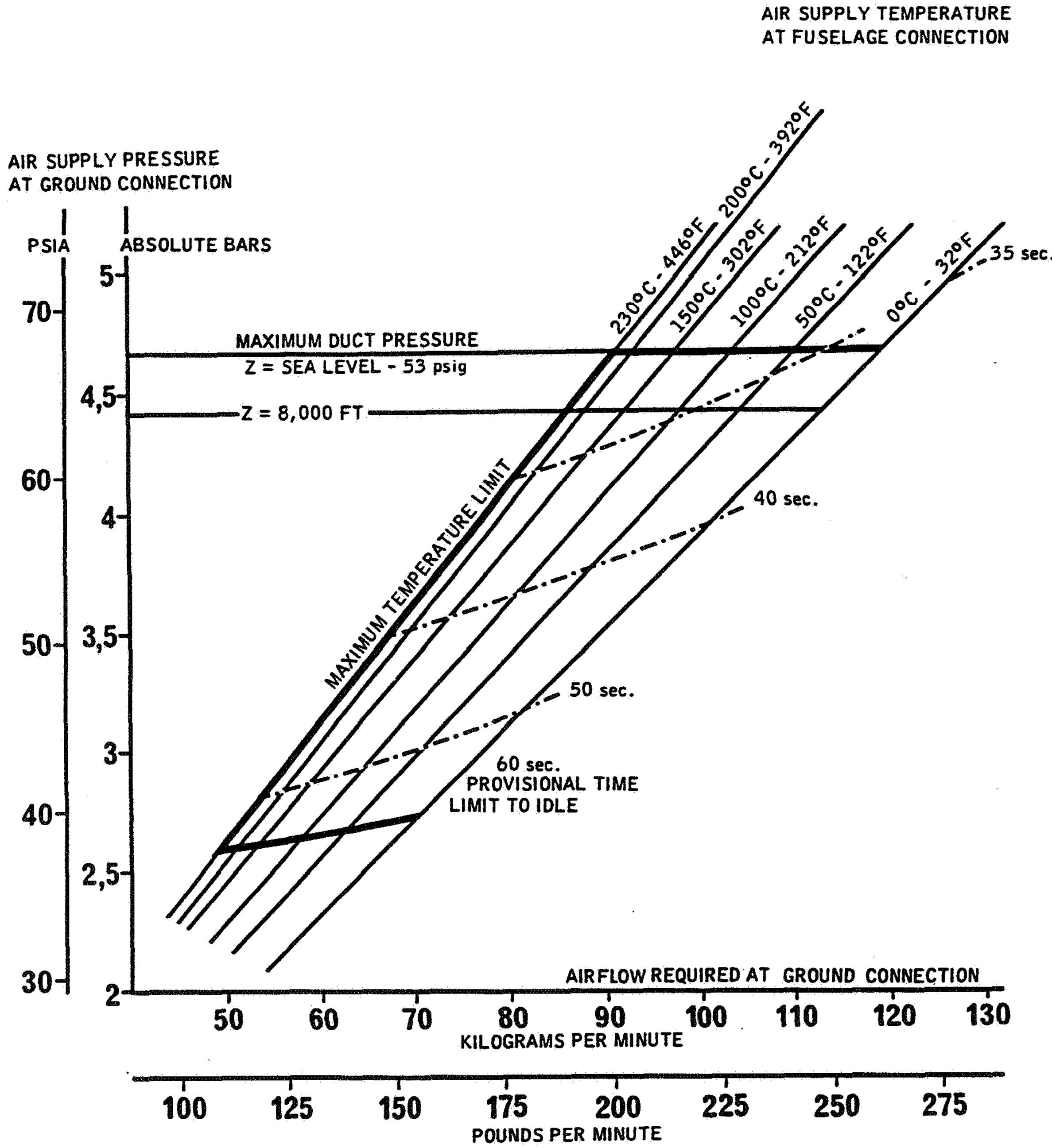
5.5 ENGINE STARTING PNEUMATIC REQUIREMENTS
5.5.2 AMBIENT TEMPERATURE +15°C (+60°F)
MODEL B2-320



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

AA5 05 05 02 0 AA 0

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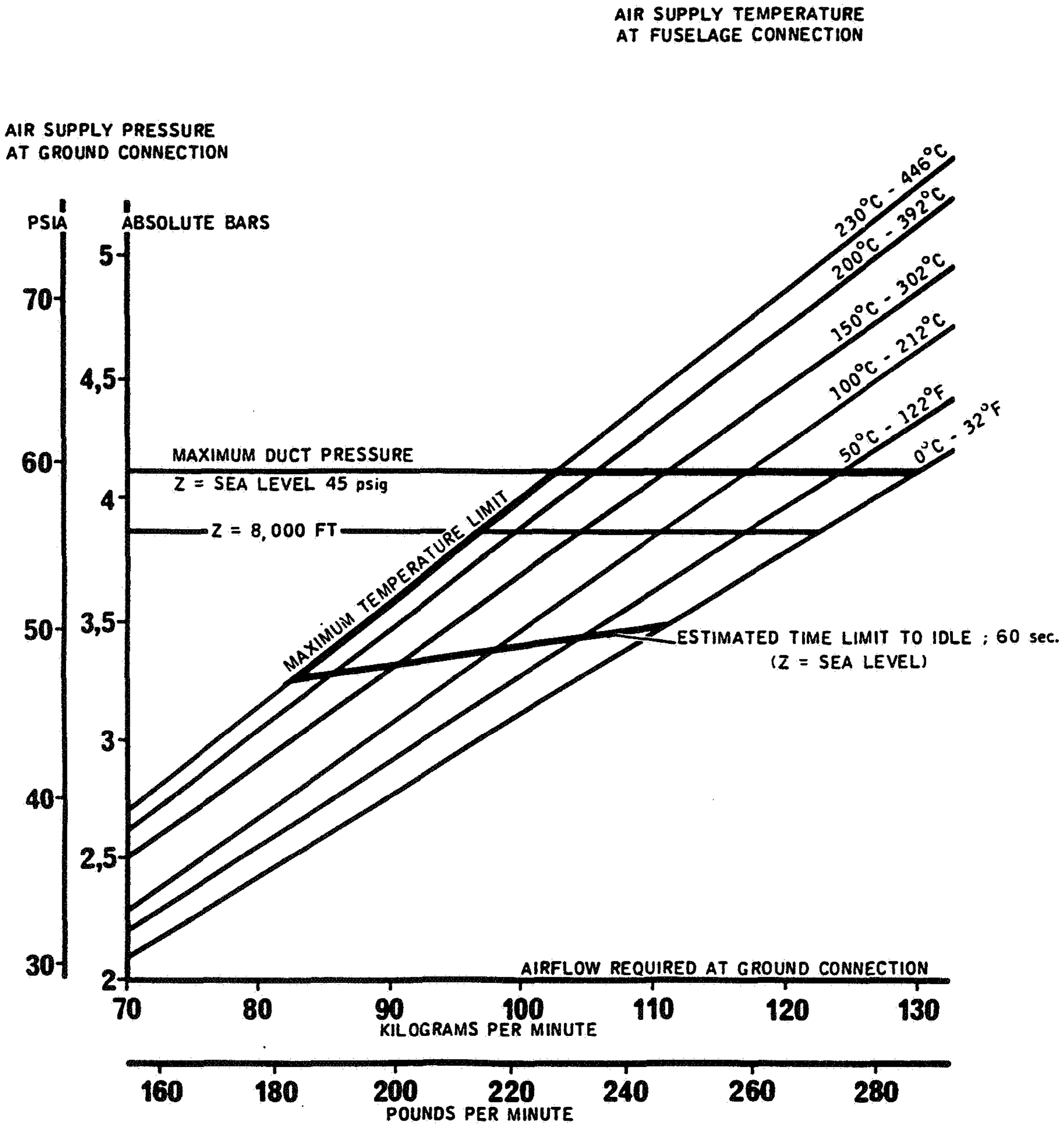
5.5 ENGINE STARTING PNEUMATIC REQUIREMENTS
5.5.2 AMBIENT TEMPERATURE +15°C (+60°F)
MODEL B2 - B4 - C4



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

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AA5 05 05 03 0 AB 0

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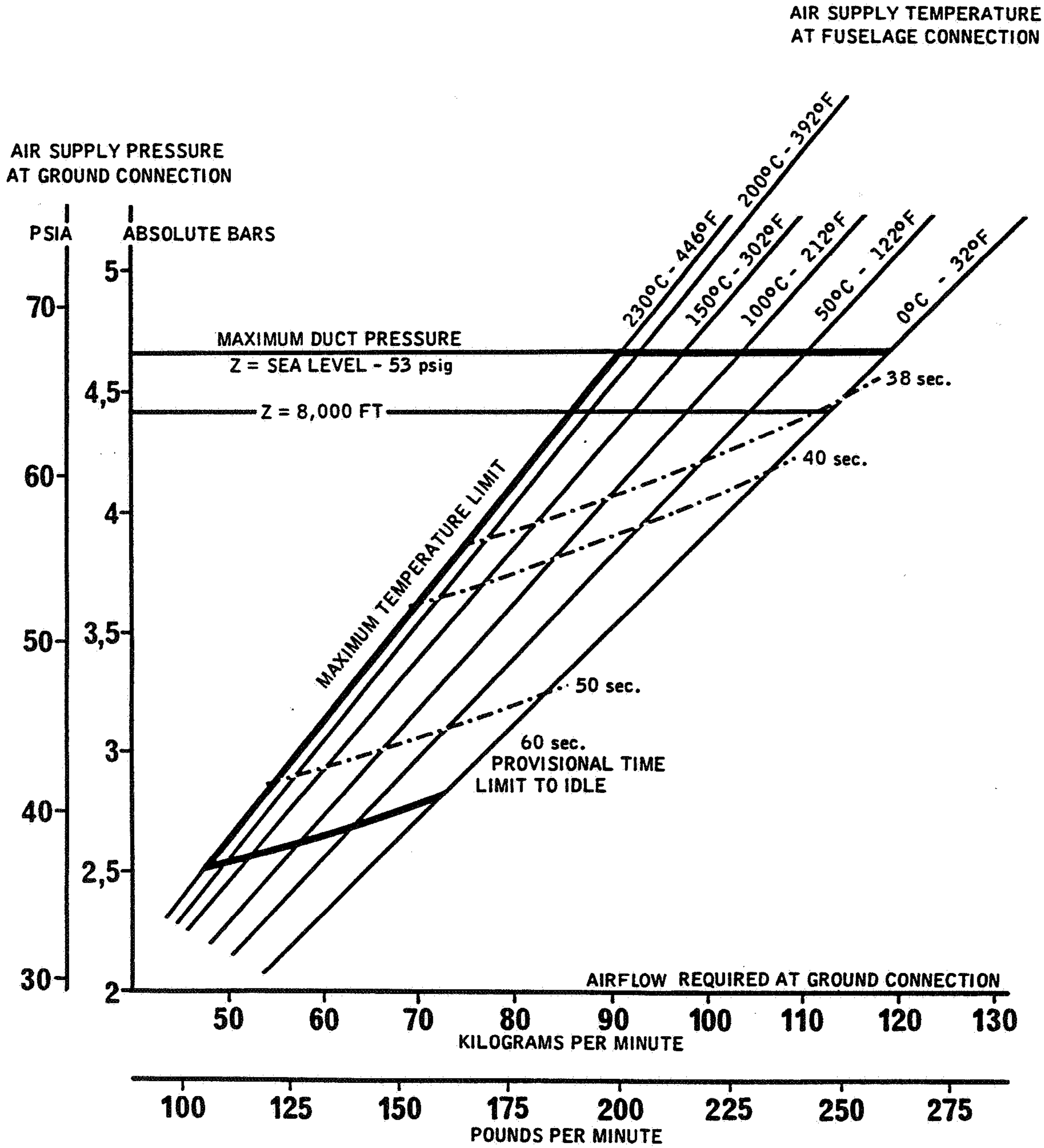
5.5 ENGINE STARTING PNEUMATIC REQUIREMENTS
5.5.3 AMBIENT TEMPERATURE +38°C (+100°F)
MODEL B2-320



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

AA 5 05 05 03 0 AA 0

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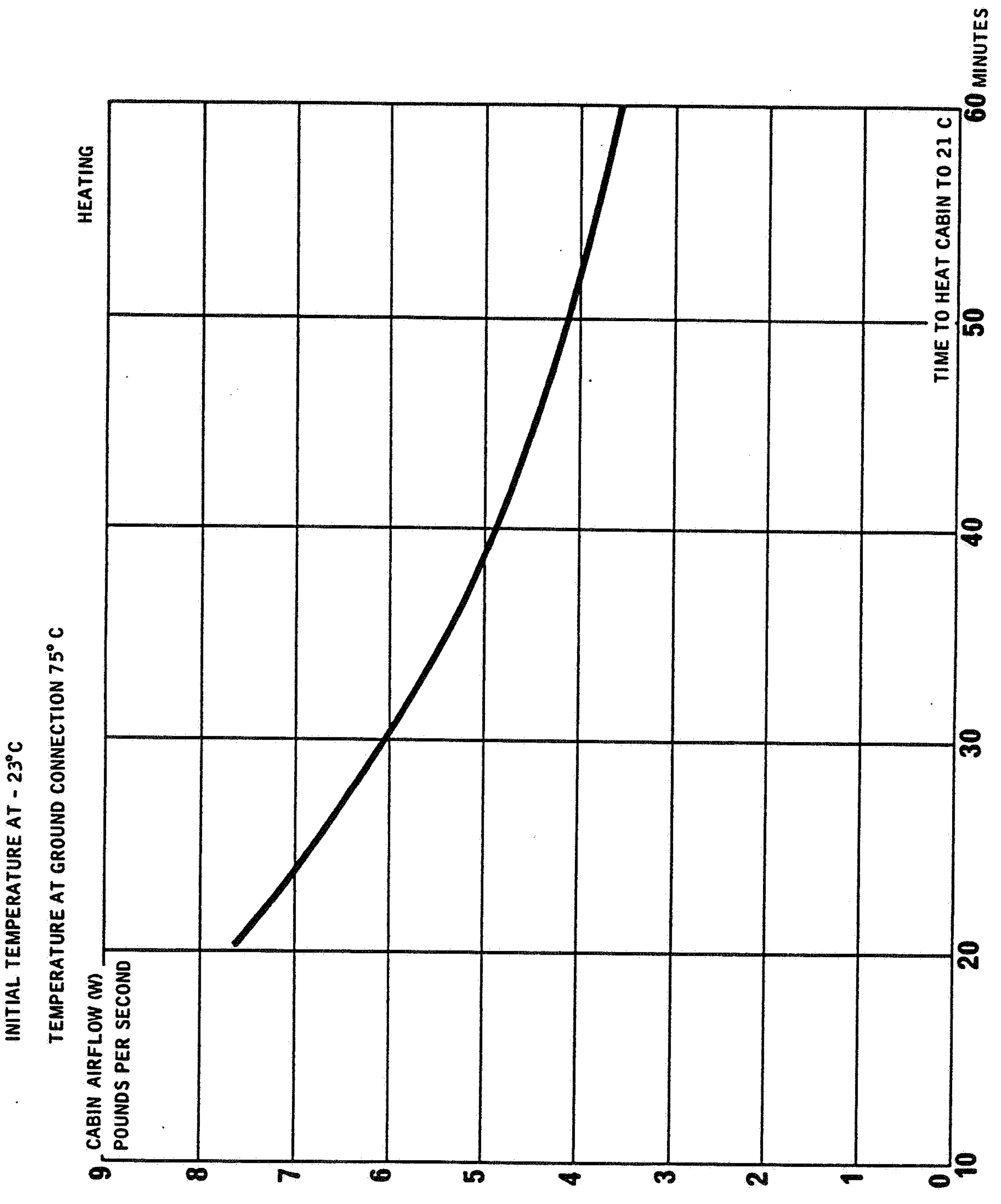
5.5 ENGINE STARTING PNEUMATIC REQUIREMENTS
5.5.3 AMBIENT TEMPERATURE +38°C (+100°F)
MODEL B2 - B4 - C4



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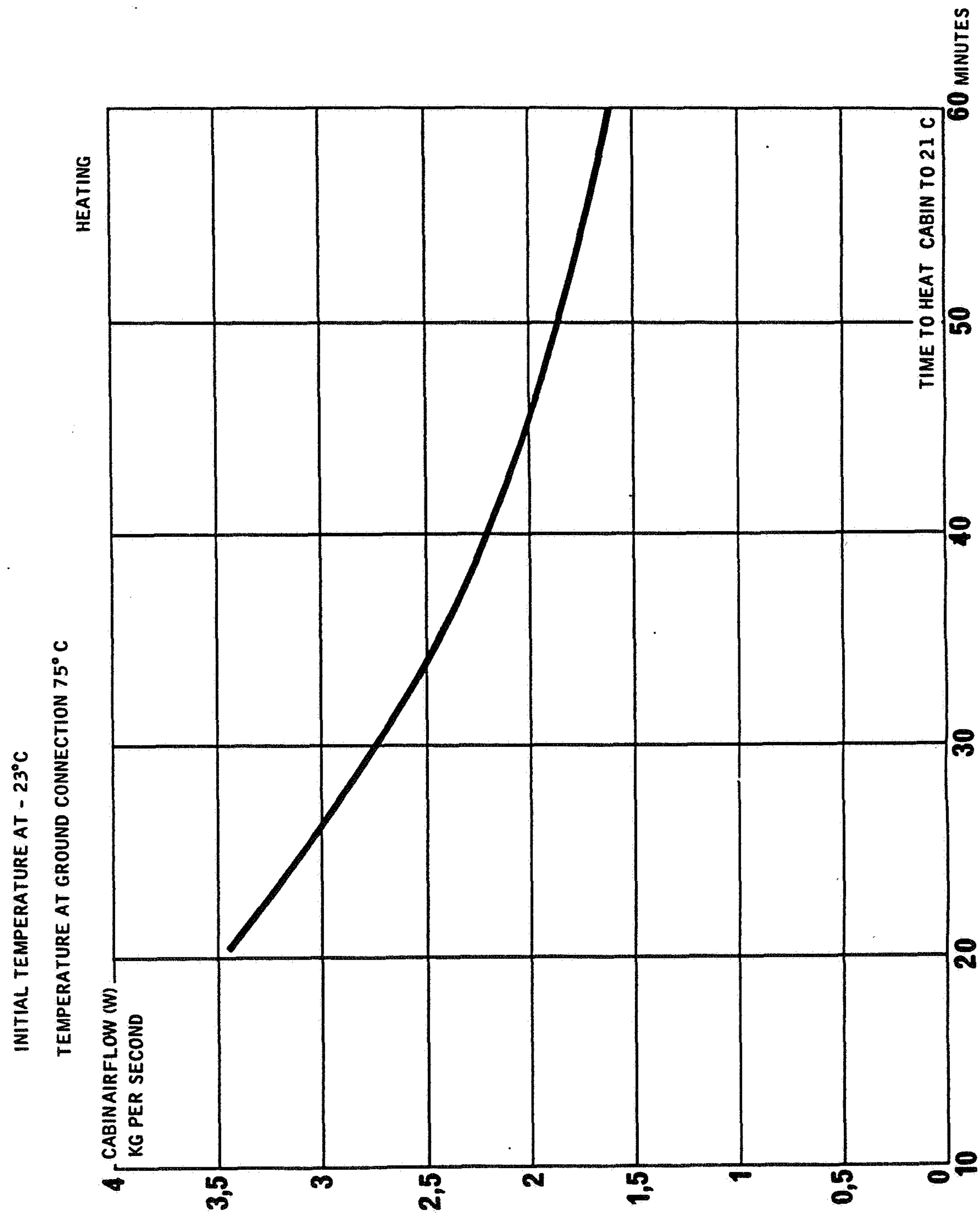
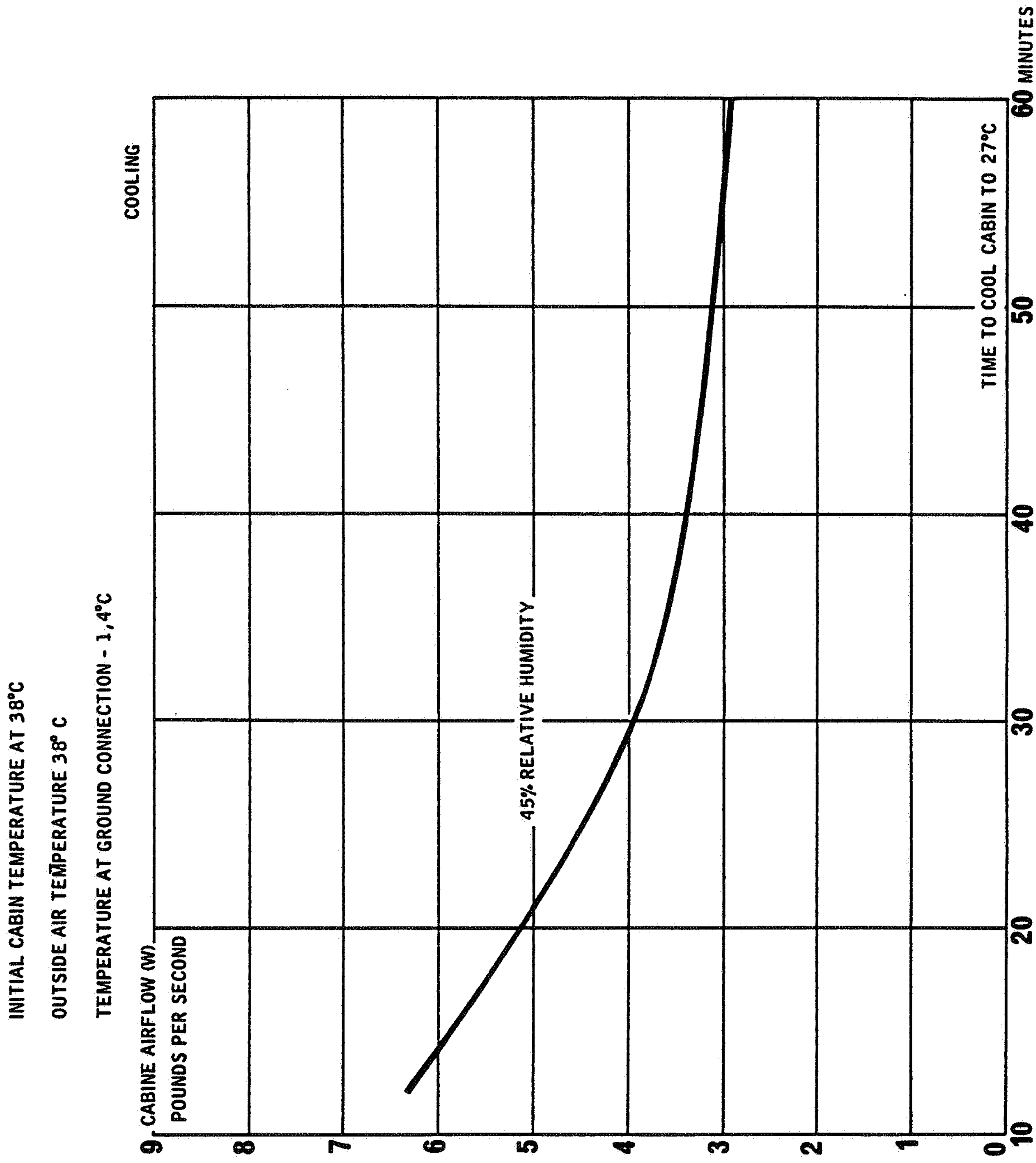
5.6 GROUND PNEUMATIC POWER REQUIREMENTS
5.6.1 HEATING (U.S. UNITS)
MODEL B2 - B4 - C4



5.6 GROUND PNEUMATIC POWER REQUIREMENTS
5.6.2 HEATING (METRIC UNITS)
MODEL B2 - B4 - C4

A A 5 05 06 00 0 BM 0



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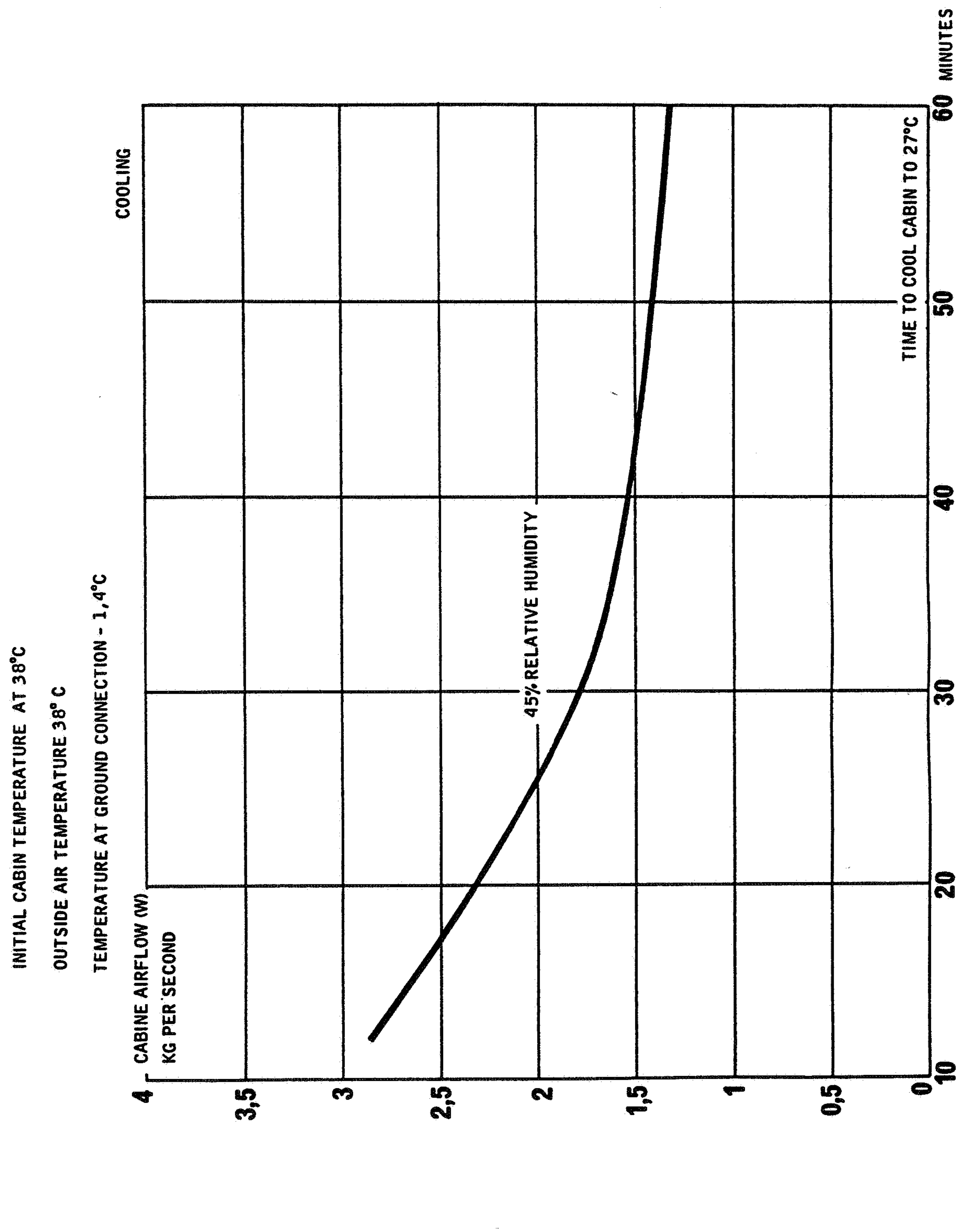
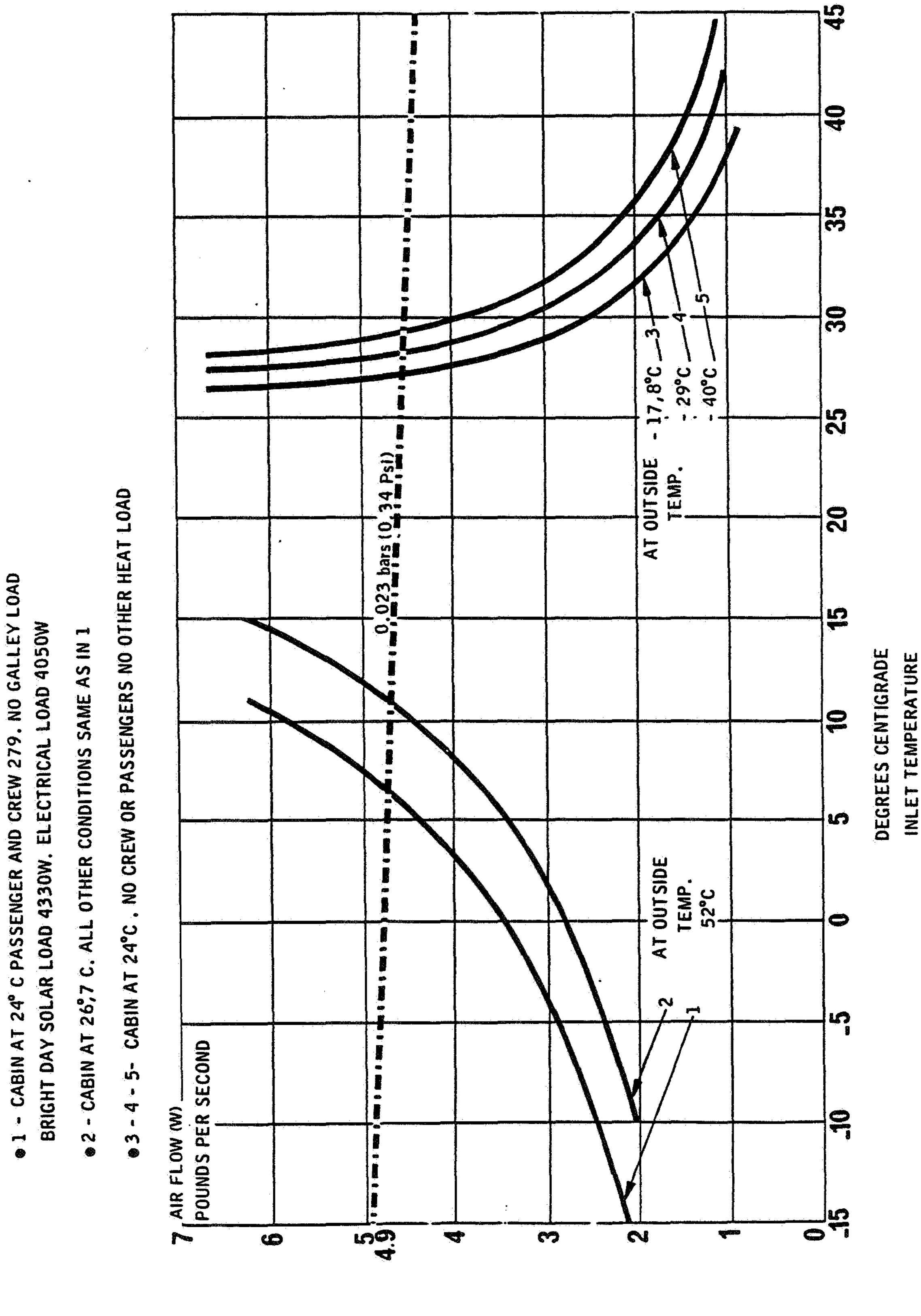
AA 5 05 06 00 0 CM 0

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



A A 5 05 06 00 0 DM 0

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



R A A 5 05 06 00 EM 0
A 00 5 B P021 01 00 A

5.7 PRECONDITIONED AIRFLOW REQUIREMENTS
5.7.1 (U.S. UNITS)
MODEL B2 - B4 - C4

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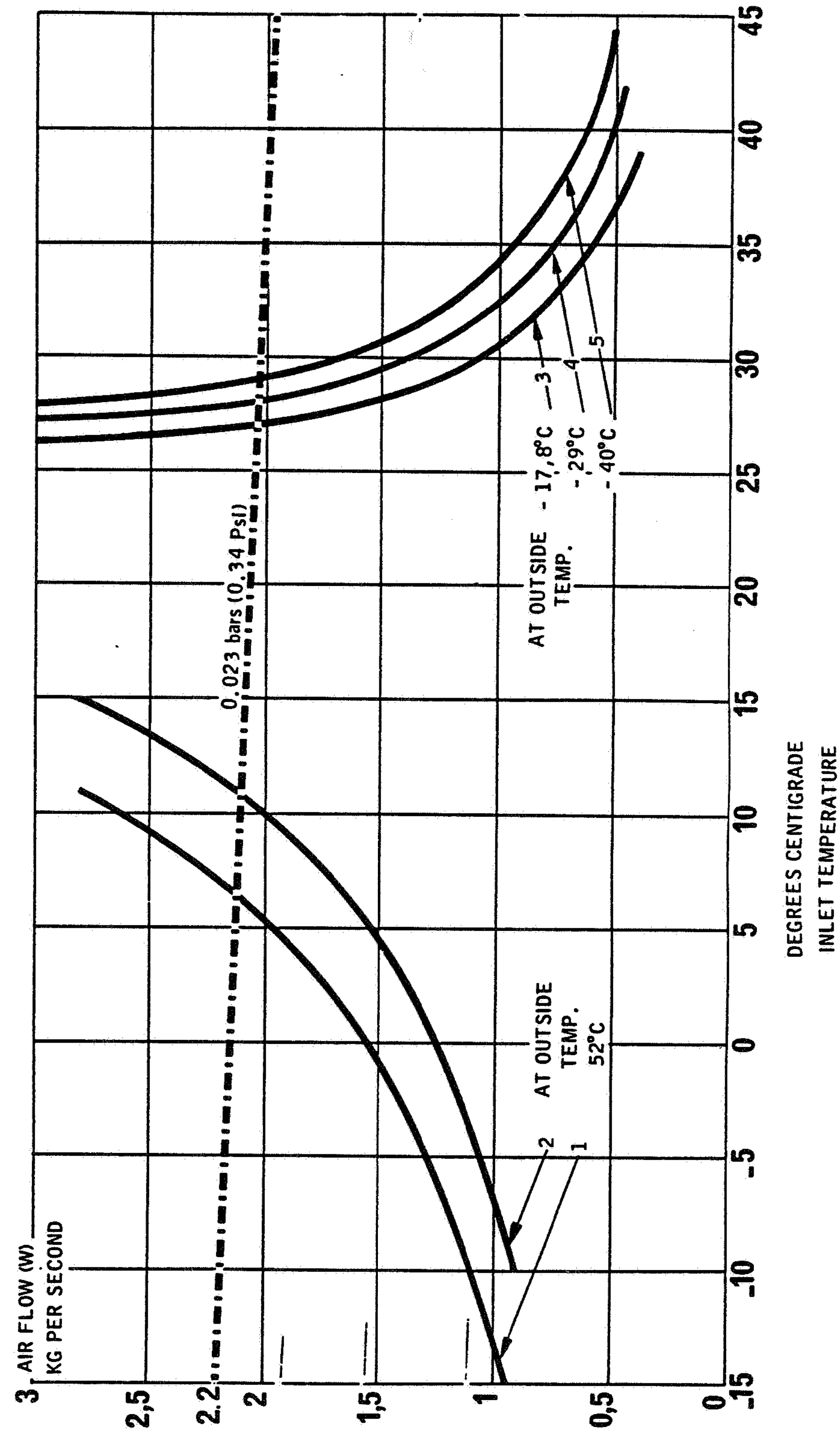
R A A 5 05 06 00 FM 0
A 00 5 B P022 01 00 A

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

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

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

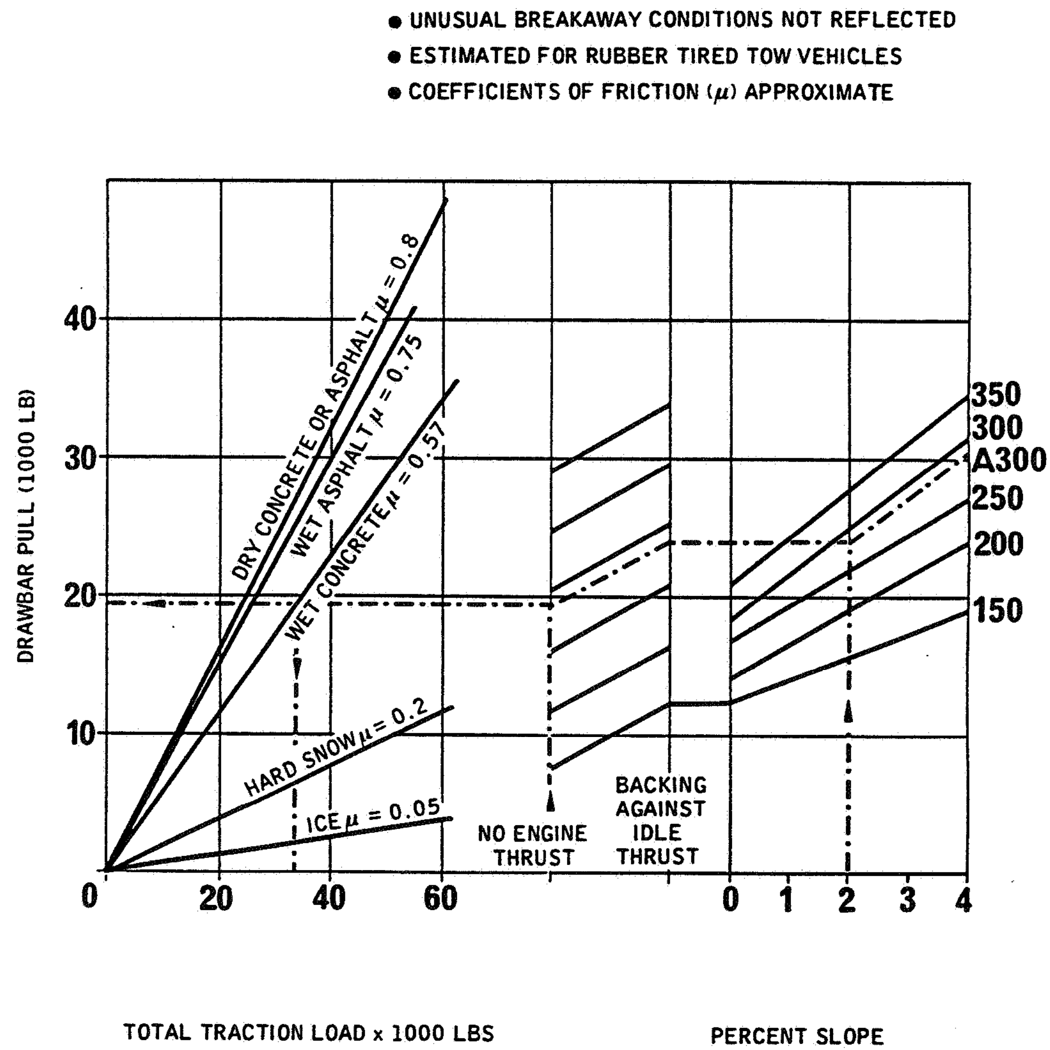


5.7 PRECONDITIONED AIRFLOW REQUIREMENTS
5.7.2 (METRIC UNITS)
MODEL B2 - B4 - C4

5.8 Ground Towing Requirements

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

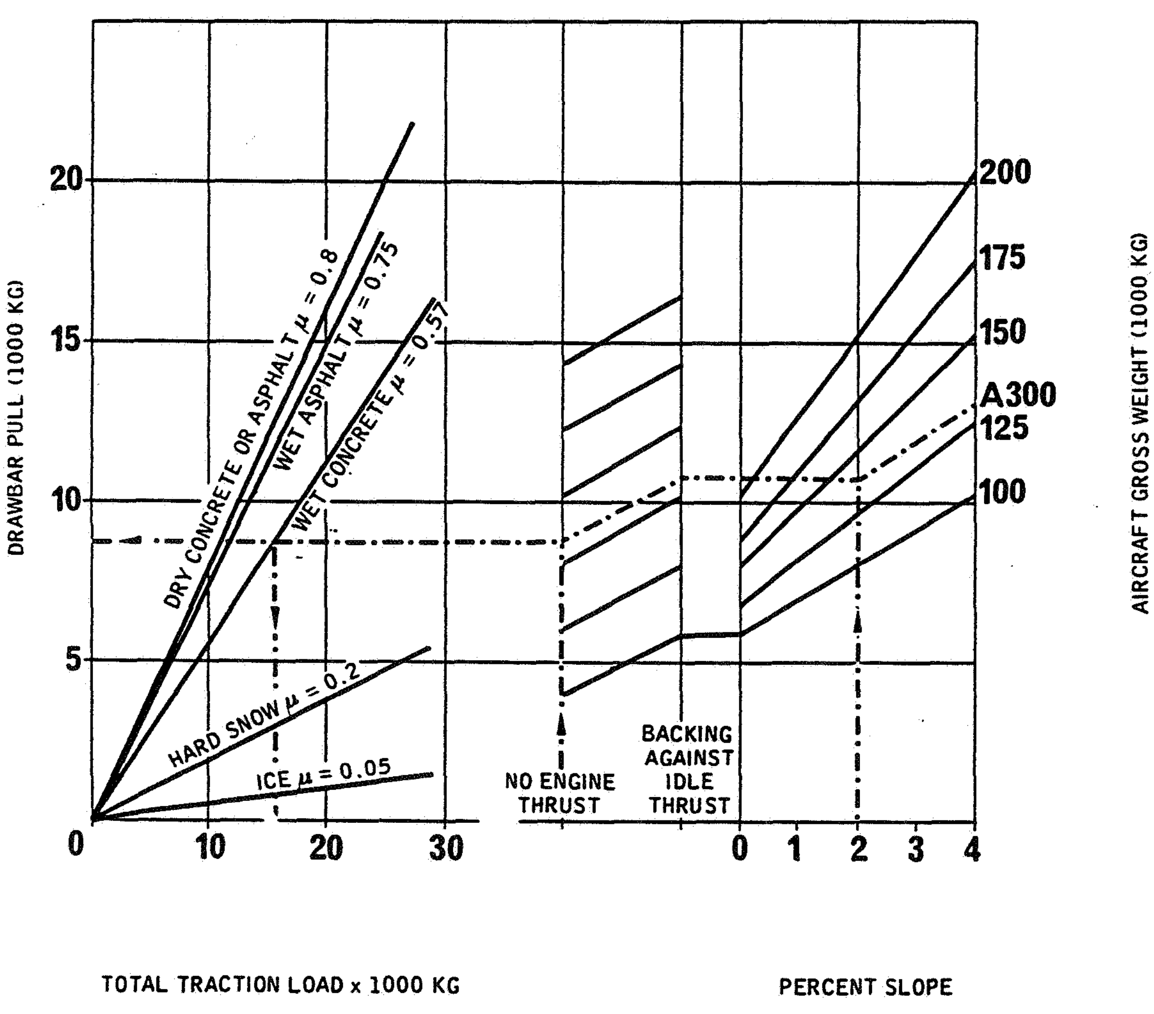
EXAMPLE shown by broken line :
The airplane at a weight of 290,000 lb (131,542 kg) is being towed backwards on wet concrete up a 2% slope. Engines are not running. The drawbar pull required is 19,500 lb (8,845kg). The total weight on the traction wheels should be at least 33,000 lb (13,745 kg). If the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



A A 5 05 08 00 0 AM 0

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

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



5.8 GROUND TOWING REQUIREMENTS
5.8.2 (METRIC UNITS)
MODEL B2 - B4 - C4

6.0 OPERATING CONDITIONS

6.1 Jet engine exhaust velocities and temperatures

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

6.2 Airport and communit noise

6.2.1 External noise
6.2.2 Noise data
6.2.3 APU noise levels

6.3 Danger areas of the engines

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

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

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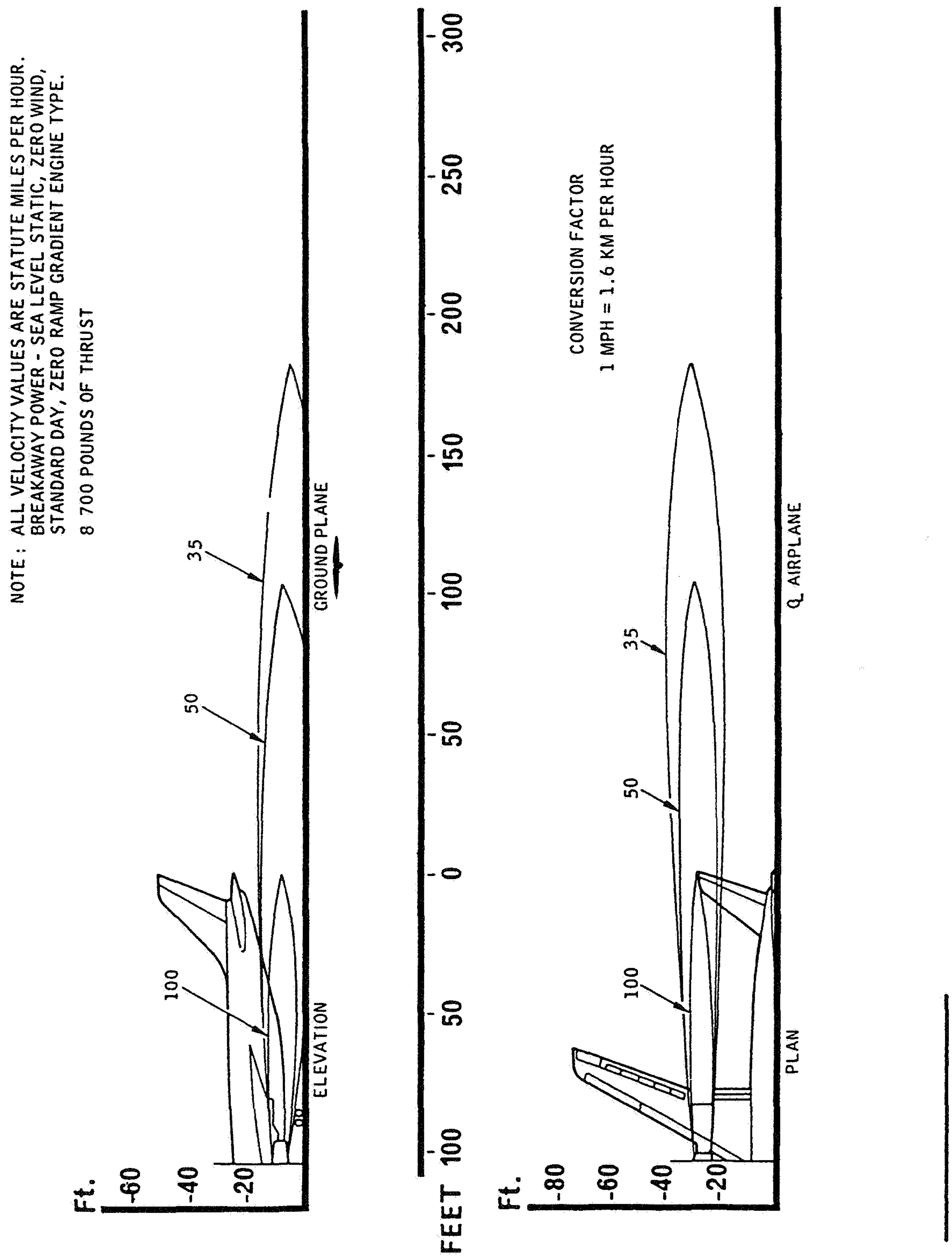
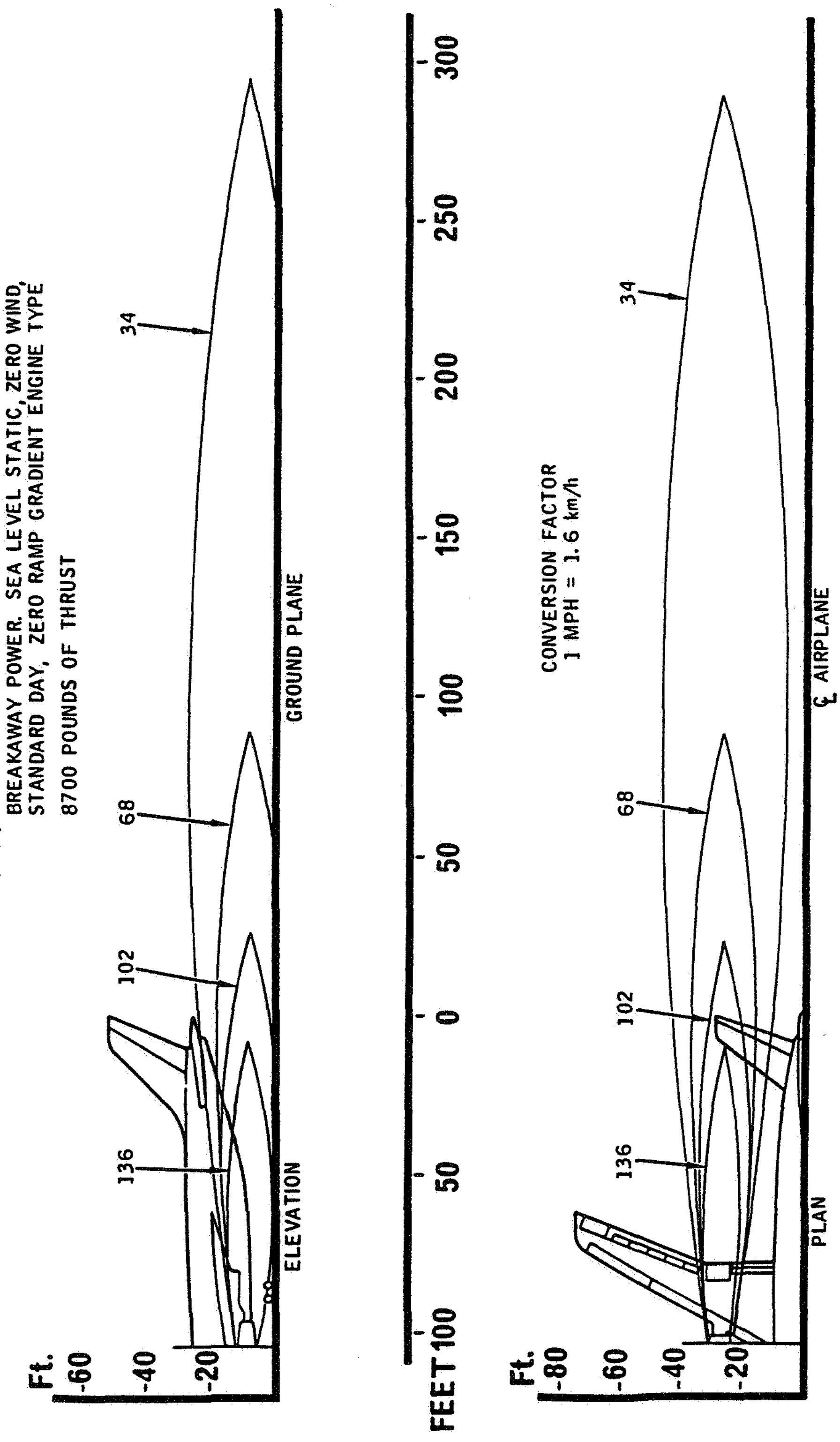


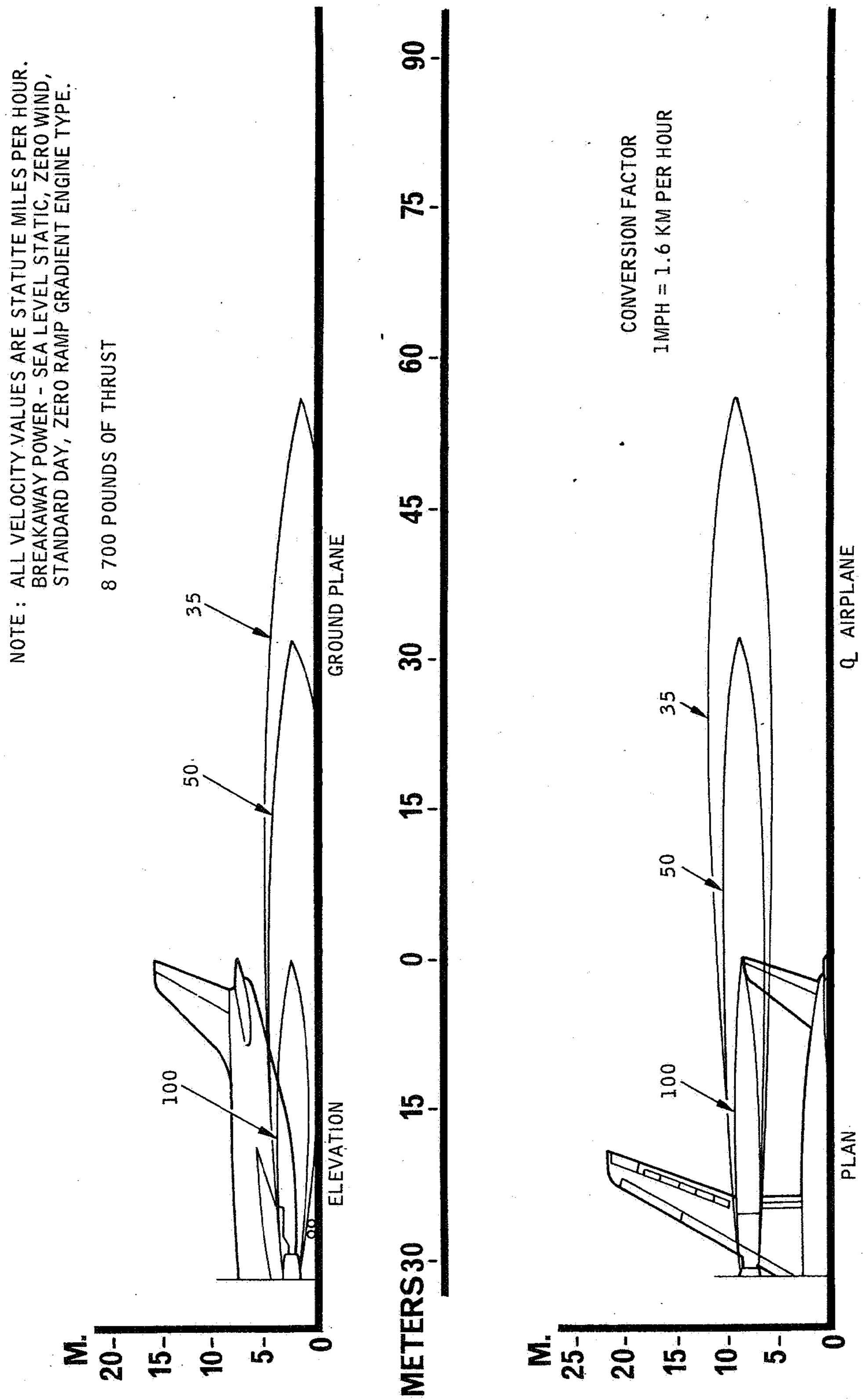
A A 5 06 01 01 0 AA 0

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

A A 5 06 01 01 0 AB 0



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



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

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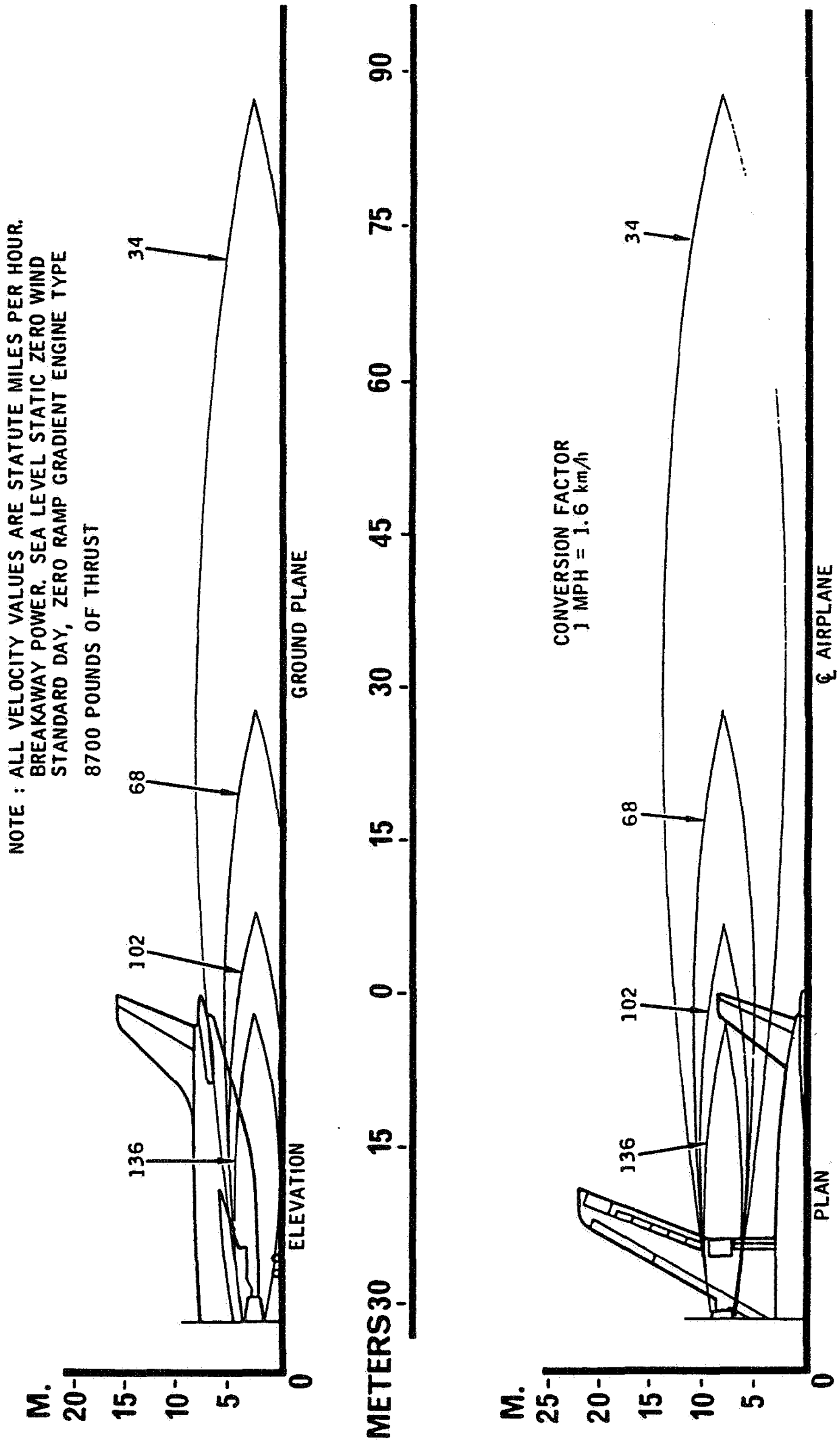
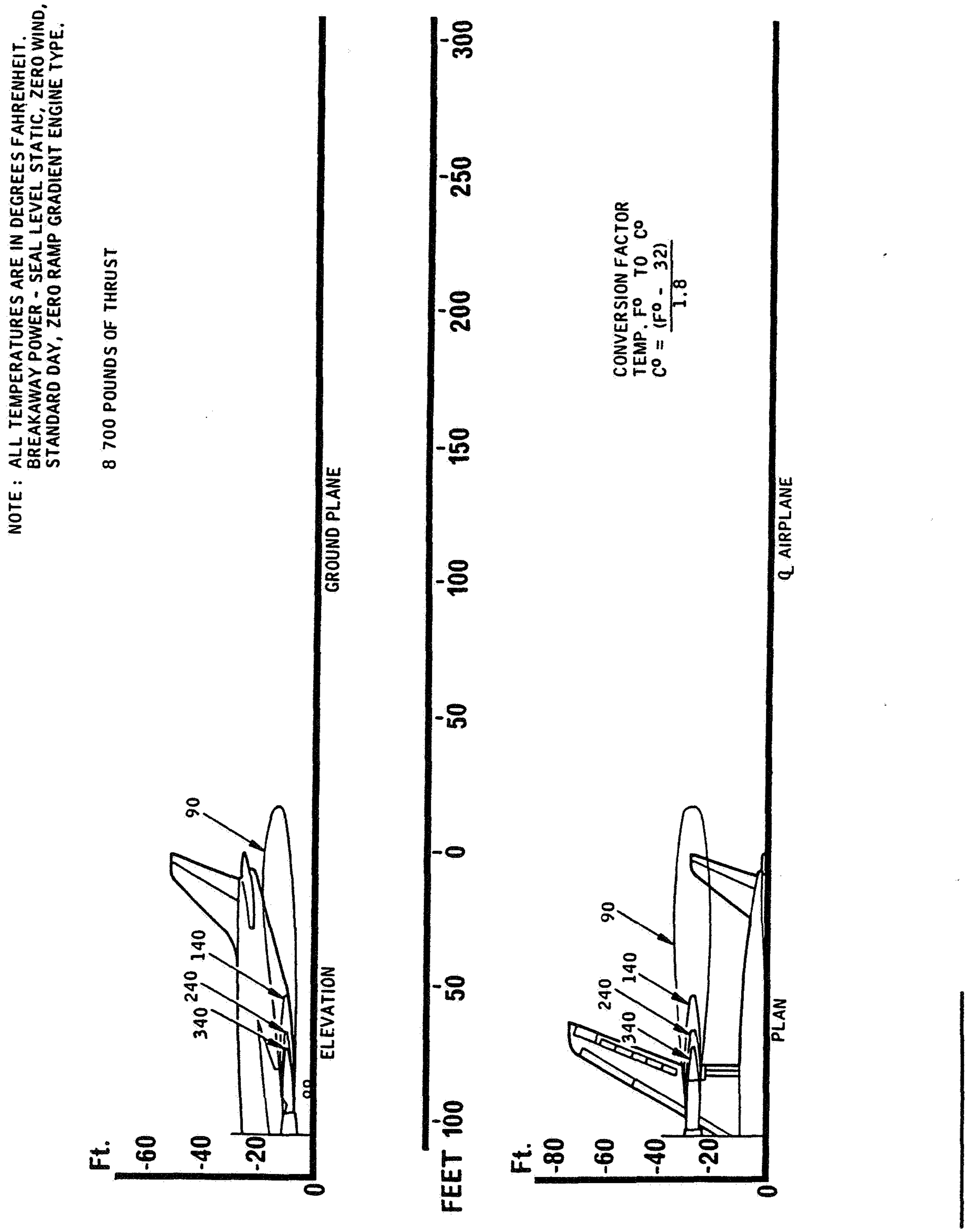
A A 5 06 01 02 0 AA 0



A A 5 06 01 02 0 AB 0

R

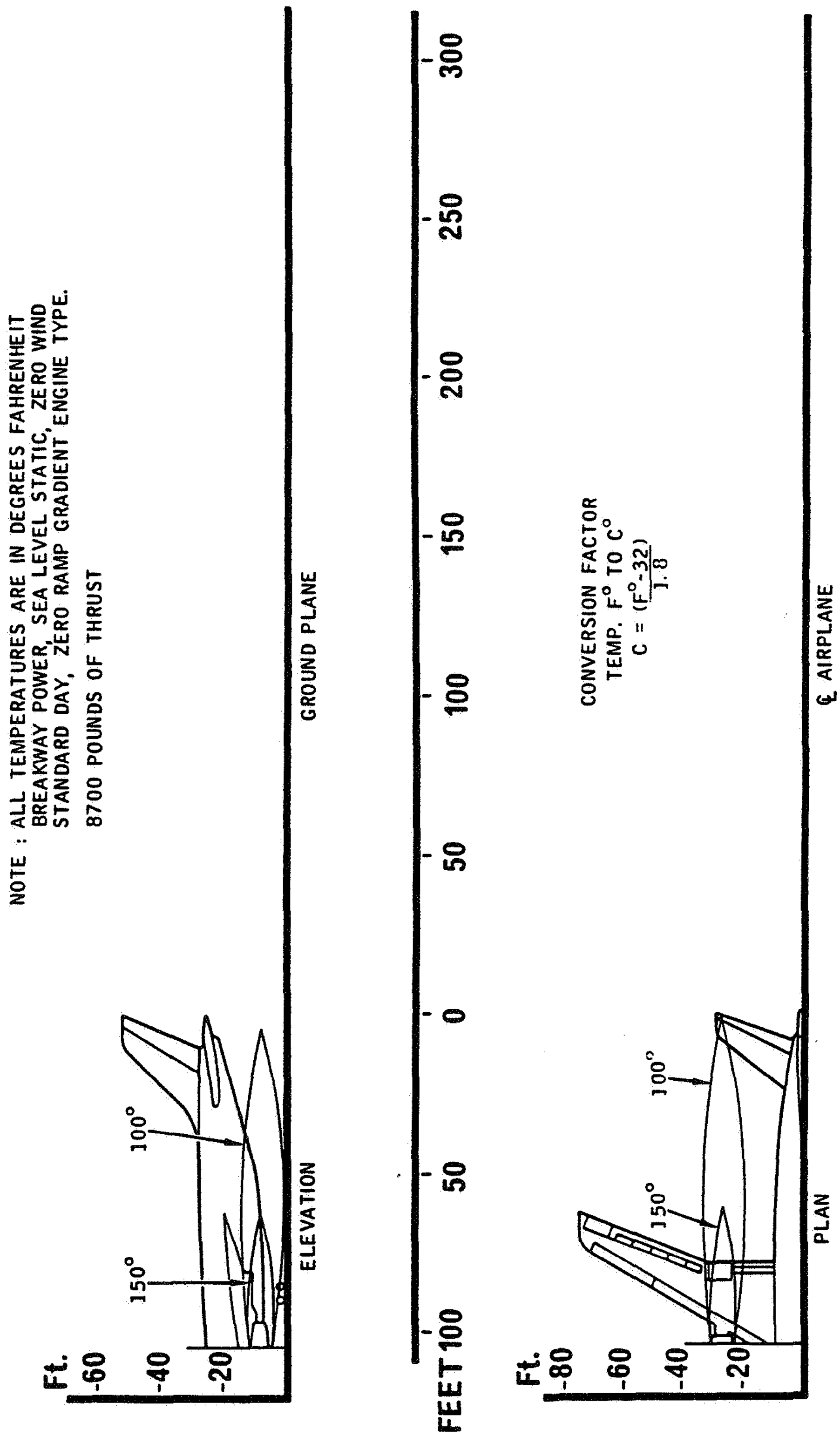
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.2 EXHAUST VELOCITY CONTOURS - BREAKAWAY POWER (METRIC UNITS)
MODELS B2-320 AND B4-120



Printed in France

AA 5 06 01 03 0 AA 0

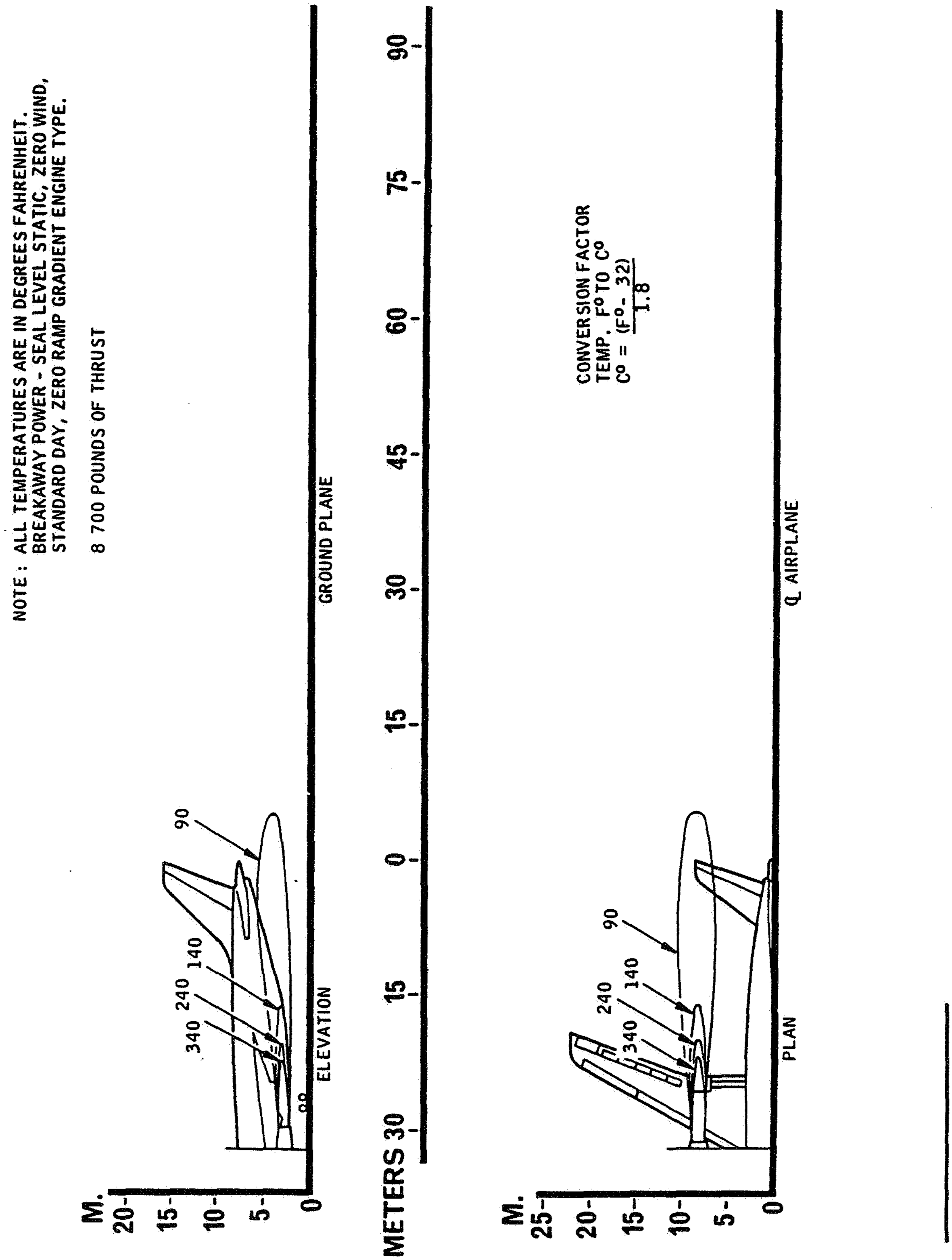
R 6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.3 EXHAUST TEMPERATURE CONTOURS - BREAKAWAY POWER (U.S. UNITS)
MODEL B2 - B4 - C4



