A300-600

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 : C. AC **Issue :** Feb 83

A300-600

AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

HIGHLIGHTS

REVISION 13 - 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 1	Update Presentation.
	p 2 to p 2B	Update Presentation and added Weight Variants.
2.3	p 1 to p 2A	Added "Note" on page 1 and Added "Aircraft on Jack" columns on pages 2 and 2A.
5.1	p 1 to p 3	Update Section.
5.2	p 1	Update Section.
5.3	p 1	Update Section.
5.4.10	p 11	Change 3/4 in. by Roylyn 1 in.
5.8	p 1 to p 6	Update Section and added new illustrations.
6.3.3	p 1	Added Illustration "Danger Areas" for PW4000 engines at Ground Idle.
	p 3	Added Illustration "Acoustic Protection" for PW4000 engines.
7.0	All pages	Revised All Chapter. New Illustrations and New Text.
8.1	p 1	Change Text.
9.1	p 1 and p 2	Update Illustration.
9.2	p 1 and p 2	Update Illustration.

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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

HIGHLIGHTS

REVISION 13 - DEC 01/09

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

Description of change.

SECTION	PAGE(s)	REASON FOR CHANGE
9.3	p 1 and p 2	Delete Section.
9.4	p 1 and p 2	Delete Section.
9.5	p 1 and p 2	Delete Section.
9.6	p 1 and p 2	Delete Section.

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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

REVISION TRANSMITTAL SHEET

TO : ALL HOLDERS OF A300-600 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 Revisions page accordingly.

- file the Revision Transmittal Sheet separately.

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

REASON FOR ISSUE

The attached Highlights detail the reasons for issue.

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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

RECORD OF REVISIONS

REV No.	ISSUE DATE	DATE INSERTED	BY	REV No.	ISSUE DATE	DATE INSERTED	BY
	FEB 28/83						
1	MAR 31/83						
2	APR 30/83						
3	FEB 29/84						
4	OCT 01/87						
5	FEB 01/88						
6	AUG 31/88						
7	OCT 31/89						
8	OCT 31/90						
9	JUN 30/92						
10	MAR 31/93						
11	OCT 30/94						
12	JUN 01/98						
R 13	DEC 01/09						

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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

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T.O.C.	R	1	DEC 09
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4.5		3	FEB 83
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7.6	D	4	DEC 09
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7.8	D	5	DEC 09
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7.8	D	7	DEC 09
7.8	D	8	DEC 09
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A300-600

AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

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A300-600

AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

1.1 Purpose

The A300-600 AIRPLANE CHARACTERISTICS (AC) manual is issued for the A300-600 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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FRANCE

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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 each chapter.

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 equipments,
- engines starting pneumatic and preconditioned airflow requirements.

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Chapter 6 : OPERATING CONDITIONS

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

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

Chapter 7 : PAVEMENT DATA

This chapter contains the pavement data helpful for airport planning.

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

Chapter 8 : DERIVATIVE AIRPLANES

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

Chapter 9 : SCALED DRAWING

This chapter contains different A300-600 scaled drawings.

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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

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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.

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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

		AIRPLANE VERSION			
		A300B4-600		A300C4-600 PAX	A300C4-600 FREIGHT
		WV000 (Basic)	WV008	WV000 (Basic)	WV000 (Basic)
Maximum Taxi Weight (MTW)	kg	165 900	153 900	165 900	165 900
	lb	365 740	339 291	365 740	365 740
Maximum Takeoff Weight (MTOW)	kg	165 000	153 000	165 000	165 000
	lb	363 760	337 304	363 760	363 760
Maximum Landing Weight (MLW)	kg	138 000	138 000	138 000	138 000
	lb	304 230	304 230	304 230	304 230
Maximum Zero Fuel Weight (MZFW)	kg	130 000	130 000	130 000	130 000
	lb	286 600	286 600	286 600	286 600
Estimated Operational Empty Weight (OEW)	GE CF6-80 Engines	86 727 kg (191 198 lb)			
	PW4000 Engines	90 634 kg (199 814 lb)			
	PW JT9D Engines	87 100 kg (192 019 lb)		87 100 kg (192 019 lb)	83 347 kg (183 748 lb)
Estimated Maximum Payload GE CF6-80	kg	43 273			
	lb	95 402			
Estimated Maximum Payload PW4000	kg	39 366			
	lb	86 787			
Estimated Maximum Payload PW JT9D	kg	42 900		42 900	46 653
	lb	94 578		94 578	102 852
Standard Seating Capacity	Single-class	274		262	
Usable Fuel Capacity	l	62 000 - 76 400 (2)		62 000	62 000
	US Gallons	16 380 - 20 184 (2)		16 380	16 380
	kg (d=0.785)	48 670 - 59 974 (2)		48 670	48 670
	lb	107 299 - 132 213 (2)		107 299	107 299
Pressurized Fuselage Volume (A/C non equipped)	m3	860		860	860
	ft3	30 370		30 370	30 370
Passenger Compartment Volume	m3	574		574	540
	ft3	20 270		20 270	19 069
Cockpit Volume	m3	12		12	12
	ft3	424		424	424
Usuable Cargo Compartment Volume (1)	m3	158.54		158.54	158.54
	ft3	5 602		5 602	5 602

(1) Volume of Cargo Compartments : Fwd Cargo Compartment : 76.51 m3 (2 702 ft3)
Aft Cargo Hold Compartment : 61.03 m3 (2 155 ft3)
Bulk Cargo Compartment : 21 m3 (742 ft3)

(2) ACT only for WV000 with PW JT9D engine

AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

		AIRPLANE VERSION A300B4-600R			
		WV000 (Basic)	WV001	WV002	WV003
Maximum Taxi Weight (MTW)	kg	171 400	172 600	172 600	168 700
	lb	377 870	380 518	380 518	371 920
Maximum Takeoff Weight (MTOW)	kg	170 500	171 700	171 700	167 800
	lb	375 890	378 530	378 530	369 932
Maximum Landing Weight (MLW)	kg	140 000	140 000	138 000	140 000
	lb	308 650	308 650	304 230	308 650
Maximum Zero Fuel Weight (MZFW)	kg	130 000	130 000	130 000	130 000
	lb	286 600	286 600	286 600	286 600
Estimated Operational Empty Weight (OEW)	GE CF6-80 Engines	88 805 kg (195 779 lb)			
	PW4000 Engines	88 626 kg (195 384 lb)			
Estimated Maximum Payload GE CF6-80	kg	41 195			
	lb	90 818			
Estimated Maximum Payload PW4000	kg	41 374			
	lb	91 213			
Standard Seating Capacity	single-class	274			
Usable Fuel Capacity	l	68 160			
	US Gallons	18 008			
	kg (d=0.785)	53 505			
	lb	117 958			
Pressurized Fuselage Volume (A/C non equipped)	m3	860			
	ft3	30 370			
Passenger Compartment Volume	m3	574			
	ft3	20 270			
Cockpit Volume	m3	12			
	ft3	424			
Usuable Cargo Compartment Volume (1)	m3	158.54			
	ft3	5 602			

(1) Volume of Cargo Compartments : Fwd Cargo Compartment : 76.51 m3 (2 702 ft3)
Aft Cargo Hold Compartment : 61.03 m3 (2 155 ft3)
Bulk Cargo Compartment : 21 m3 (742 ft3)

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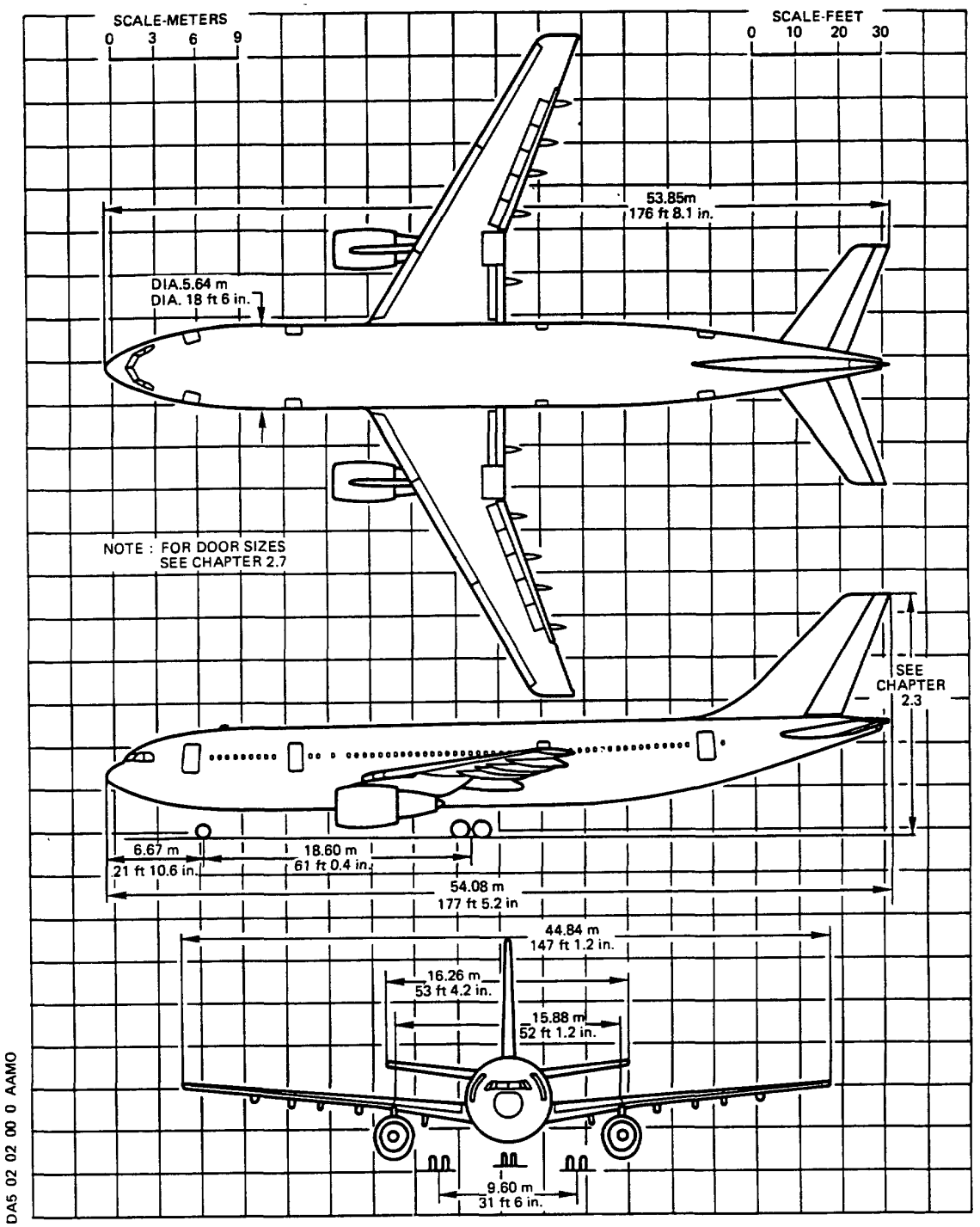
AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

		AIRPLANE VERSION A300B4-600R				
		WV004	WV005	WV007	WV008	WV010
Maximum Taxi Weight (MTW)	kg	172 600	144 900	153 900	150 900	140 900
	lb	380 518	319 450	339 291	332 677	310 631
Maximum Takeoff Weight (MTOW)	kg	171 700	144 000	153 000	150 000	140 000
	lb	378 530	317 462	337 304	330 690	308 650
Maximum Landing Weight (MLW)	kg	140 000	140 000	140 000	140 000	140 000
	lb	308 650	308 650	308 650	308 650	308 650
Maximum Zero Fuel Weight (MZFW)	kg	130 000	130 000	130 000	130 000	130 000
	lb	286 600	286 600	286 600	286 600	286 600
Estimated Operational Empty Weight (OEW)	GE CF6-80 Engines	88 805 kg (195 779 lb)				
	PW4000 Engines	88 626 kg (195 384 lb)				
Estimated Maximum Payload GE CF6-80	kg	41 195		41 195		
	lb	90 818		90 818		
Estimated Maximum Payload PW4000	kg	41 374				41 374
	lb	91 213				91 213
Standard Seating Capacity	single-class	274				
Usable Fuel Capacity	l	68 160				
	US Gallons	18 008				
	kg (d=0.785)	53 505				
	lb	117 958				
Pressurized Fuselage Volume (A/C non equipped)	m3	860				
	ft3	30 370				
Passenger Compartment Volume	m3	574				
	ft3	20 270				
Cockpit Volume	m3	12				
	ft3	424				
Usuable Cargo Compartment Volume (1)	m3	158.54				
	ft3	5 602				

(1) Volume of Cargo Compartments : Fwd Cargo Compartment : 76.51 m3 (2 702 ft3)
Aft Cargo Hold Compartment : 61.03 m3 (2 155 ft3)
Bulk Cargo Compartment : 21 m3 (742 ft3)



2.2 GENERAL AIRPLANE DIMENSIONS

MODEL A300-600

R

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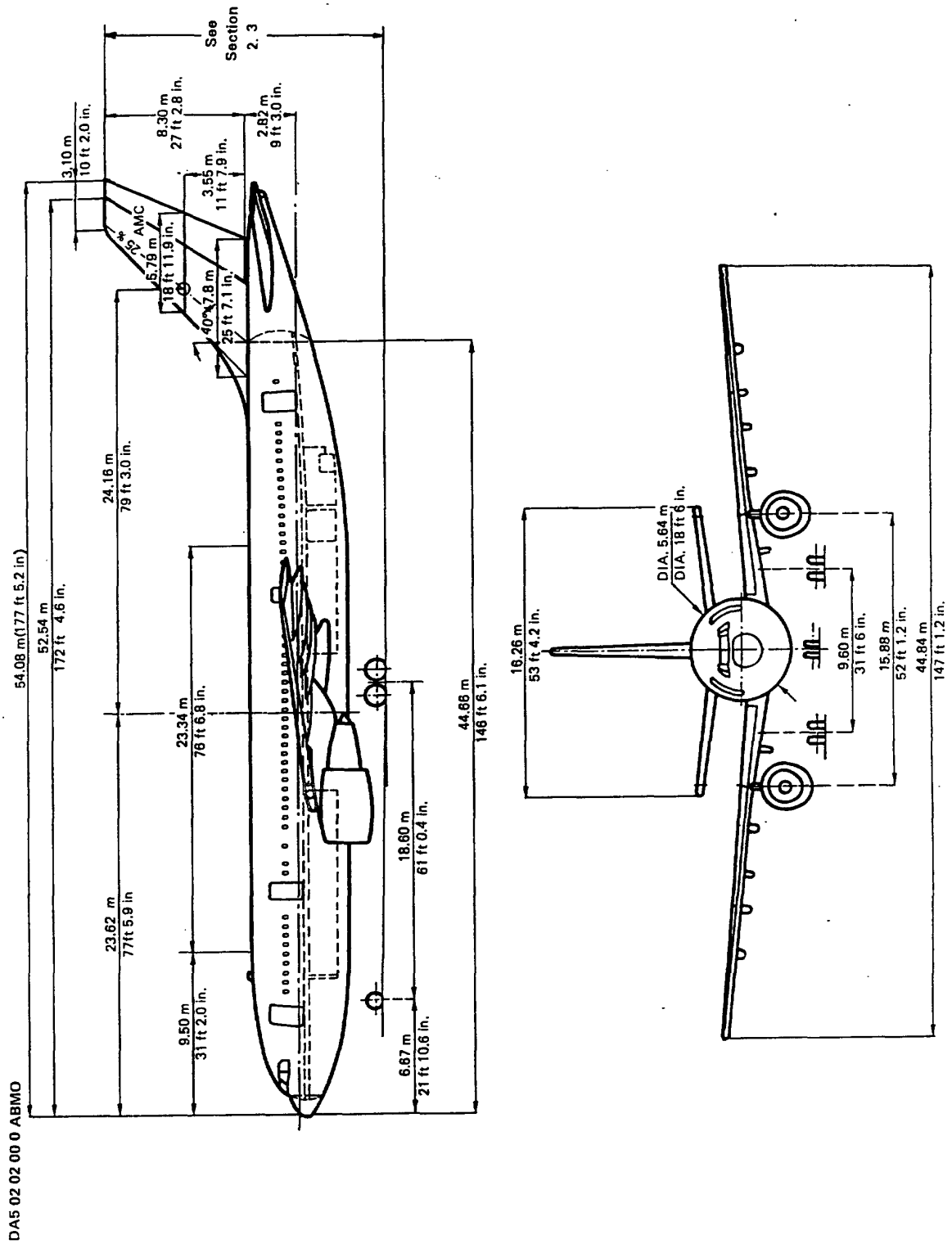

2.2 AIRPLANE DIMENSIONS

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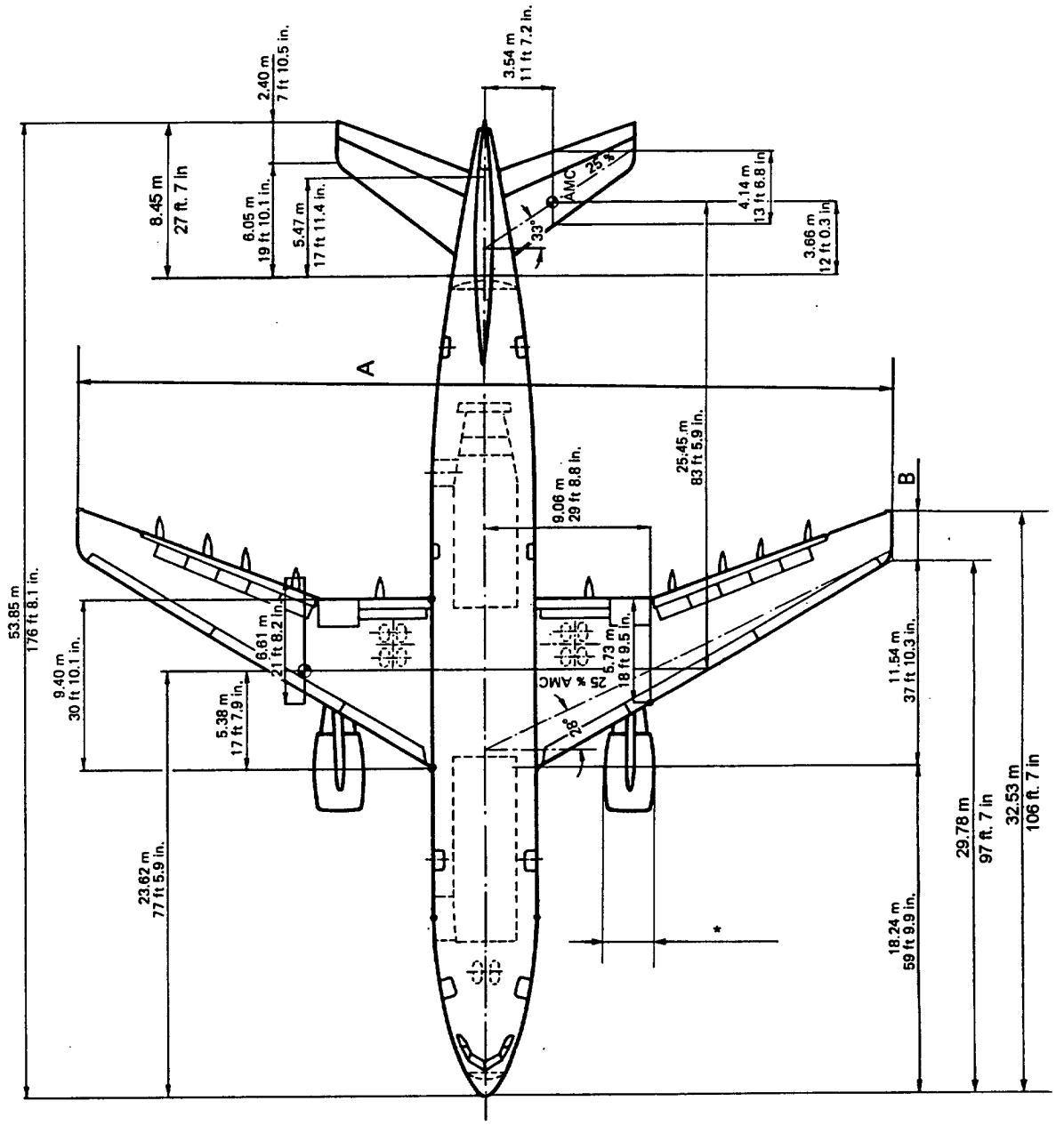

* PW JT9D : 2.718 m (107 in)
GE CF6 : 2.918 m (114 in)
PW 4000 : 2.768 m (109 in)

A: 44.84 m
147 ft 1.2 in.
-ON A/C WITH WING TIP FENCE
44.85 m
147 ft 1.66 in.

B: 2.75 m
9 ft 0.2 in.
-ON A/C WITH WING TIP FENCE
2.857 m
9 ft 4.64 in.

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2.2 AIRPLANE DIMENSIONS

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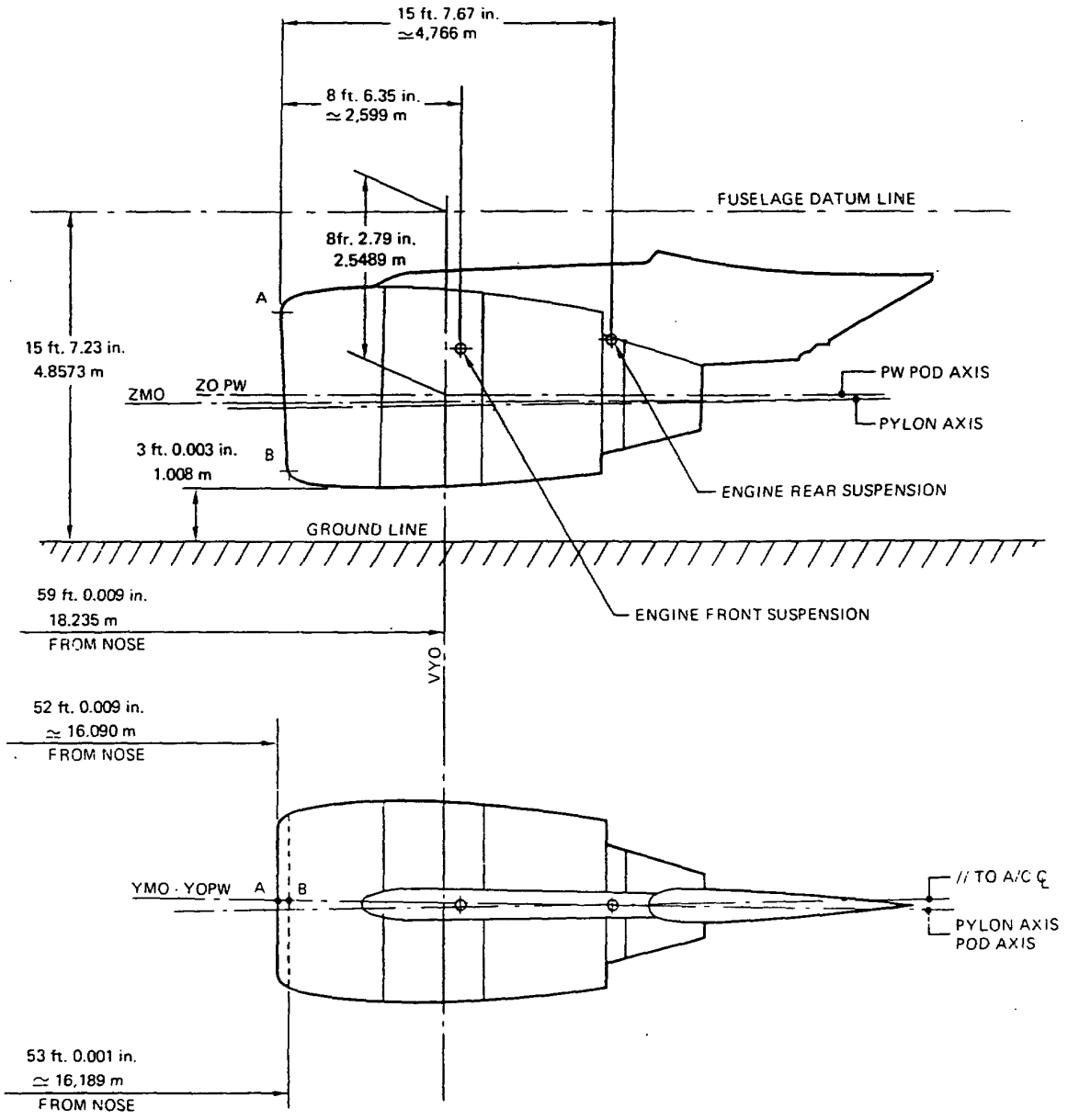

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2.2 AIRPLANE DIMENSIONS
MODEL A300-600
2.2.1 PW ENGINES

N

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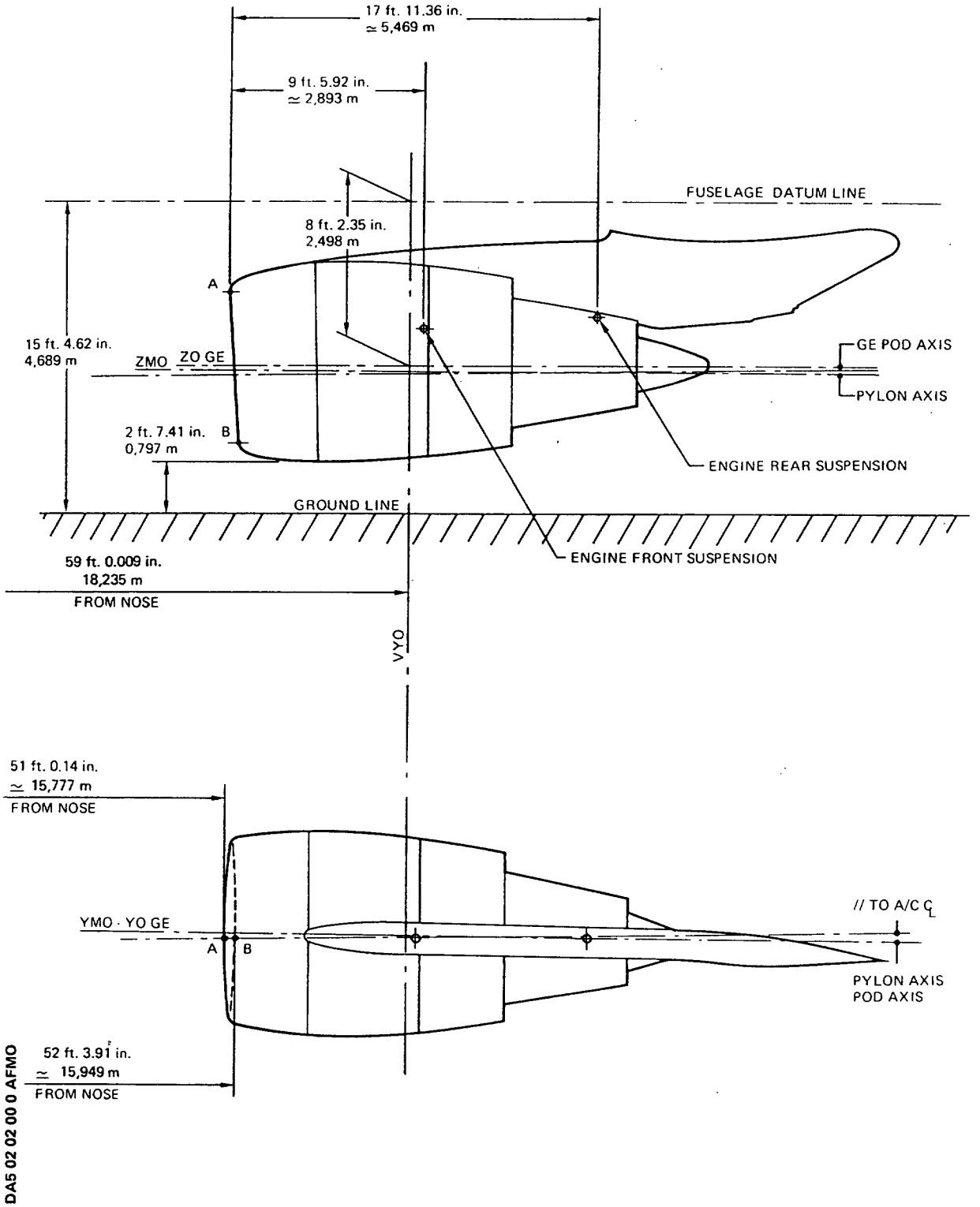

2.2 AIRPLANE DIMENSIONS
MODEL A300-600
2.2.2 GE ENGINE CF6-80C2

N

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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).

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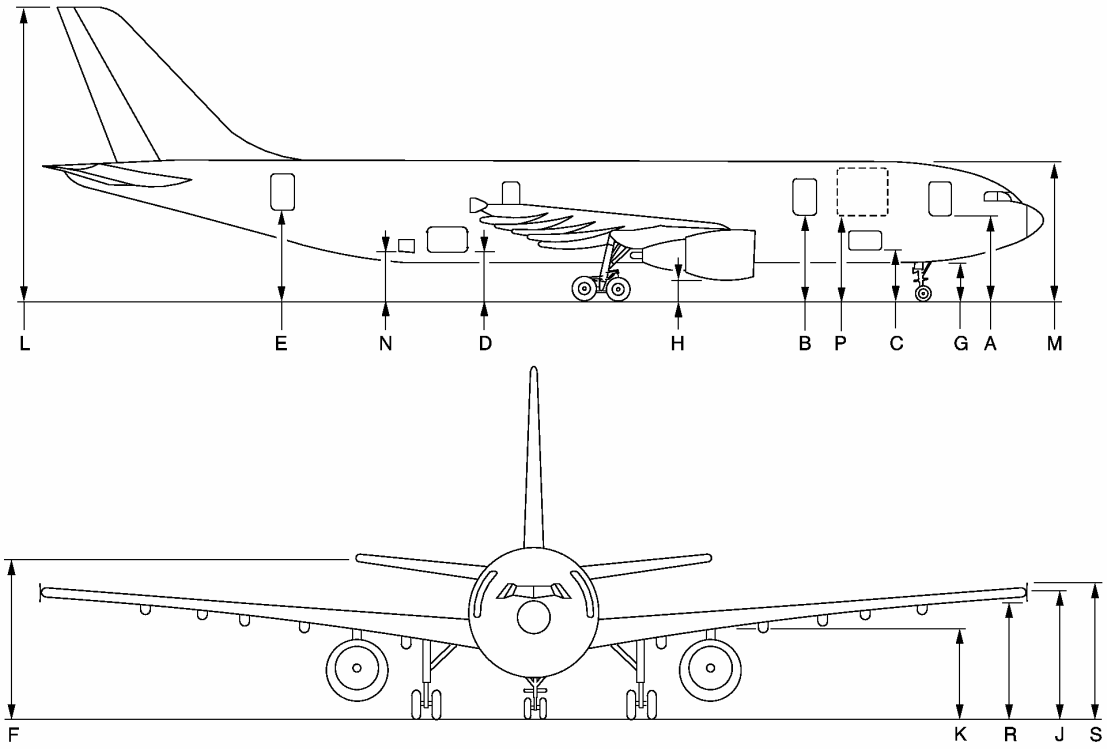


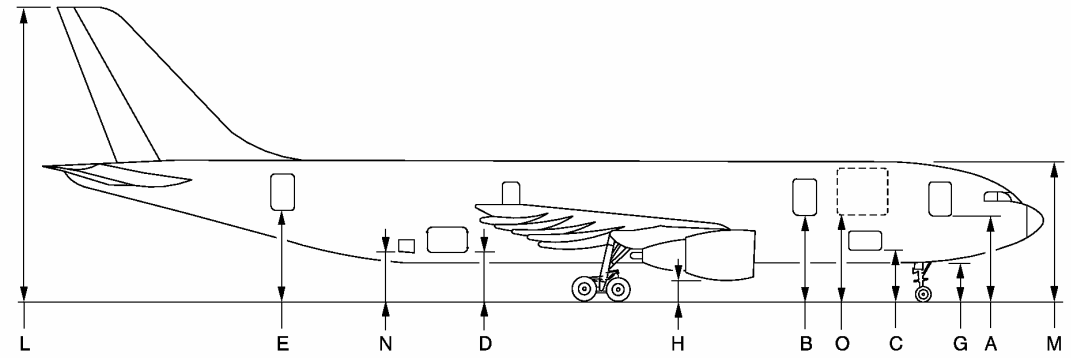
CA5 02 03 00 5 AAM0 00

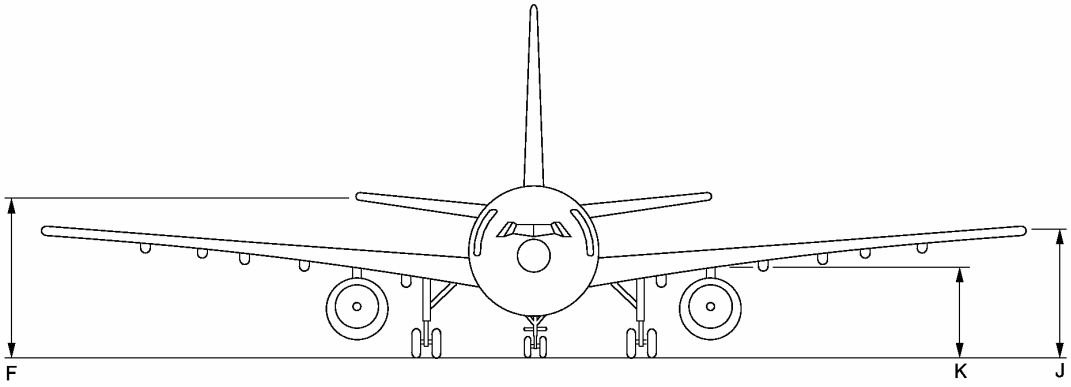
ONLY FOR MODEL A300C4-600 →

	VERTICAL CLEARANCES							
	OPERATING WEIGHT EMPTY		MAXIMUM RAMP WEIGHT				AIRCRAFT ON JACKS *	
	CG 25 %		CG 15 %		CG 34 %			
	m	ft	m	ft	m	ft	m	ft
A	4.58	15.02	4.41	14.46	4.52	14.84	6.13	20.10
B	4.70	15.41	4.54	14.90	4.61	15.12	6.12	20.08
C	2.65	8.71	2.49	8.18	2.58	8.48	4.14	13.59
D	3.18	10.43	3.06	10.04	2.98	9.77	4.24	13.92
E	5.40	17.72	5.29	17.34	5.16	16.92	6.35	20.83
F	7.87	25.81	7.77	25.49	7.56	24.81	8.63	28.30
G	1.99	6.53	1.83	6.01	1.92	6.31	3.48	11.42
H	1.12	3.67	0.98	3.22	1.01	3.33	2.46	8.06
J	5.96	19.56	5.75	18.85	5.70	18.70	7.12	23.37
K	4.39	14.40	4.25	13.94	4.24	13.93	5.61	18.42
L	16.66	54.67	16.57	54.35	16.34	53.62	17.42	57.15
M	7.63	25.04	7.47	24.51	7.56	24.81	9.12	29.92
N	3.26	10.68	3.14	10.30	3.04	9.96	4.26	13.99
P	4.48	14.70	4.37	14.34	4.40	14.44	5.96	19.55
Q	4.70	15.41	4.54	14.90	4.61	15.12	–	–
R	5.64	18.61	5.43	17.80	5.38	17.85	6.80	22.32
S	6.35	20.85	6.14	20.14	6.09	19.98	7.52	24.66

NOTE: (*) THESE FIGURES WILL GIVE AN AIRCRAFT FUSELAGE DATUM (FD) AT 6300 MM.

: THESE CLEARANCES ARE FOR PW ENGINES





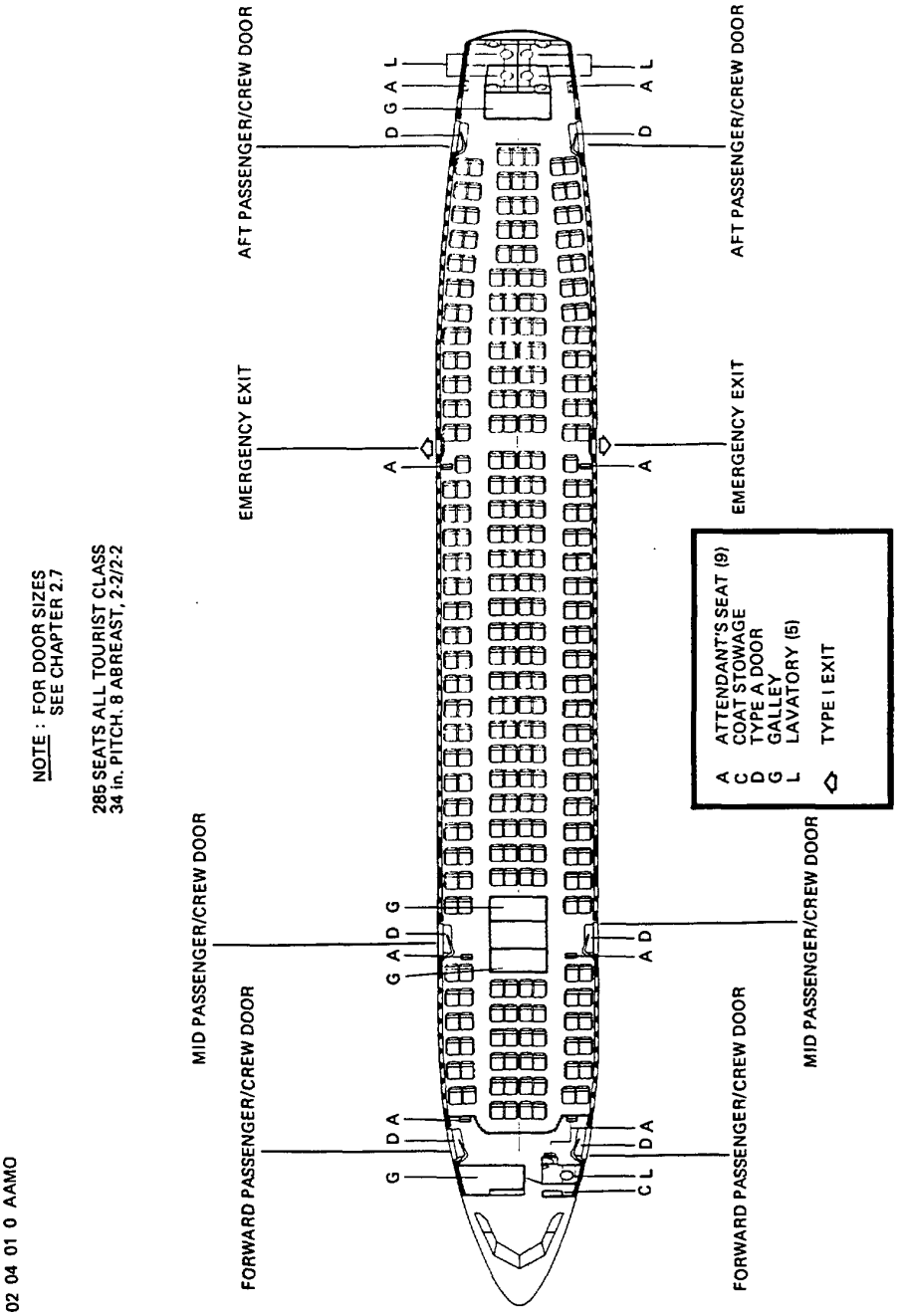
	VERTICAL CLEARANCES							
	OPERATING WEIGHT EMPTY		MAXIMUM RAMP WEIGHT				AIRCRAFT ON JACKS *	
	CG 25 %		CG 15 %		CG 34 %			
	m	ft	m	ft	m	ft	m	ft
A	4.58	15.02	4.41	14.46	4.52	14.84	6.13	20.10
B	4.70	15.41	4.54	14.90	4.61	15.12	6.12	20.08
C	2.65	8.71	2.49	8.18	2.58	8.48	4.14	13.59
D	3.18	10.43	3.06	10.04	2.98	9.77	4.24	13.92
E	5.40	17.72	5.29	17.34	5.16	16.92	6.35	20.83
F	7.87	25.81	7.77	25.49	7.56	24.81	8.63	28.30
G	1.99	6.53	1.83	6.01	1.92	6.31	3.48	11.42
H	1.14	3.74	1.00	3.28	1.03	3.37	2.46	8.06
J	5.96	19.56	5.75	18.85	5.70	18.70	7.12	23.37
K	4.39	14.40	4.25	13.94	4.24	13.93	5.61	18.42
L	16.66	54.67	16.57	54.35	16.34	53.62	17.42	57.15
M	7.63	25.04	7.47	24.51	7.56	24.81	9.12	29.92
N	3.26	10.68	3.14	10.30	3.04	9.96	4.26	13.99
O	4.48	14.70	4.37	14.34	4.40	14.44	5.96	19.55

ONLY FOR MODEL → A300C4-600

NOTE: (*) THESE FIGURES WILL GIVE AN AIRCRAFT FUSELAGE DATUM (FD) AT 6300 MM.

: THESE CLEARANCES ARE FOR GE ENGINES

CA5 02 03 00 5 ABM0 00



NOTE : FOR DOOR SIZES SEE CHAPTER 2.7

285 SEATS ALL TOURIST CLASS
34 in. PITCH, 8 ABREAST, 2-2/2-2

DA5 02 04 01 0 AAMO

2.4 INTERIOR ARRANGEMENTS
2.4.1 PASSENGERS
MODEL A300-600

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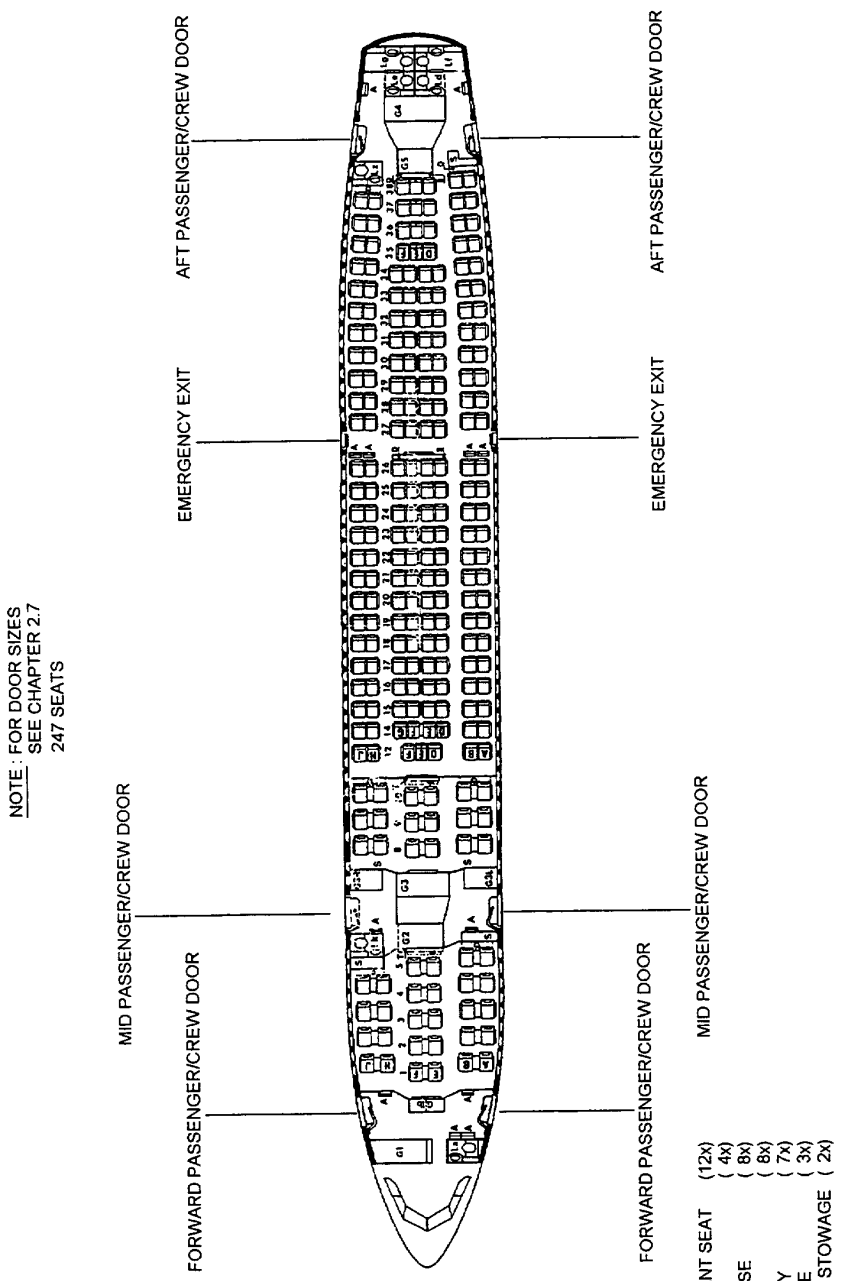
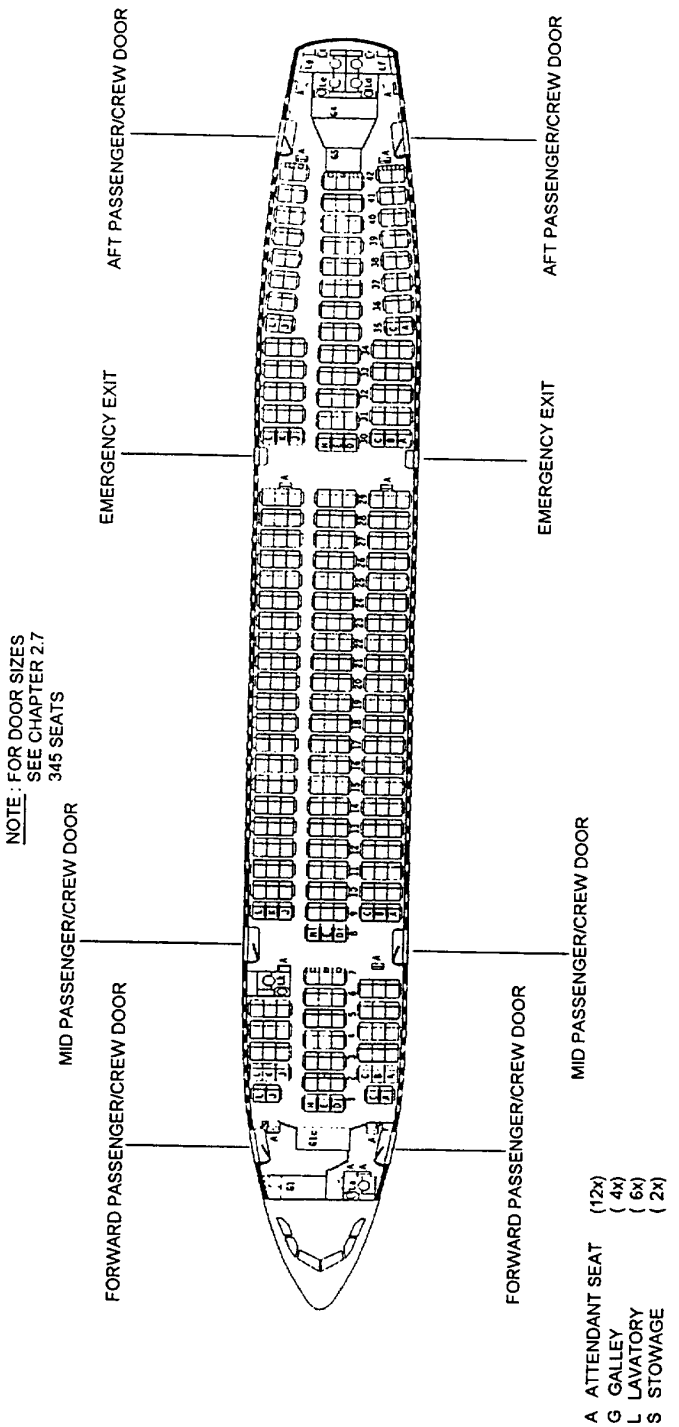


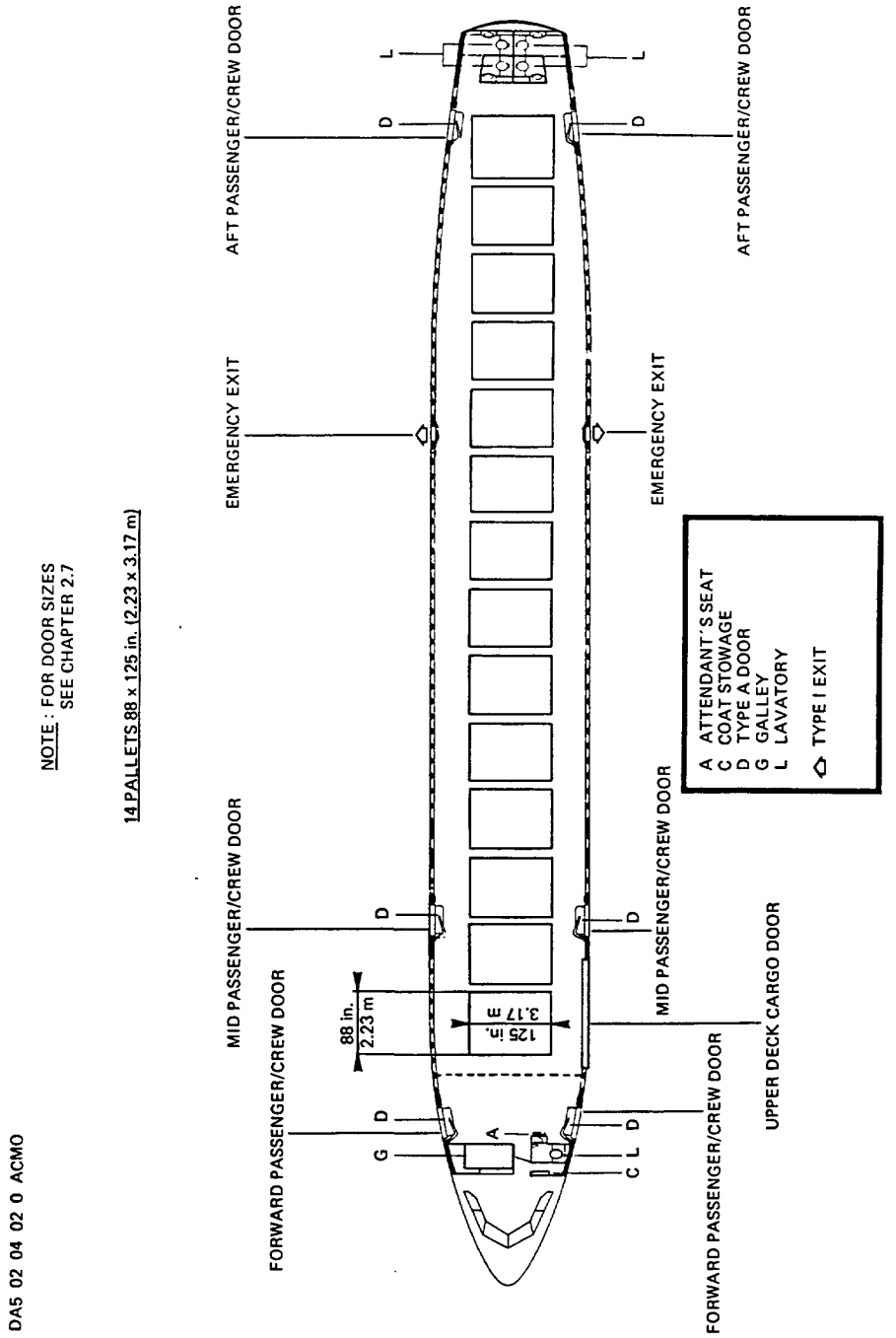
2.4 INTERIOR ARRANGEMENTS
2.4.1 PASSENGERS
MODEL A300-600

Printed in France



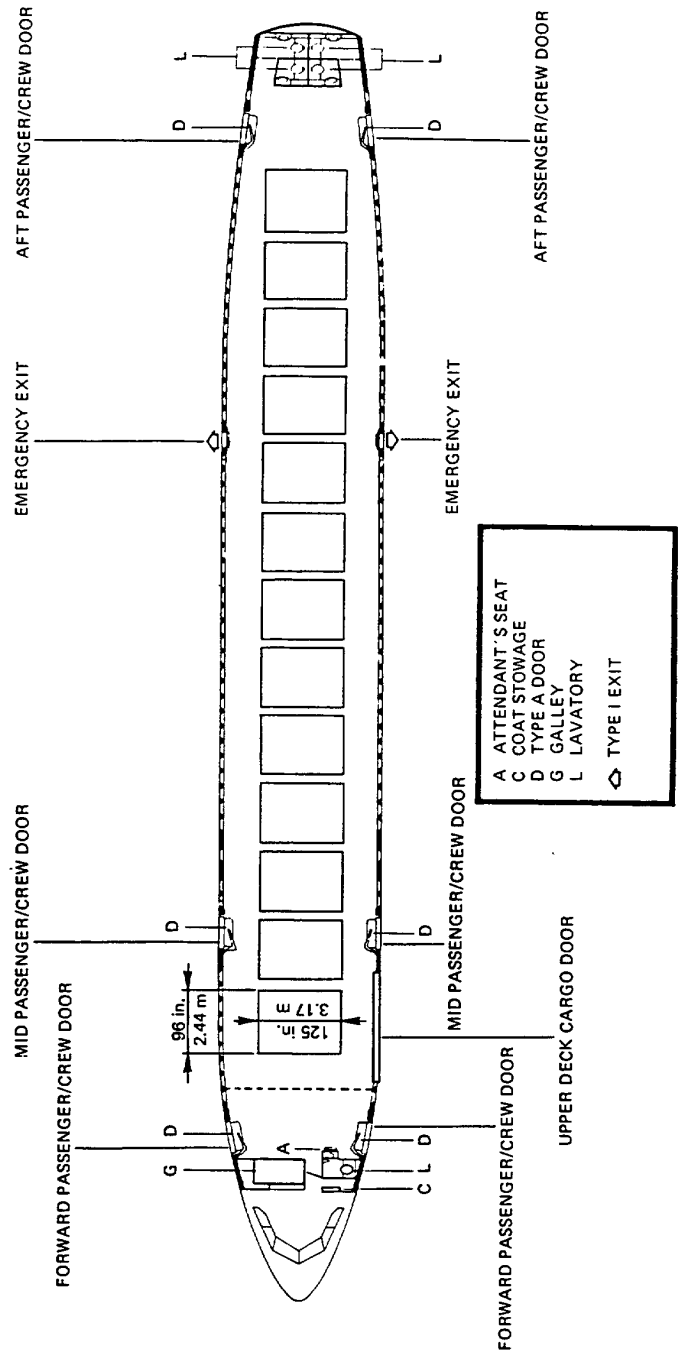
2.4 INTERIOR ARRANGEMENTS
2.4.1 PASSENGERS
MODEL A300-600

Printed in France



2.4 INTERIOR ARRANGEMENTS
2.4.2 CARGO (14 PALLETS)
MODEL A300 C4-600

Printed in France



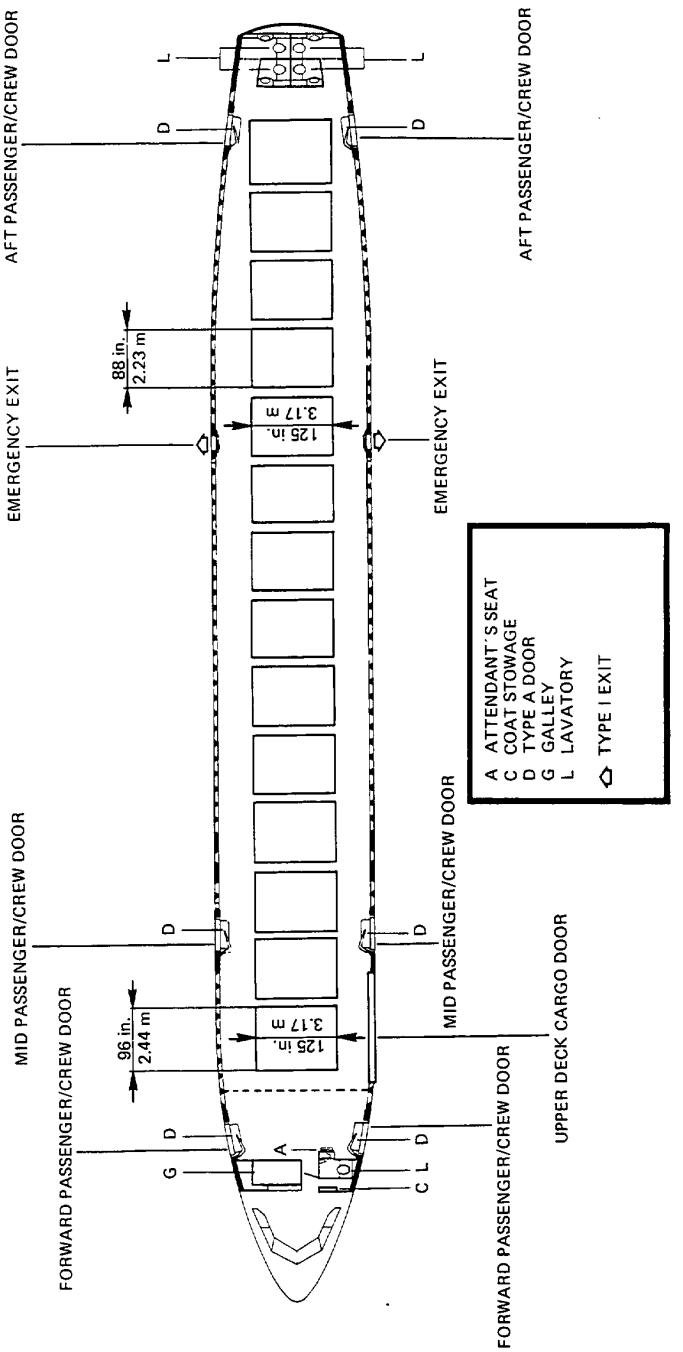
NOTE : FOR DOOR SIZES
SEE CHAPTER 2.7

13 PALLETS 96 x 125 in. (2.44 x 3.17 m)

DA5 02 04 02 0 AEMO

2.4 INTERIOR ARRANGEMENTS
2.4.3 CARGO (13 PALLETS)
MODEL A300 C4-600

Printed in France



NOTE : FOR DOOR SIZES
SEE CHAPTER 2.7

MIXED PALLETS : 9 PALLETS 96 x 125 in. (2.44 x 3.17 m) + 5 PALLETS 88 x 125 in. (2.23 x 3.17 m)

DA5 02 04 02 0 AGMO

2.4 INTERIOR ARRANGEMENTS
2.4.4 CARGO (MIXED PALLETS : 9+5)
MODEL A300 C4-600

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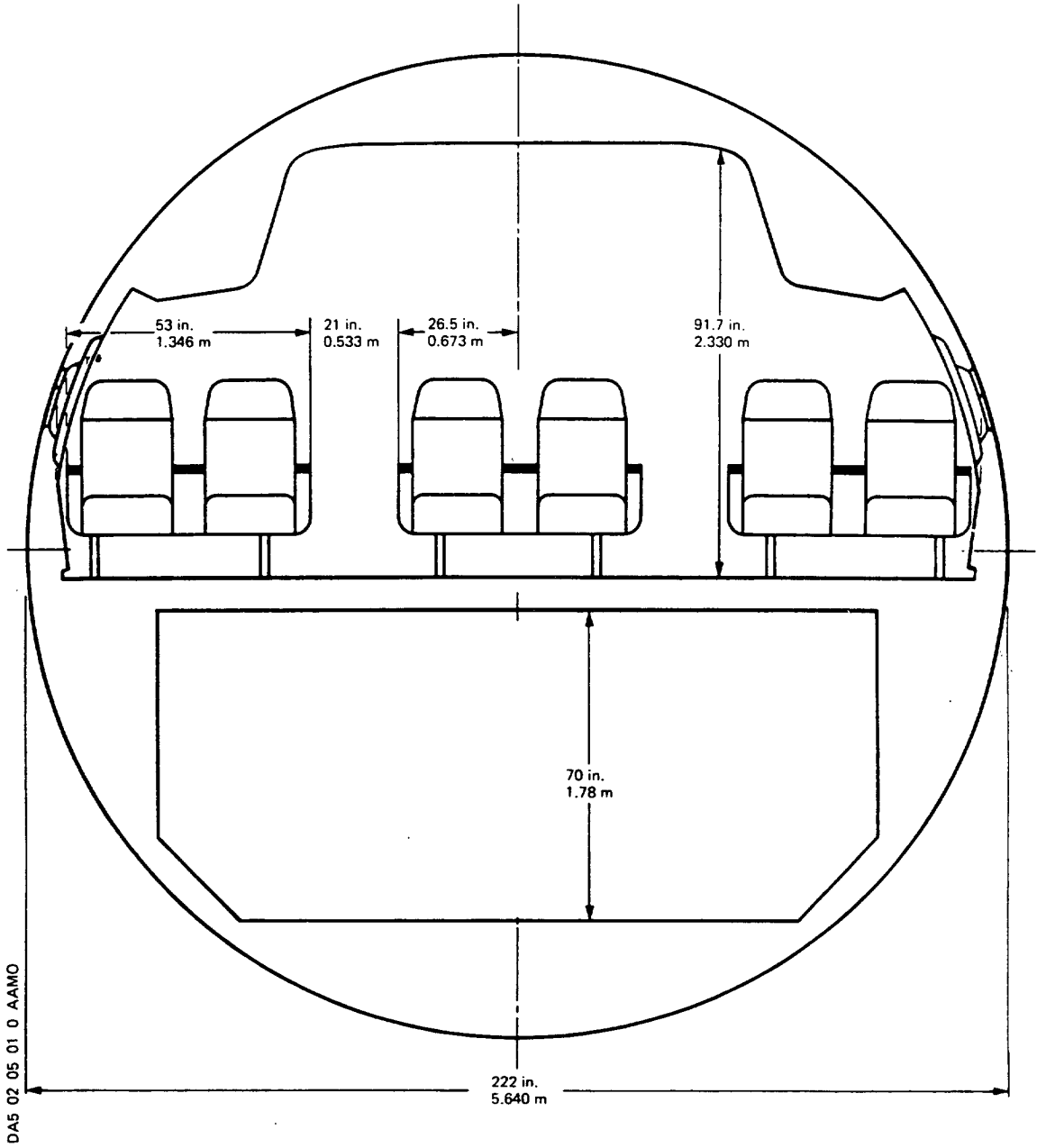
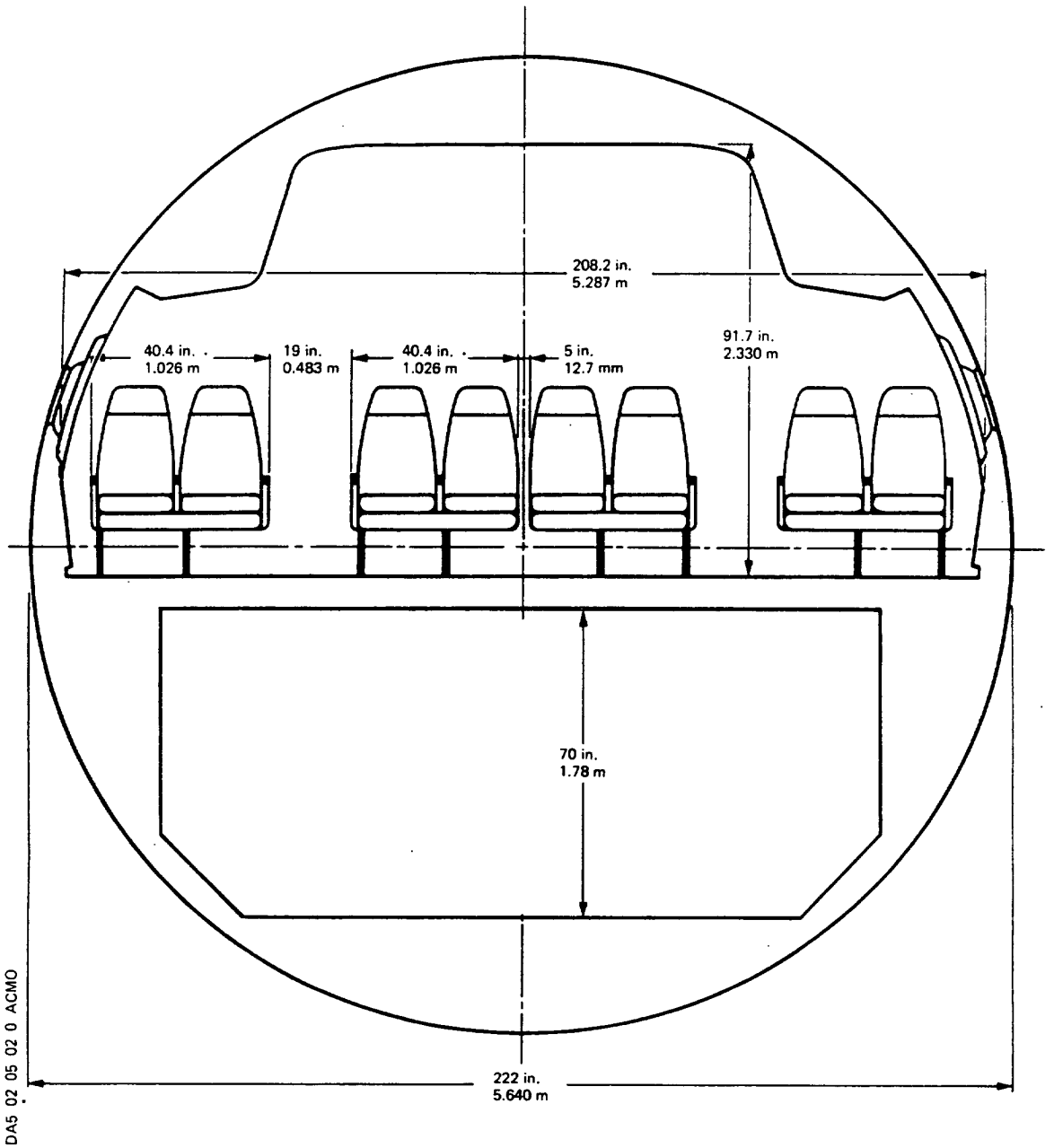


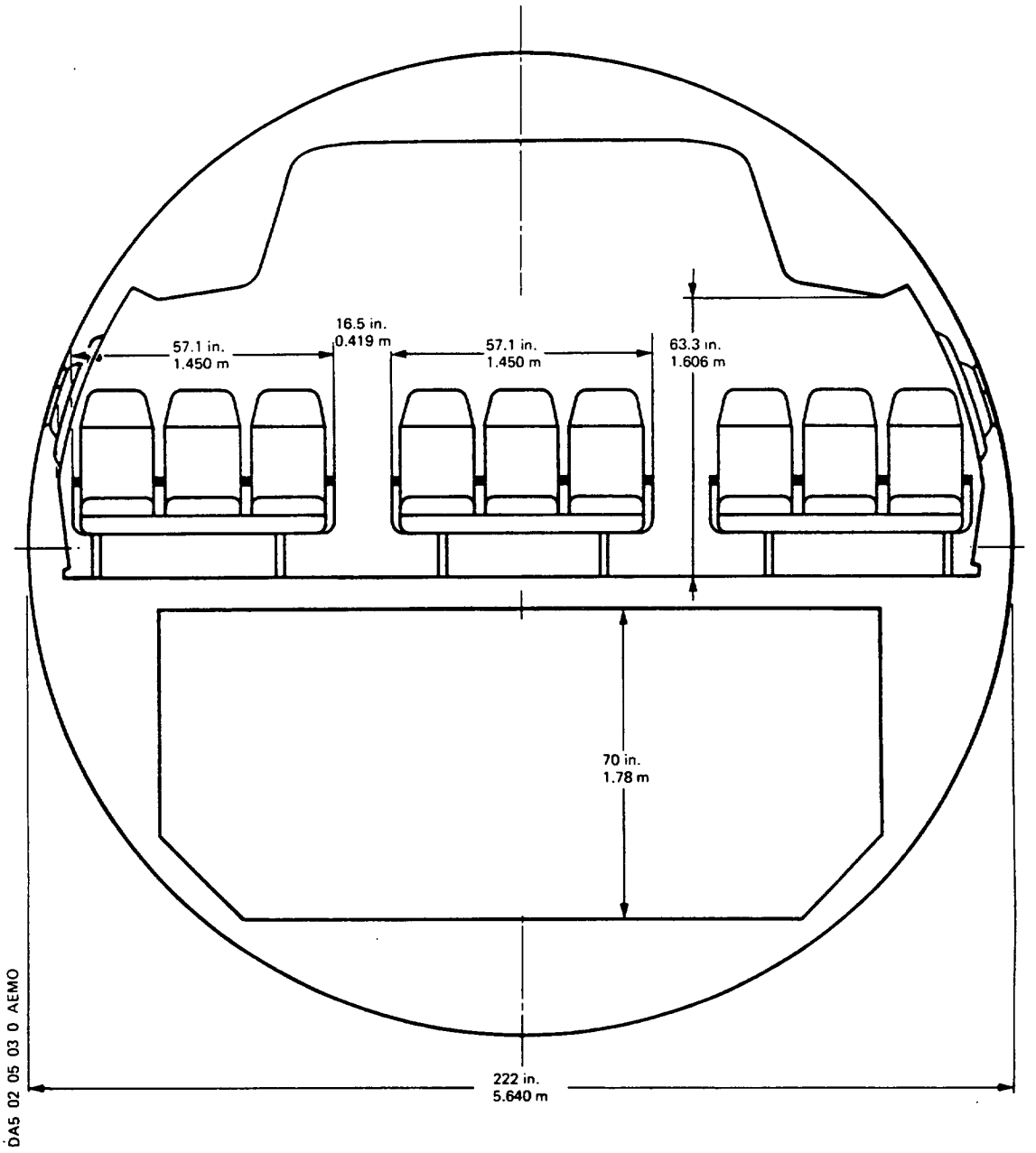
2.5 PASSENGER COMPARTMENT CROSS SECTION
2.5.1 SEATING CONFIGURATION. 6 ABREAST. FIRST CLASS
MODEL A300-600

Printed in France



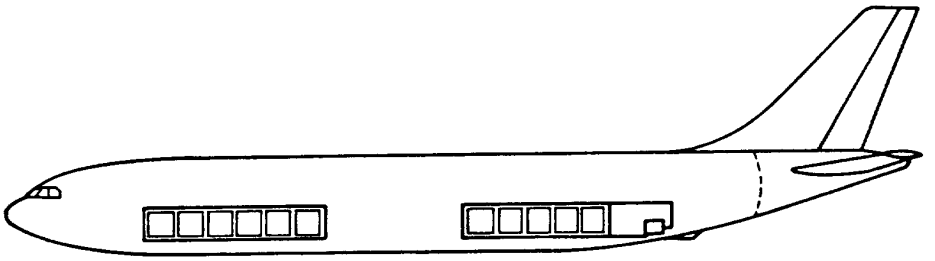
2.5 PASSENGER COMPARTMENT CROSS SECTION
2.5.2 SEATING CONFIGURATION. 8 ABREAST. ALL TOURIST CLASS
MODEL A300-600

Printed in France

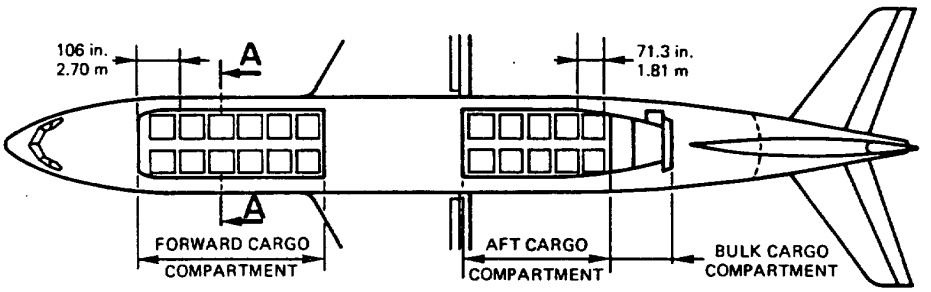


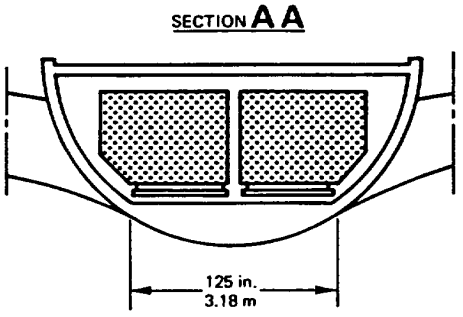
2.5 PASSENGER COMPARTMENT CROSS SECTION
2.5.3 SEATING CONFIGURATION,9 ABREAST,HIGH DENSITY VERSION
MODEL A300-600

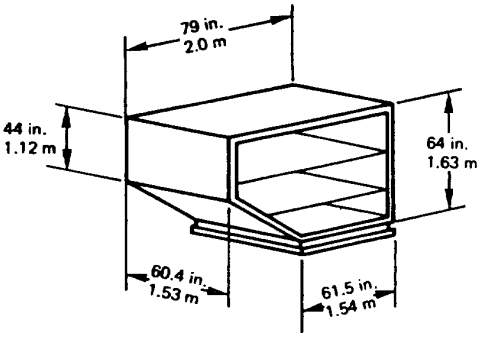
Printed in France



NOTE : FORWARD, AFT AND BULK CARGO COMPARTMENT DOORS ARE ON THE RH SIDE



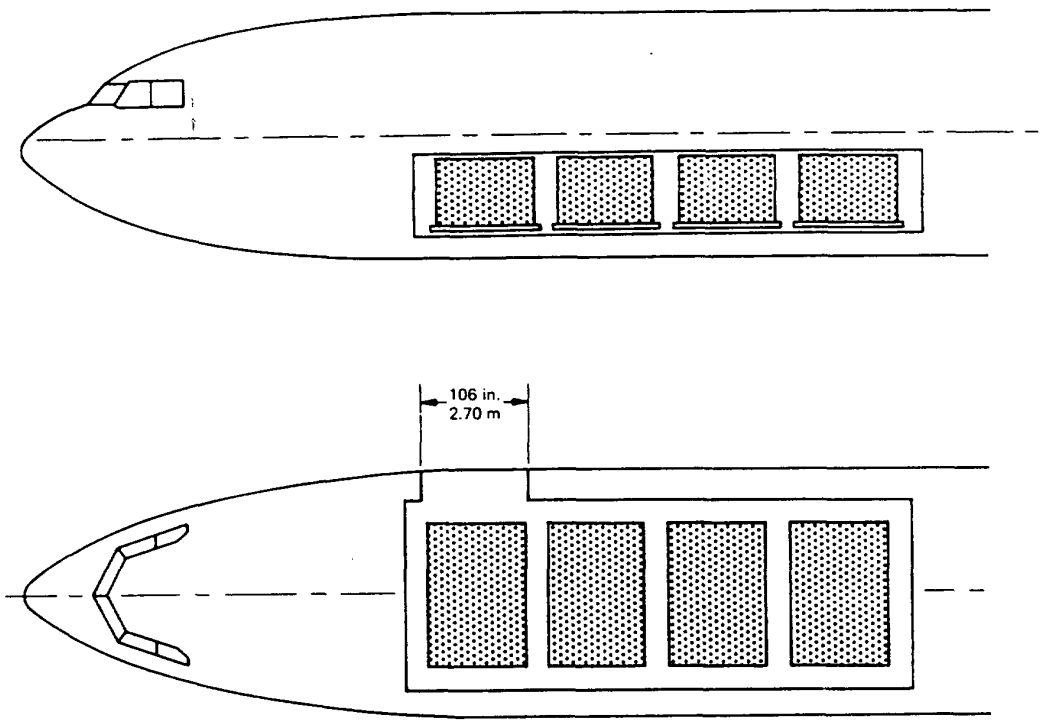




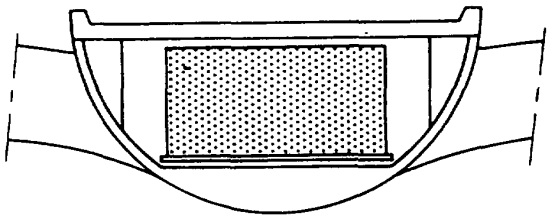
DA5 02 06 01 0 AAMO

2.6 LOWER COMPARTMENT
2.6.1 CONTAINERS
MODEL A300-600

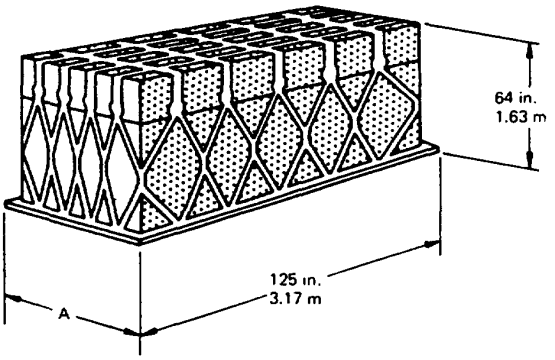
Printed in France



4 PALLETS IN FORWARD CARGO COMPARTMENT ONLY
ENTRY DOOR RH SIDE



	A	
in	88	96
m	2.23	2.44



DA5 02 06 02 0 ACMO

2.6 LOWER COMPARTMENT
2.6.2 PALLETS IN FORWARD CARGO COMPARTMENT

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2.7 DOOR CLEARANCES

2.7.1 Forward Passenger/Crew Door

2.7.2 Mid Passenger/Crew Door

2.7.3 Emergency Exit

2.7.4 AFT Passenger/Crew Door

2.7.5 Forward Cargo Compartment Door

2.7.6 AFT Cargo Compartment Door

2.7.7 Bulk Cargo Compartment Door

2.7.8 Upper Deck Cargo Door

2.7.9 Radome Travel

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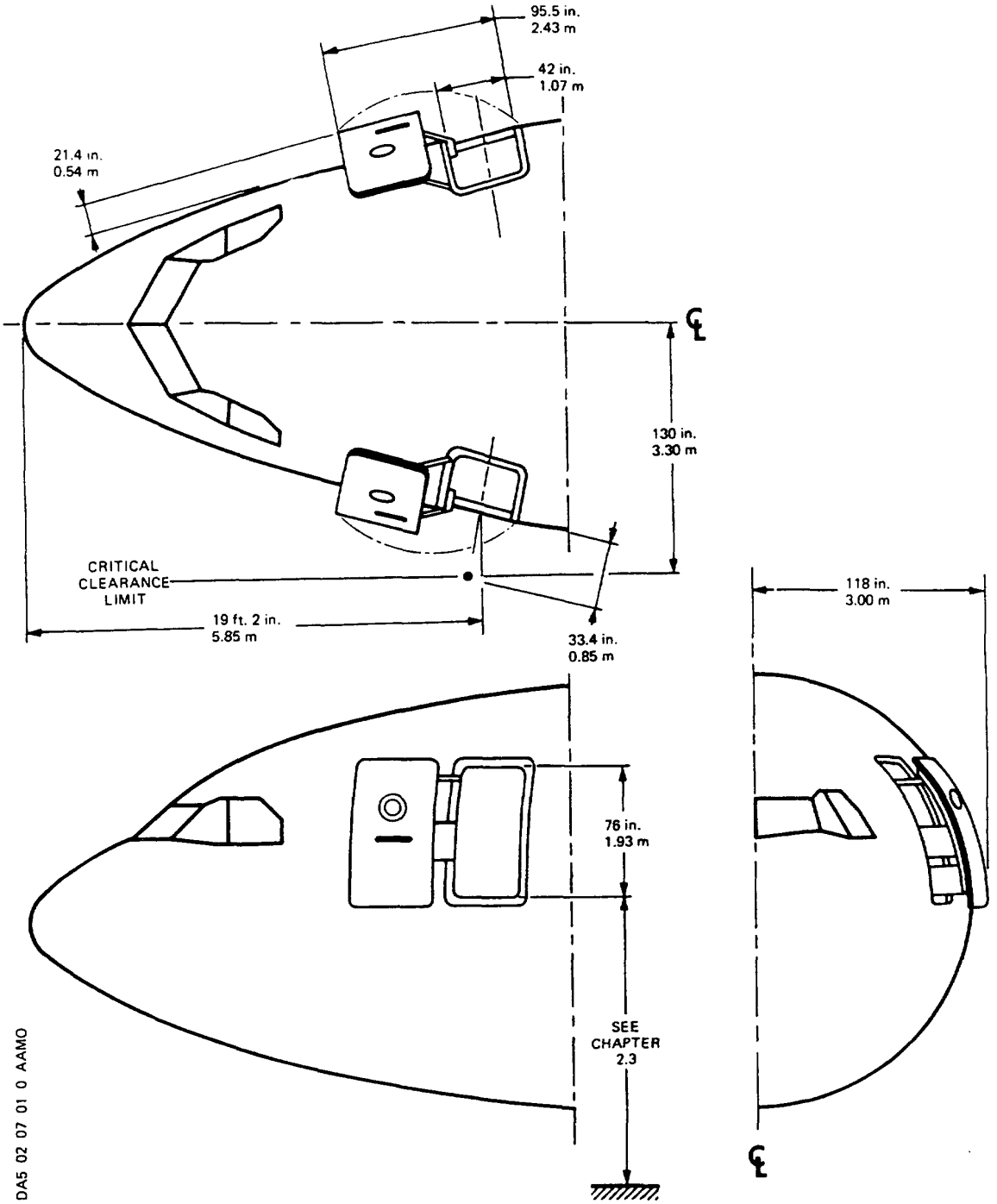