AA5 06 01 03 0 AB 0

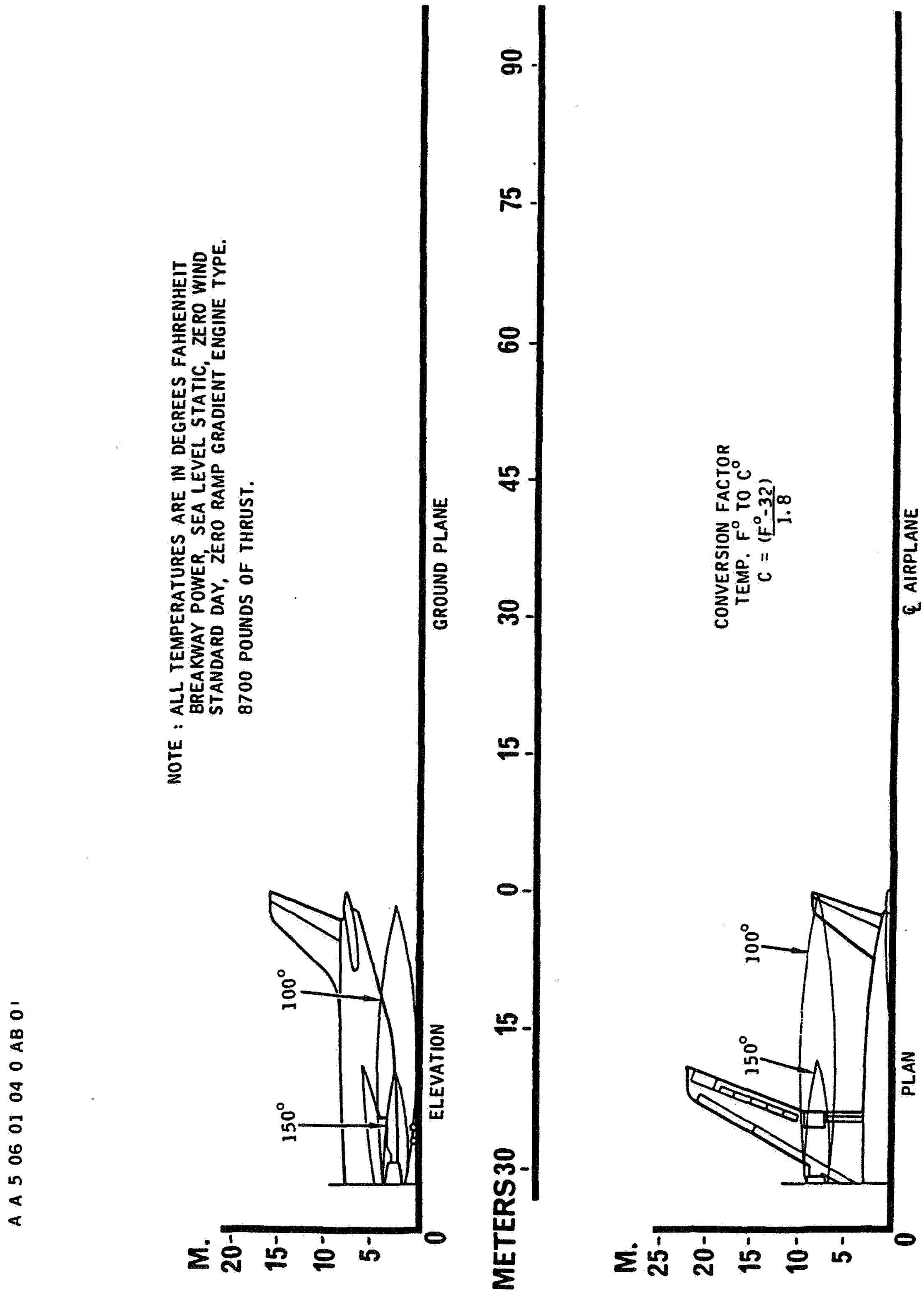
R

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



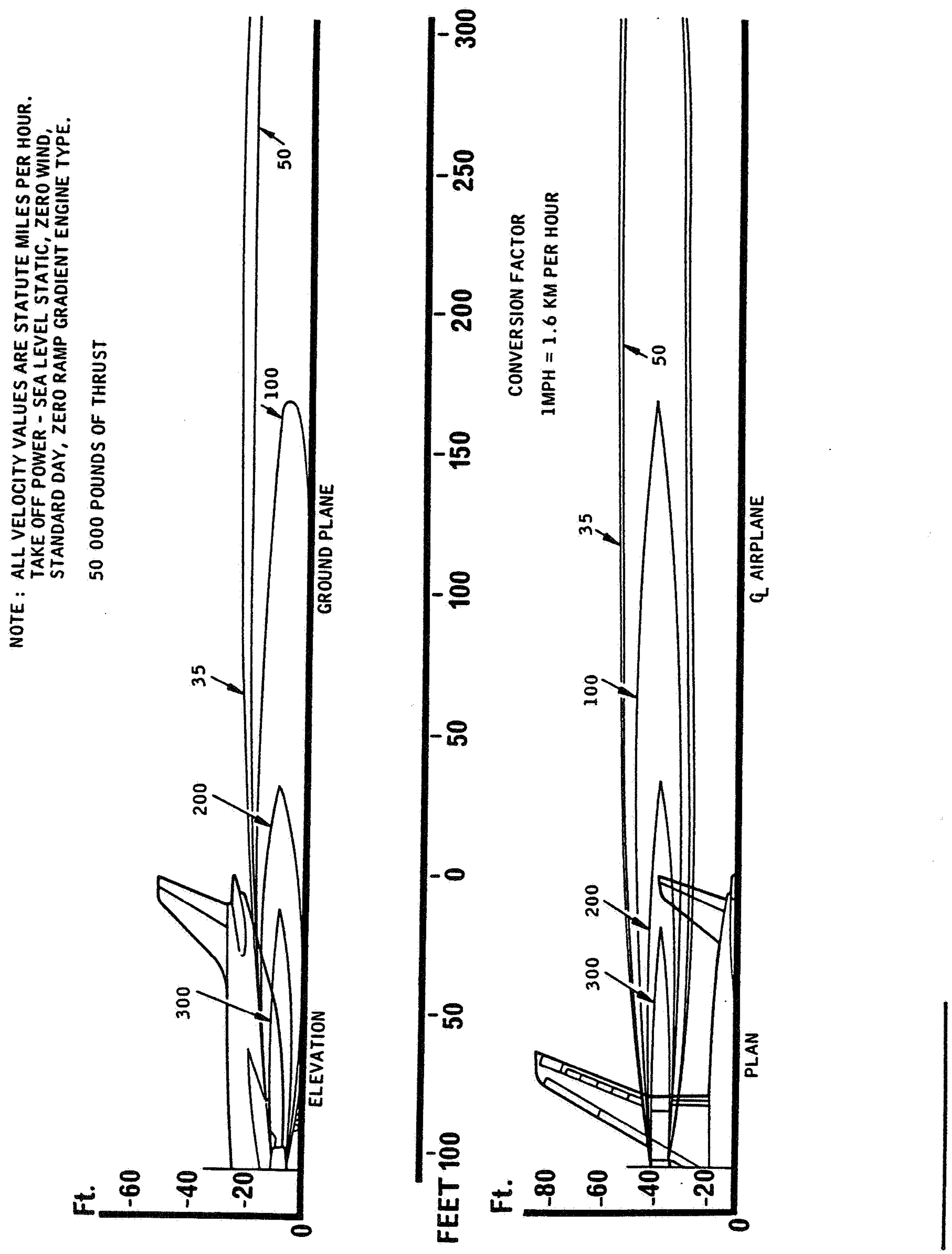
AA5 06 01 04 0 AA 0

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



R

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



AA5 06 01 05 0 AA 0

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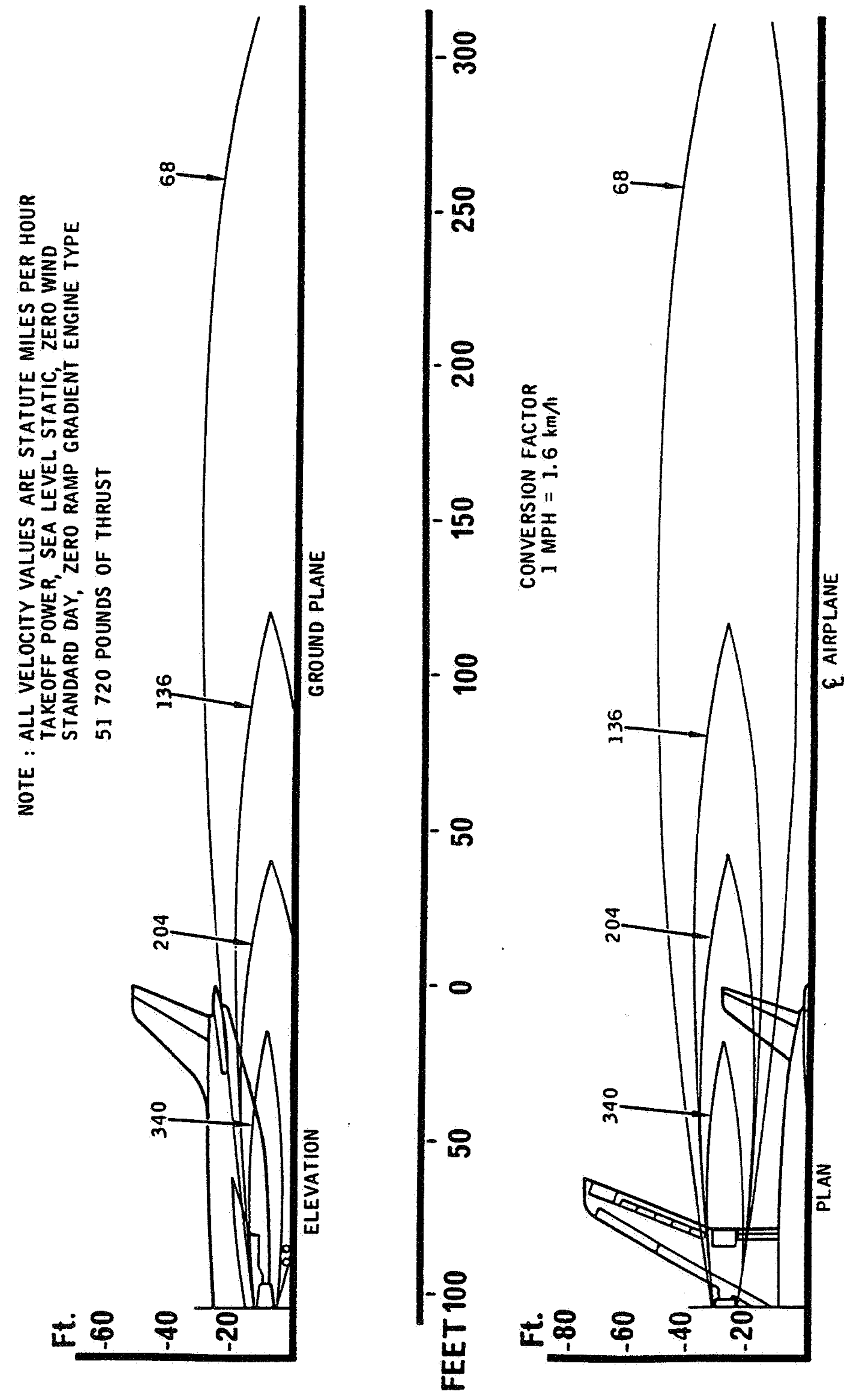
R 6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES

6.1.5 EXHAUST VELOCITY CONTOURS - TAKEOFF POWER (U.S. UNITS)

MODEL B2 - B4 - C4



A A 5 06 01 05 0 AB 0

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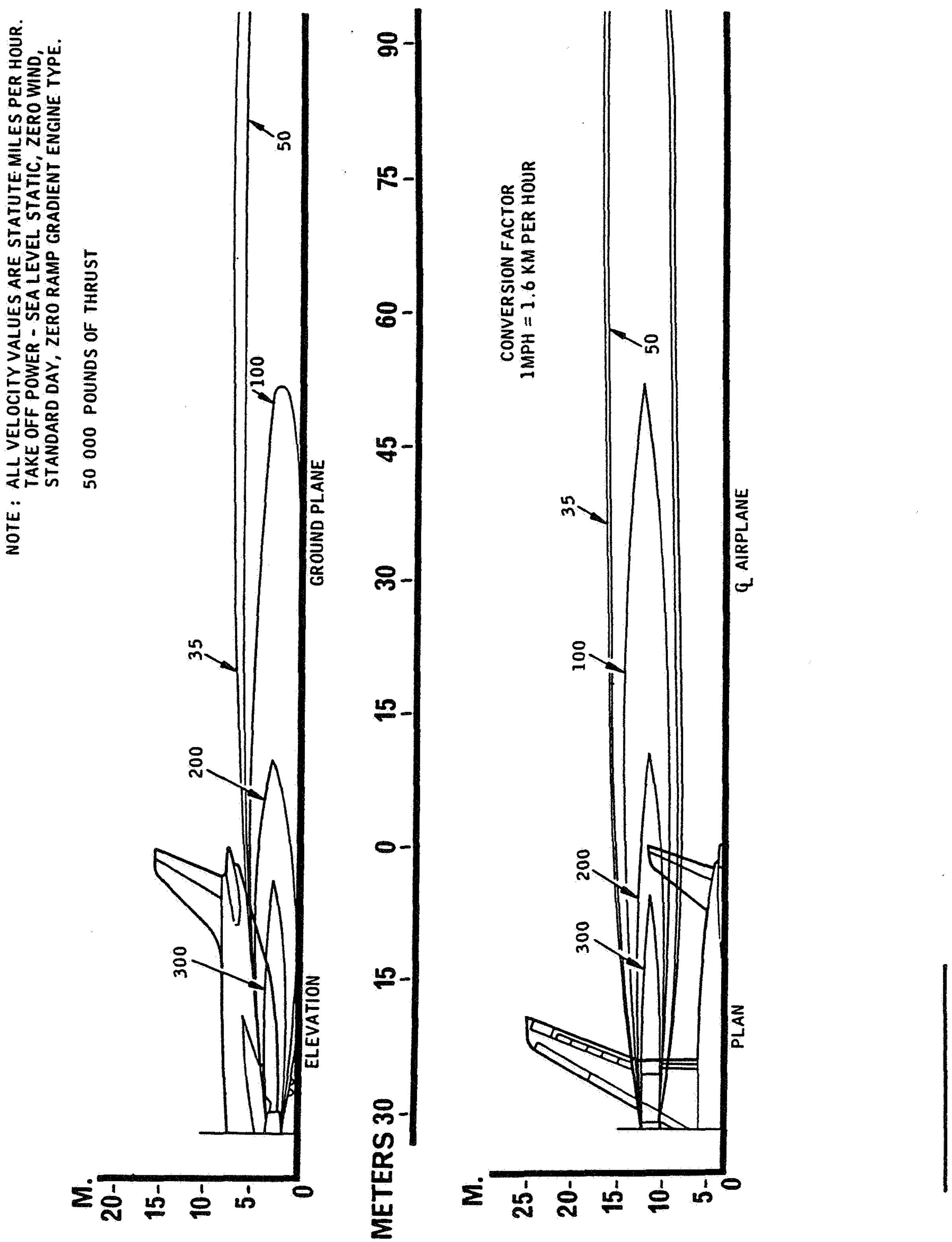
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.5 EXHAUST VELOCITY CONTOURS - TAKEOFF POWER (U.S.UNITS)
MODELS B2-320 AND B4-120



A A 5 06 01 06 0 AA 0

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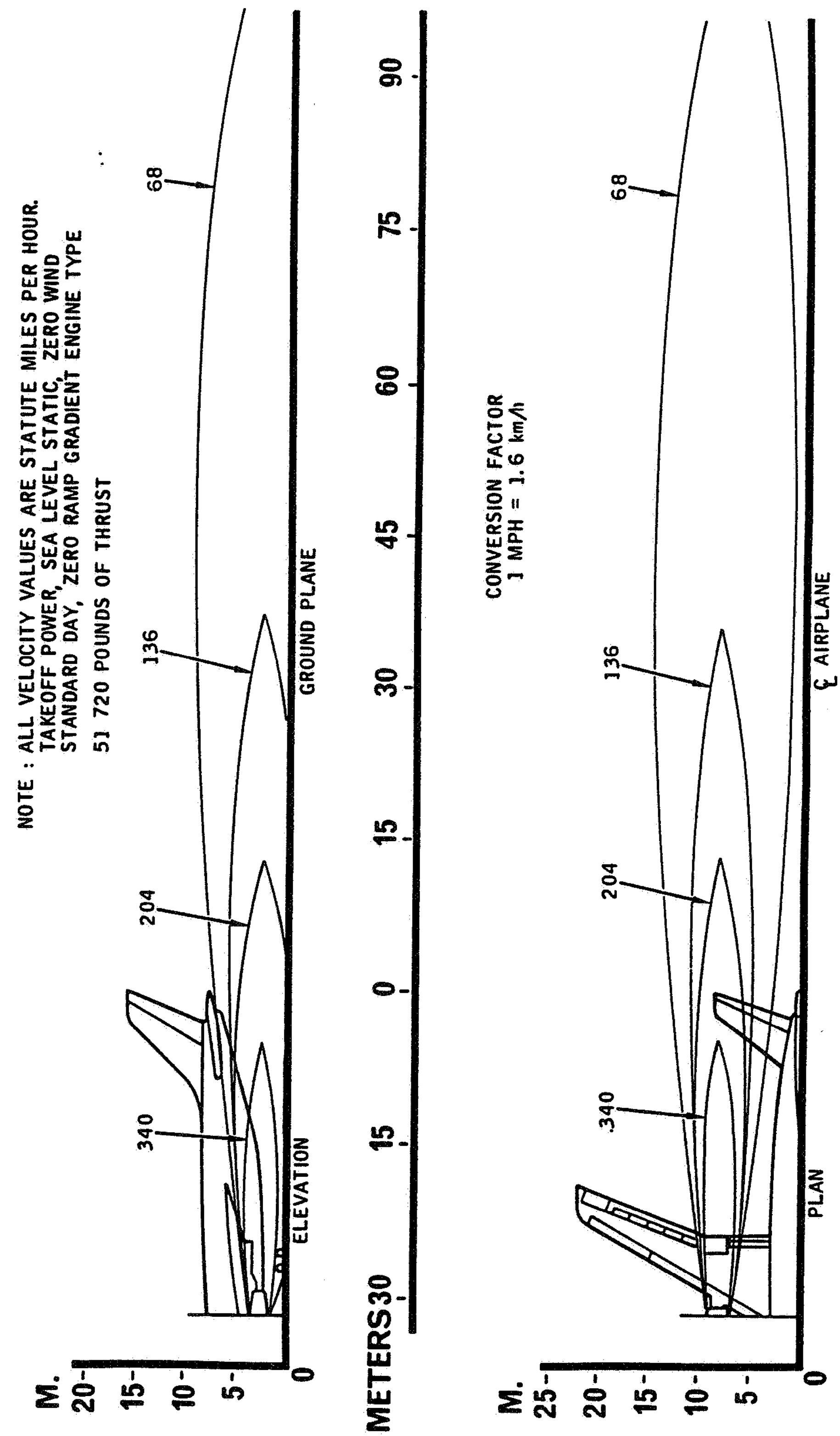
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.6 EXHAUST VELOCITY CONTOURS - TAKEOFF POWER (METRIC UNITS)
MODEL B2 - B4 - C4



Printed in France

A A 5 06 01 06 0 AB 0

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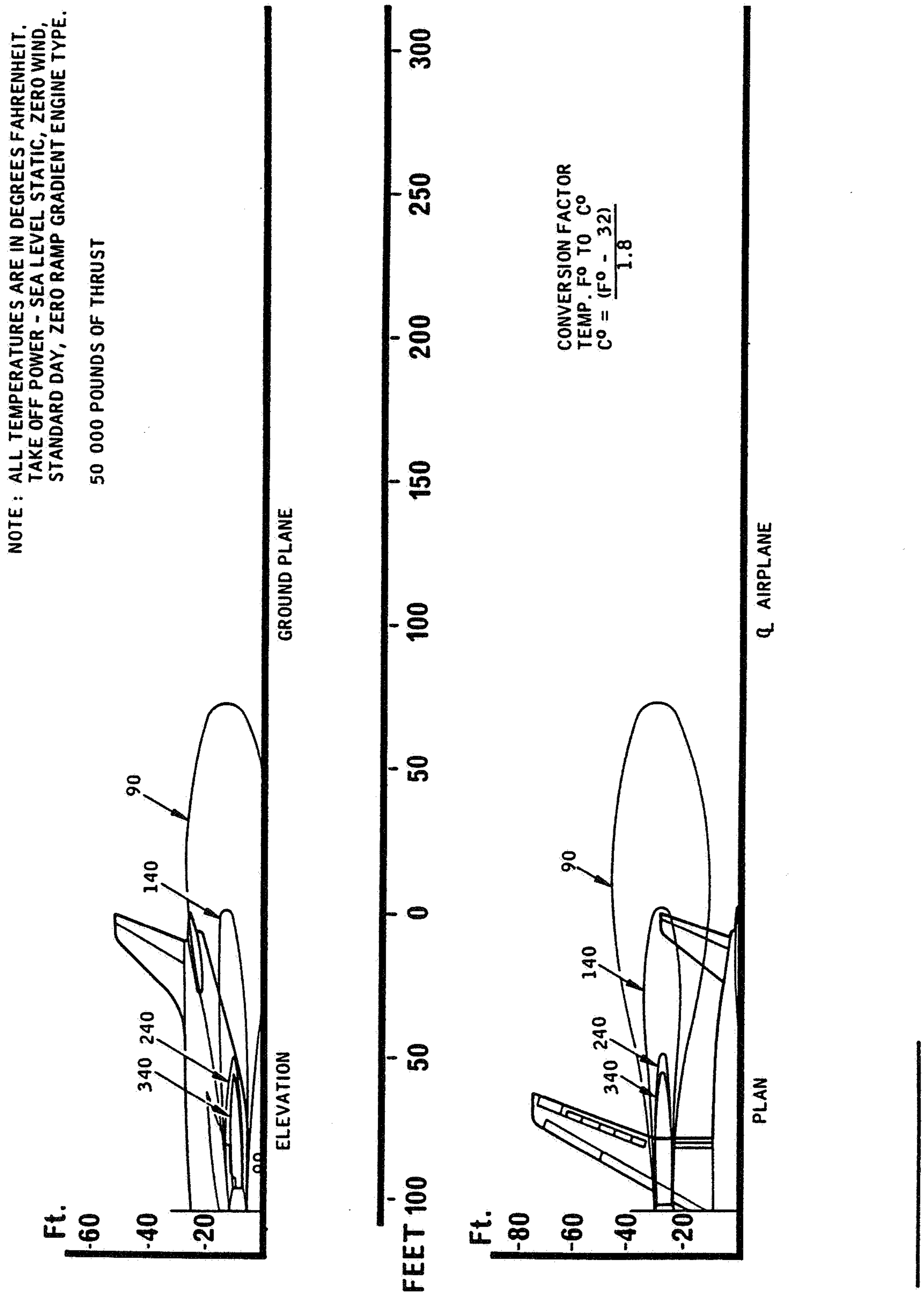
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.6 EXHAUST VELOCITY CONTOURS - TAKEOFF POWER (METRIC UNITS)
MODELS B2-320 AND B4-120



A A 5 06 01 07 0 AA 0

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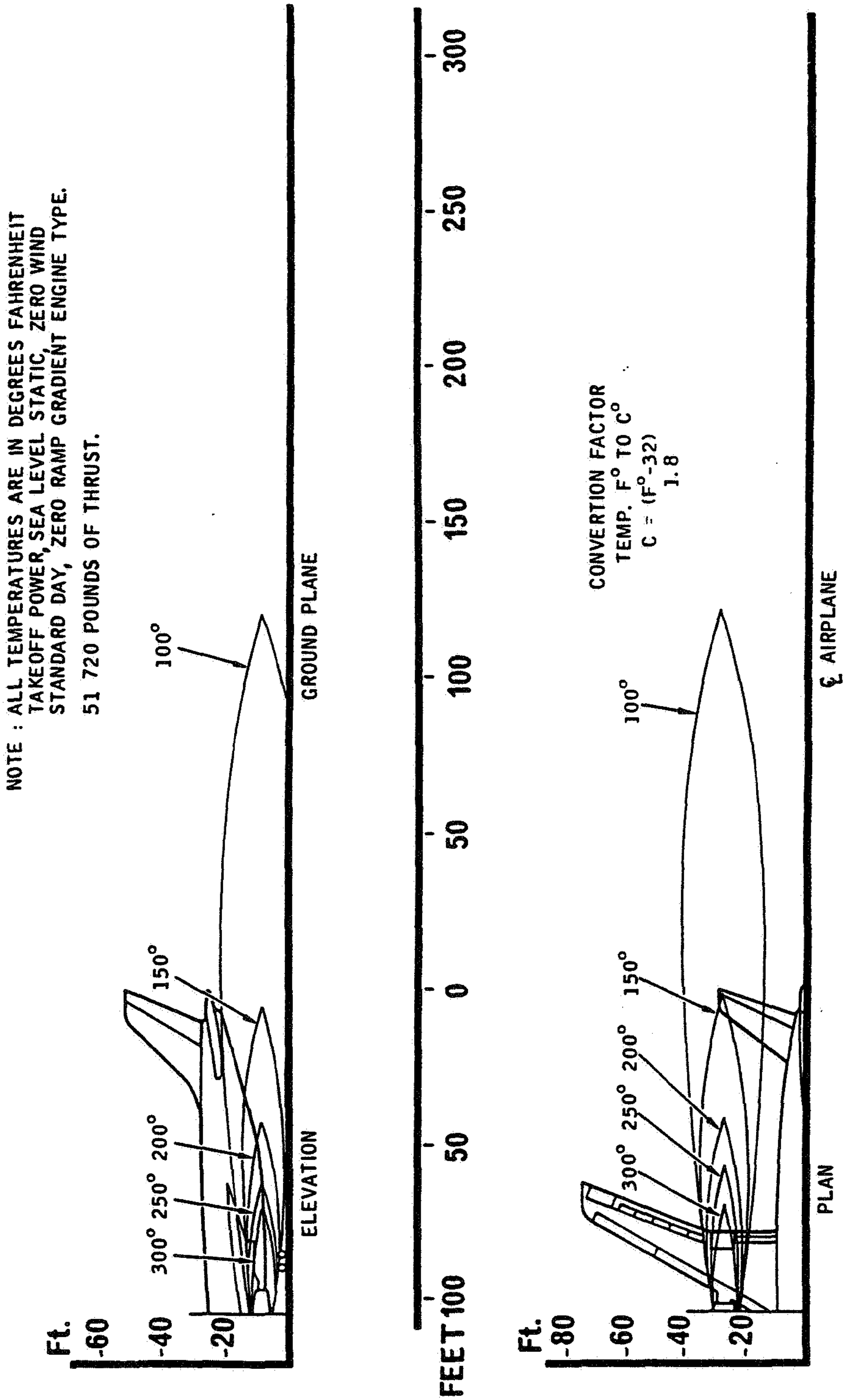
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.7 EXHAUST TEMPERATURE CONTOURS TAKEOFF POWER (U.S. UNITS)
MODEL B2 - B4 - C4



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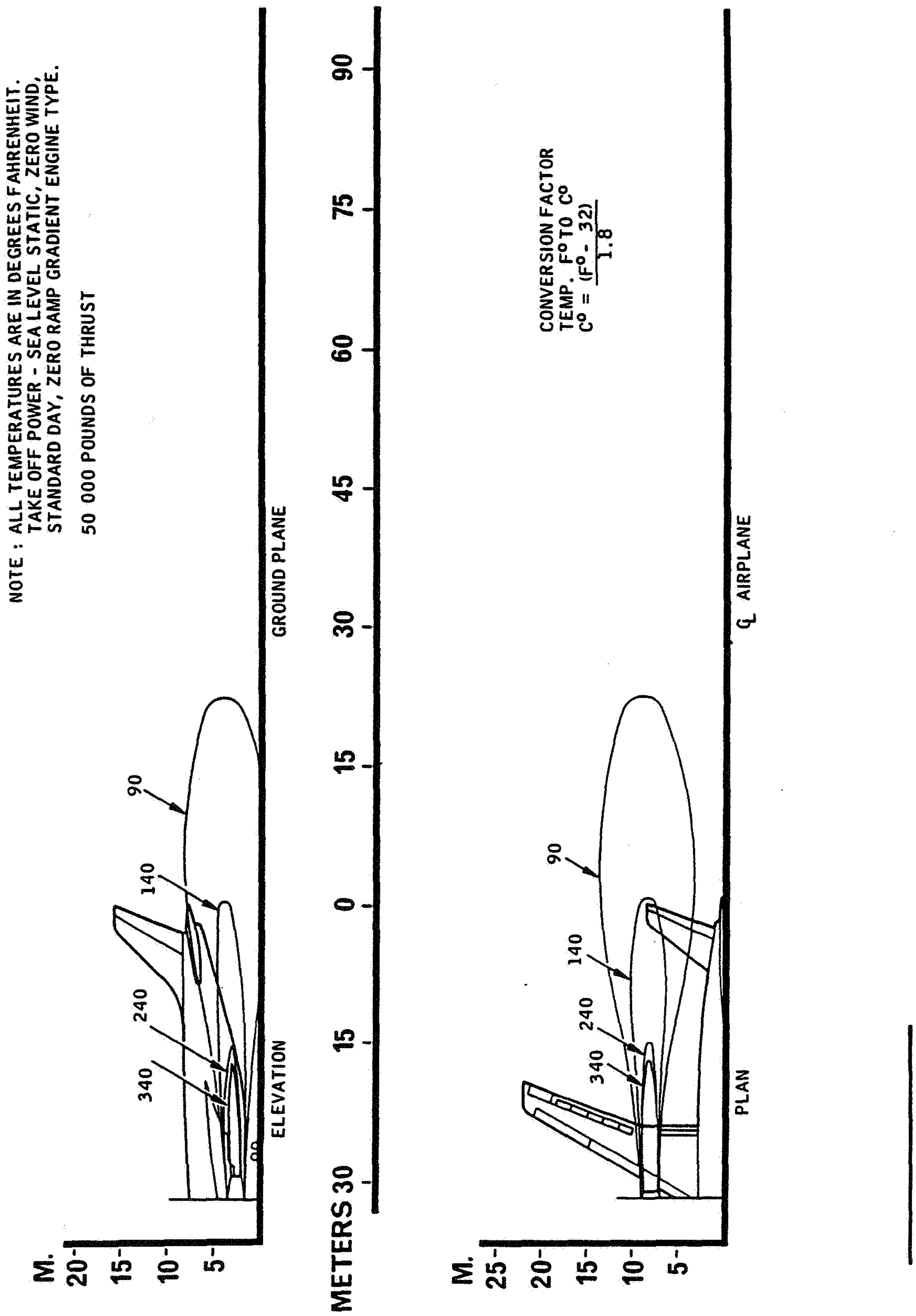
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.7 EXHAUST TEMPERATURE CONTOURS - TAKEOFF POWER (U.S. UNITS)
MODELS B2-320 AND B4-120



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

A A 5 06 01 08 0 AA 0

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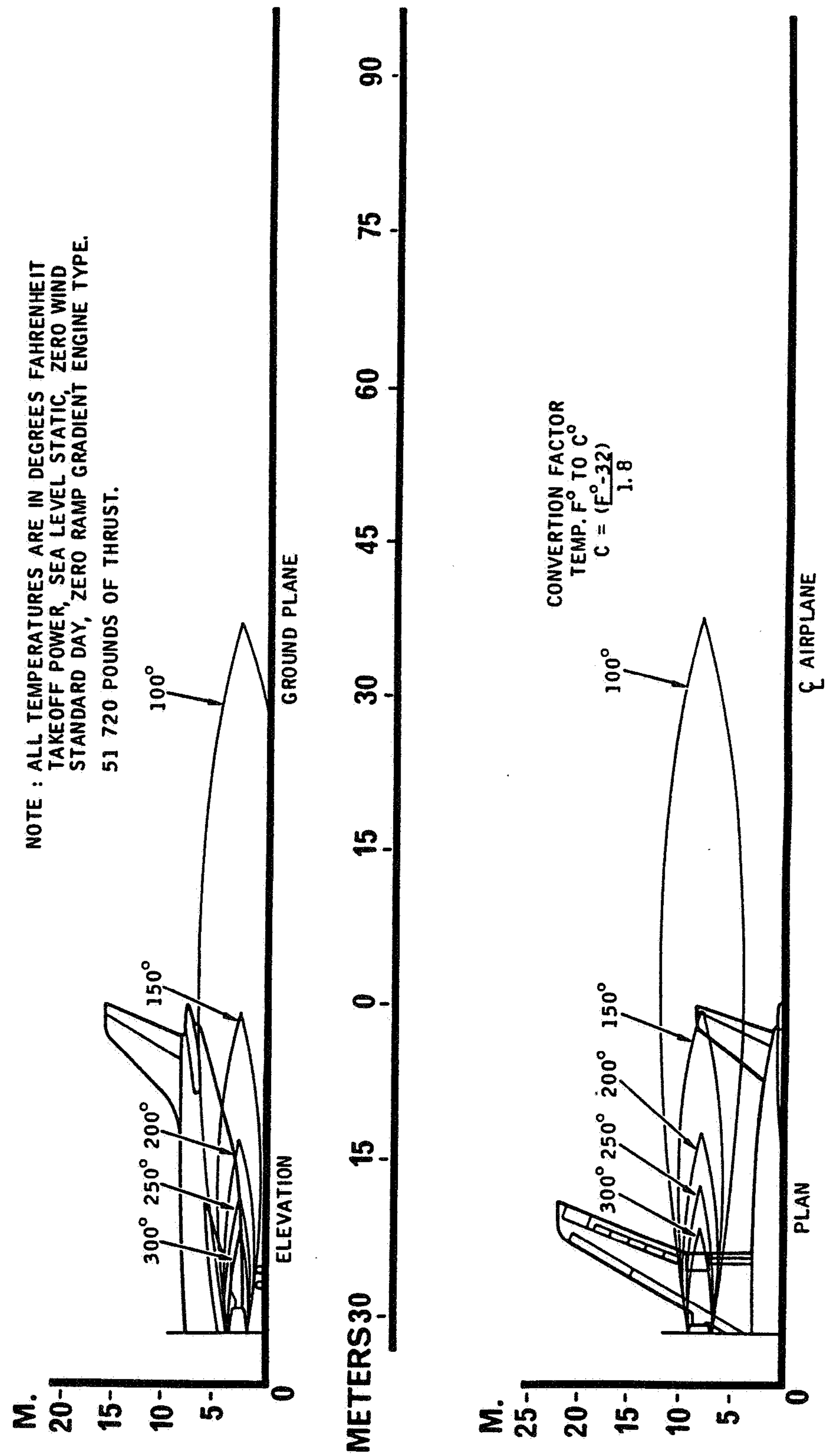
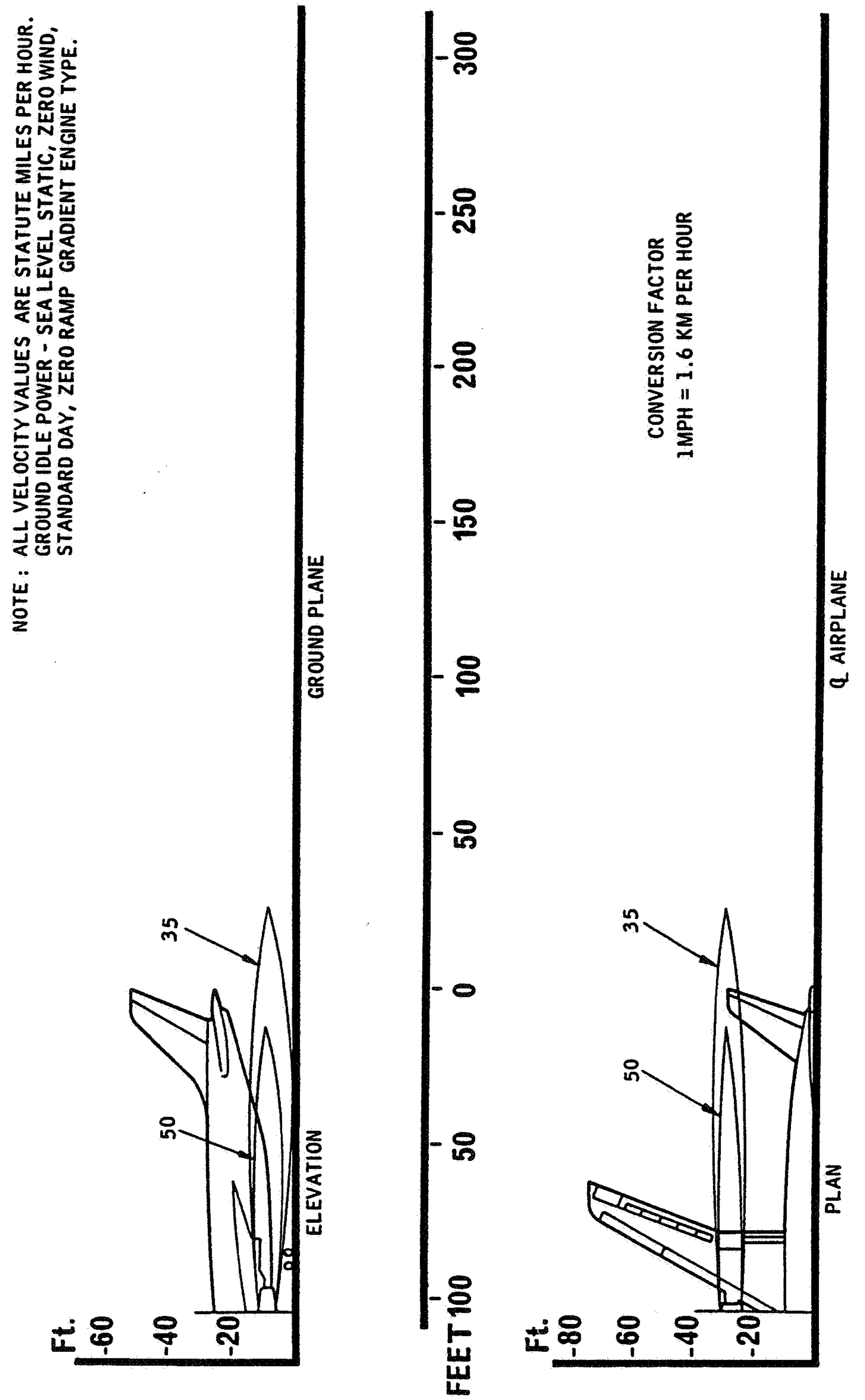


A A 5 06 01 08 0 AB 0

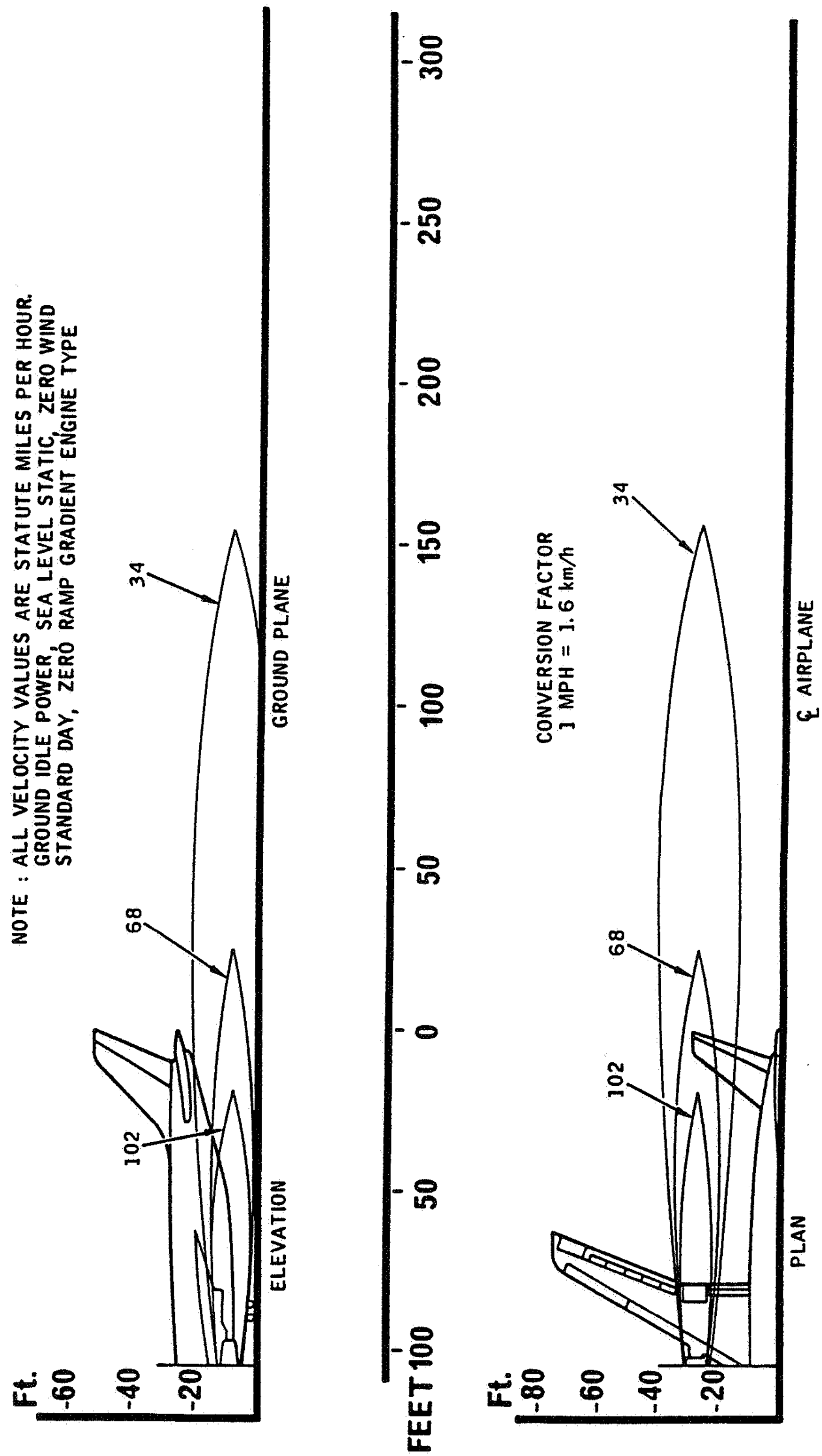
R

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



A A 5 06 01 09 0 AA 0

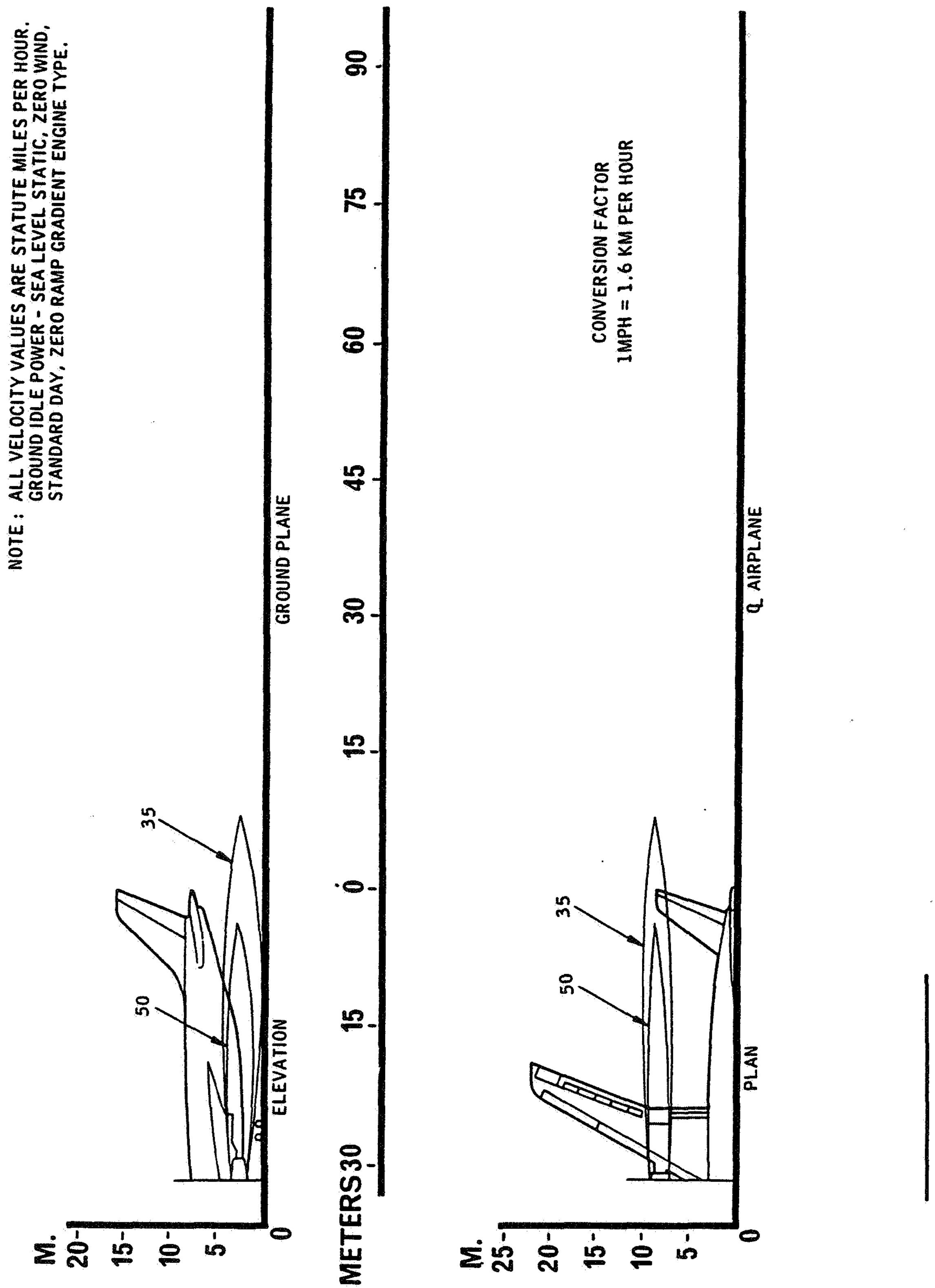
R 6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.9 EXHAUST VELOCITY CONTOURS - IDLE POWER (U.S. UNITS)
MODEL B2 - B4 - C4



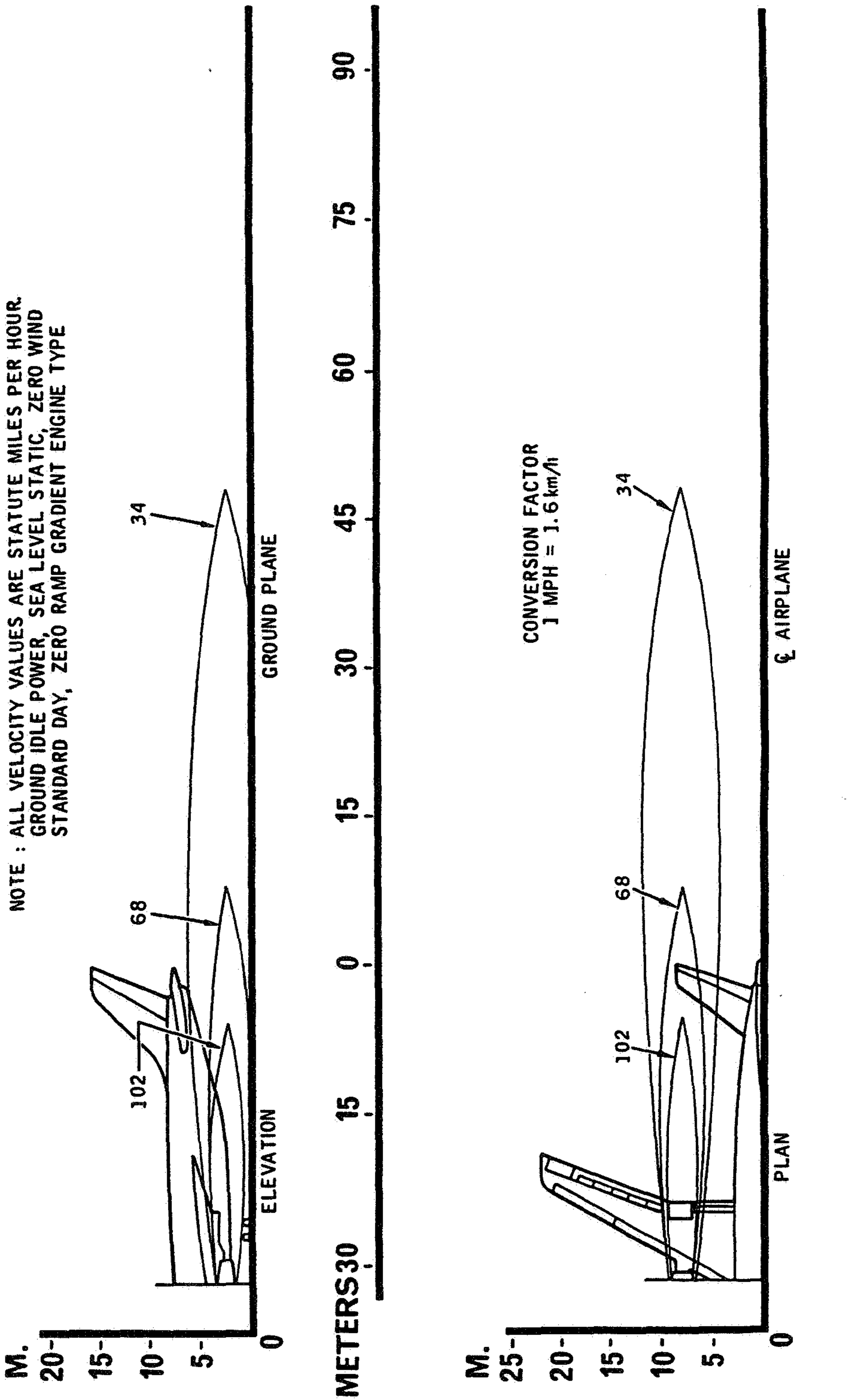
A A 5 06 01 09 0 AB 0

R

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



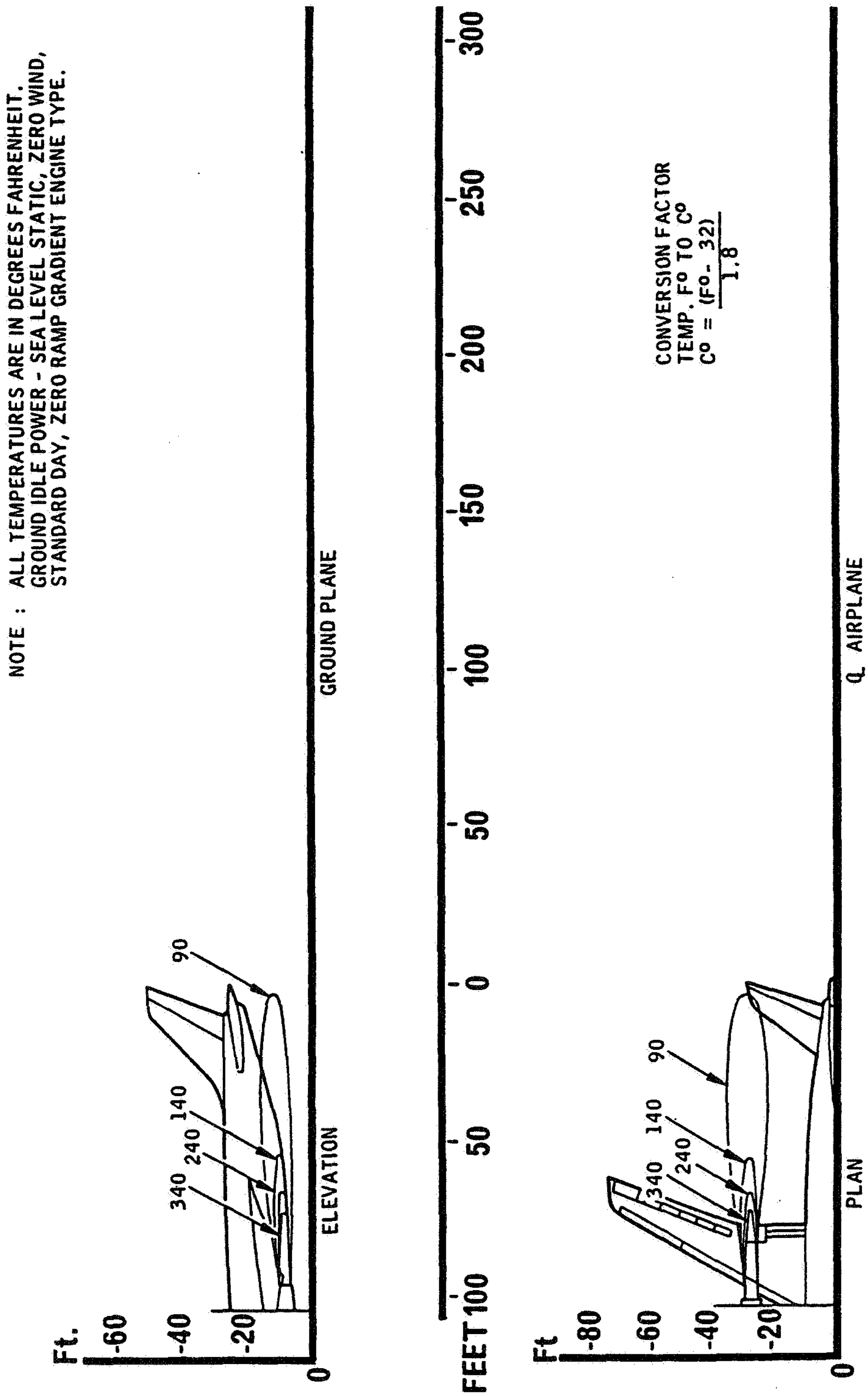
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.10 EXHAUST VELOCITY CONTOURS - IDLE POWER (METRIC UNITS)
MODEL B2 - B4 - C4



- A A 5 06 01 10 0 AB 0'

R

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



A A 5 06 01 11 0 AA 0

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

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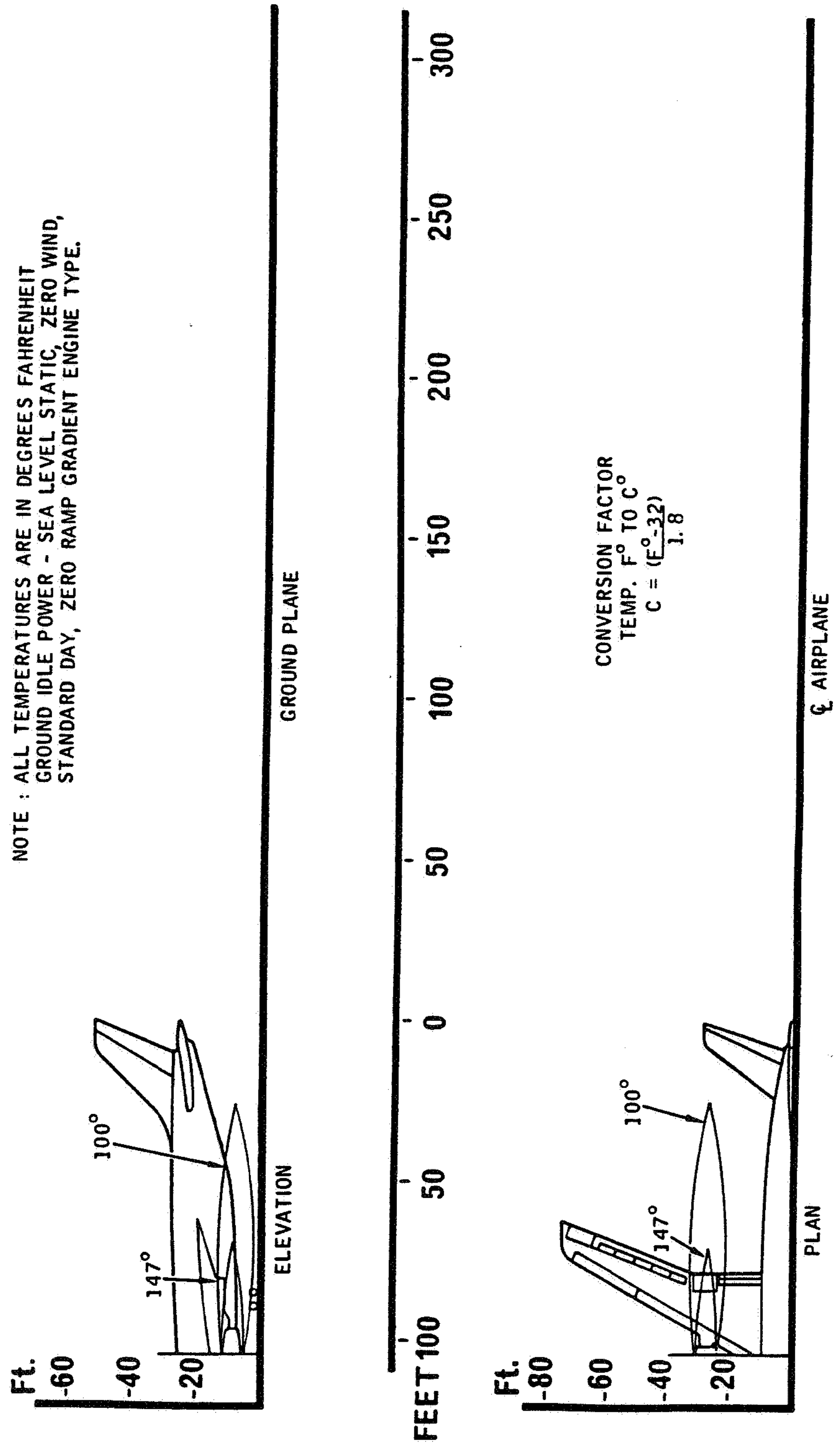
A A 5 06 01 11 0 AB 0



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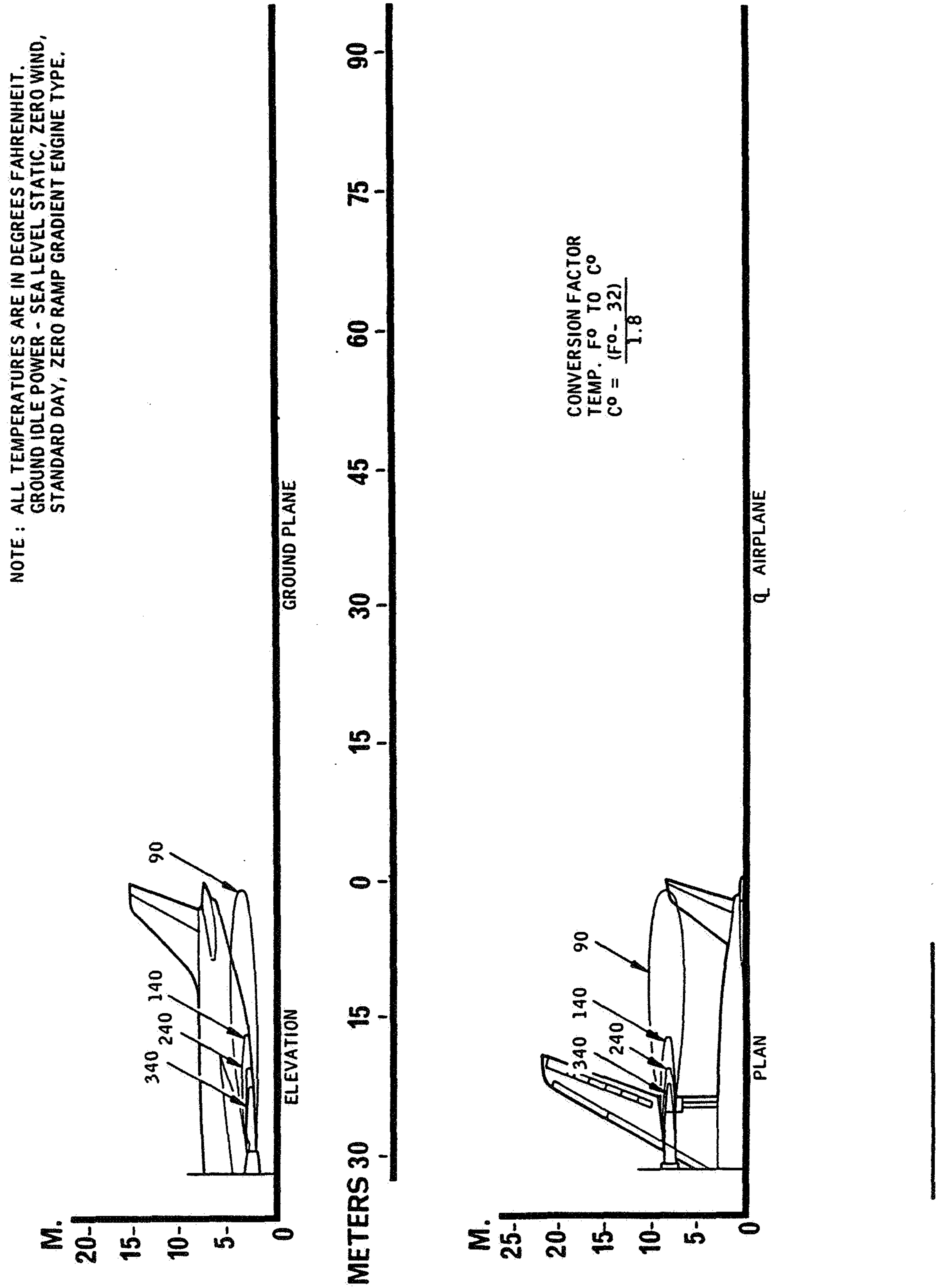
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.11 EXHAUST TEMPERATURE CONTOURS - IDLE POWER (U.S. UNITS)
MODELS B2-320 AND B4-120



A A 5 06 01 12 0 AA 0

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

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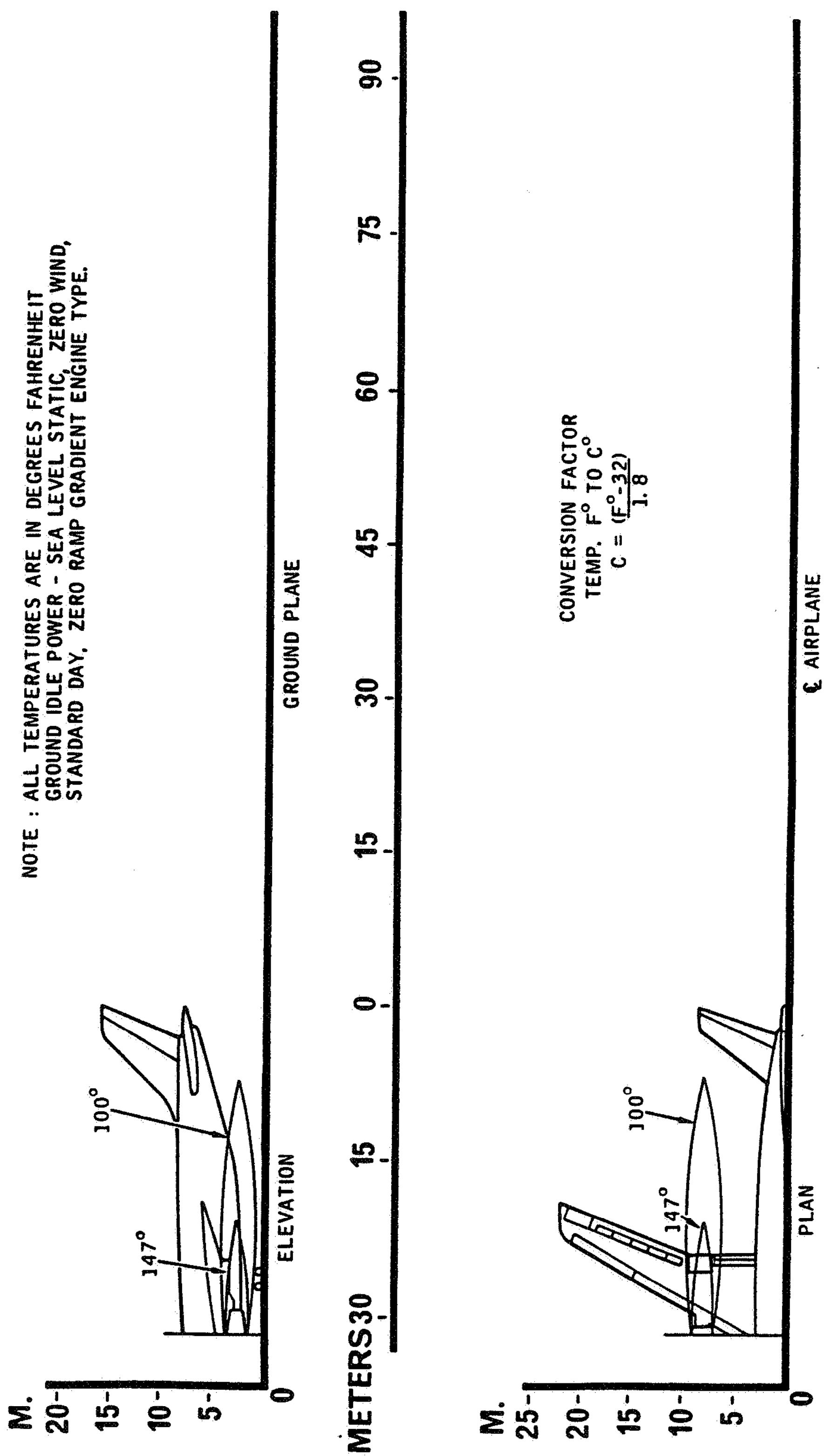

AA5 06 01 12 0AB0

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

6.2 Airport and Community Noise

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

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

The foregoing data availability depends on :

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

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

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

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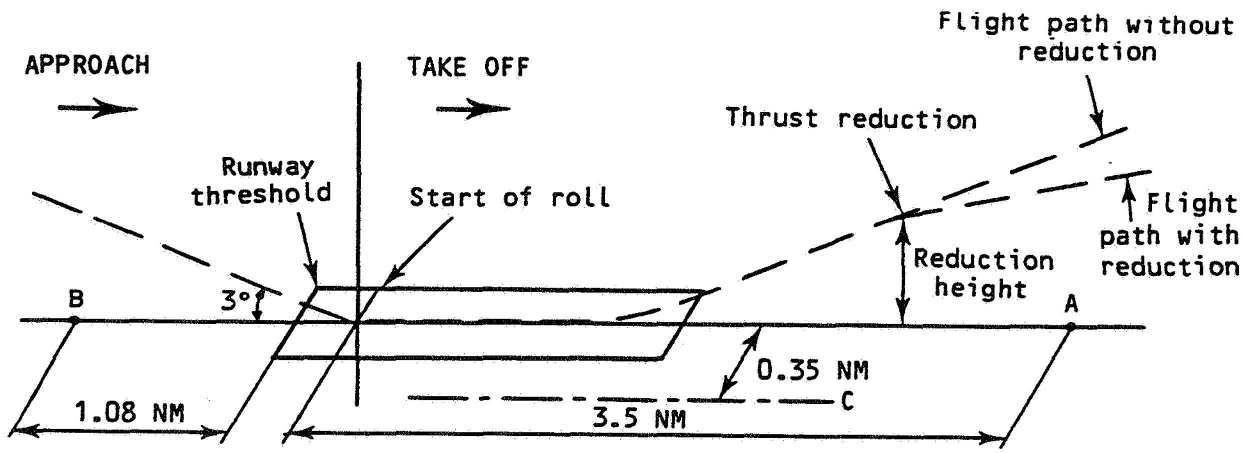
CONDITIONS



EXTERNAL NOISE LEVEL

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

(1) After Mod. 1569
(2) After Mod. 1357
(3) After Mod. 1614
(4) After Mod. 1652
* Take-off with Slats 16°/ Flaps 8°

AA5 06 02 01 0 AA 0

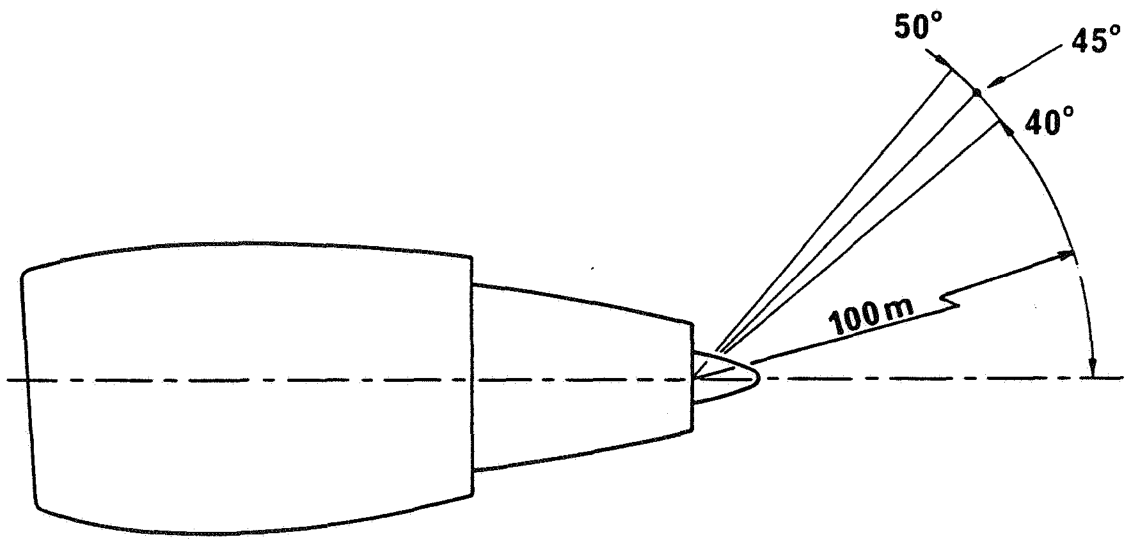
FIELD HEIGHT : sea level

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

6.2 AIRPORT AND COMMUNITY NOISE
6.2.1 EXTERNAL NOISE
MODEL B2 - B4 - C4

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

GROUND STATIC
TAKEOFF POWER
100 METERS RADIUS
45° LEVELS ARE AVERAGE OF 40° AND 50° LEVELS



AA 5 06 02 02 0 AA 0

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

TO BE ISSUED LATER

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

6.2.3 APU NOISE LEVELS

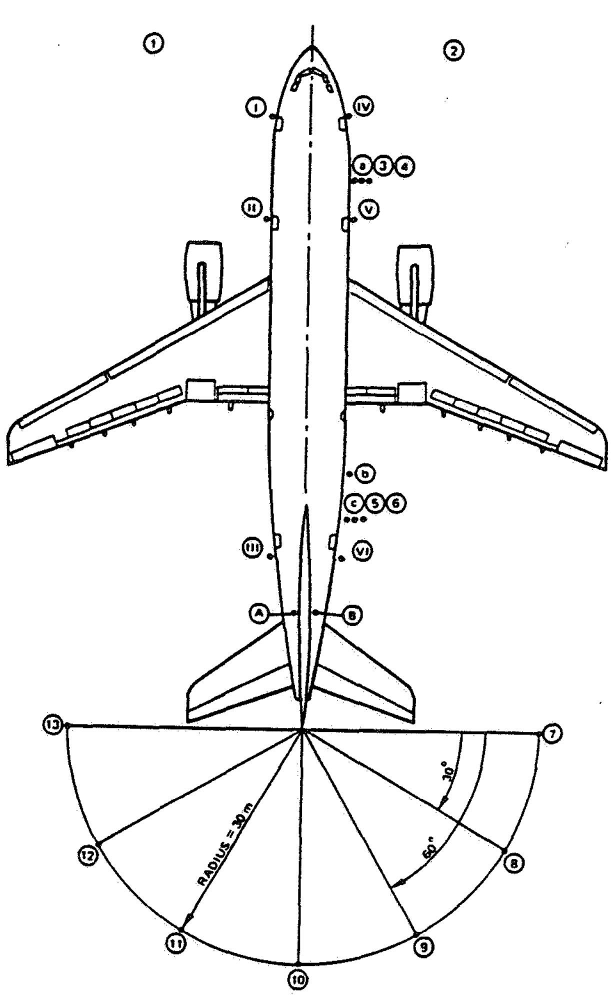
The figures presented hereafter have been obtained after analysis of third octave on the 45-11, 200Hz frequency band in compliance with Technical Specifications.