2.7 DOOR CLEARANCES
2.7.1 FORWARD PASSENGER/CREW DOOR
MODEL A300-600

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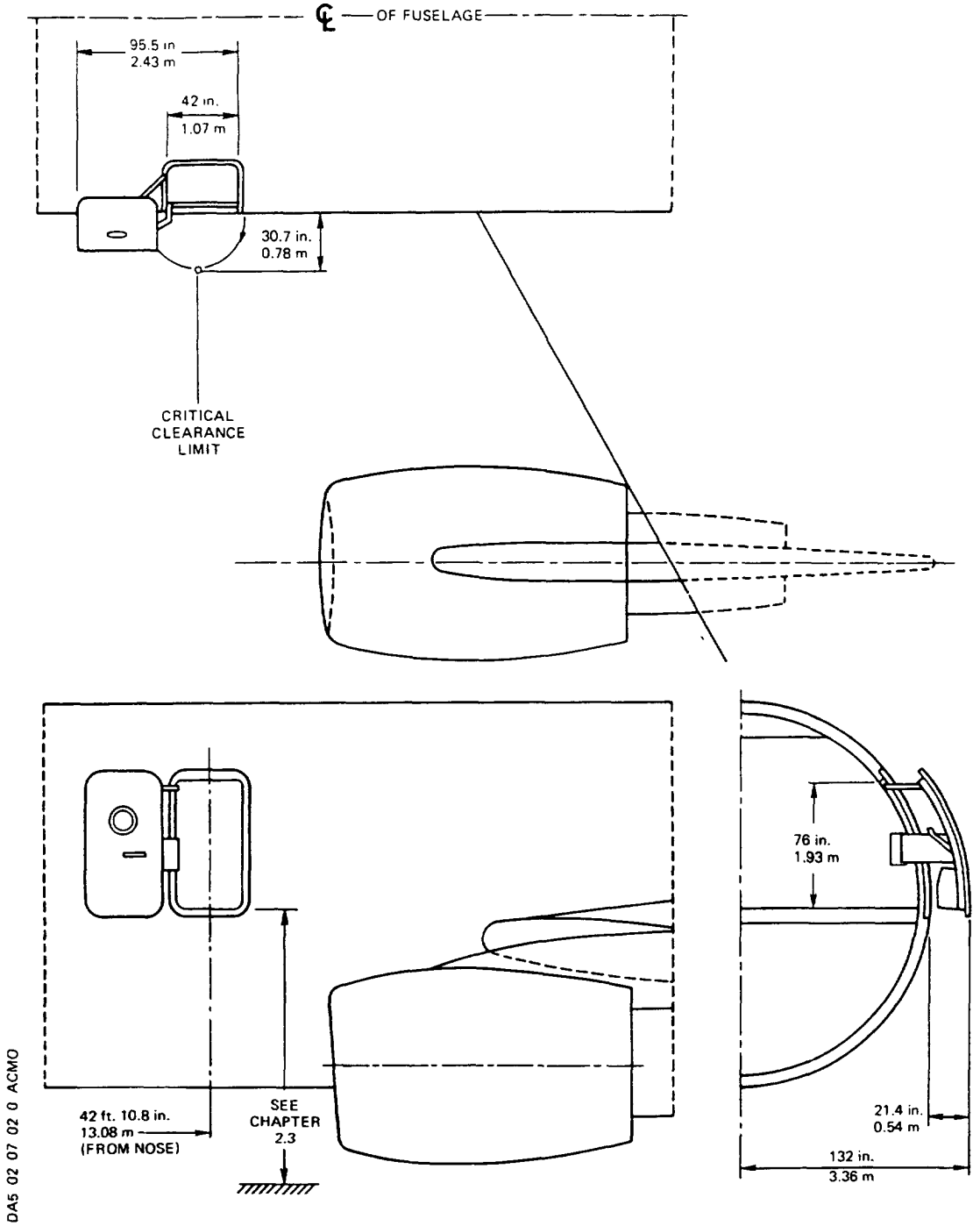
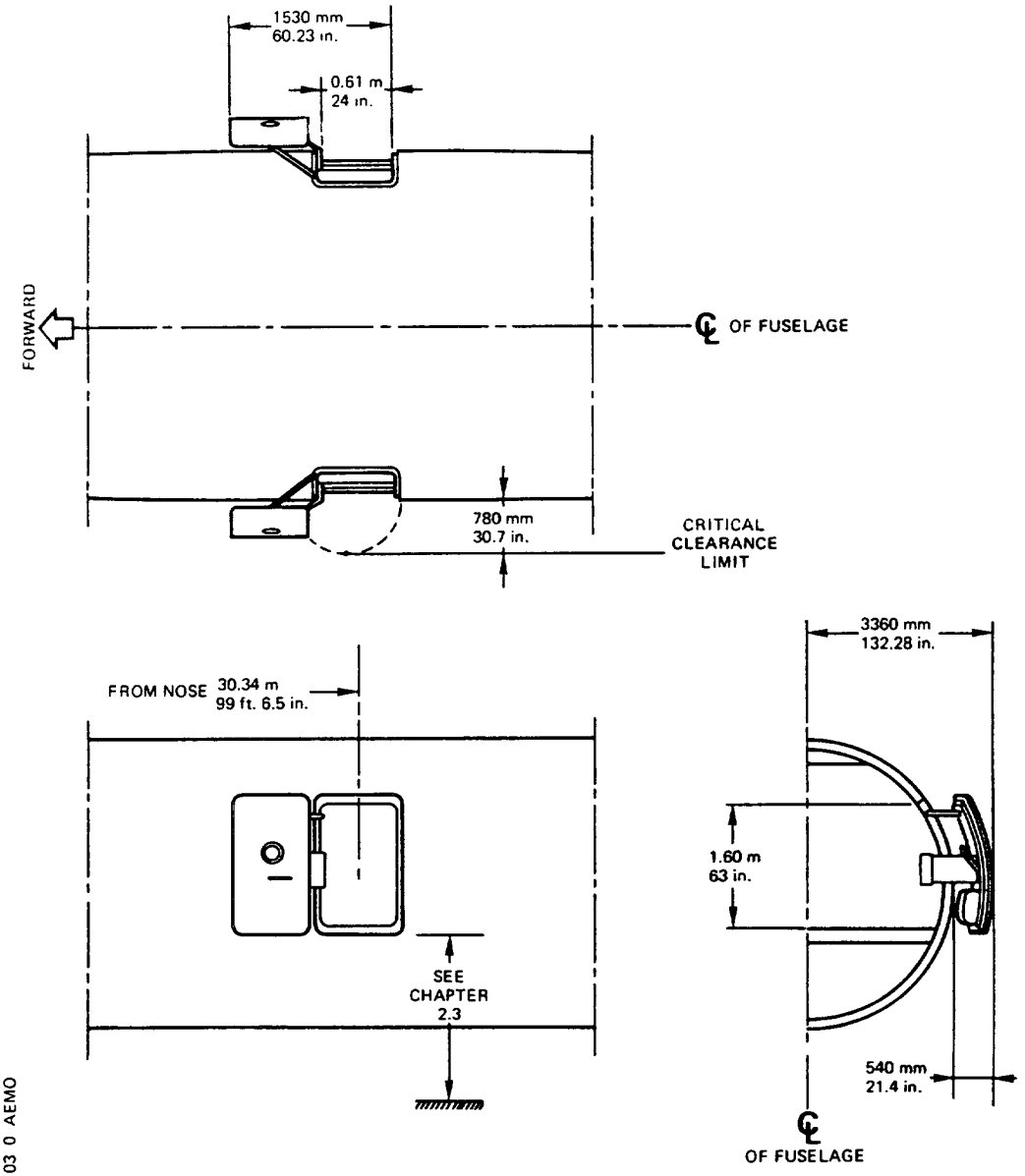


2.7 DOOR CLEARANCES
2.7.2 MID PASSENGER/CREW DOOR
MODEL A300-600

Printed in France



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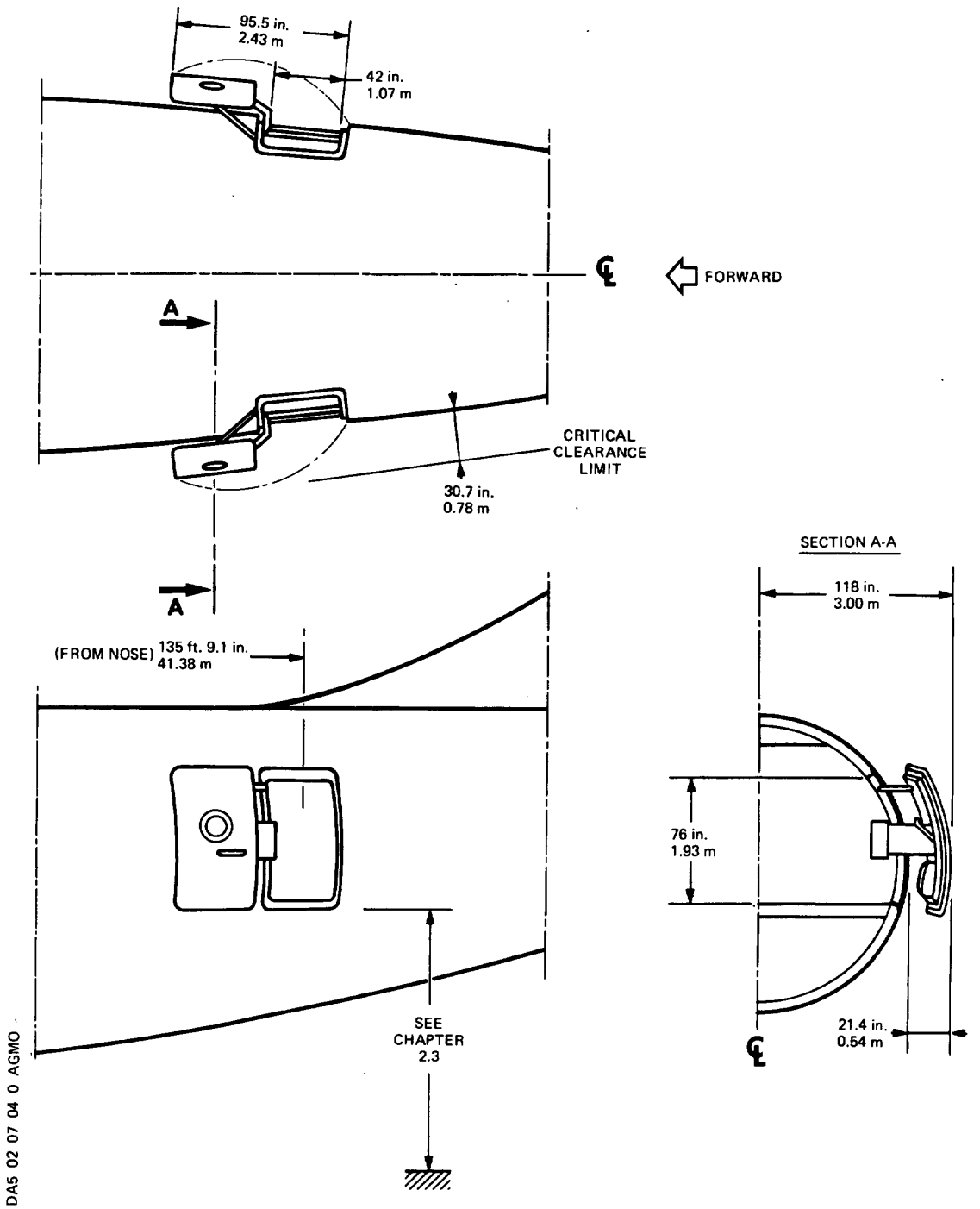
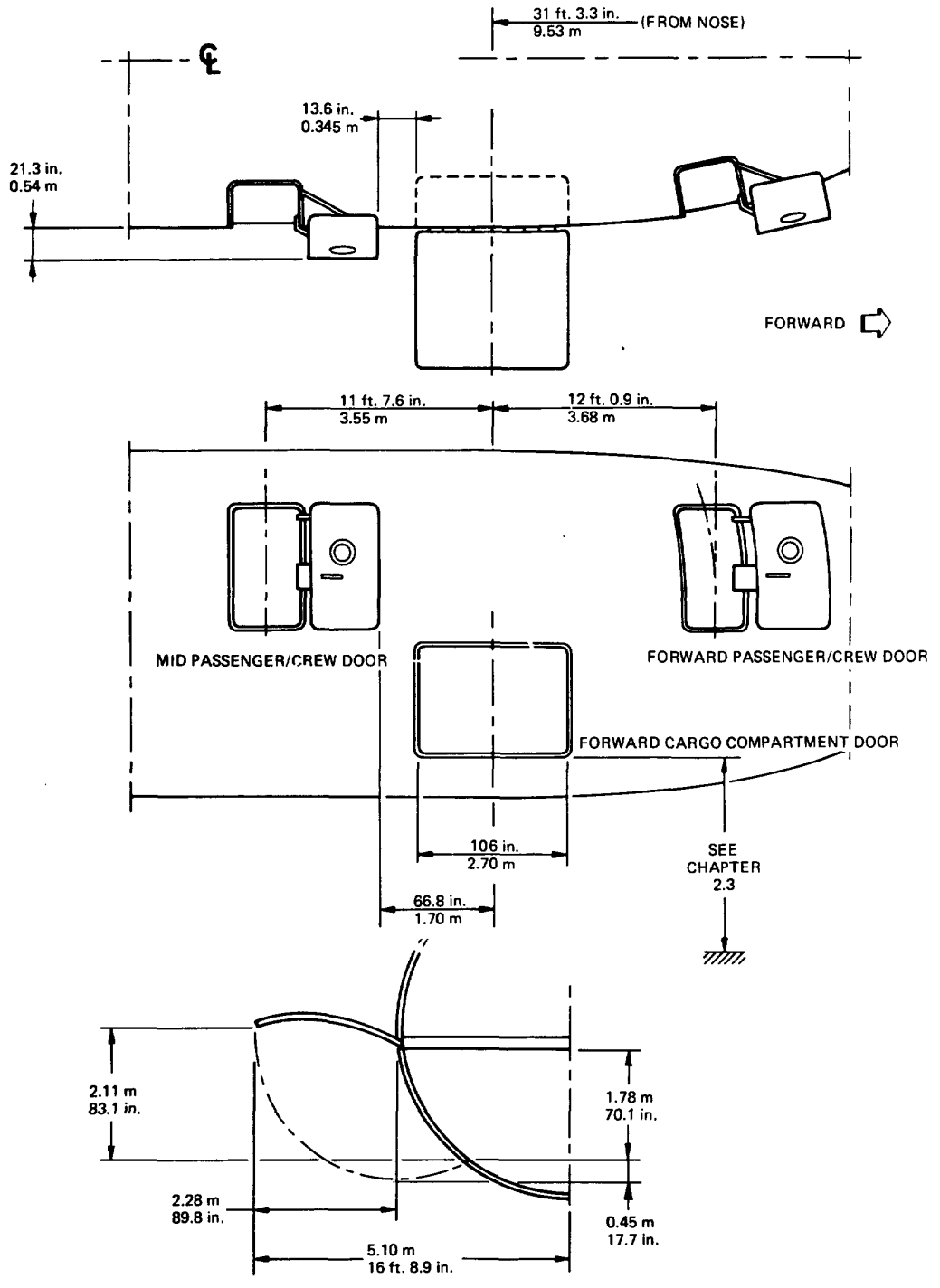
Printed in France



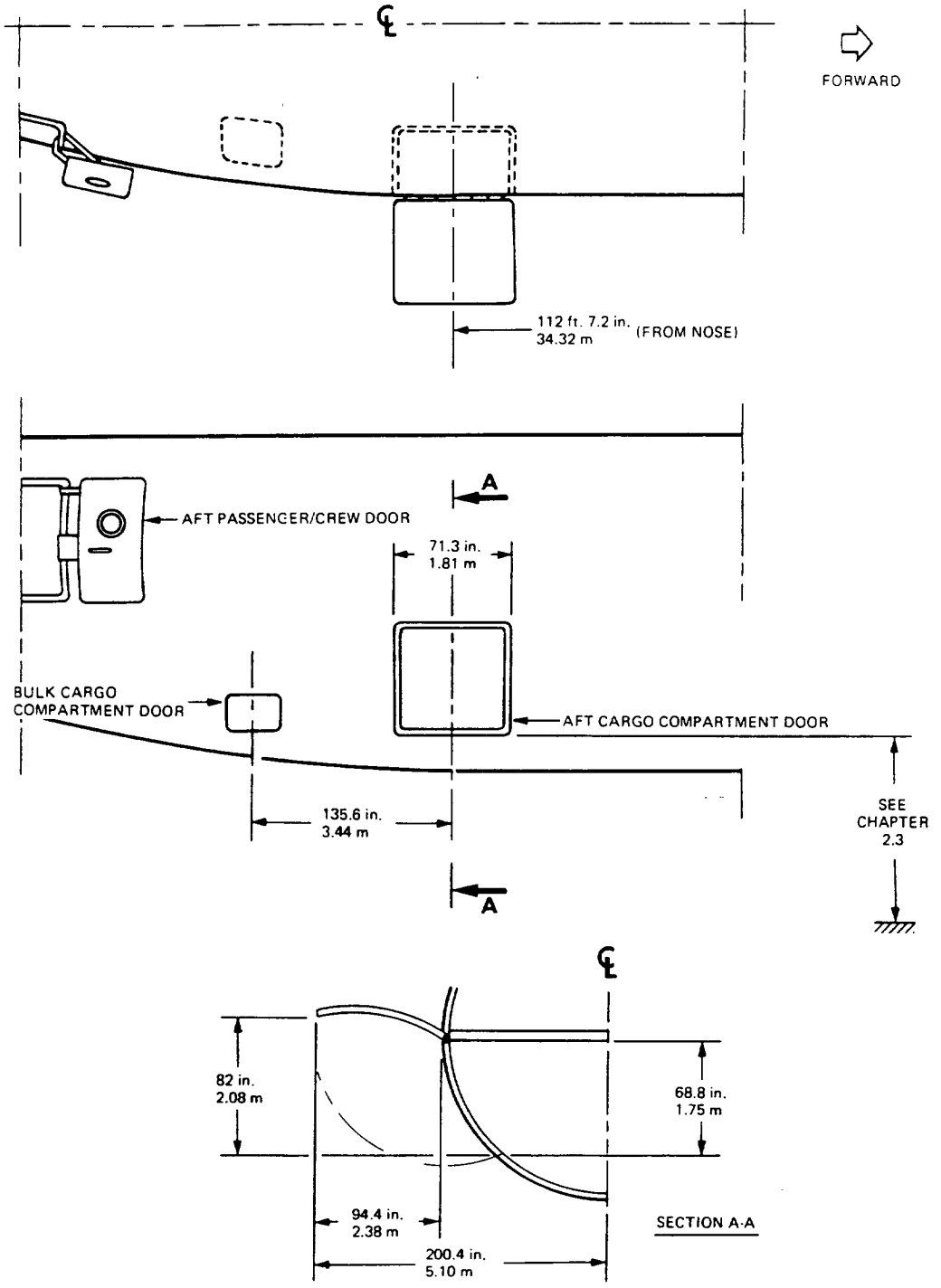
2.7 DOOR CLEARANCES
2.7.4 AFT PASSENGER/CREW DOOR
MODEL A300-600

Printed in France



DA5 02 07 05 0 AJMO

2.7 DOOR CLEARANCES
2.7.5 FORWARD CARGO COMPARTMENT DOOR
MODEL A300-600



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2.7 DOOR CLEARANCES
2.7.6 AFT CARGO COMPARTMENT DOOR
MODEL A300-600

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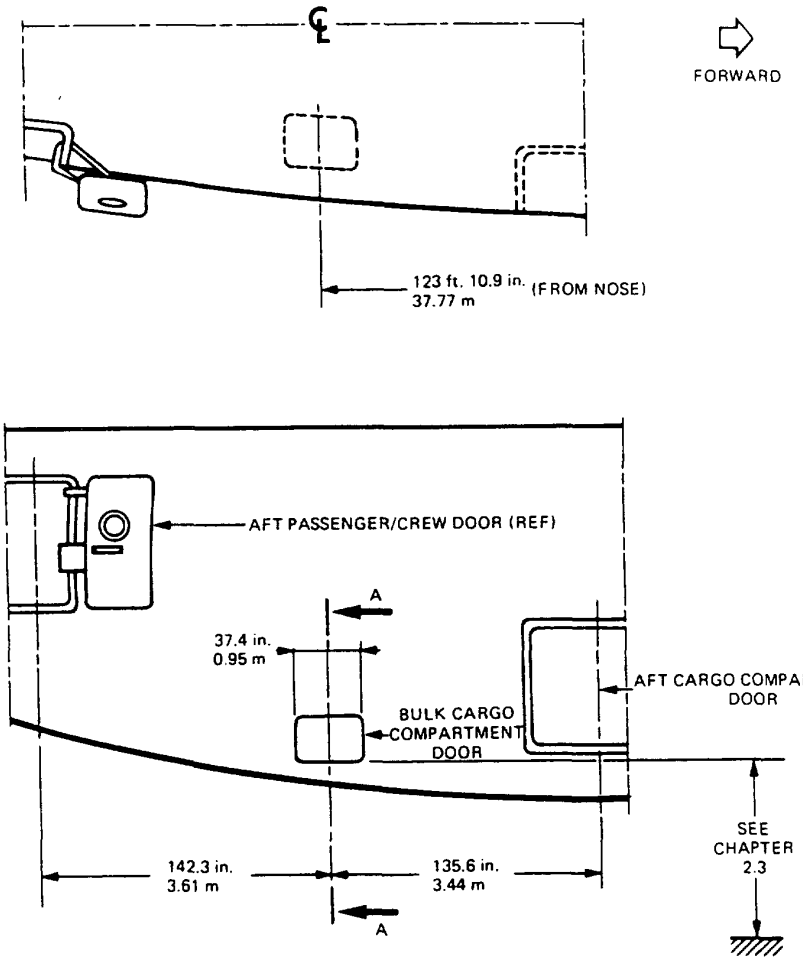

DA5 02 07 07 0 ANMO

2.7 DOOR CLEARANCES
2.7.7 BULK CARGO COMPARTMENT DOOR
MODEL A300-600

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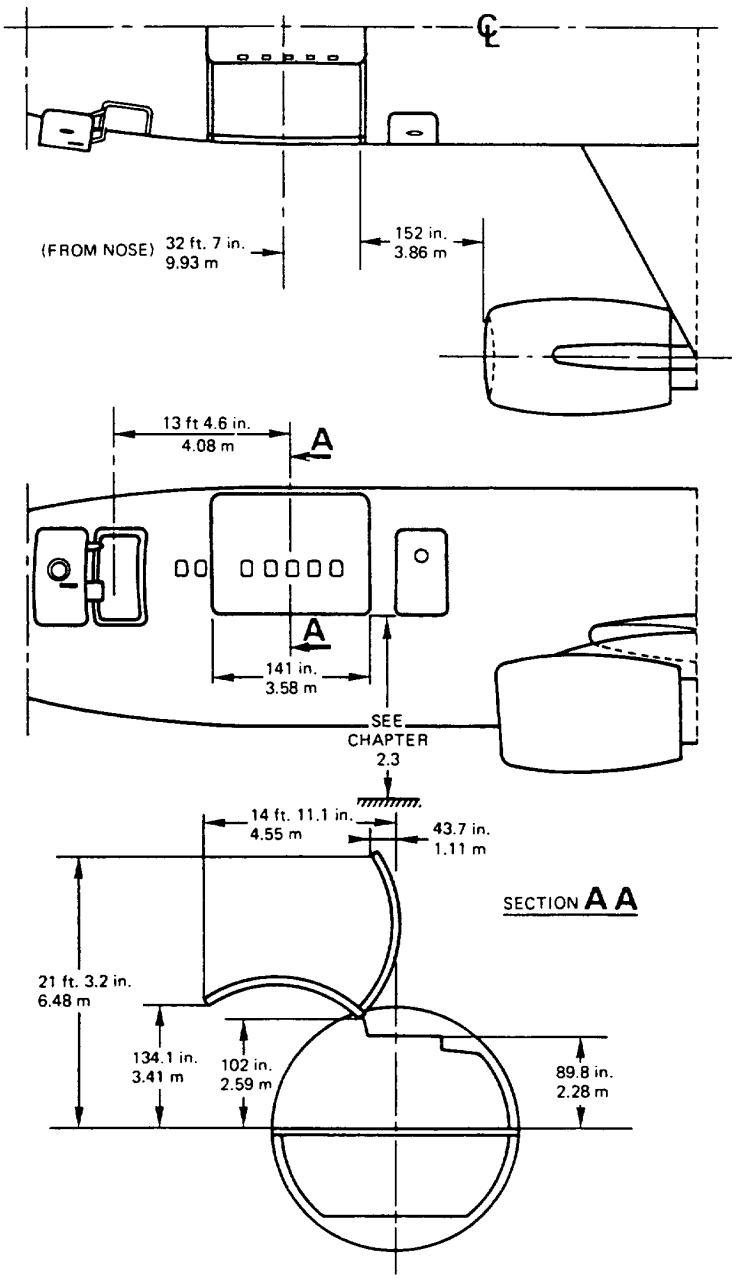

DA5 02 07 08 0 AQMO

2.7 DOOR CLEARANCES
2.7.8 UPPER DECK CARGO DOOR
MODEL A300 C4-600

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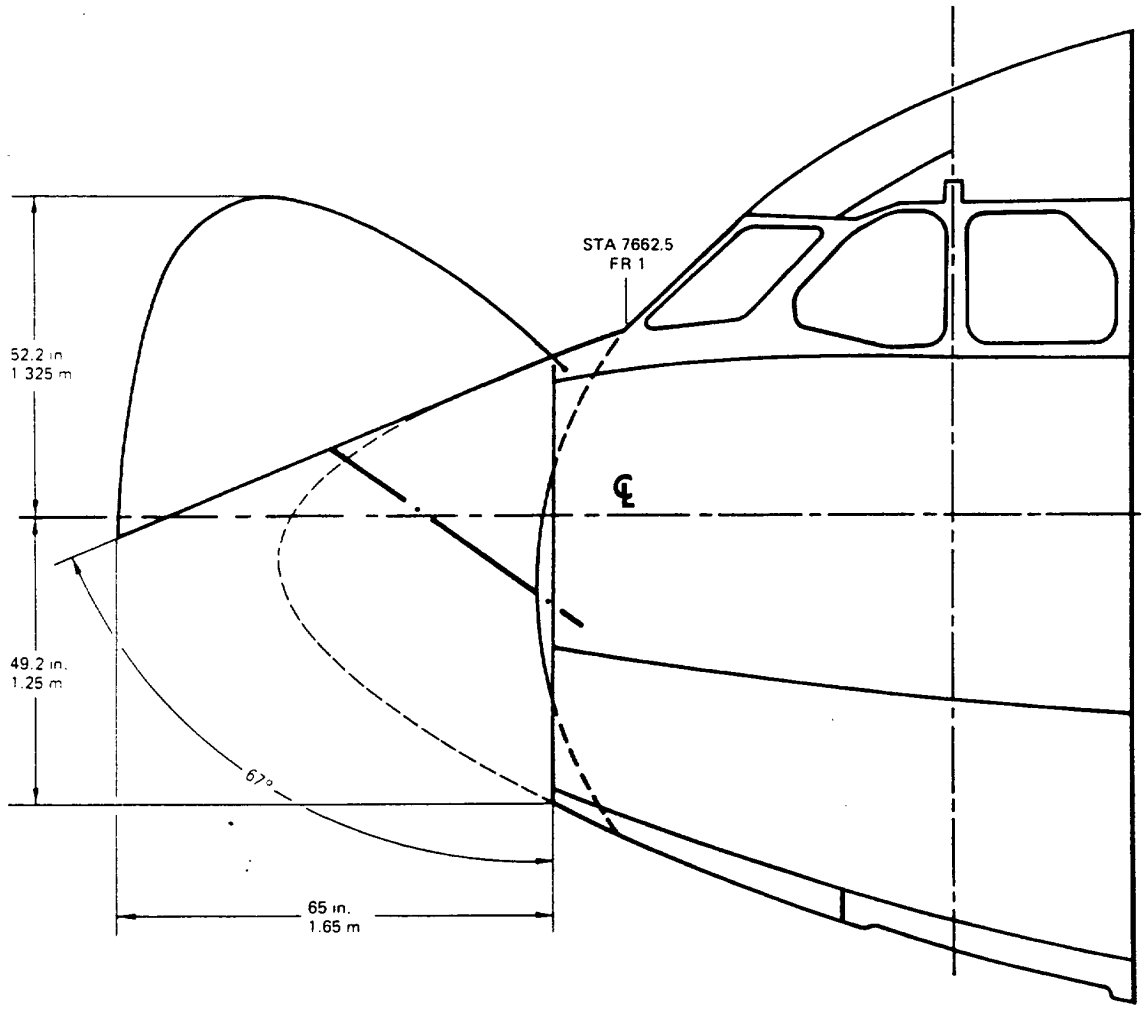

DA5 02 07 09 0 ASMO

2.7 DOOR CLEARANCES
2.7.9 RADOME TRAVEL
MODEL A300-600

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3.0 AIRPLANE PERFORMANCE

3.1 General Information

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

Section 3.3 represents FAR take off runway length requirements at ISA and ISA + 15°C (ISA + 59°F) for PW JT9D-7R4 H1 engines and ISA + 15°C (ISA + 59°F) for GE CF6-80C2A1 engines conditions for FAA certification.

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

R Section 3.5 indicates Final approach speeds.

Standard day temperatures for the altitudes shown are tabulated below :

R

Altitude		ISA 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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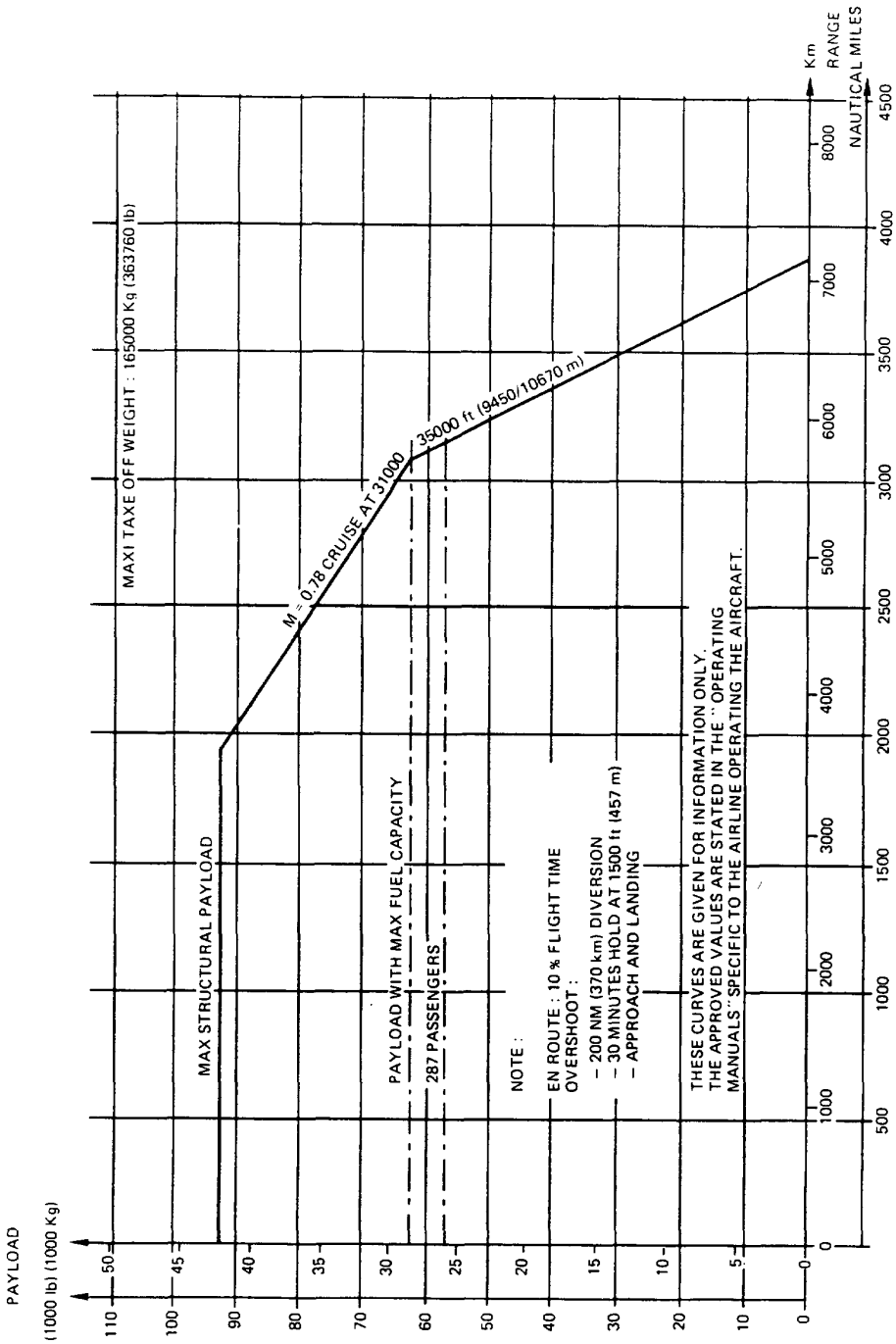

DA5 03 02 01 0 AAMO

3.2 PAYLOAD RANGE

3.2.1 PAYLOAD RANGE LONG RANGE CRUISE
ISA + 10°C CONDITIONS
ISA + 18°F CONDITIONS
P & W JT9D-7R4H1 ENGINE
MODEL A300-600

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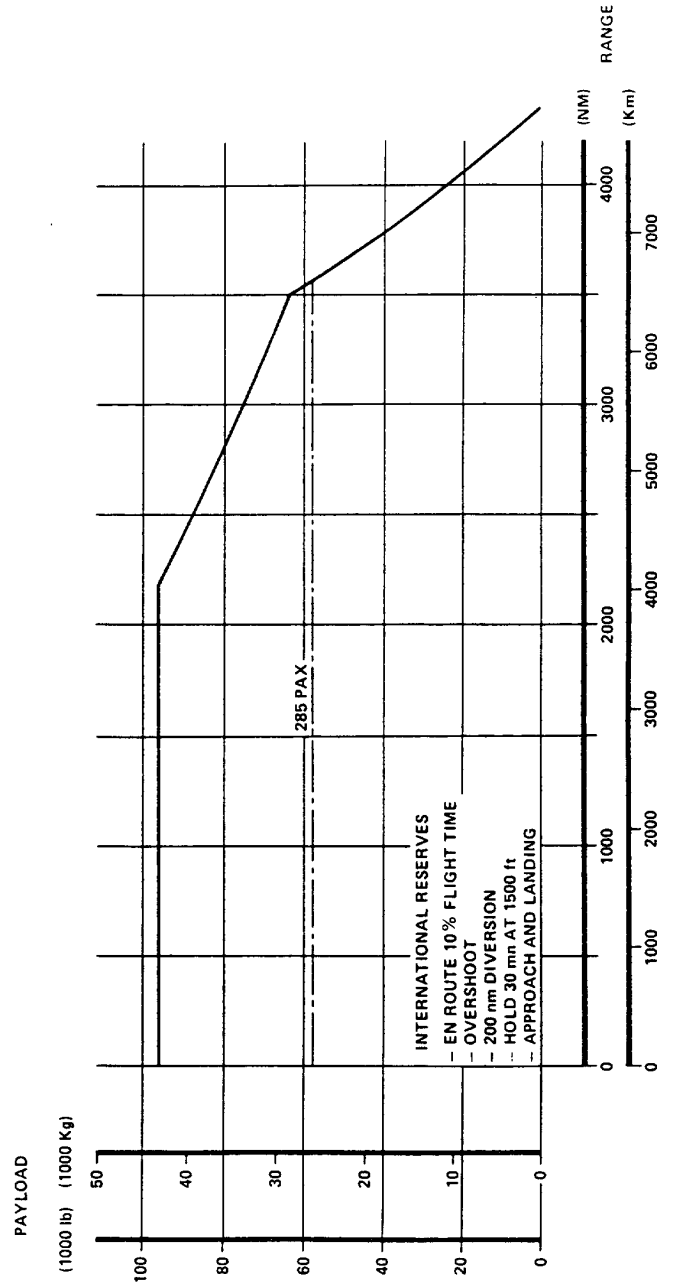
PAYLOD RANGE
CRUISE CONDITIONS :
ISA, L.R.C
31000/35000 ft

ENGINE		CF6-80C2A1
MTOW (t)	:	165.0
MLW (t)	:	138.0
MZFW (t)	:	130.0
OWE (Kg)	:	86727
FUEL CAP.	:	(49785 Kg)



DA5 03 02 02 0 ACM0

3.2 PAYLOAD RANGE
3.2.2 PAYLOAD RANGE LONG RANGE CRUISE
ISA CONDITIONS
GE-CF6-80C2 ENGINE
MODEL A300-600

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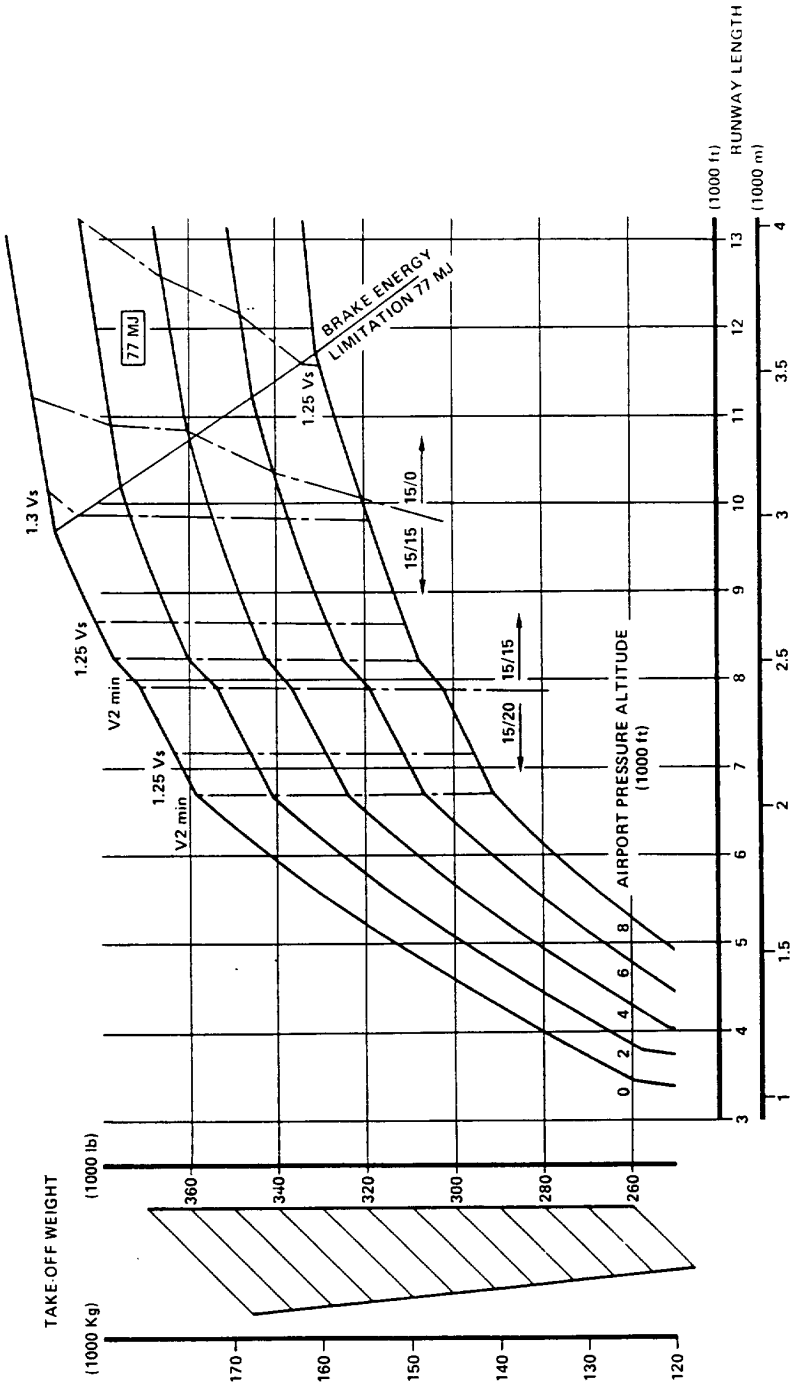
N



3.3 FAR TAKE-OFF RUNWAY LENGTH REQUIREMENTS
3.3.1 ISA CONDITIONS - P & W JT9D-7R4H1 ENGINE
MODEL A300-600

R

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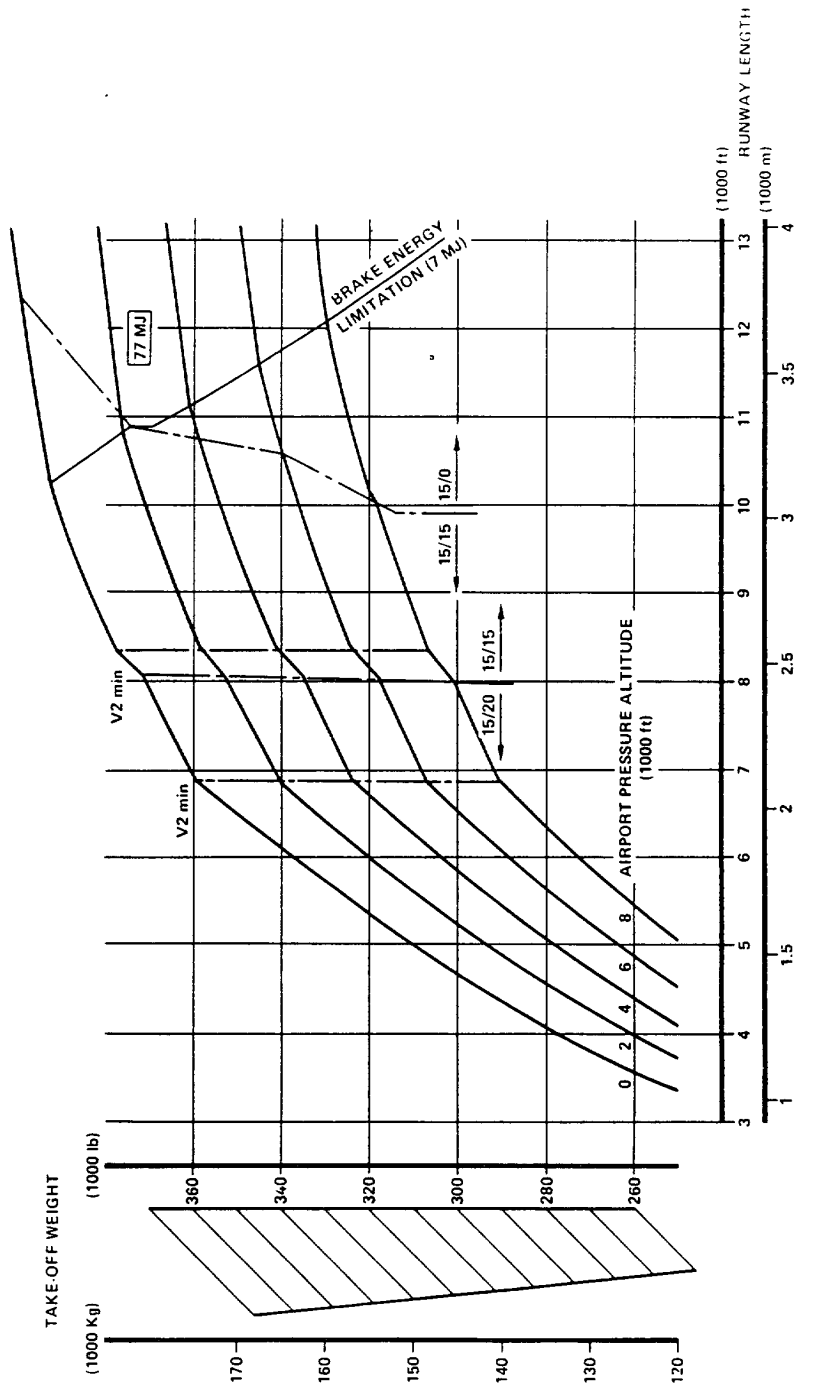
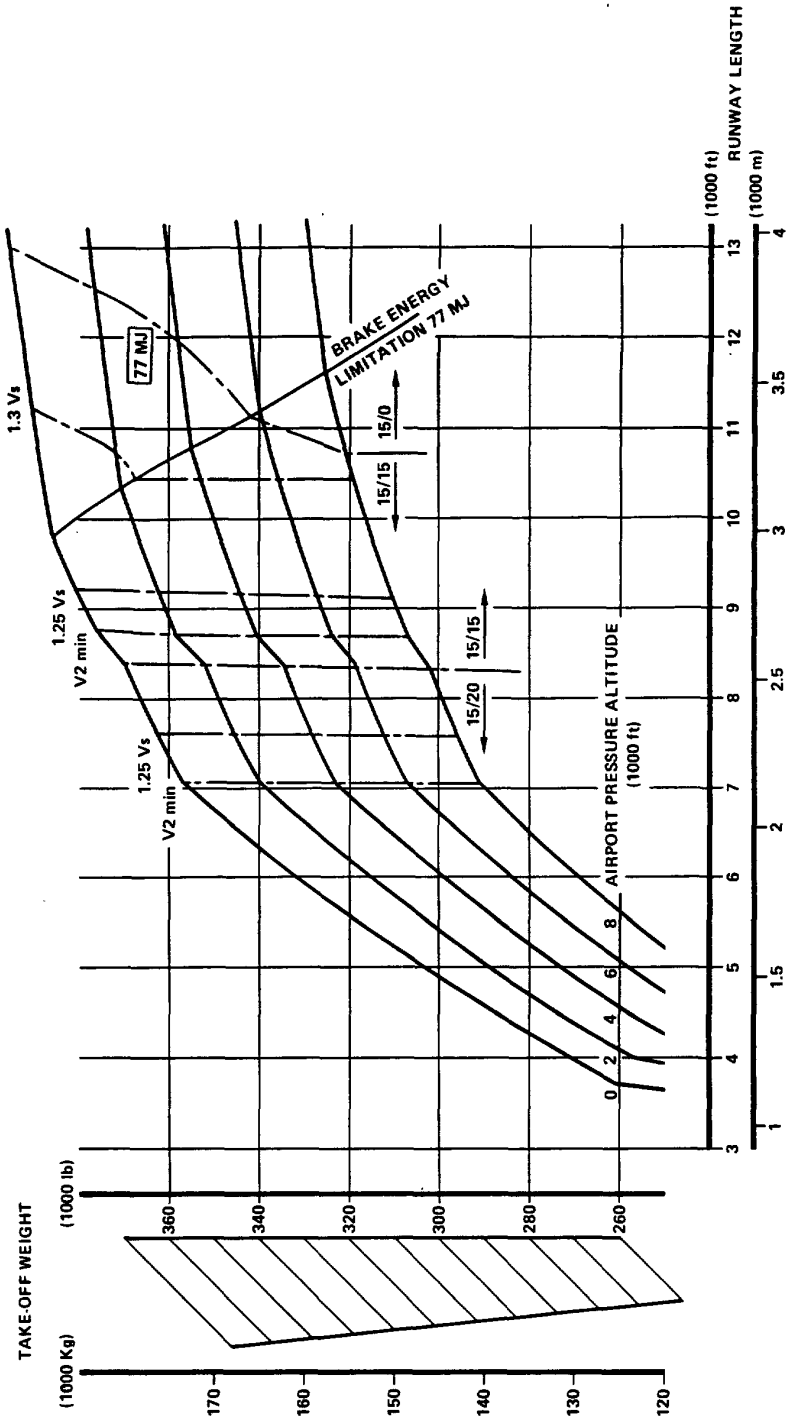
FAR TAKE-OFF WEIGHT LIMITATION
ISA



DA5 03 03 01 0 ACM0

3.3 FAR TAKE-OFF RUNWAY LENGTH REQUIREMENTS
3.3.1 ISA CONDITIONS - GE-CF6-80C2 ENGINE
MODEL A300-600

FAR TAKE-OFF WEIGHT LIMITATION
ISA + 15° C



DA5 03 03 02 0 AAM0

3.3 FAR TAKE-OFF RUNWAY LENGTH REQUIREMENTS
3.3.2 ISA + 15°C CONDITIONS - ISA + 27°F CONDITIONS
P & W JT9D-7R4H1 ENGINE
MODEL A300-600

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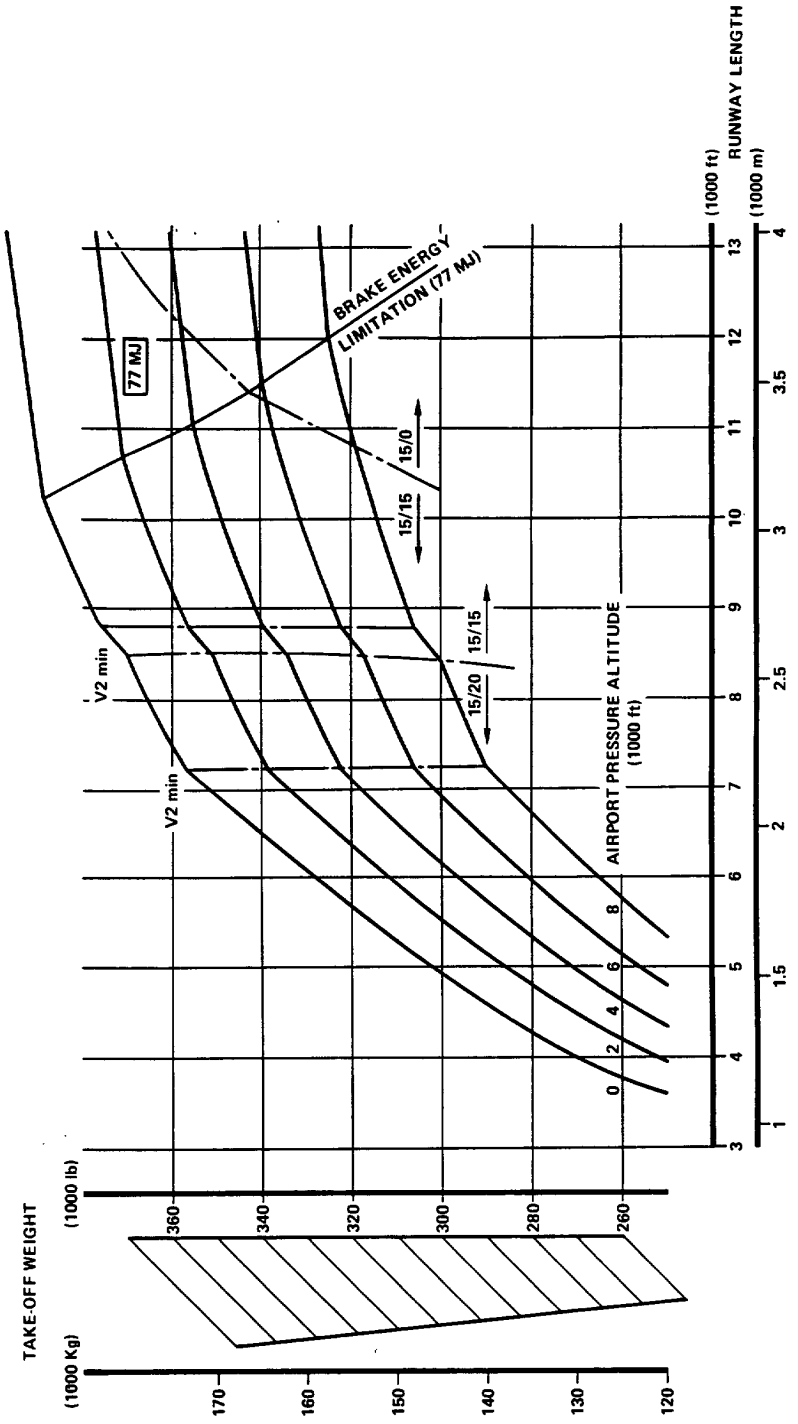
FAR TAKE-OFF WEIGHT LIMITATION
ISA + 15° C



DA5 03 03 02 0 ACM0

3.3 FAR TAKE-OFF RUNWAY LENGTH REQUIREMENTS
3.3.2 ISA + 15°C CONDITIONS - ISA + 27°F CONDITIONS
GE CF6-80C2 ENGINE
MODEL A300-600

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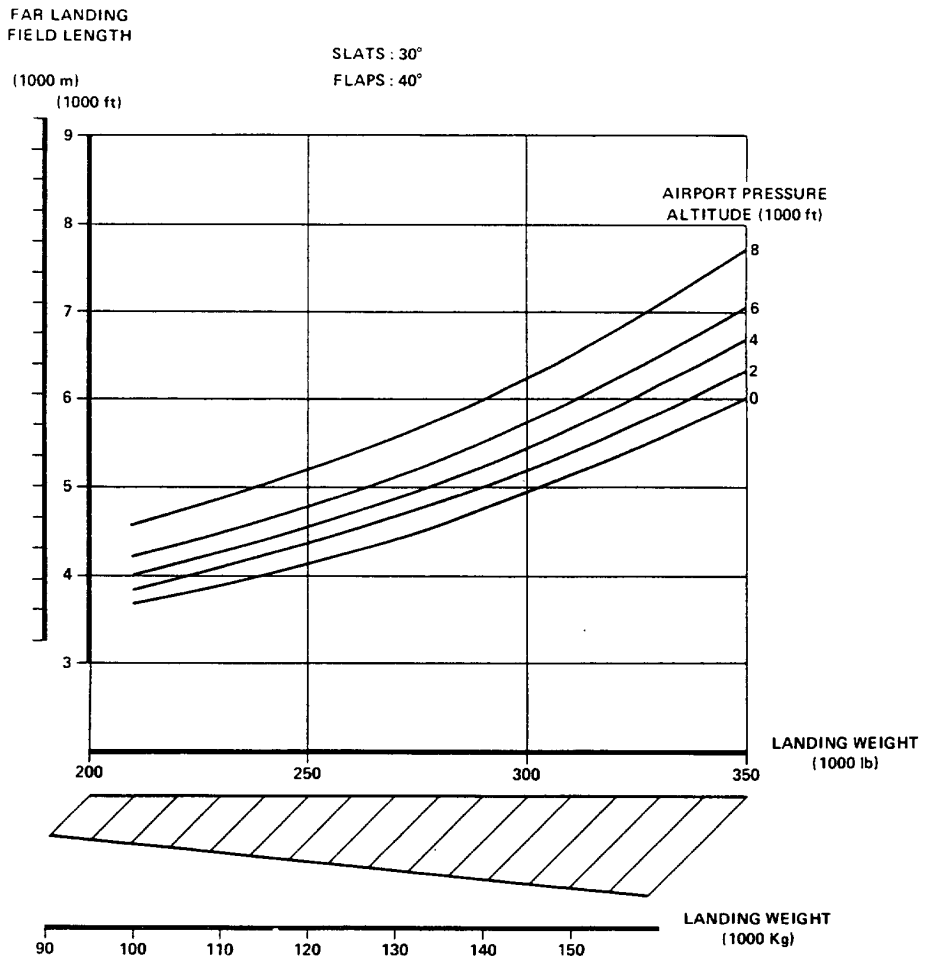
FAR LANDING FIELD LENGTH
ALL AMBIENT TEMPERATURE

$$\text{FAR LANDING FIELD LENGTH} = \frac{\text{ACTUAL DISTANCE}}{0.6}$$



DA5 03 04 01 0 AAM0

3.4 FAR LANDING RUNWAY LENGTH REQUIREMENTS
3.4.1 ALL AMBIENT TEMPERATURES
PW AND GE ENGINES
MODEL A300-600

R

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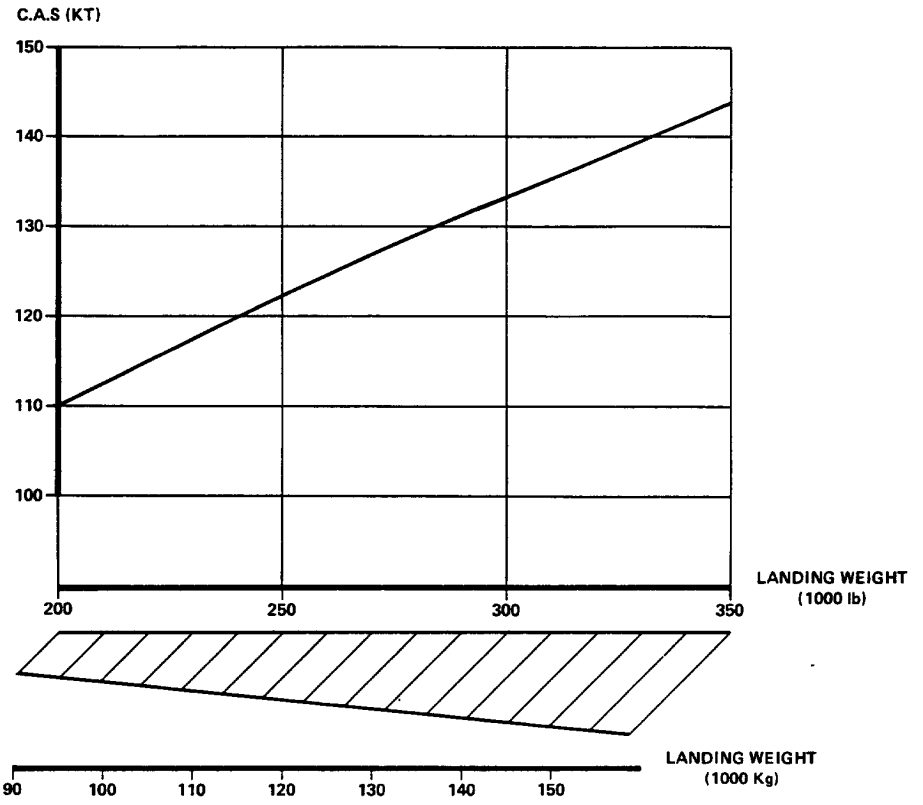
FINAL APPROACH SPEED (1.3 Vs)
AT 50 ft
LANDING GEAR DOWN

SLATS : 30°
FLAPS : 40°



DA5 03 05 01 0 AAM0

3.5 FINAL APPROACH SPEED
3.5.1 FINAL APPROACH SPEED AT 1.3 VS
PW AND GE ENGINES
MODEL A300-600

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4.0 GROUND MANEUVERING

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4.0 GROUND MANEUVERING

4.1 GENERAL INFORMATION

This section provides airplane turning capability and maneuvering characteristics.

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

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

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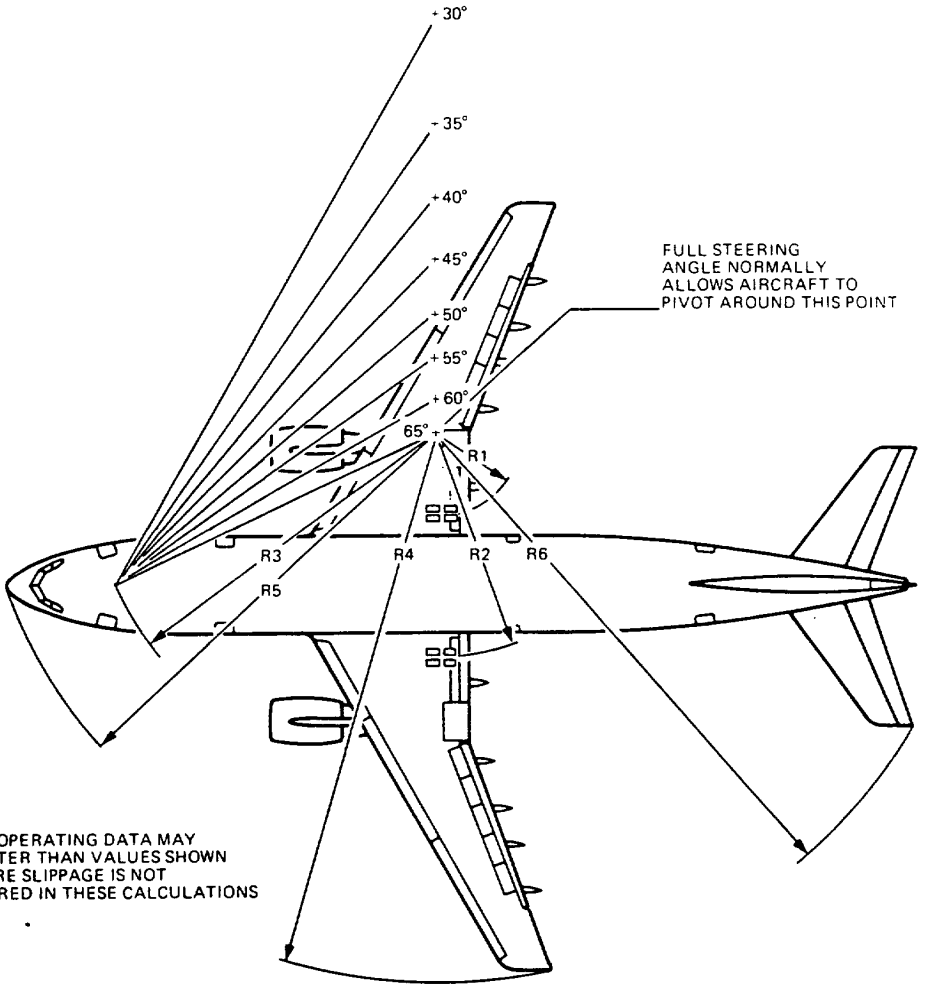

NOTE :

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

STEERING ANGLE (DEGREES)	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	161.75	49.30
35	71.87	21.90	103.36	31.50	106.95	32.60	162.91	49.65	120.63	36.77	146.82	44.75
40	57.36	17.48	88.86	27.08	95.44	29.09	148.58	45.29	110.55	33.70	135.83	41.40
45	45.60	13.90	77.10	23.50	86.76	26.44	136.98	41.75	103.15	31.44	127.62	38.90
50	35.73	10.89	67.22	20.49	80.09	24.41	127.27	38.79	97.60	29.75	121.06	36.90
55	27.21	8.29	58.70	17.89	74.89	22.83	118.91	36.24	93.39	28.46	115.81	35.30
60	19.67	6.00	51.17	15.60	70.84	21.59	111.55	34.00	90.17	27.48	111.71	34.05
65	12.86	3.92	44.35	13.52	67.69	20.63	104.89	31.97	87.72	26.74	108.43	33.05

DA5 04 02 00 0 AAMO

4.2 TURNING RADII NO SLIP ANGLE
MODEL A300-600

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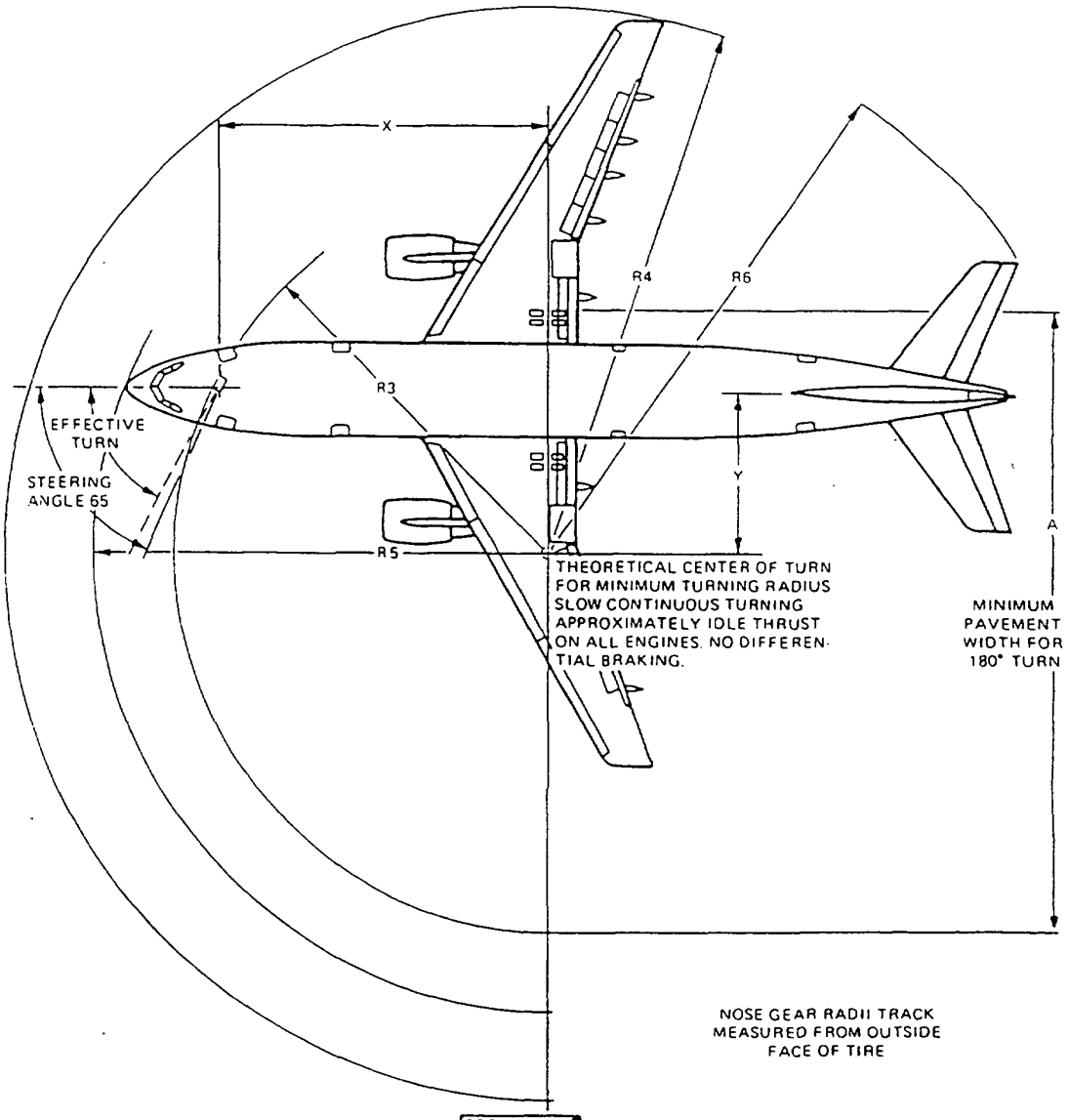


FEET / METERS

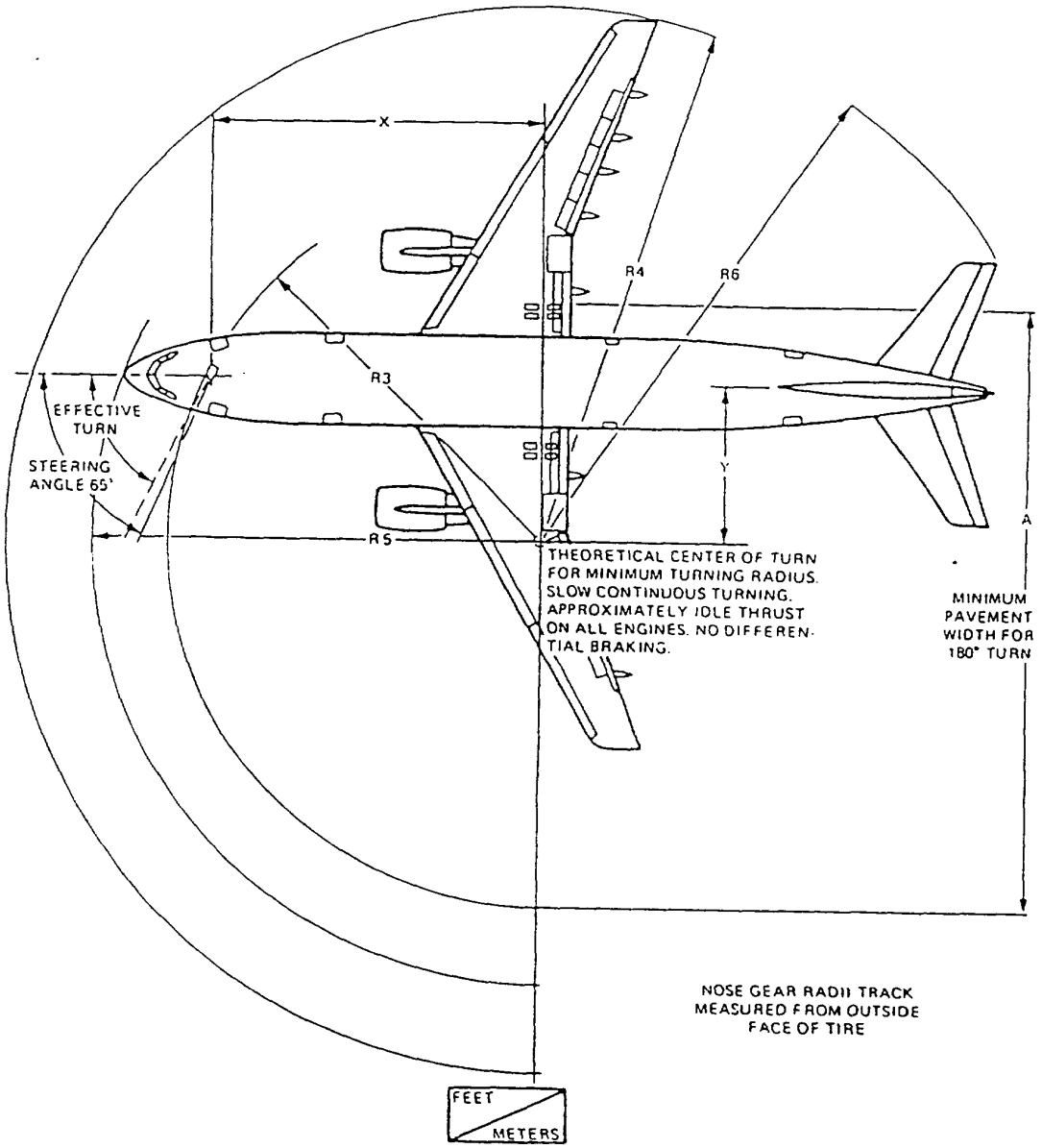
DA5 04 03 00 0 AAMO

C.G. AC	EFFECTIVE TURN ANGLE	X	Y	A	R3	R4	R5	R6
FWD 15 %	61°6	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 34 %	58°3	61.35 18.70	37.89 11.55	125.66 38.30	72.11 21.98	114.01 34.75	91.47 27.88	113.35 34.55

4.3 MINIMUM TURNING RADII

MODEL A300-600

Printed in France



C.G. AC	EFFECTIVE TURN ANGLE	X	Y	A	R3	R4	R5	R6
15%	61°7	61.98 18.89	33.07 10.08	122.58 37.36	71.46 21.78	109.26 33.30	89.28 27.21	111.19 33.89
28%	60°	61.98 18.89	35.43 10.80	126.12 38.44	72.67 22.15	111.55 34.00	90.19 27.49	112.47 34.28
37%	57°	61.98 18.89	39.93 12.17	133.04 40.55	75.10 22.89	115.95 35.34	92.03 28.05	115.00 35.05

DA5 04 03 00 0 ACMO

4.3 MINIMUM TURNING RADII
4.3.2 MAIN LANDING GEARS WITH ORIGINAL BOGIE

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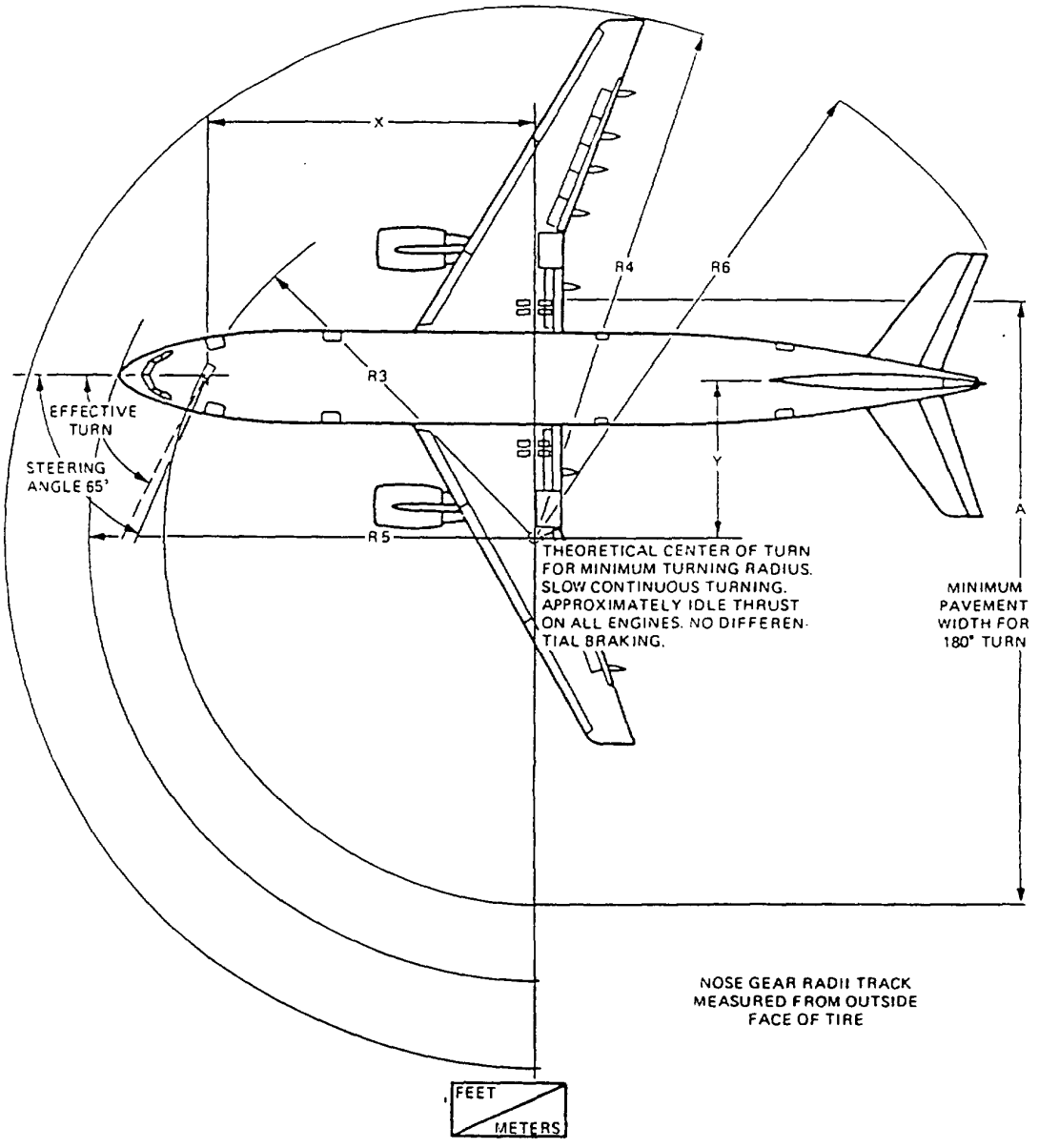

C.G. AC	EFFECTIVE TURN ANGLE	X	Y	A	R3	R4	R5	R6
15%	61°1	61.98 18.89	33.83 10.31	123.66 37.69	71.85 21.90	109.98 33.52	89.57 27.30	111.59 34.01
28%	59°1	61.98 18.89	36.71 11.19	128.06 39.03	73.33 22.35	112.80 34.38	90.69 27.64	113.16 34.49
37%	55°1	61.98 18.89	42.78 13.04	137.61 41.94	76.78 23.40	118.77 36.20	93.31 28.44	116.71 35.57

DA5 04 03 00 0 AEMO

4.3 MINIMUM TURNING RADII
4.3.3 MAIN LANDING GEARS WITH "LA GUARDIA" BOGIE

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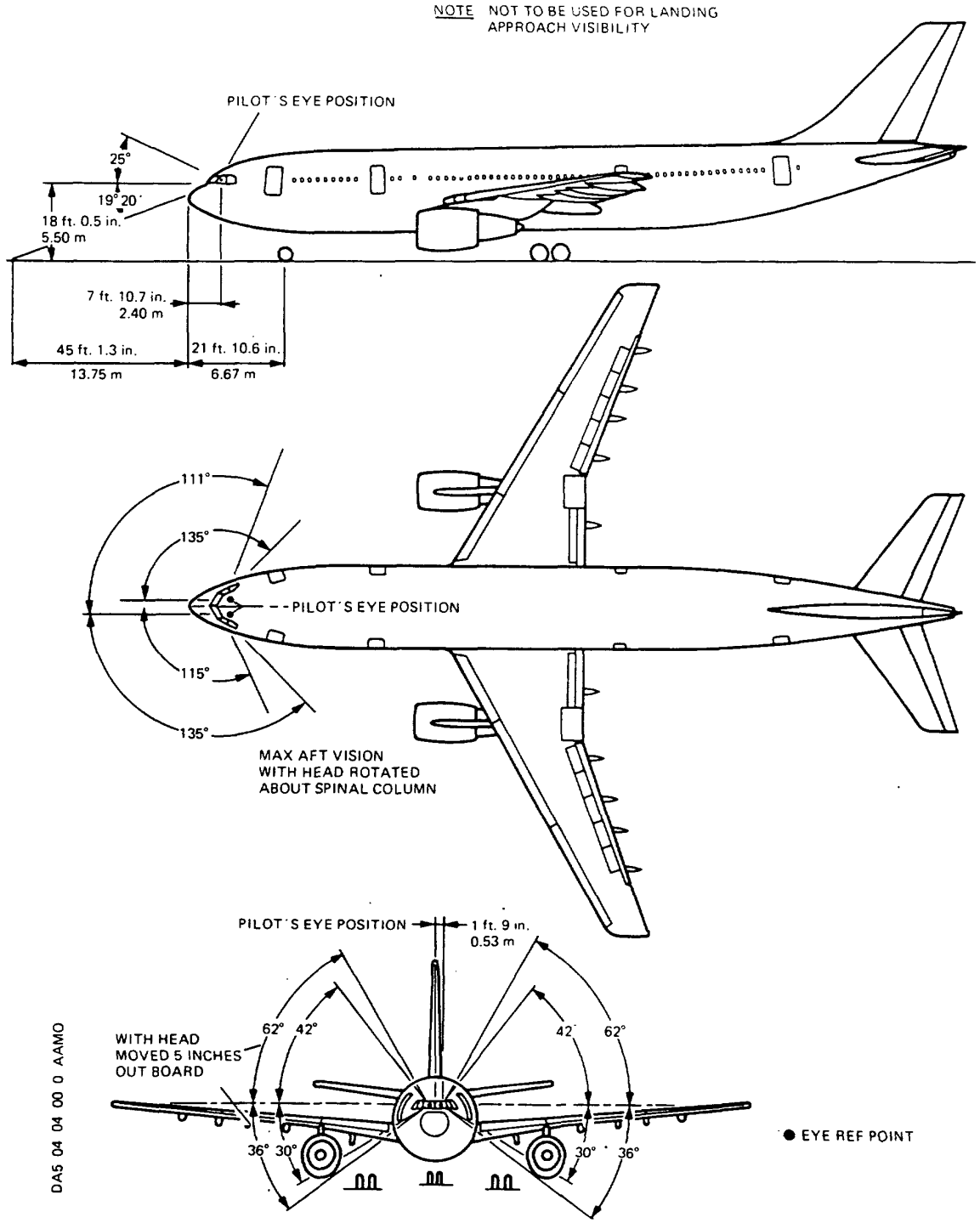

4.4 VISIBILITY FROM FLIGHT COMPARTMENT
IN STATIC POSITION
MODEL A300-600

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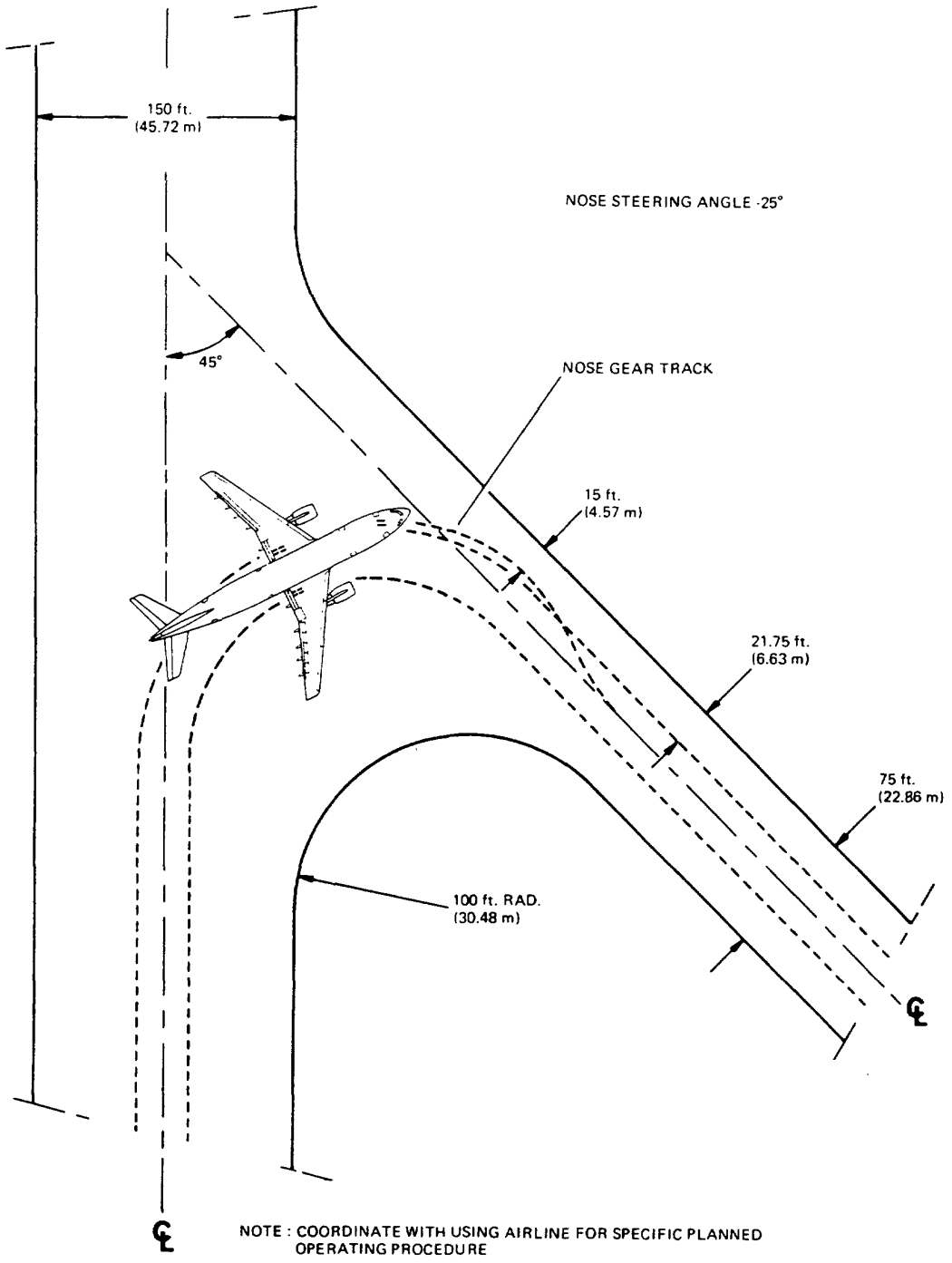