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

SURROUNDING NOISE AT FORWARD/AFT POINTS OF THE AIRCRAFT:
and in some other points (in dB)

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

MEASUREMENT POINT LOCATION



SURROUNDING NOISE AT T.S.
MEASUREMENT POINTS

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

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

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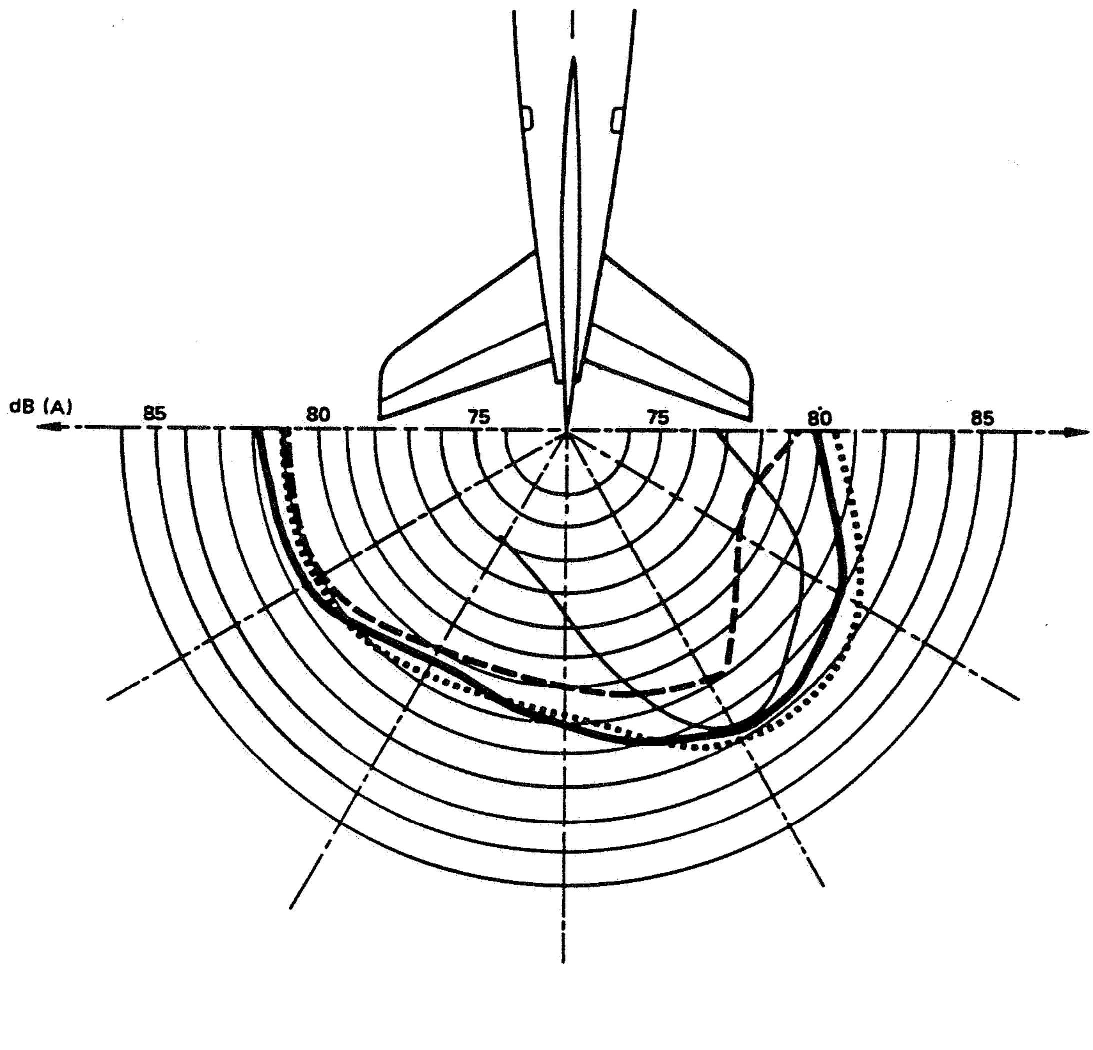
LEVELS RECORDED AROUND THE APU
(AIReseach TSCP 700-5 APU)

MEASUREMENTS ALONG A 30 METRE RADIUS CIRCLE

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



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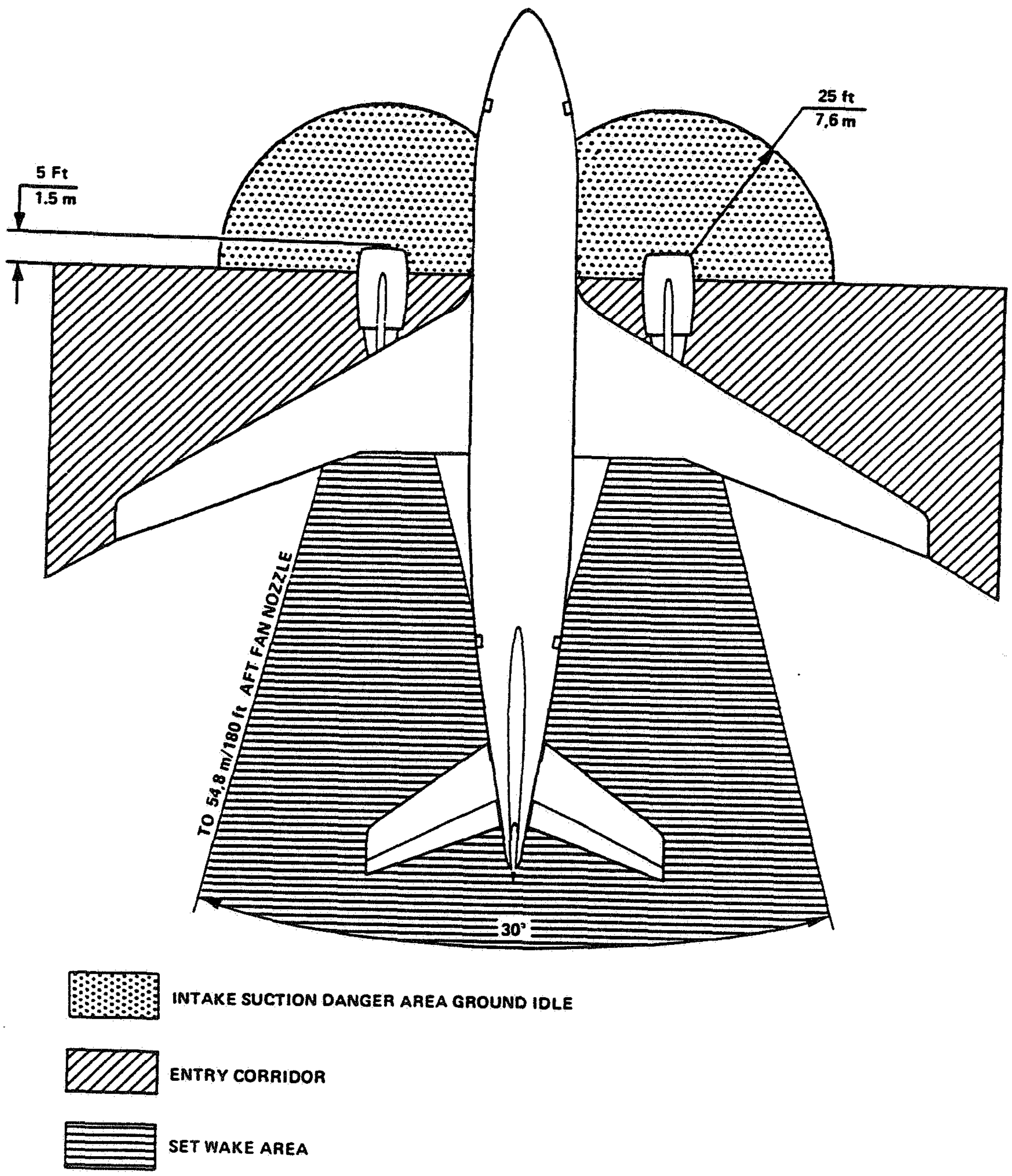
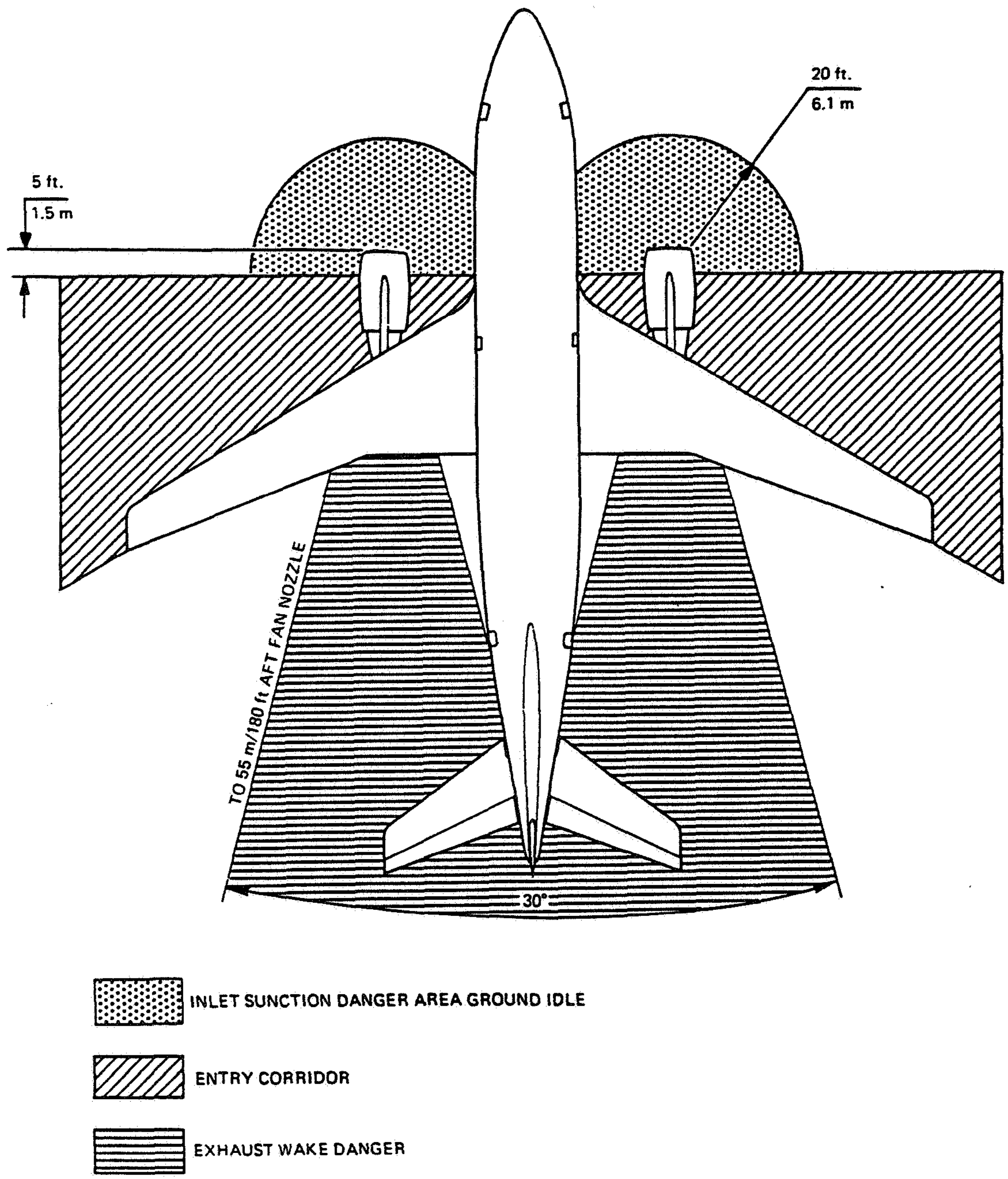
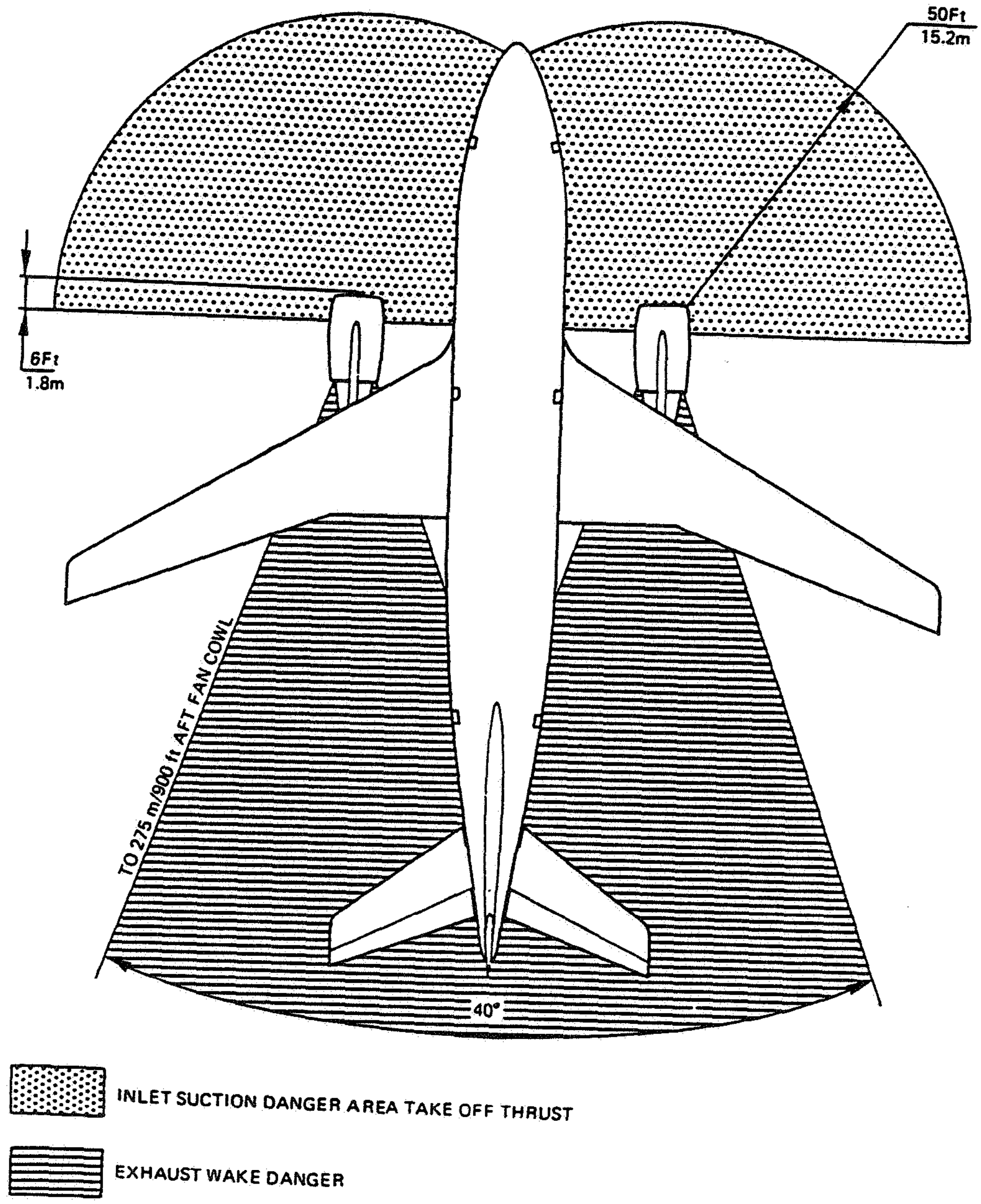


6.3 DANGER AREAS OF THE ENGINES
6.3.1 DANGER AREAS OF THE ENGINES (GROUND IDLE)
MODEL B2 - B4 - C4



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



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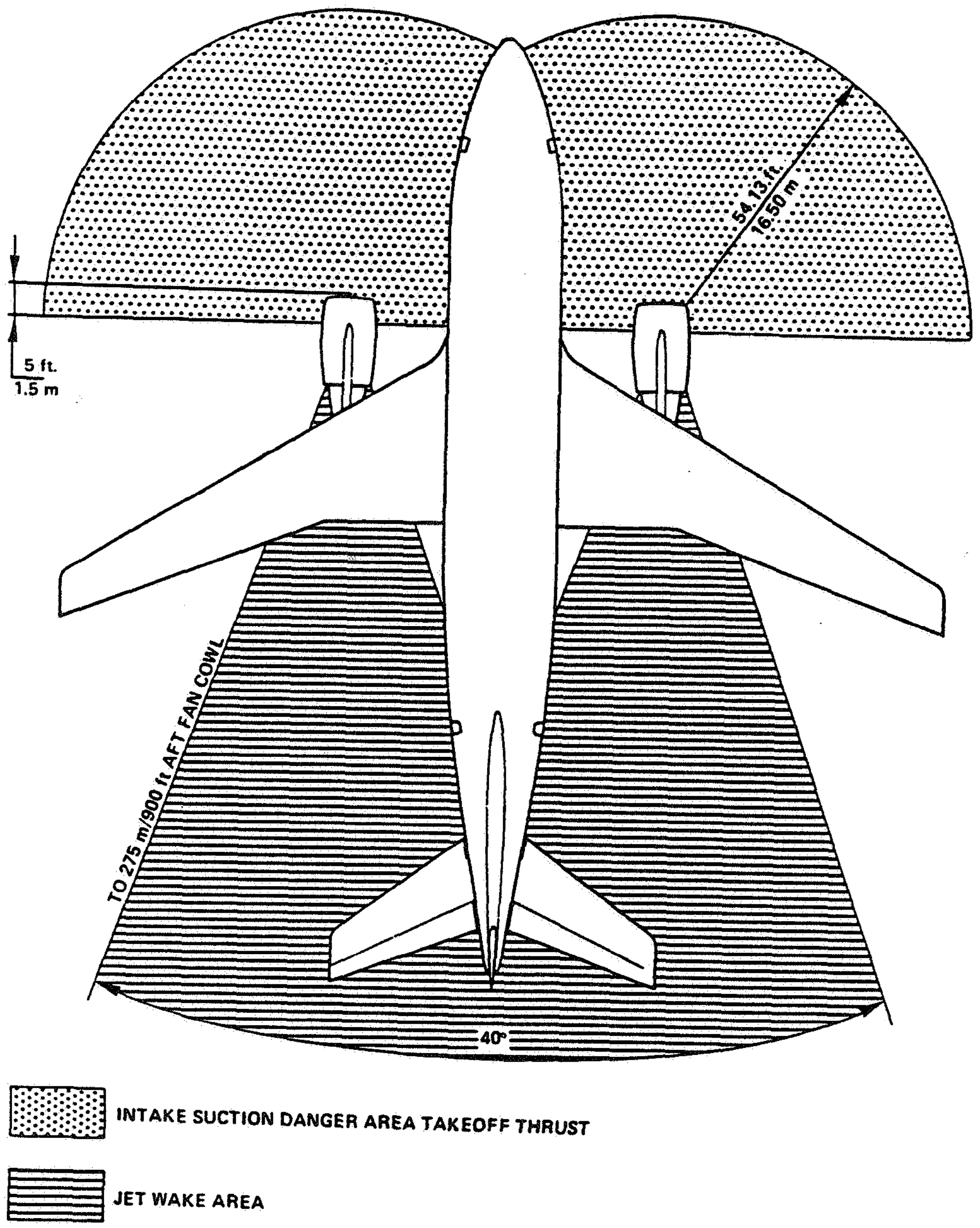
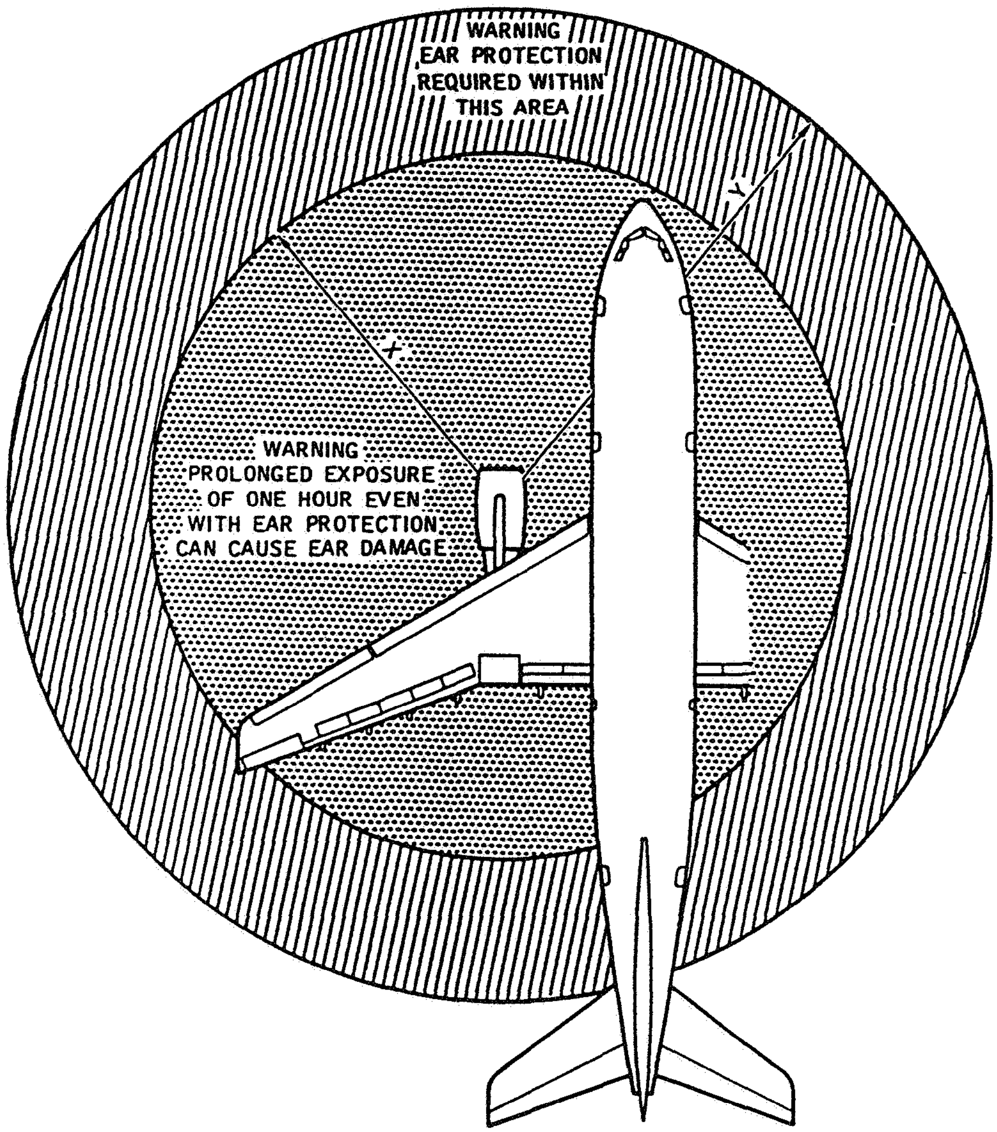
6.3 DANGER AREAS OF THE ENGINES
6.3.2 DANGER AREAS OF THE ENGINES (TAKE OFF)
MODEL B2 - B4 - C4



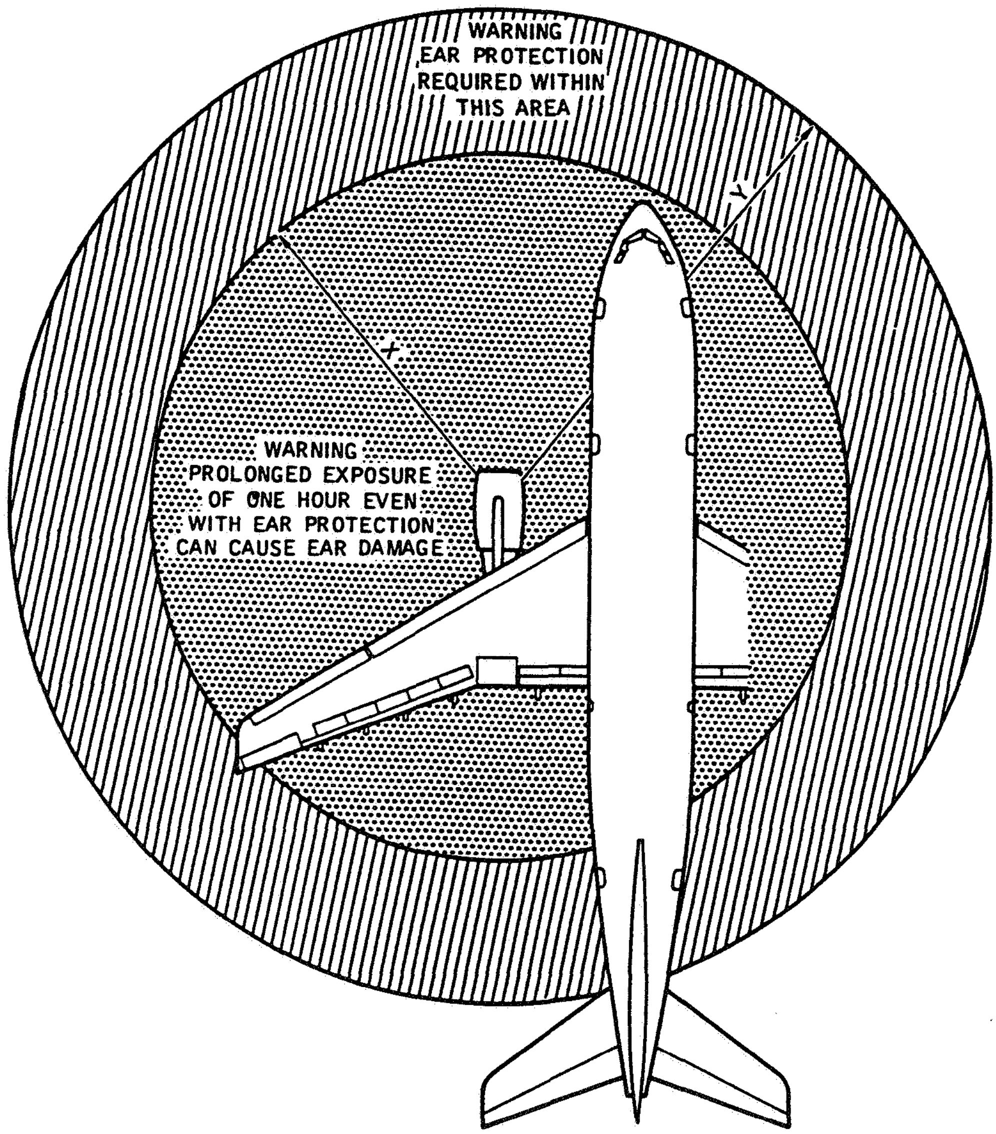
6.3 DANGER AREAS OF THE ENGINES
6.3.2 DANGER AREAS OF THE ENGINES (TAKE OFF)
MODEL B2-320



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

GENERAL ELECTRIC CF6-50C ENGINES

6.3 DANGER AREAS OF THE ENGINES
6.3.3 ACOUSTIC PROTECTION AREAS
MODEL B2 - B4 - C4



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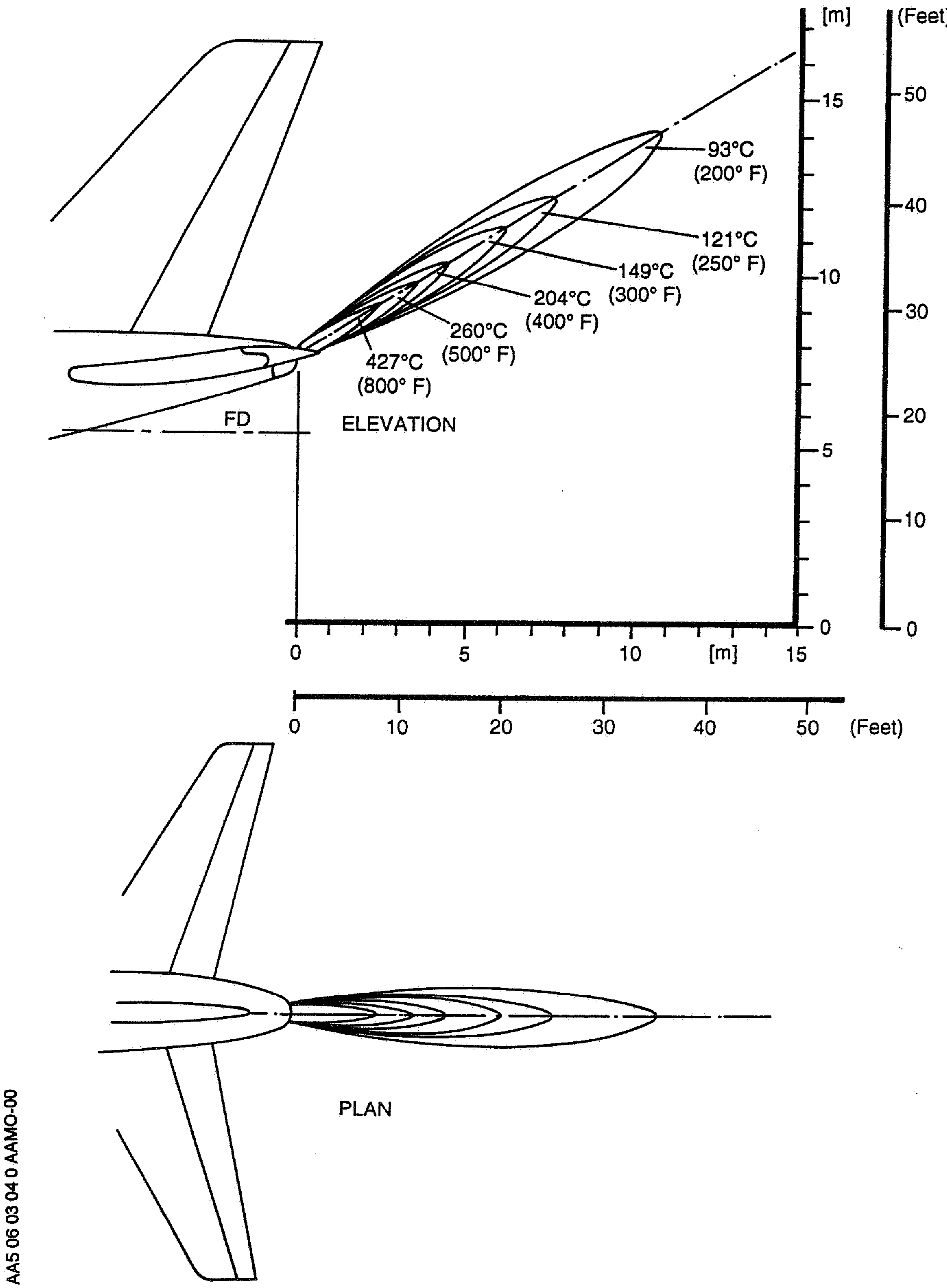
POWER SETTING	RADIUS X	RADIUS Y
GROUND IDLE	23m	30m
TAKE-OFF THRUST	38m	60m

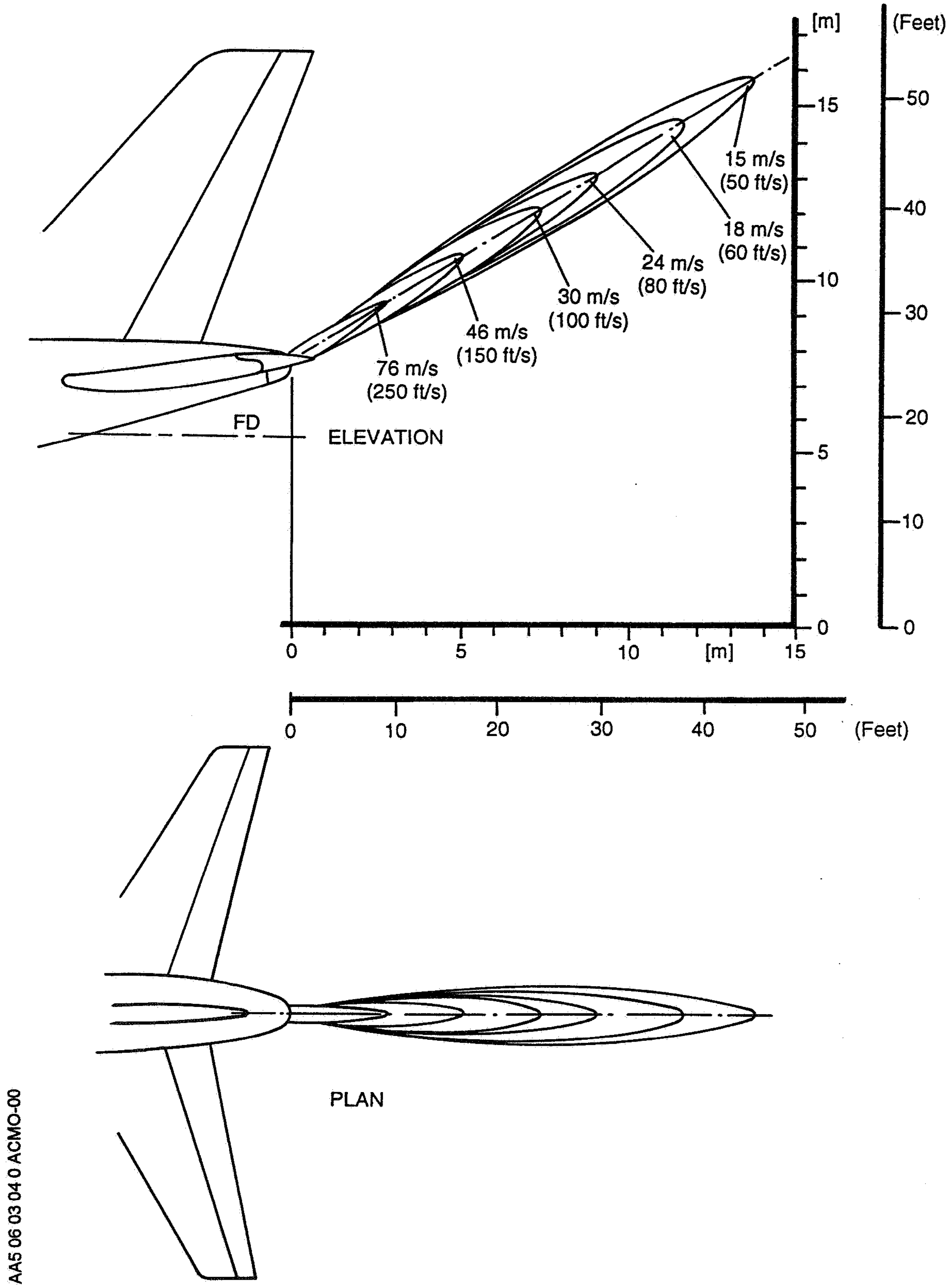
PRATT & WHITNEY JT9D59A ENGINES

6.3 DANGER AREAS OF THE ENGINES
6.3.3 ACOUSTIC PROTECTION AREAS

MODEL B2-320



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



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

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7.1 GENERAL INFORMATION

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

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

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

Maximum ramp weights and corresponding tire pressures are also indicated.

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

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

For the A300, the certified C.G's are as follows :
. 18 to 33 % of the MAC ** for take-off
. 15 to 35 % of the MAC ** in flight and for landing

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

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

* TRA : Tire and Rim Association

** MAC : Mean Aerodynamic Chord

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

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

1. Having established the scale for pavement thickness to the left and the scale for allowable working stress to the right, an arbitrary load line is drawn representing the main landing gear maximum weight to be shown.

2. All values of the subgrade modules (k values) are then plotted using the maximum load lines.

3. Additional load lines for the incremental value of weight on the main landing gear are then established on the basis of the curve for k = 300 psi, already established.

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

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

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

All curves represent data at a constant specified tire pressure.

R CAUTION :

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

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

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

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

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

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

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

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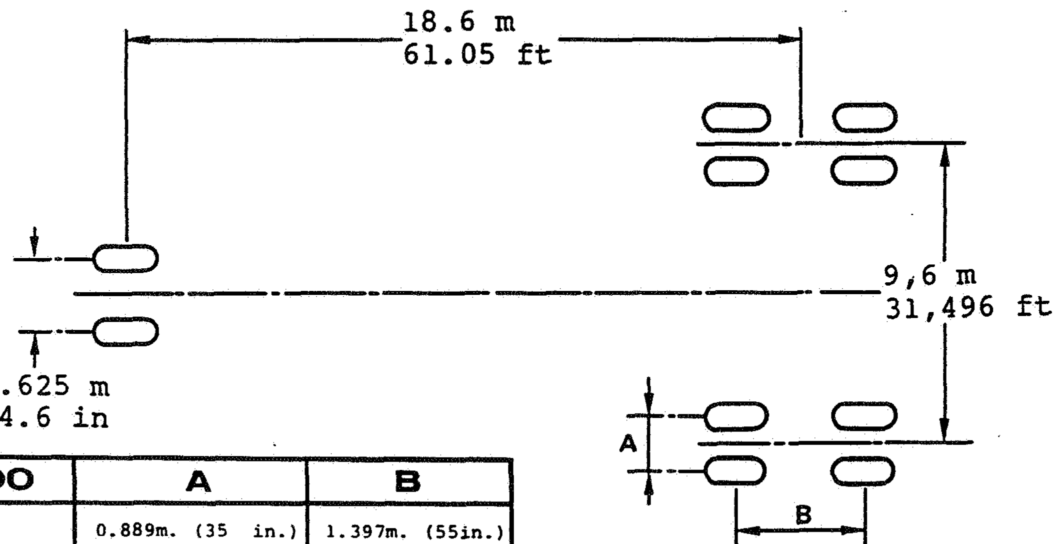
	MODEL B2		B2 K	MODEL B4			B4 Stage III	MODEL C4
Maximum ramp weight	137,900 Kg 304,000 lb	142,900 Kg 315,000 lb	142,900 Kg 315,000 lb	150,900 Kg 332,700 lb	153,900 Kg 339,300 lb	158,400 Kg 349,200 lb	165,900 Kg 365,750 lb	165,900 Kg 365,750 lb
Percent of weight on main gear	See 7.4.1			See 7.4.2				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



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

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

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

7.2 LANDING GEAR FOOTPRINT
MODEL B2 - B4 - C4

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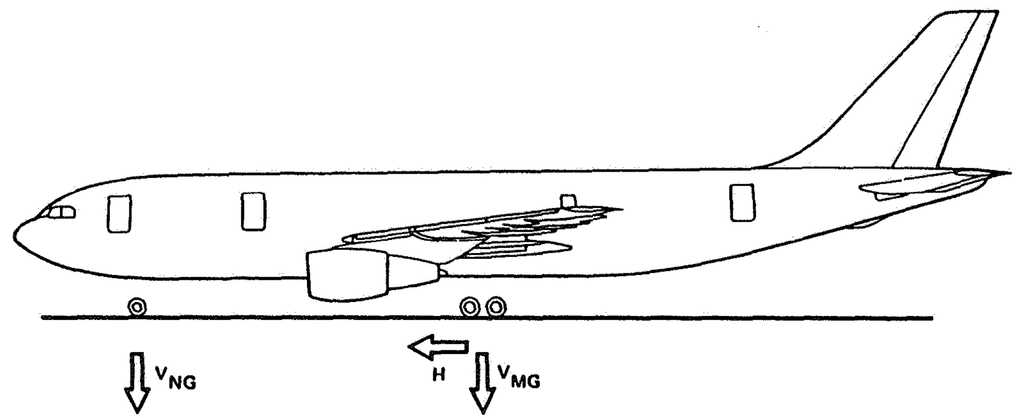
V_{NG} = MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD C.G.

V_{MG} = MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST AFT C.G.

H = MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING

NOTE ALL LOADS CALCULATED USING AIRPLANE MAXIMUM GROSS WEIGHT.



MODEL	MAXIMUM GROSS WEIGHT		V_{NG} STATIC AT MOST FORWARD CG		V_{NG} STATIC + BRAKING AT 9,65 FT/SEC DECEL		V_{MG} (PER STRUT) MAXIMUM LOAD OCCURING AT STATIC AFT CG		H (PER STRUT) AT STEADY BRAKING AT 9,65 FT/SEC DECEL		H (PER STRUT) INS INSTANTANEOUS BRAKING COEFF OF FRICTION 1	
	LB	KG	LB	KG	LB	KG	LB	KG	LB	KG	LB	KG
B2	302,030	137,000	38,790	17,595	60,572	27,475	141,605	64,231	45,294	20,545	113,860	51,646
B2 and B2K	313,055	142,000	40,137	18,206	62,721	28,450	146,790	66,583	46,945	21,294	118,068	53,555
B2 320	313,055	142,000	40,137	18,206	62,721	28,450	146,790	66,583	46,945	21,294	118,068	53,555
B4	330,690	150,000	42,472	19,265	66,150	30,005	155,009	70,311	49,593	22,495	124,874	56,642
	337,305	153,000	43,336	19,657	67,446	30,593	158,100	71,713	50,583	22,944	127,387	57,782
	347,225	157,500	44,672	20,263	69,495	31,568	162,630	73,768	52,071	23,619	130,974	59,409
	363,980	165,000	47,064	21,348	72,788	33,016	170,247	77,223	54,551	24,744	137,323	62,289
C4	363,980	165,000	47,064	21,348	72,788	33,016	170,247	77,223	54,551	24,744	137,323	62,289

7.3 MAXIMUM PAVEMENT LOADS
MODEL B2 - B4 - C4

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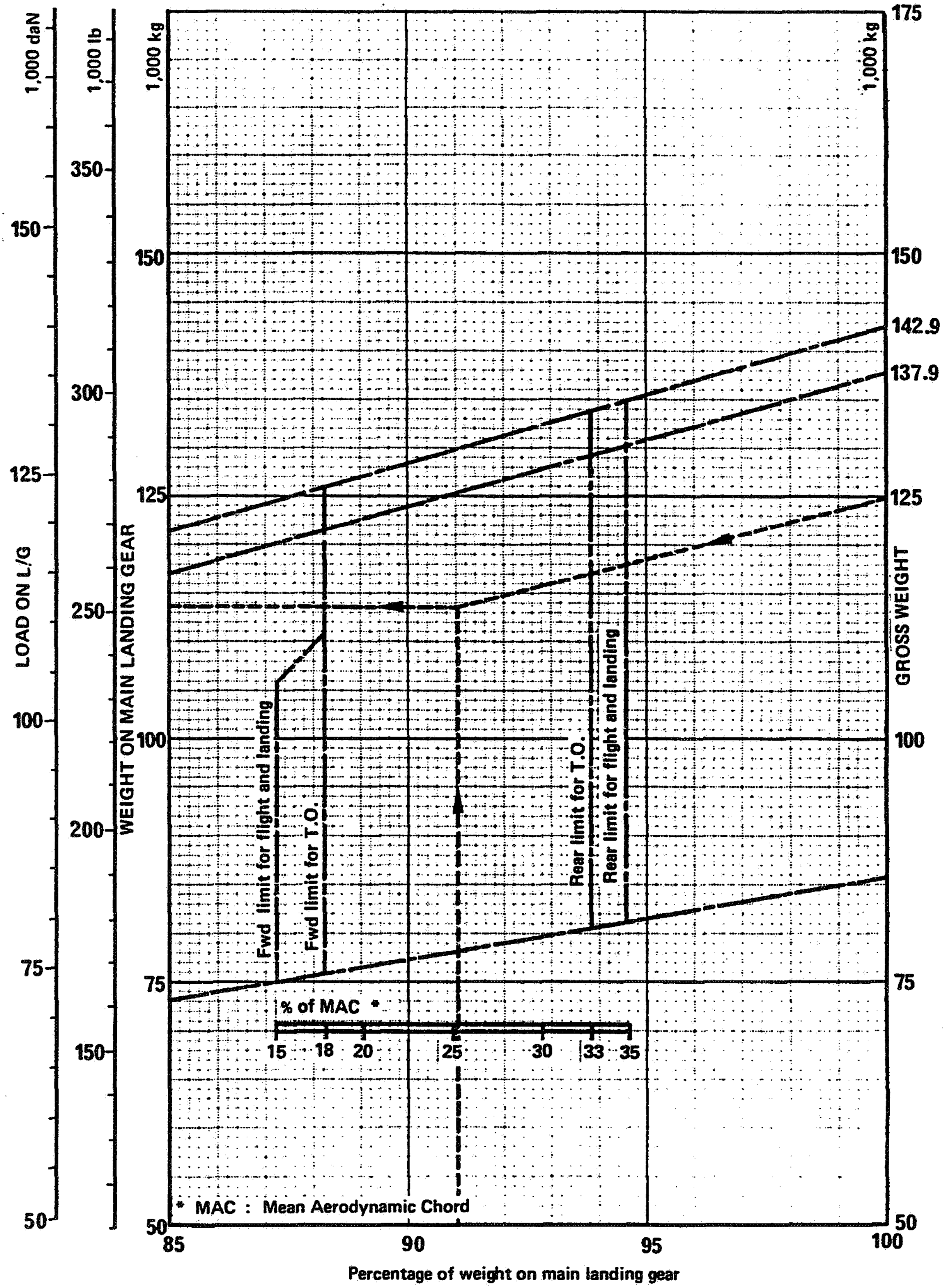
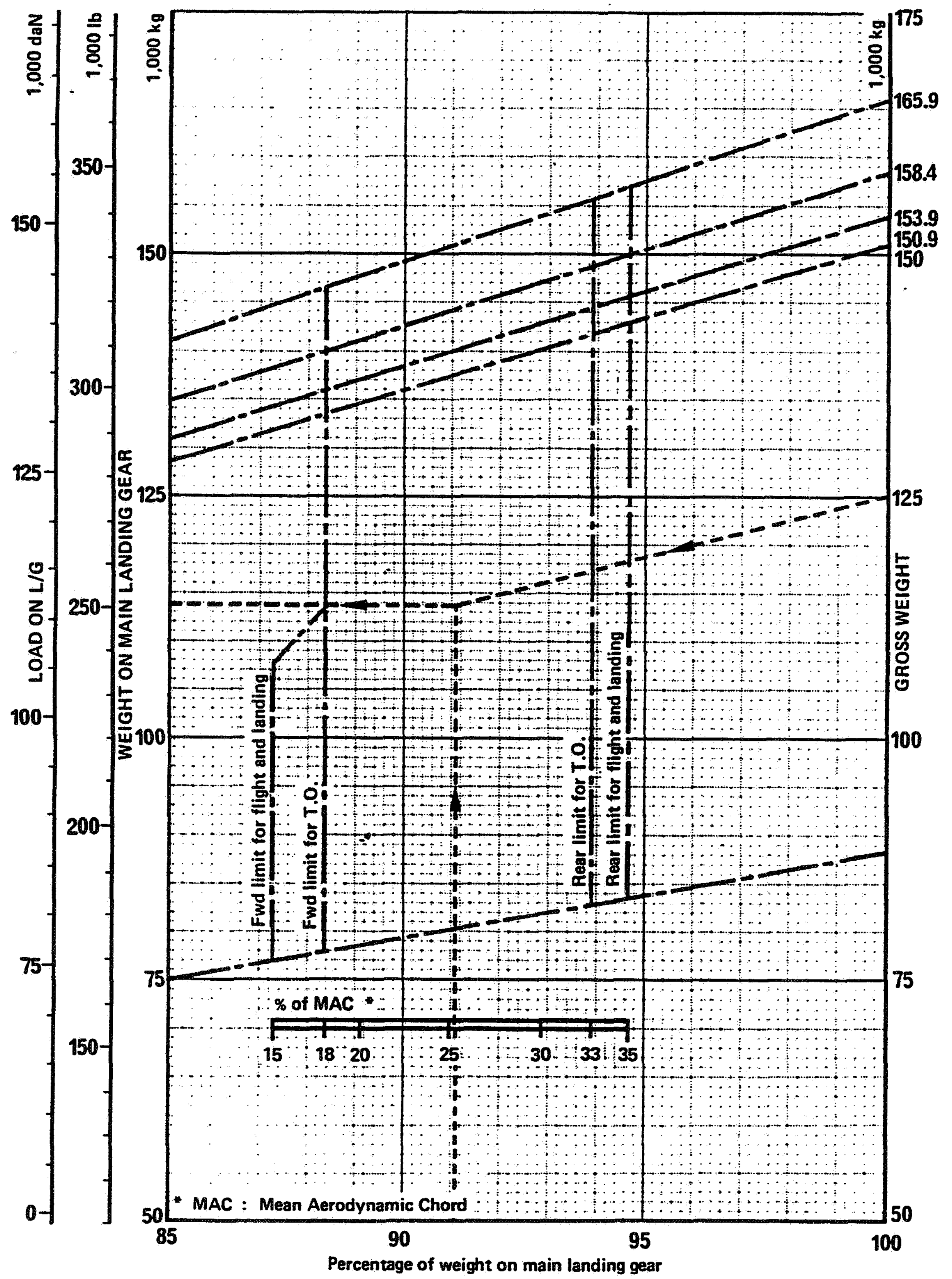


7.4.1 LANDING GEAR LOADING ON PAVEMENT
MODEL B2/B2K



7.4.2 LANDING GEAR LOADING ON PAVEMENT
MODEL B4 - C4

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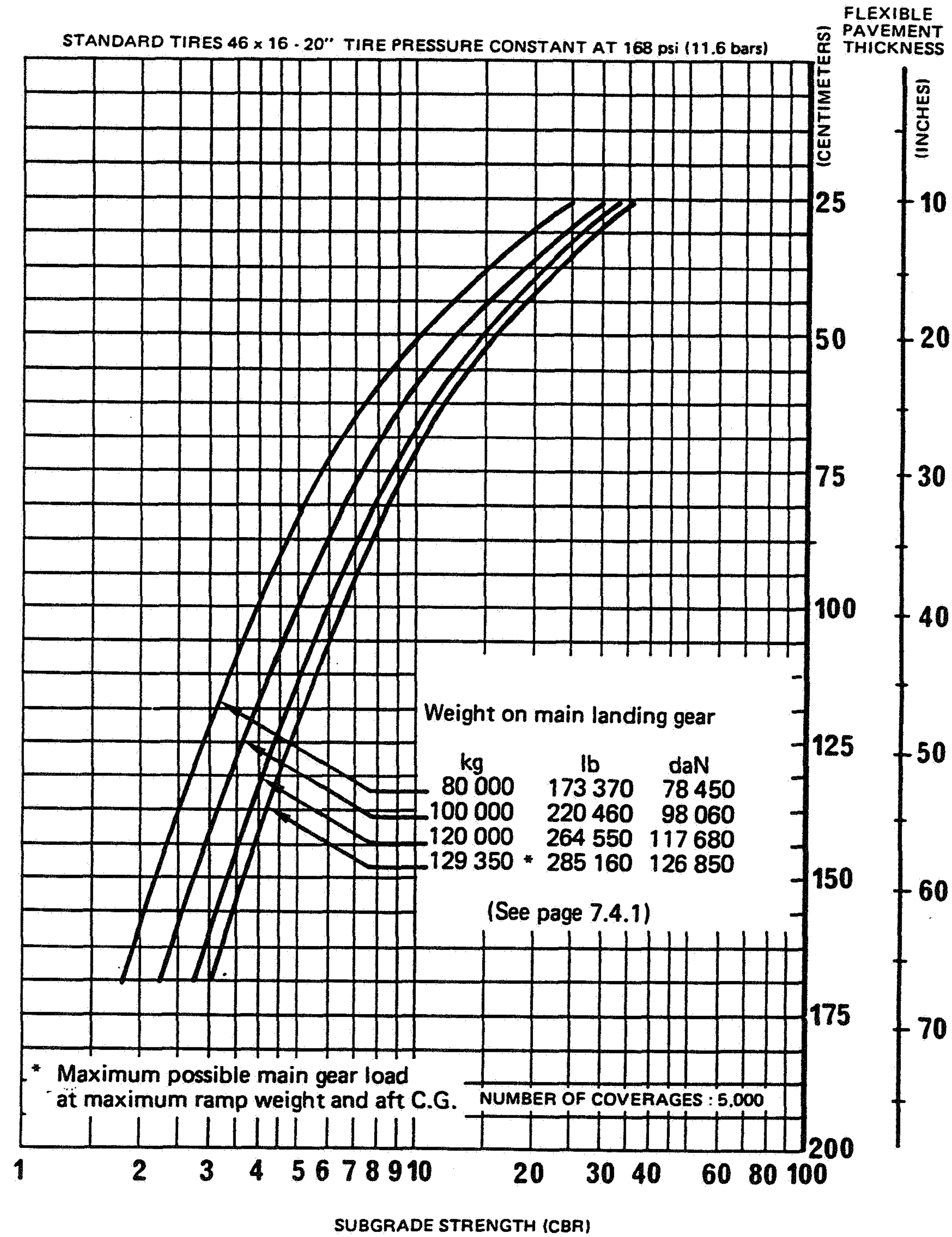

7.5.1.1 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B2 - 137t STANDARD TIRES

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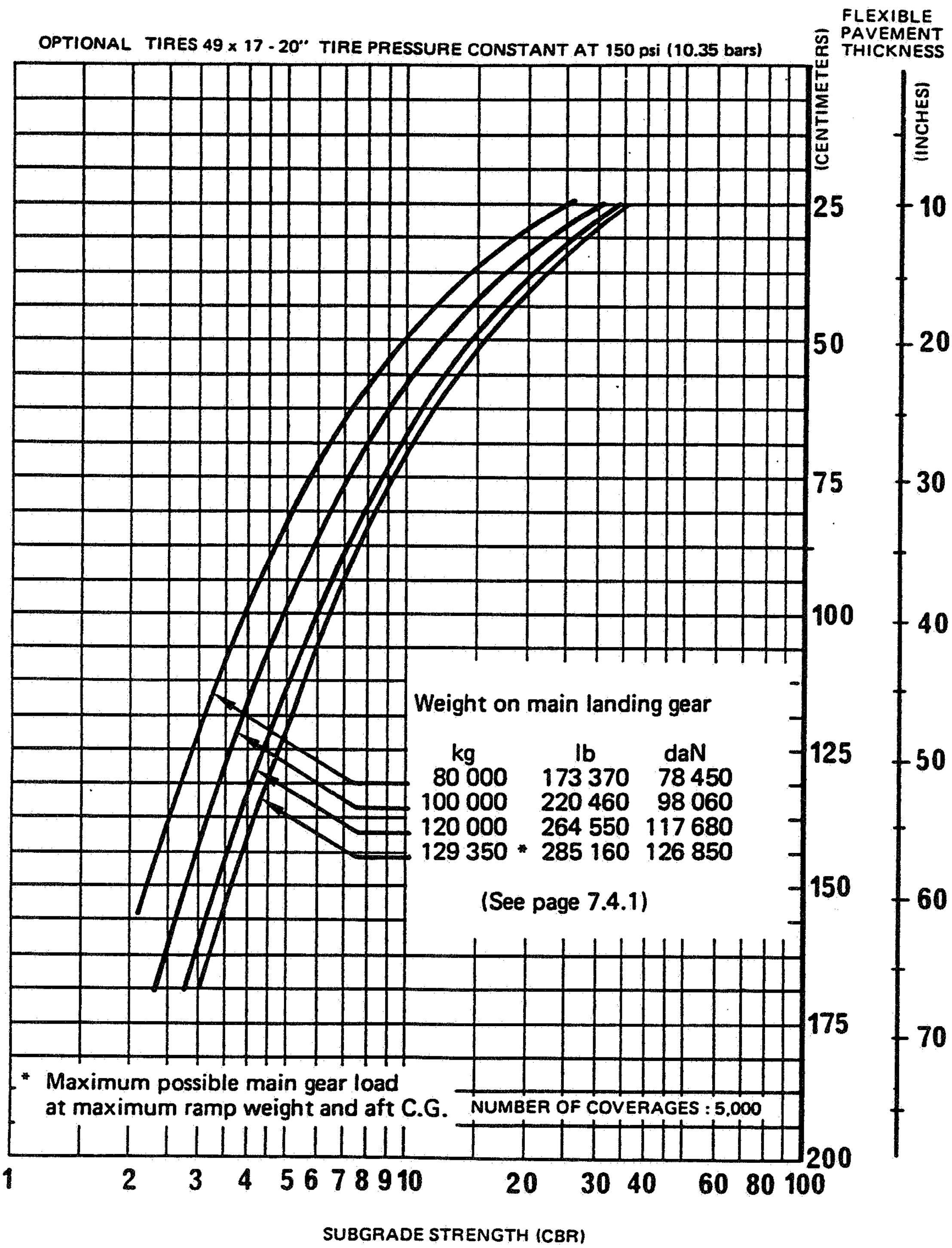

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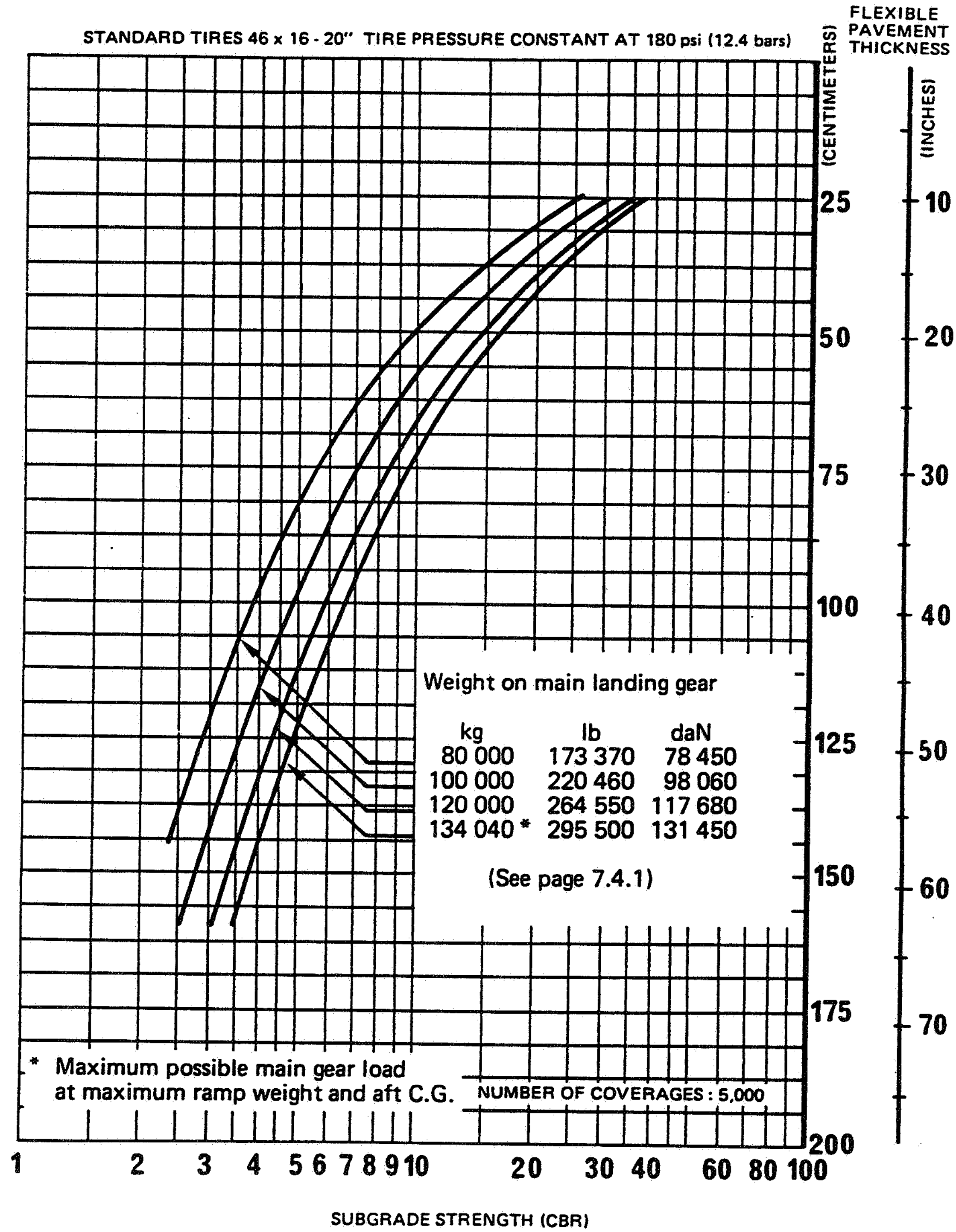
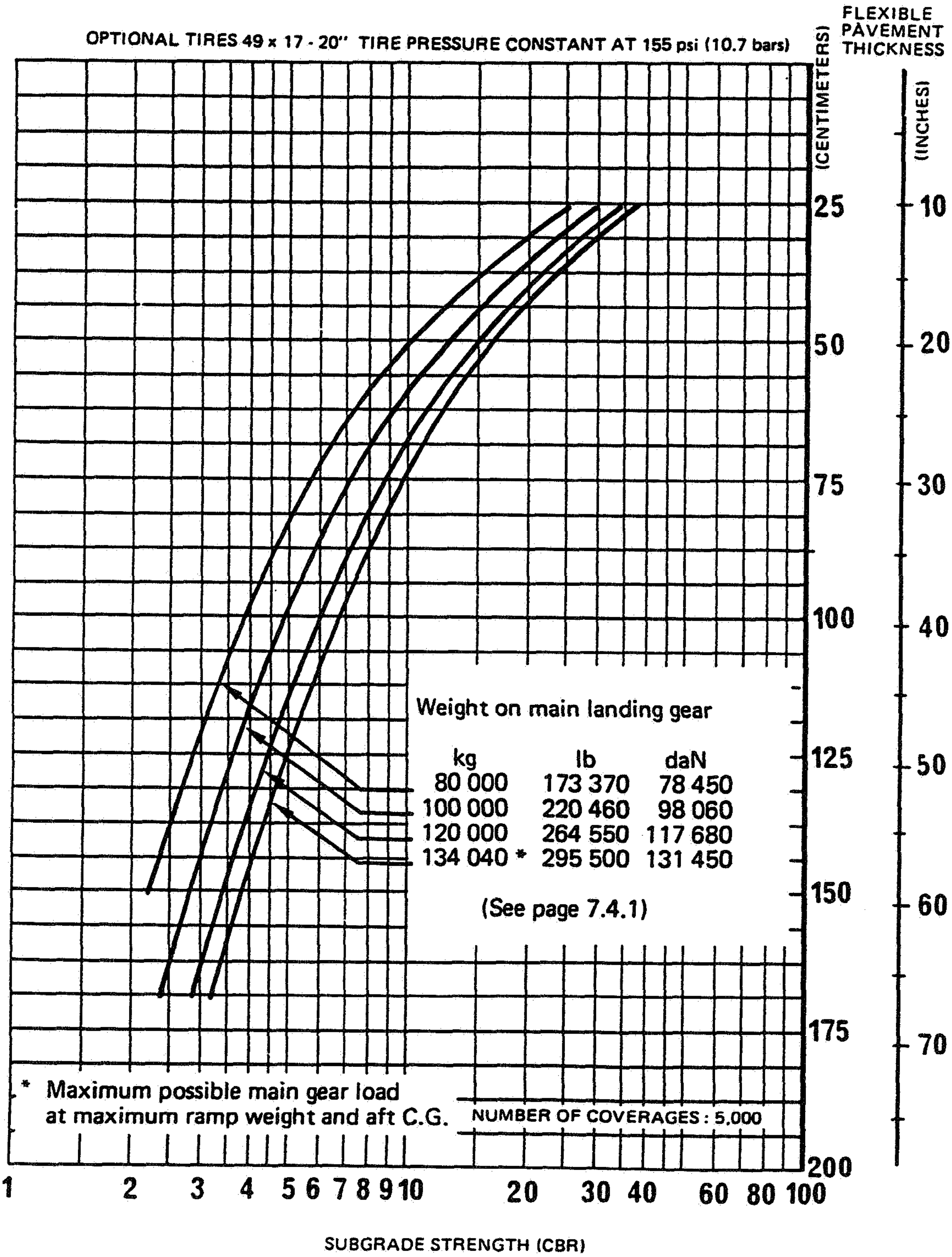
7.5.1.2 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B2 - 137t OPTIONAL TIRES



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



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

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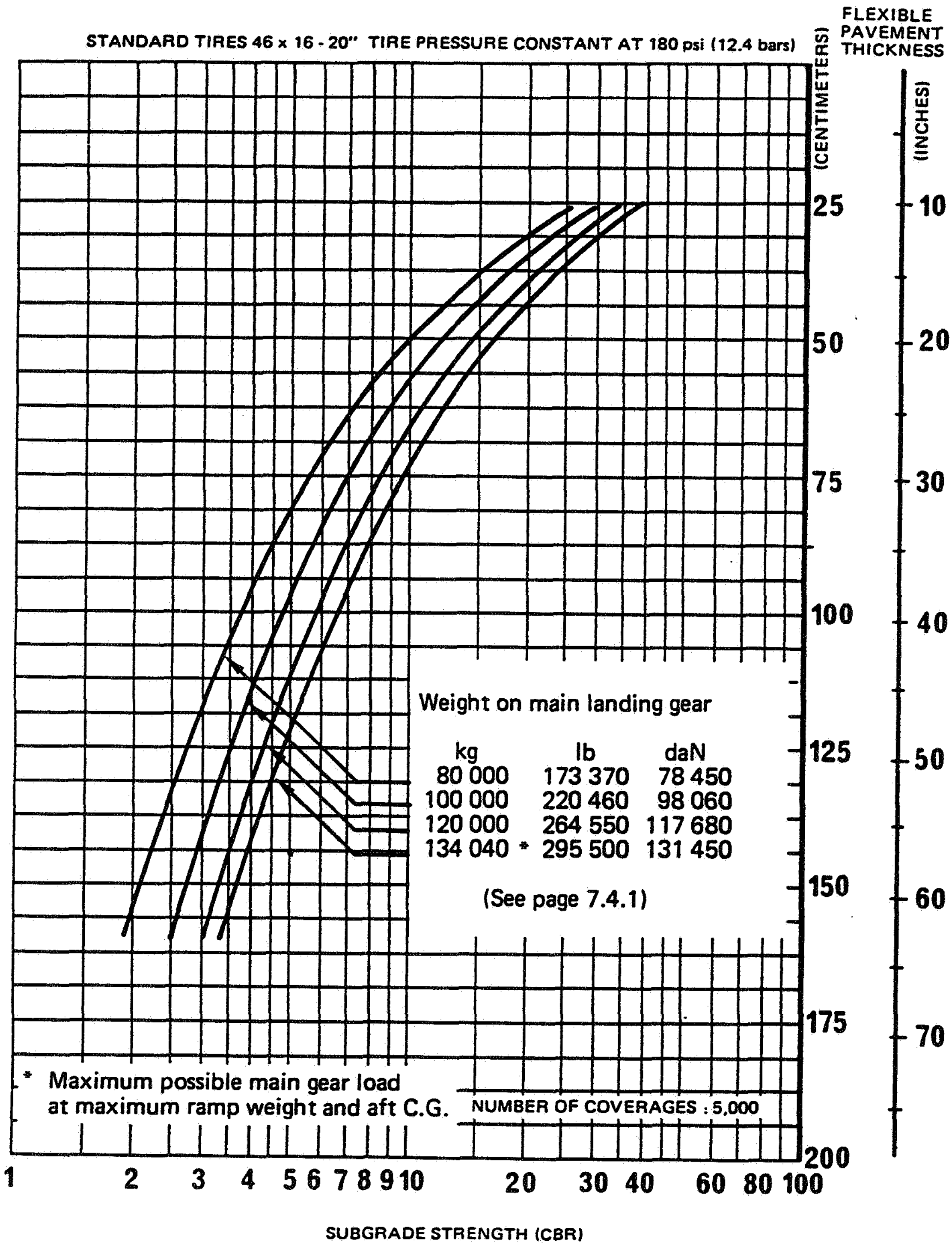

7.5.2.1 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B2K - 142t STANDARD TIRES

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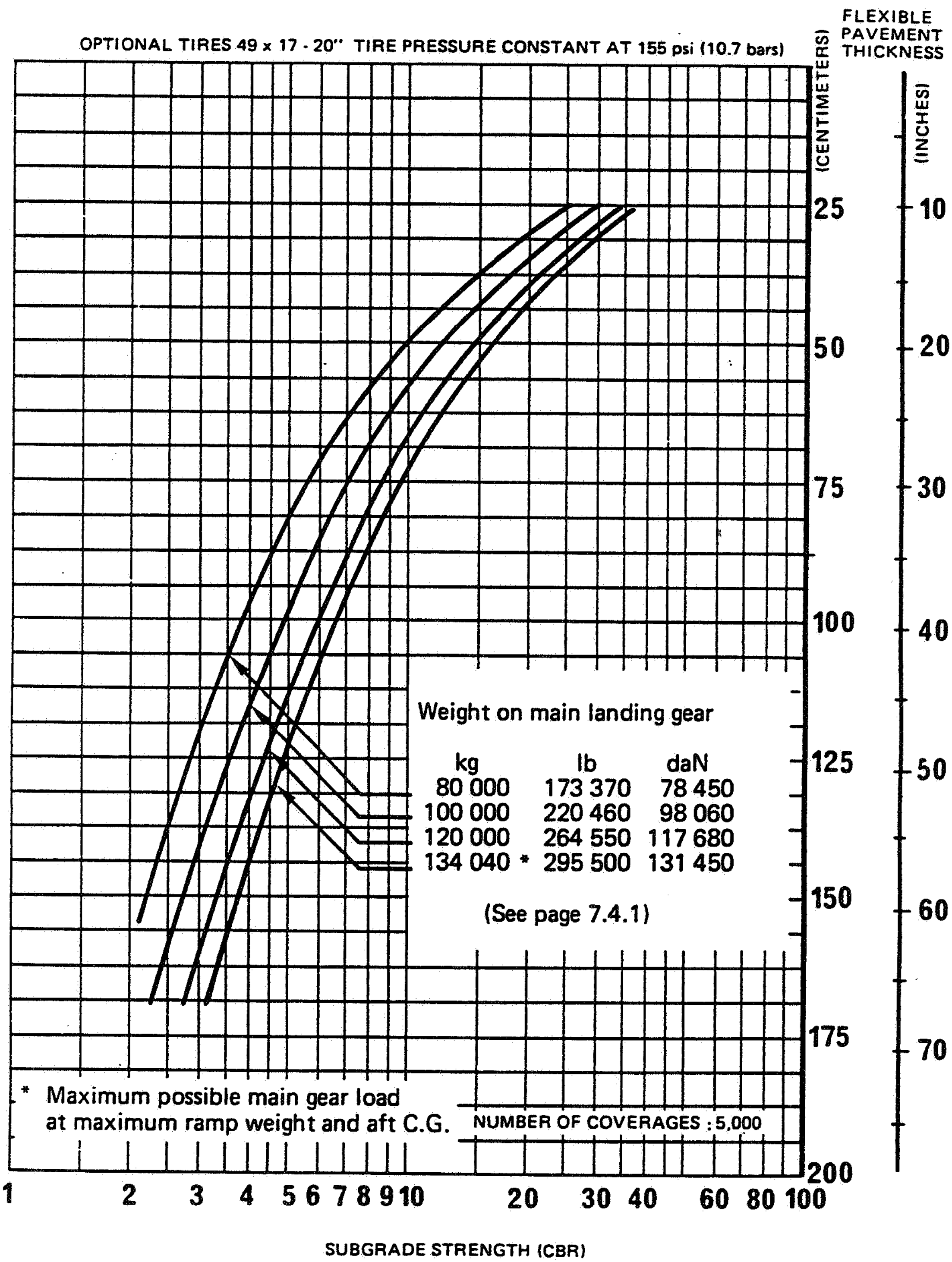