DA5 04 05 01 0 AAMO

4.5 RUNWAY AND TAXIWAY TURN PATHS
4.5.1 MORE THAN 90° TURN RUNWAY TO TAXIWAY TURN
MODEL A300-600

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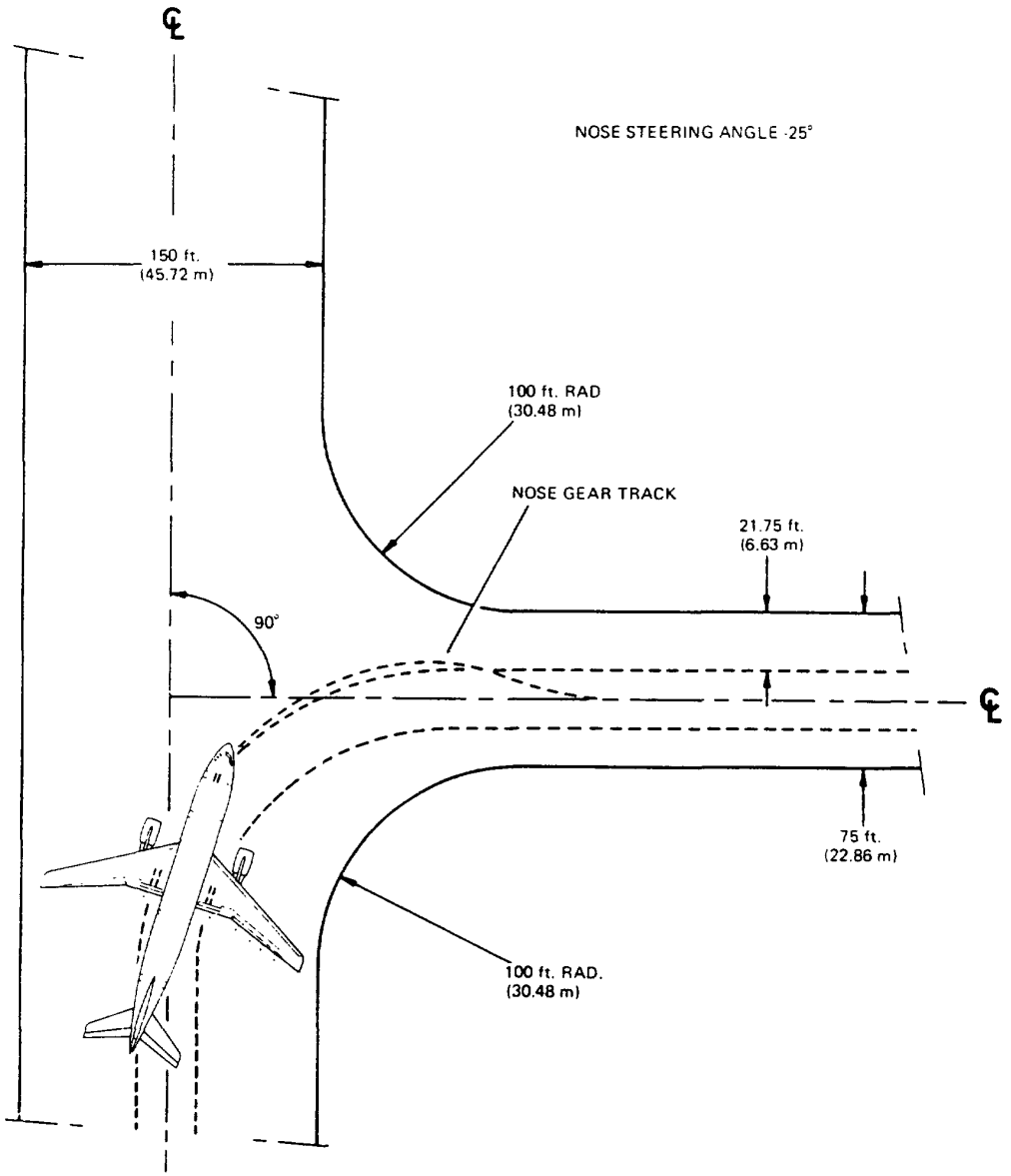

NOTE : COORDINATE WITH USING AIRLINE FOR SPECIFIC PLANNED OPERATING PROCEDURE

DA5 04 05 02 0 ACMO

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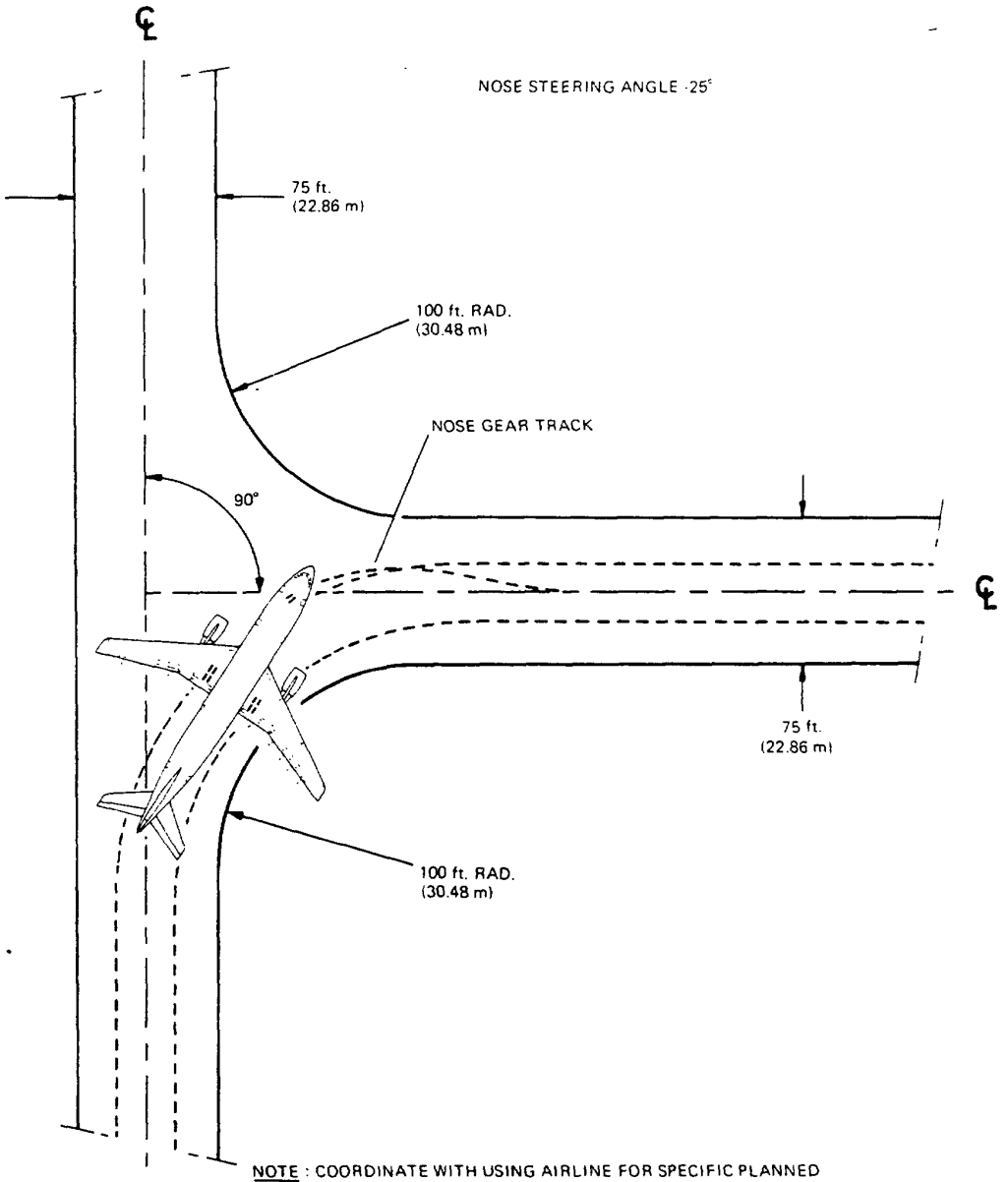

NOTE : COORDINATE WITH USING AIRLINE FOR SPECIFIC PLANNED OPERATING PROCEDURE

DA5 04 05 03 0 AEMO

4.5 RUNWAY AND TAXIWAY TURN PATHS
4.5.3 90° TURN TAXIWAY TO TAXIWAY
MODEL A300-600

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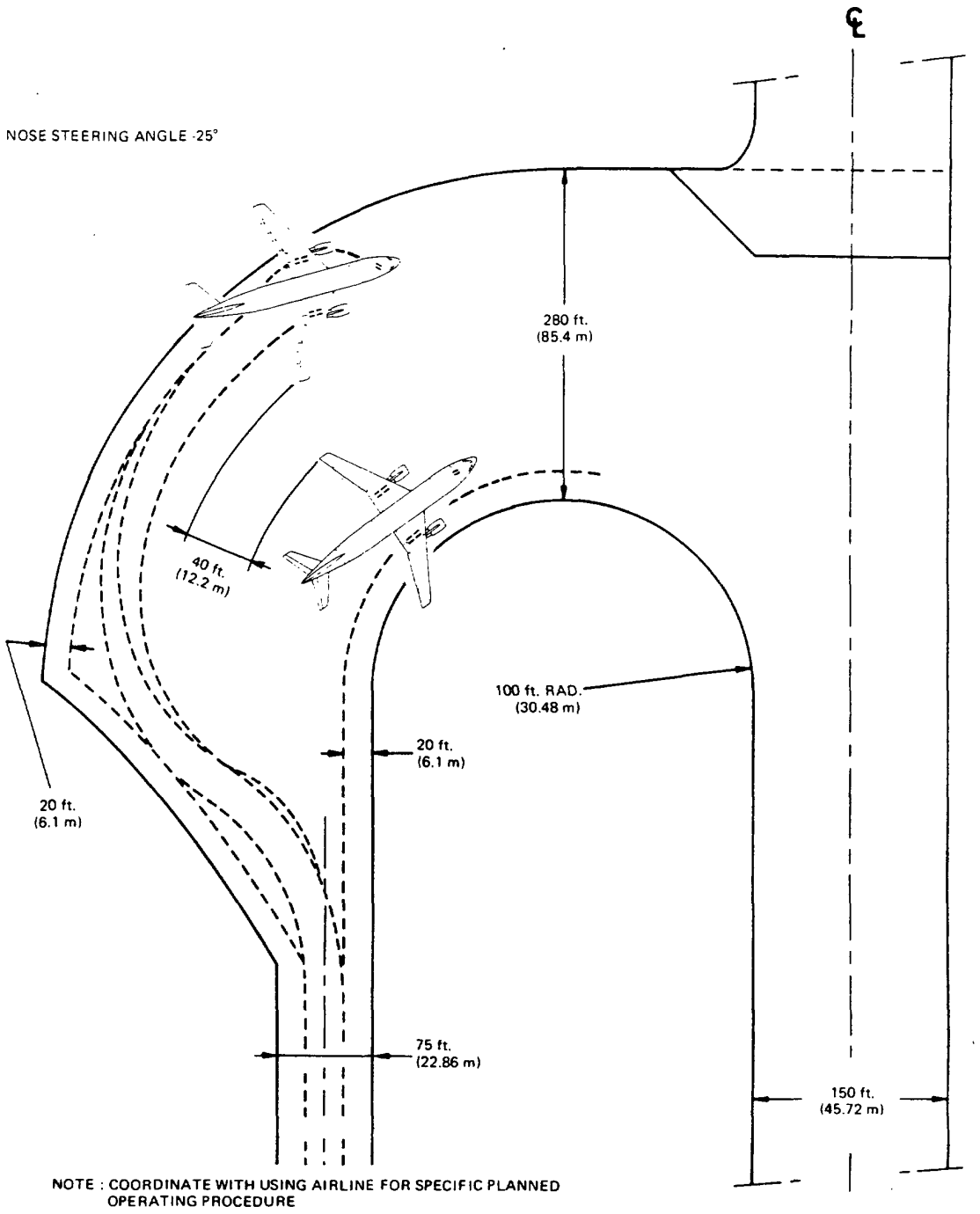

NOTE : COORDINATE WITH USING AIRLINE FOR SPECIFIC PLANNED OPERATING PROCEDURE

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AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

This section provides typical ramp layouts, showing the various GSE items in position during typical turnaround scenarios.
These ramp layouts show typical arrangements only. Each operator will have its own specific requirements/regulations for the positioning and operation on the ramp.
For each ramp layout, the associated typical turnaround time is given in a Chart in section 5.2 for the passenger aircraft and section 5.3 for the cargo aircraft.

AS	–	AIR STARTING VEHICLE
BC	–	BULK CONVEYOR
BF	–	BULK FREIGHT VEHICLE
C	–	CABIN CLEANING TRUCK
CPL	–	CONTAINER/PALLET LOADER
CPT	–	CONTAINER/PALLET TRANSPORTER
CS	–	CABIN CLEANERS STEPS
F	–	REFUELING VEHICLE
FC	–	FREIGHT/CARGO TRAIN
G	–	GALLEY LOADING VEHICLE
GC	–	PRECONDITIONED AIR GROUND TRUCK
GPU	–	ELECTRICAL GROUND POWER UNIT
MDL	–	MAIN DECK LOADER
PS	–	PASSENGER ACCESS STEPS
T	–	TOILET SERVICING VEHICLE
W	–	WATER REPLENISHMENT VEHICLE

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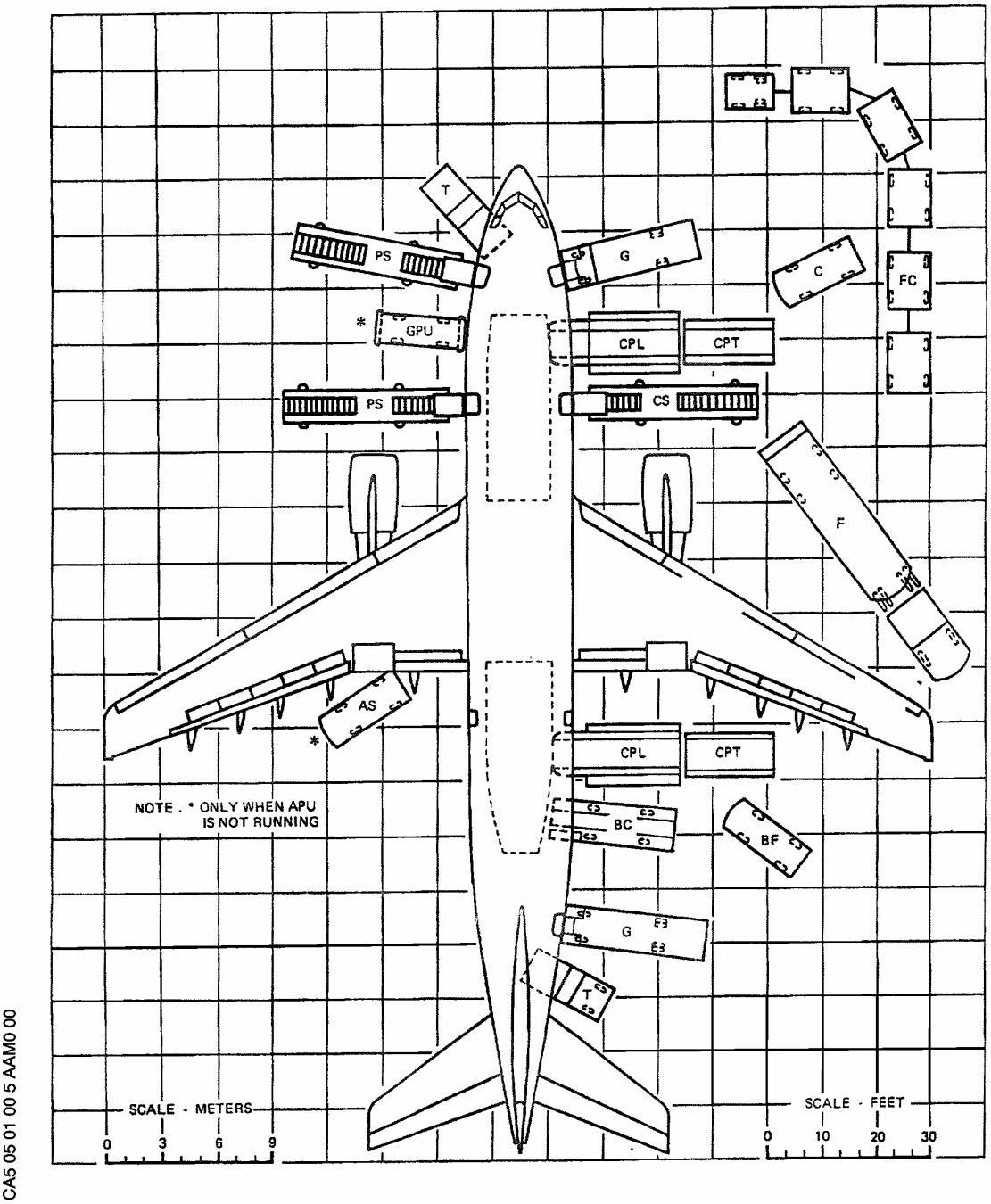
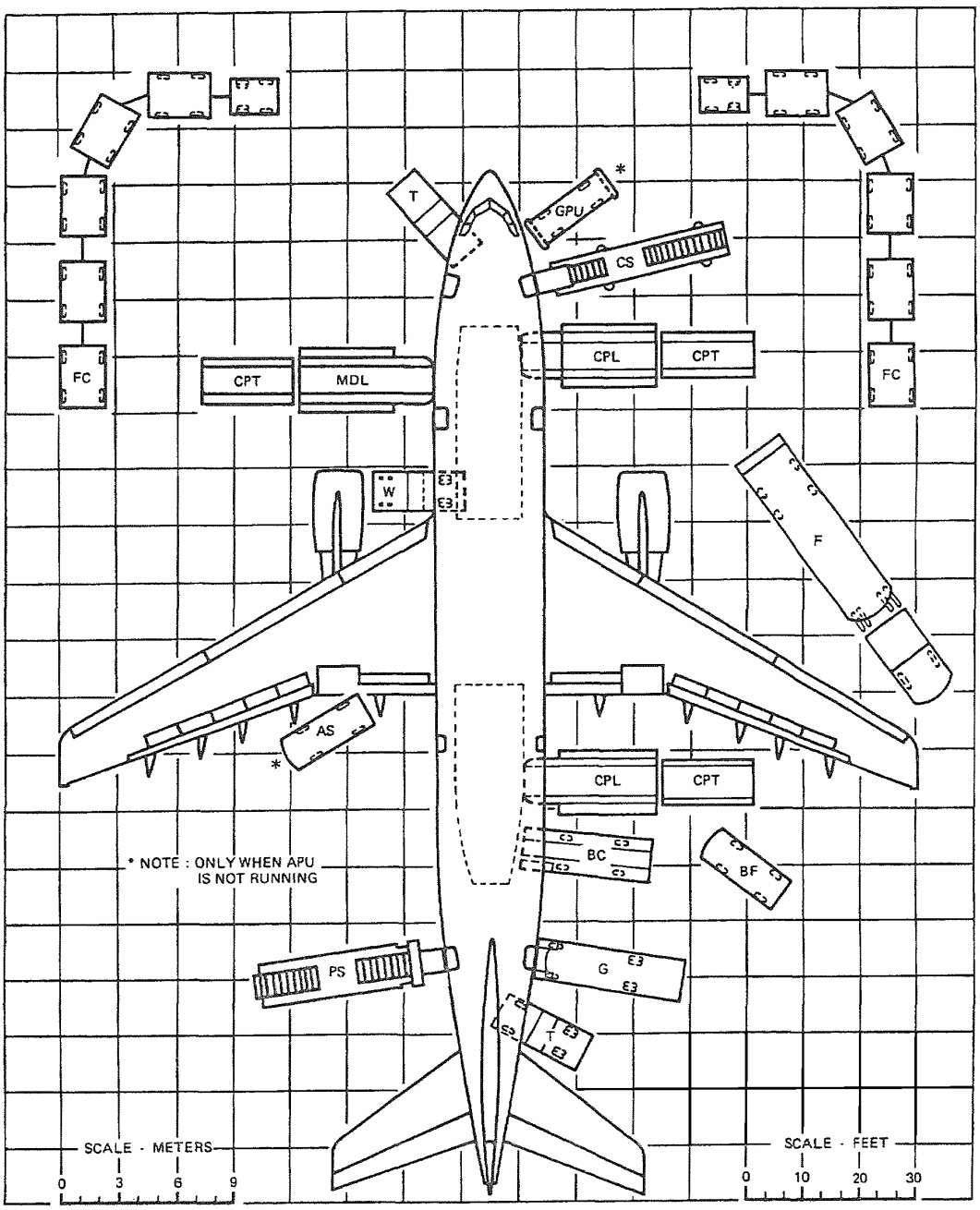


Airplane Servicing Arrangements - Typical
Open Apron Free Standing
Model A300-600

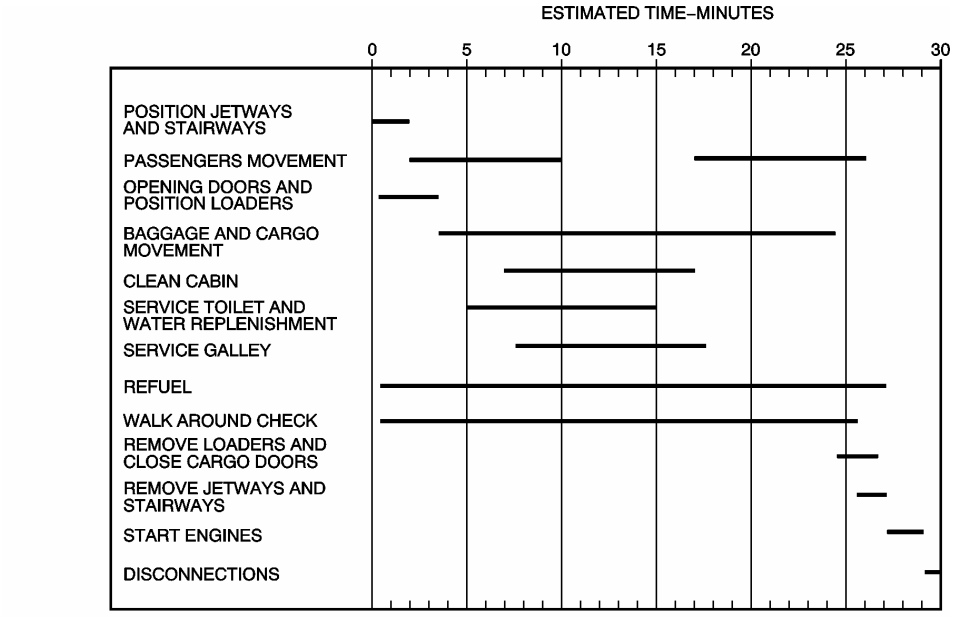


CA5 05 01 00 5 ABM0 00

Airplane Servicing Arrangements - Typical
Open Apron Free Standing
Model A300C4-600

5.2 Terminal Operations - Turnaround Station

This section provides a chart showing typical activities for intermediate turnaround. This data is provided to show the general scope and type of activities involved in ramp operations during the turnaround of an aircraft. Varying Airline practices and operating circumstances may result in different sequences and different time intervals to do the activities shown.



285 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

FREIGHT AND BAGGAGE CONTAINERIZED

NOTE: IF THE AIRCRAFT IS FITTED WITH ACT'S THE REFUELING TIME WILL BE LONGER (UP TO 65 mn WITH 2 ACT INSTALLED)

CA5 05 02 00 5 AAM0 00

Terminal Operations - Turnaround Station
Model A300-600

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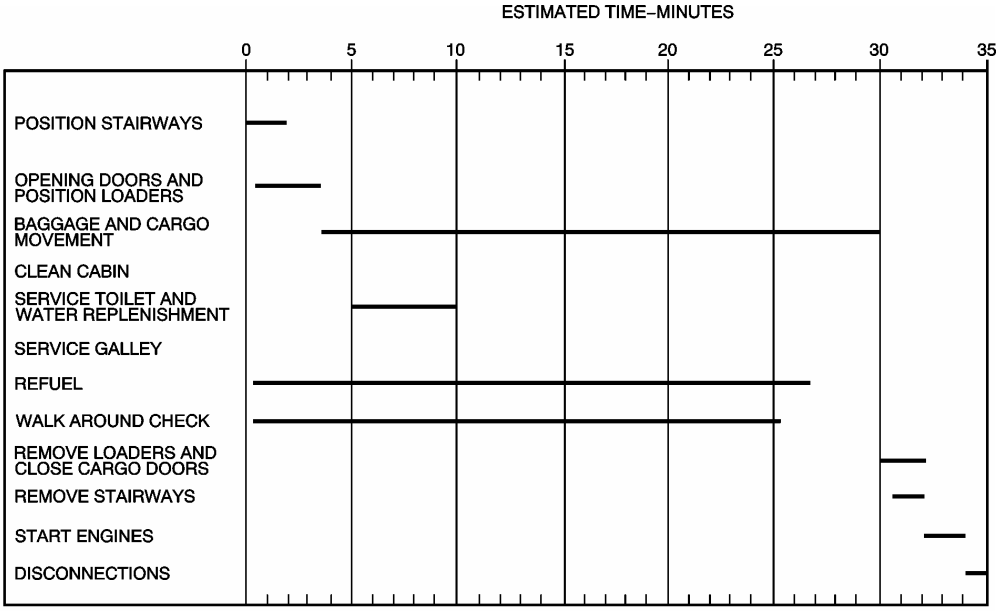
5.3 Terminal Operations - En Route Station

This section provides a chart showing typical activities for home-base turnaround. This data is provided to show the general scope and type of activities involved in ramp operations during the turnaround of an aircraft. Varying Airline practices and operating circumstances may result in different sequences and different time intervals to do the activities shown.



ALL FREIGHT CONTAINERIZED
- 21 STANDARD M SIZE ULDS ON MD
- 4 STANDARD M SIZE ULDS IN FWD LDCC
- 10 STANDARD K SIZE ULDS IN AFT LDCC

100% UNLOADING/LOADING

APU RUNNING

NOTE : IF THE AIRCRAFT IS FITTED WITH ACT'S THE REFUELING TIME WILL BE LONGER (UP TO 65 mn WITH 2 ACT INSTALLED)

CA5 05 03 00 5 AAM0 00

Terminal Operations - En Route Station
Model A300C4-600

A	WATER FILLING AND DRAINING
B	OXYGEN CHARGING
C	HYDRAULIC GROUND POWER
D	IDG OIL FILLING
D1	ENGINE OIL FILLING
E	LAVATORY SERVICING, FORWARD AND AFT
F	ELECTRICAL GROUND POWER
G	LOW PRESSURE PRECONDITIONING
H	FUEL GRAVITY FILLING
I	HYDRAULIC ACCUMULATOR AIR CHARGING
J	HYDRAULIC TANK FILLING AND HYDRAULIC GROUND POWER
K	HYDRAULIC TANK AIR CHARGING AND HYDRAULIC GROUND POWER
L	FUEL PRESSURE FILLING
M	HIGH PRESSURE PRECONDITIONING AND ENGINE STARTING
N	APU OIL FILLING

DA5 05 04 01 0 AAMO

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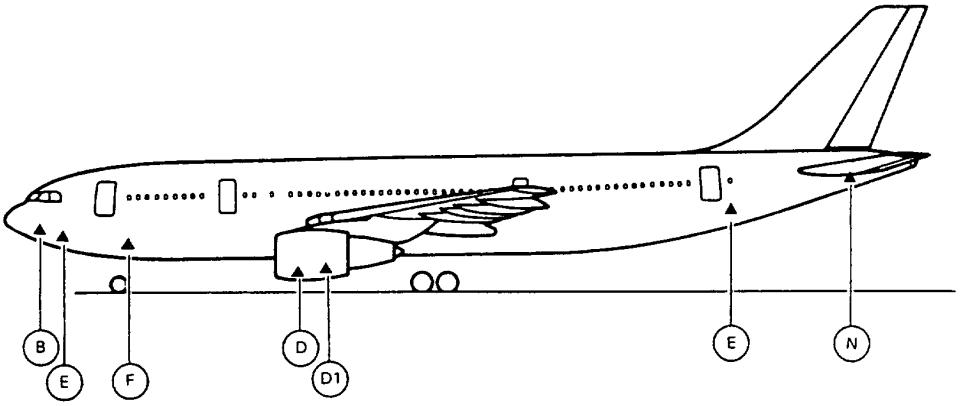

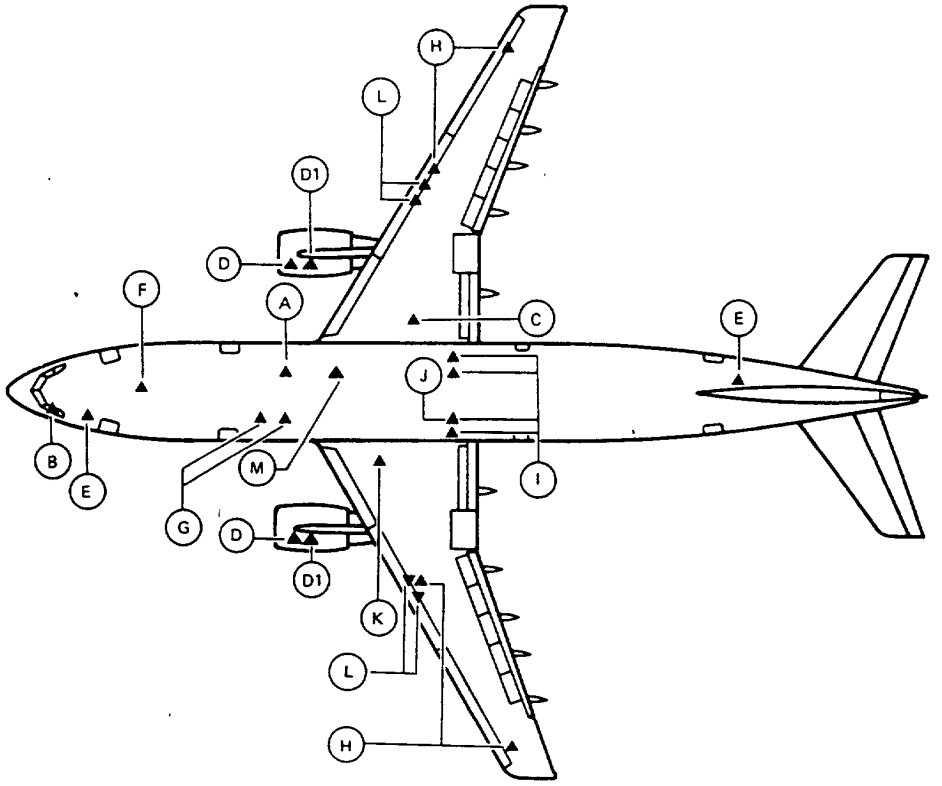

DA5 05 04 02 0 ACMO

5.4.2 GROUND SERVICE CONNECTIONS

MODEL A300-600

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HYDRAULIC SYSTEM

	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)	3.00 (9-10)
- Yellow	26.07 (85-6)	2.30 (7-7)		3.74 (11-5)
- Blue	26.07 (85-6)		2.30 (7-7)	3.74 (11-5)
- Braking	26.07 (85-6)	2.10 (6-11)		3.74 (11-5)
- Braking	26.07 (85-6)	2.10 (6-11)		4.11 (13-5)
C. Reservoir filling : One 1/4 in. self sealing connection common for the 3 reservoirs	25.87 (84-10)		1.77 (5-10)	2.90 (9-5)
D. Reservoir overflow : Three 1/4 in. self sealing connections (one as per reservoir) - Green	25.87 (84-10)		1.77 (5-10)	2.90 (9-5)
- Yellow	22.89 (75-1)	3.60 (11-10)		3.60 (11-10)
- Blue	22.89 (75-1)		3.60 (11-10)	3.60 (11-10)

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

DISTANCE Meters (Ft - In.)			MEAN HEIGHT FROM GROUND
AFT OF NOSE	FROM AIRPLANE CENTERLINE		
	RH SIDE	LH SIDE	
- Green: 25.87 (84-10)		1.77 (5-10)	2.90 (9-5)
- Yellow: 22.89 (75-1)	3.60 (11-10)		3.60 (11-10)
- Blue: 22.89 (75-1)		3.60 (11-10)	3.60 (11-10)

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ELECTRICAL SYSTEM

DISTANCE Meters / (Ft - In.)		MEAN HEIGHT FROM GROUND
AFT OF NOSE	AIRPLANE CENTERLINE	
7.28 (23-11)		2.00 (6-7)

One standard 6 pin connector
ISO R 461 specification

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)

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OXYGEN SYSTEM

DISTANCE Meters / (Ft - In.)			MEAN HEIGHT FROM GROUND
AFT OF NOSE	FROM AIRPLANE CENTERLINE		
	RH SIDE	LH SIDE	
2.3 (7-66)	0.75 (2-55)	-	3.18 (10-18)

One service connection
(external charging) 3/8 in.
UNF x 24 TPI
Accessible through forward cargodoor
and RH access door of elec. compartment

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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 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 :

R 1475 liters/mn (325 Imp. gal/mn) (390 US gal/mn) per connection

Maximum Pressure :

50 psig (3.45 bars)

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PNEUMATIC SYSTEM

DISTANCE Meters / (Ft - In.)			
AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
	RH SIDE	LH SIDE	
19.85 (65-2)	0.75 (2-6)		2.16 (7-1)
20.17 (66-2)	0.75 (2-6)		2.16 (7-1)
17.31 (56-9)		0.82 (2-8)	2.27 (7-5)
16.82 (55-2)		0.82 (2-8)	2.27 (7-5)

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

Two standard 8 in. connections (MS33562) for preconditioned air

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. quick release coupling for fitting	18.41 (60-5)	1.13 (3-8)		2.48 (6-8)
One 1 in. potable drain connection	28.52 (93-7)		0.70 (2-3)	4.33 (14.2)

Fill rate :

R - Flow : 91 liters/mn (20 Imp. gal/mn) (24 US gal/mn)
- Pressure : 15 psig (1.03 bar) Pressure shall not exceed 50 psig/3.45 bar max.

Usuable capacity :

R - 400 liters (88 Imp. gal (106 US gal).

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TOILET SYSTEM

- Per servicing panel
  One standard 4 in. drain connection
R and one Roylyn 1 in. in front and two
R Roylyn 1 in. flush connection behind.

DISTANCE : Meters (ft)			
AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
	RH SIDE	LH SIDE	
4.40 (14-5)		1.71 (5-7)	3.29 (10-9)
43.76 (143-7)	0.64 (2-1)		4.29 (14.0)

Capacity Single toilet :

- Waste : 58.7 liters (12.9 Imp. gal) (15.5 US gal)
- Chemical fluid : 9.5 liters (2.1 Imp. gal) (2.5 US gal)

Capacity Double toilet :

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

Ground Service Connections
Toilet System
Model A300-600

Vacuum Toilet System

DISTANCE Meters / (Ft - In.)			MEAN HEIGHT FROM GROUND
AFT OF NOSE	FROM AIRPLANE CENTERLINE		
	RH SIDE	LH SIDE	
39.084 (128.23)		Between 0.894 m (2.933 ft) and 1.289 m (4.229)	2.679 m (8.789 ft)

Service Panel :

LH Side between FR70/STA4521
and FR71.STA4574
between P45 and P48

4 inch drain connection
3/4 inch flush/fill connection

2 Waste Tanks/AC

Waste Tank

	Capacity :	265L (70 US gal.)
R	Operating Pressure :	1 - 10 psig (0.069 - 0.69 bar)
R	Tank Rinse Pressure :	50 psig (3.45 bar) max.
	Chemical Fluid :	13L (3.43 US gal.)

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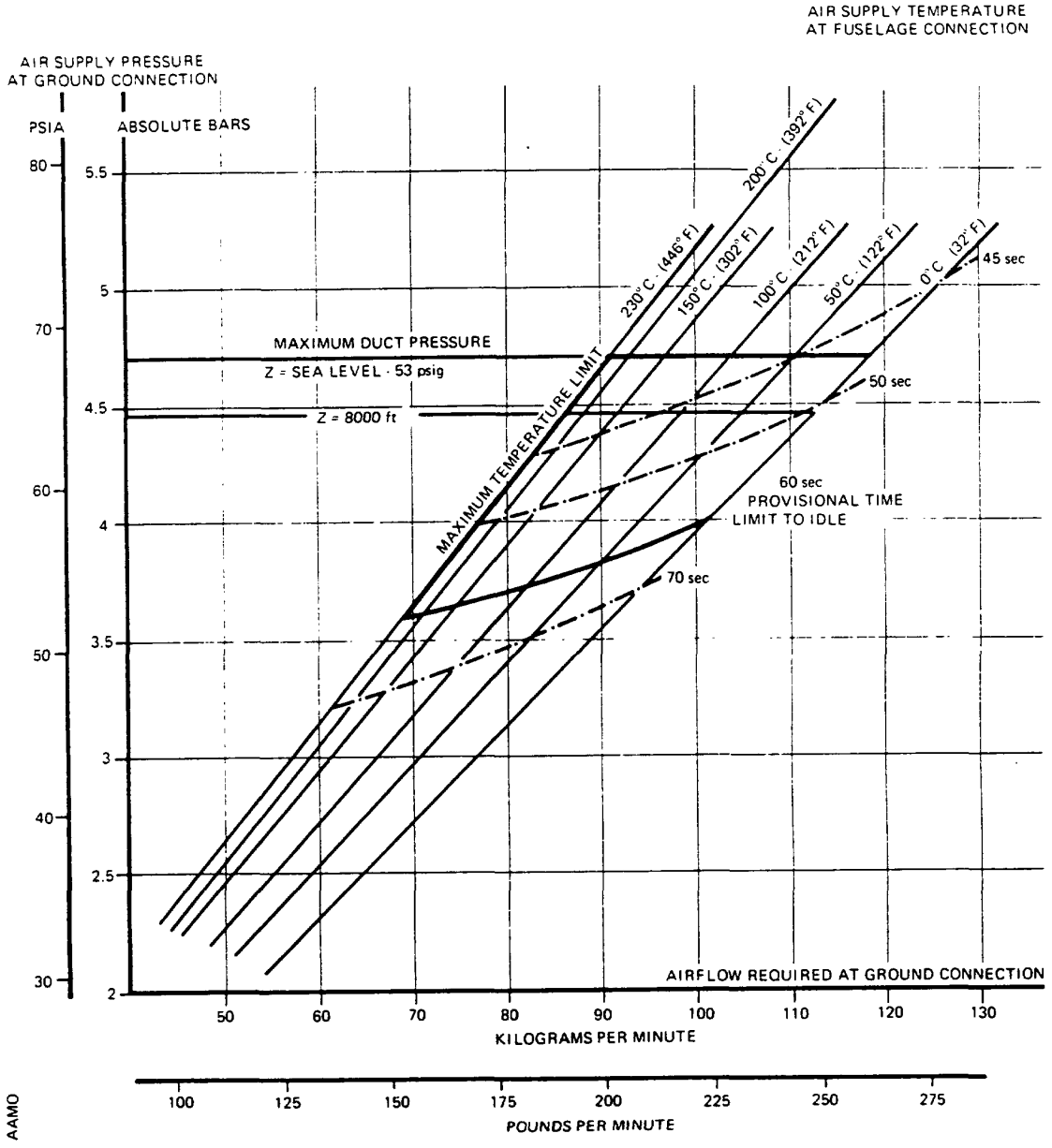

DA5 05 05 01 0 AAMO

0 TO 8000 ft. ALT;
TEMP. AMBIENT : ISA + 40°C
: ISA + 72°F

5.5 ENGINE STARTING PNEUMATIC REQUIREMENTS

5.5.1 AMBIENT TEMPERATURE - 40°C
AMBIENT TEMPERATURE - 72°F
MODEL A300-600

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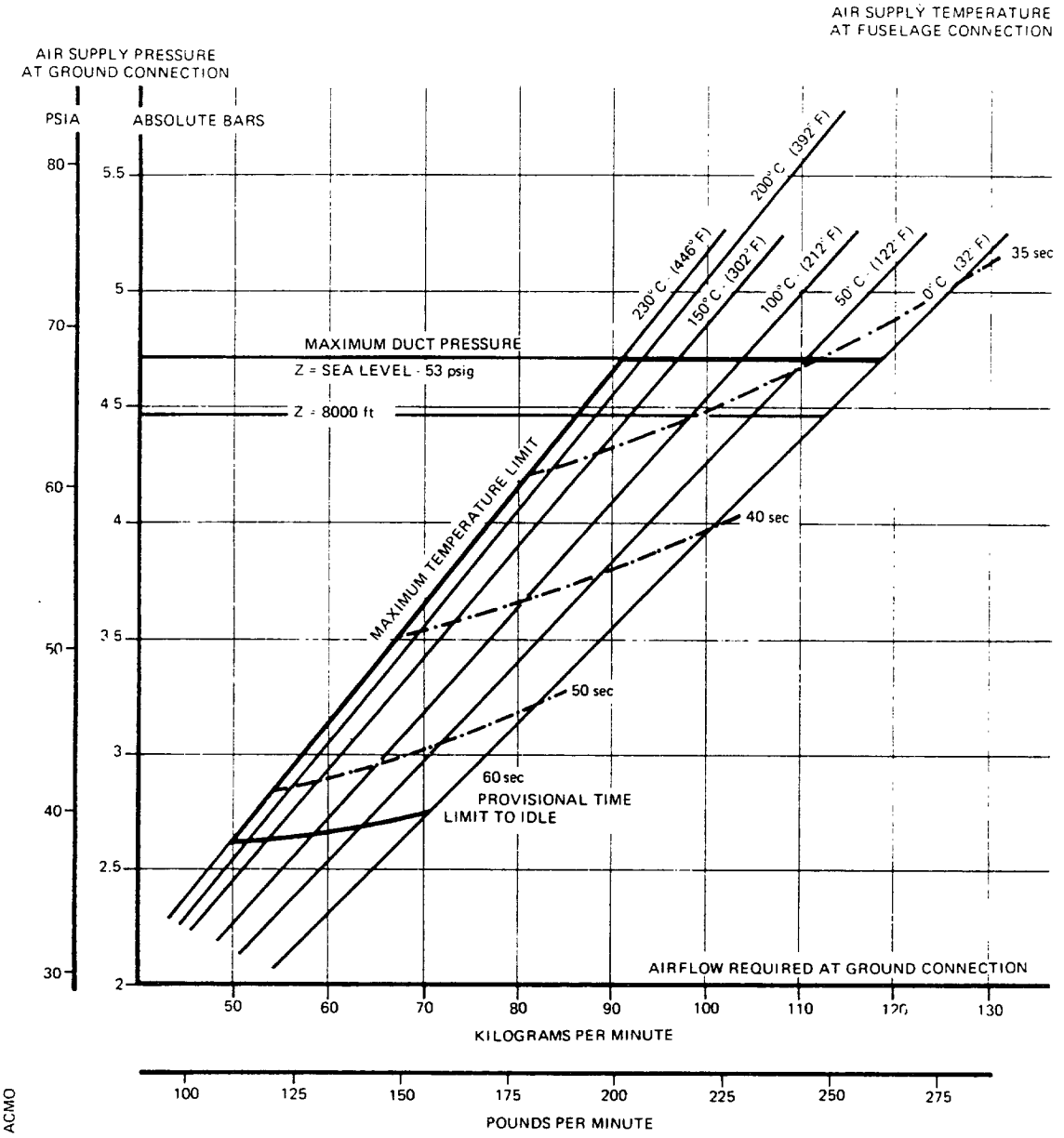

0 TO 8000 ft. ALT
TEMP AMBIENT . ISA + 15°C
: ISA + 27°F

DA5 05 05 02 0 ACMO

5.5 ENGINE STARTING PNEUMATIC REQUIREMENTS
5.5.2 AMBIENT TEMPERATURE + 15°C
AMBIENT TEMPERATURE + 27°F
MODEL A300-600

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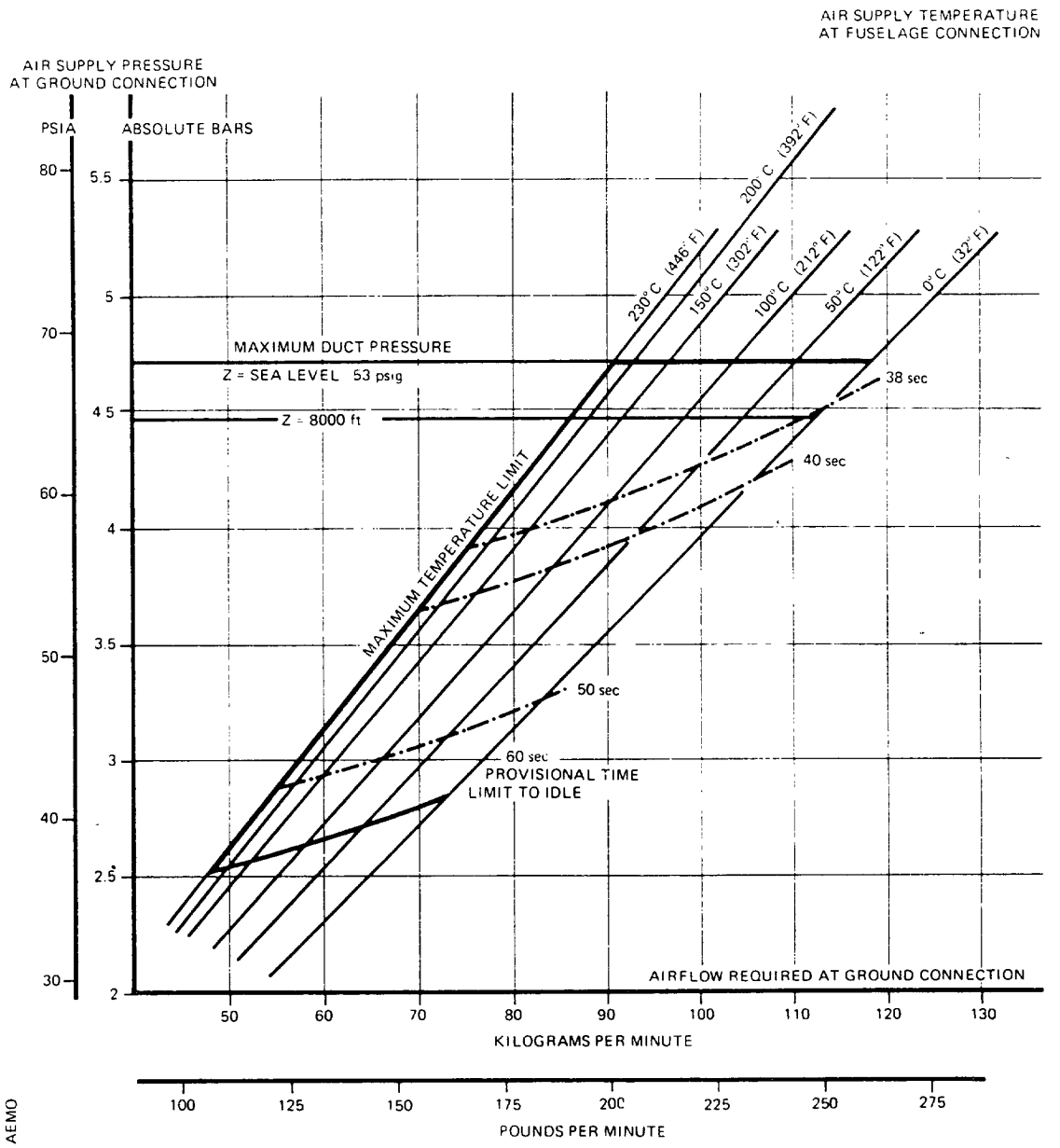

DA5 05 05 03 0 AEMO

0 TO 8000 ft. ALT
TEMP AMBIENT . ISA + 37.8°C
ISA + 68°F

5.5 ENGINE STARTING PNEUMATIC REQUIREMENTS
5.5.3 AMBIENT TEMPERATURE+37.8°C
AMBIENT TEMPERATURE+68°F
MODEL A300-600

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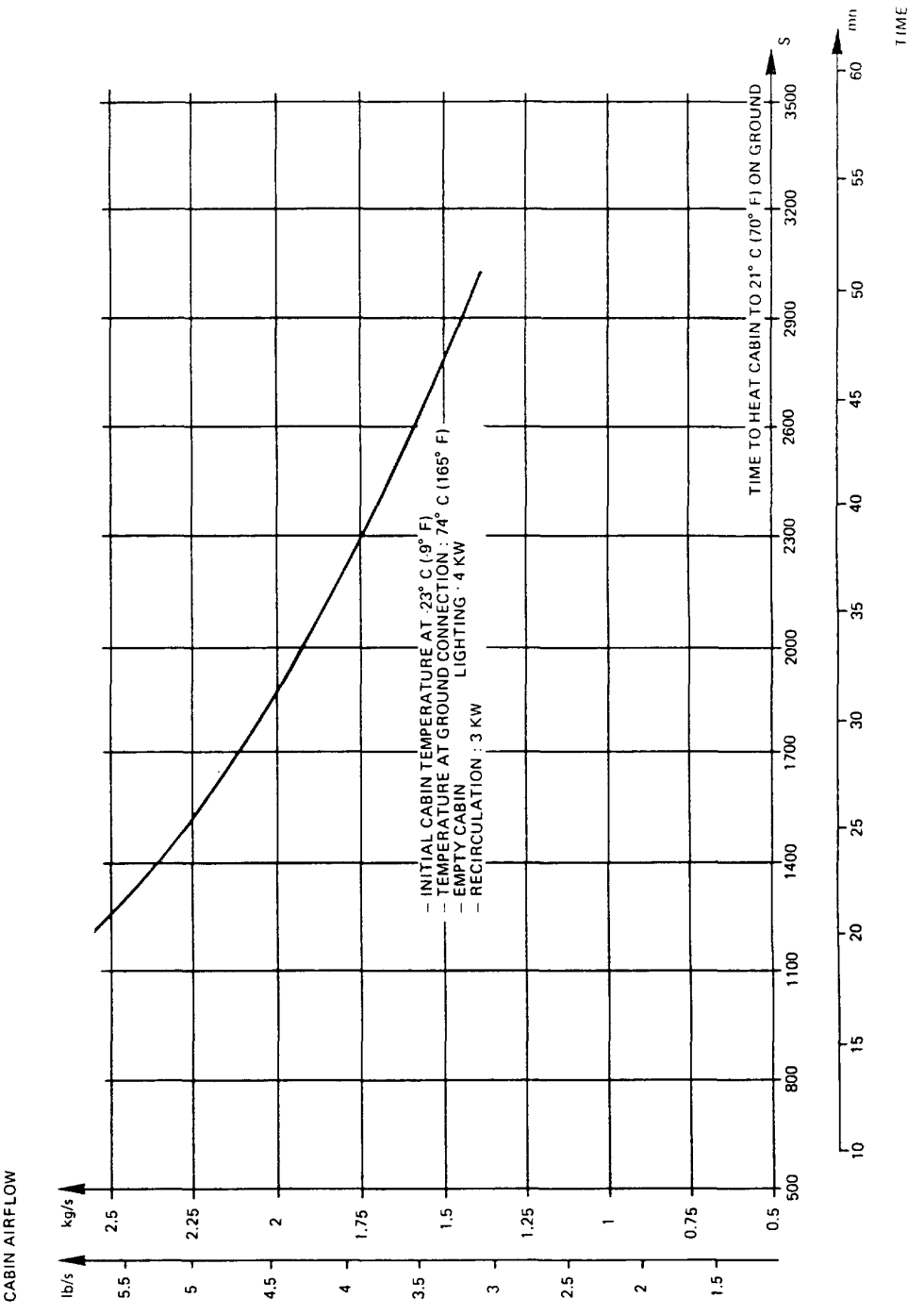

DA5 05 06 00 0 AAMO

5.6 GROUND PNEUMATIC POWER REQUIREMENTS

N 5.6.1 HEATING

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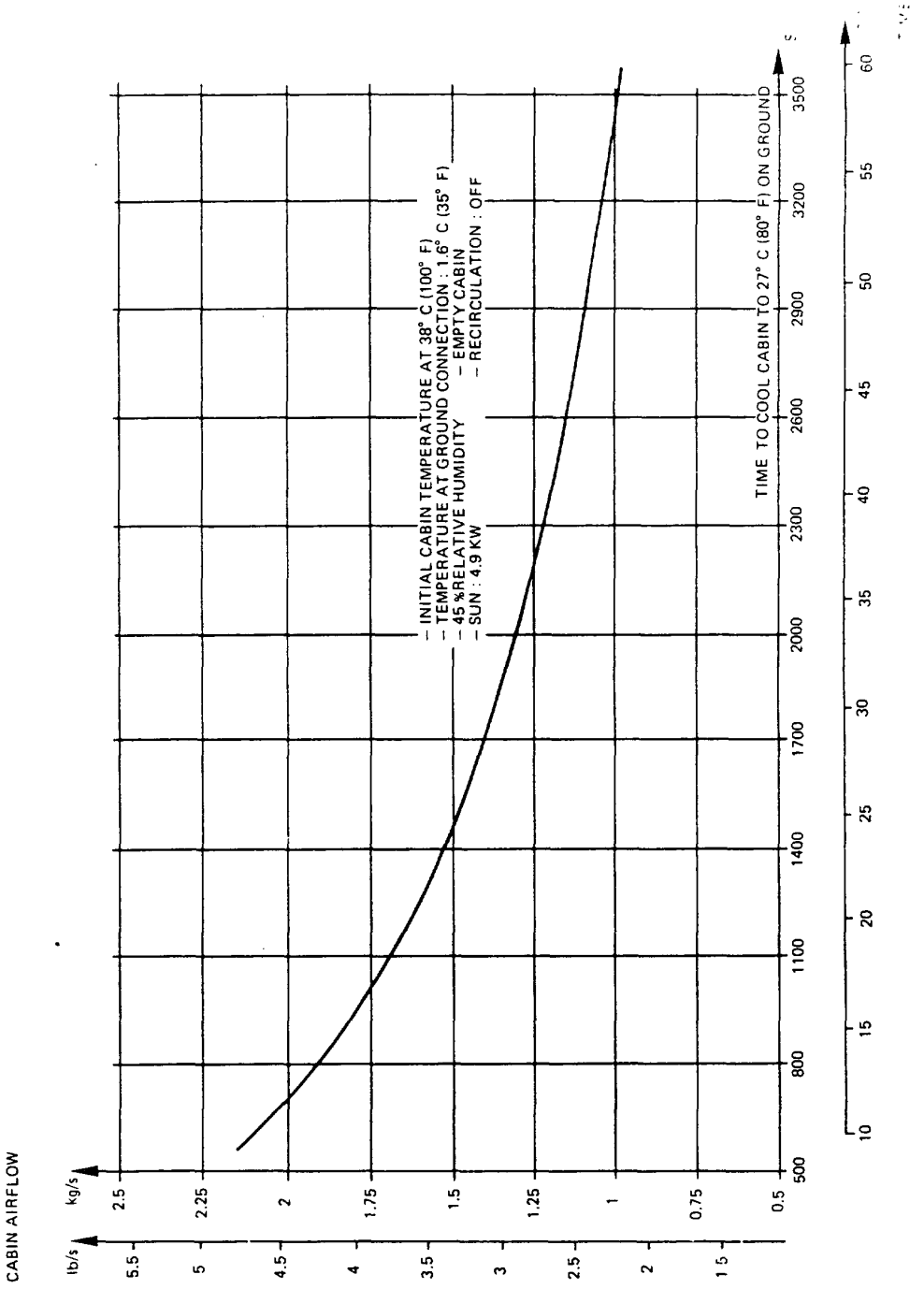

DA5 05 06 00 0 ACMO

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5.6 GROUND PNEUMATIC POWER REQUIREMENTS
5.6.1 COOLING

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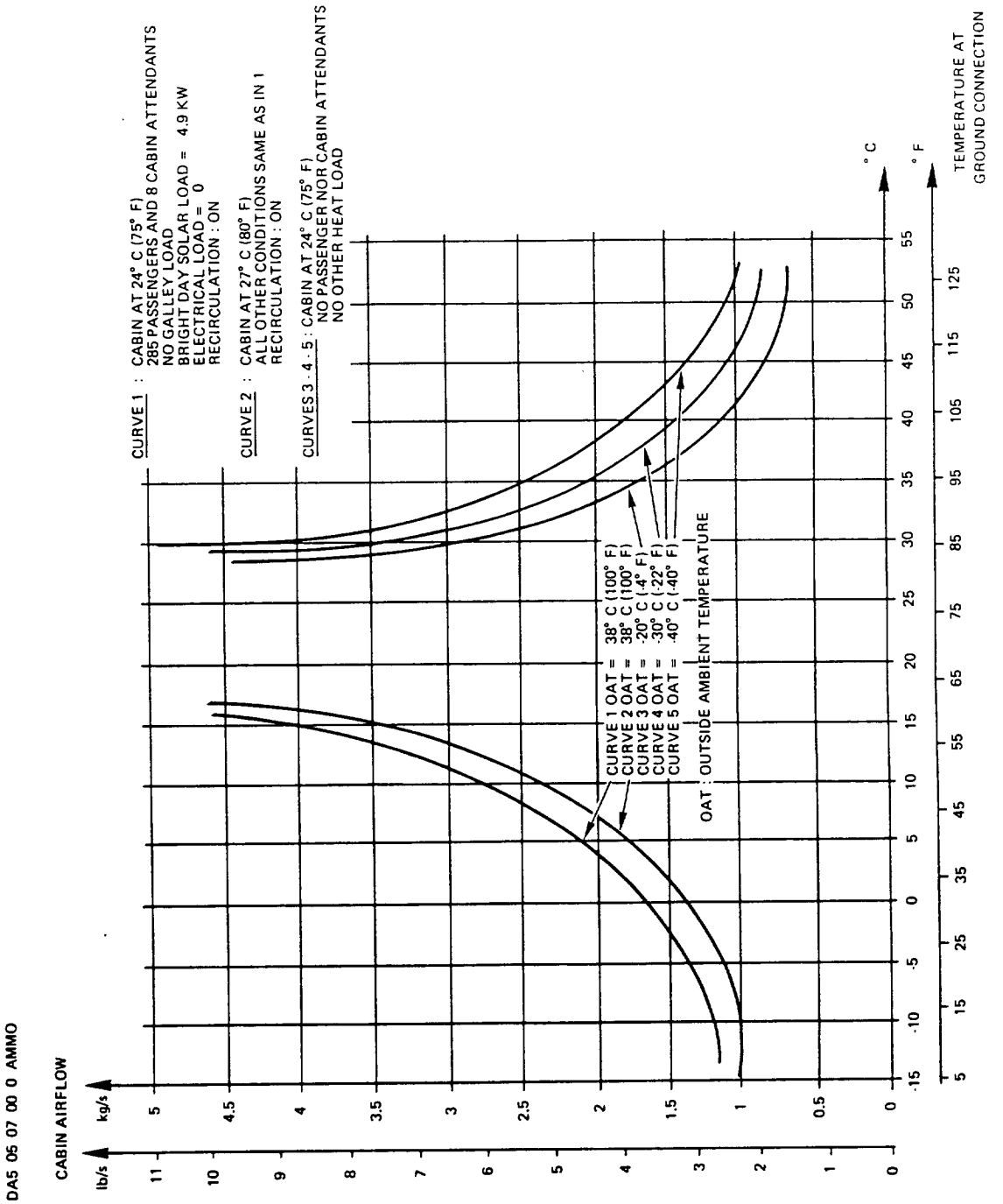

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5.7 PRECONDITIONED AIRFLOW REQUIREMENTS

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5-8 Ground Towing Requirements

This section provides information on aircraft Towing.

The A300-600 is designed with means for conventional towing or towbarless towing. Information on towbar less towing can be found in SIL 09-002 and chapter 9 of the Aircraft Maintenance Manual.

1. Ground Towing

It is possible to tow or push the aircraft, at maximum ramp weight with engines at zero or up to idle thrust, using a towbar attached to the nose gear leg. Two towbar fittings are installed, one at the front of the leg and one at the back.

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

A. The first part of this section shows the chart to determine the draw bar pull and tow tractor mass requirements as function of the following physical characteristics :

- Aircraft weight
- Slope
- Number of engines at idle

The chart is based on the A300-600 engine type with the biggest idle thrust.
The chart is therefore valid for all A300-600 models.

B. The second part of this section supplies guidelines for the towbar.

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

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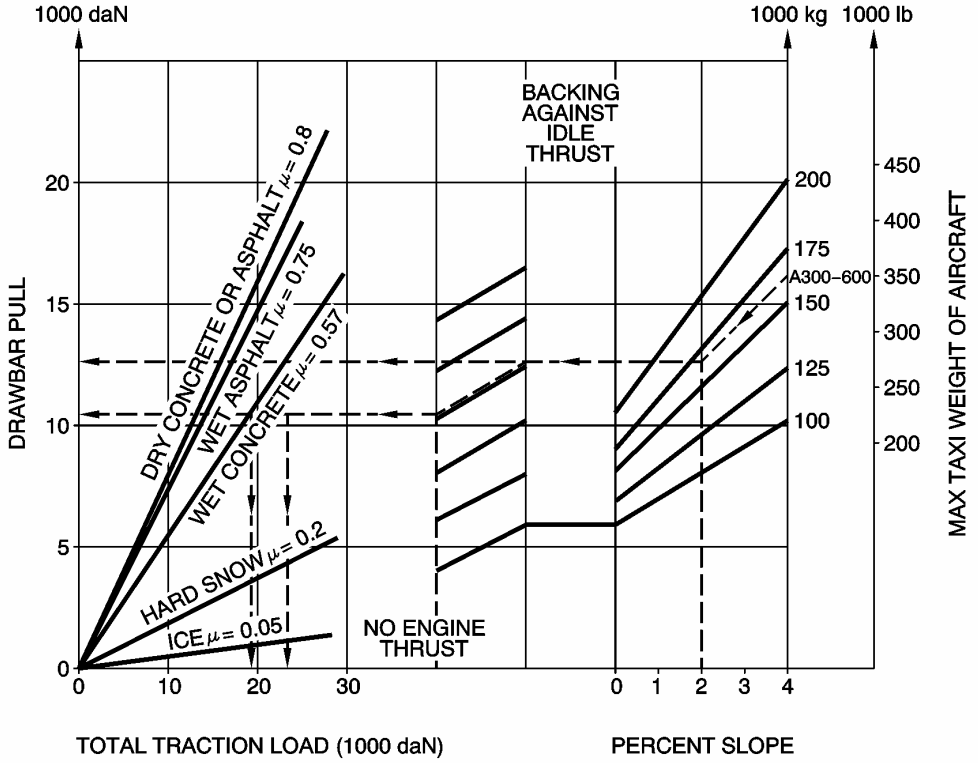
NOTE: UNUSUAL BREAKAWAY CONDITIONS NOT REFLECTED.
ESTIMATED FOR RUBBER TIRED TOW VEHICLES.
COEFFICIENTS OF FRICTION (μ) APPROXIMATE.



IN EXAMPLE A: THE GRAPH REPRESENTS AN A300-600 AIRPLANE WEIGHING 165900 kg (365740 lb) BEING PUSHED REARWARD ON WET CONCRETE UP A 2% SLOPE, WITH ENGINES IDLING.

SUCH CONDITIONS REQUIRE A 12500 daN (28100 lbf) DRAWBAR PULL AND A MINIMUM 23000 daN (51700 lbf) LOAD ON THE TRACTION WHEELS.

IN EXAMPLE B: THE GRAPH REPRESENTS AN A300-600 AIRPLANE WEIGHING 165900 kg (365740 lb) BEING PULLED FORWARD ON WET CONCRETE UP A 2% SLOPE, WITH ENGINES STOPPED.

SUCH CONDITIONS REQUIRE A 10500 daN (23600 lbf) DRAWBAR PULL AND A MINIMUM 19300 daN (43400 lbf) LOAD ON THE TRACTION WHEELS.

CA5 05 08 00 5 AAM0 00

2. Towbar design guidelines

The aircraft towbar shall respect the following norms :

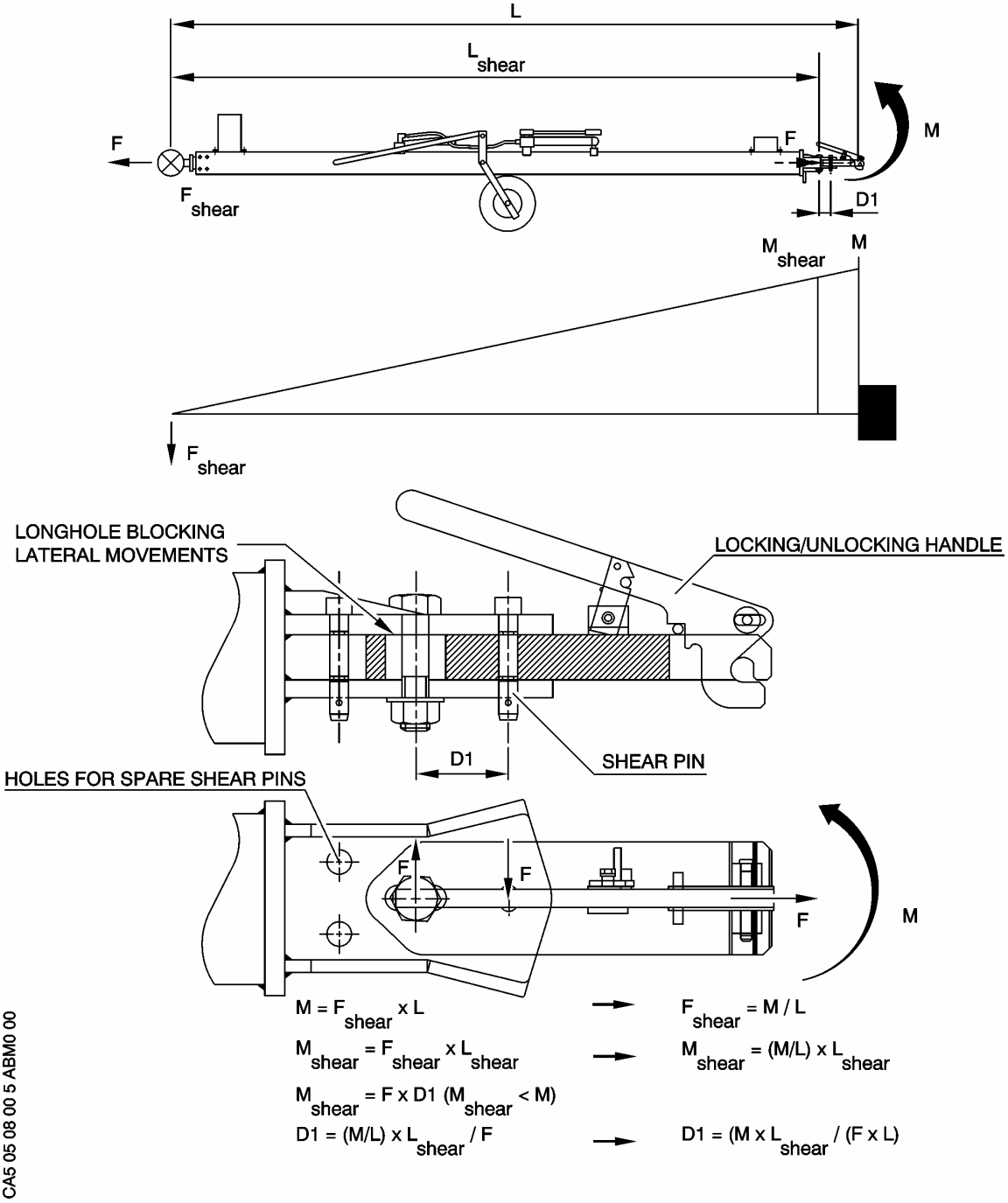
- SAE AS 1614, "Main Line Aircraft Tow Bar Attach Fitting Interface",
- SAE ARP1915 Revision C, "Aircraft Tow Bar",
- ISO 8267-1, "Aircraft - Tow bar attachment fitting - Interface requirements - Part 1 : Main line aircraft",
- ISO 9667, "Aircraft ground support equipment - Tow bars"
- IATA Airport Handling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

A conventional type tow bar is required which should be equipped with a damping system to protect the nose gear against jerks and with towing shear pins :

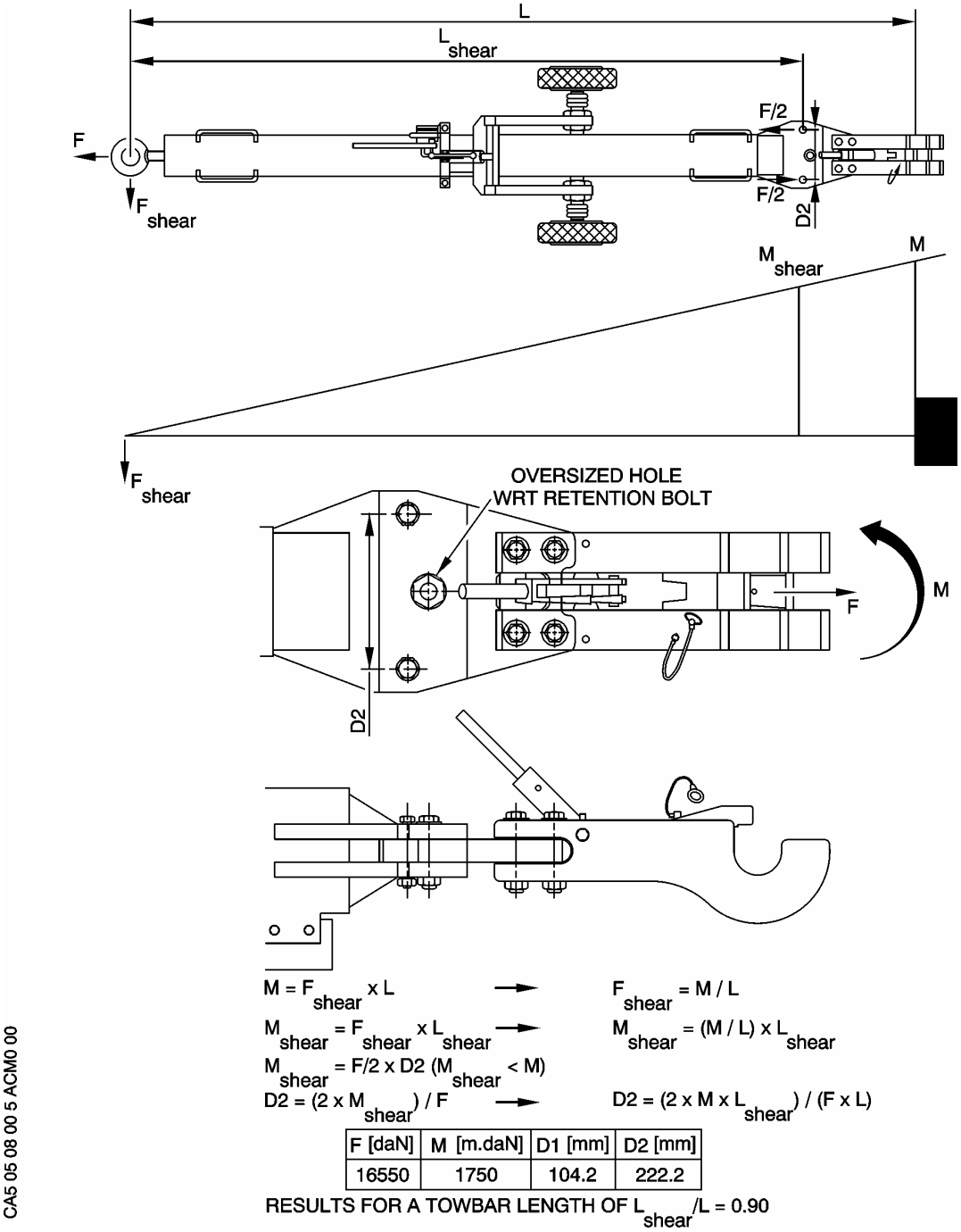
- A traction shear pin calibrated at 16550 daN (36500 lbf),
- A torsion pin calibrated at 1750 m.daN (12907 lbf.in).

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

There is a variety of shear pin arrangements and the values of the shear pins depend on them. We hereafter show two arrangements classically used on towbars.



Ground Towing Requirements
Typical Tow Bar Configuration 1

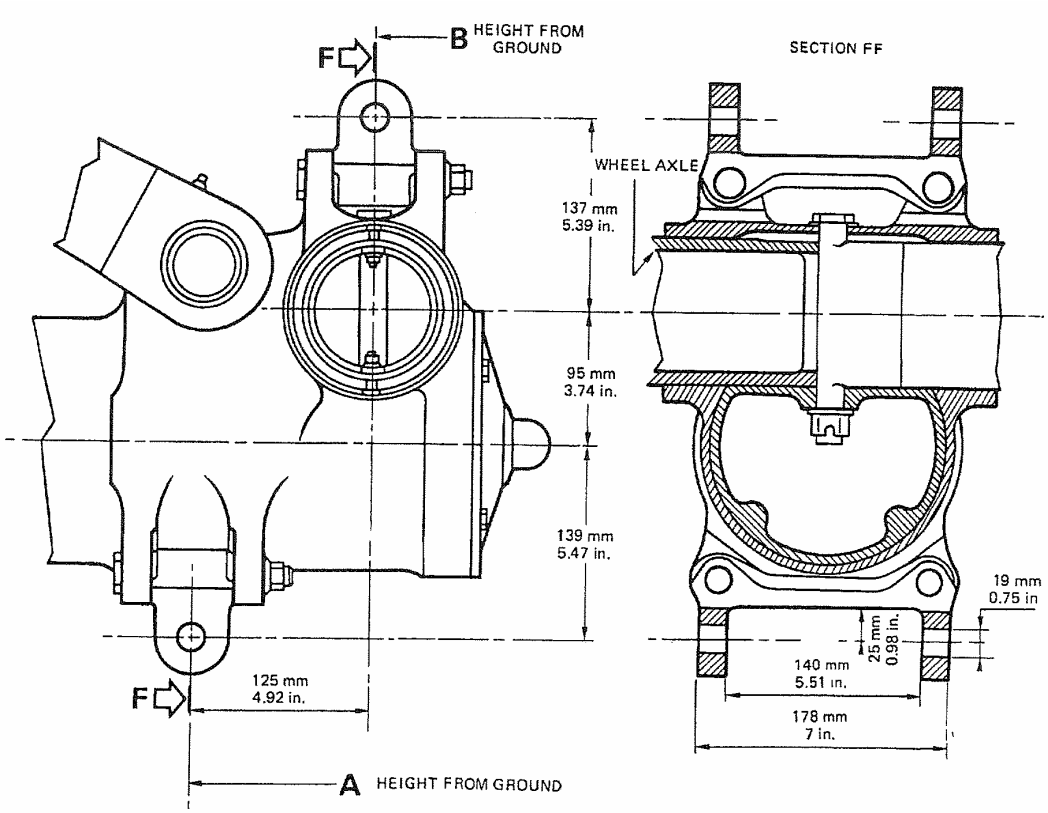


F [daN]	M [m.daN]	D1 [mm]	D2 [mm]
16550	1750	104.2	222.2

RESULTS FOR A TOWBAR LENGTH OF $L_{shear}/L = 0.90$

CA5 05 08 00 5 ACM0 00

Ground Towing Requirements
Typical Tow Bar Configuration 2



	HEIGHT FROM GROUND					
	OPERATING WEIGHT EMPTY		MAXIMUM RAMP WEIGHT			
	CG 25%		CG 18%		CG 34%	
	mm	in.	mm	in.	mm	in.
A	591	23.27	558	21.97	588	23.15
B	466	18.35	433	17.05	463	18.23

NOTE : DIMENSIONS IN THE TABLE ABOVE ARE APPROXIMATE AND WILL VARY TIRE TYPE AND CONDITIONS

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Ground Towing Requirements
Nose Gear Towing Fittings

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

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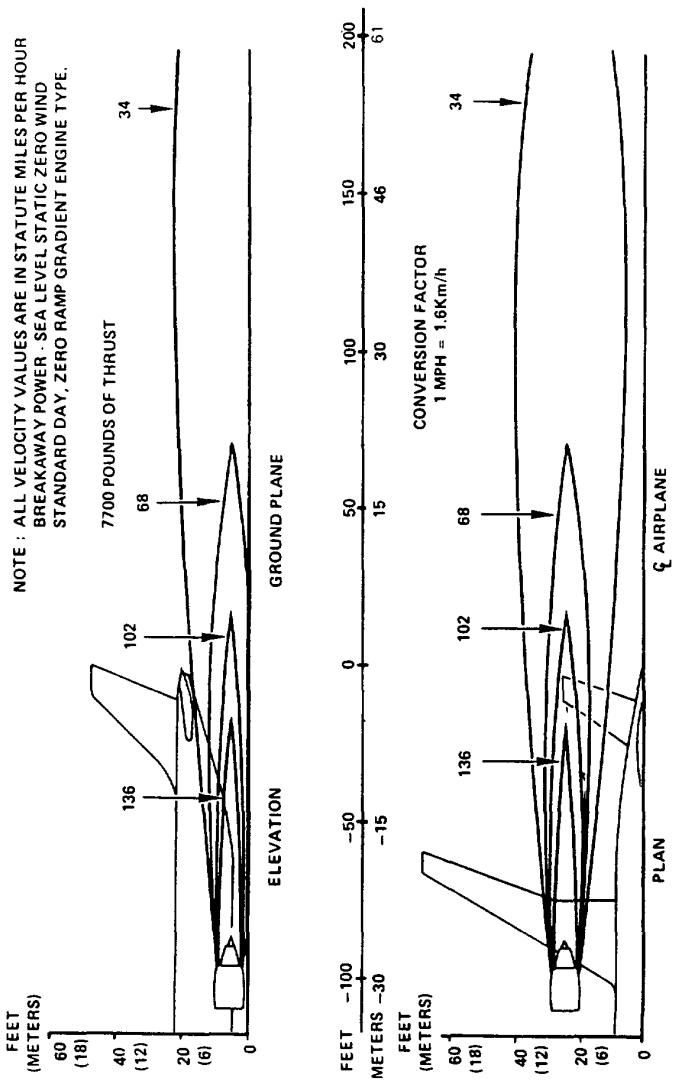

DA5 06 01 01 0 AAM0

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.1 EXHAUST VELOCITY CONTOURS - BREAK AWAY POWER
(PW JT9D-7R4H1 ENGINE)
MODEL A300-600

R

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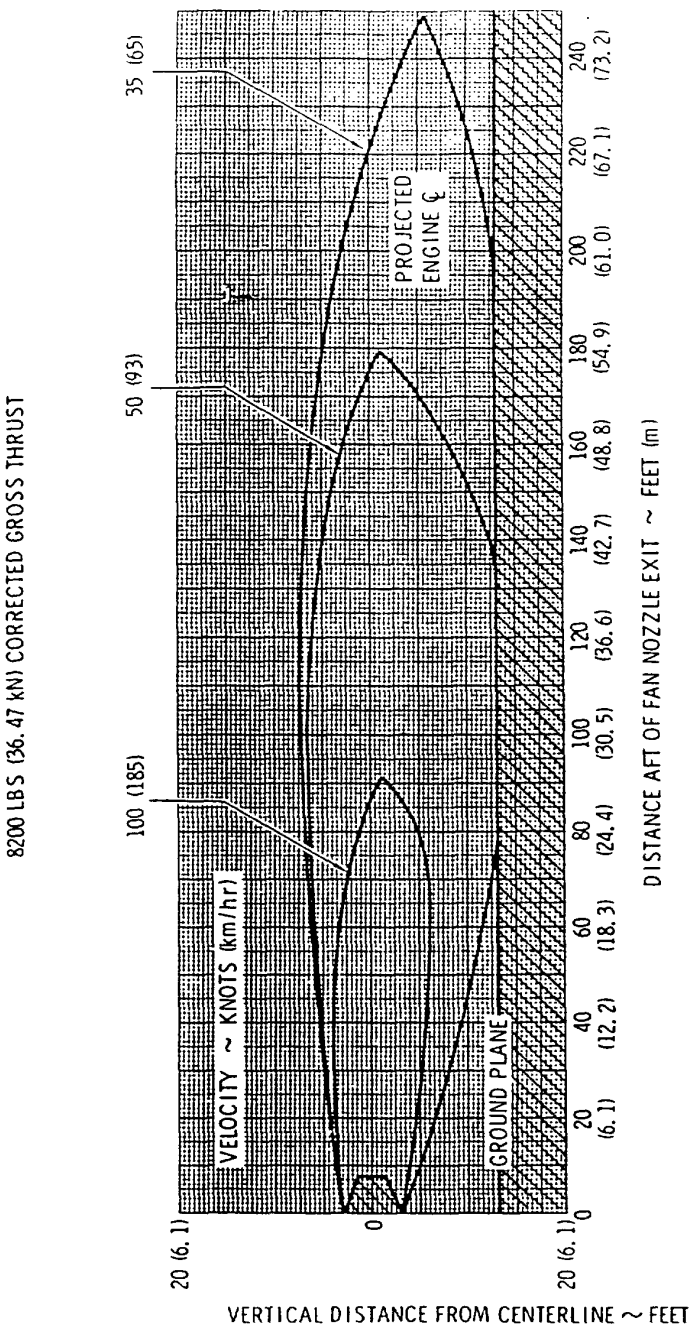
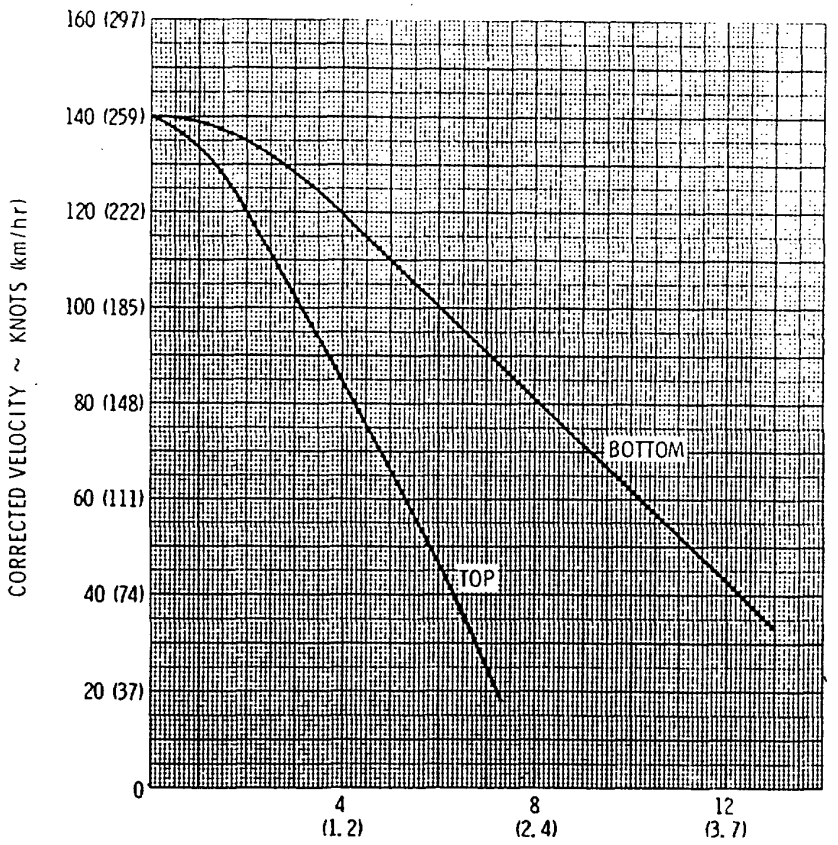