7.5.2.2 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B2K - OPTIONAL TIRES

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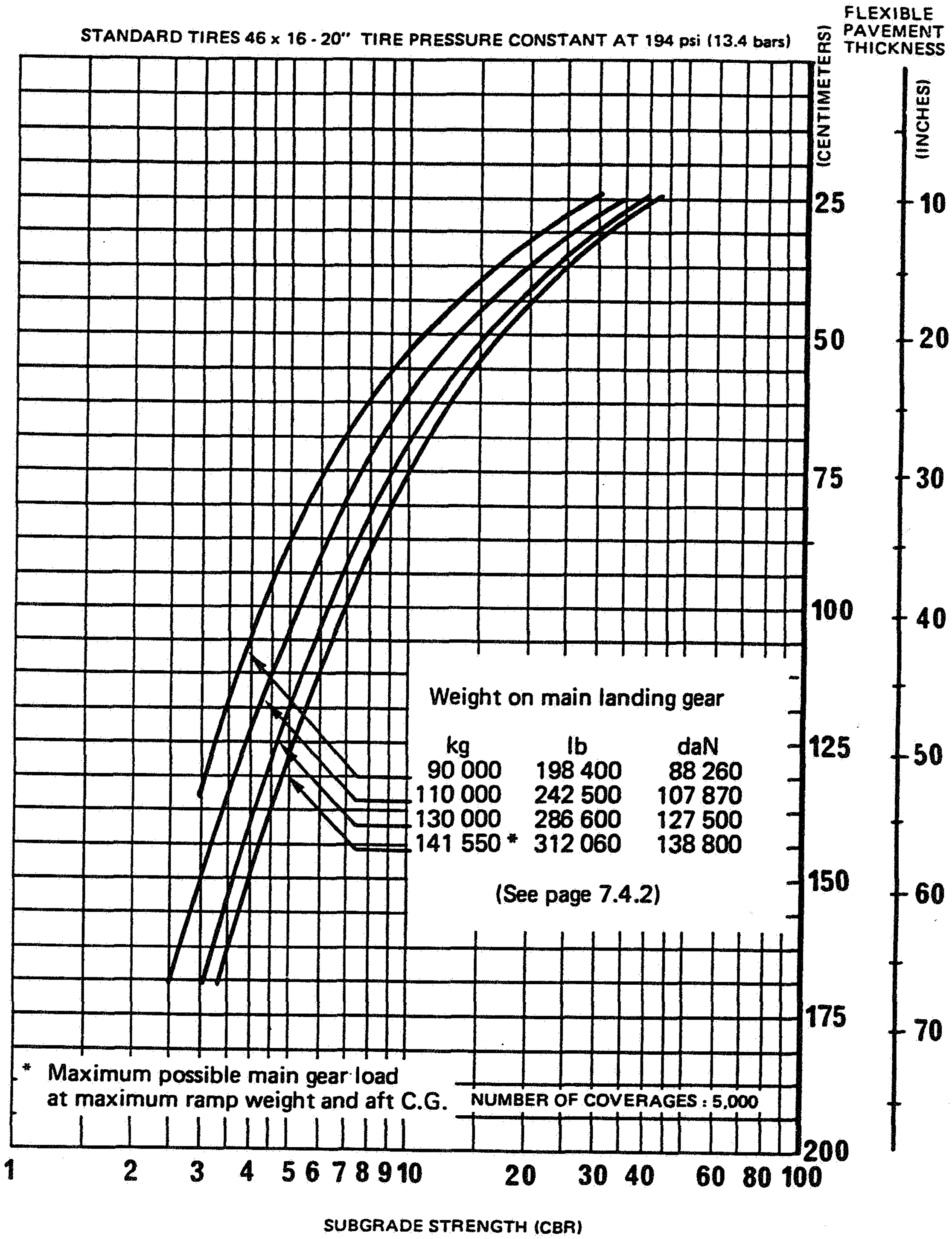

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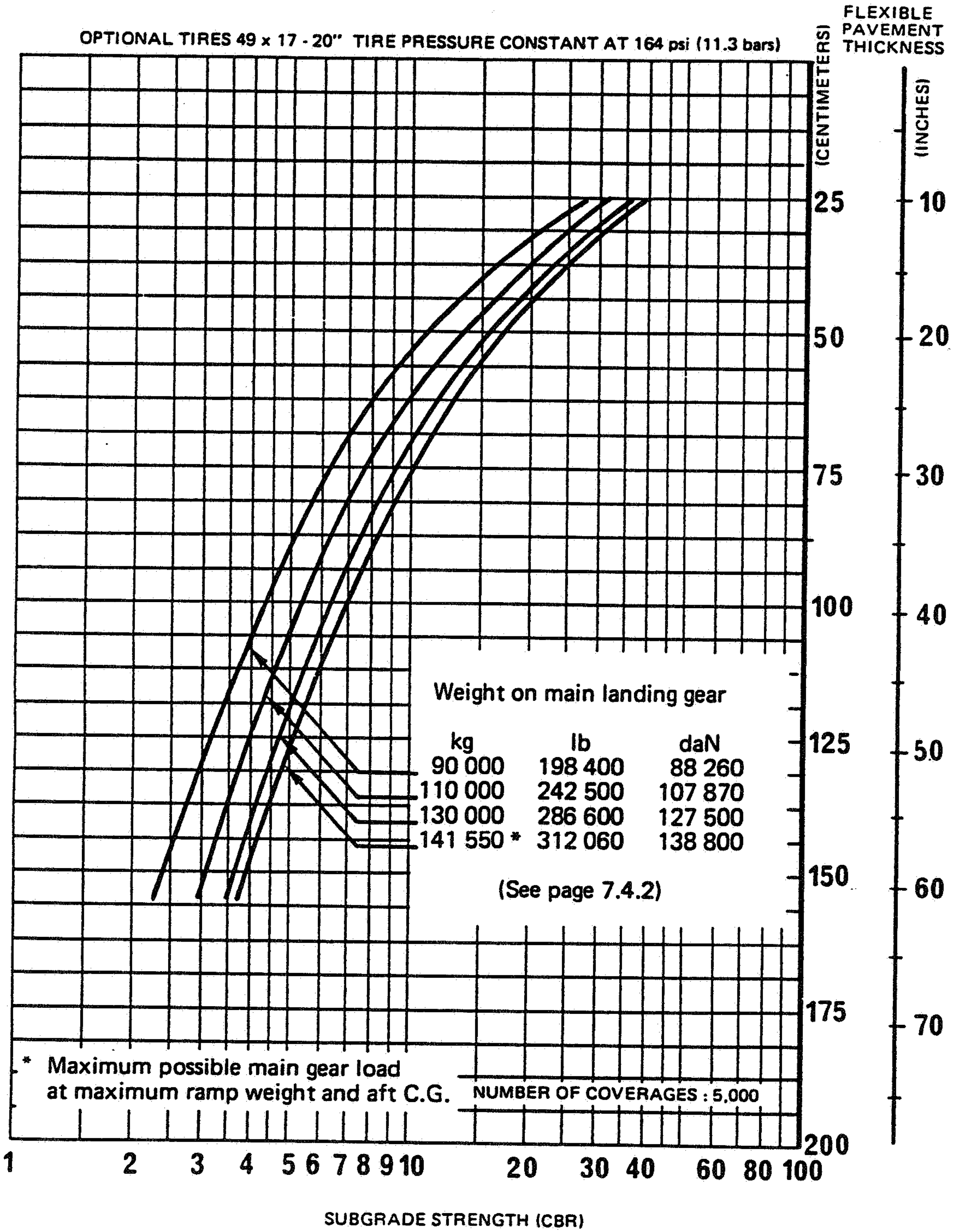
7.5.3.1 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B4 - 150t STANDARD TIRES



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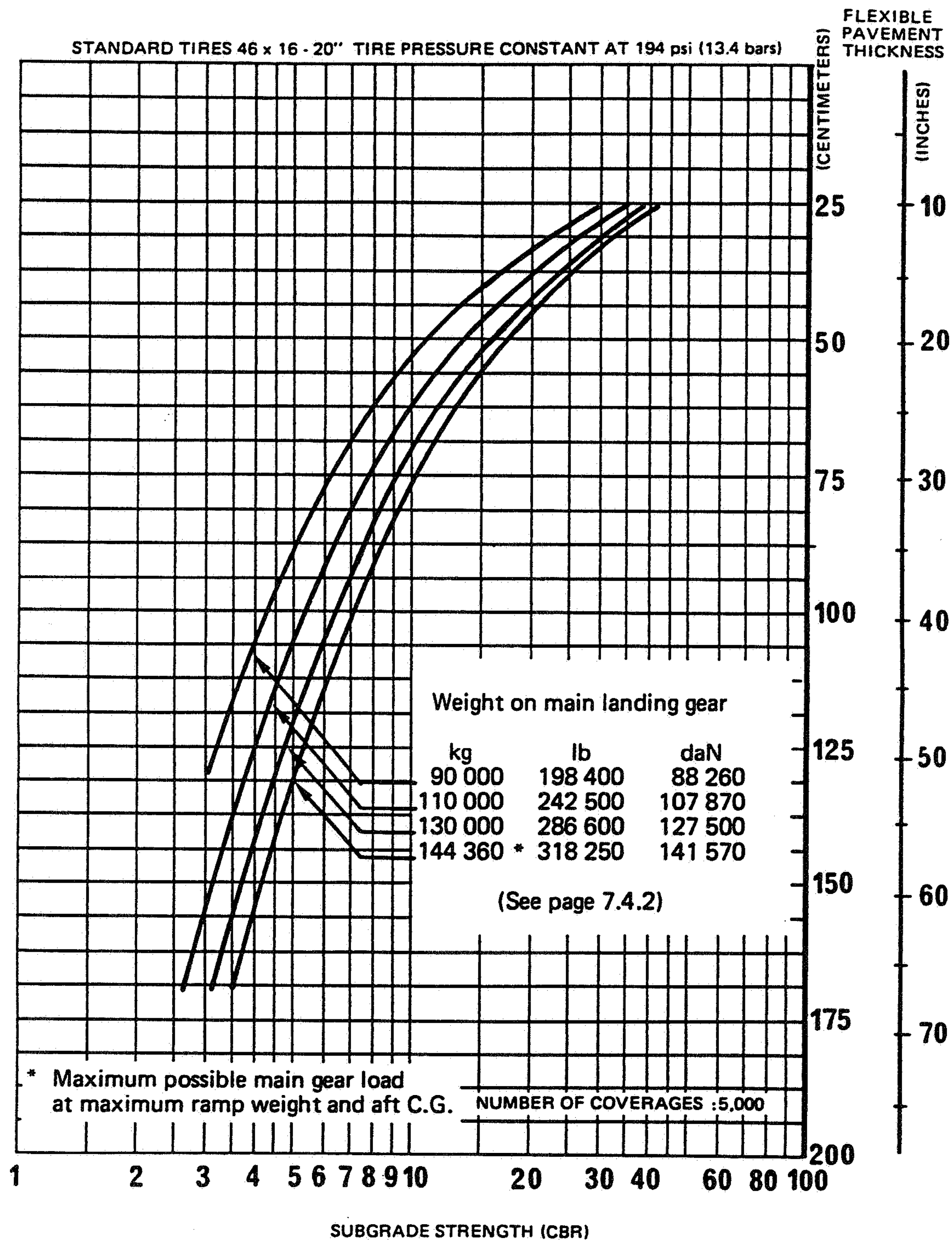
7.5.3.2 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B4 - 150t OPTIONAL TIRES



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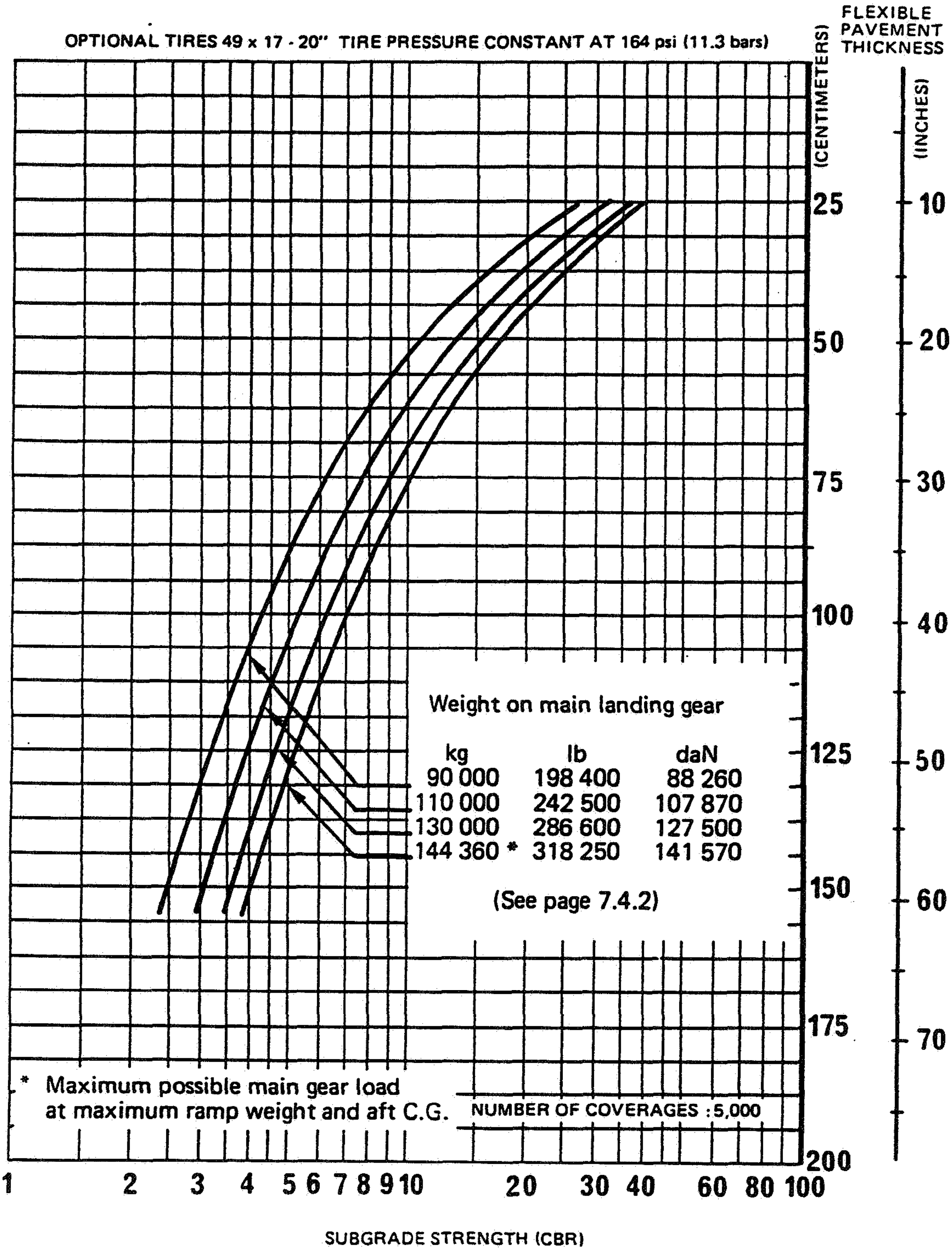
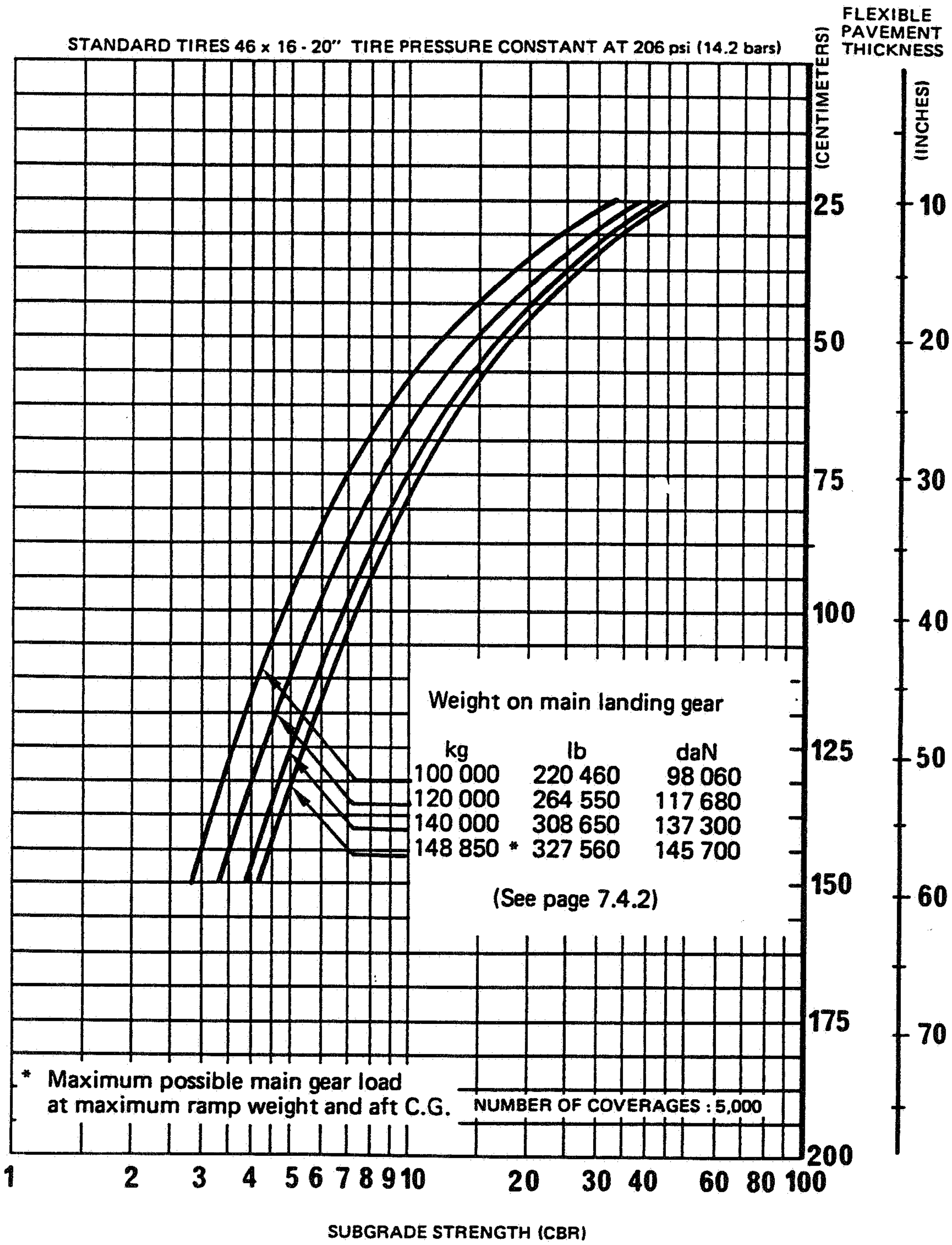
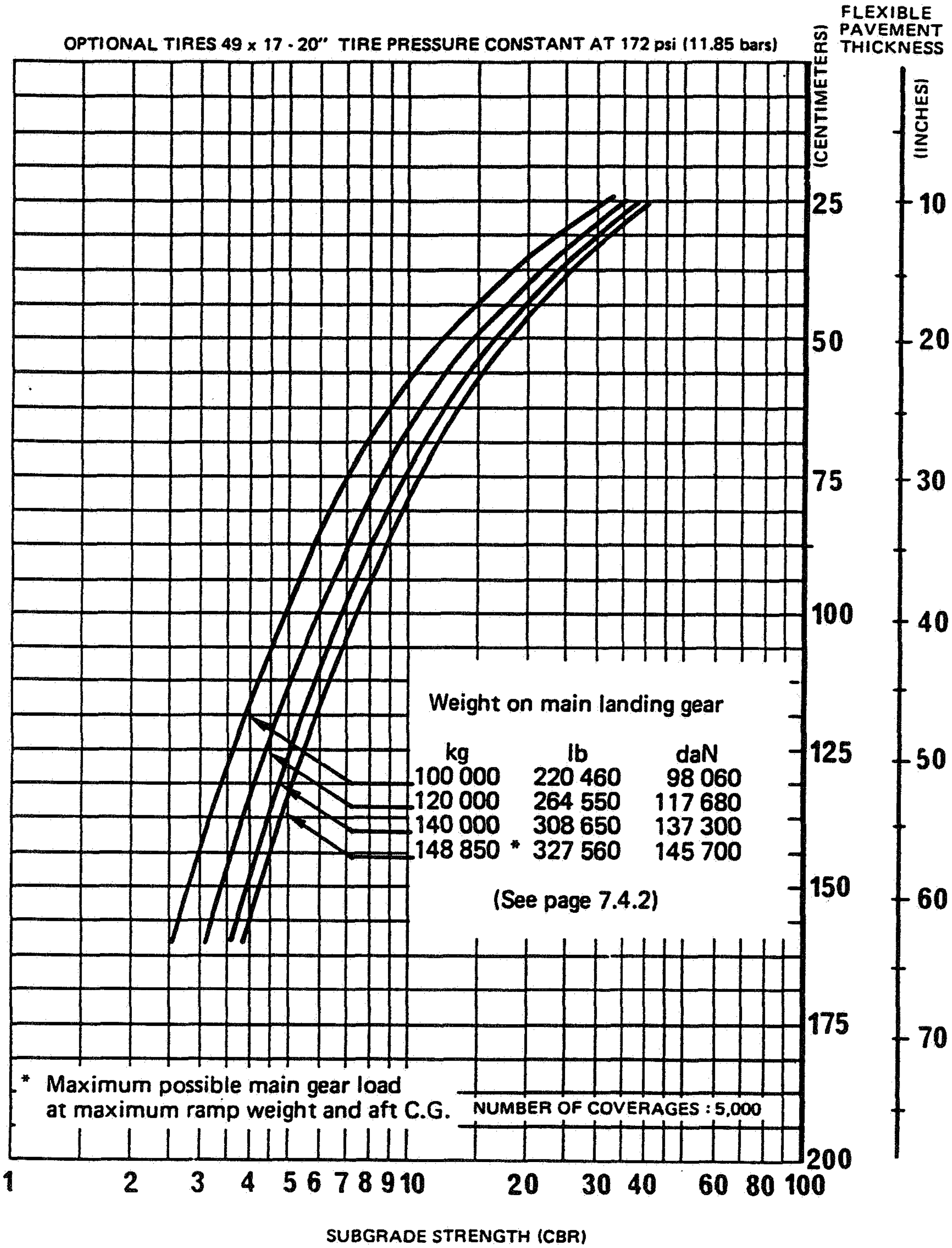
7.5.3.3 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B4 - 153t STANDARD TIRES



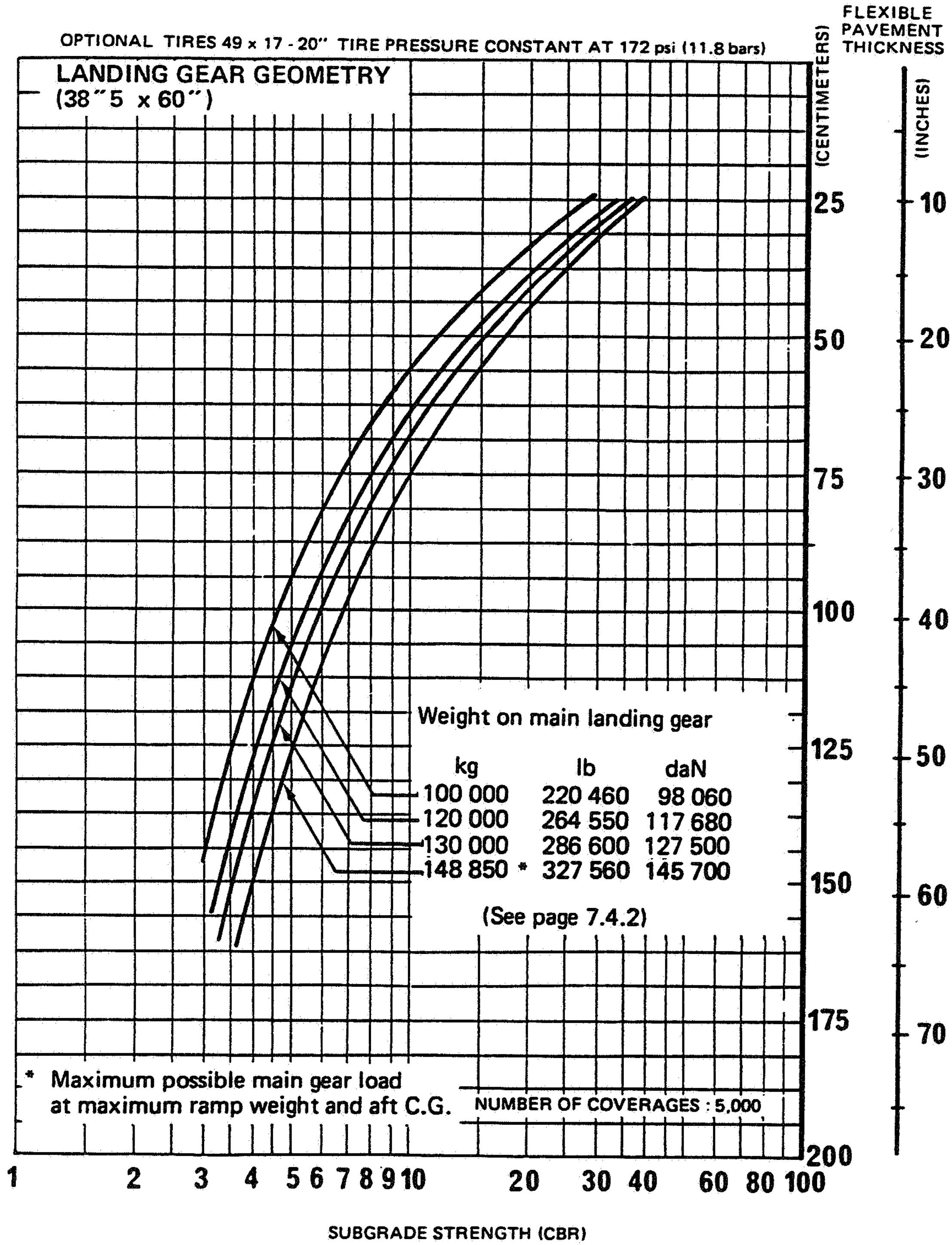
7.5.3.4 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B4 - 153t OPTIONAL TIRES



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



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



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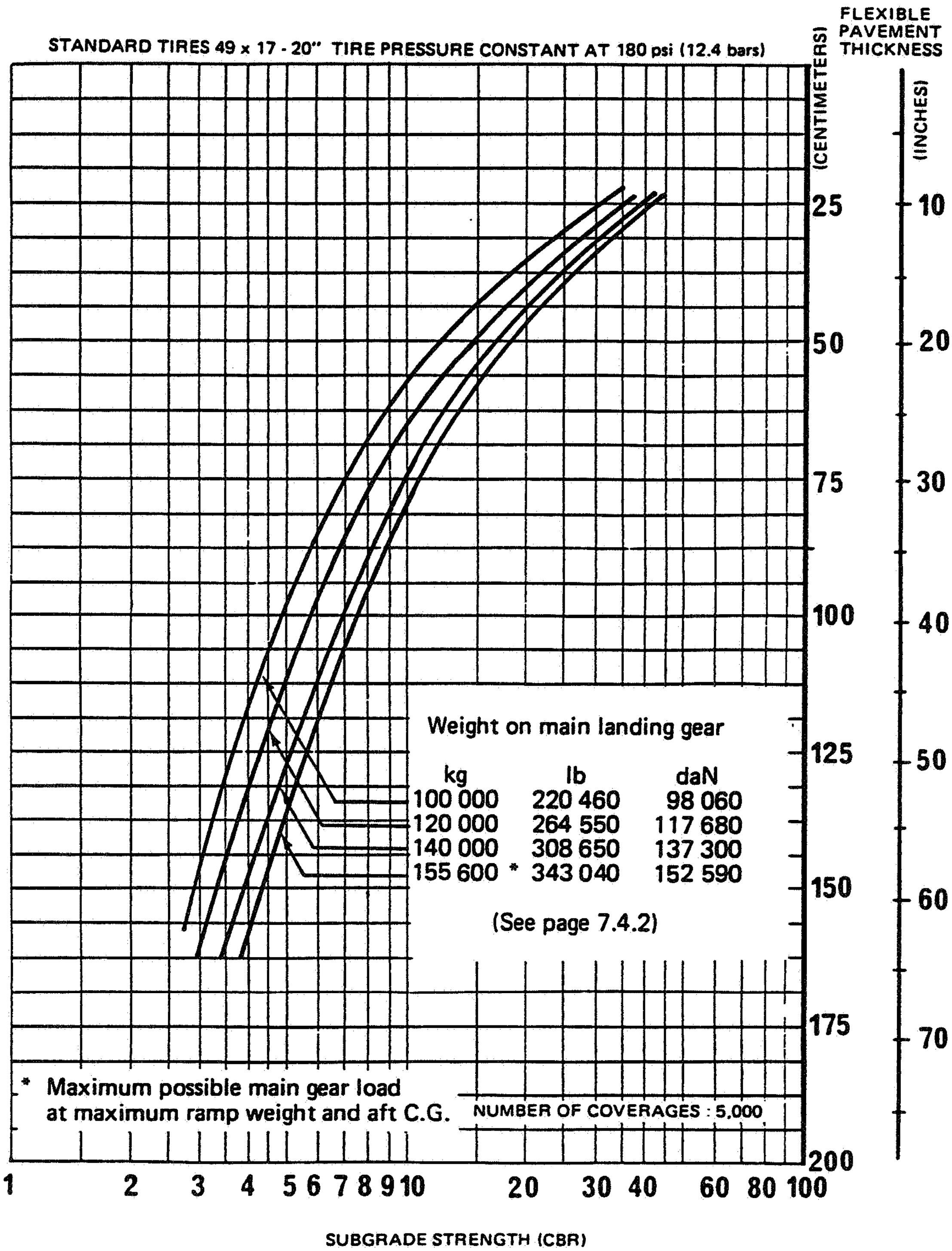
7.5.3.7 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B4 - 157.5t OPTIONAL TIRES
LANDING GEAR GEOMETRY
38"5x60"



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

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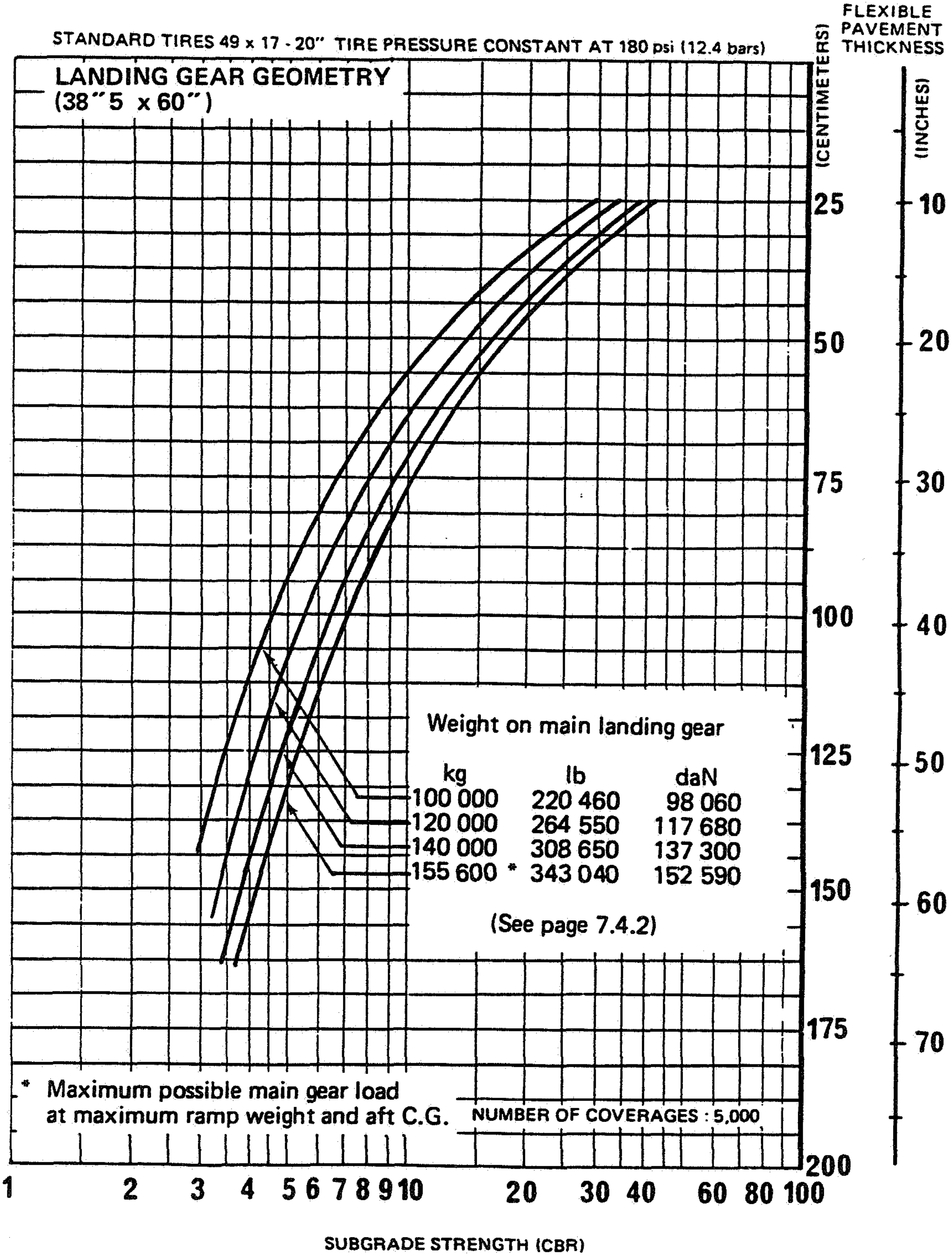

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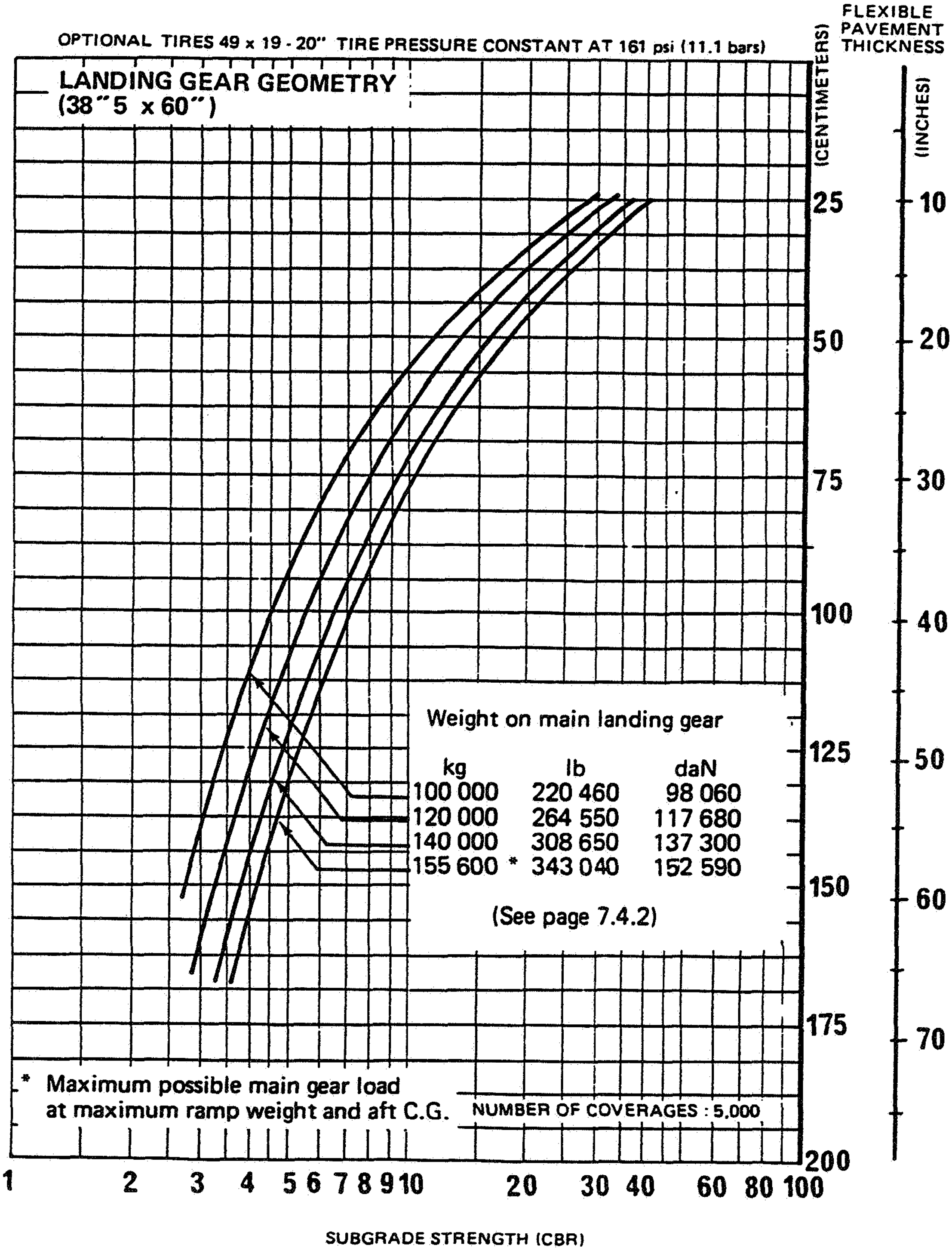
7.5.3.9 FLEXIBLE PAVEMENT REQUIREMENTS
U.S. CORPS OF ENGINEERS DESIGN METHOD
MODEL B4-C4 - 165t STANDARD TIRES
LANDING GEAR GEOMETRY
38"5x60"



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

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

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

Example No. 1

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

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

a) Determination of the weight on main landing gear for the average C.G. position
Refer Page 7.4.1

- Load on main landing gear : 91 % of the total load :

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

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

Example No. 2

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

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

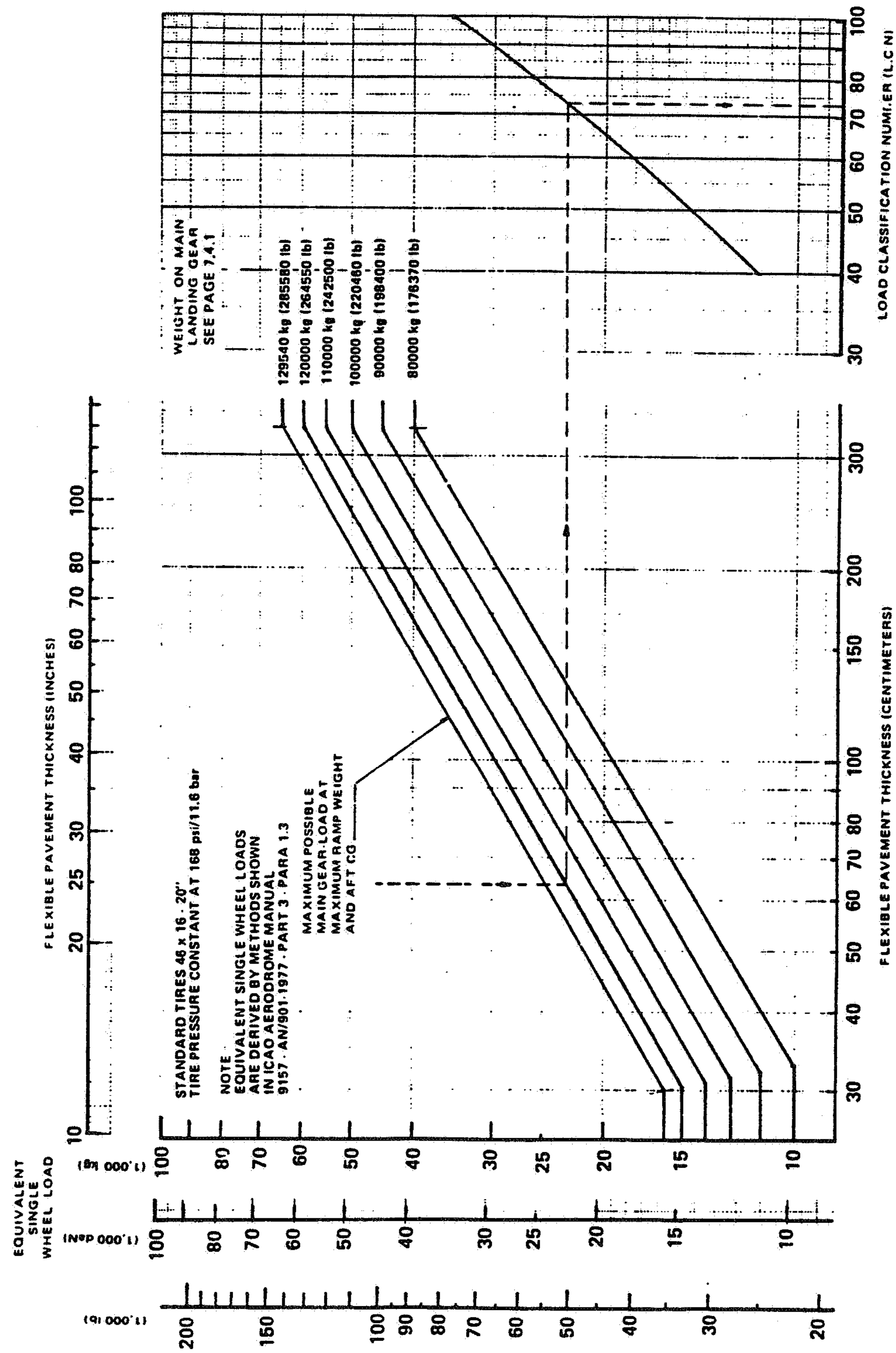
a) Determination of the max. admissible load on main landing gear
Refer to page 7.6.3.2

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

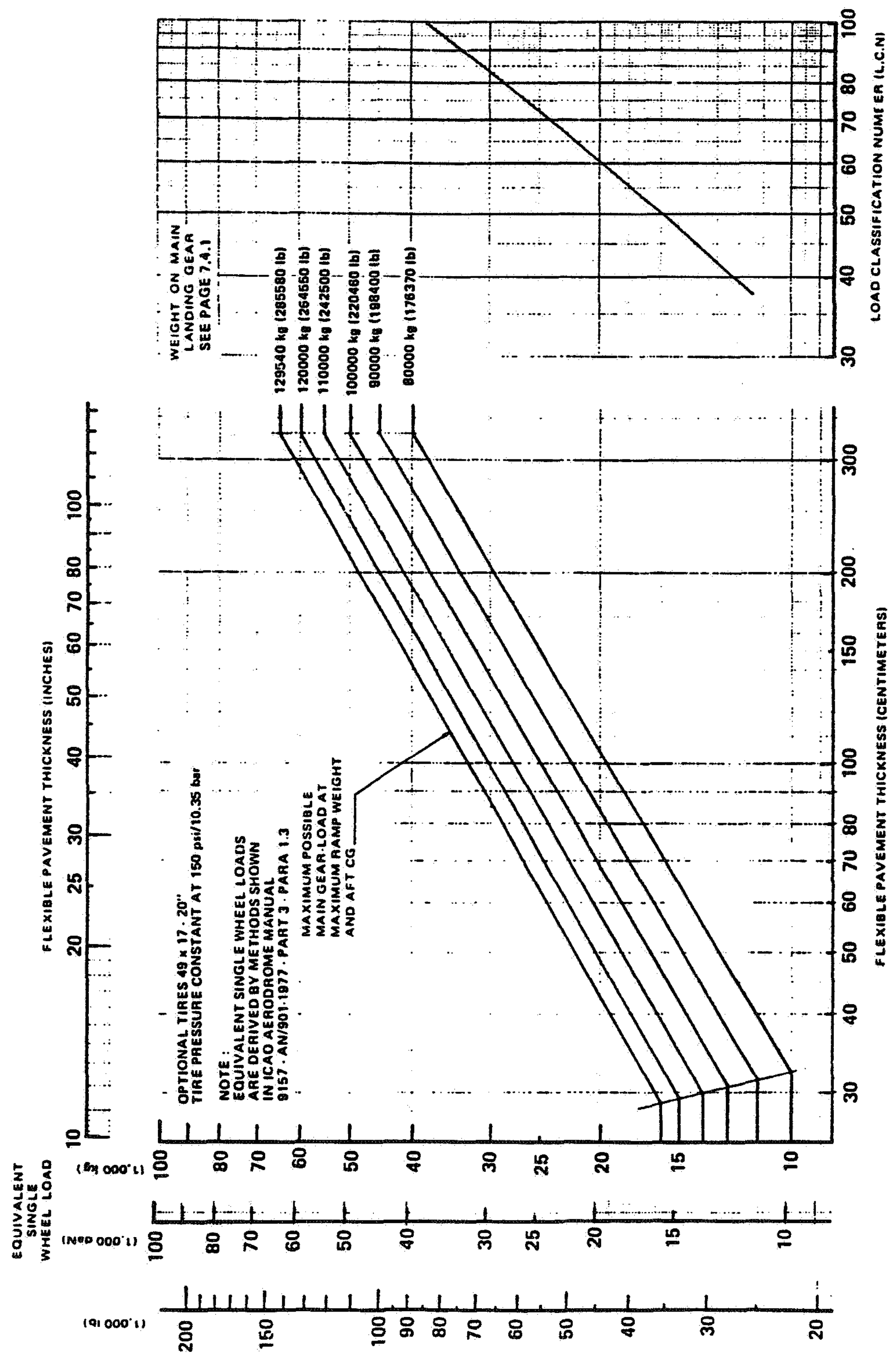
b) Determination of the max. permissible aircraft ramp weight
Refer to page 7.4.2

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

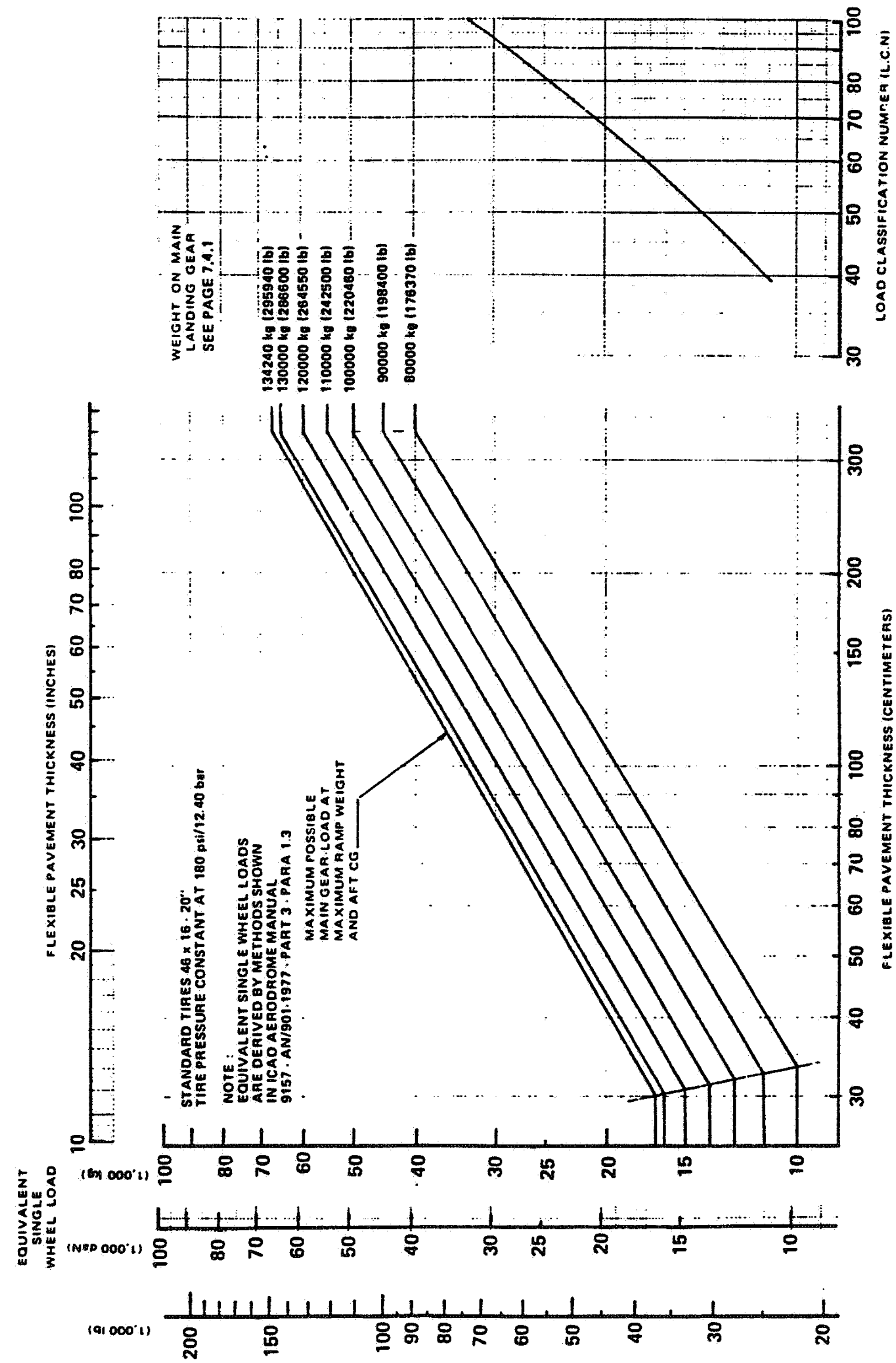
$$\frac{125\ 000\ \text{kg} \times 100}{93.8} = 133\ 260\ \text{kg}$$



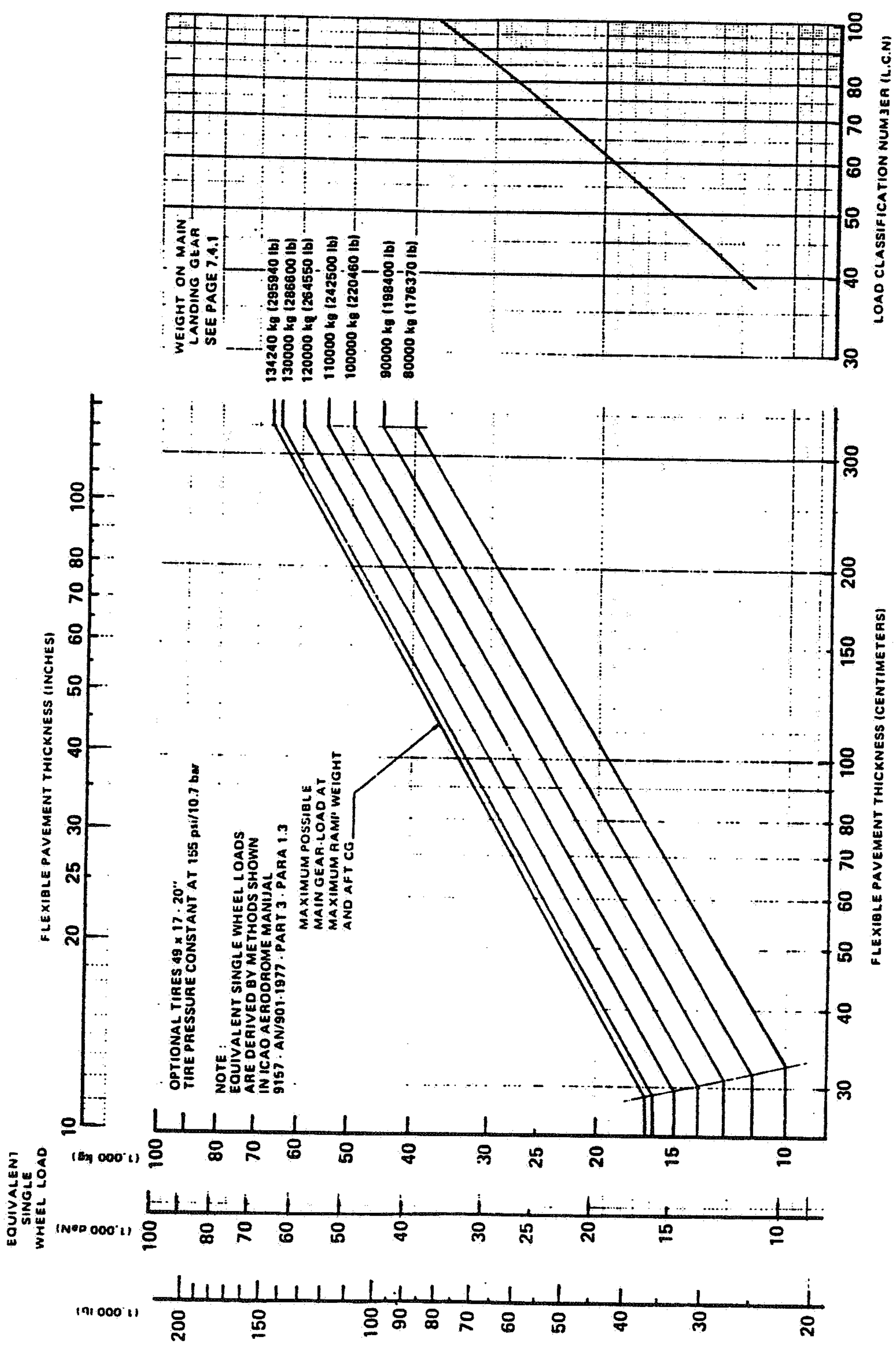
7.6.1.1 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2 - 137t STANDARD TIRES



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



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



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

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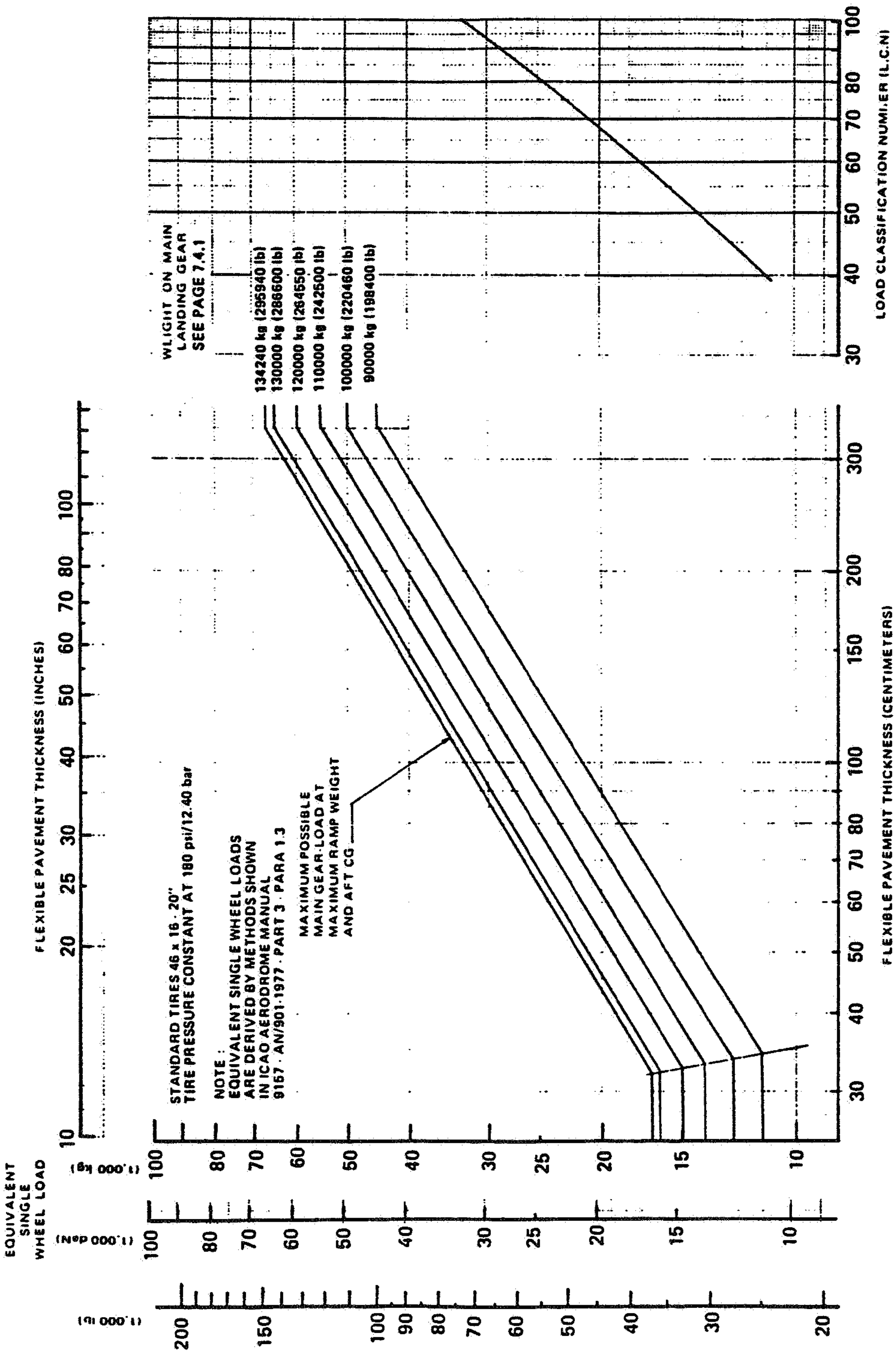

7.6.2.1 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2K - 142t STANDARD TIRES

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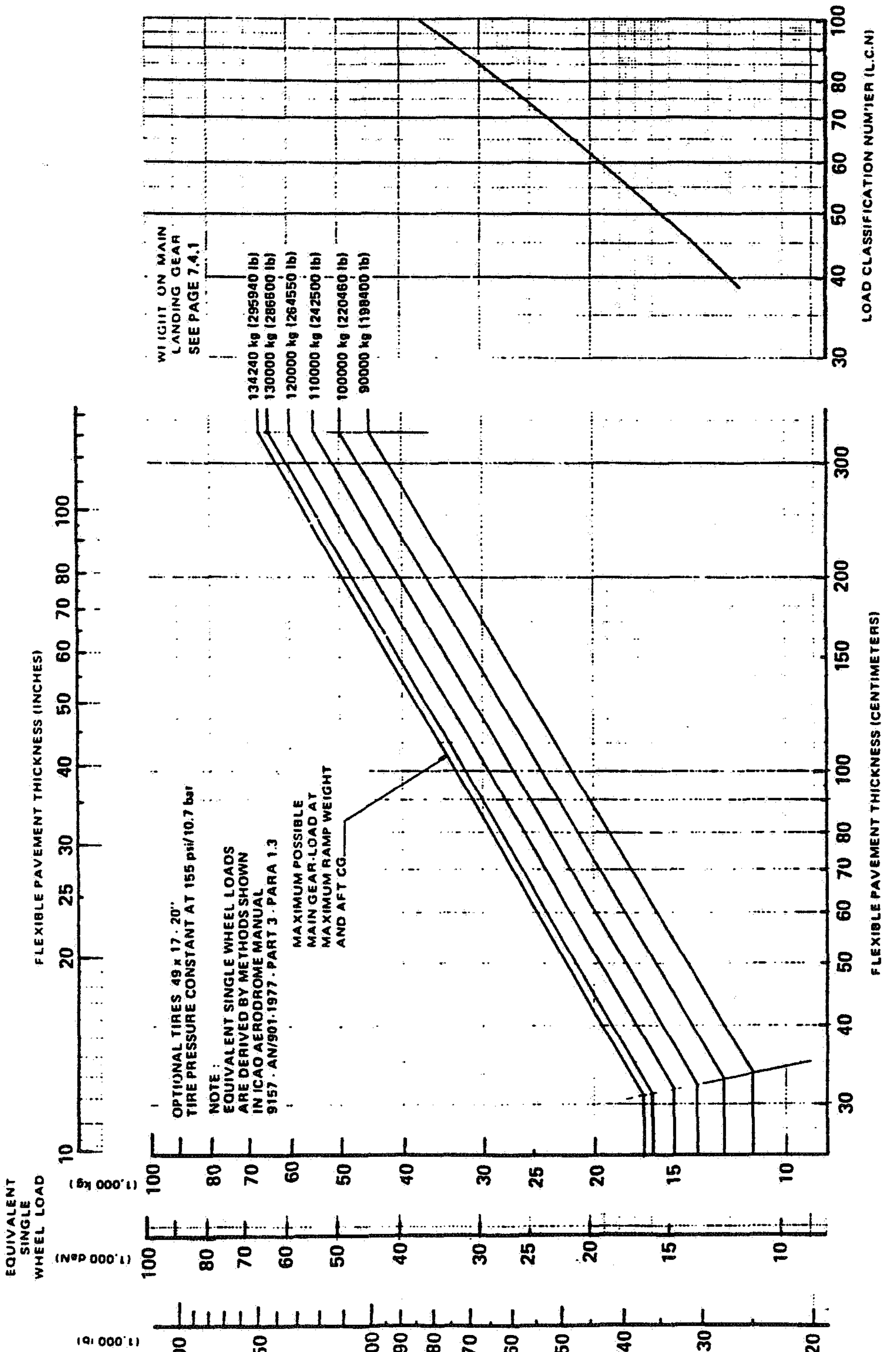

7.6.2.2 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2K - 142t OPTIONAL TIRES

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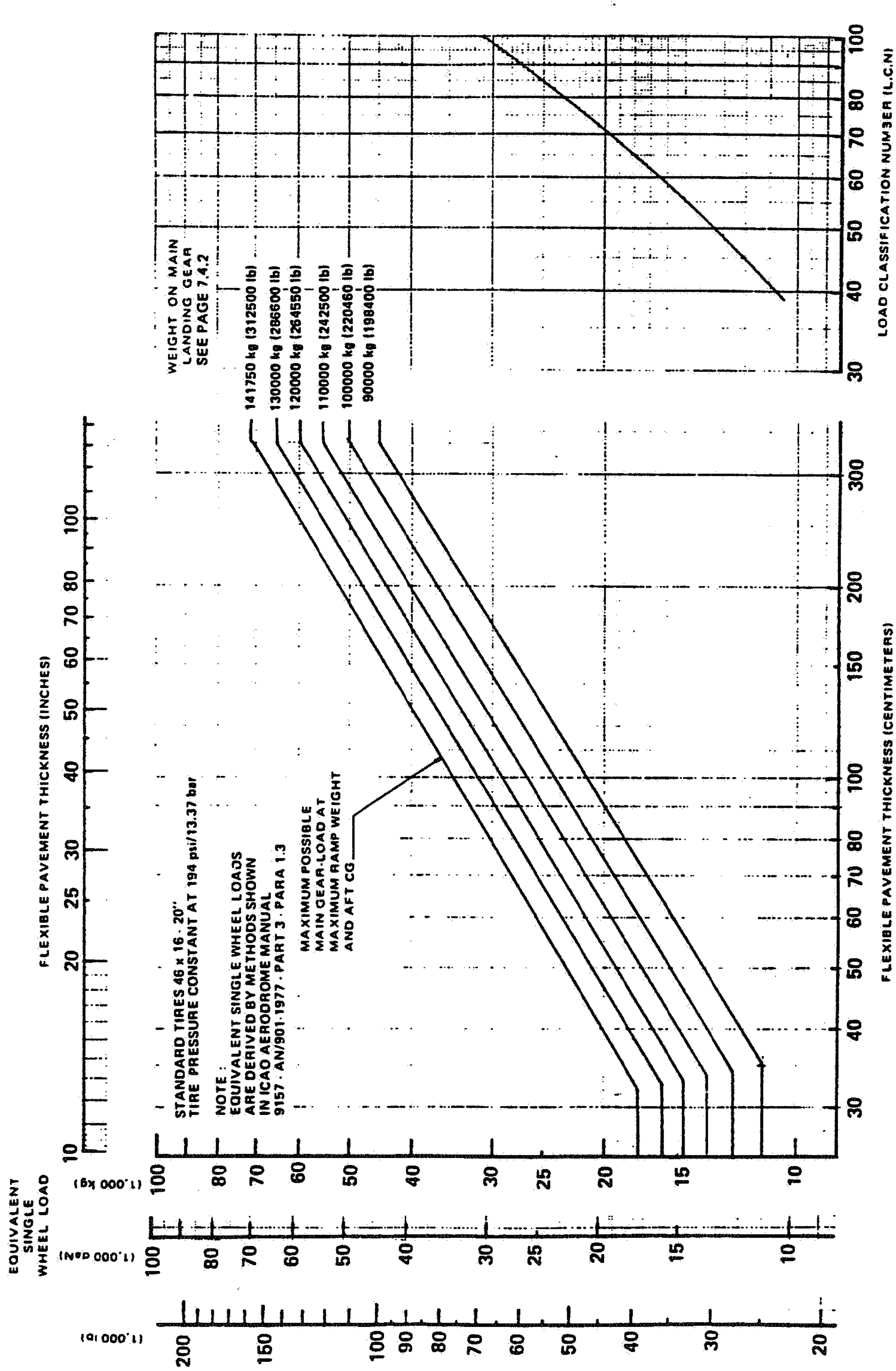
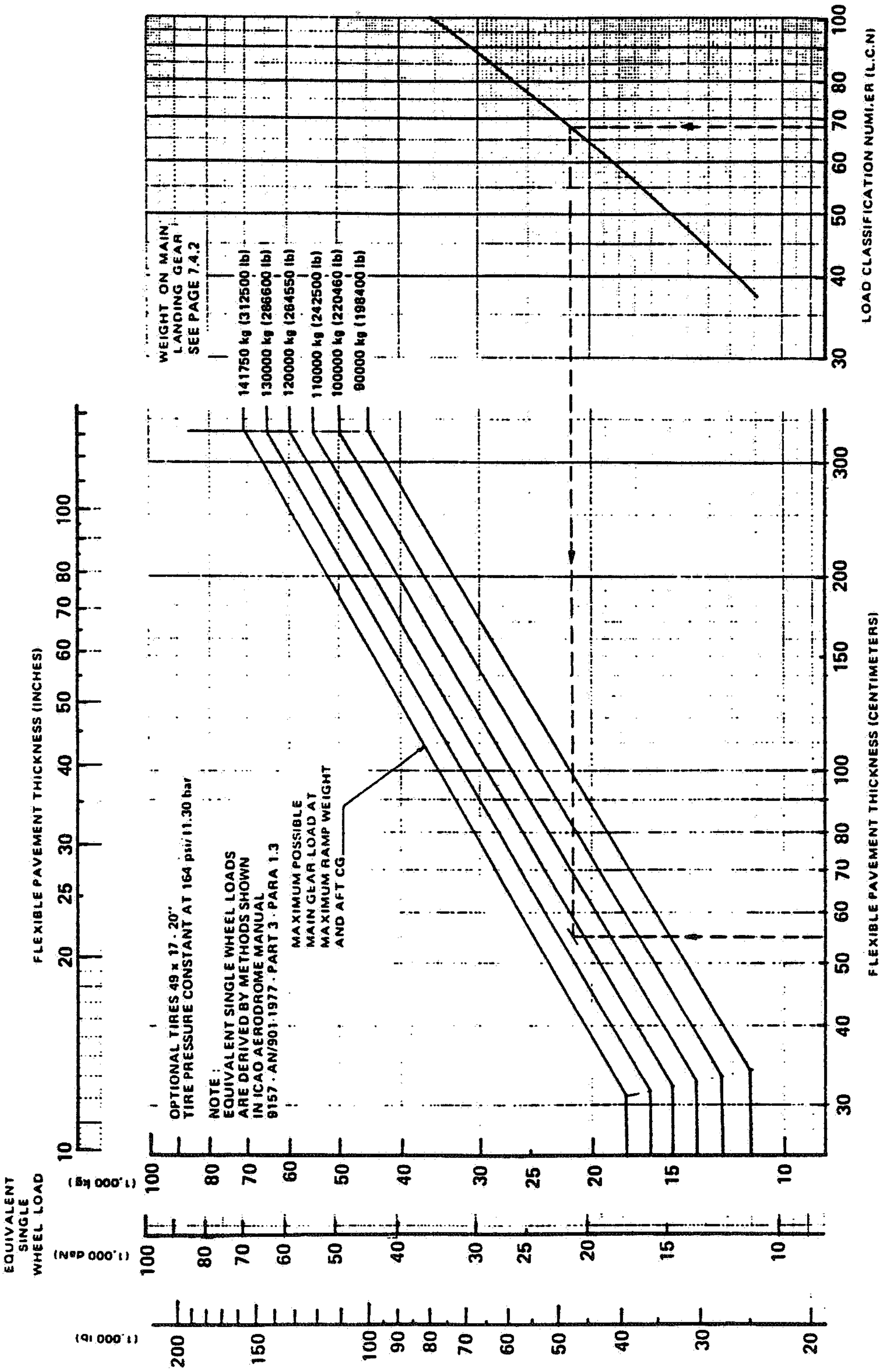


7.6.3.1 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - 150t SDANDARD TIRES