6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.1 EXHAUST VELOCITY CONTOURS - BREAK AWAY POWER
(GE CF6-80C2 ENGINE)
MODEL A300-600
(SHEET 1 OF 3)

8200 LBS (36.47 kN) CORRECTED GROSS THRUST



VELOCITY RADIAL VARIATIONS
61 FEET (18.59) AFT OF FAN
NOZZLE EXIT

DA5 06 01 01 0 AEM0

CF8-8052-0-A2A

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.1 EXHAUST VELOCITY CONTOURS - BREAK AWAY POWER
(GE CF6-80C2 ENGINE) MODEL A300-600
(Sheet 2 of 3)

N

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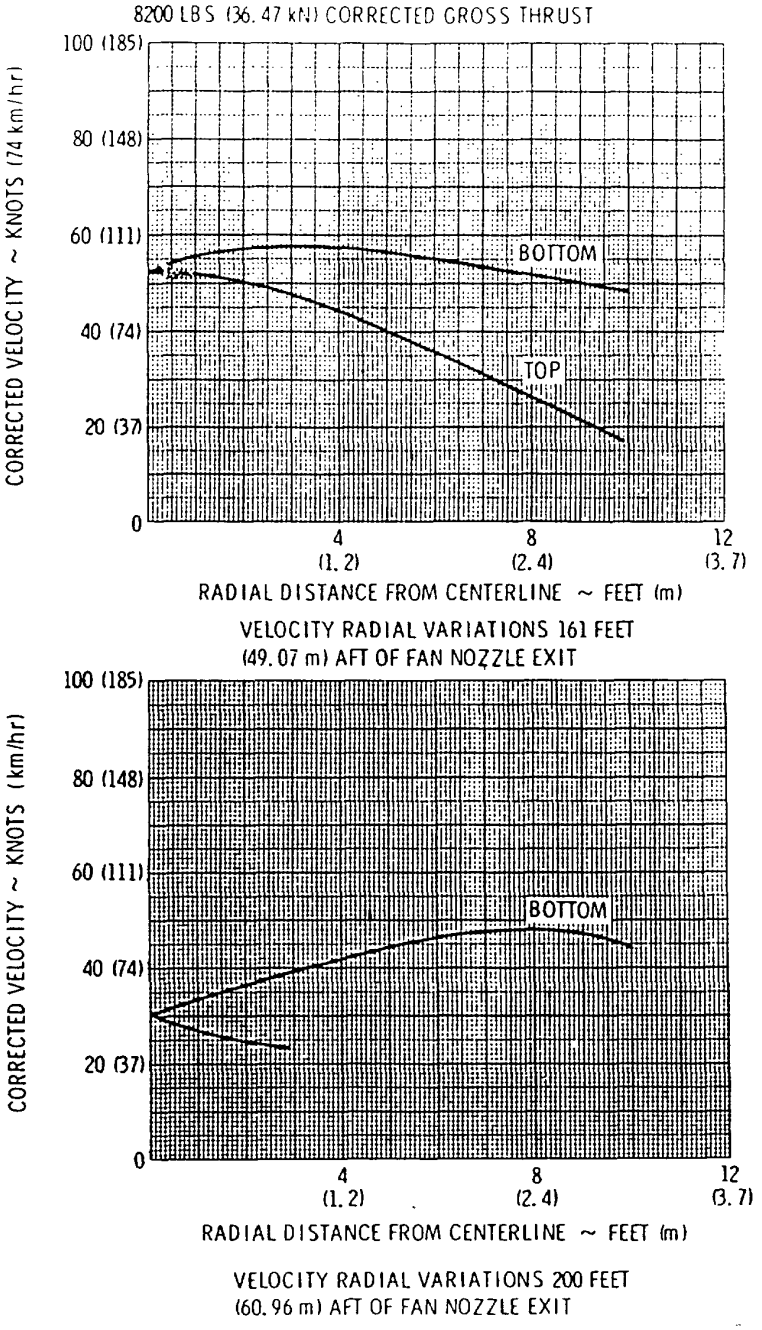

CF8-8060-0 A2A

DA5 06 01 01 0 AGM0

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.1 EXHAUST VELOCITY CONTOURS - BREAK AWAY POWER
(GE CF6-80C2 ENGINE) MODEL A300-600
(Sheet 3 of 3)

N

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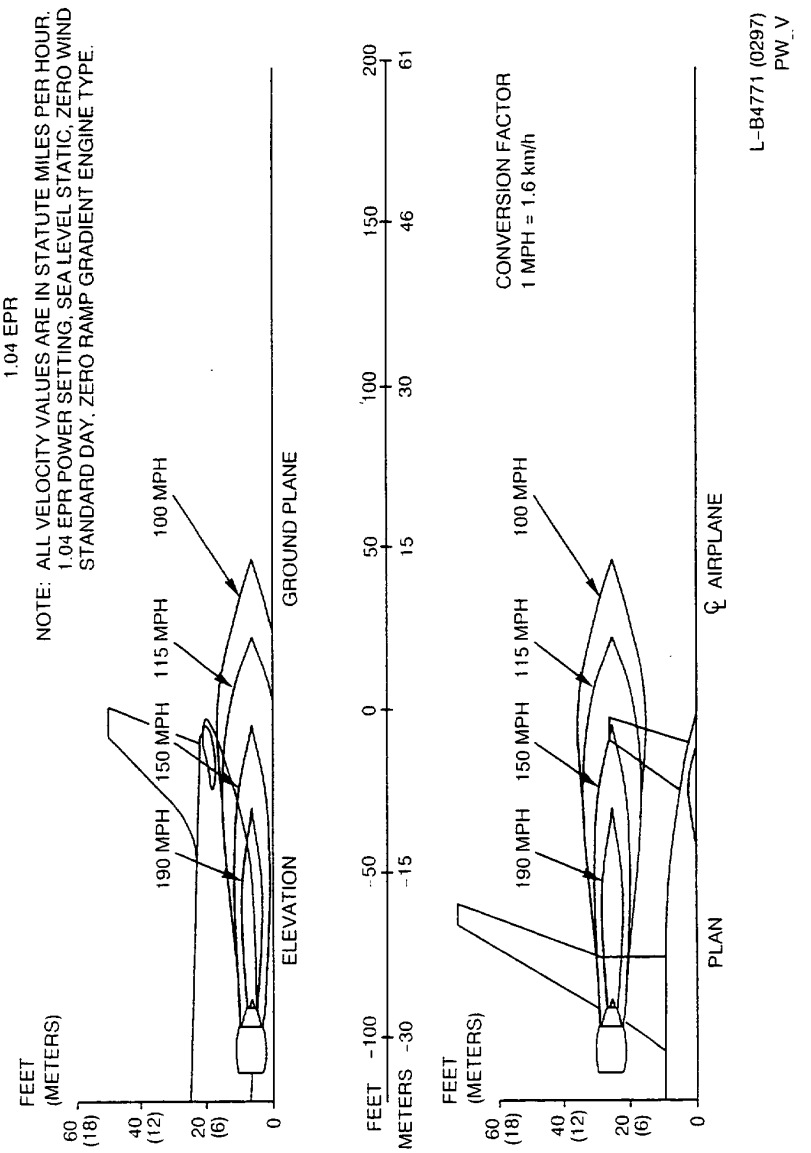
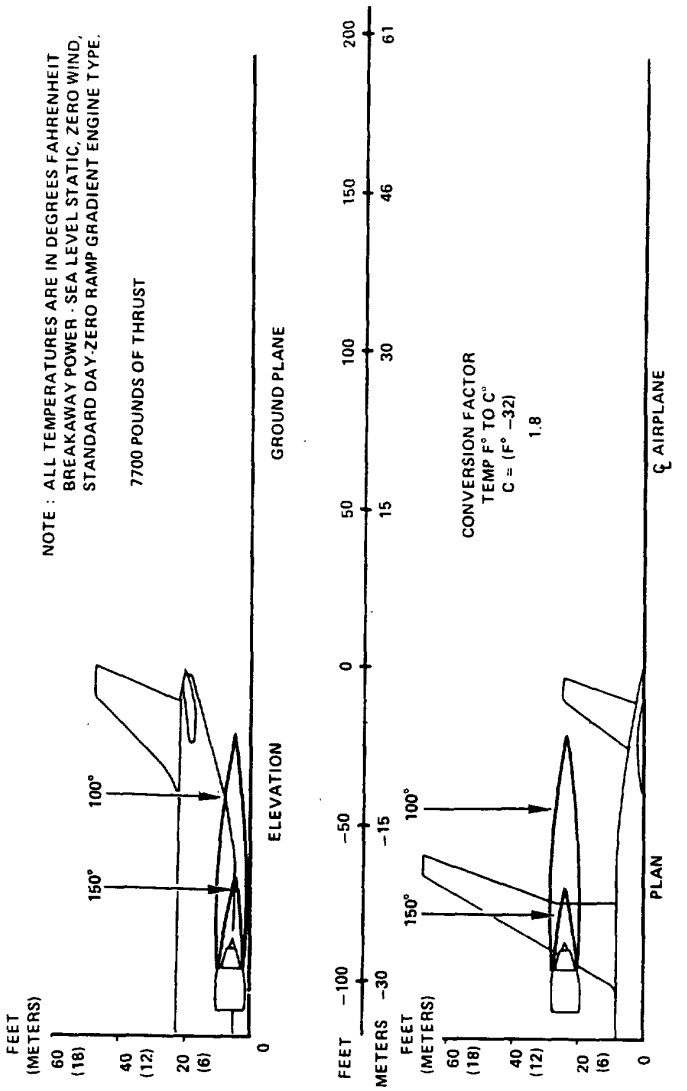


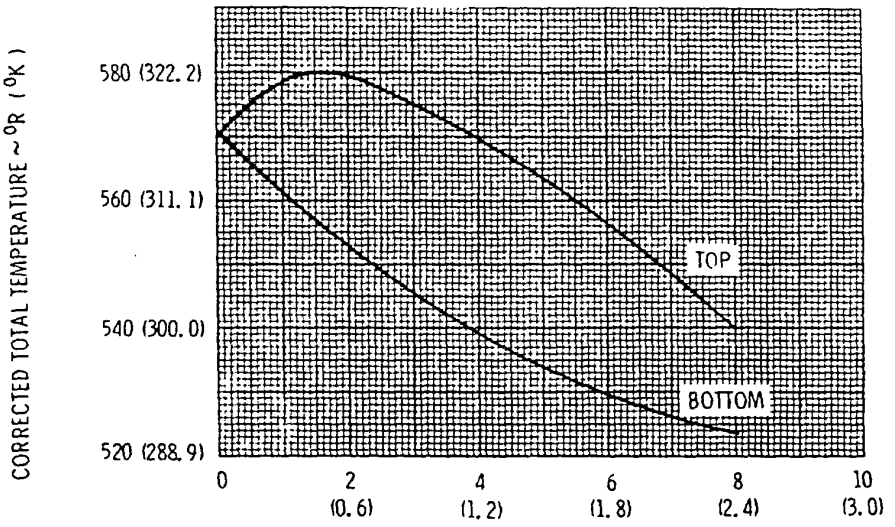
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.1 EXHAUST VELOCITY CONTOURS BREAKAWAY
1.04 EPR (PW 4000 ENGINE)
MODEL A300-600



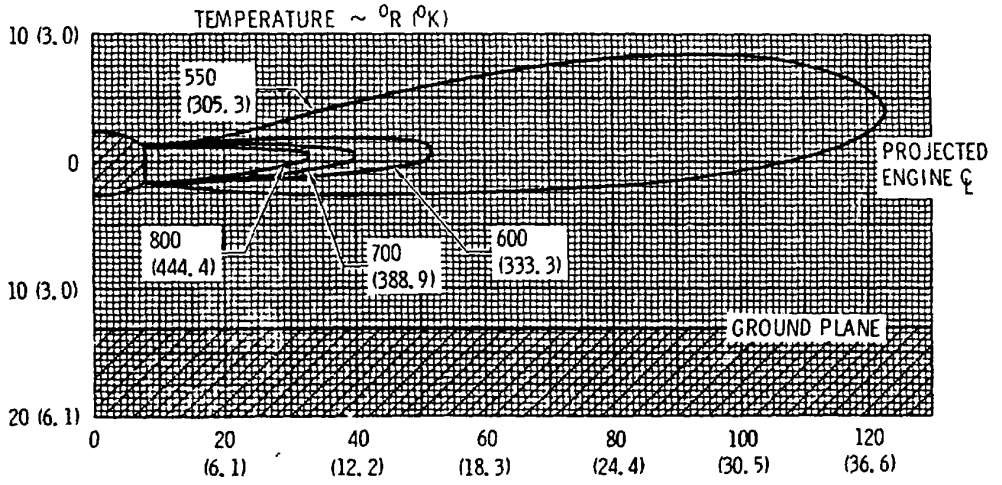
DA5 06 01 02 0 ACM0

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.2 EXHAUST TEMPERATURE CONTOURS - BREAK AWAY POWER
(PW JT9D-7R4H1 ENGINE)
MODEL A300-600

R



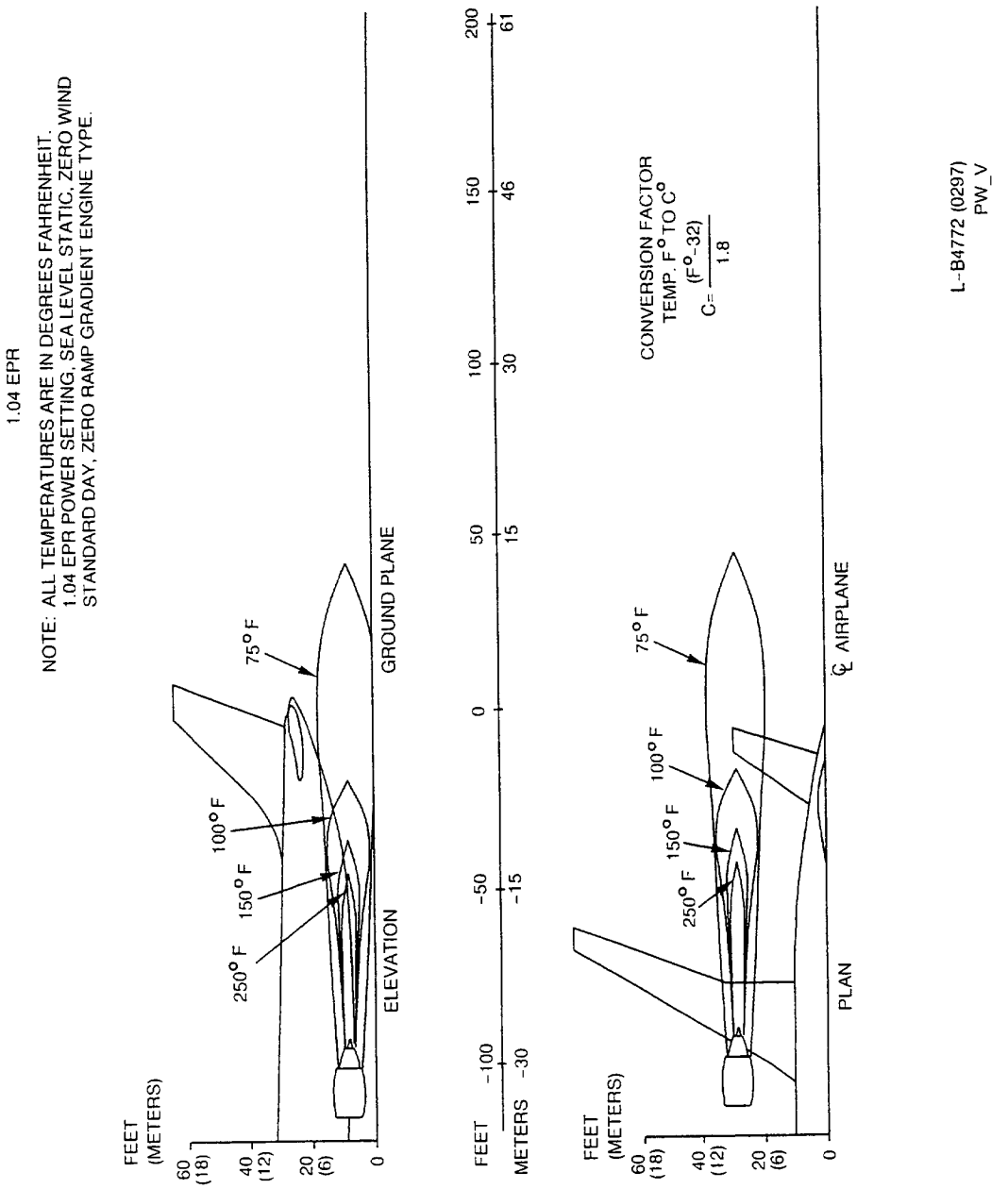
CORRECTED TOTAL TEMPERATURE RADIAL VARIATIONS
61 FEET (18.59) AFT OF THE FAN NOZZLE EXIT



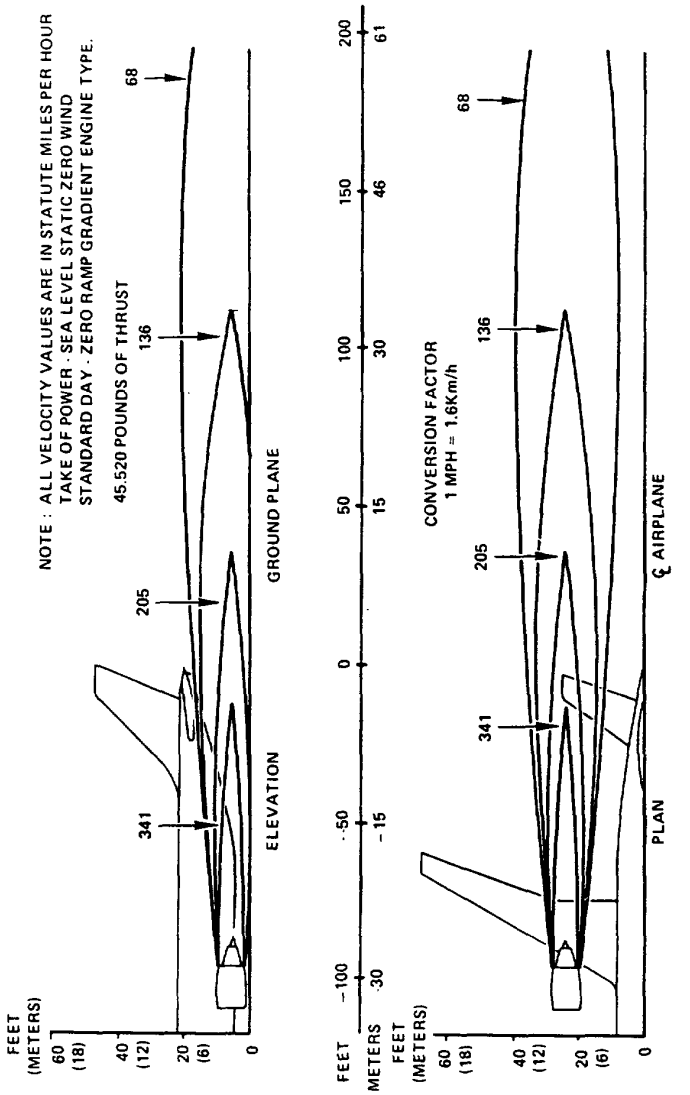
PLUME CORRECTED TOTAL TEMPERATURE PROFILE FOR
8700 LB. (38.70 KN) CORRECTED GROSS THRUST

CF8-8038-0-A2A

DA5 06 01 02 0 AEM0



6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.2 EXHAUST TEMPERATURES CONTOURS BREAKAWAY
1.04 EPR (PW 4000 ENGINE)
MODEL A300-600

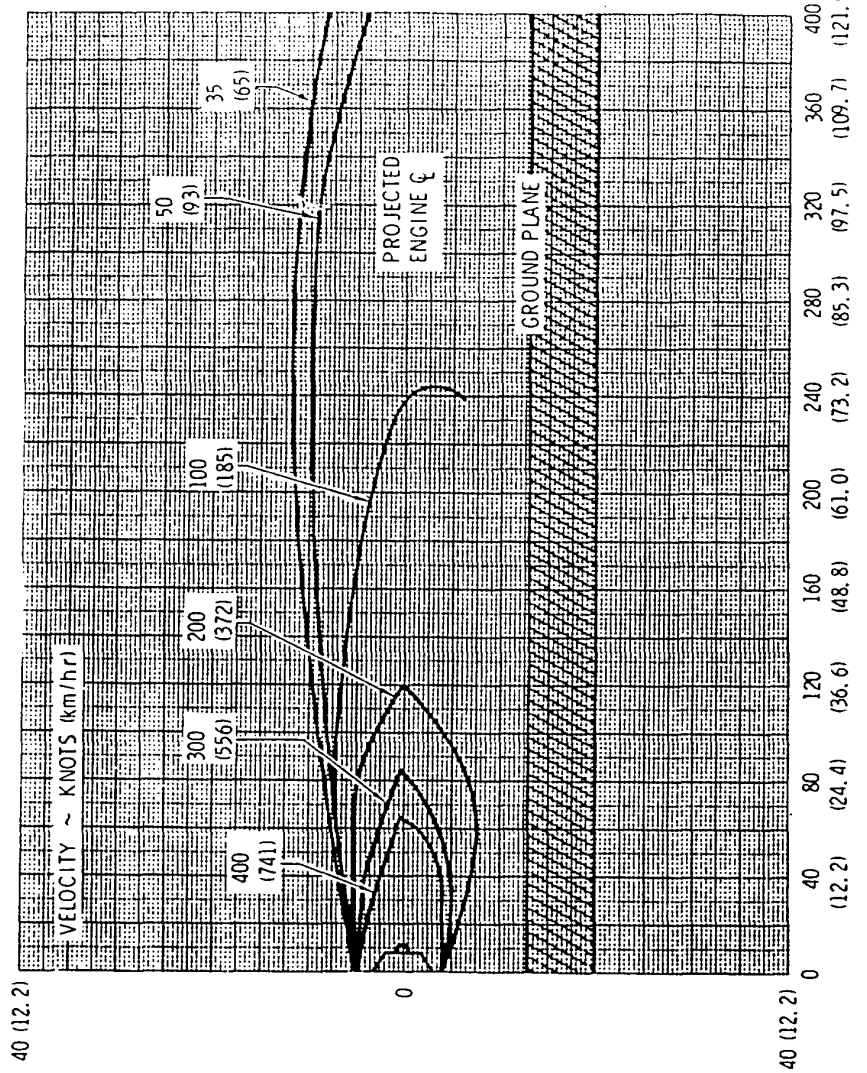


DA5 06 01 03 0 AEM0

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.3 EXHAUST VELOCITY CONTOURS - TAKE-OFF POWER
(PW JT9D-7R4H1 ENGINE)
MODEL A300-600

R

CF8 8030 0 A2A



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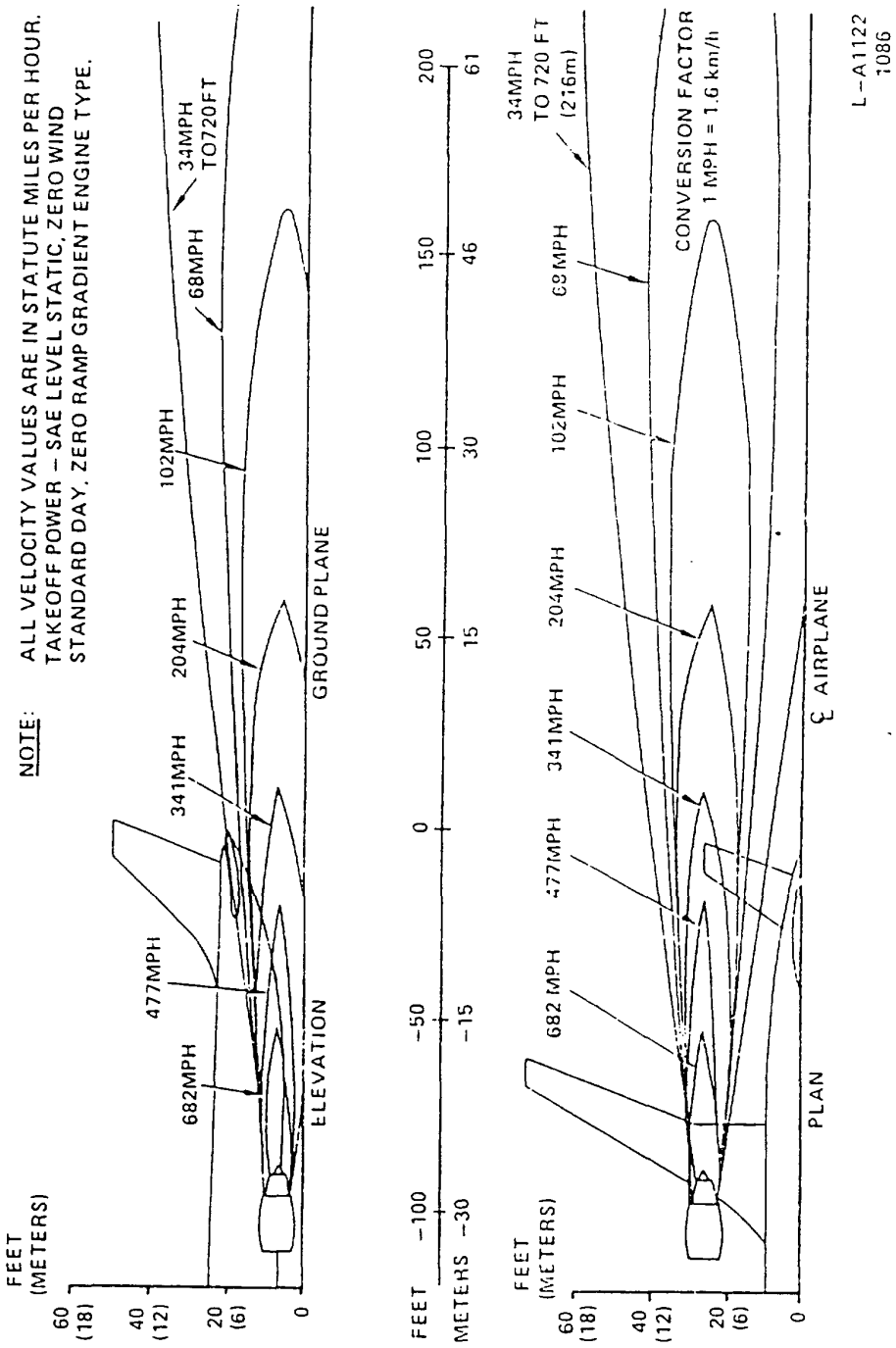
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.3 EXHAUST VELOCITY CONTOURS - TAKE-OFF POWER
(GE CF6-80C2 ENGINE)
MODEL A300-600



DA5 0601030 AJM0

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.3 EXHAUST VELOCITY CONTOURS-TAKE-OFF
(PW 4000 ENGINE)

MODEL A300-600

N

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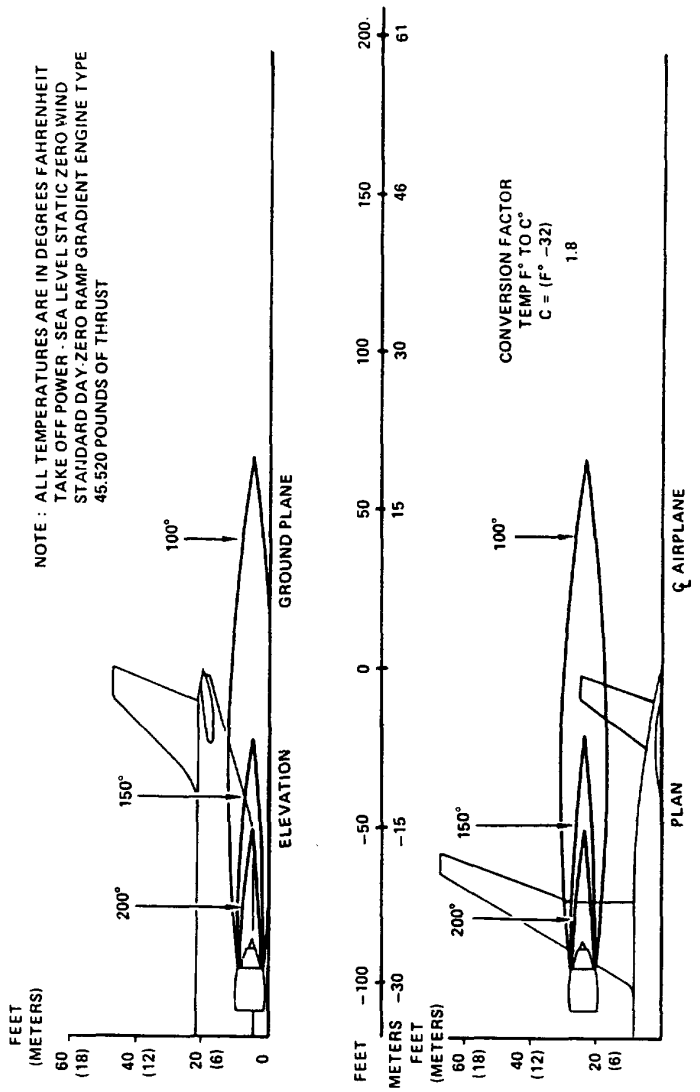

DA5 06 01 04 0 AGM0

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.4 EXHAUST TEMPERATURE CONTOURS - TAKE-OFF POWER
(PW JT9D-7R4H1 ENGINE)
MODEL A300-600

R

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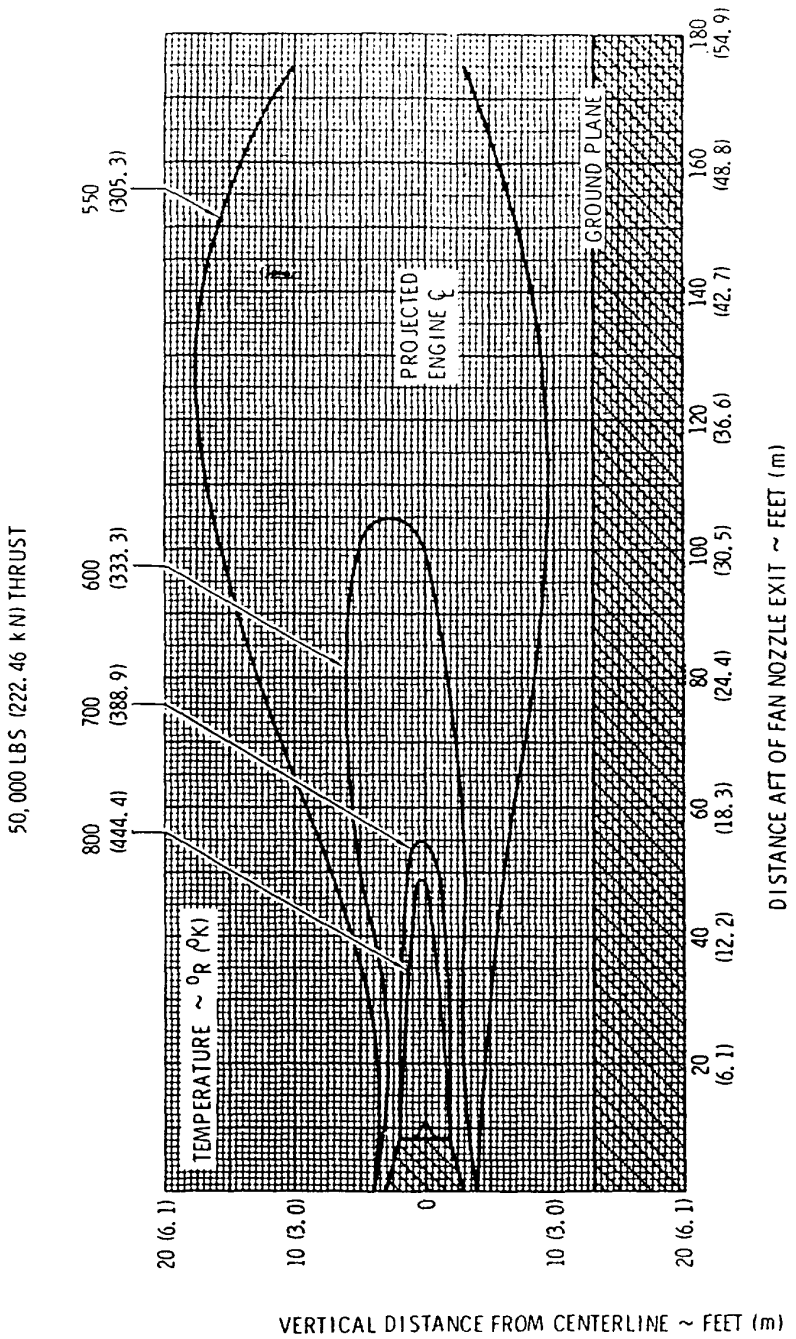

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DA5 06 01 04 0 AJM0

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.4 EXHAUST TEMPERATURE CONTOURS - TAKE-OFF POWER
(GE CF6-80C2 ENGINE)
MODEL A300-600

N

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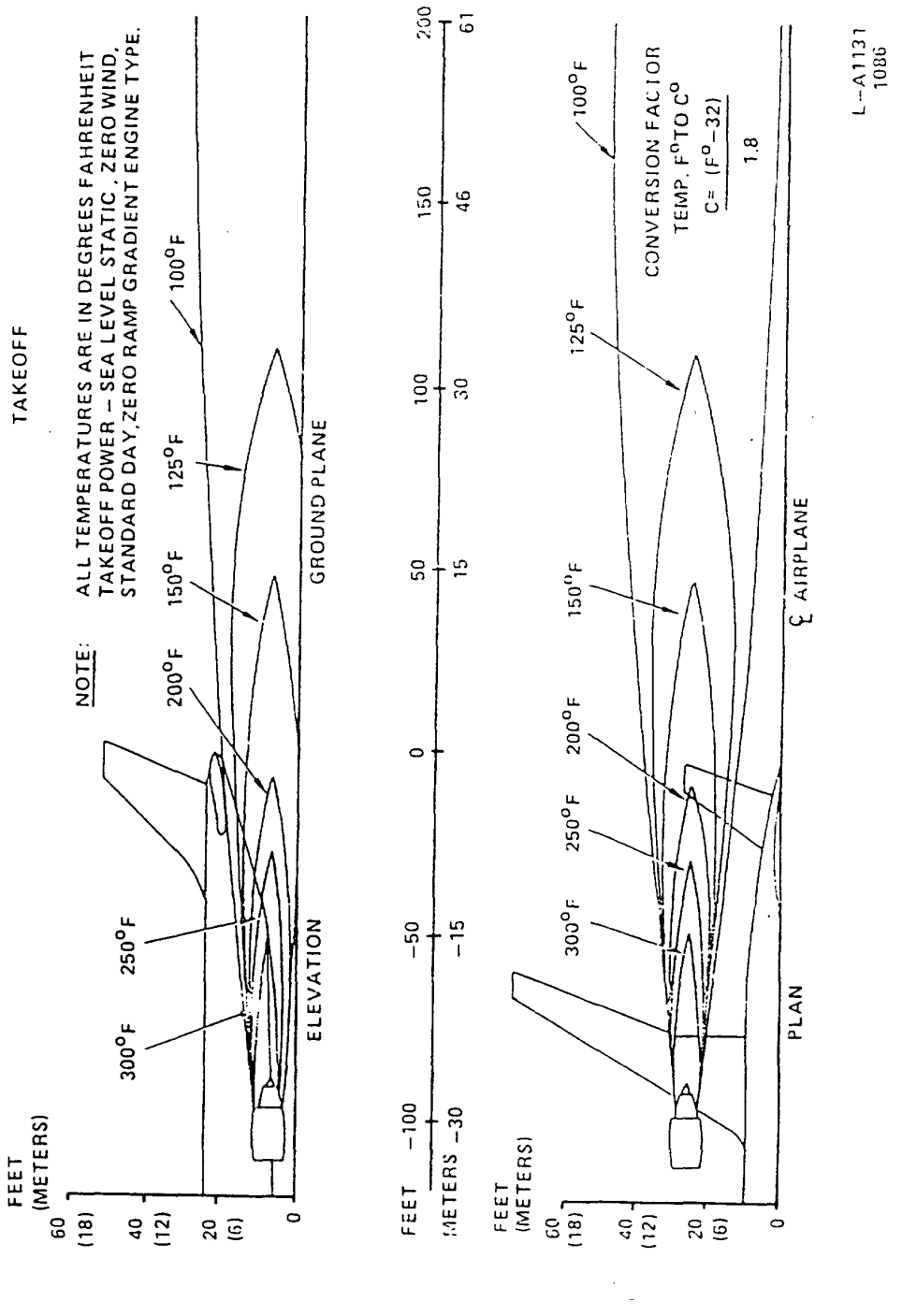

L-A1131
1086

DA5 0601040 ALM0

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.4 EXHAUST VELOCITY CONTOURS-TAKE-OFF (PW 4000 ENGINE)

MODEL A300-600

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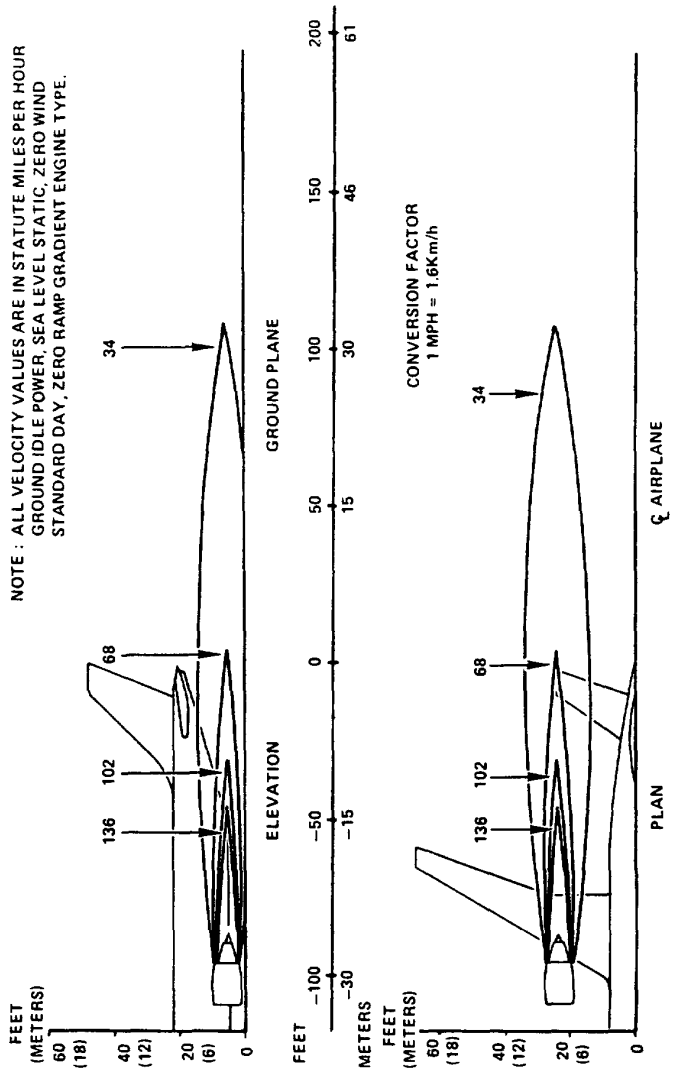
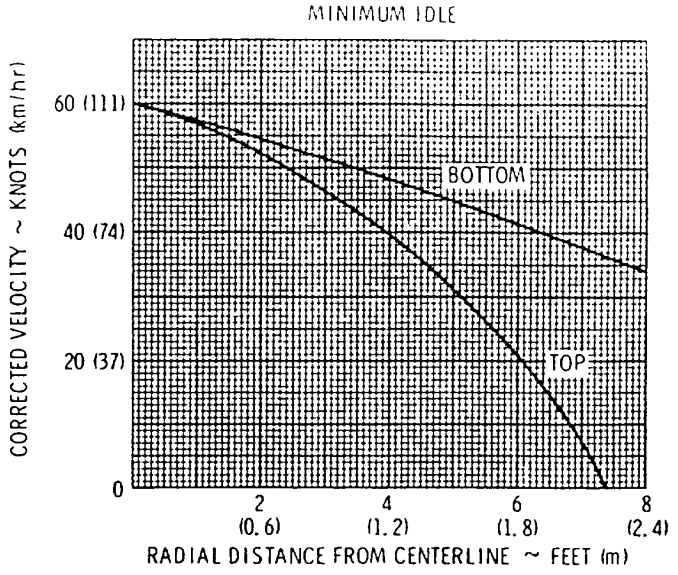