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

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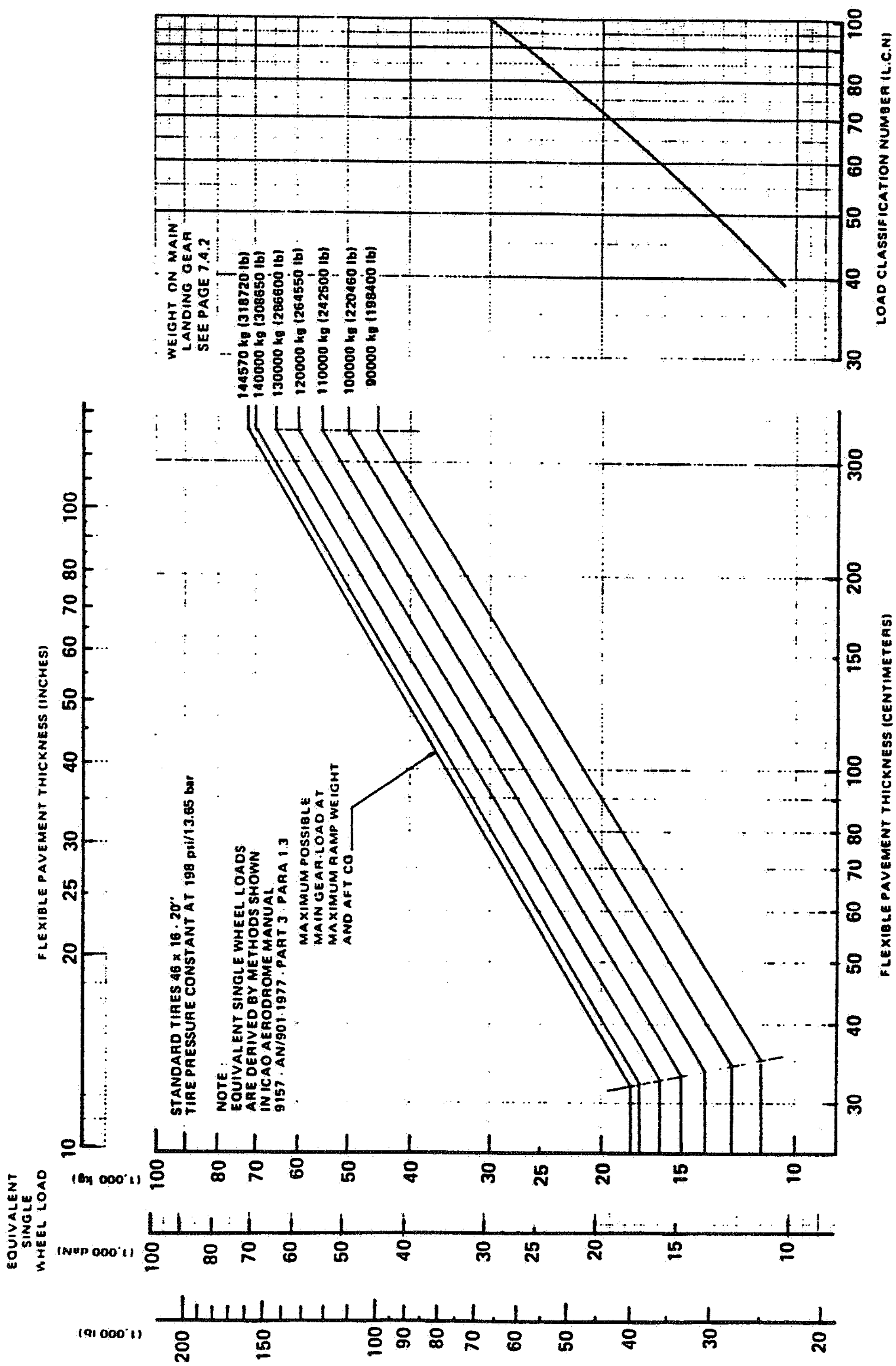
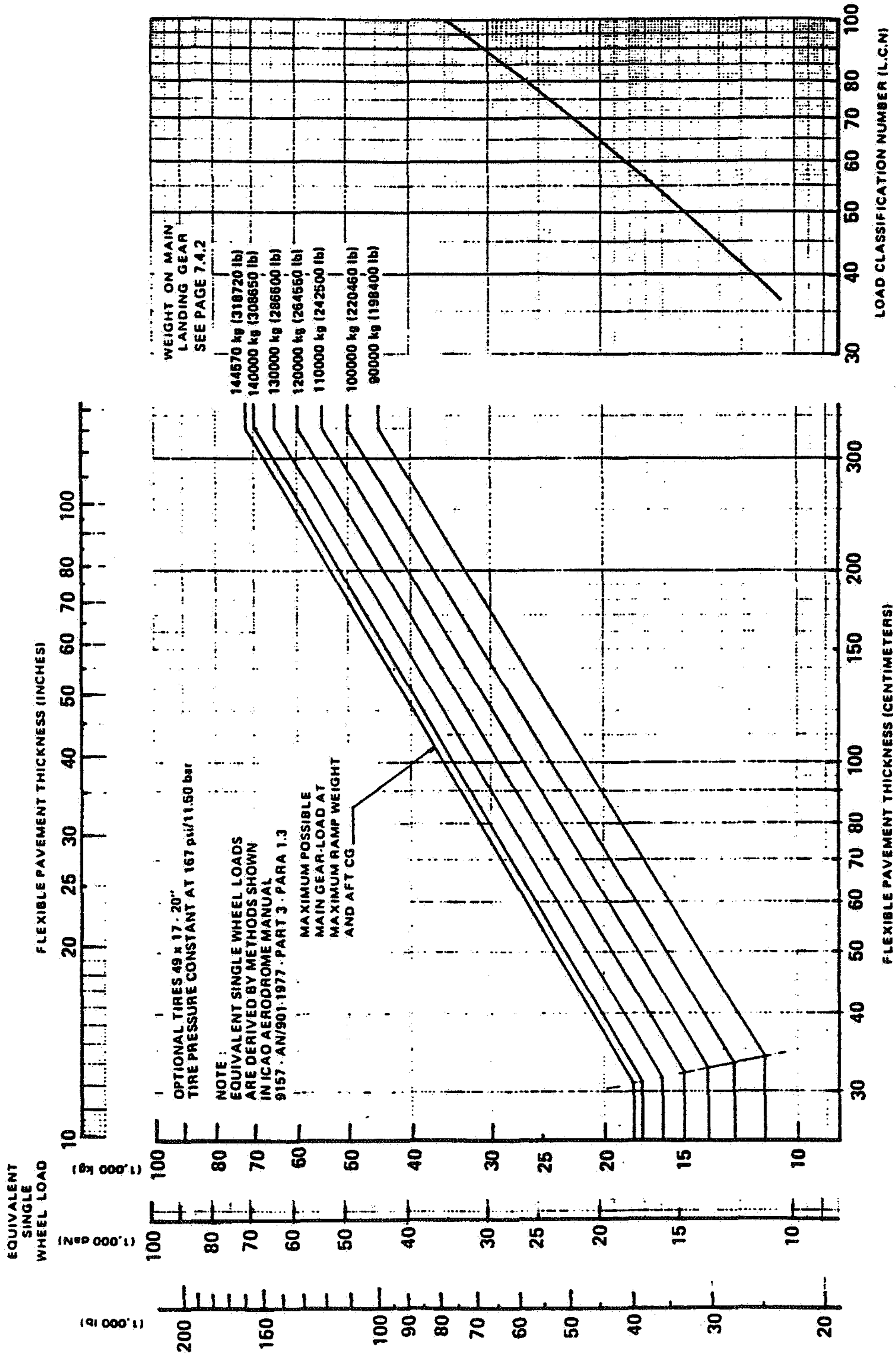
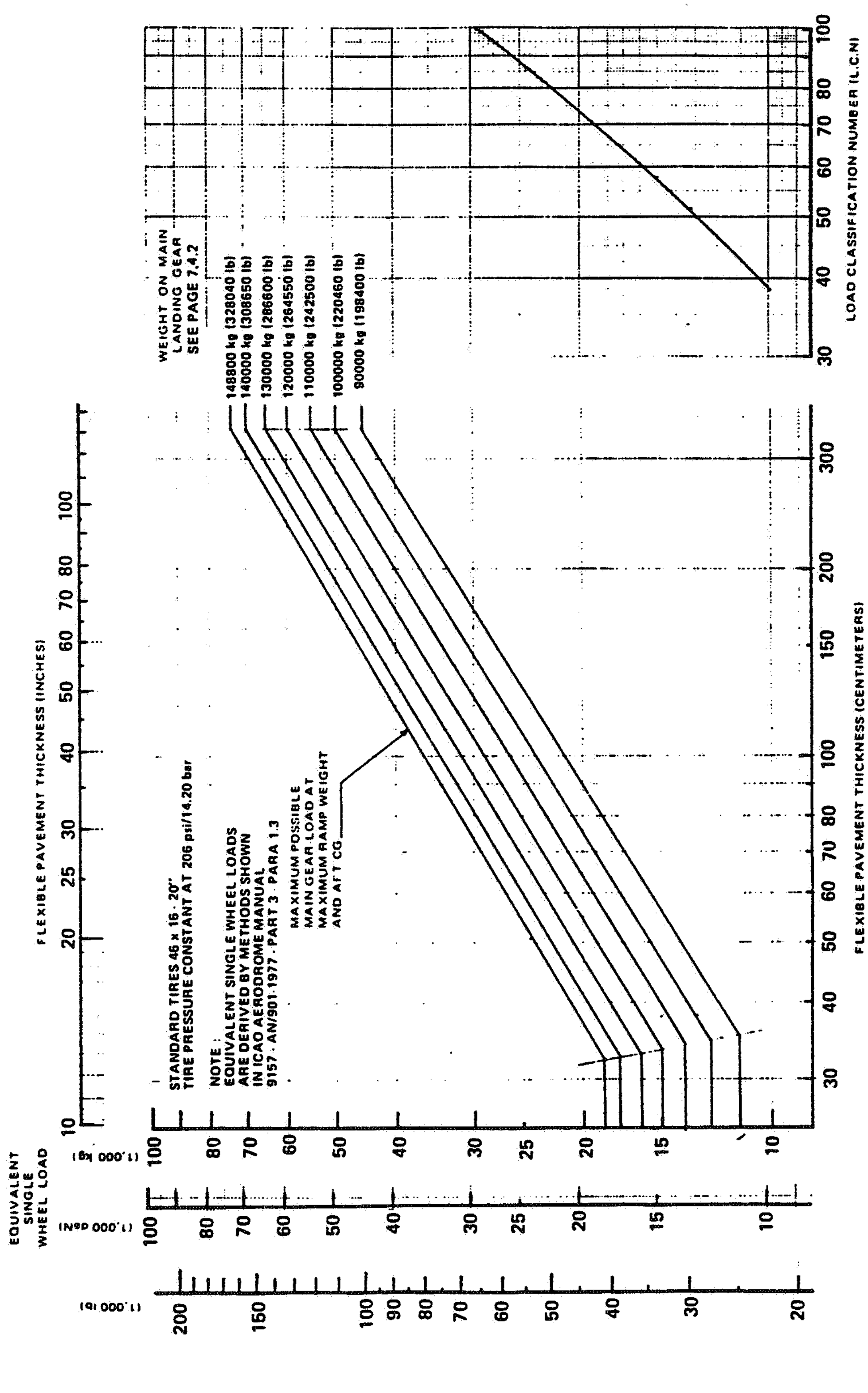


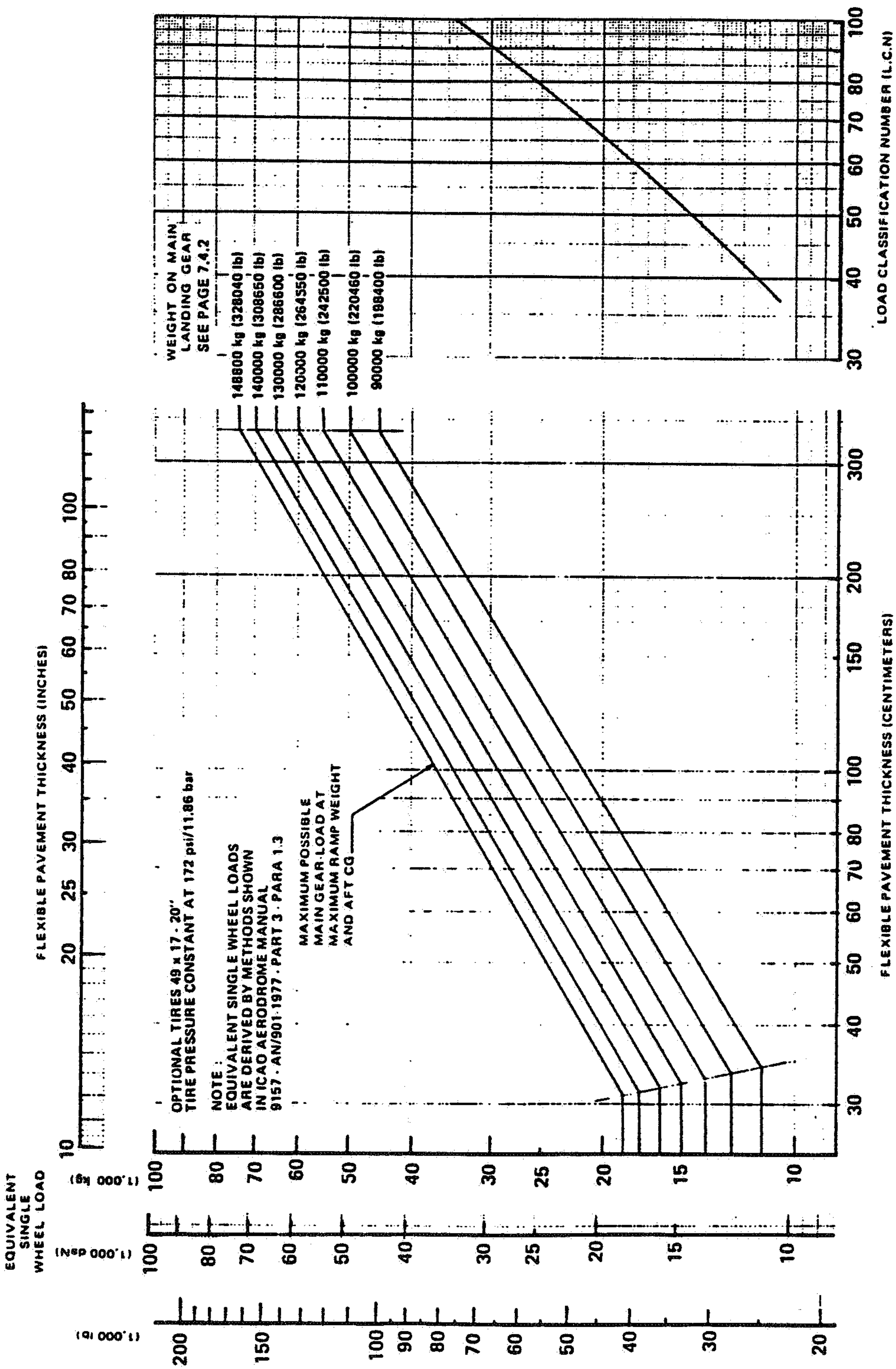
7.6.3.3 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - 153t STANDARD TIRES



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



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



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

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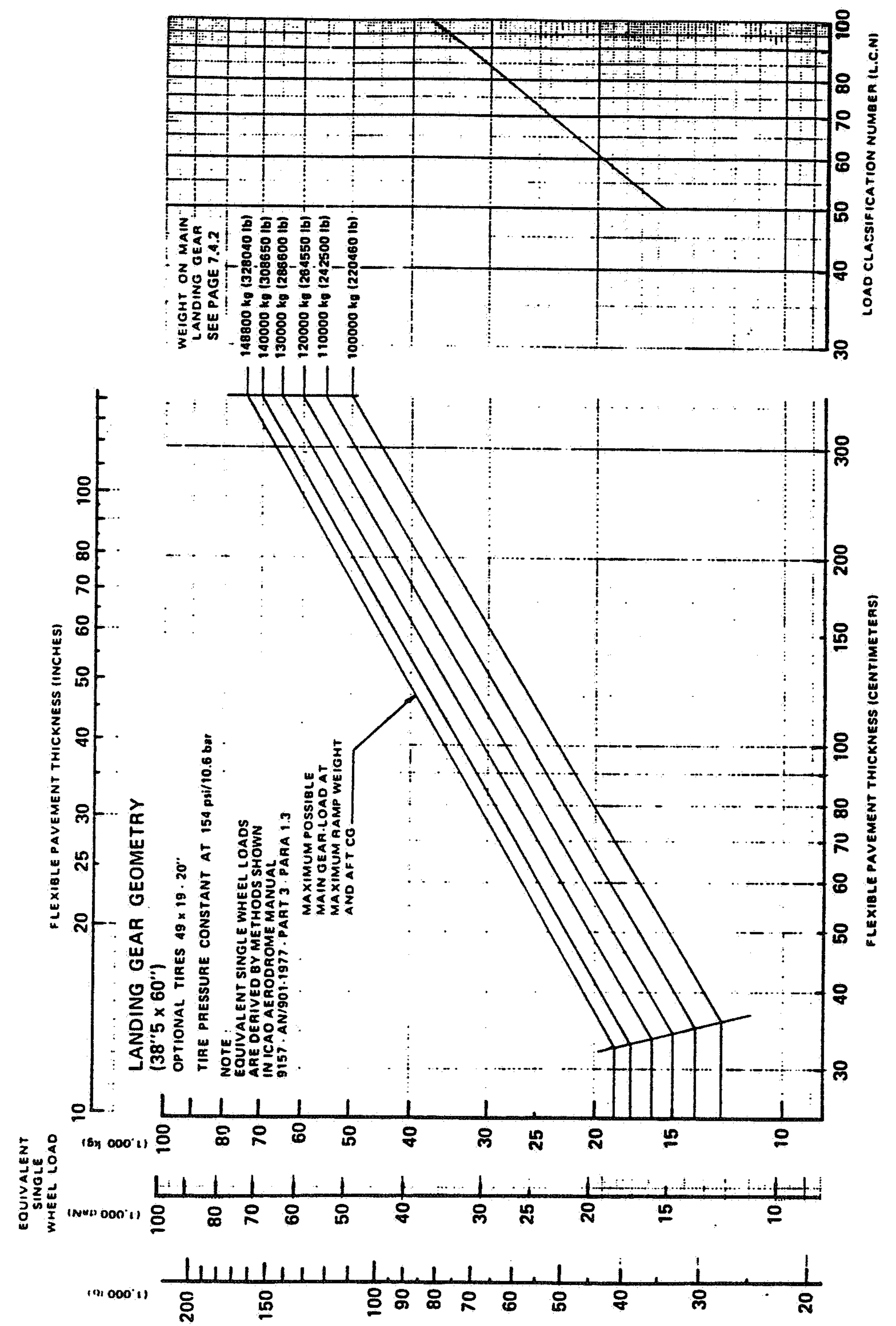
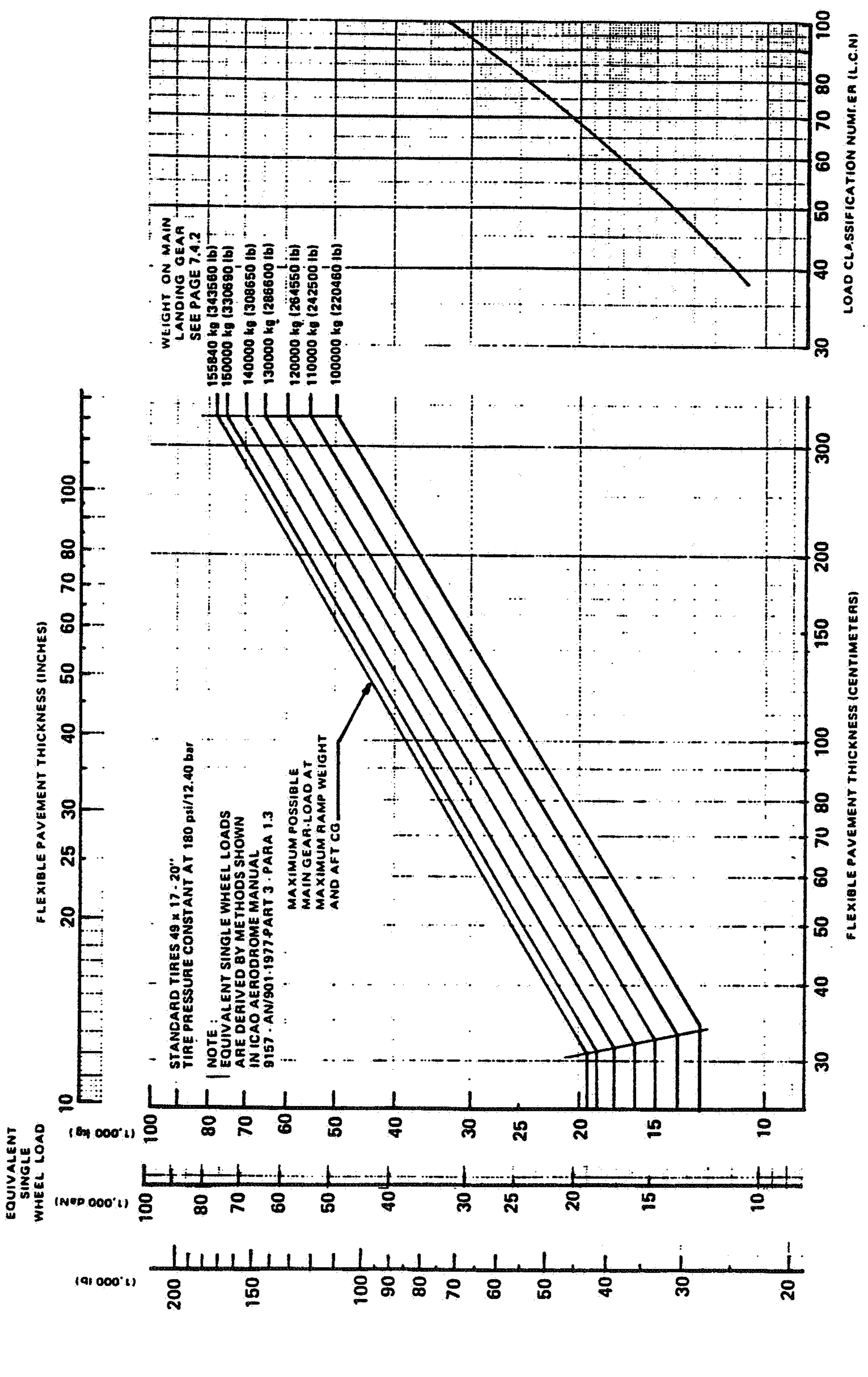
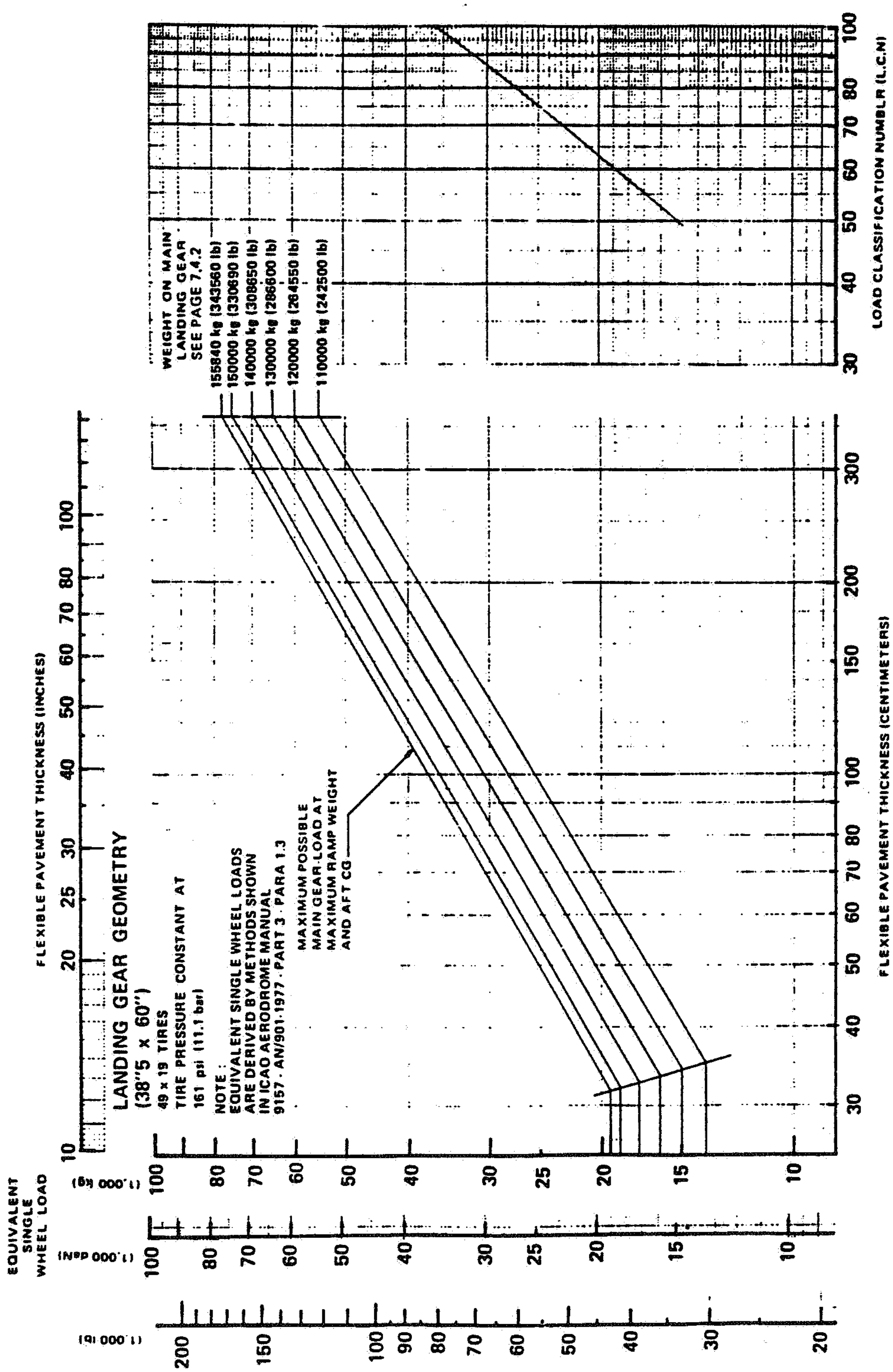


7.6.3.7 FLEXIBLE PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - OPTIONAL TIRES



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



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

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7.7 Rigid Pavement Requirements - Portland Cement Association Design Method

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

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

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

- INCREASED RADIUS OF INFLUENCE

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

- MAXIMIZING PROCESS

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

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

- DIFFERENCE IN FOOTPRINT SHAPE

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

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

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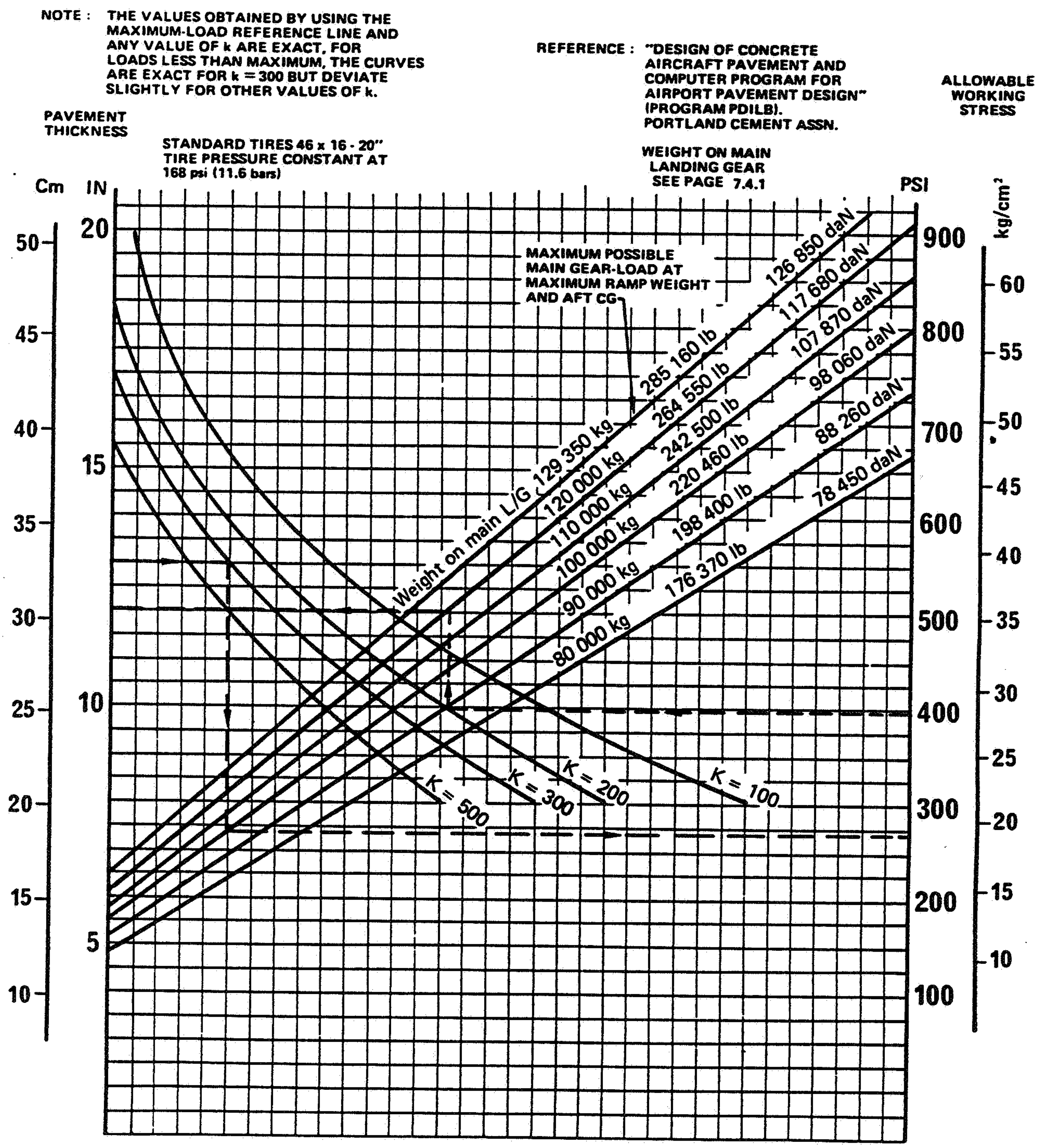

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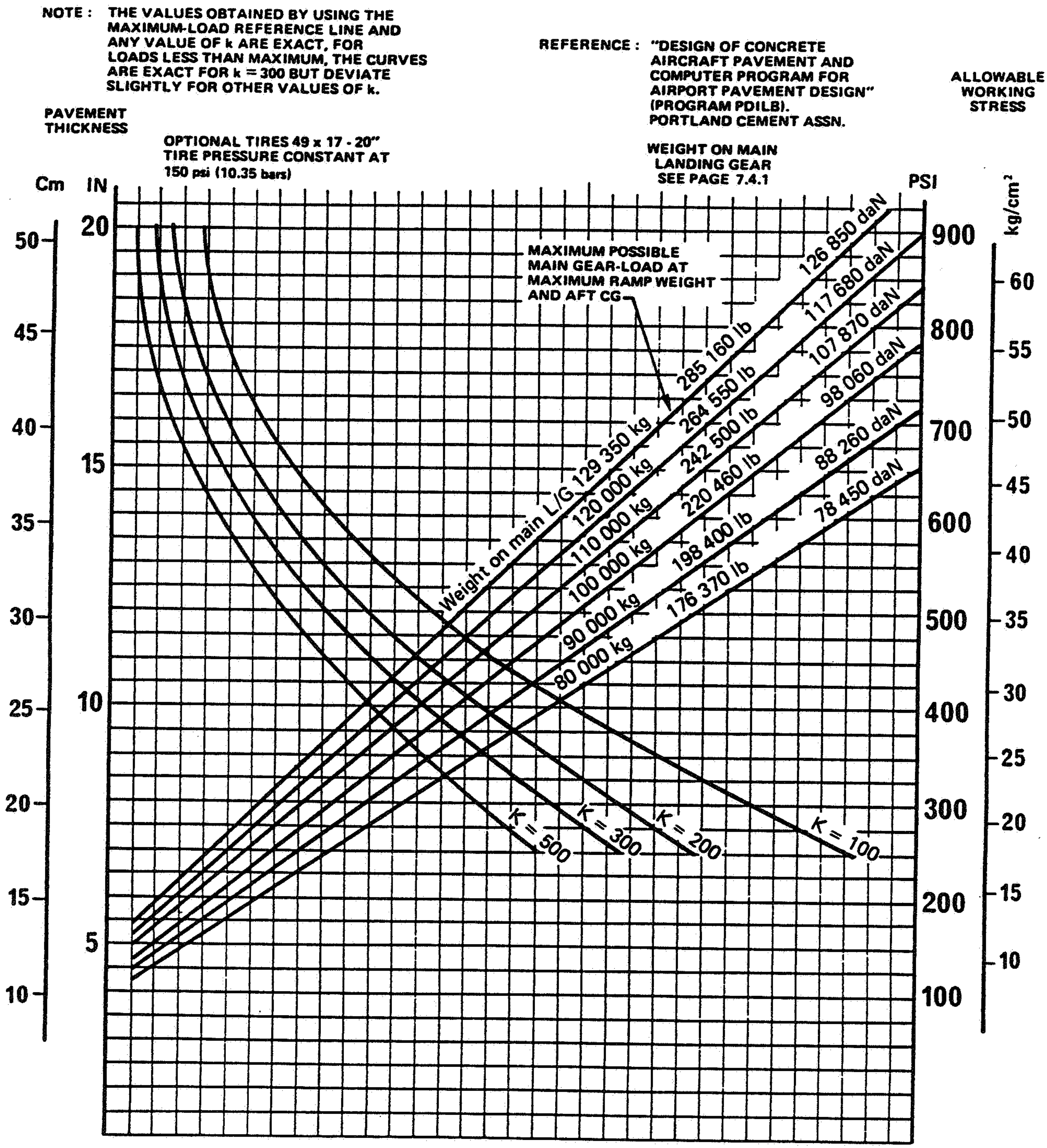
7.7.1.1 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B2 - 137t STANDARD TIRES



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

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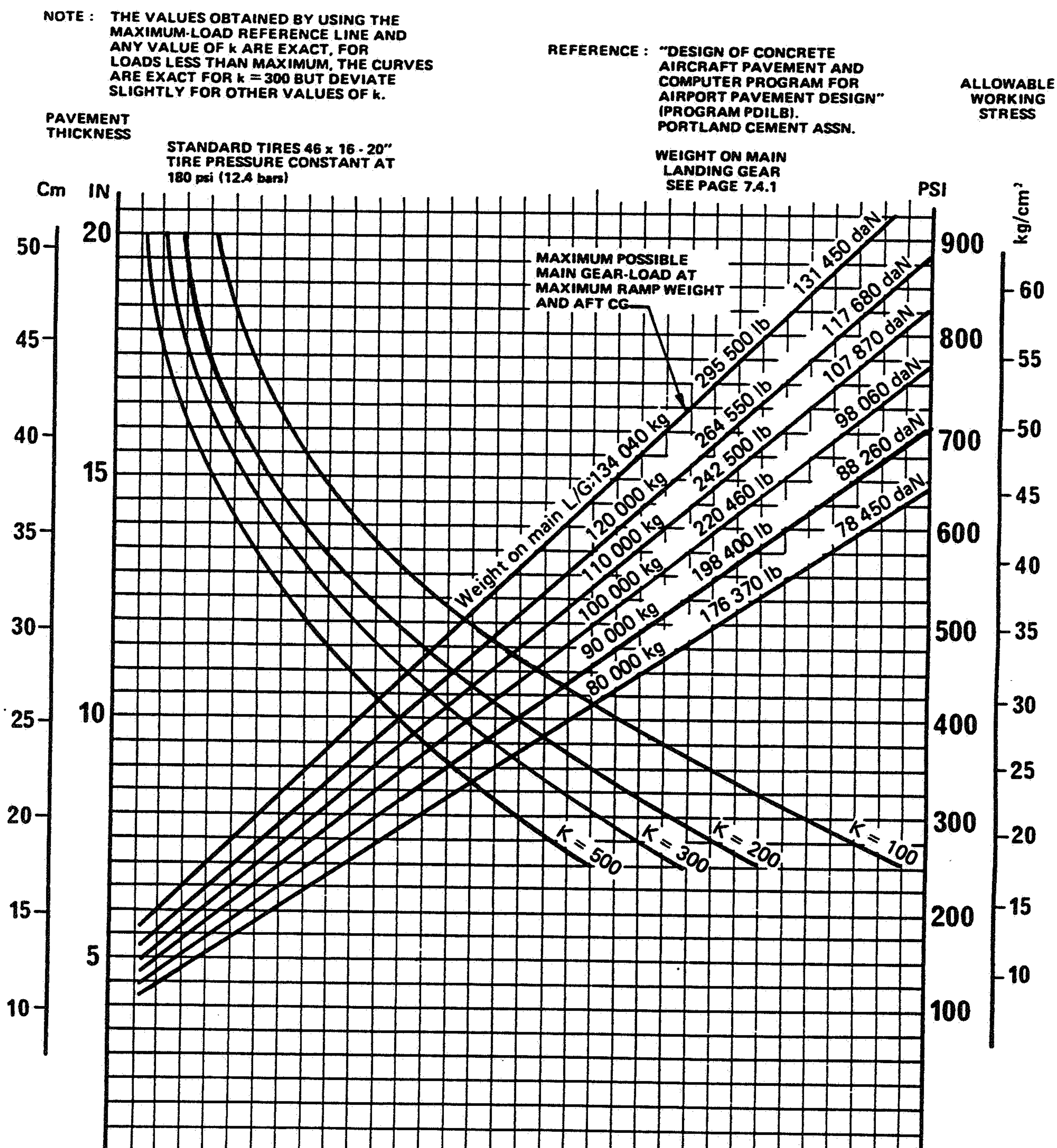

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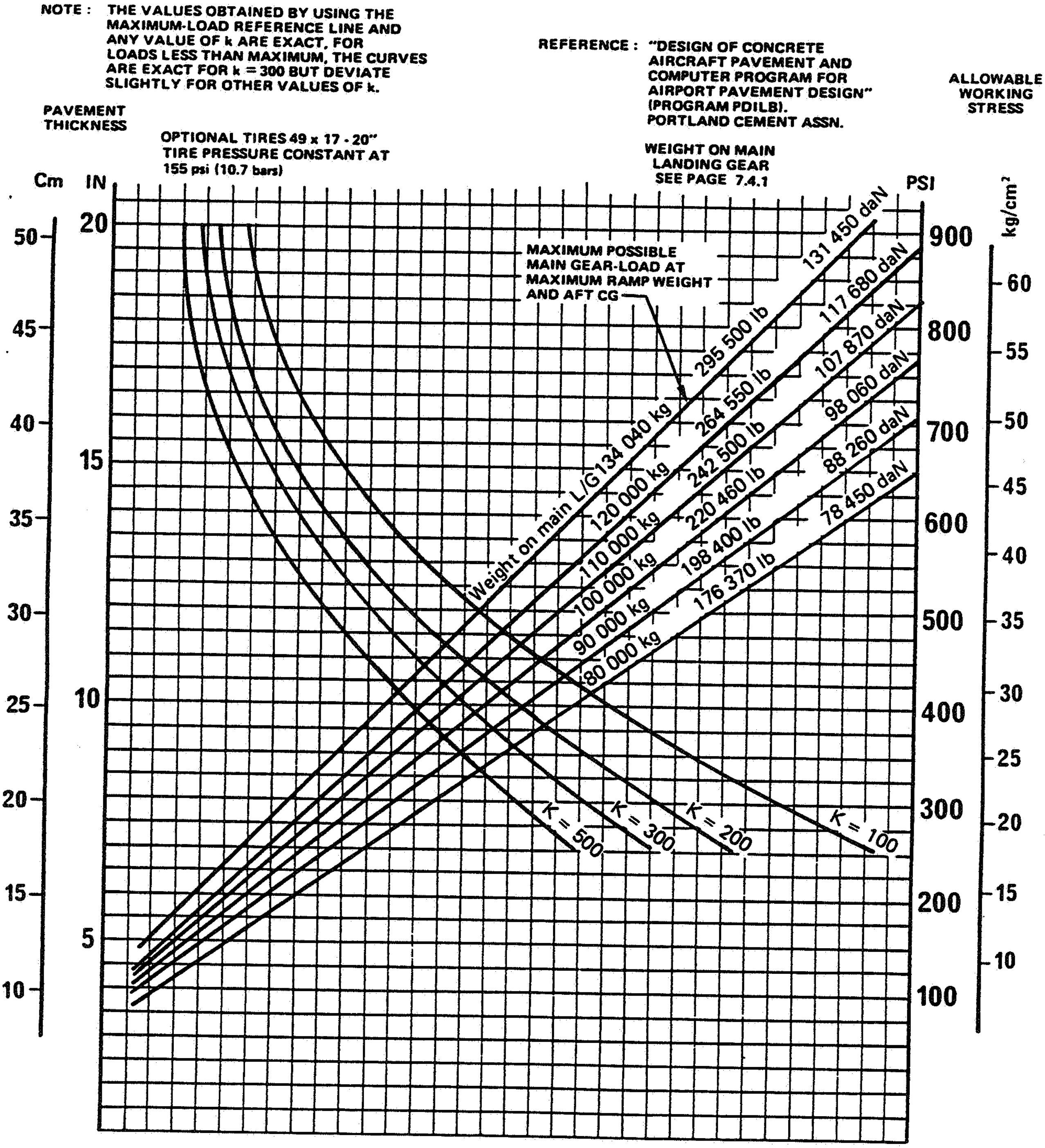
7.7.1.3 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B2 - 142t STANDARD TIRES



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

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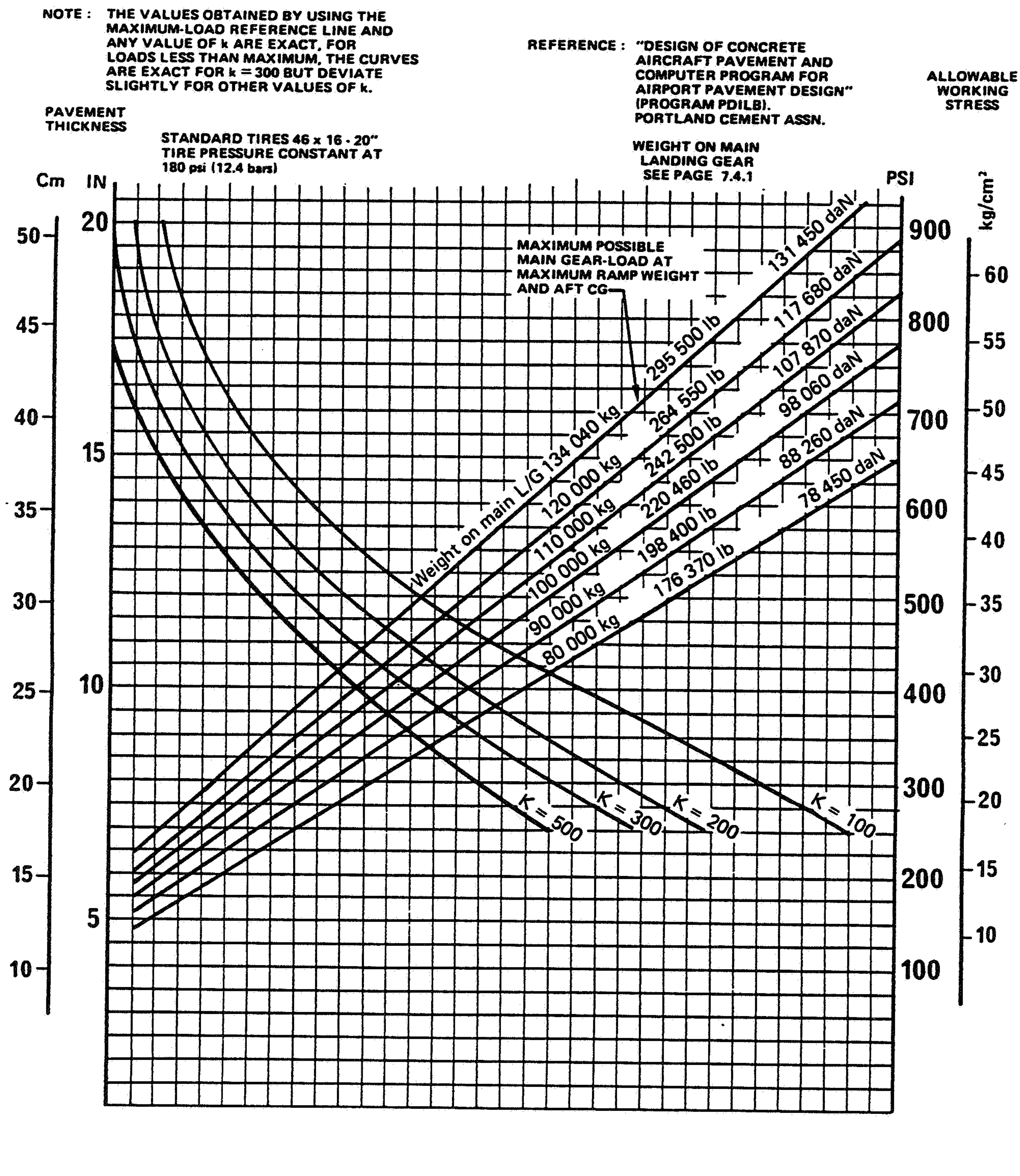

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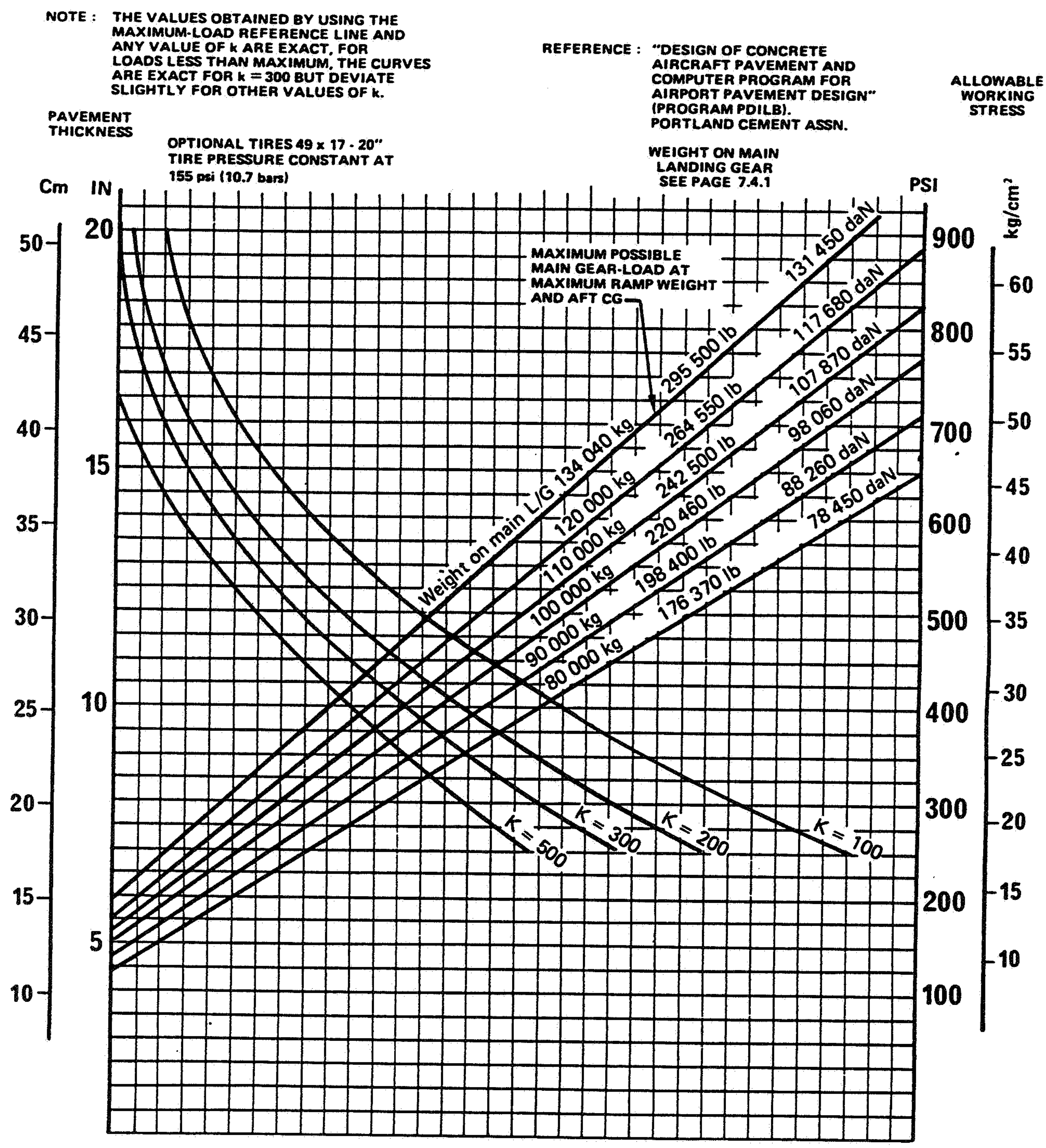
7.7.2.1 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B2K - 142t STANDARD TIRES



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

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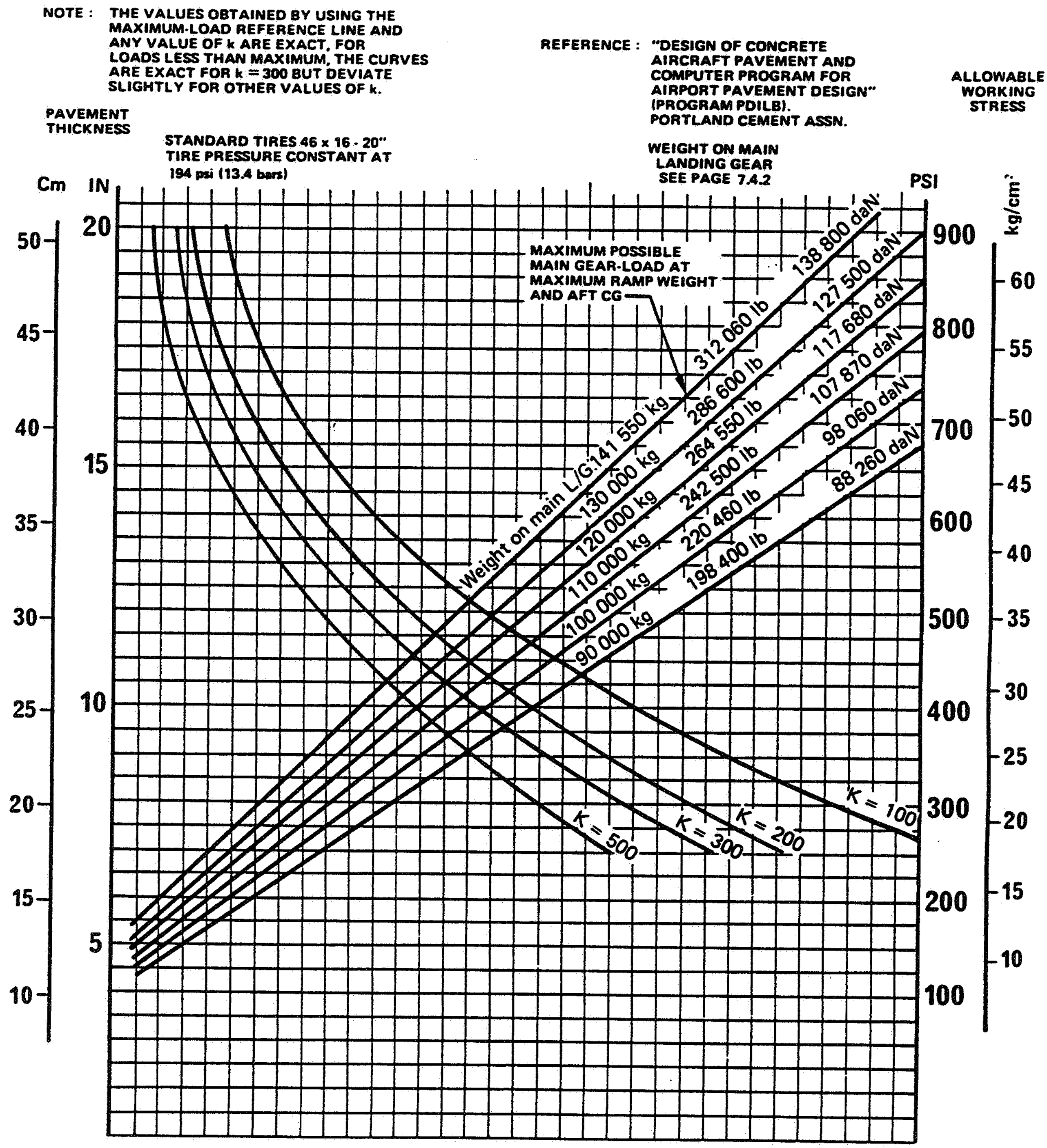
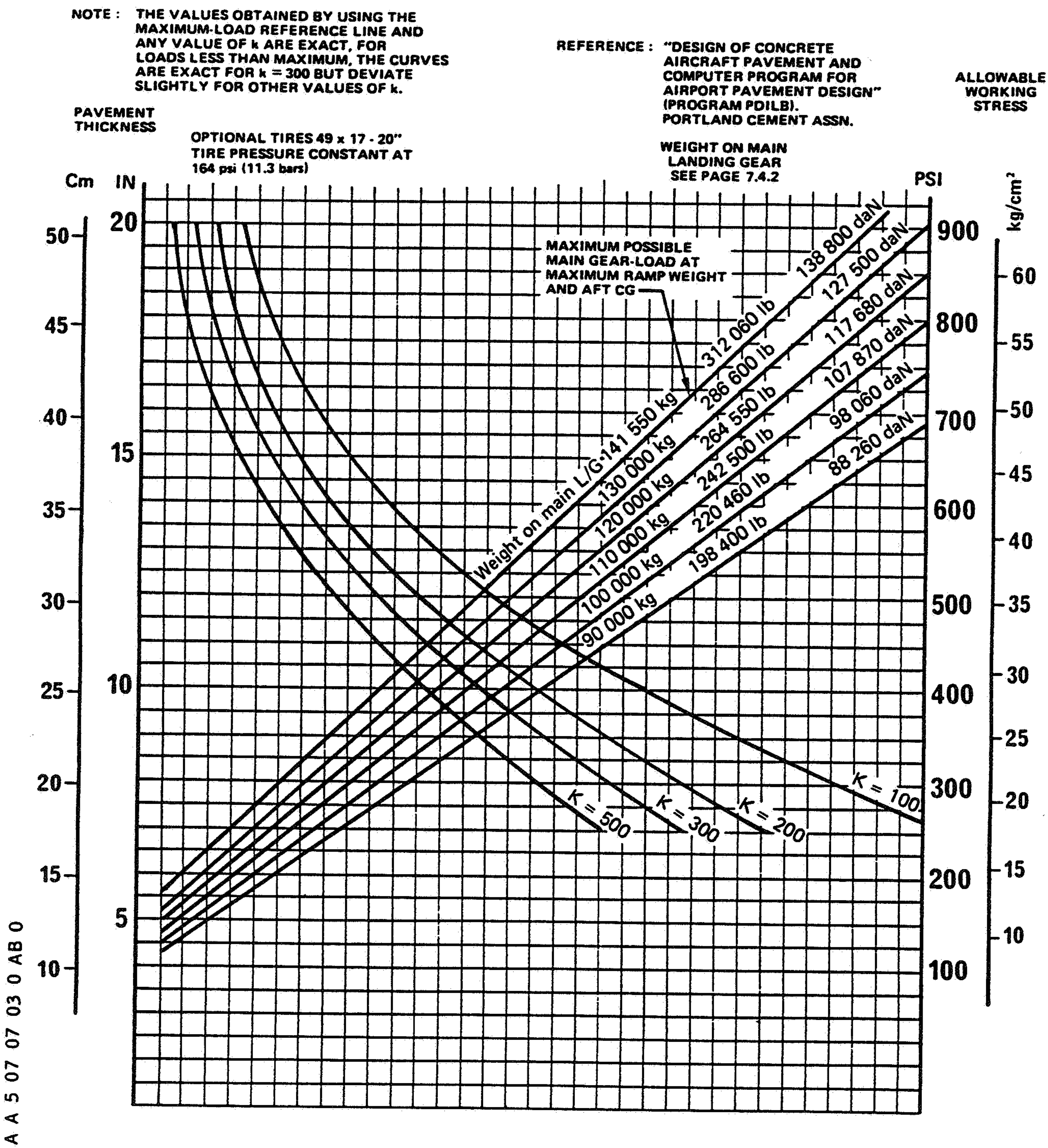


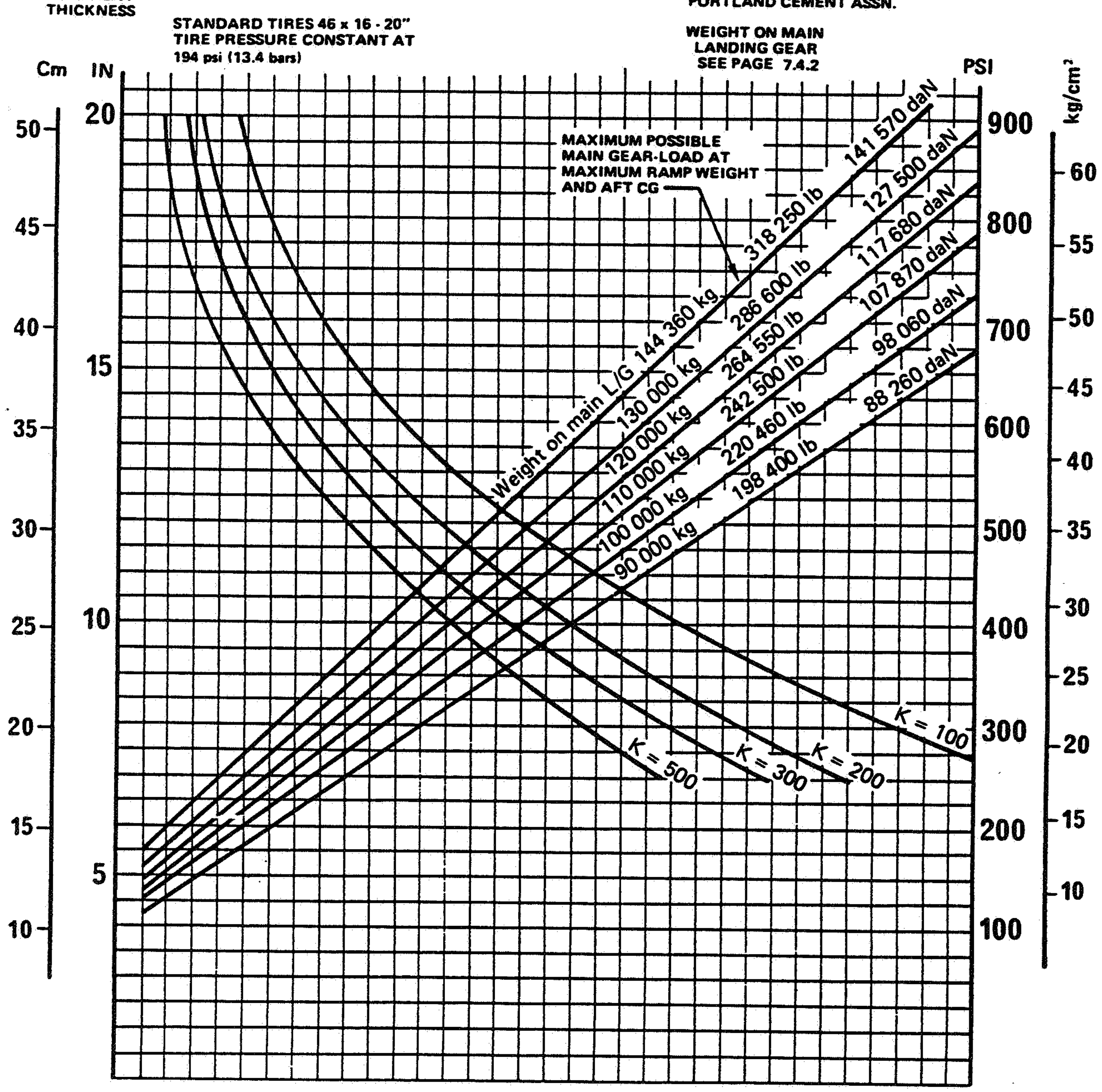
7.7.3.1 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B4 - 150t STANDARD TIRES



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

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

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



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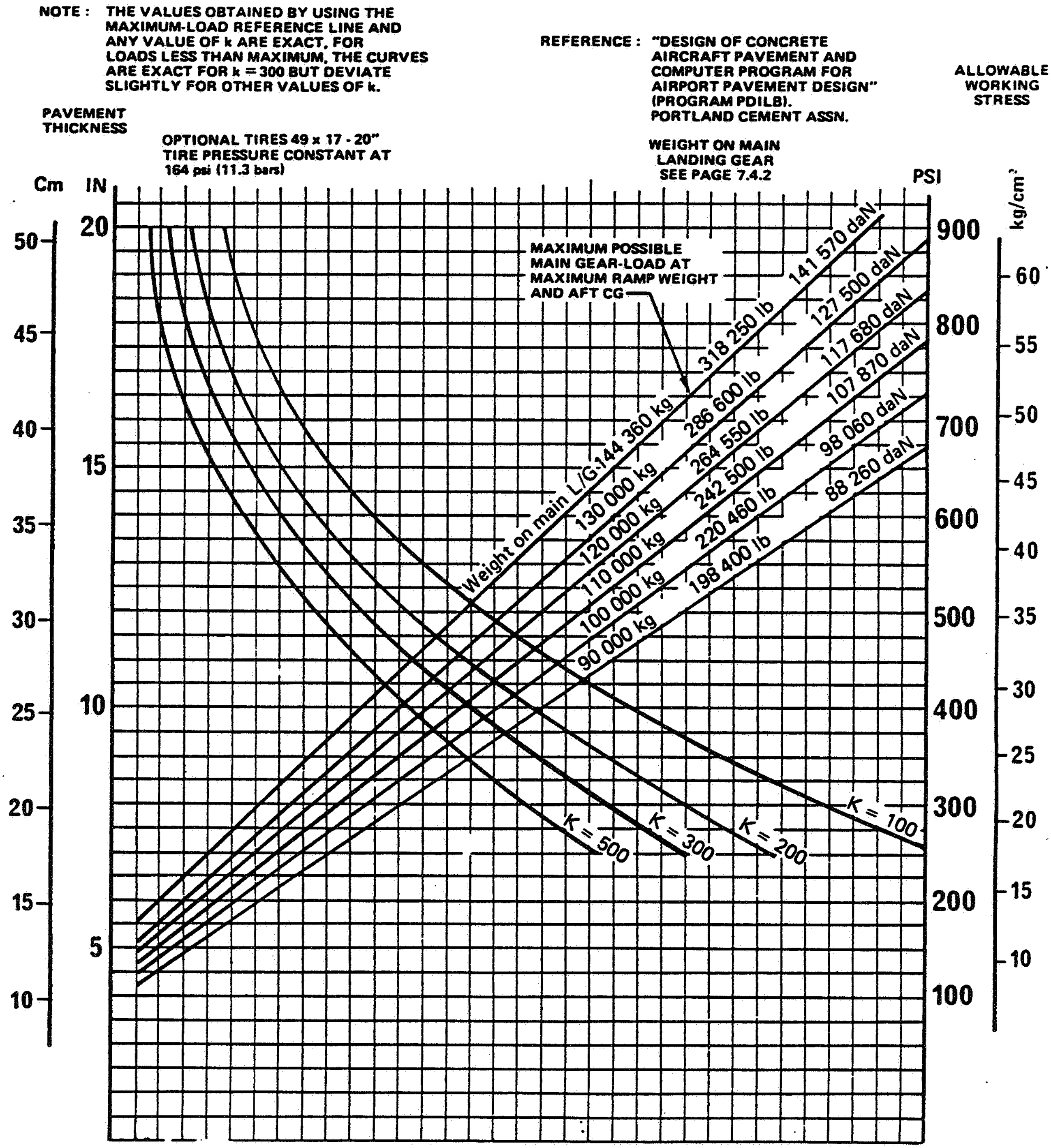
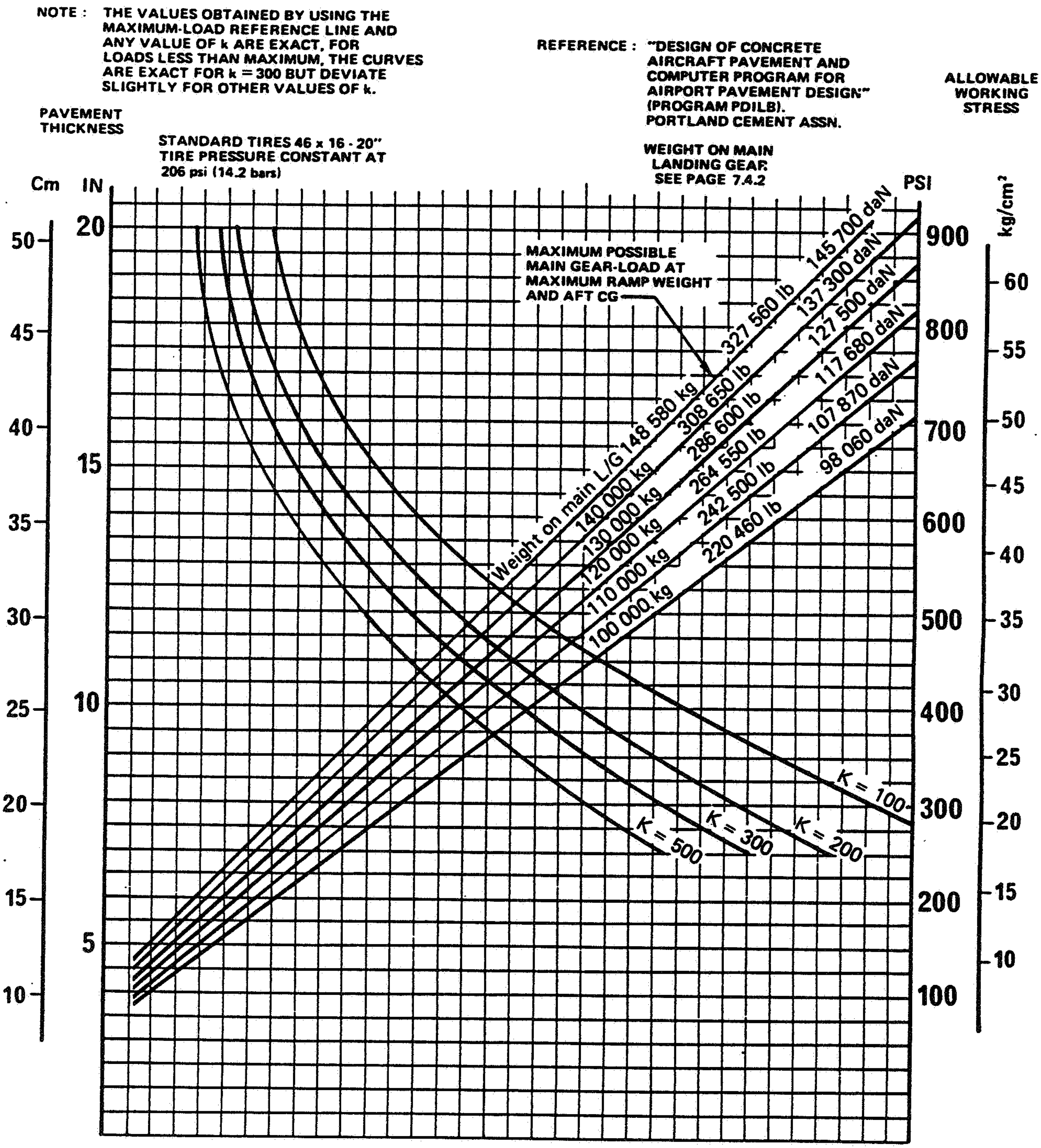
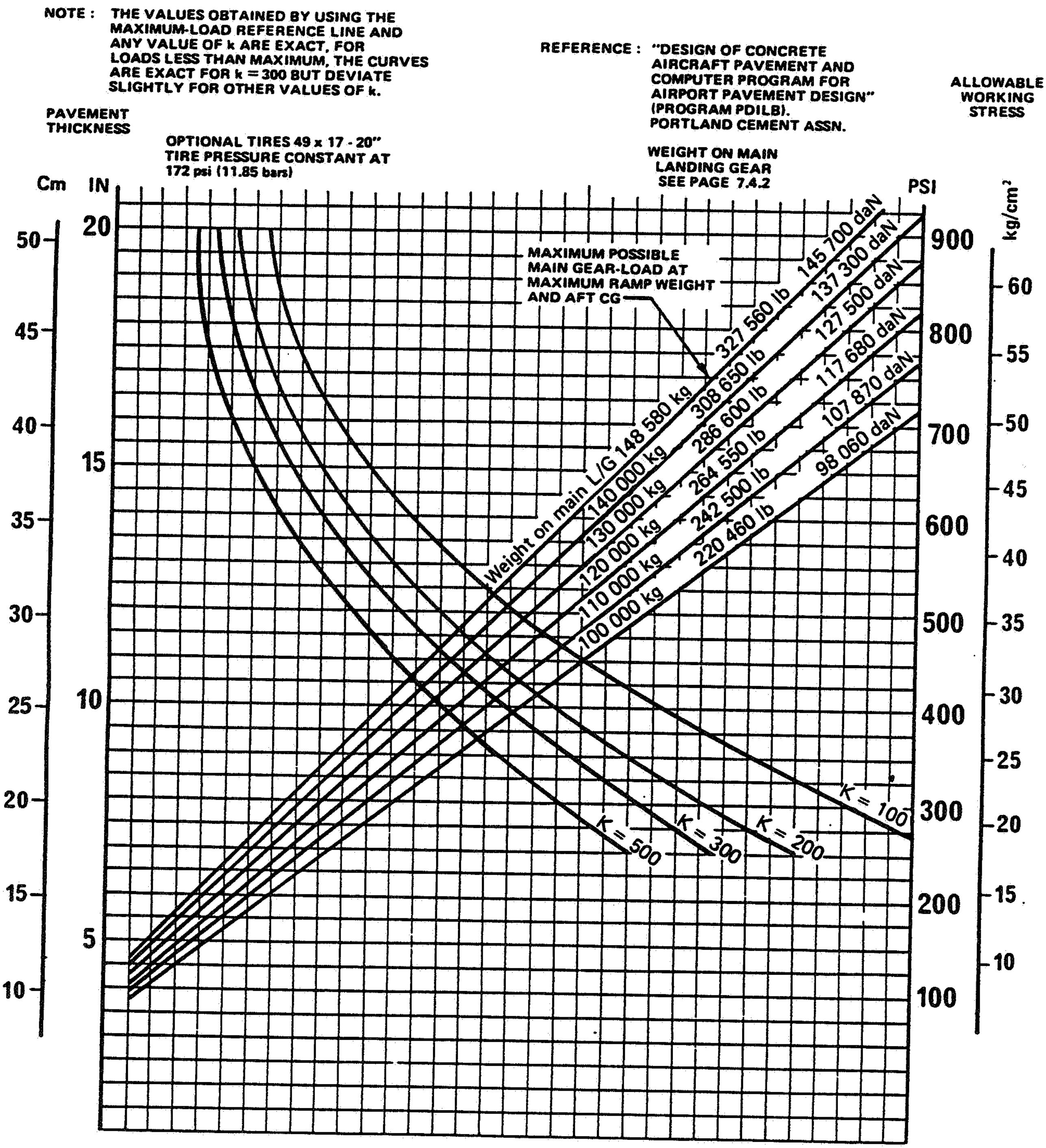
7.7.3.3 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B4 - 153t STANDARD TIRES



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



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



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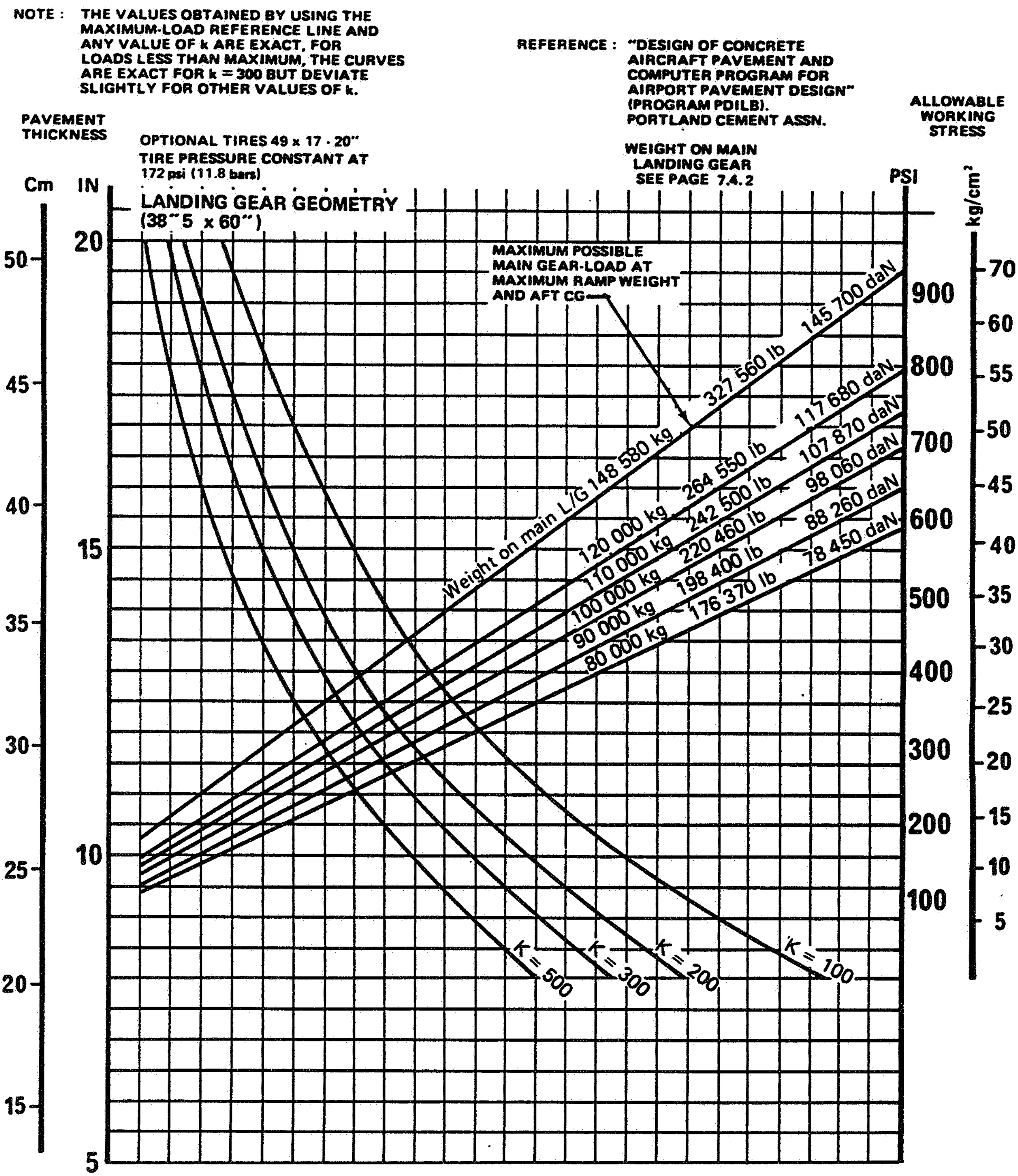
7.7.3.6 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B4 - 157.5t OPTIONAL TIRES



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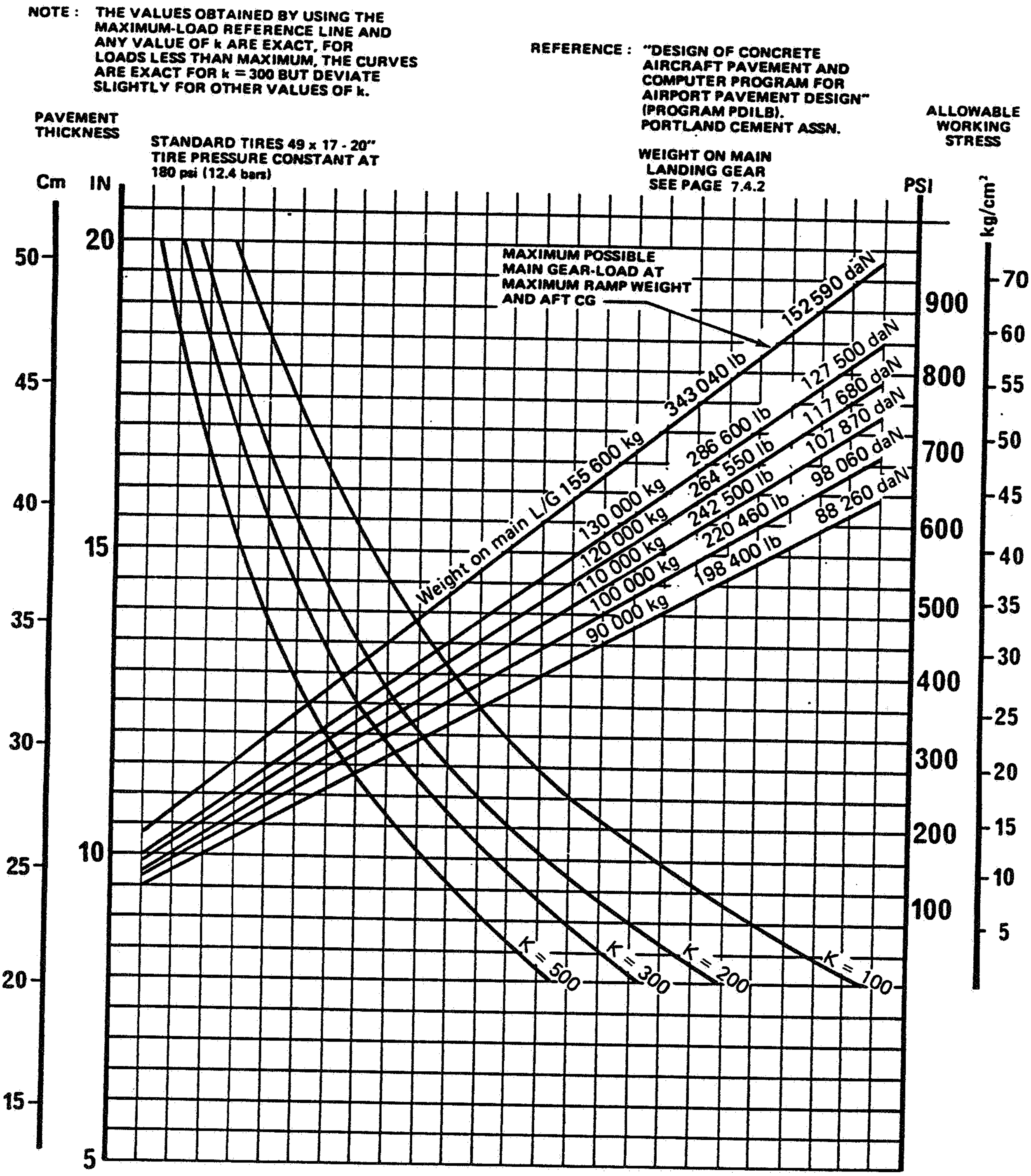
7.7.3.7 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B4 - 157.5t OPTIONAL TIRES
LANDING GEAR GEOMETRY
38"5x60"



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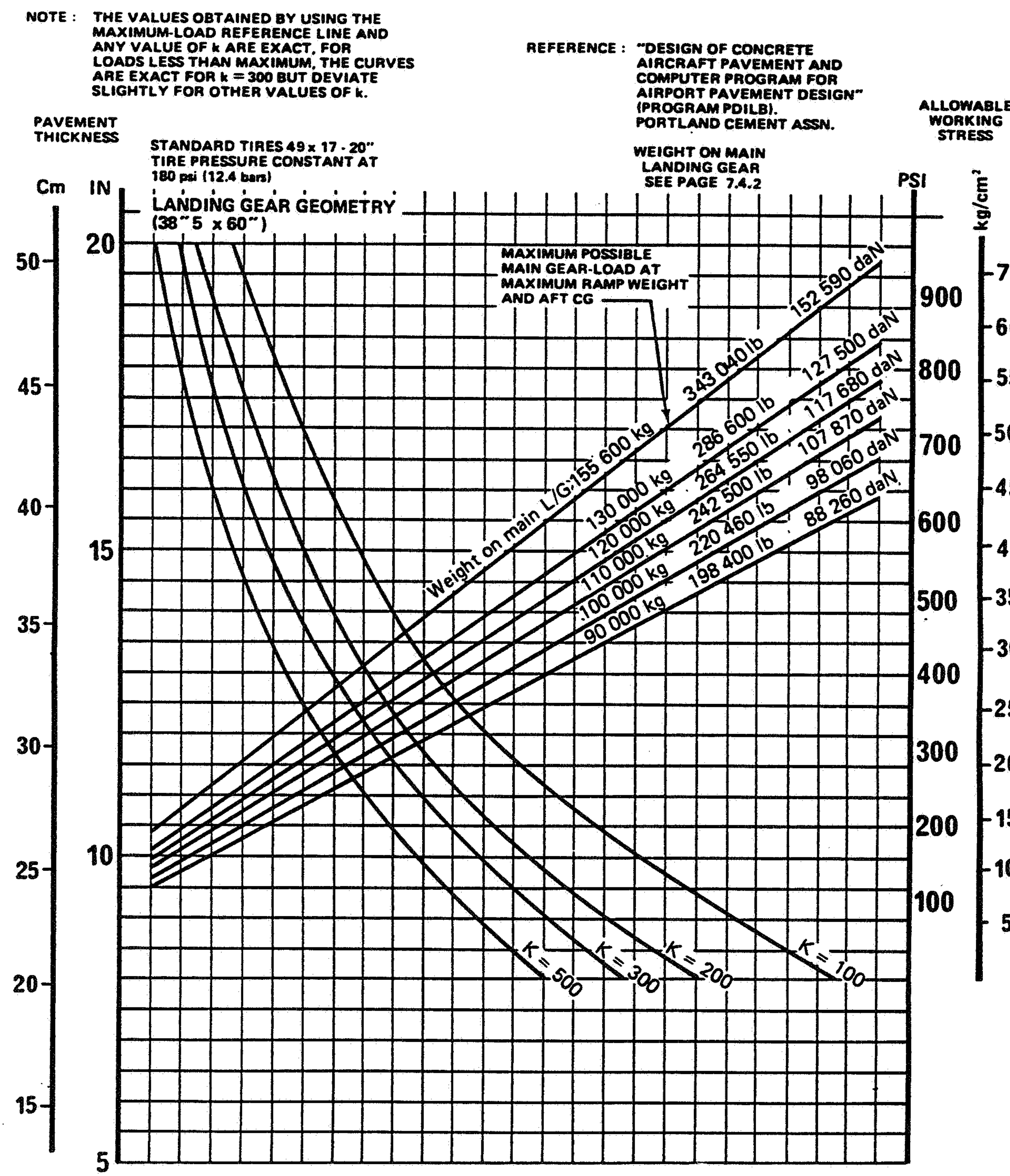
7.7.3.8 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B4-C4 - 165t STANDARD TIRES



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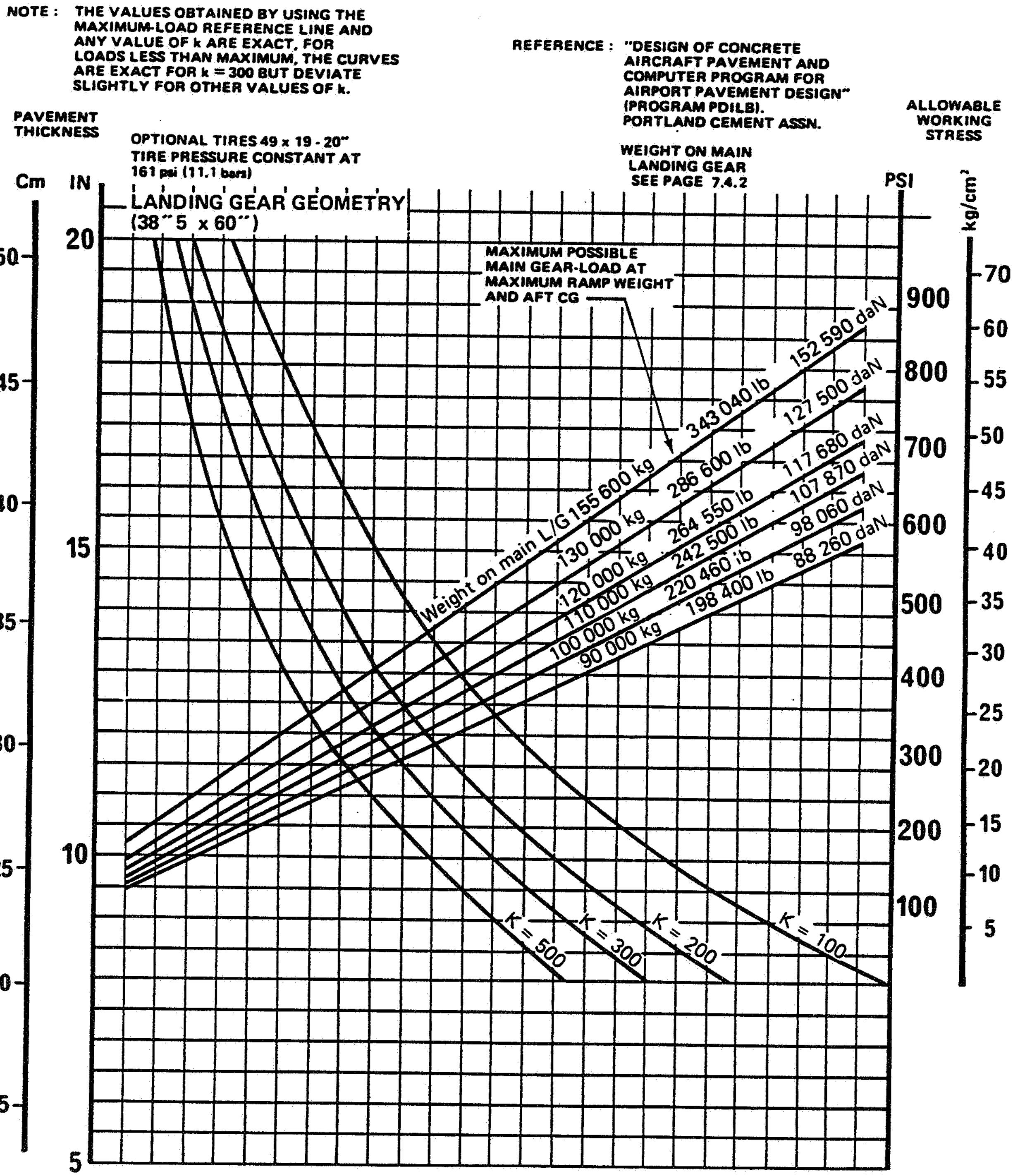
7.7.3.9 RIGID PAVEMENT REQUIREMENTS
PORTLAND CEMENT ASSOCIATION DESIGN METHOD
MODEL B4-C4 - 165t STANDARD TIRES

LANDING GEAR GEOMETRY
38"5x60"



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

RADIUS OF RELATIVE STIFFNESS (ℓ)

VALUES OF ℓ IN INCHES

FOR E = 4,000,000 P.S.I AND μ = 0.15

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

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

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

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

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

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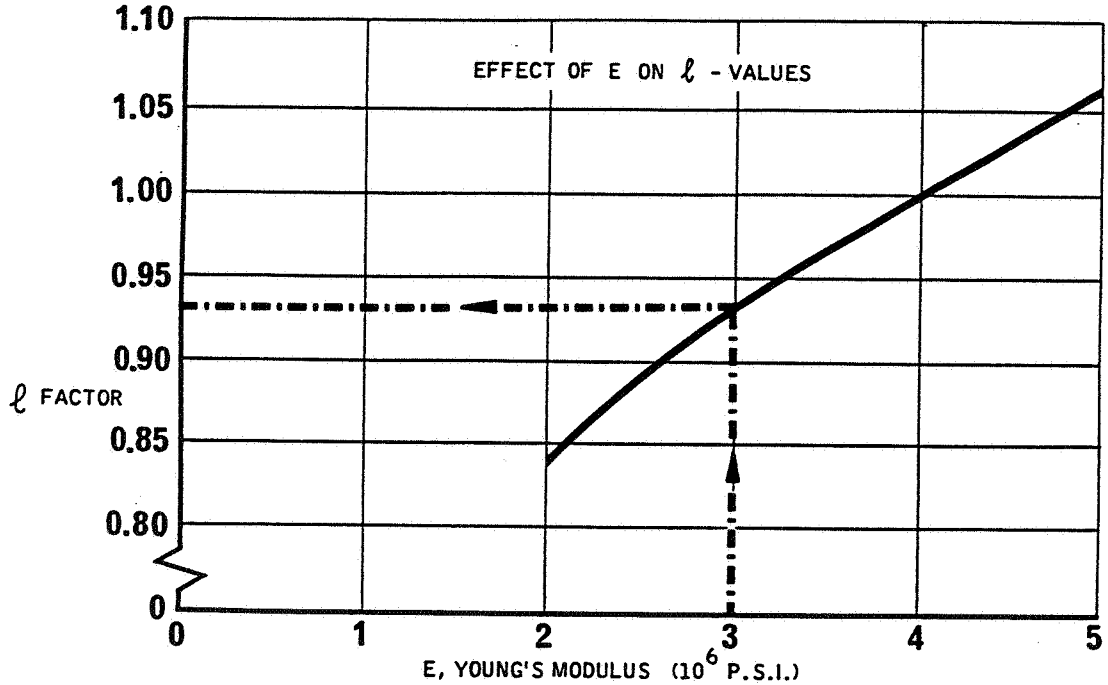

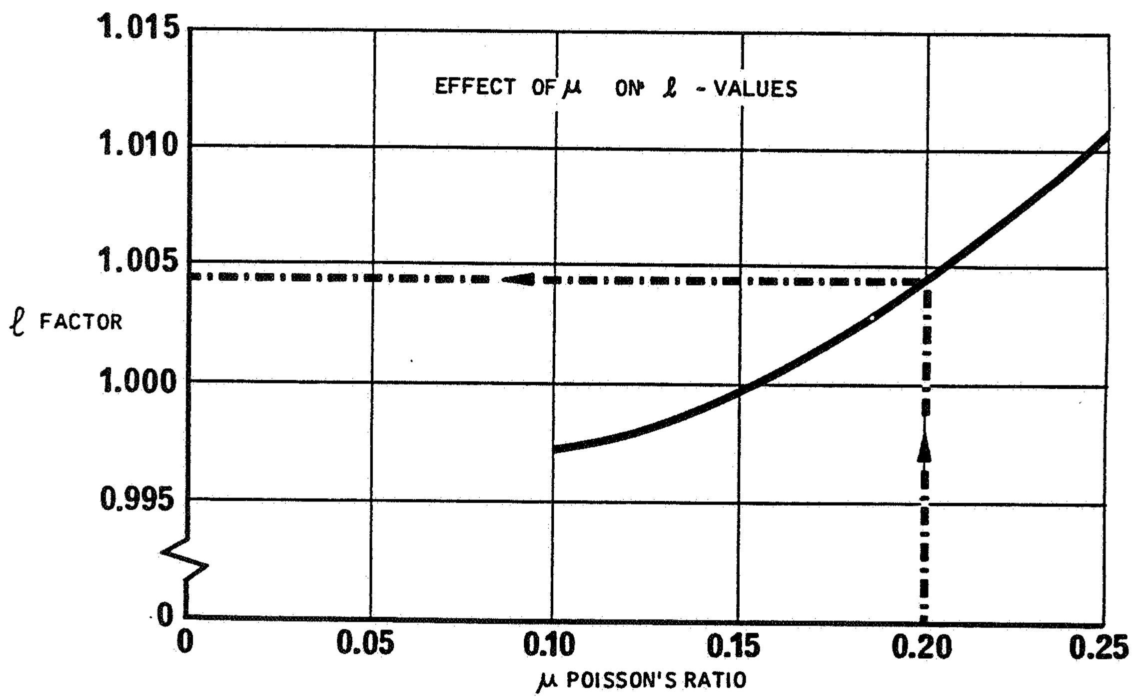

NOTE : BOTH CURVES ON THIS PAGE ARE USED TO ADJUST THE ℓ VALUES OF THE TABLE IN SECTION 7.7.3

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

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7.8 RIGID PAVEMENT REQUIREMENTS LCN CONVERSION

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

See examples given Sub-section 7.6 for flexible runways.

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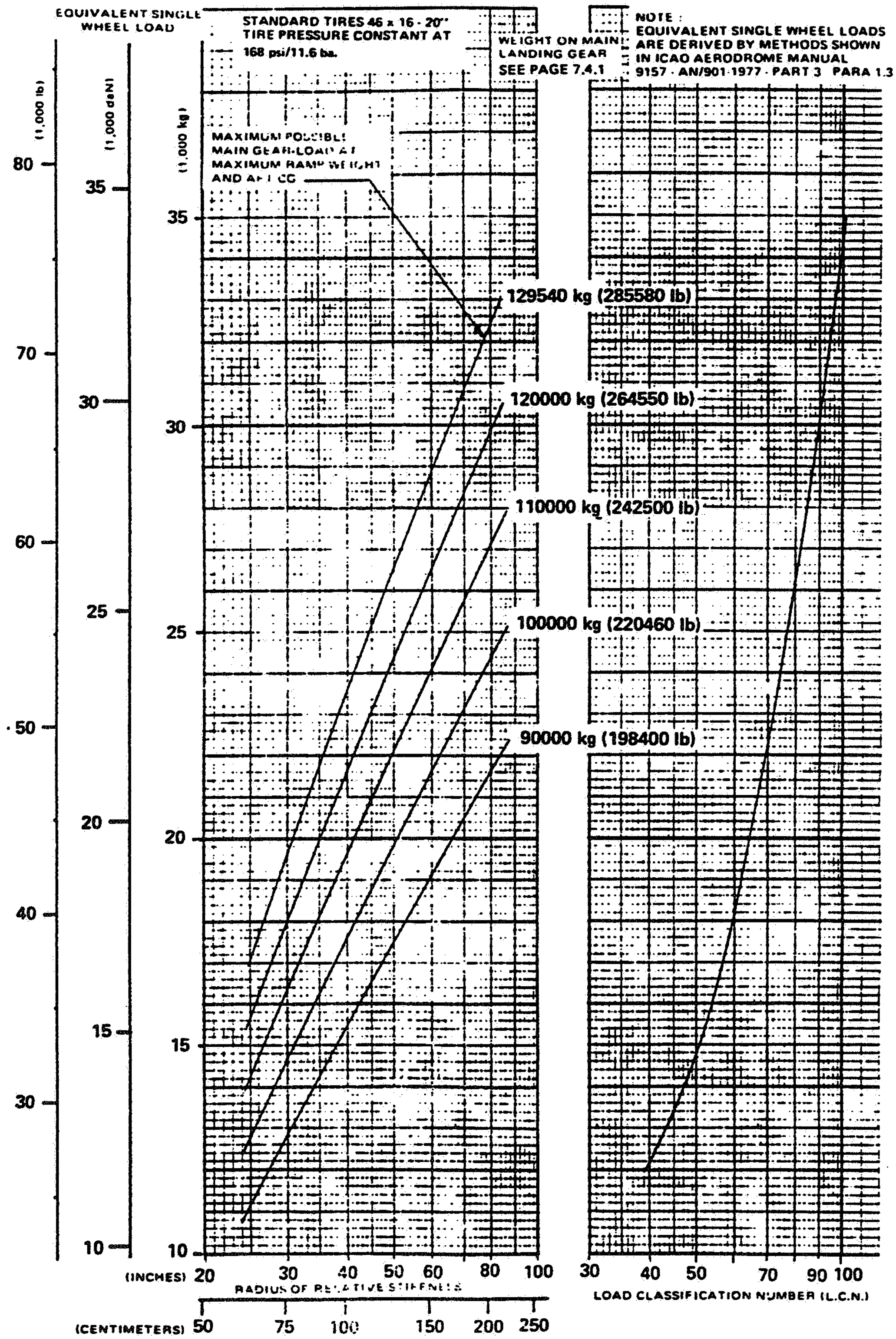

7.8.1.1 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2 - 137t STANDARD TIRES

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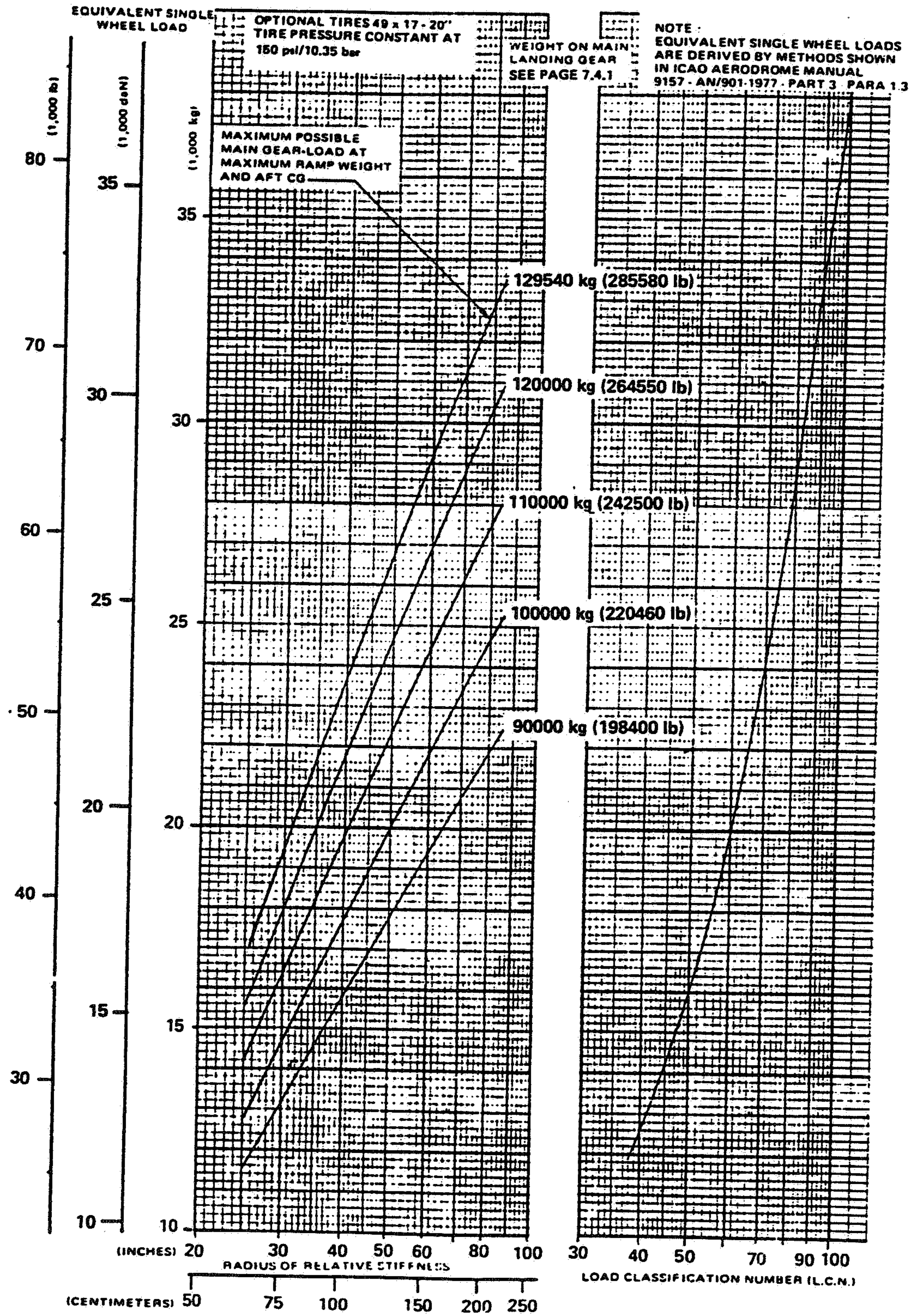

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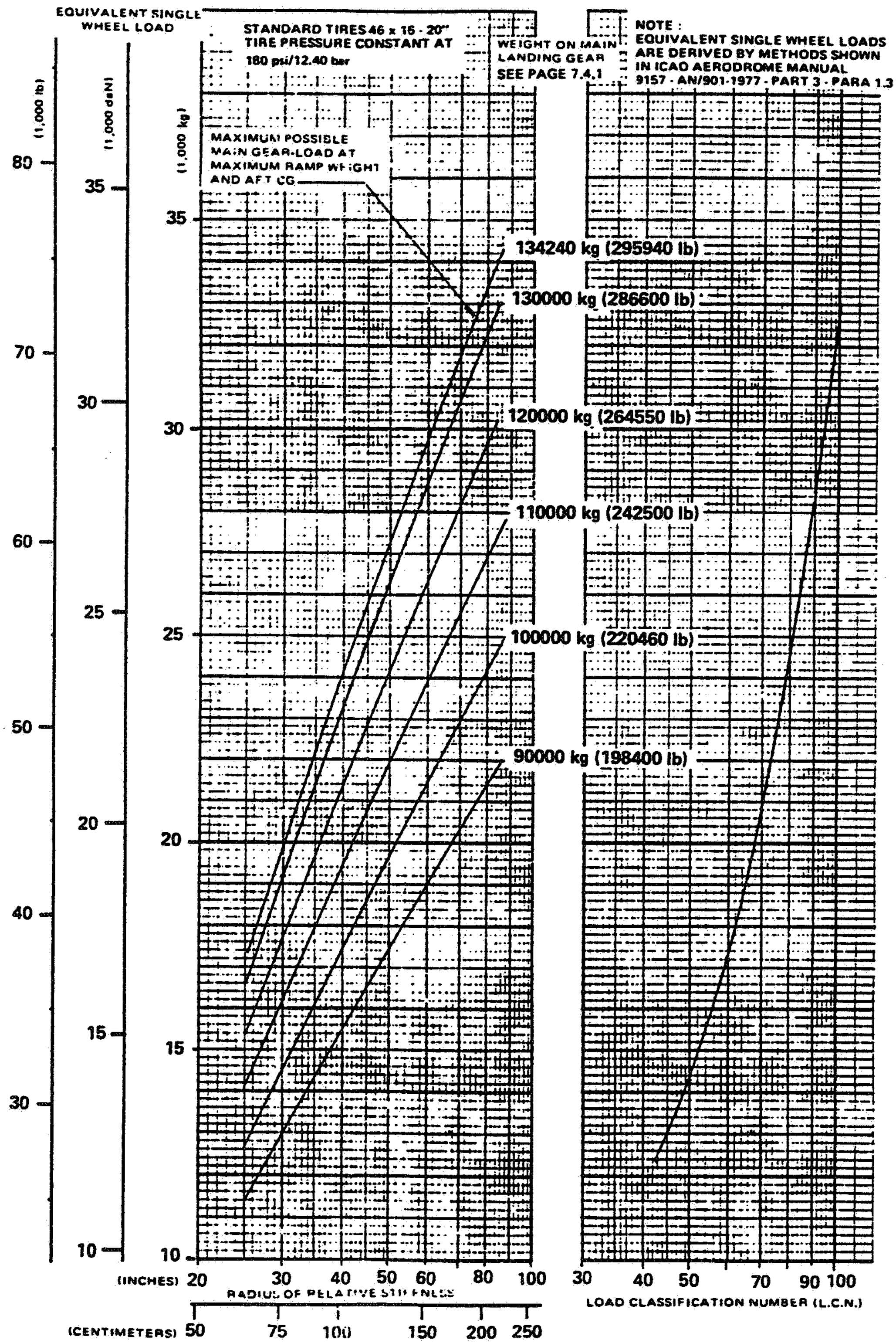
7.8.1.2 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2 - 137t OPTIONAL TIRES



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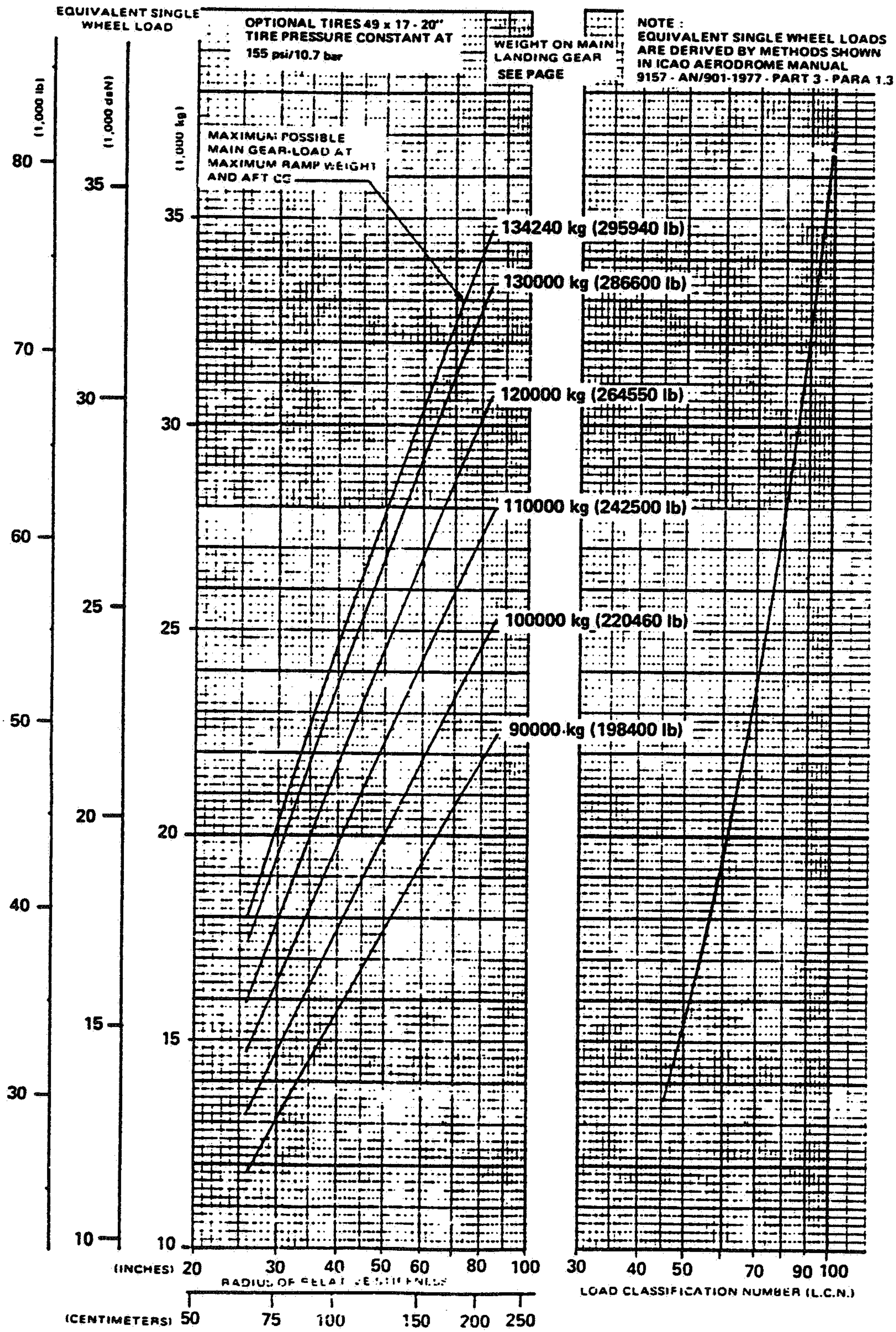
7.8.1.3 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2 - 142t STANDARD TIRES



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

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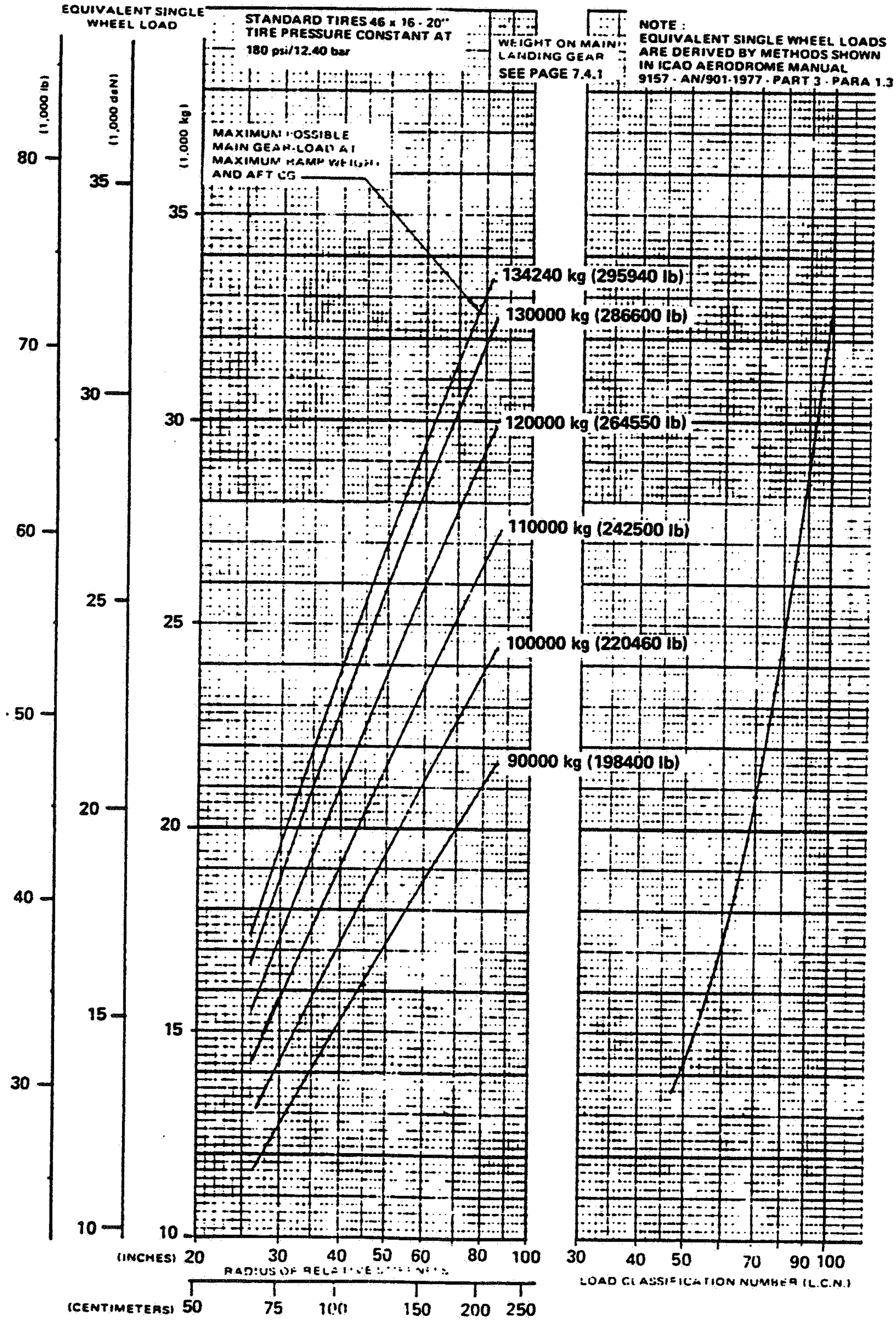

7.8.2.1 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2K - 142t STANDARD TIRES

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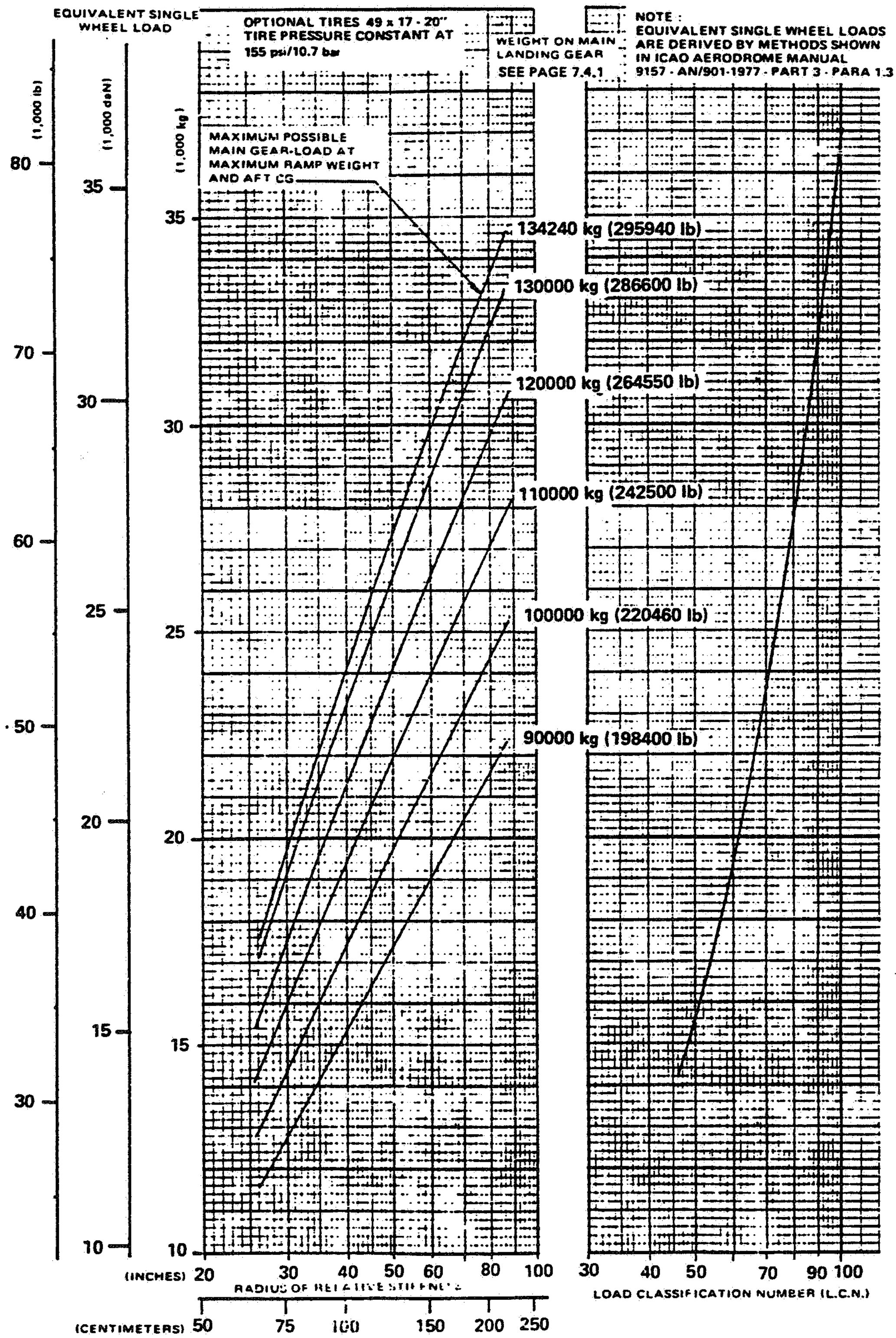

7.8.2.2 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B2K - 142t OPTIONAL TIRES

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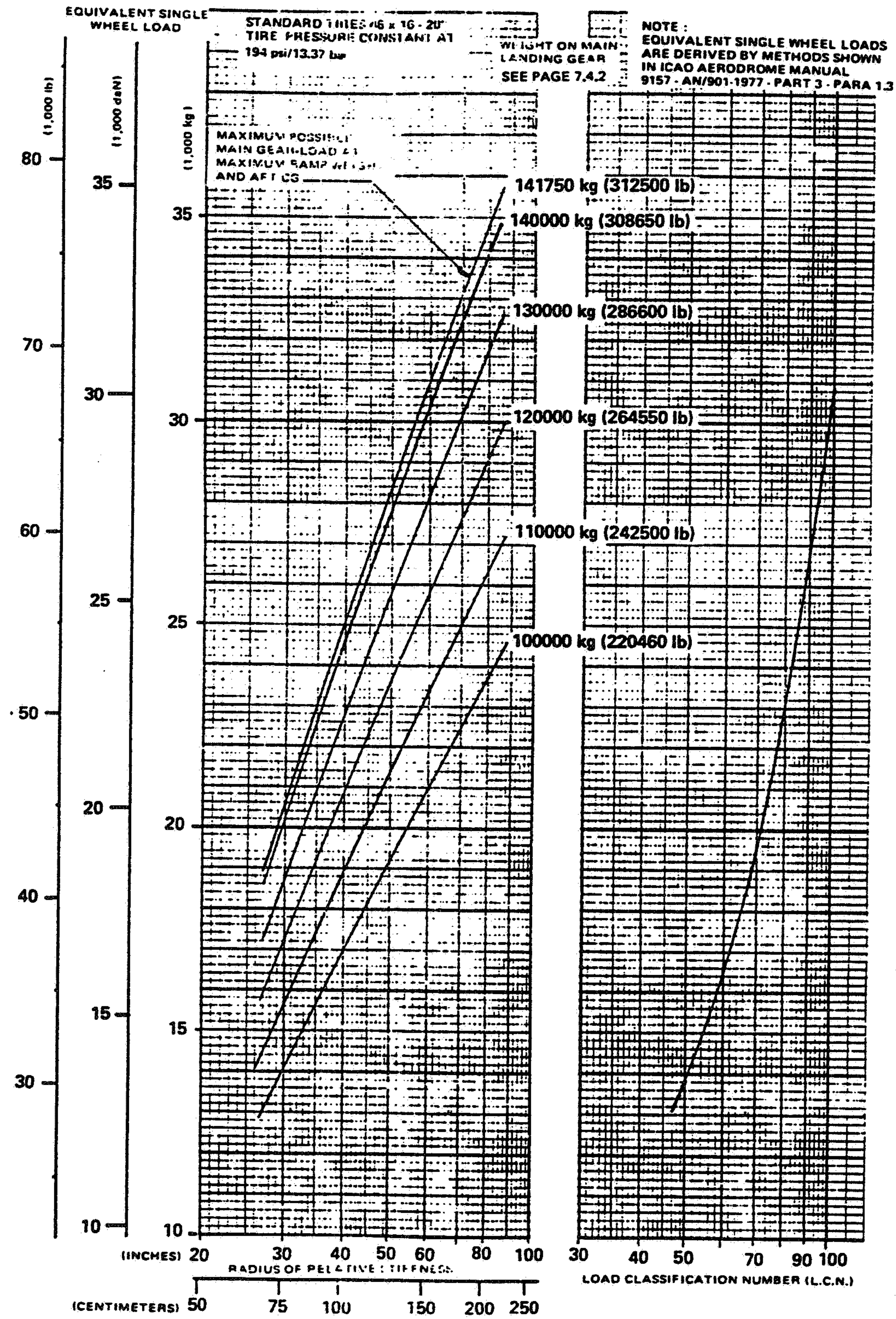
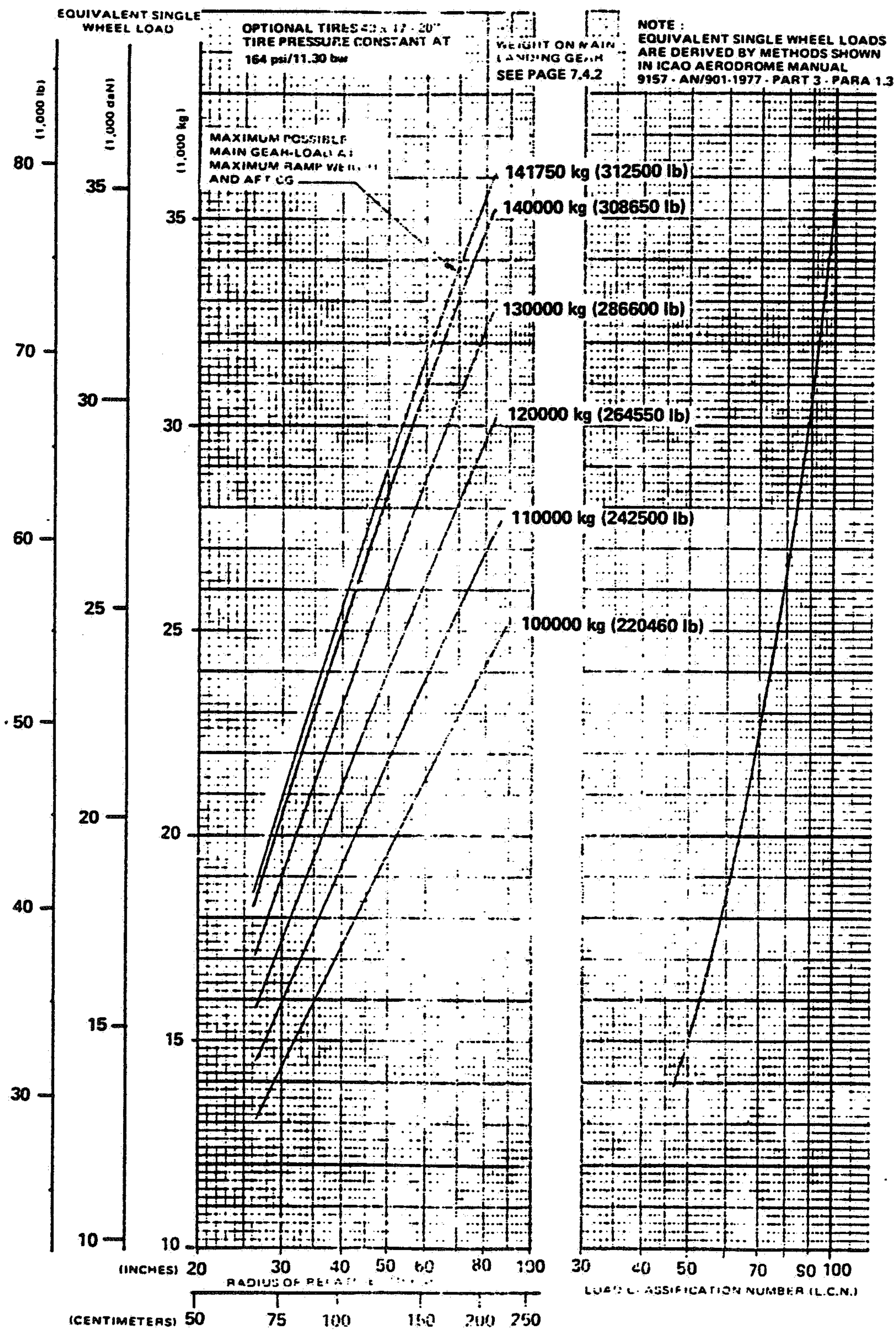
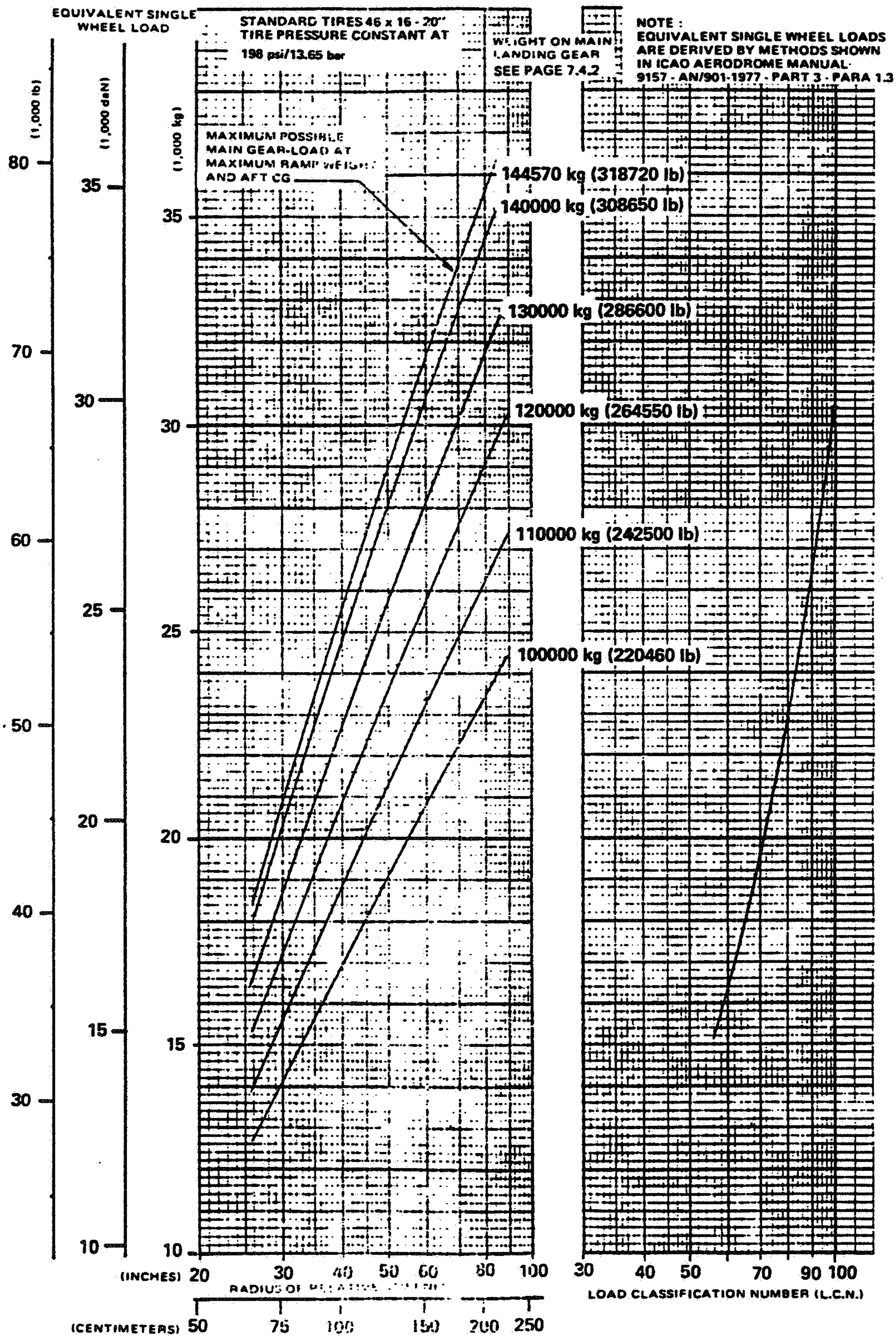


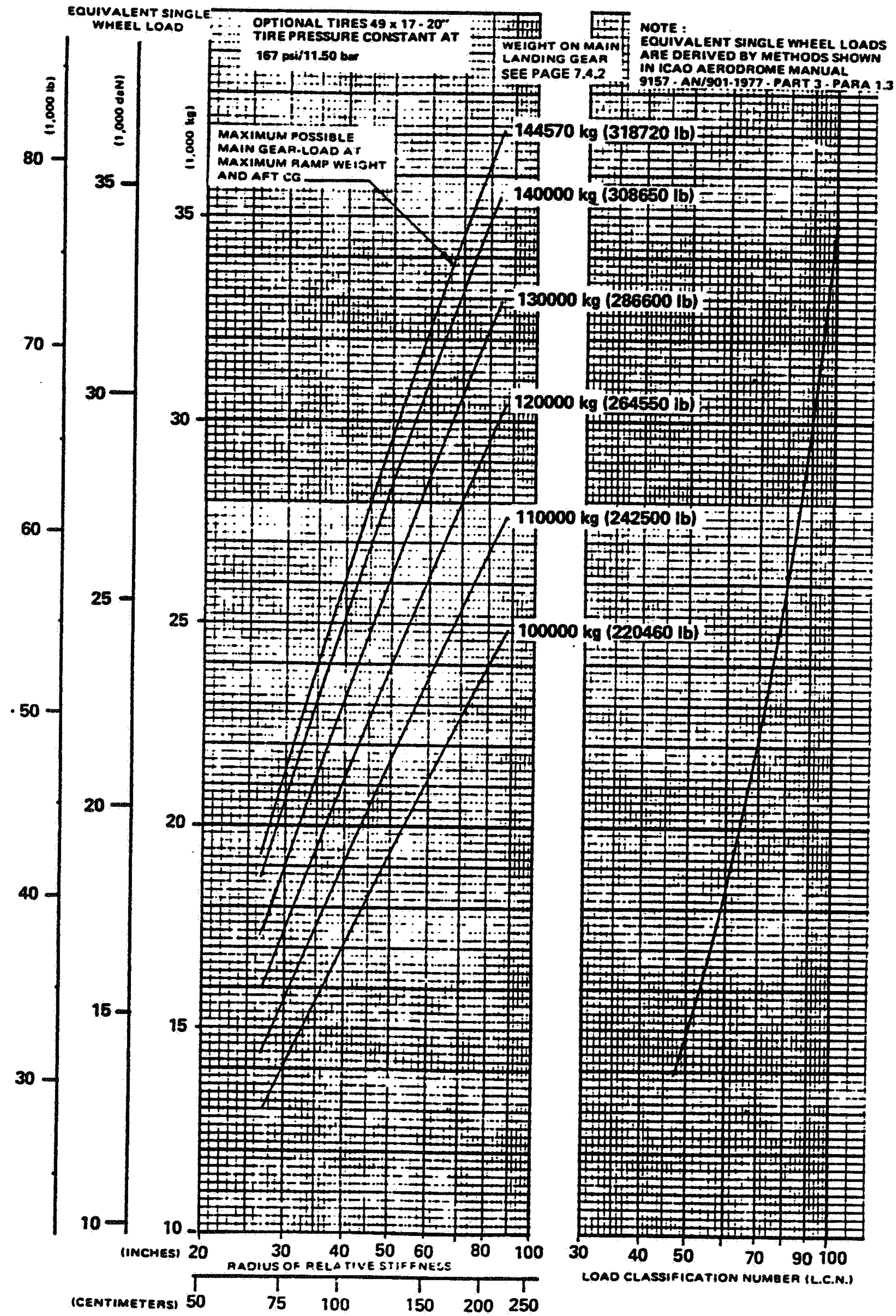
7.8.3.1 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - 150t STANDARD TIRES



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



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



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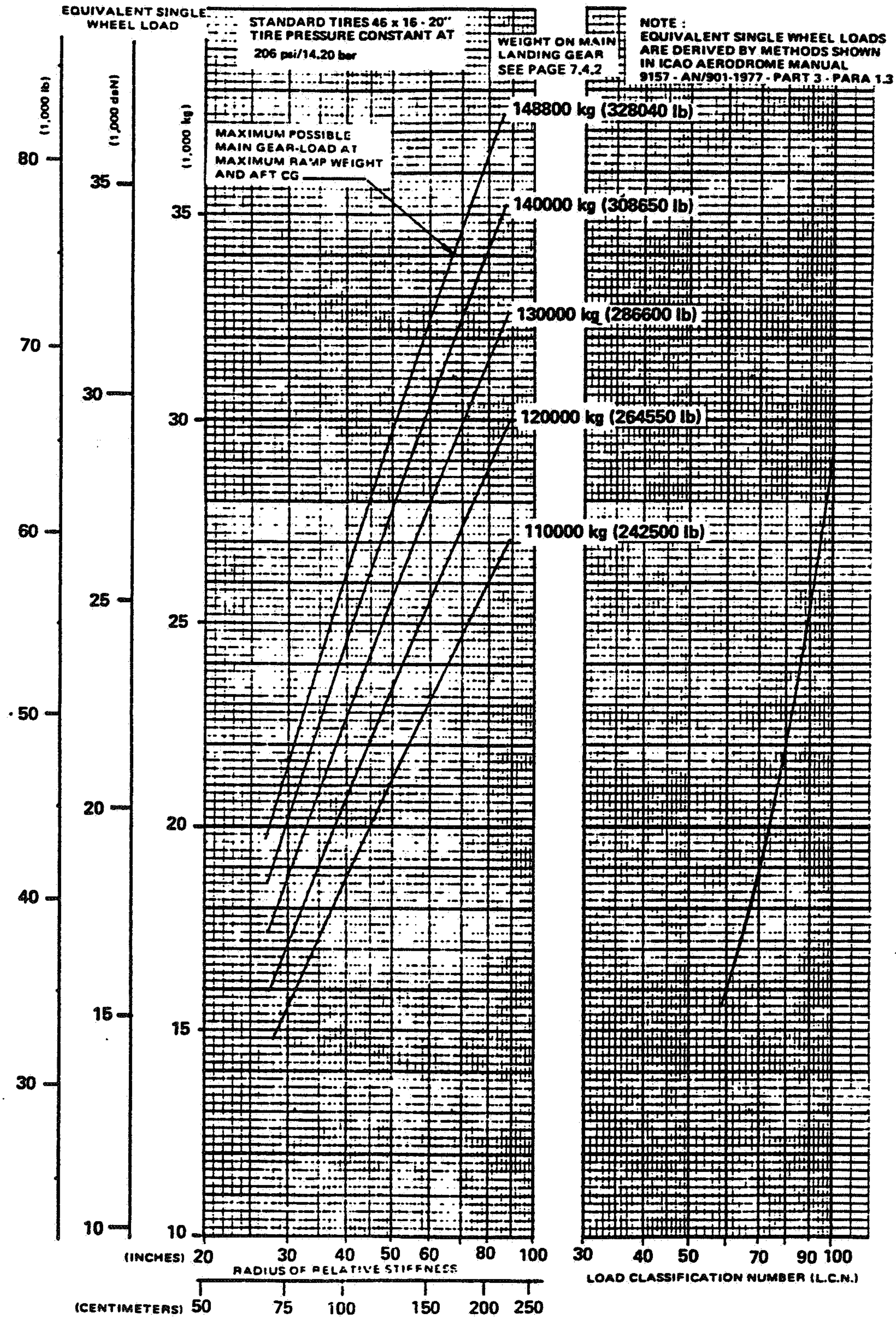
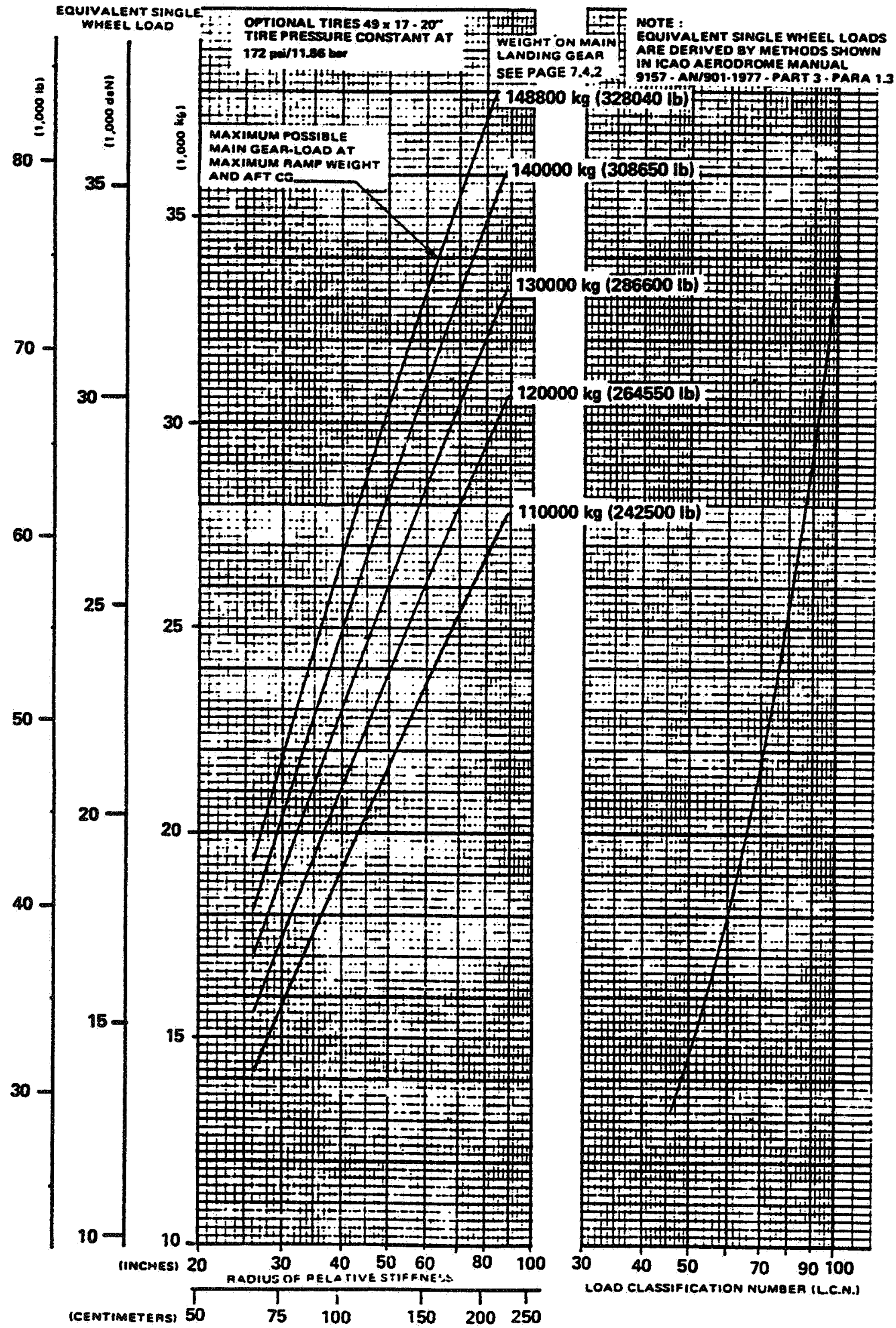
7.8.3.4 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - 153t OPTIONAL TIRES



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



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

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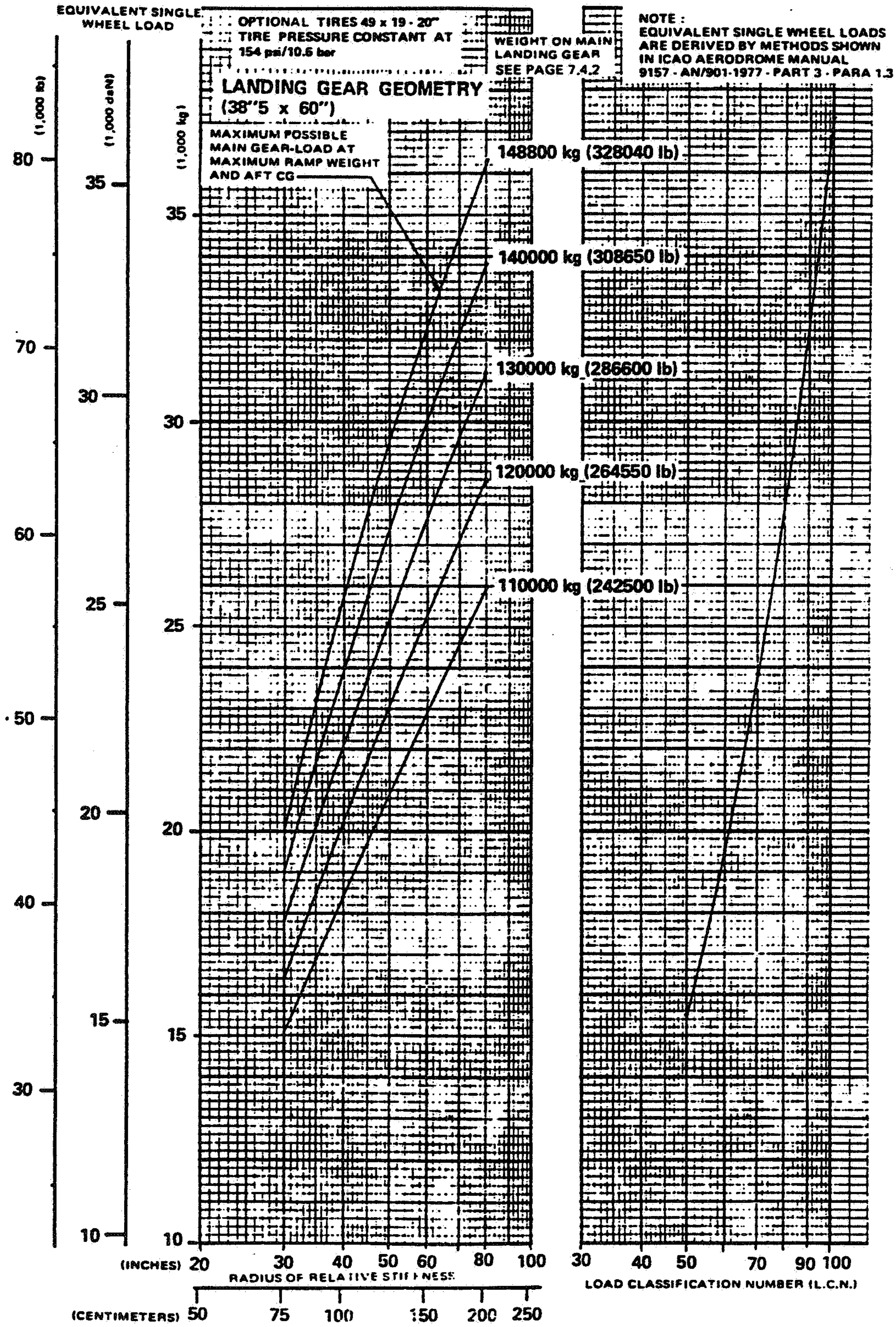
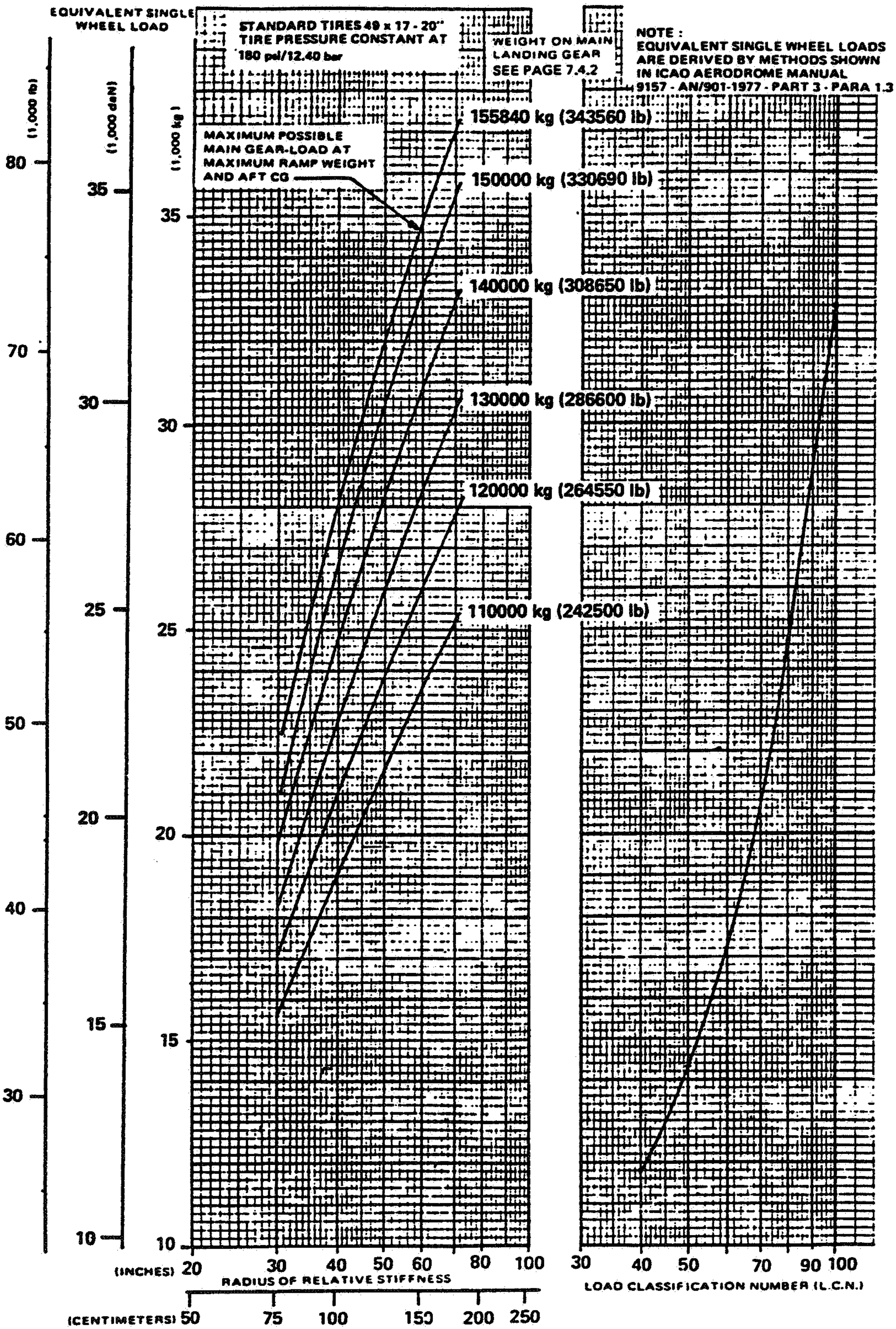
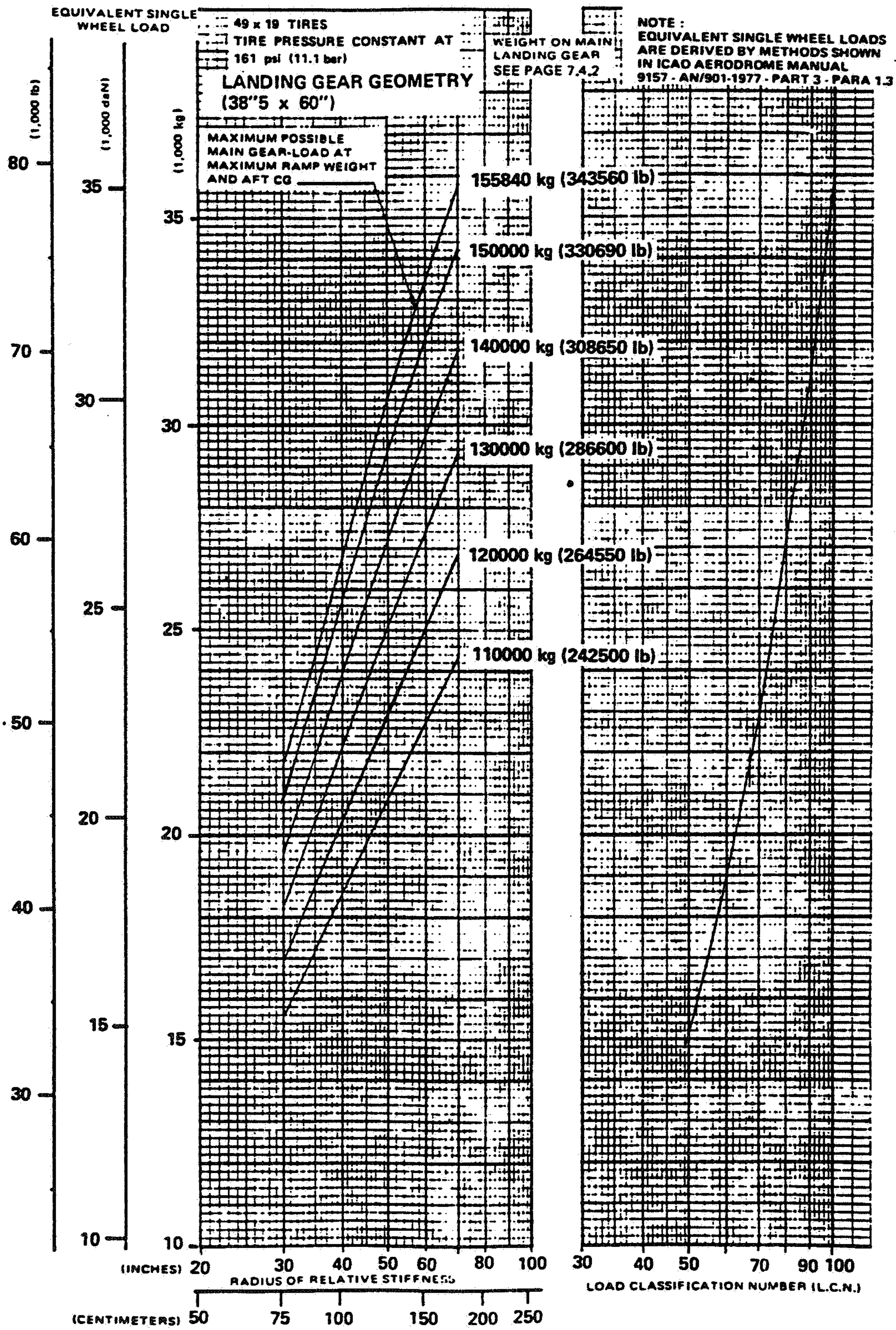


7.8.3.7 RIGID PAVEMENT REQUIREMENTS L.C.N. CONVERSION
MODEL B4 - 157.5t OPTIONAL TIRES



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



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

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7.9 ACN/PCN REPORTING SYSTEM - FLEXIBLE AND RIGID PAVEMENTS

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

Examples of calculations are given hereafter.

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

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

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

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

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

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

At first, the real load on the main L/G must be calculated. For this exercise, use the curve 7.4.1 given in Chapter 7 page 9.
Load on the main L/G at 25 % CG : 114 t. Then, enter this value in the relevant ACN curve 7.9.1.1 given in chapter 7 page 95. ACN found is 33.

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

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

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

This load equals 120 t.

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

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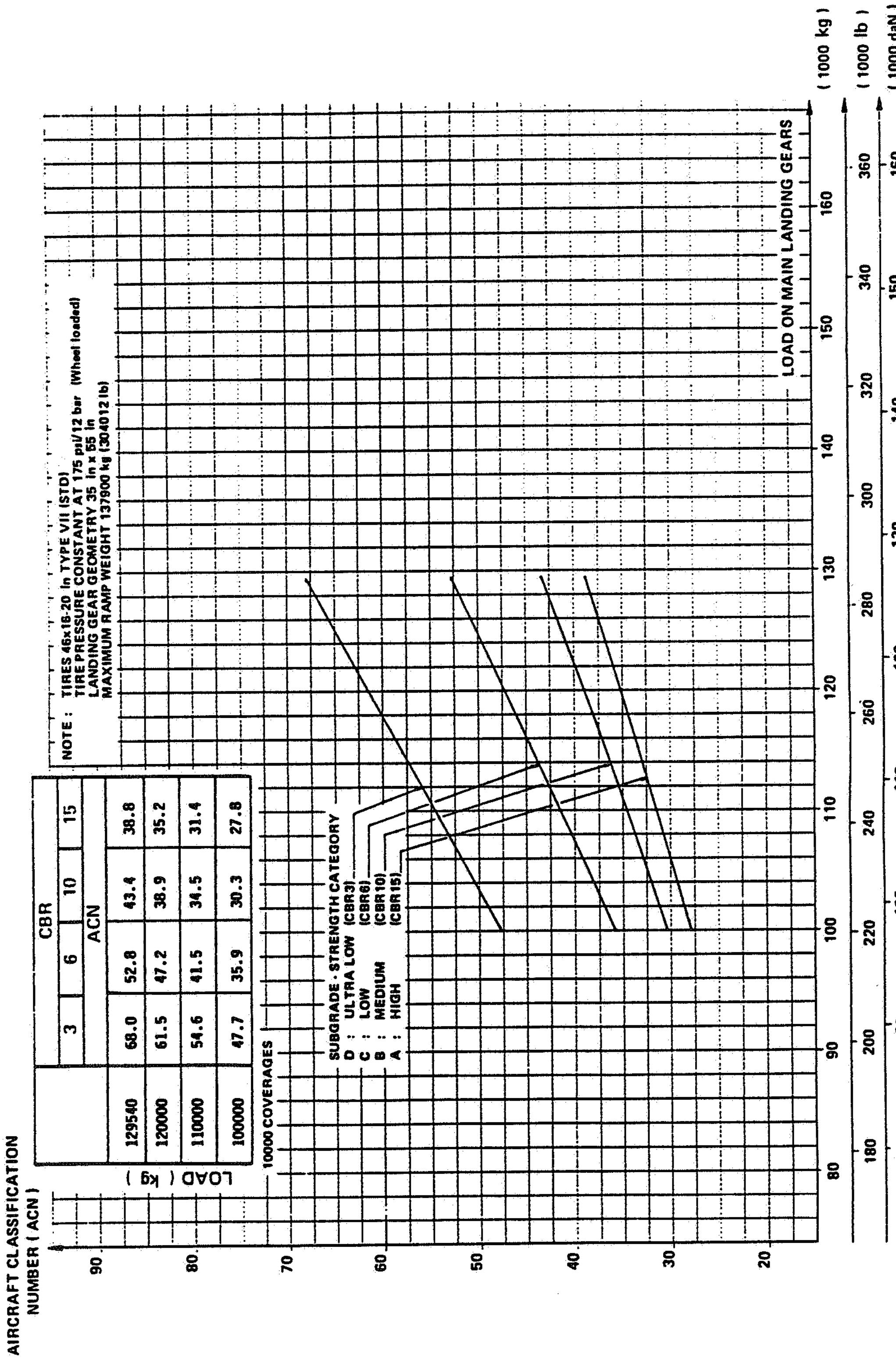

LOAD (kg)	CBR 3	CBR 6	CBR 10	CBR 15
	ACN			
129540	68.0	52.8	43.4	38.8
120000	61.5	47.2	38.9	35.2
110000	54.6	41.5	34.5	31.4
100000	47.7	35.9	30.3	27.8

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

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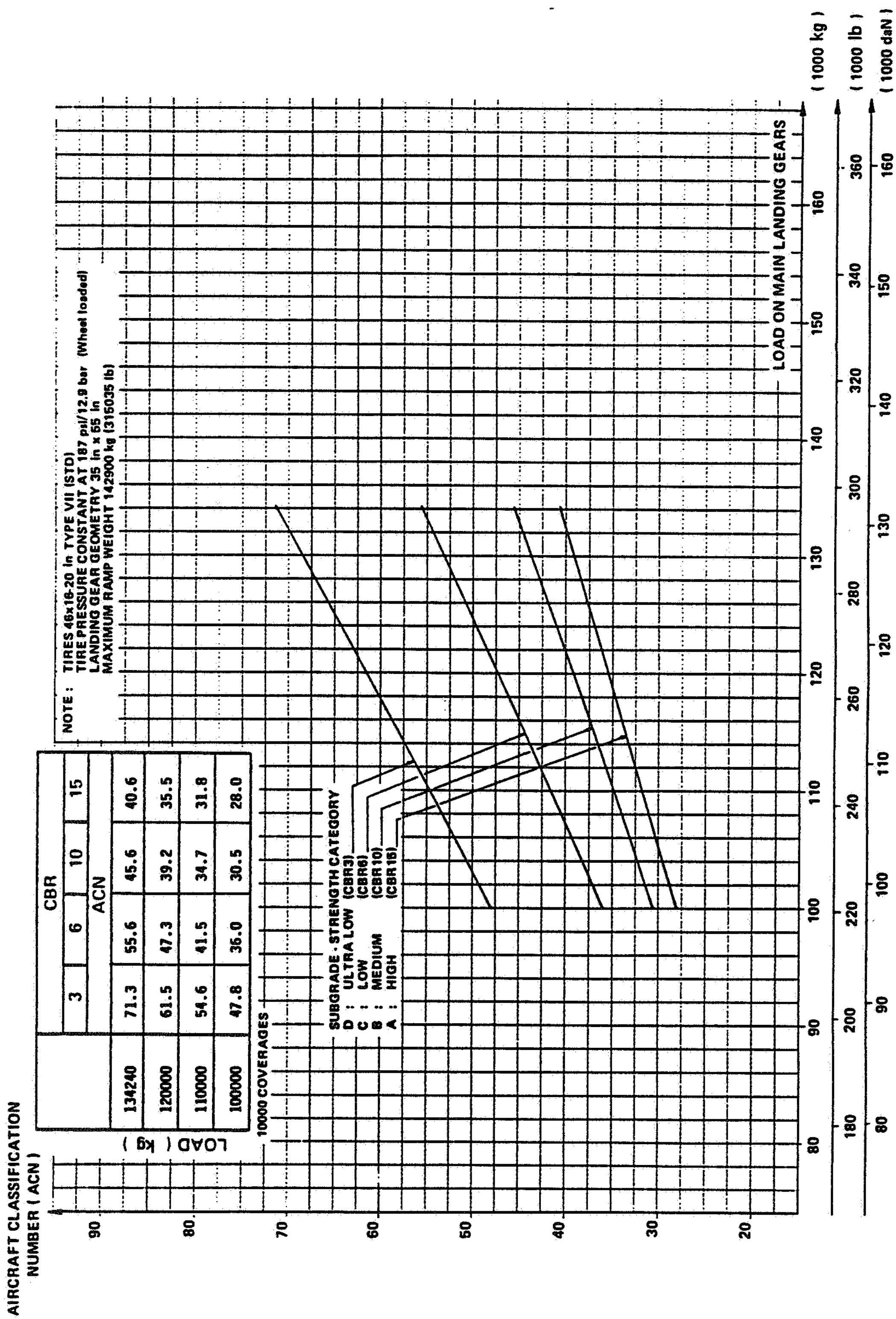
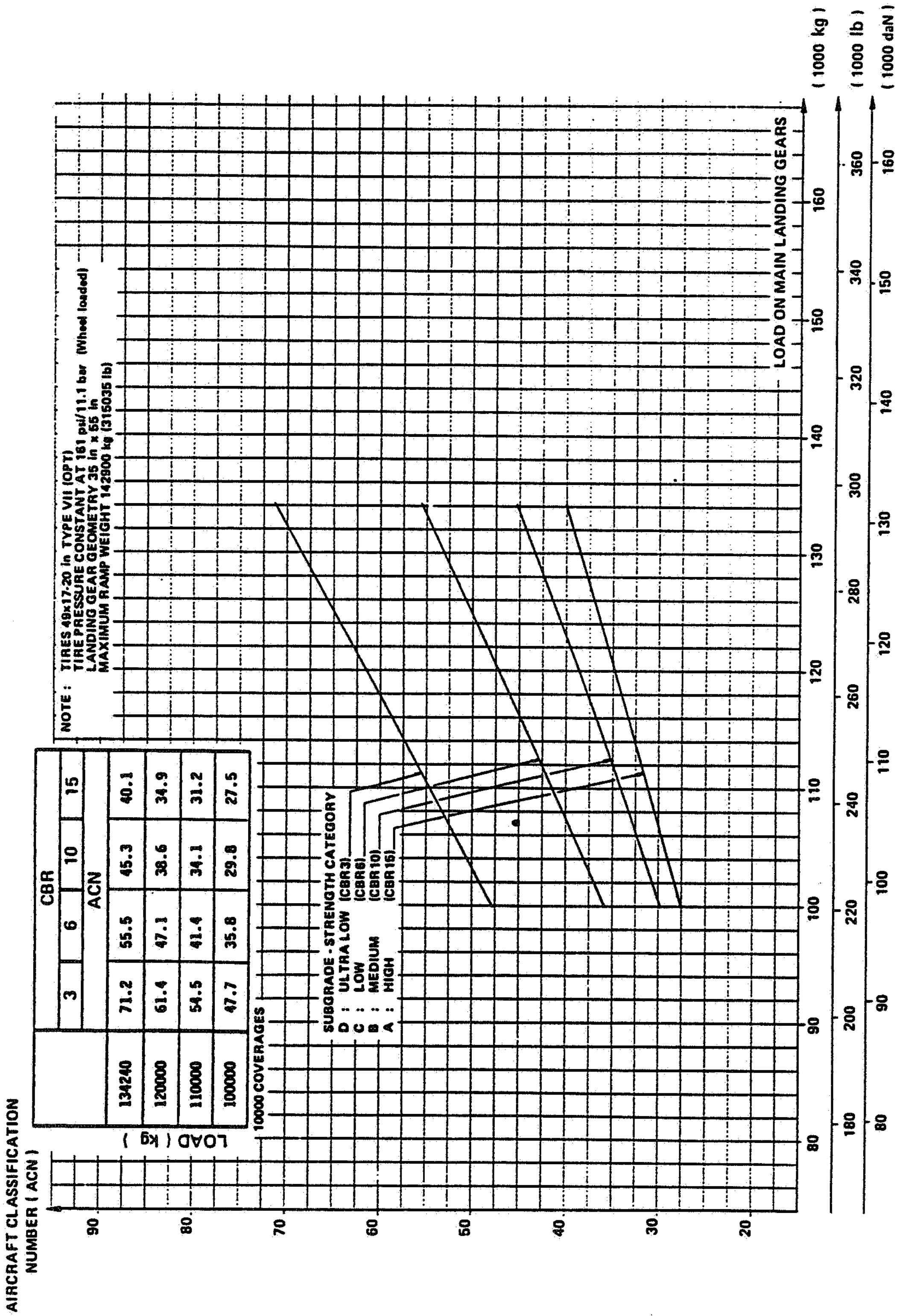


LOAD (kg)	CBR 3	CBR 6	CBR 10	CBR 15
	ACN			
134240	71.3	55.6	45.6	40.6
120000	61.5	47.3	39.2	35.5
110000	54.6	41.5	34.7	31.8
100000	47.8	36.0	30.5	28.0

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



LOAD (kg)	CBR 3	CBR 6	CBR 10	CBR 15
	ACN			
134240	71.2	55.5	45.3	40.1
120000	61.4	47.1	38.6	34.9
110000	54.5	41.4	34.1	31.2
100000	47.7	35.8	29.8	27.5

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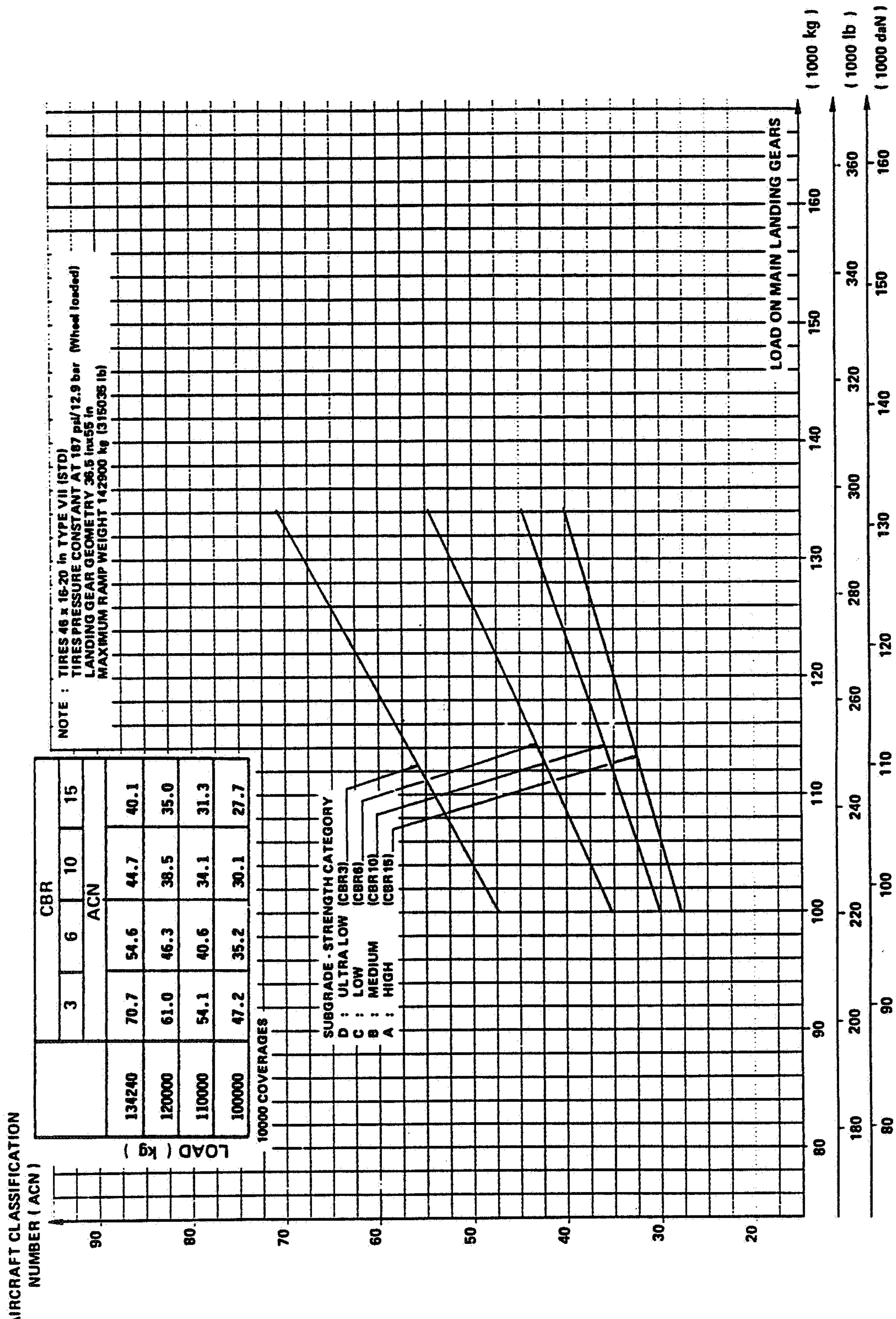
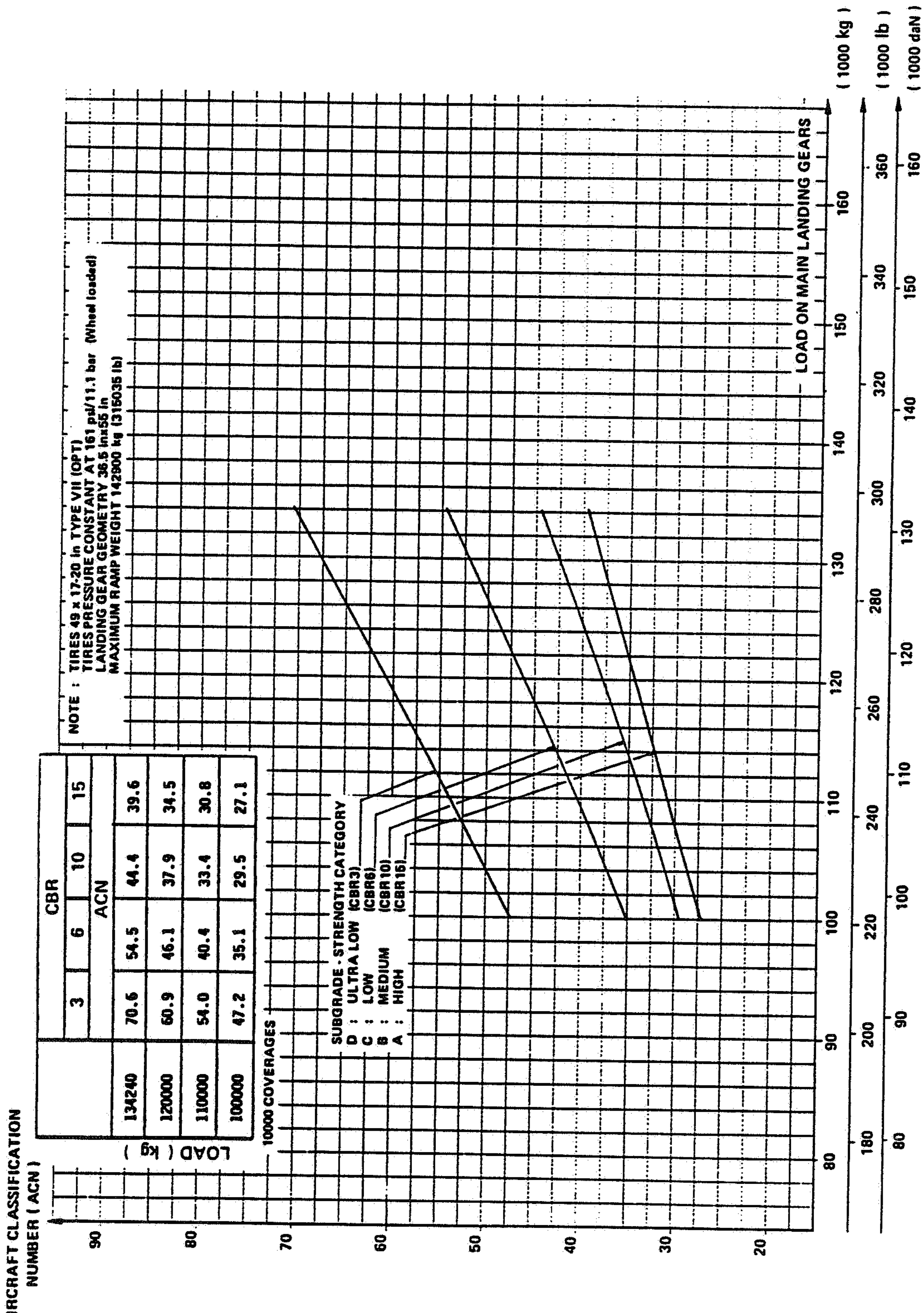
7.9.1.4 AIRCRAFT CLASSIFICATION NUMBER
FLEXIBLE PAVEMENT - OPTIONAL TIRES
MODEL B2-142t



LOAD (kg)	CBR 3	CBR 6	CBR 10	CBR 15
	ACN			
134240	70.7	54.6	44.7	40.1
120000	61.0	46.3	38.5	35.0
110000	54.1	40.6	34.1	31.3
100000	47.2	35.2	30.1	27.7

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



LOAD (kg)	CBR 3	CBR 6	CBR 10	CBR 15
	ACN			
134240	70.6	54.5	44.4	39.6
120000	60.9	46.1	37.9	34.5
110000	54.0	40.4	33.4	30.8
100000	47.2	35.1	29.5	27.1

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

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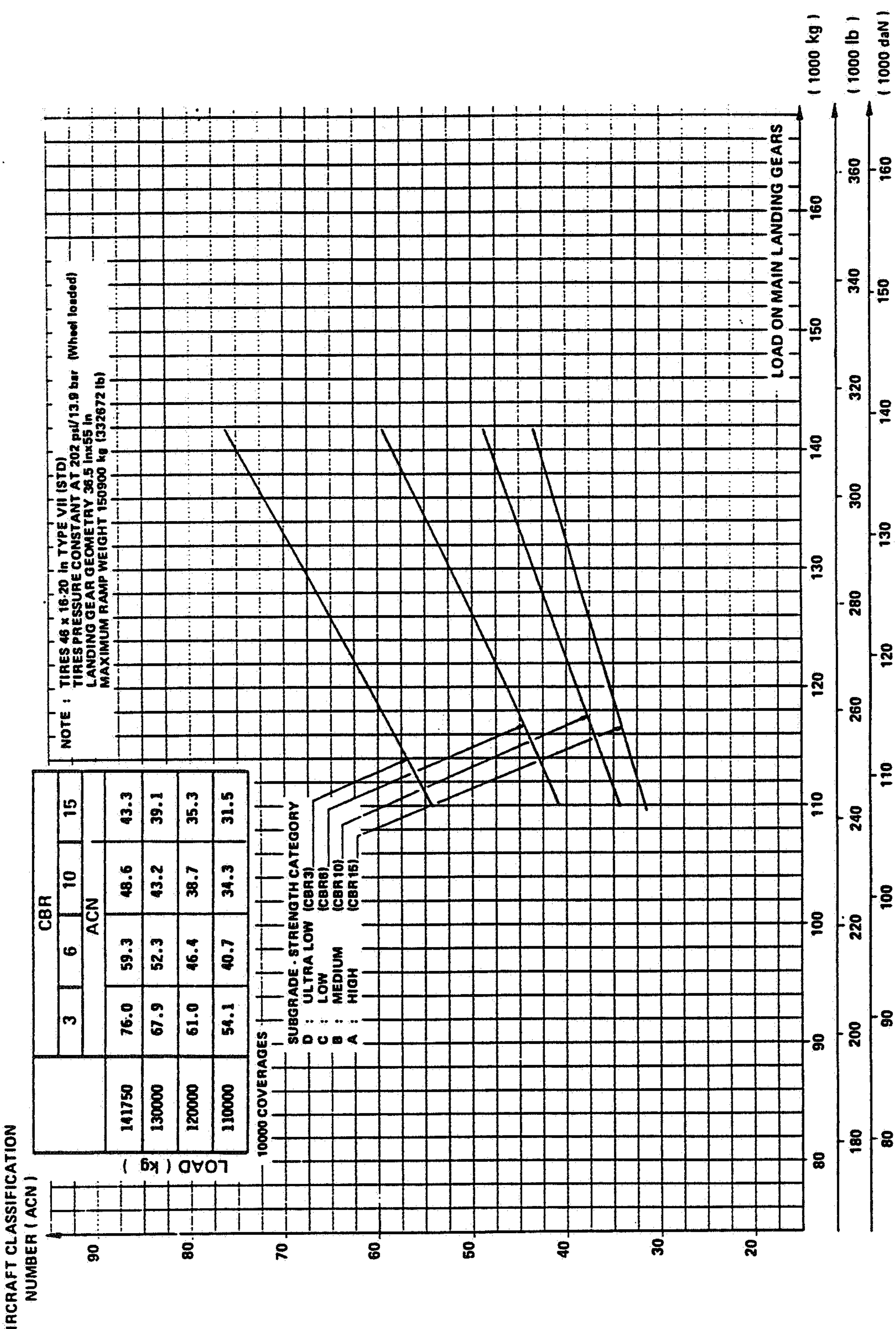
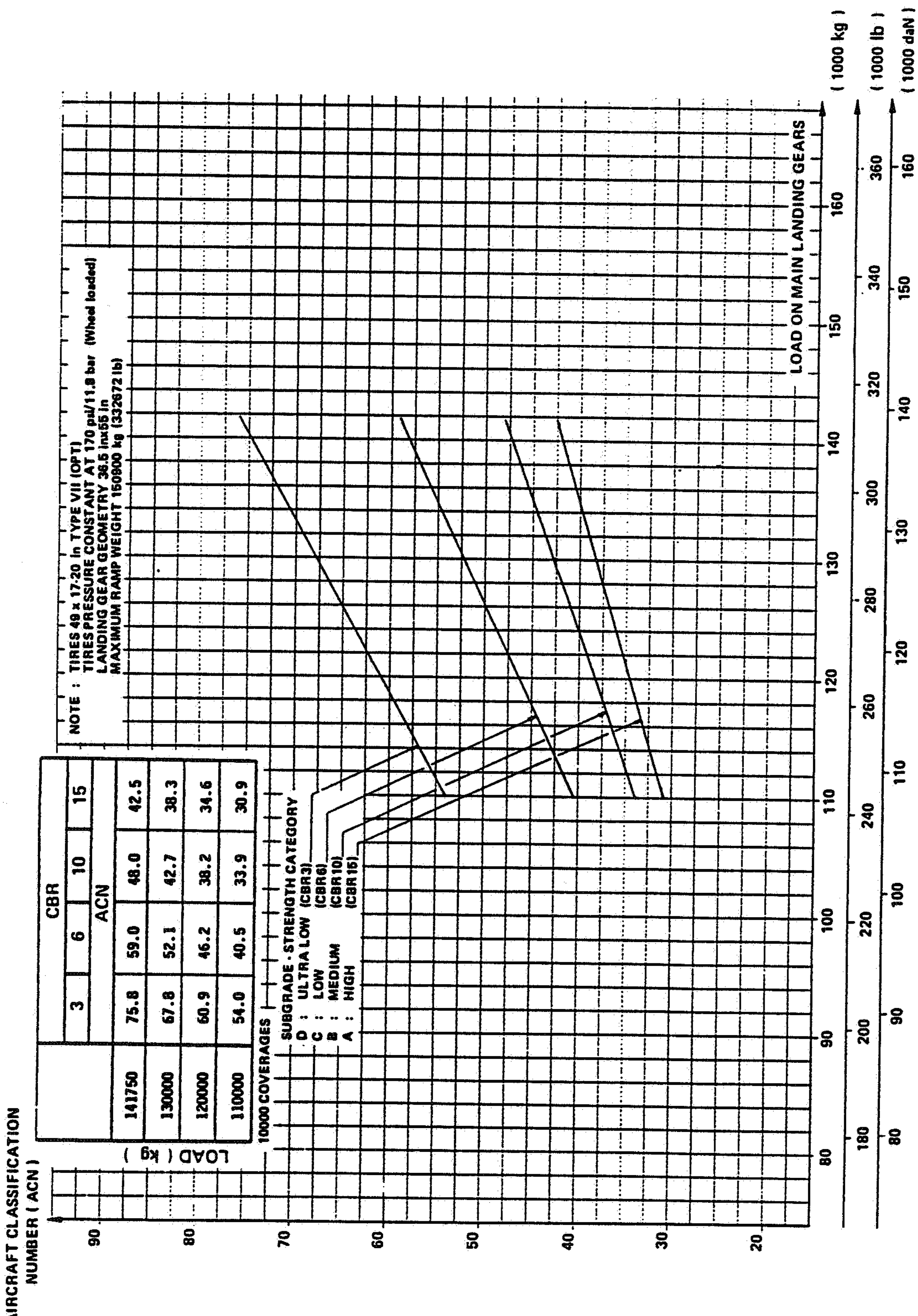


LOAD (kg)	CBR 3	CBR 6	CBR 10	CBR 15
	ACN			
141750	76.0	59.3	48.6	43.3
130000	67.9	52.3	43.2	39.1
120000	61.0	46.4	38.7	35.3
110000	54.1	40.7	34.3	31.5

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



LOAD (kg)	CBR 3	CBR 6	CBR 10	CBR 15
	ACN			
141750	75.8	59.0	48.0	42.5
130000	67.8	52.1	42.7	38.3
120000	60.9	46.2	38.2	34.6
110000	54.0	40.5	33.9	30.9

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

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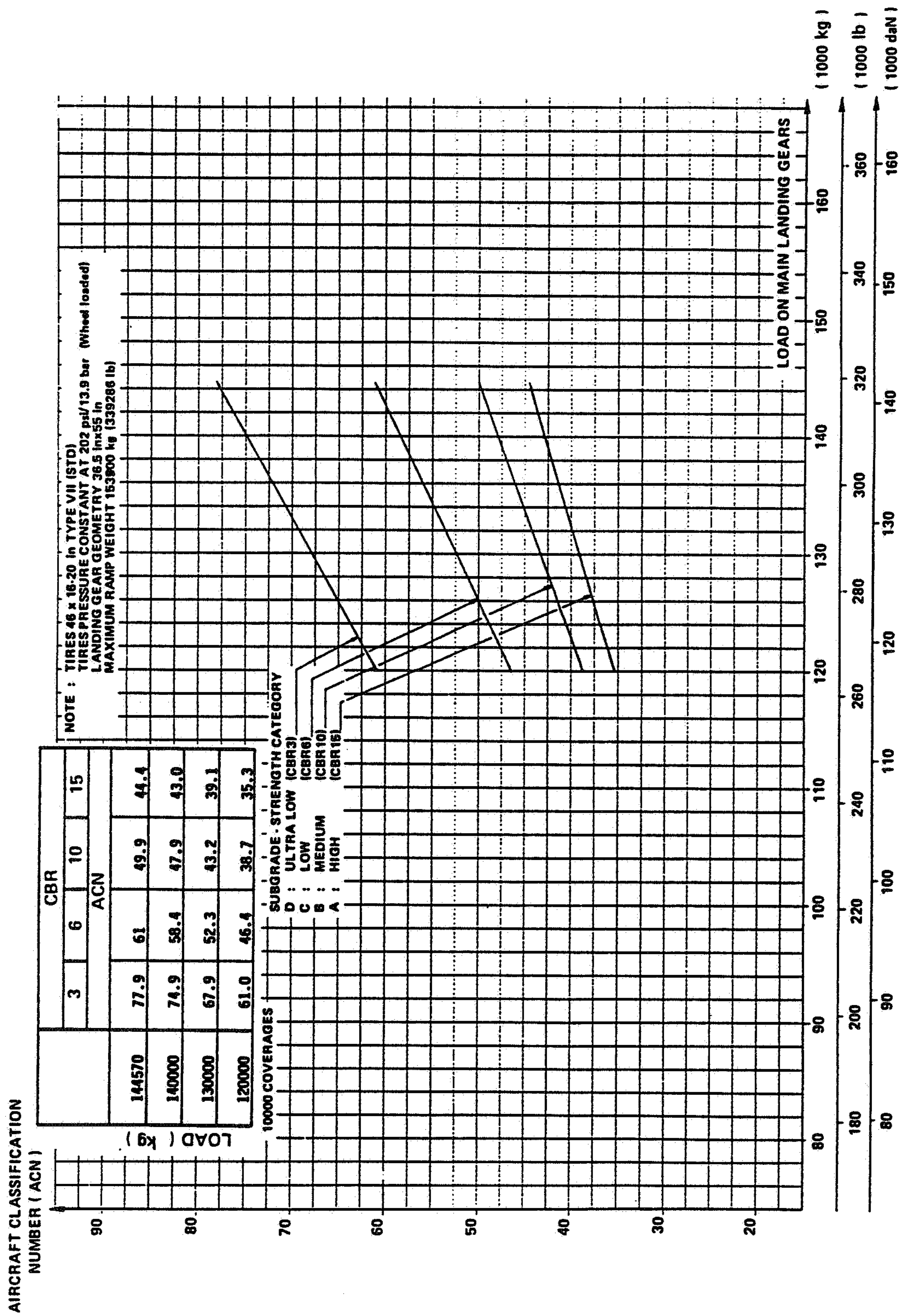
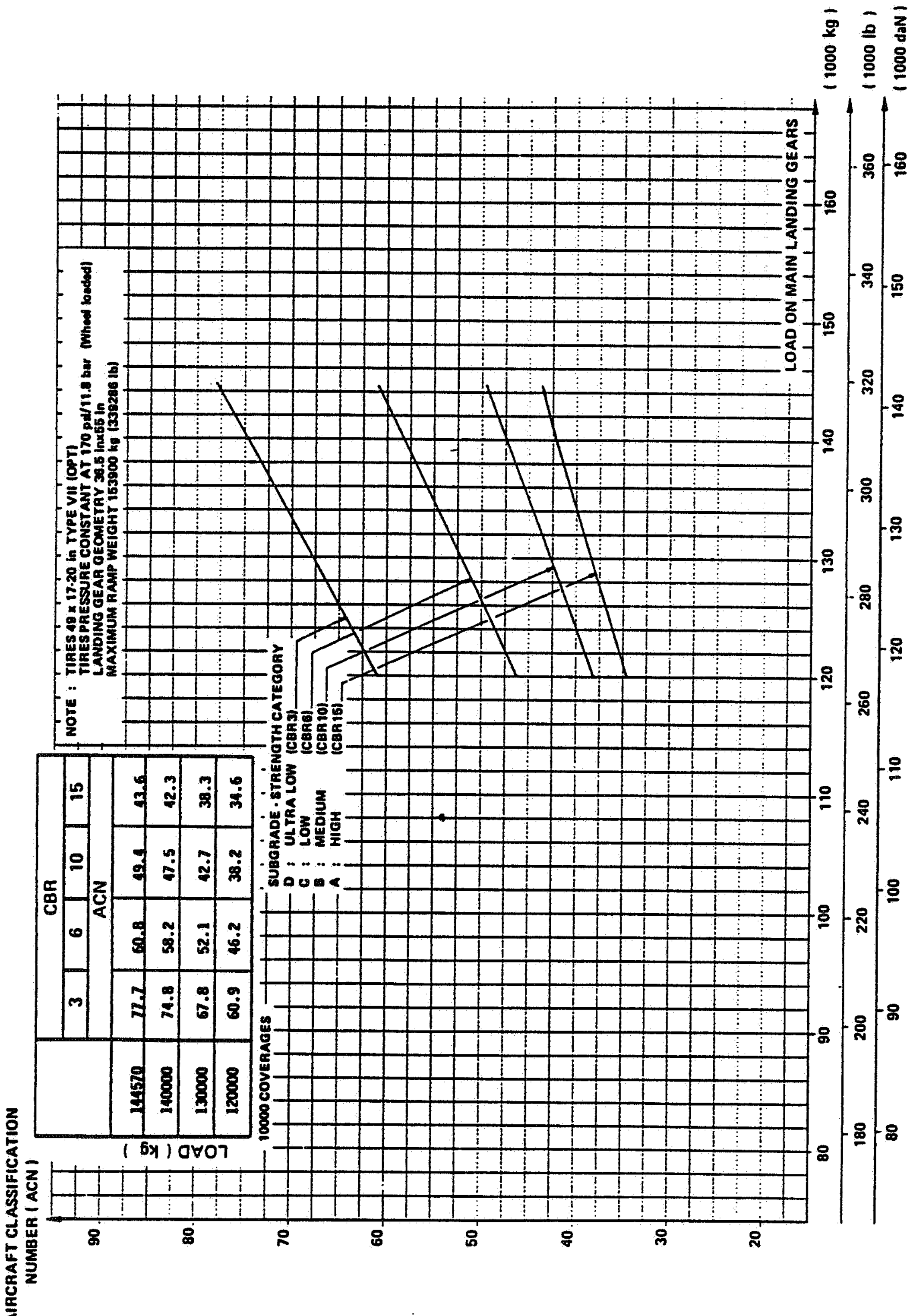


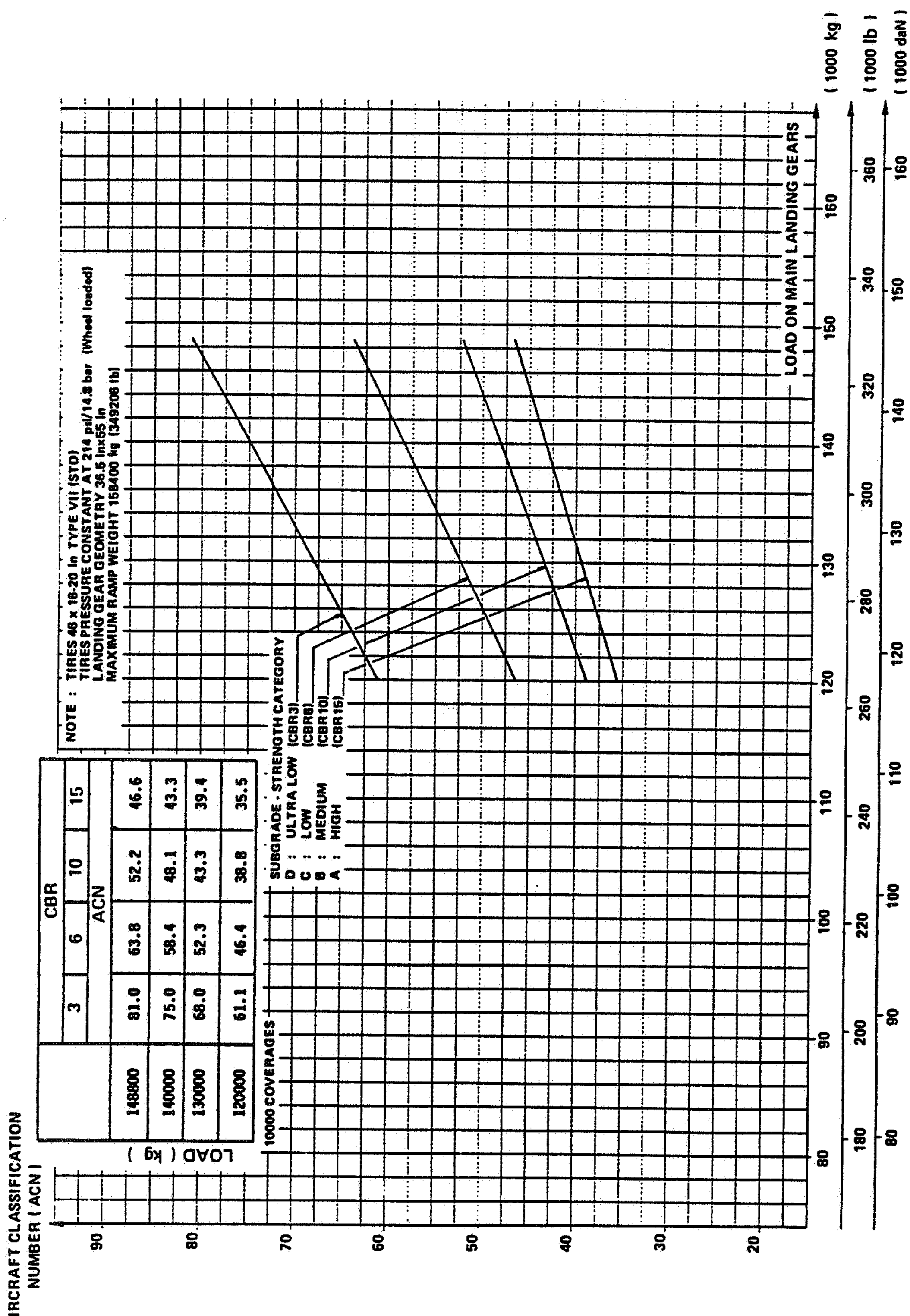
LOAD (kg)	CBR 3	CBR 6	CBR 10	CBR 15
	ACN			
144570	77.9	61	49.9	44.4
140000	74.9	58.4	47.9	43.0
130000	67.9	52.3	43.2	39.1
120000	61.0	46.4	38.7	35.3

7.9.3.3 AIRCRAFT CLASSIFICATION NUMBER
FLEXIBLE PAVEMENT - STANDARD TIRES
MODEL B4-153t



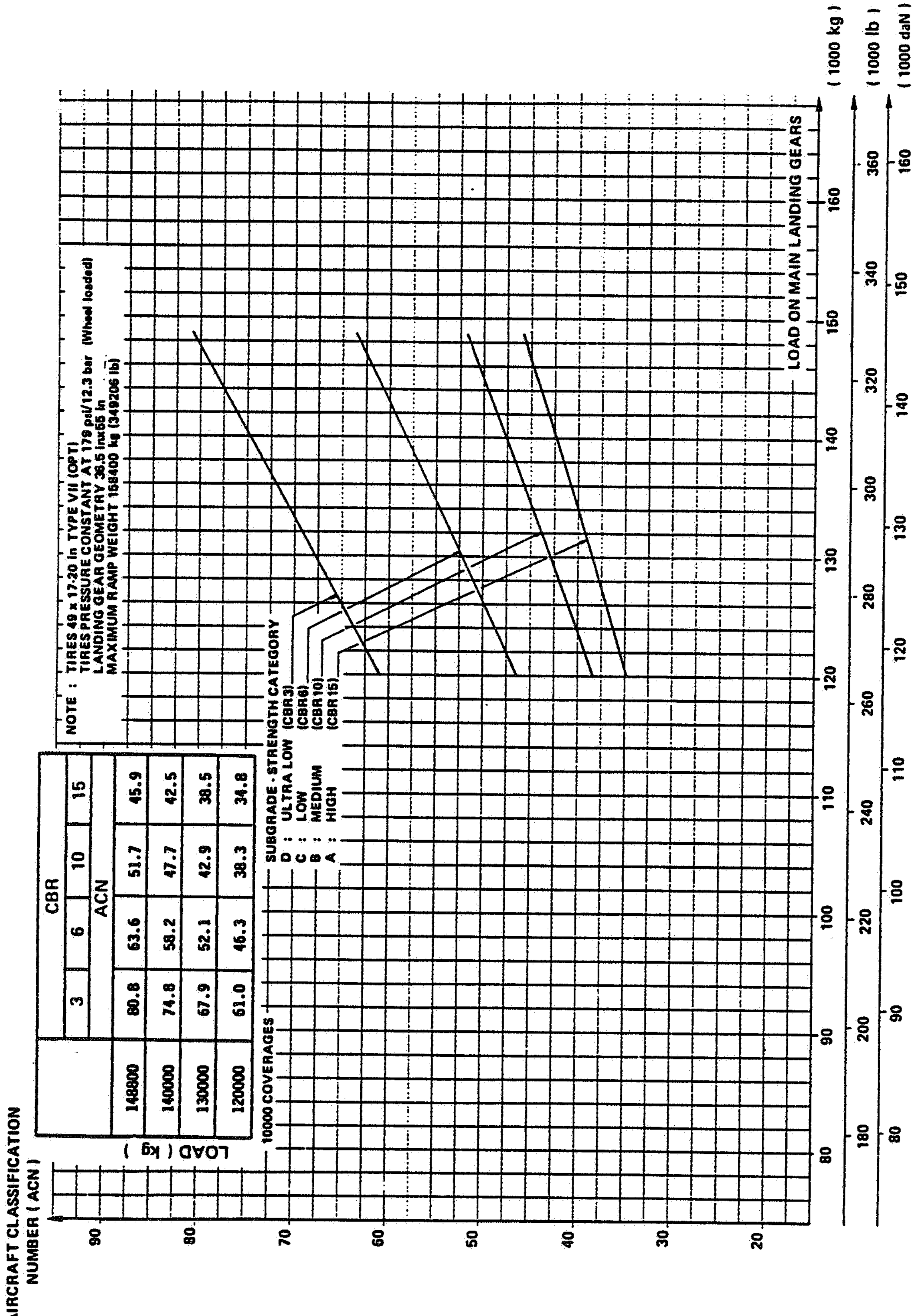
LOAD (kg)	CBR 3	CBR 6	CBR 10	CBR 15
	ACN			
144570	77.7	60.8	49.4	43.6
140000	74.8	58.2	47.5	42.3
130000	67.8	52.1	42.7	38.3
120000	60.9	46.2	38.2	34.6

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



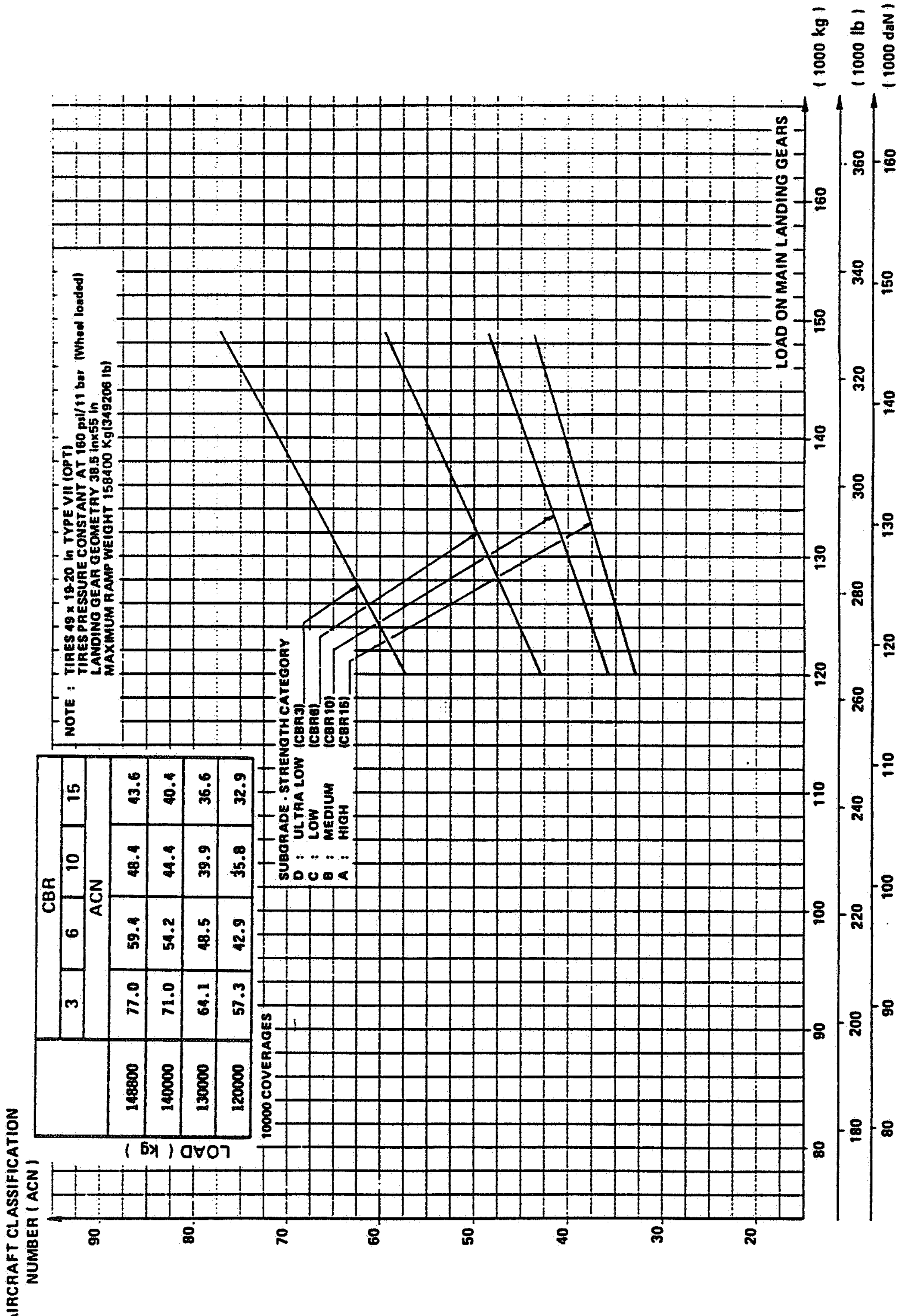
LOAD (kg)	CBR 3	CBR 6	CBR 10	CBR 15
	ACN			
148800	81.0	63.8	52.2	46.6
140000	75.0	58.4	48.1	43.3
130000	68.0	52.3	43.3	39.4
120000	61.1	46.4	38.8	35.5

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



LOAD (kg)	CBR 3 ACN	CBR 6 ACN	CBR 10 ACN	CBR 15 ACN
148800	80.8	63.6	51.7	45.9
140000	74.8	58.2	47.7	42.5
130000	67.9	52.1	42.9	38.5
120000	61.0	46.3	38.3	34.8

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



LOAD (kg)	CBR 3	6	10	15
	ACN			
148800	77.0	59.4	48.4	43.6
140000	71.0	54.2	44.4	40.4
130000	64.1	48.5	39.9	36.6
120000	57.3	42.9	35.8	32.9

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

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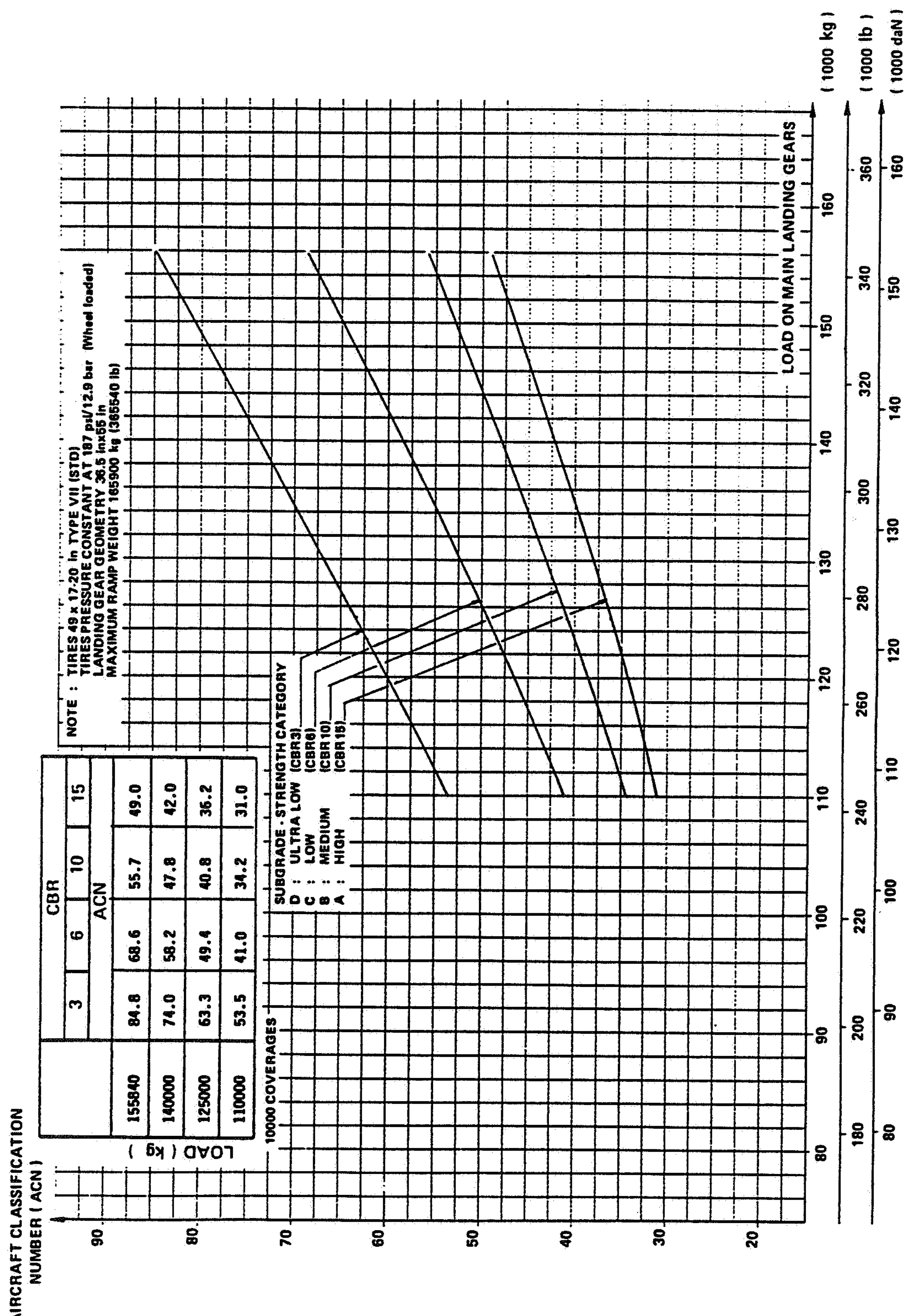
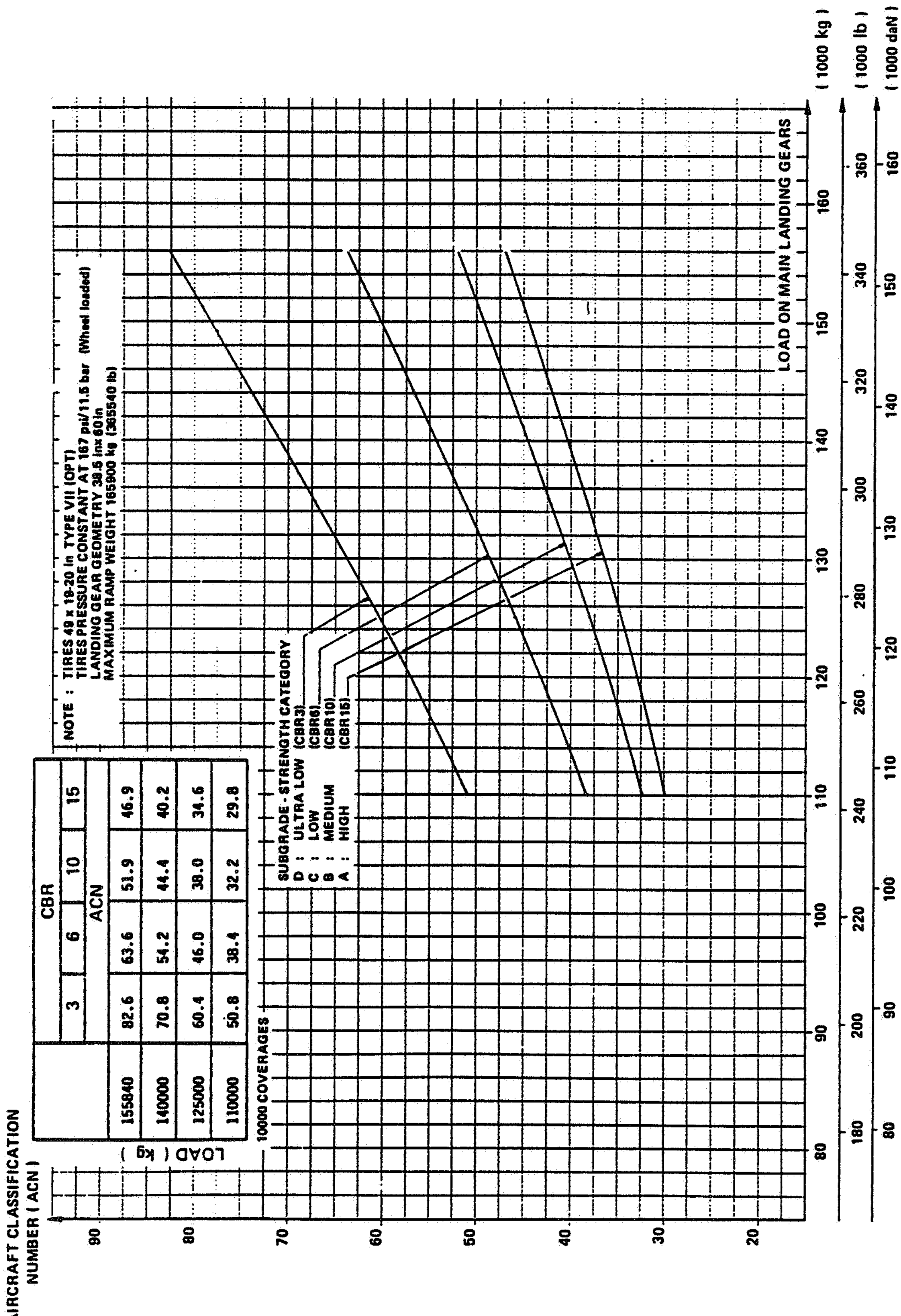


LOAD (kg)	CBR 3	CBR 6	CBR 10	CBR 15
	ACN			
155840	84.8	68.6	55.7	49.0
140000	74.0	58.2	47.8	42.0
125000	63.3	49.4	40.8	36.2
110000	53.5	41.0	34.2	31.0

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



LOAD (kg)	CBR 3	CBR 6	CBR 10	CBR 15
	ACN			
155840	82.6	63.6	51.9	46.9
140000	70.8	54.2	44.4	40.2
125000	60.4	46.0	38.0	34.6
110000	50.8	38.4	32.2	29.8

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

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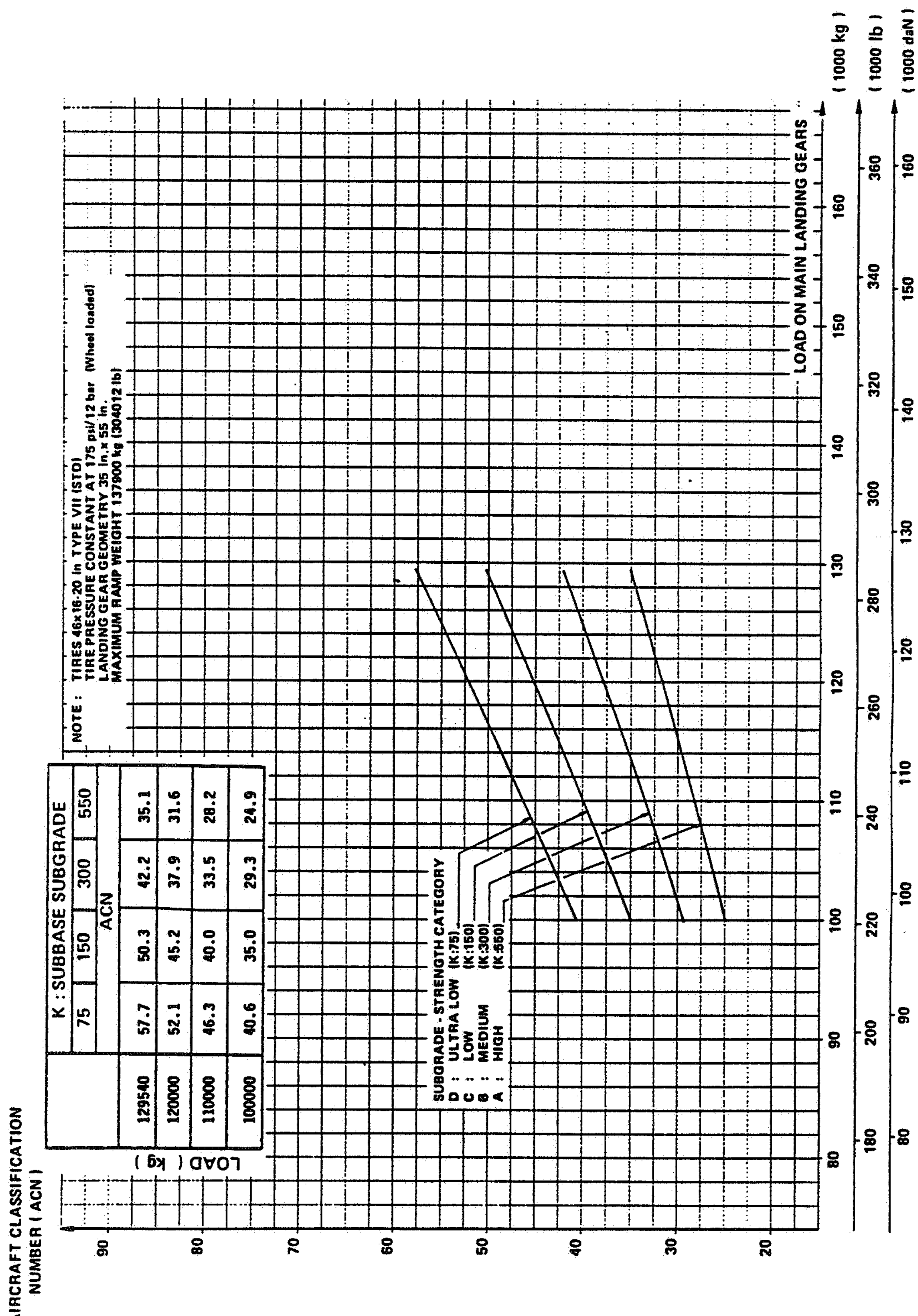

LOAD (kg)	K : SUBBASE SUBGRADE 75	150	300	550
	ACN			
129540	57.7	50.3	42.2	35.1
120000	52.1	45.2	37.9	31.6
110000	46.3	40.0	33.5	28.2
100000	40.6	35.0	29.3	24.9

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

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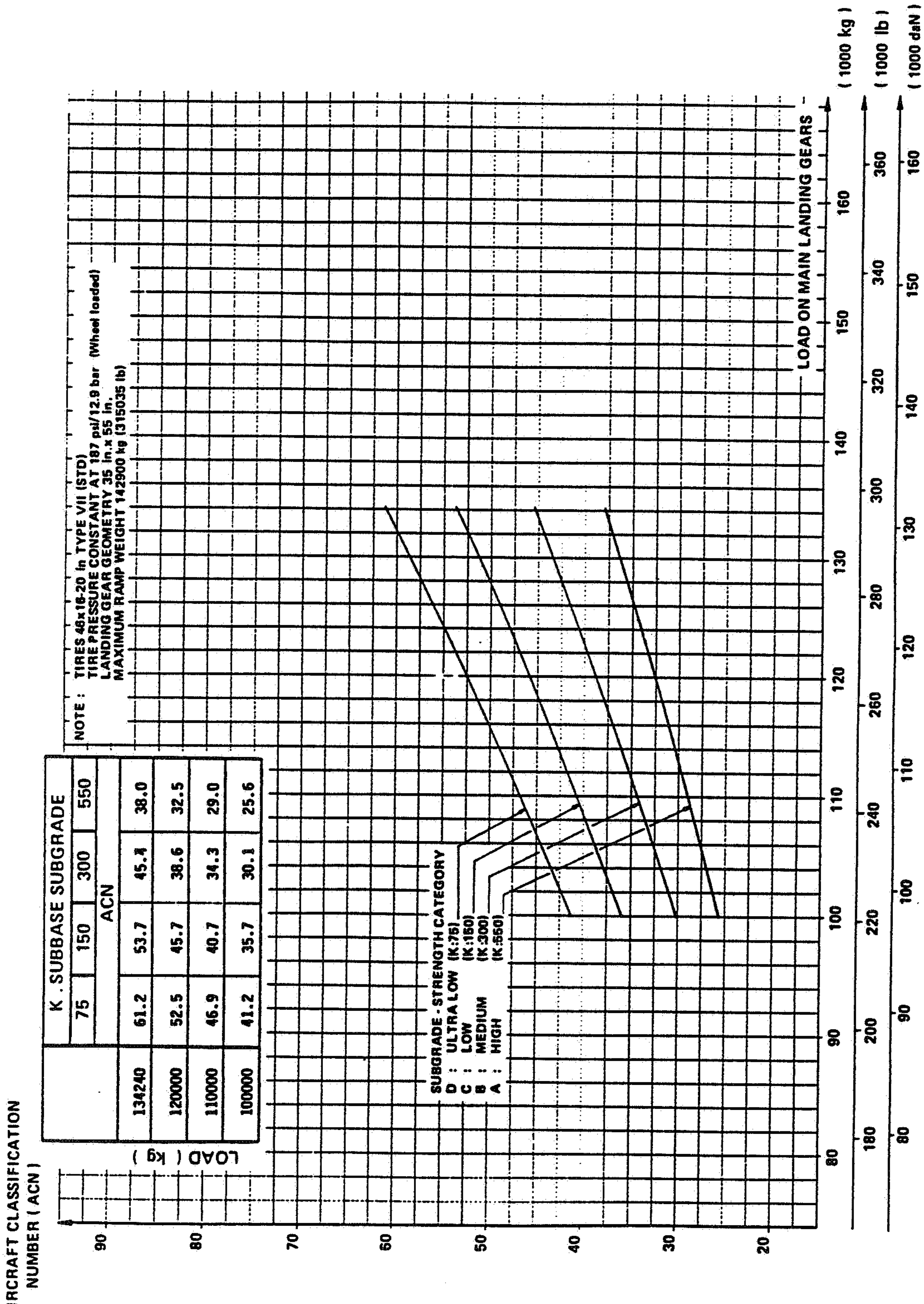
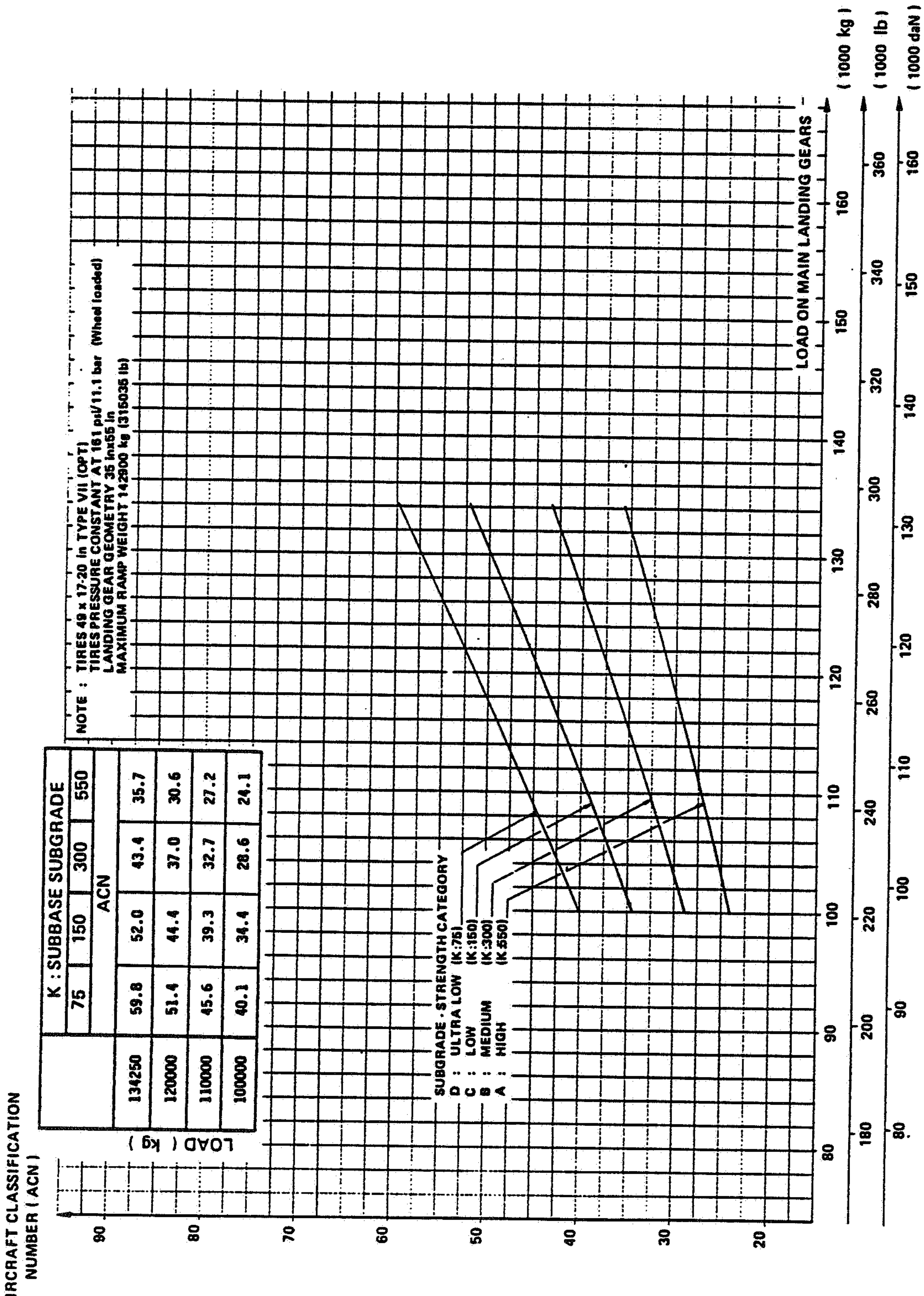


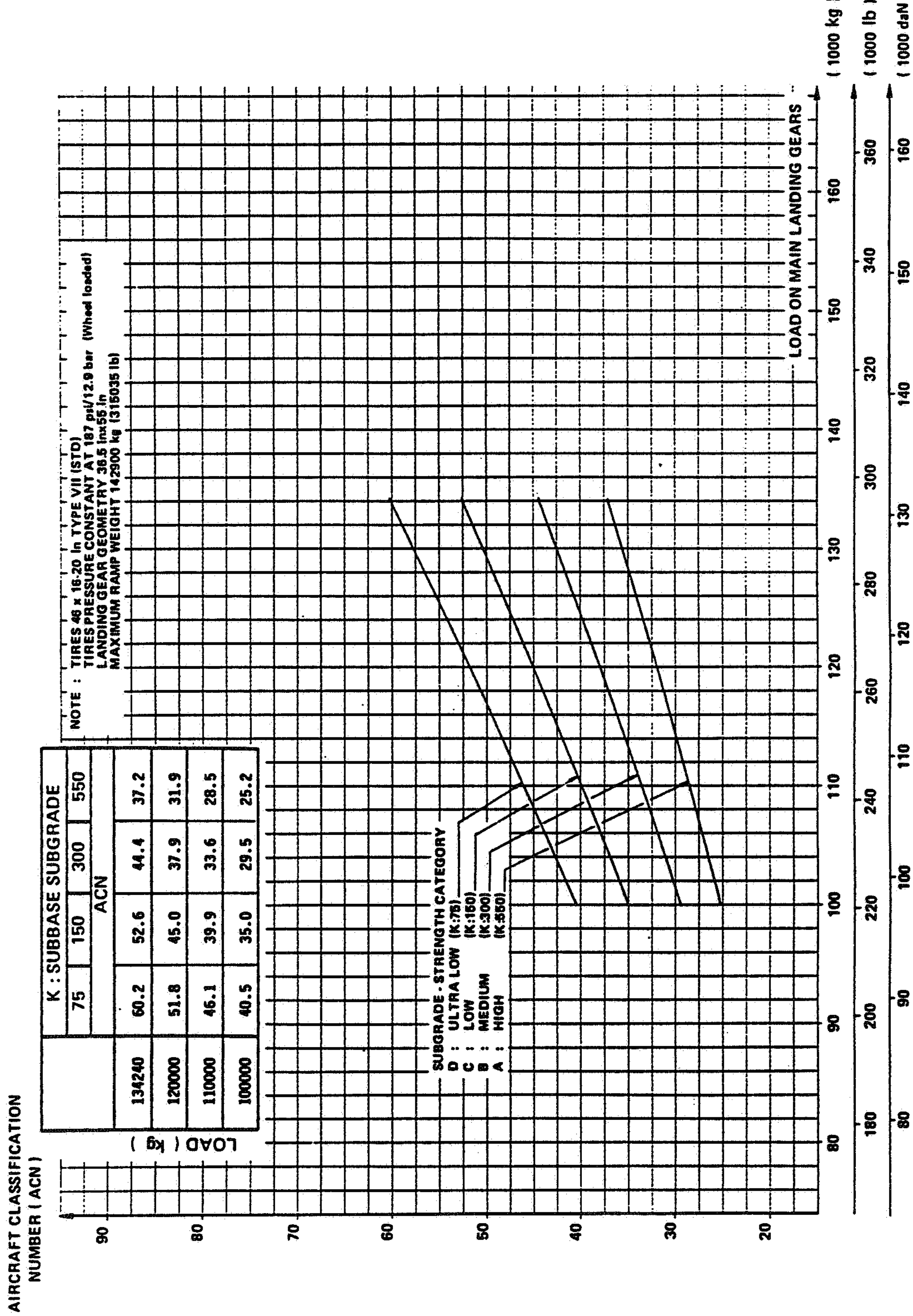
LOAD (kg)	K . SUBBASE SUBGRADE 75	150	300	550
	ACN			
134240	61.2	53.7	45.4	38.0
120000	52.5	45.7	38.6	32.5
110000	46.9	40.7	34.3	29.0
100000	41.2	35.7	30.1	25.6

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



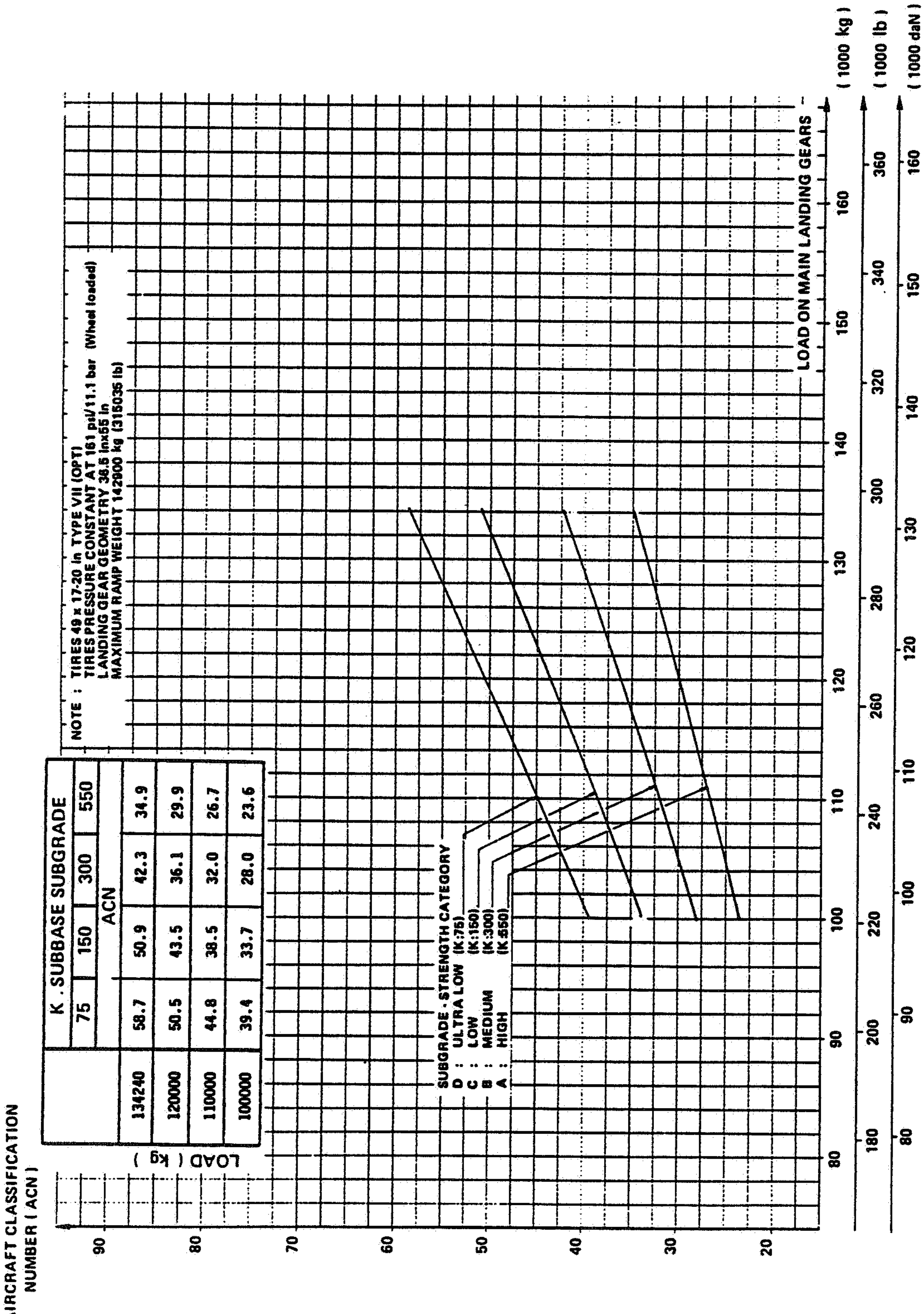
LOAD (kg)	K : SUBBASE SUBGRADE 75	150	300	550
	ACN			
134250	59.8	52.0	43.4	35.7
120000	51.4	44.4	37.0	30.6
110000	45.6	39.3	32.7	27.2
100000	40.1	34.4	28.6	24.1

7.9.4.4 AIRCRAFT CLASSIFICATION NUMBER
RIGID PAVEMENT - OPTIONAL TIRES
MODEL B2-142t



LOAD (kg)	K : SUBBASE SUBGRADE 75	150	300	550
	ACN			
134240	60.2	52.6	44.4	37.2
120000	51.8	45.0	37.9	31.9
110000	46.1	39.9	33.6	28.5
100000	40.5	35.0	29.5	25.2

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



LOAD (kg)	K . SUBBASE SUBGRADE 75	150	300	550
	ACN			
134240	58.7	50.9	42.3	34.9
120000	50.5	43.5	36.1	29.9
110000	44.8	38.5	32.0	26.7
100000	39.4	33.7	28.0	23.6

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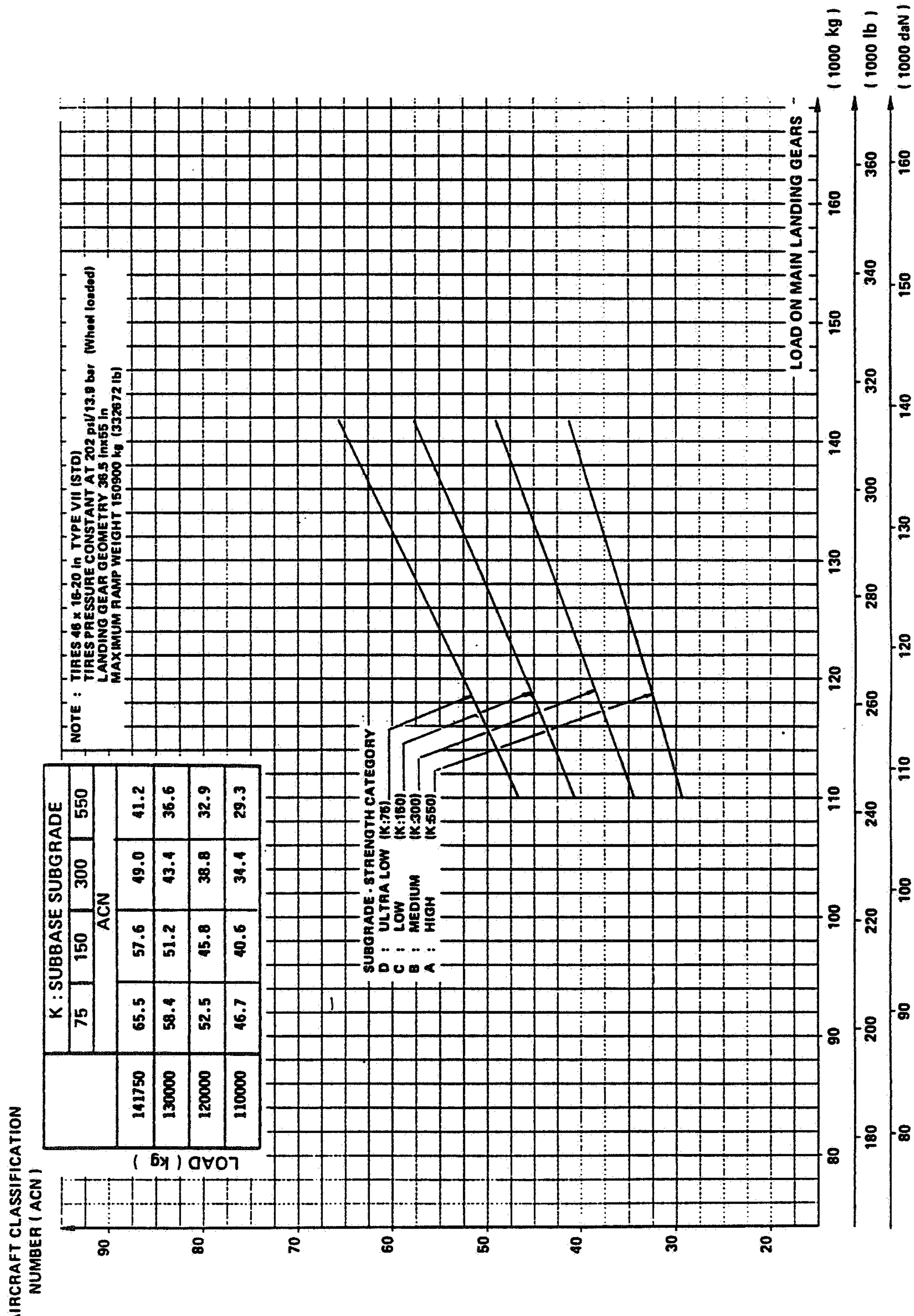
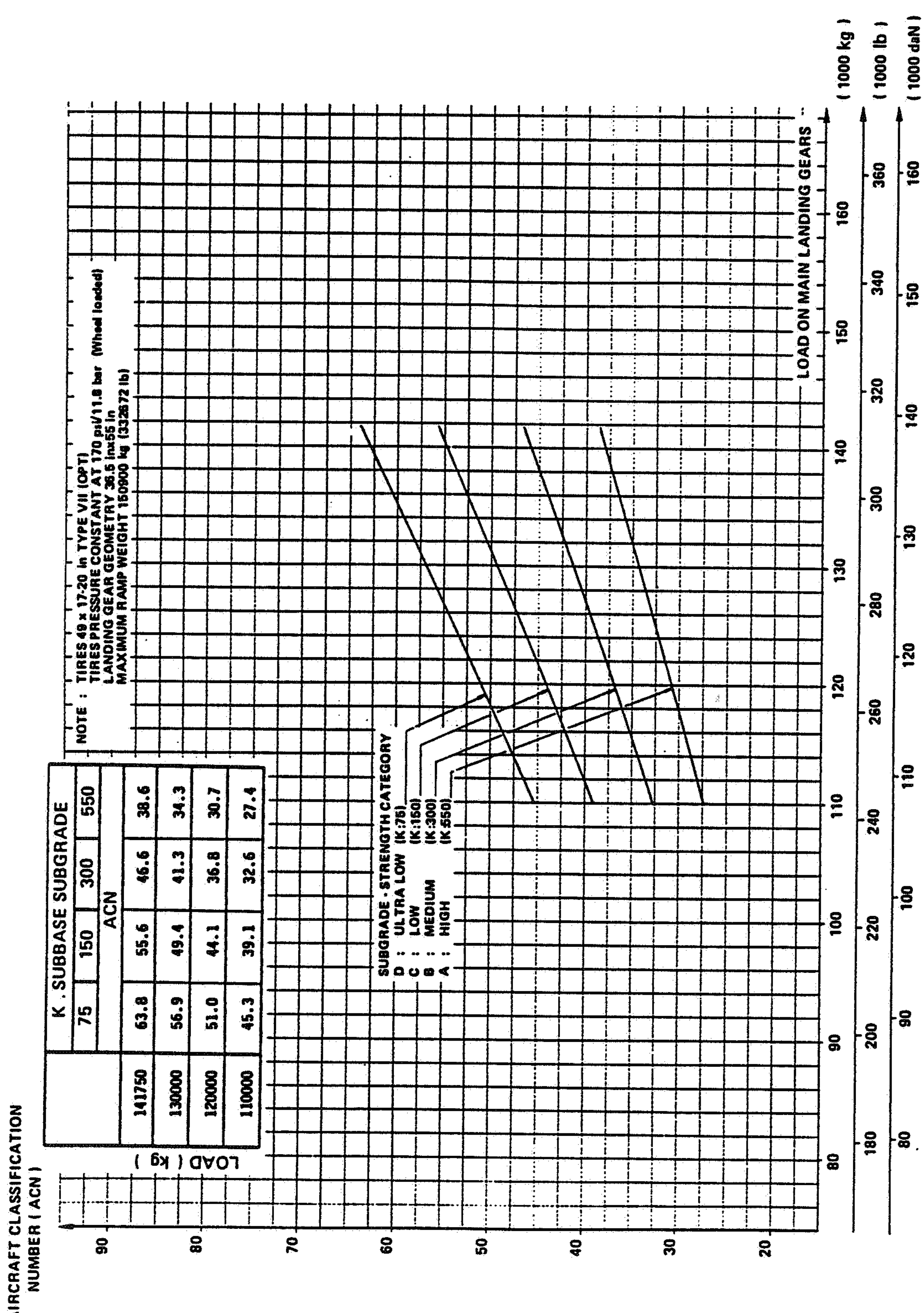
7.9.5.2 AIRCRAFT CLASSIFICATION NUMBER
RIGID PAVEMENT - OPTIONAL TIRES
MODEL B2K - 142t

Printed in France



LOAD (kg)	K : SUBBASE SUBGRADE 75	150	300	550
	ACN			
141750	65.5	57.6	49.0	41.2
130000	58.4	51.2	43.4	36.6
120000	52.5	45.8	38.8	32.9
110000	46.7	40.6	34.4	29.3

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



LOAD (kg)	K . SUBBASE SUBGRADE 75	150	300	550
	ACN			
141750	63.8	55.6	46.6	38.6
130000	56.9	49.4	41.3	34.3
120000	51.0	44.1	36.8	30.7
110000	45.3	39.1	32.6	27.4

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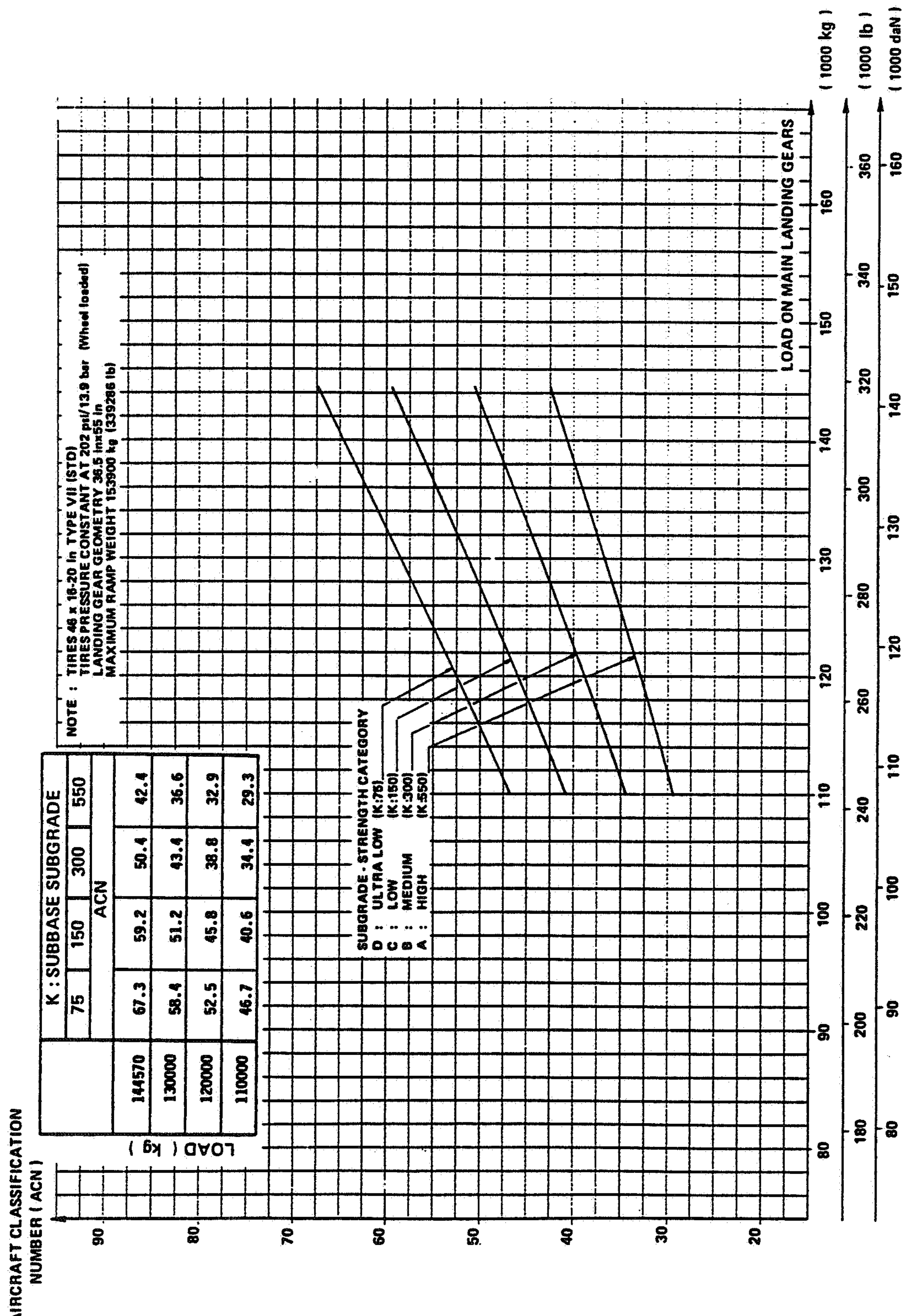
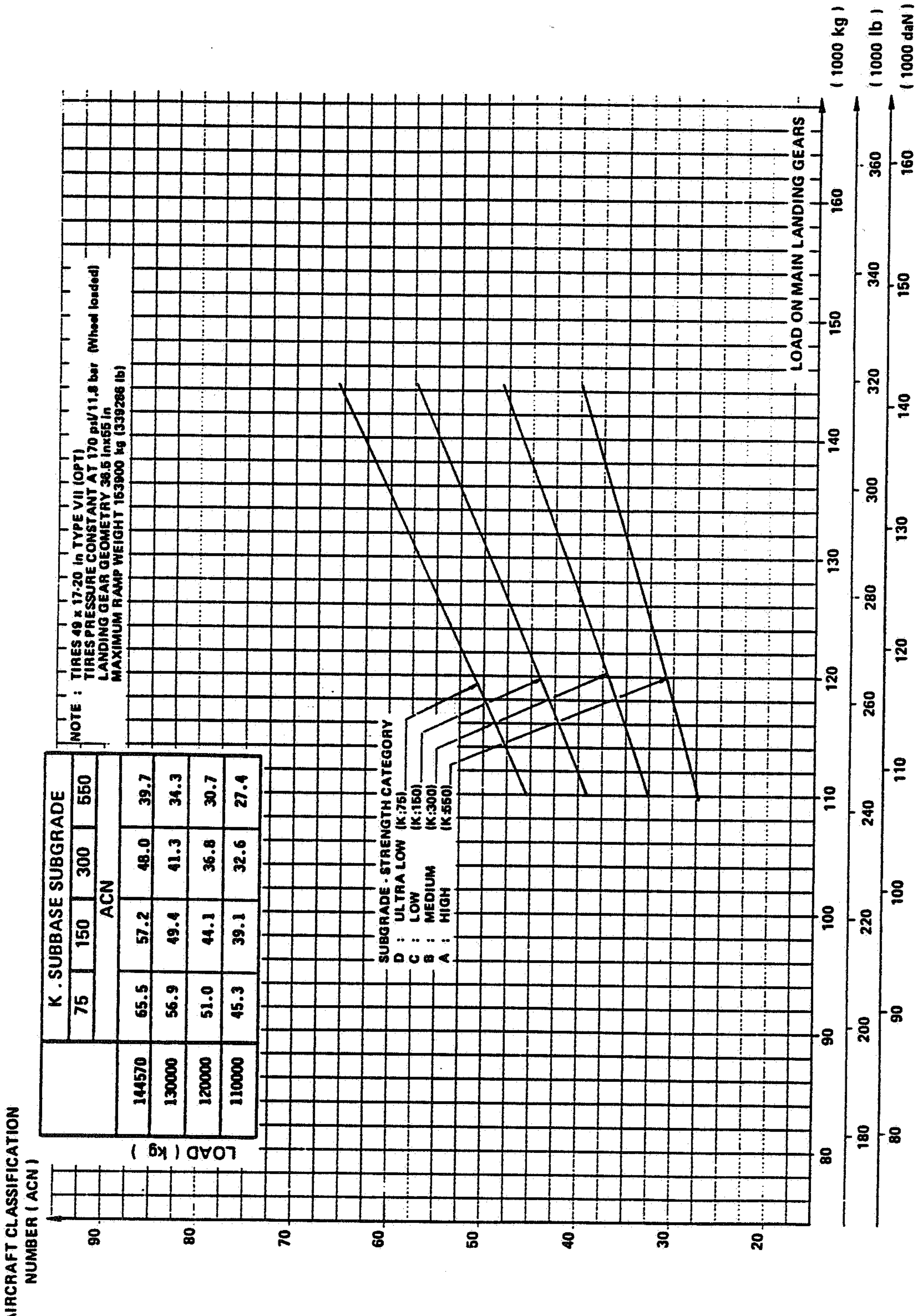
7.9.6.2 AIRCRAFT CLASSIFICATION NUMBER
RIGID PAVEMENT - OPTIONAL TIRES
MODEL B4-150t



LOAD (kg)	K : SUBBASE SUBGRADE 75	150	300	550
	ACN			
144570	67.3	59.2	50.4	42.4
130000	58.4	51.2	43.4	36.6
120000	52.5	45.8	38.8	32.9
110000	45.7	40.6	34.4	29.3

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



LOAD (kg)	K . SUBBASE SUBGRADE 75	150	300	550
	ACN			
144570	65.5	57.2	48.0	39.7
130000	56.9	49.4	41.3	34.3
120000	51.0	44.1	36.8	30.7
110000	45.3	39.1	32.6	27.4

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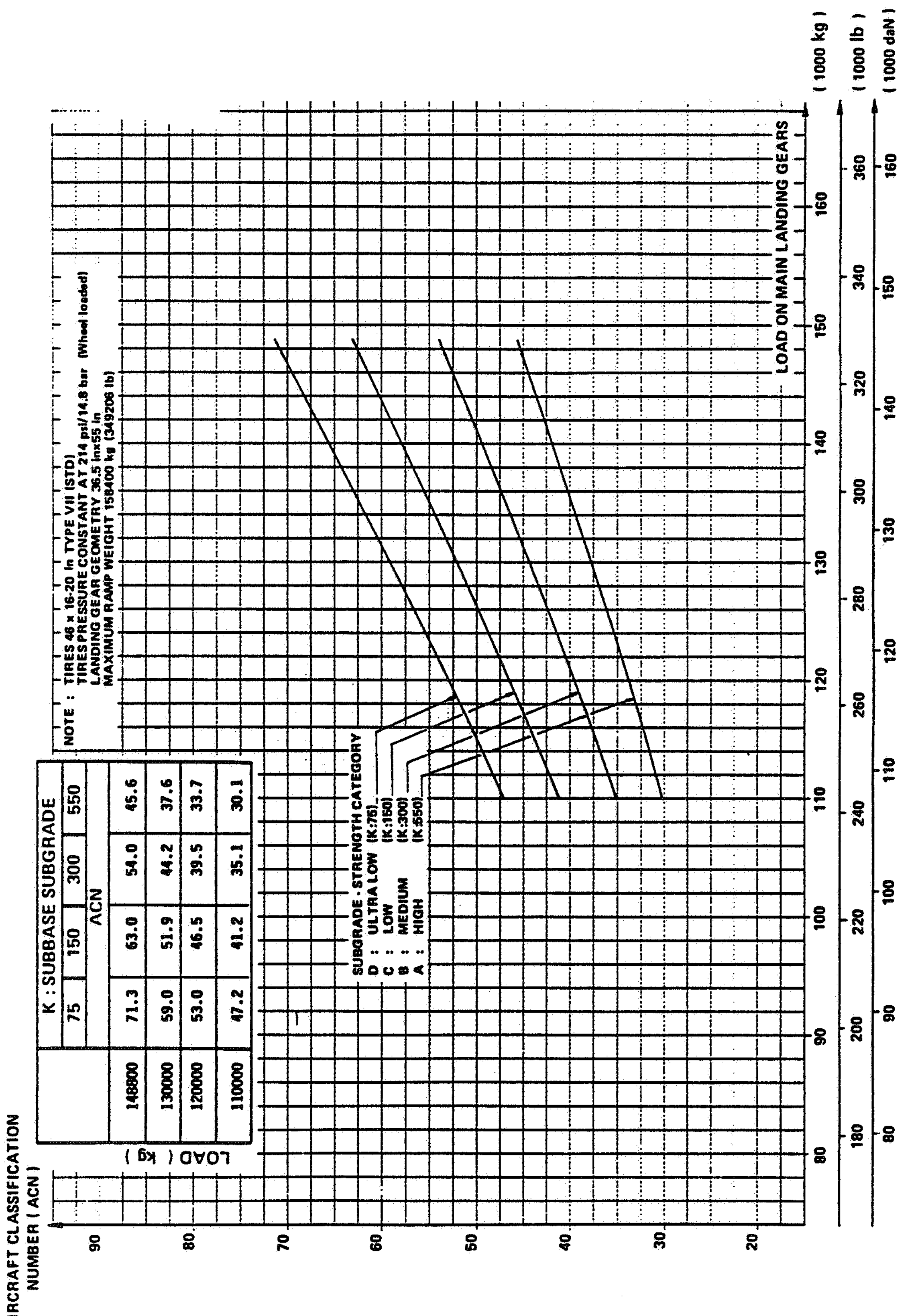
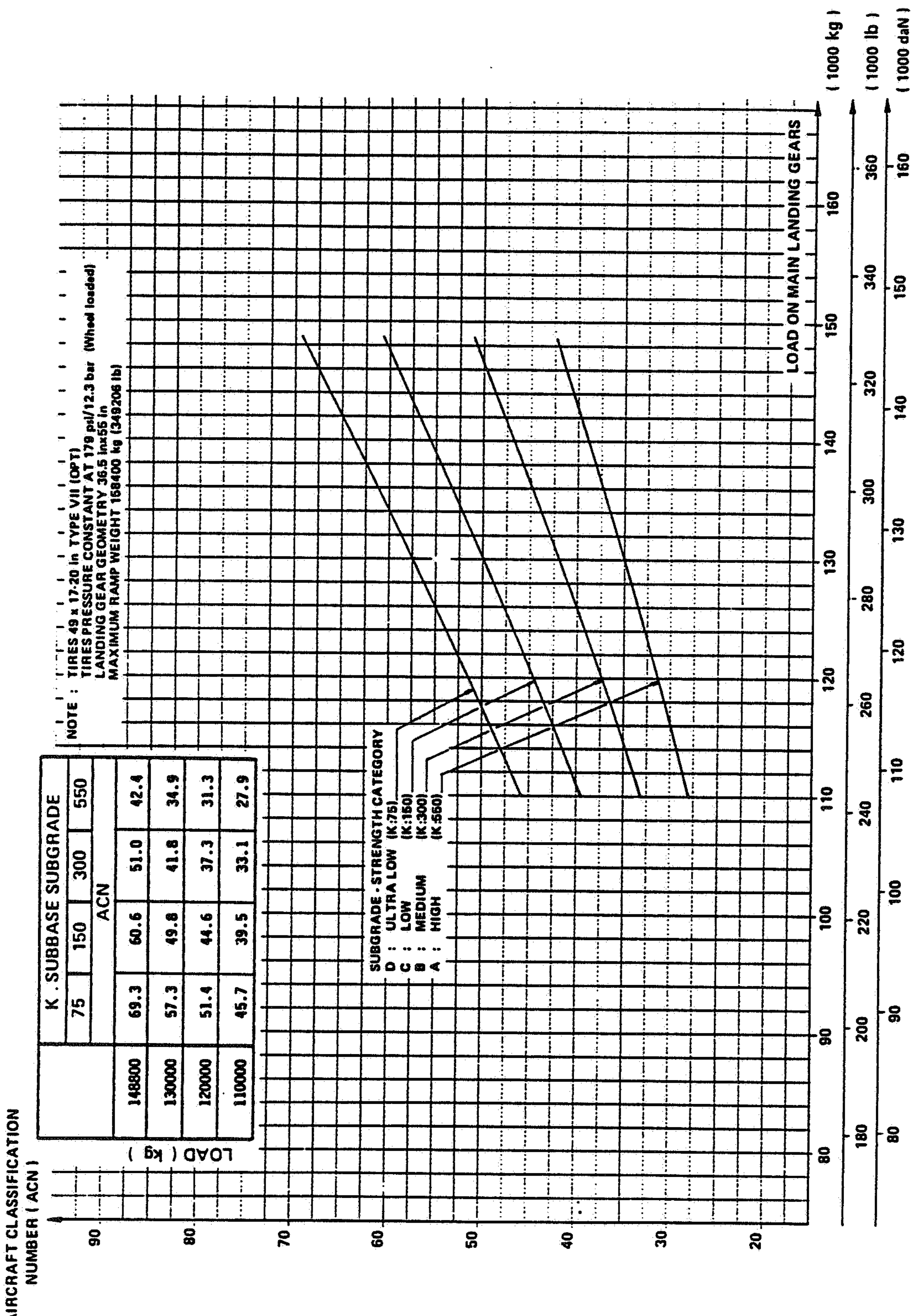
7.9.6.4 AIRCRAFT CLASSIFICATION NUMBER
RIGID PAVEMENT - OPTIONAL TIRES
MODEL B4-153t

Printed in France



LOAD (kg)	K : SUBBASE SUBGRADE 75	150	300	550
	ACN			
148800	71.3	63.0	54.0	45.6
130000	59.0	51.9	44.2	37.6
120000	53.0	46.5	39.5	33.7
110000	47.2	41.2	35.1	30.1

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

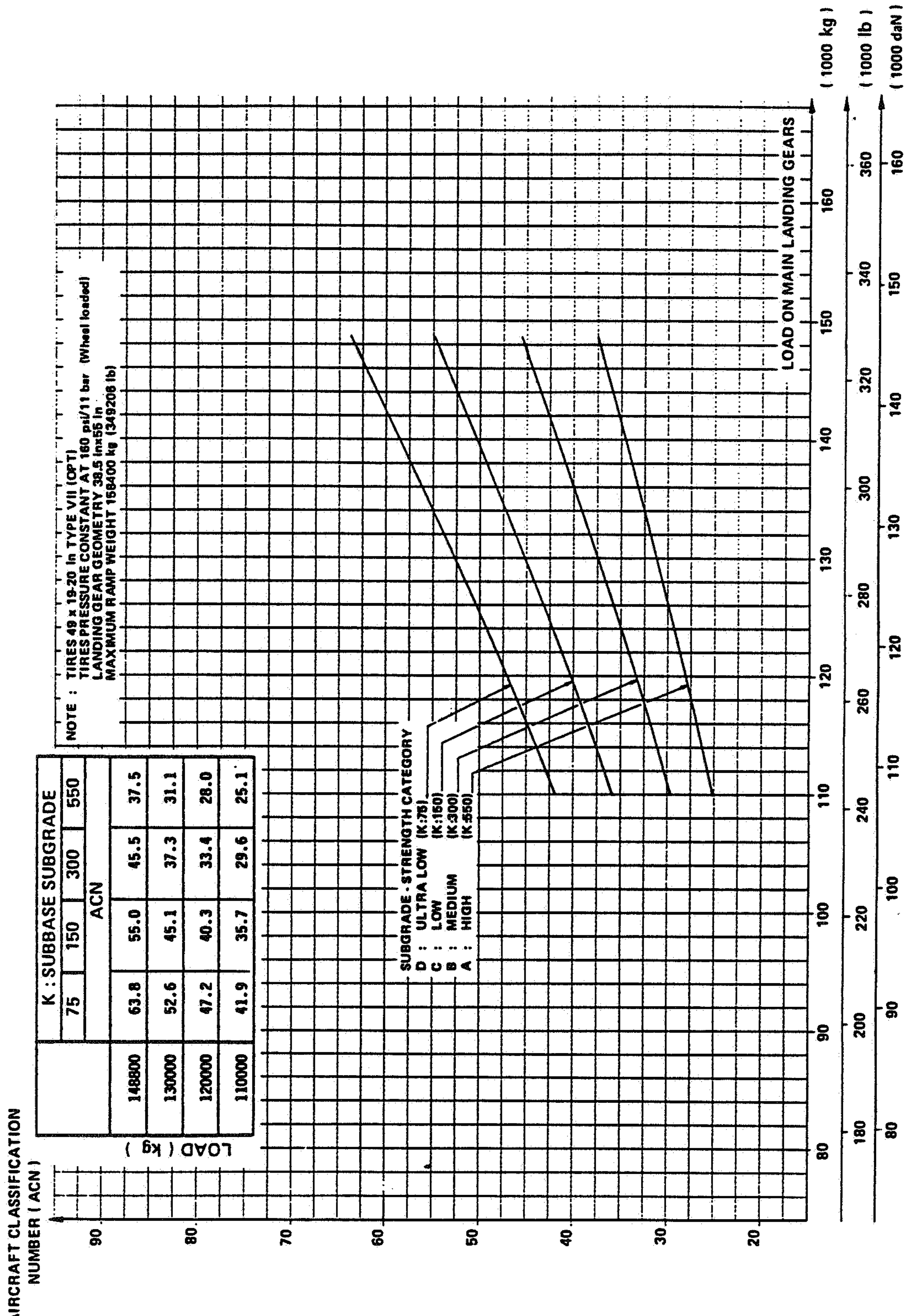


LOAD (kg)	K . SUBBASE SUBGRADE 75	150	300	550
	ACN			
148800	69.3	60.6	51.0	42.4
130000	57.3	49.8	41.8	34.9
120000	51.4	44.6	37.3	31.3
110000	45.7	39.5	33.1	27.9

Printed in France

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

Printed in France



LOAD (kg)	K : SUBBASE SUBGRADE 75	150	300	550
	ACN			
148800	63.8	55.0	45.5	37.5
130000	52.6	45.1	37.3	31.1
120000	47.2	40.3	33.4	28.0
110000	41.9	35.7	29.6	25.1

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

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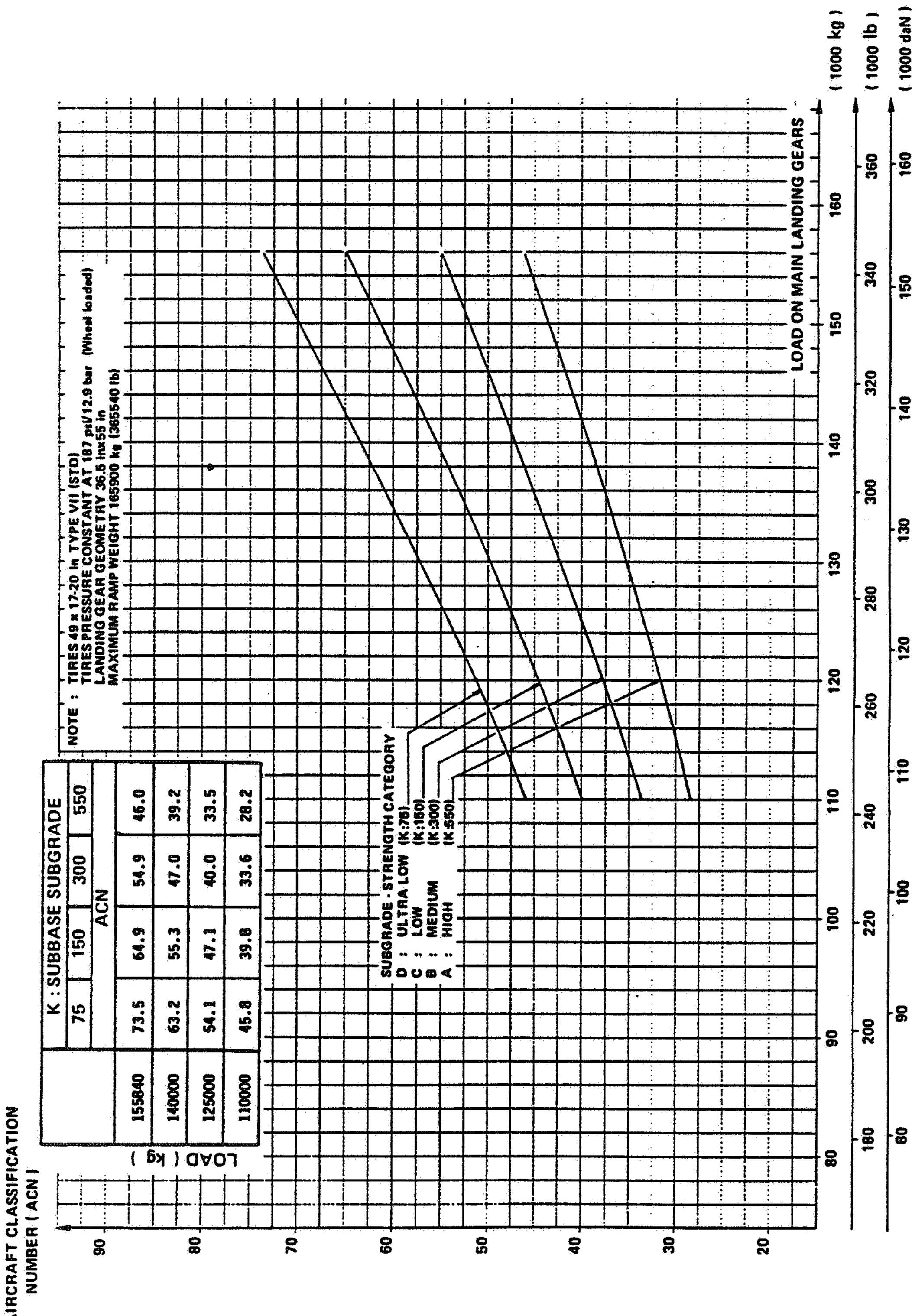
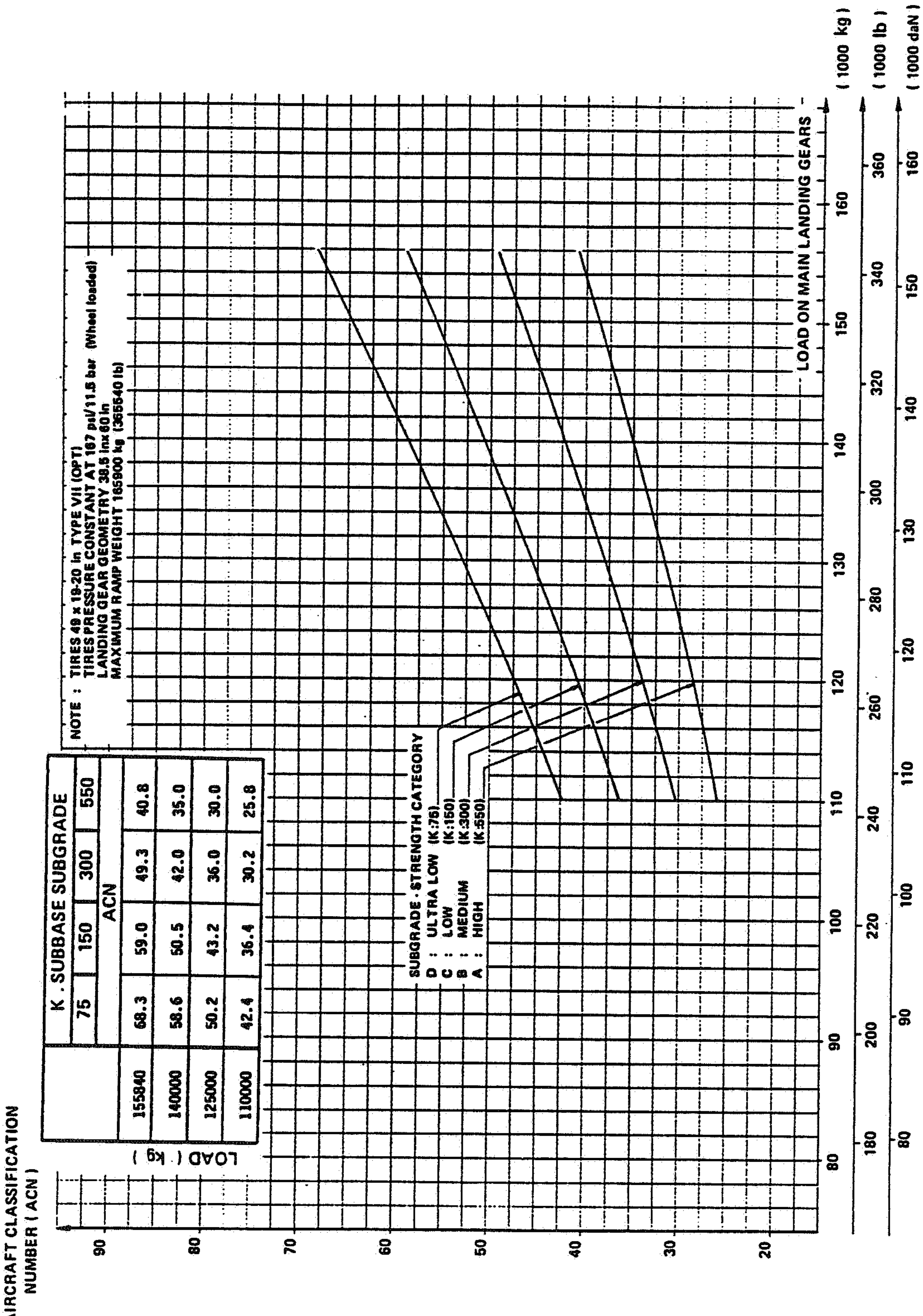


LOAD (kg)	K : SUBBASE SUBGRADE 75	150	300	550
	ACN			
155840	73.5	64.9	54.9	46.0
140000	63.2	55.3	47.0	39.2
125000	54.1	47.1	40.0	33.5
110000	45.8	39.8	33.6	28.2

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



LOAD (kg)	K . SUBBASE SUBGRADE 75	150	300	550
	ACN			
155840	68.3	59.0	49.3	40.8
140000	58.6	50.5	42.0	35.0
125000	50.2	43.2	36.0	30.0
110000	42.4	36.4	30.2	25.8

Printed in France

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

7.9.7 Development of ACN Charts (for example)

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

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

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

2. Establish a flexible-pavement requirements chart using the S-77-1 design method, such as shown on the right-hand side of page 7. Use standard subgrade strengths of CBR 3, 6, 10 and 15 percent and 10 000 coverages. This chart provides the same thickness values as those of chapter 7.5, but is presented here in a different format.

3. Determine reference thickness values from the pavement requirements chart of step 2 for each standard subgrade strength and gear loading.

4. Enter the reference thickness values into the ACN flexible-pavement conversion chart shown on the left-hand side of page 7 to determine ACN. This chart was developed using the S-77-1 design method with a single tire inflated to 1.25 MPa (181 psi) pressure and 10,000 coverages. The ACN is two times the derived single-wheel load expressed in thousands of kilograms. These values of ACN art then plotted as a function of aircraft gross weight, as shown in Section 7.9.1.1.

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

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

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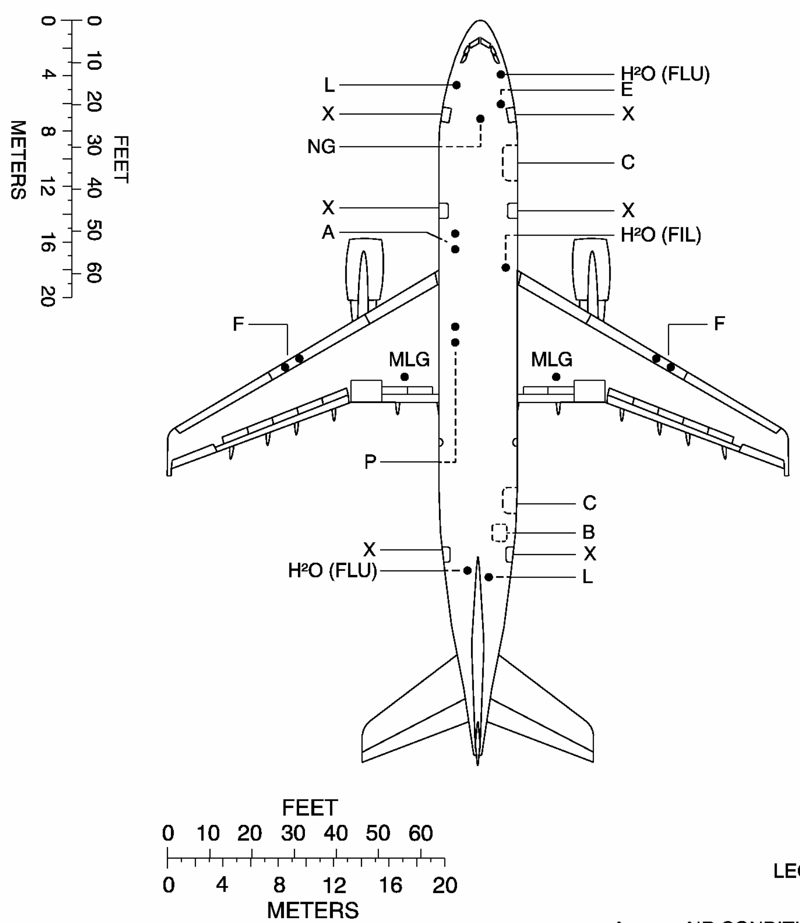
2. Establish a rigid-pavement-requirements chart using the PCA computer program PDILB, such as shown on the right-hand side of page 9. Use standard subgrade strengths of k = 75, 150, 300 and 550 pci (nominal values for k = 20, 40, 80, 150 MN/m^3). This chart provides the same thickness values as those of chapter 7.7.

3. Determine reference thickness values from the pavement requirements chart of step 2 for each standard subgrade strength and gear loading at 400 psi working stress (nominal value for 2.75 MPa working stress).

4. Enfer the reference thickness values into the ACN rigid-pavement conversion chart shown on the left-hand side of page 9 to determine ACN. This chart was developed using the PCA computer program PDILB with a single tire inflated to 1.25 MPa (181 psi) pressure and a working stress of 400 psi. The ACN is two times the derived single-wheel load expressed in thousands of kilograms. These values of ACN are then plotted as a function of aircraft gross weight, as shown in Section 7.9.4.1.

8.1 Possible Future A300 Derivative Airplanes

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



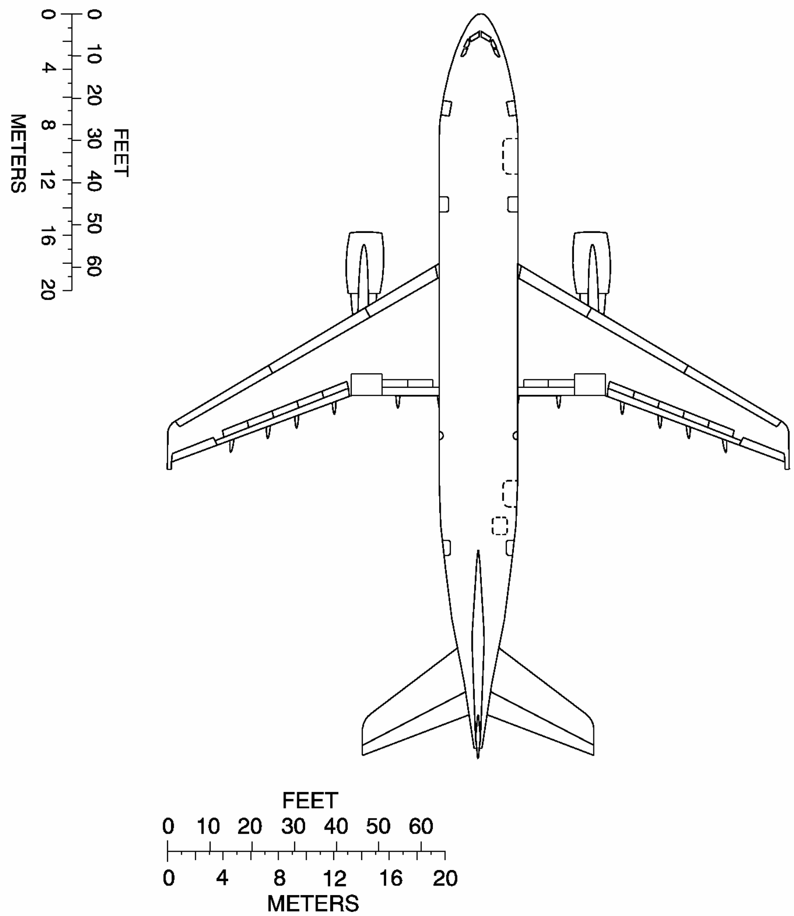
LEGEND :

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

AA5 09 01 01 5 AAM0 00

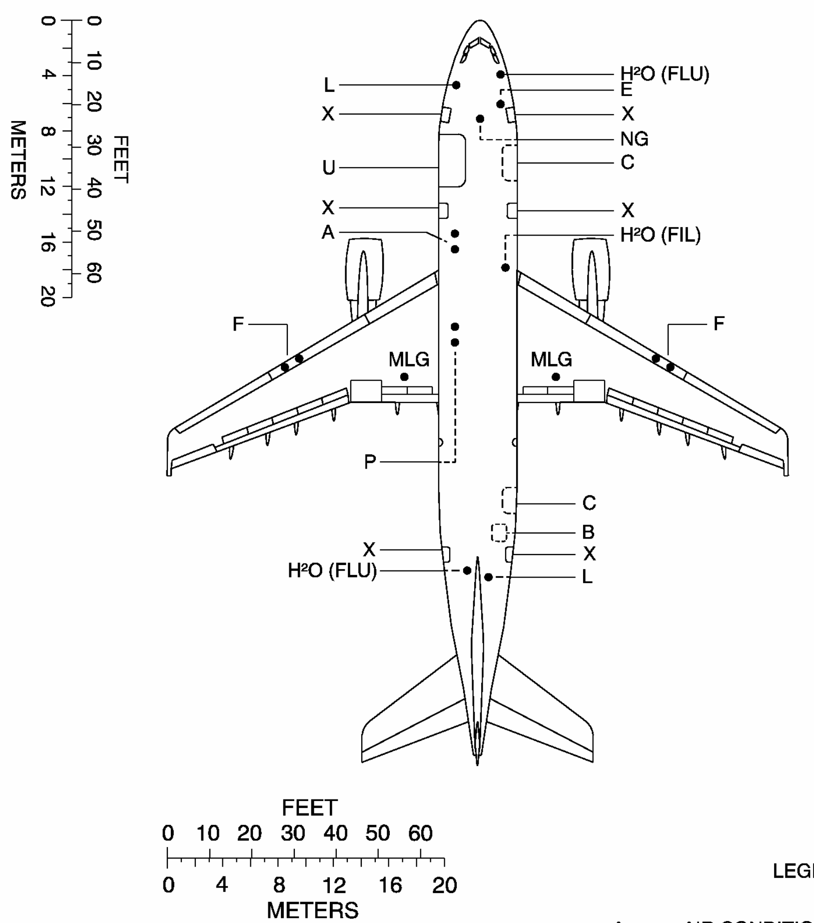
NOTE : WHEN PRINTING THIS DRAWING, SURE TO ADJUST FOR PROPER SCALING

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



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

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



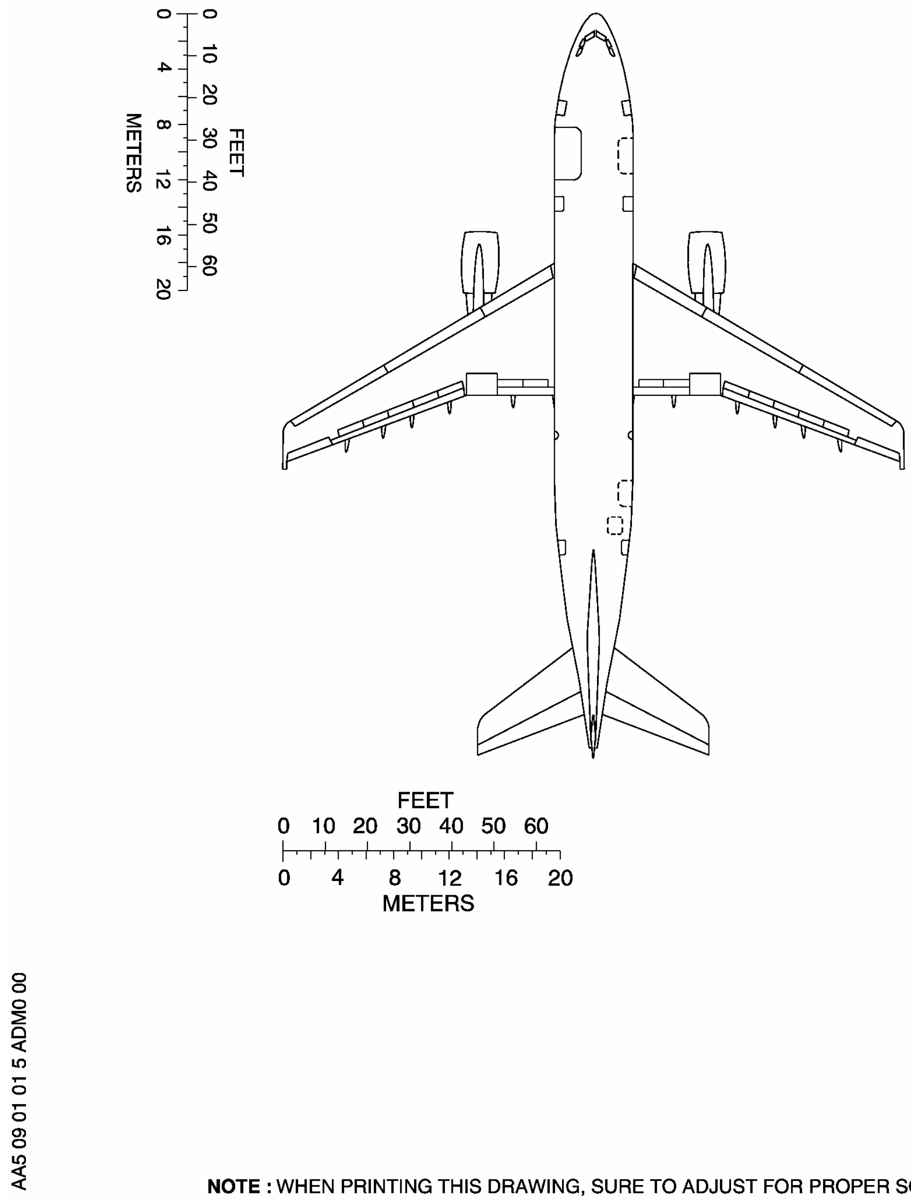
LEGEND :

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

AA5 09 01 01 5 ACM0 00

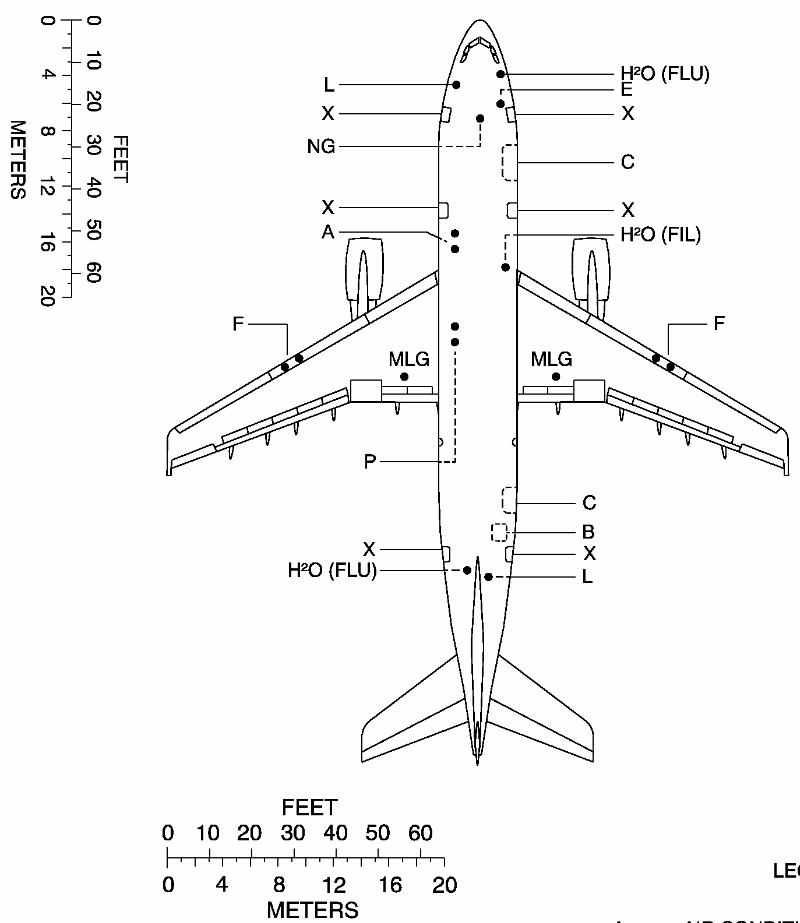
NOTE : WHEN PRINTING THIS DRAWING, SURE TO ADJUST FOR PROPER SCALING

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



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

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



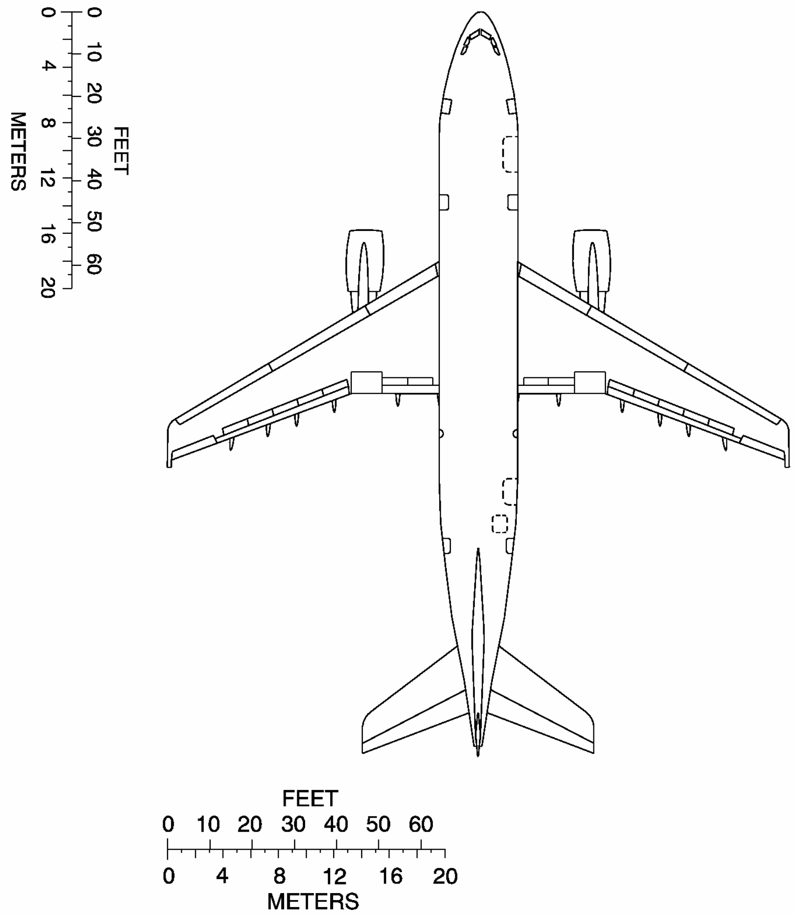
LEGEND :

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

AA5 09 02 01 5 AAM0 00

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

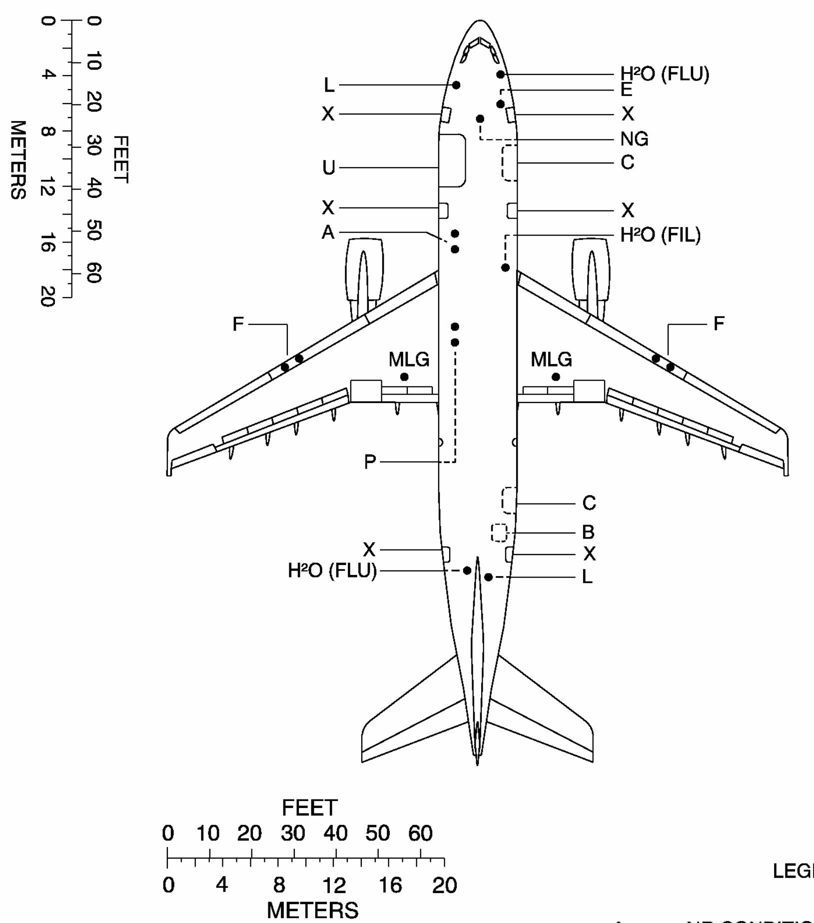
9.2.1 Scaled Drawing - 1 cm. = 500 cm.
Model B2 - B4



AA5 09 02 01 5 ABM0 00

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

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



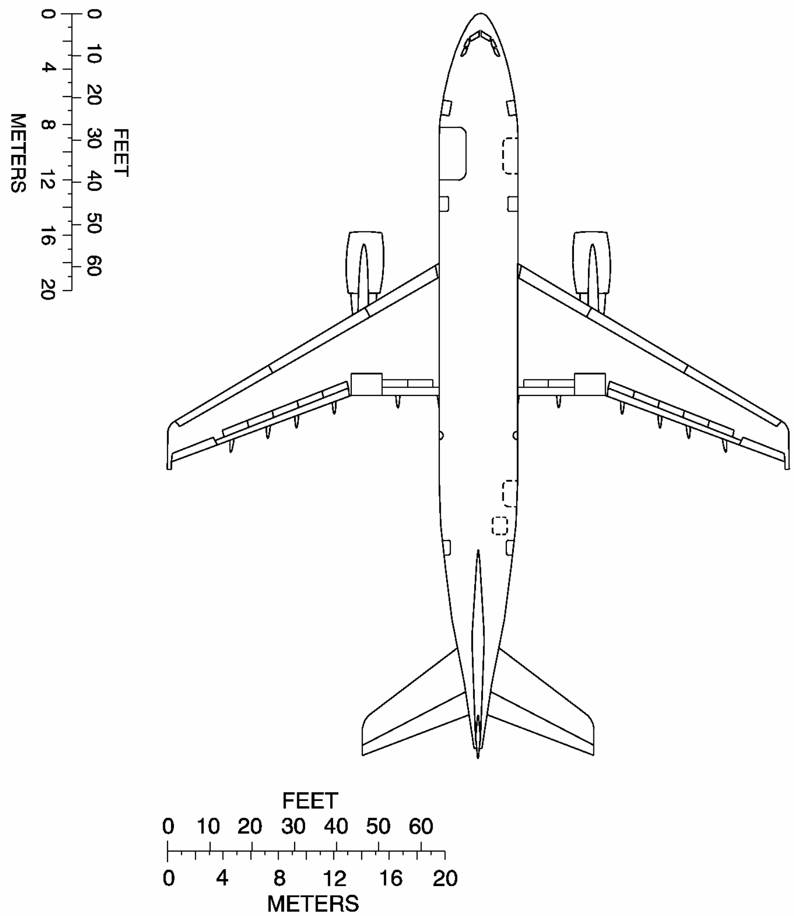
LEGEND :

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

AA5 09 02 01 5 ACM0 00

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

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



AA5 09 02 01 5 ADM0 00

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

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