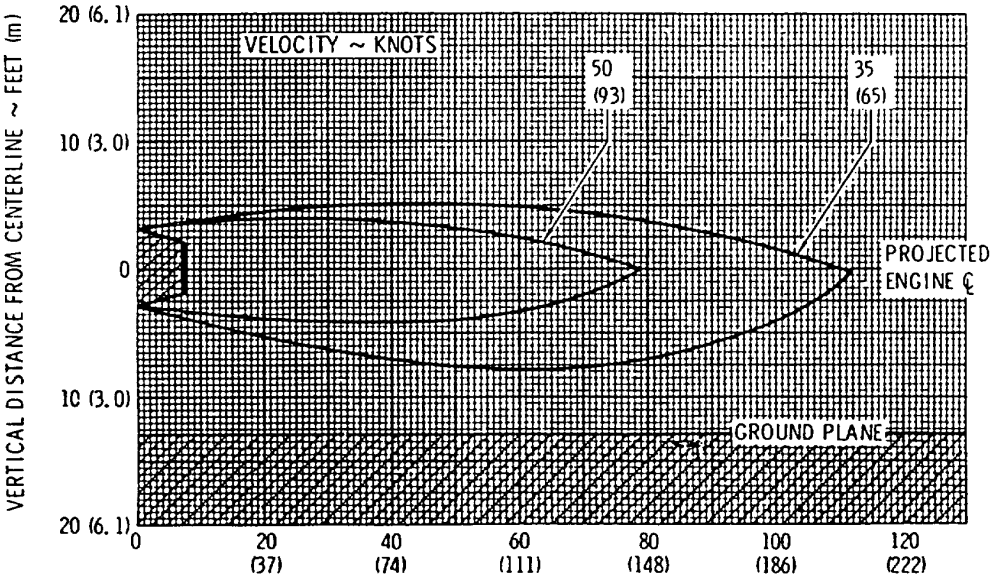
DA5 06 01 05 0 AJM0

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.5 EXHAUST VELOCITY CONTOURS - IDLE POWER
(PW JT9D-7R4H1 ENGINE)
MODEL A300-600

R



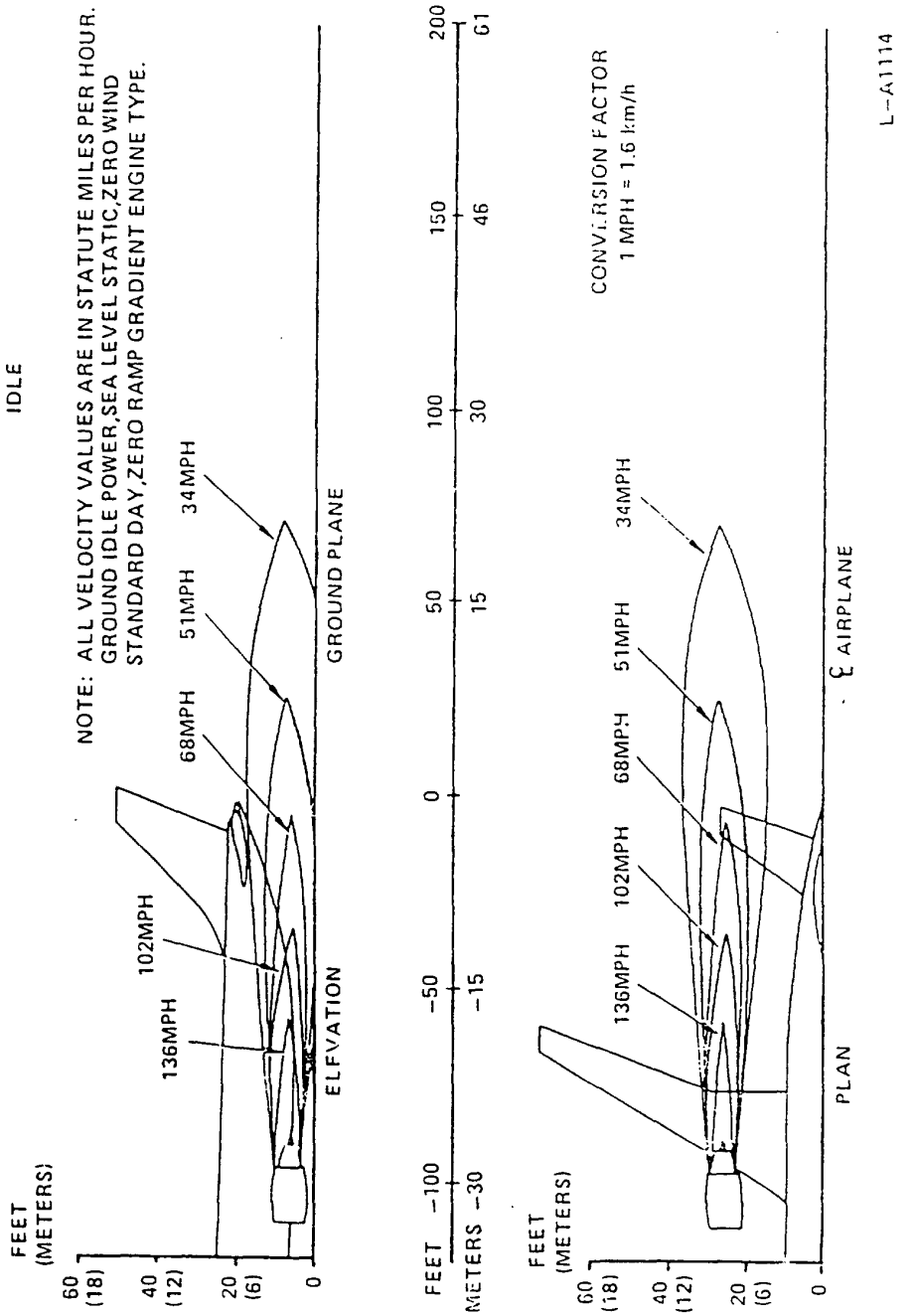
VELOCITY RADIAL VARIATIONS 61 FEET (18.59 m)
AFT OF FAN NOZZLE EXIT



PLUME VELOCITY PROFILE FOR
MINIMUM IDLE POWER SETTING

CF8-8033-0-A2A

DA5 06 01 05 0 ALM0

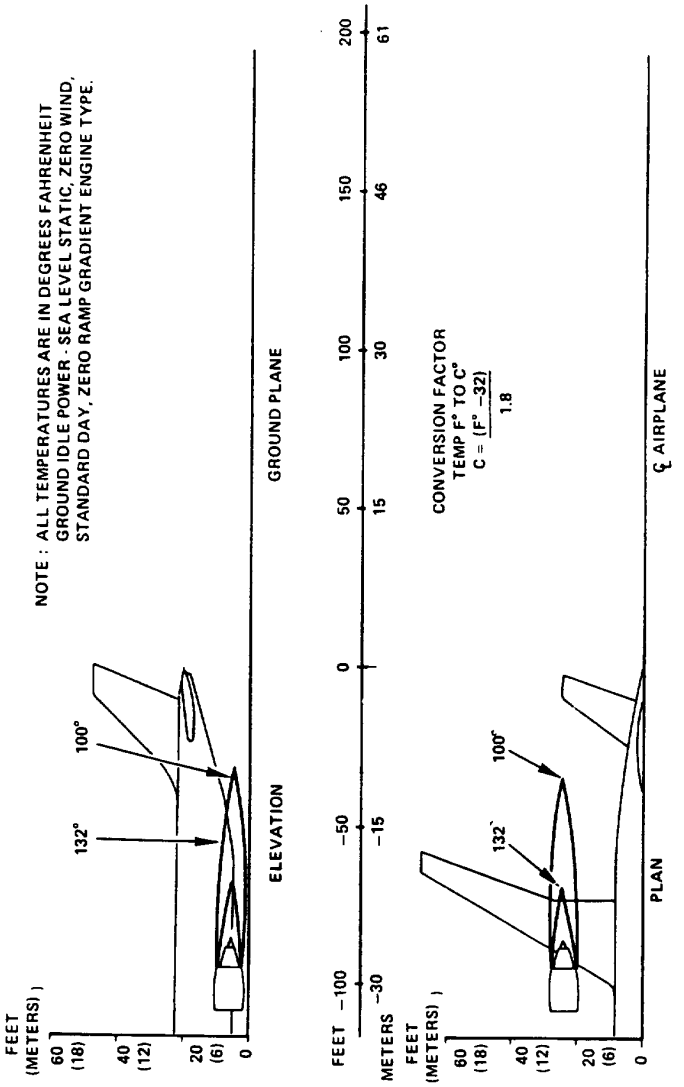


DA5 06 01 05 0 ANMO

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.5 EXHAUST VELOCITY CONTOURS-IDLE
(PW 4000 ENGINE)

MODEL A300-600

N



DA5 06 01 06 0 ALM0

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.6 EXHAUST TEMPERATURE CONTOURS - IDLE POWER
(PW JT9D-7R4H1 ENGINE)
MODEL A300-600

R

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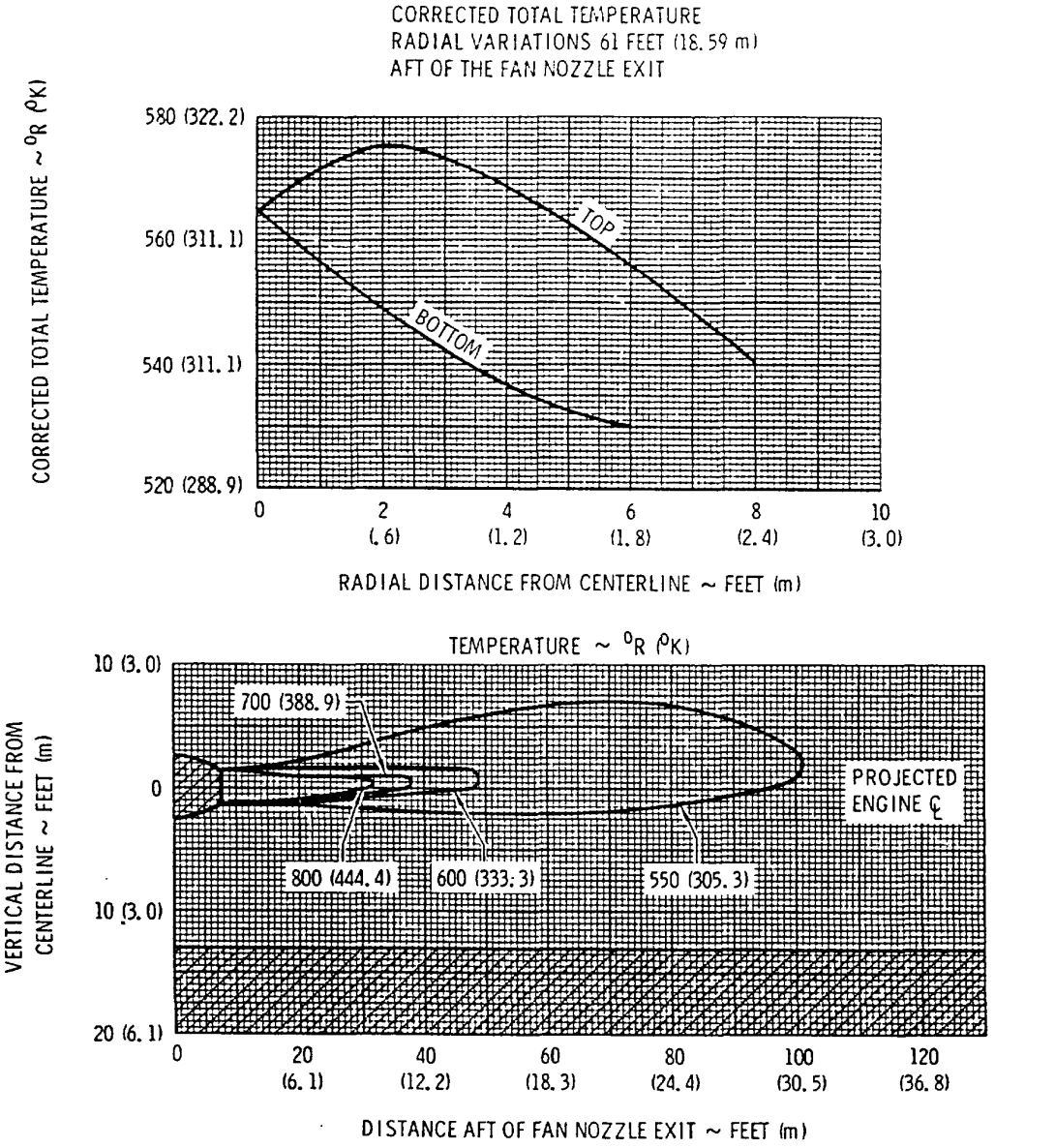

PLUME CORRECTED TOTAL
TEMPERATURE PROFILE FOR
MINIMUM IDLE POWER SETTING

CF8-8041-0-A2A

DA5 06 01 06 0 ANM0

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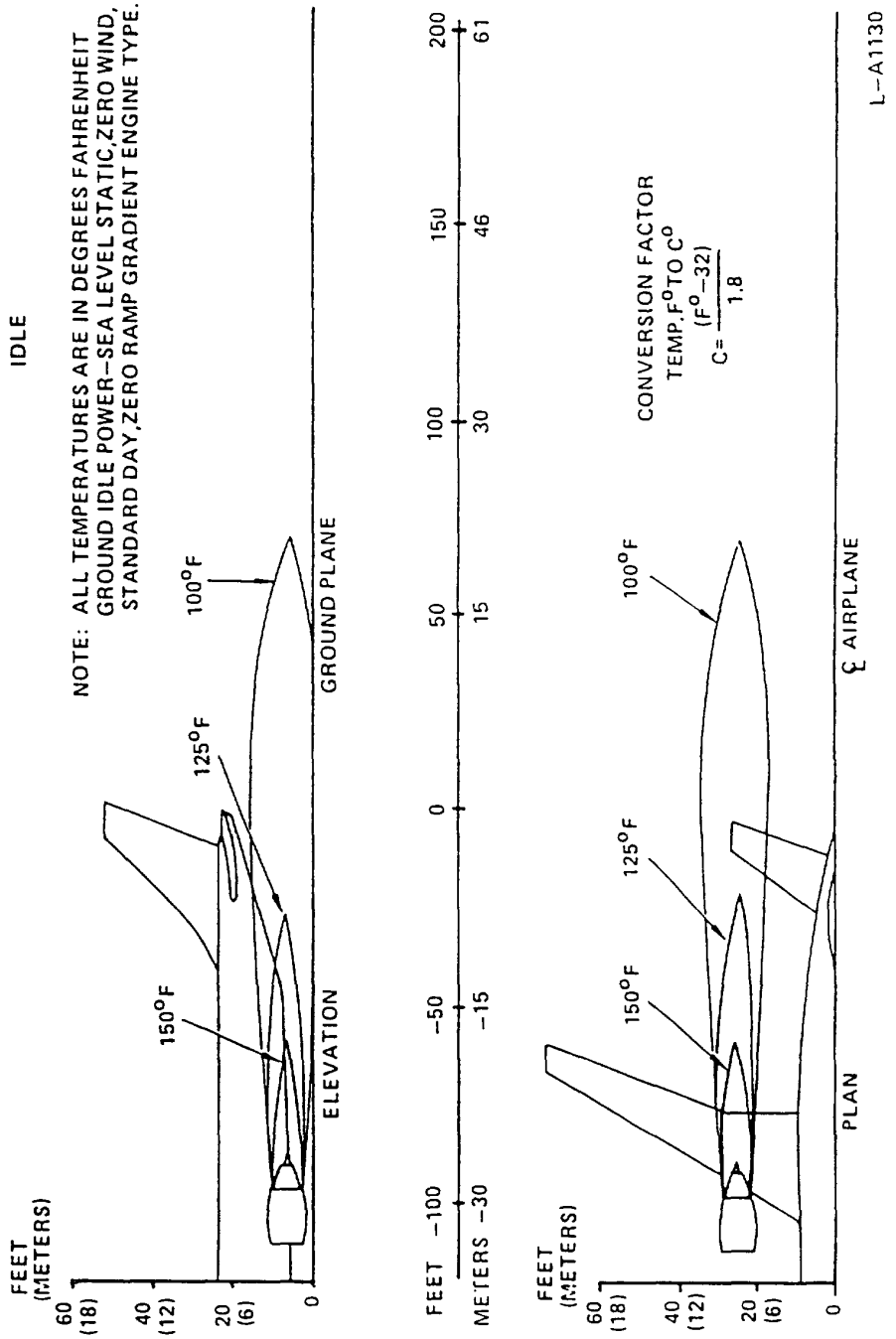


DA5 06 01 06 0 APM0

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES
6.1.6 EXHAUST VELOCITY CONTOURS-IDLE
(PW 4000 ENGINE)

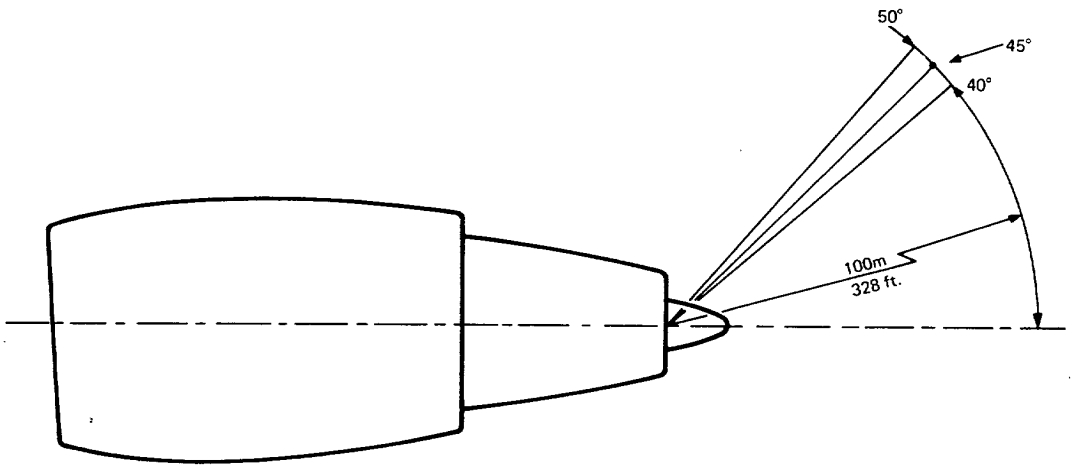
ESTIMATED PROVISIONAL VALUES

OCTAVE BAND CENTER FREQUENCY	OCTAVE BAND SPL, dB (20 μ Pa)		
	45° TO EXHAUST	40° TO EXHAUST	50° TO EXHAUST
63 Hz	101.3	105.1	101.5
125 Hz	99.5	101.2	99.7
250 Hz	103.9	105.9	103.8
500 Hz	98.6	99.1	98.8
1000 Hz	94.1	94.1	94.3
2000 Hz	92.3	91.6	92.6
4000 Hz	92.0	88.1	91.1
8000 Hz	91.2	88.5	91.4

GROUND STATIC

TAKEOFF POWER

100 METERS RADIUS



DA5 06 02 01 AAMO

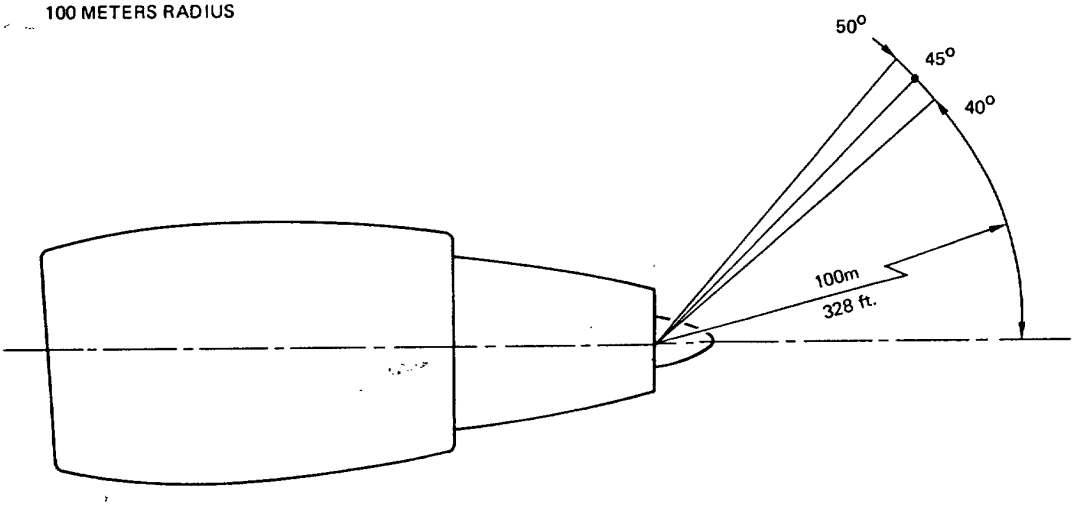
ESTIMATED PROVISIONAL VALUES

OCTAVE BAND CENTER FREQUENCY	OCTAVE BAND SPL.dB (20μ Pa)		
	45° TO EXHAUST	40° TO EXHAUST	50° TO EXHAUST
63 Hz	108.2	110.5	106.3
125 Hz	109.4	110.9	108.1
250 Hz	107.2	107.7	106.7
500 Hz	103.4	103.3	103.4
1000 Hz	100.0	99.9	100.2
2000 Hz	98.7	98.3	102.5
4000 Hz	96.2	95.9	98.2
8000 Hz	97.9	96.7	100.1

GROUND STATIC

TAKE OFF POWER

100 METERS RADIUS



DA5 06 02 01 0 ABMO

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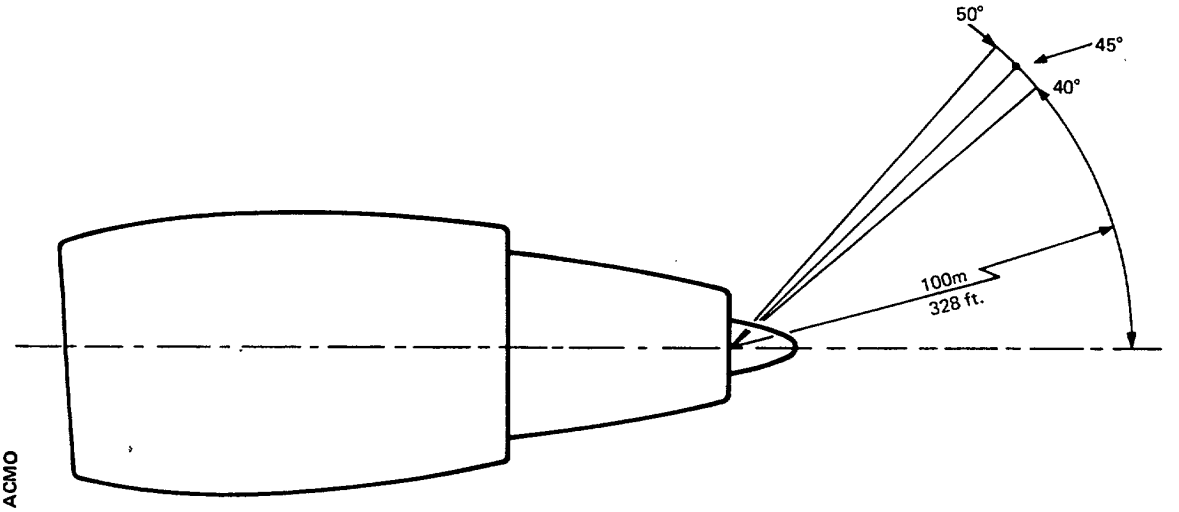
ESTIMATED PROVISIONAL VALUES

OCTAVE BAND CENTER FREQUENCY	OCTAVE BAND SPL dB (20 μ PA)		
	45° TO EXHAUST	40° TO EXHAUST	50° TO EXHAUST
63 Hz	110.3	113.0	107.7
125 Hz	111.3	113.3	109.3
250 Hz	109.3	110.5	108.1
500 Hz	104.9	105.1	104.6
1000 Hz	98.4	98.2	98.7
2000 Hz	92.4	91.4	93.3
4000 Hz	96.5	95.7	97.3
8000 Hz	92.9	92.1	93.7

GROUND STATIC
TAKE OFF POWER
100 METERS RADIUS
ISA +10°C AND 70°HR
SEA LEVEL



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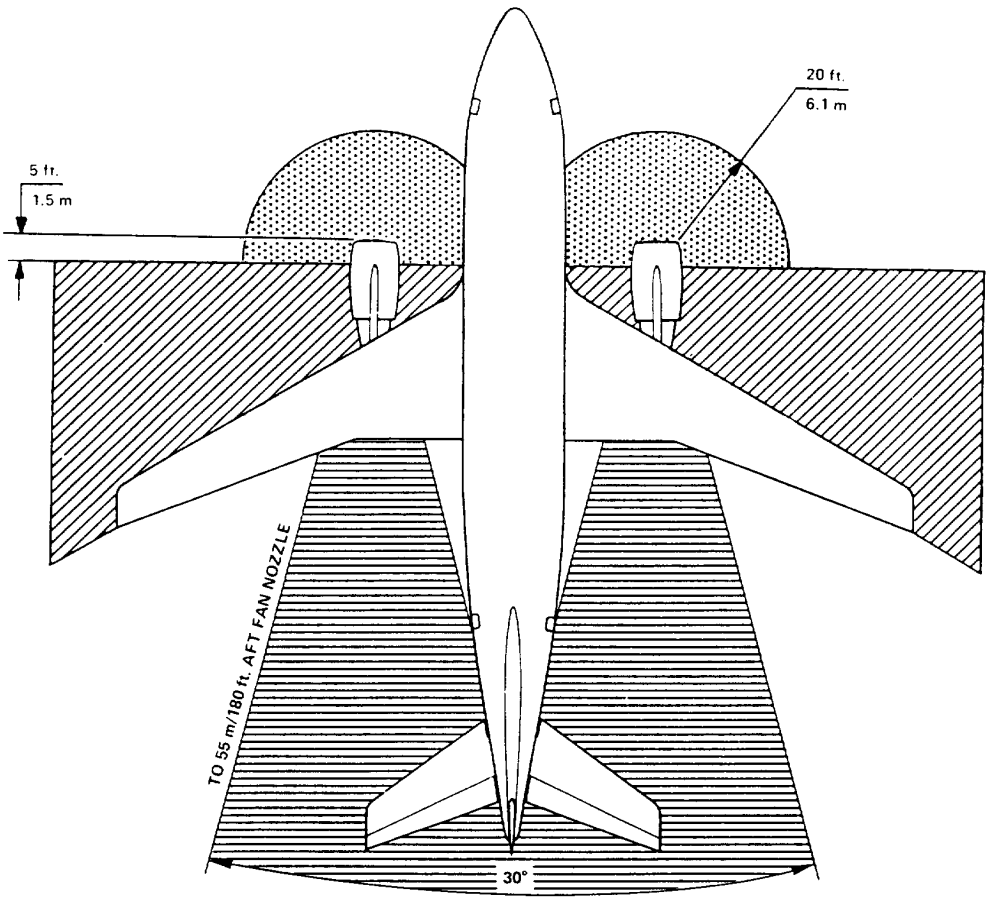

INLET SUNCTION DANGER AREA GROUND IDLE

ENTRY CORRIDOR

EXHAUST WAKE DANGER

DA5 06 03 01 0 AAM0

6.3 DANGER AREAS OF THE ENGINES
6.3.1 DANGER AREAS OF THE ENGINE - GROUND IDLE
(PW JT9D-7R4H1 ENGINE)
MODEL A300-600

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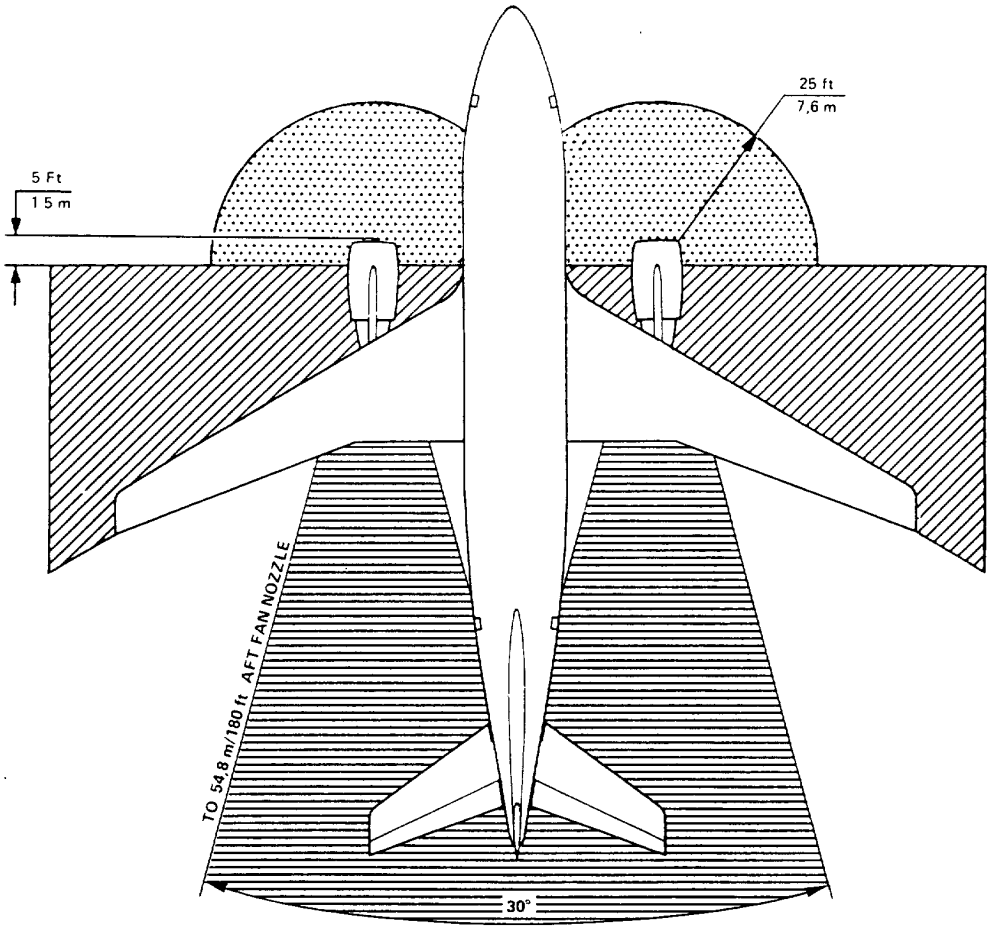

DA5 06 03 01 0 ACM0

6.3 DANGER AREAS OF THE ENGINES
6.3.1 DANGER AREAS OF THE ENGINES GROUND IDLE
(GE CF6-80C2 ENGINE)
MODEL A300-600

N

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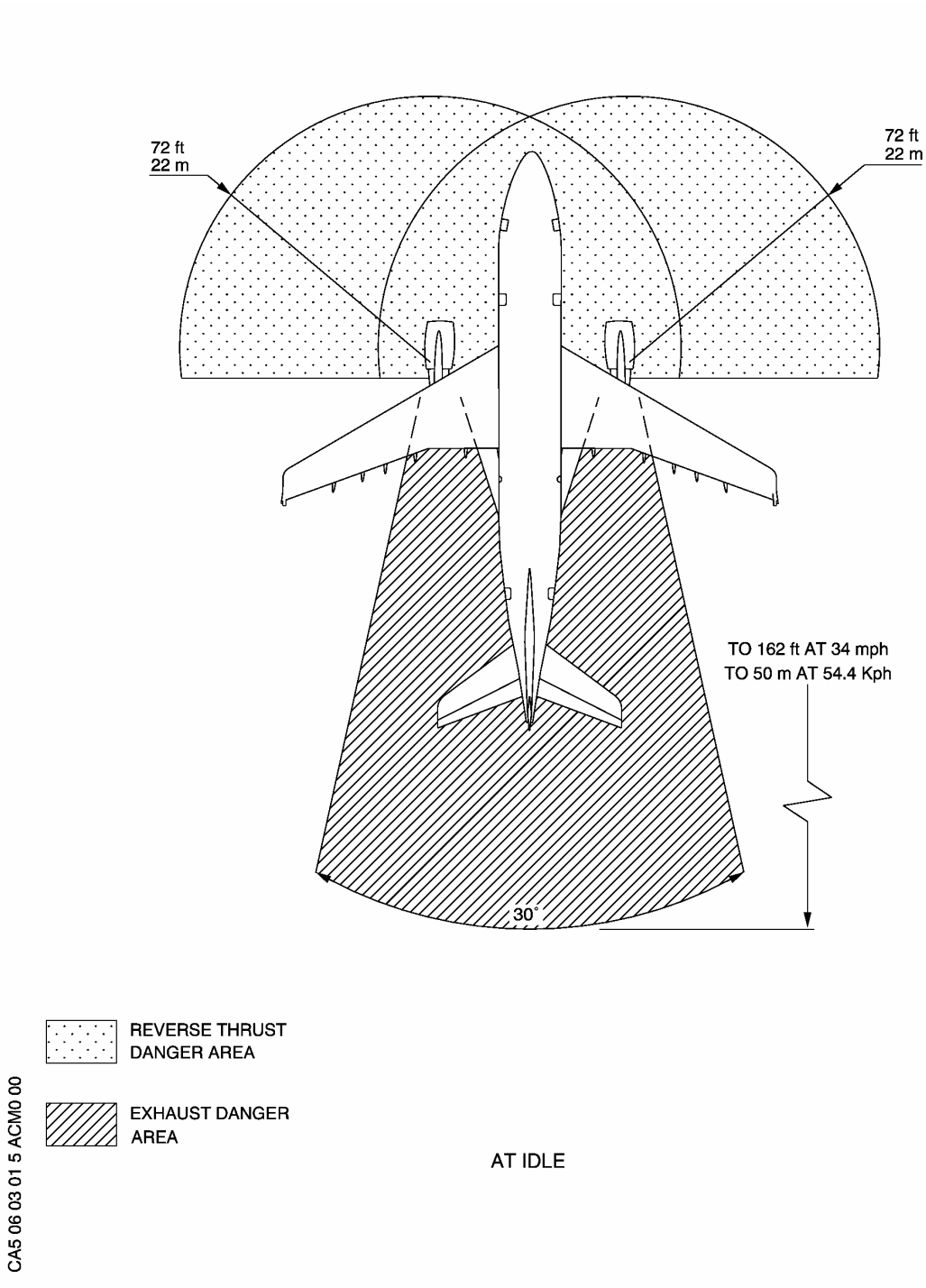
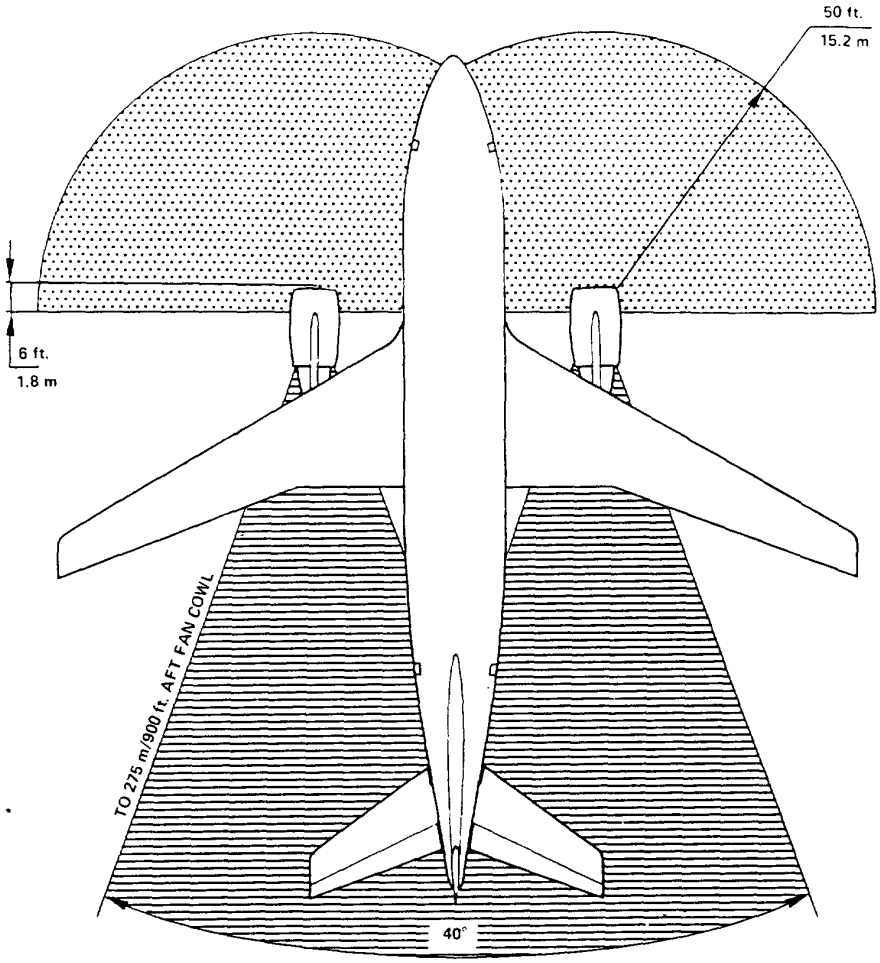


6.3 Danger Areas of the Engines
6.3.1 Danger Areas of the Engines Ground Idle
(PW4000 Engine)



DA5 06 03 02 0 AEM0

6.3 DANGER AREAS OF THE ENGINES
6.3.2 DANGER AREAS OF THE ENGINES TAKE-OFF
(PW JT9D-7R4H1 ENGINE)
MODEL A300-600

R

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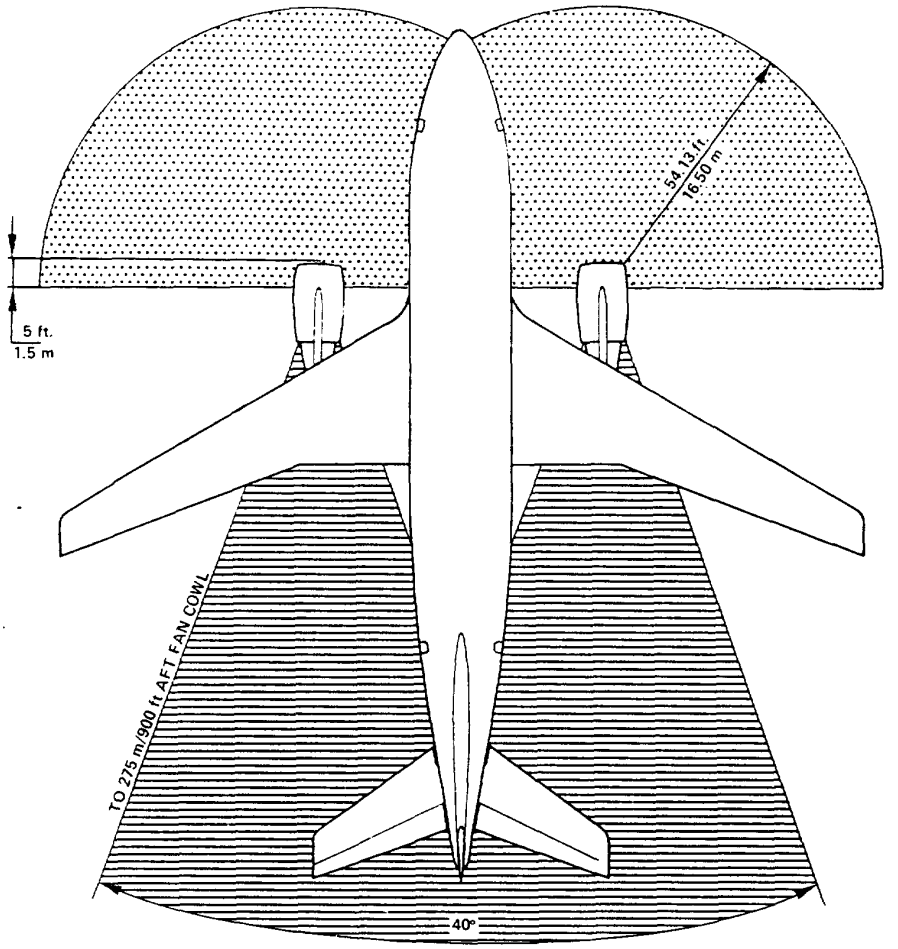

INTAKE SUCTION DANGER AREA TAKEOFF THRUST

JET WAKE AREA

DA5 06 03 02 0 AGM0

6.3 DANGER AREAS OF THE ENGINES
6.3.2 DANGER AREAS OF THE ENGINES TAKE-OFF
(GE CF6-80C2 ENGINE)
MODEL A300-600

N

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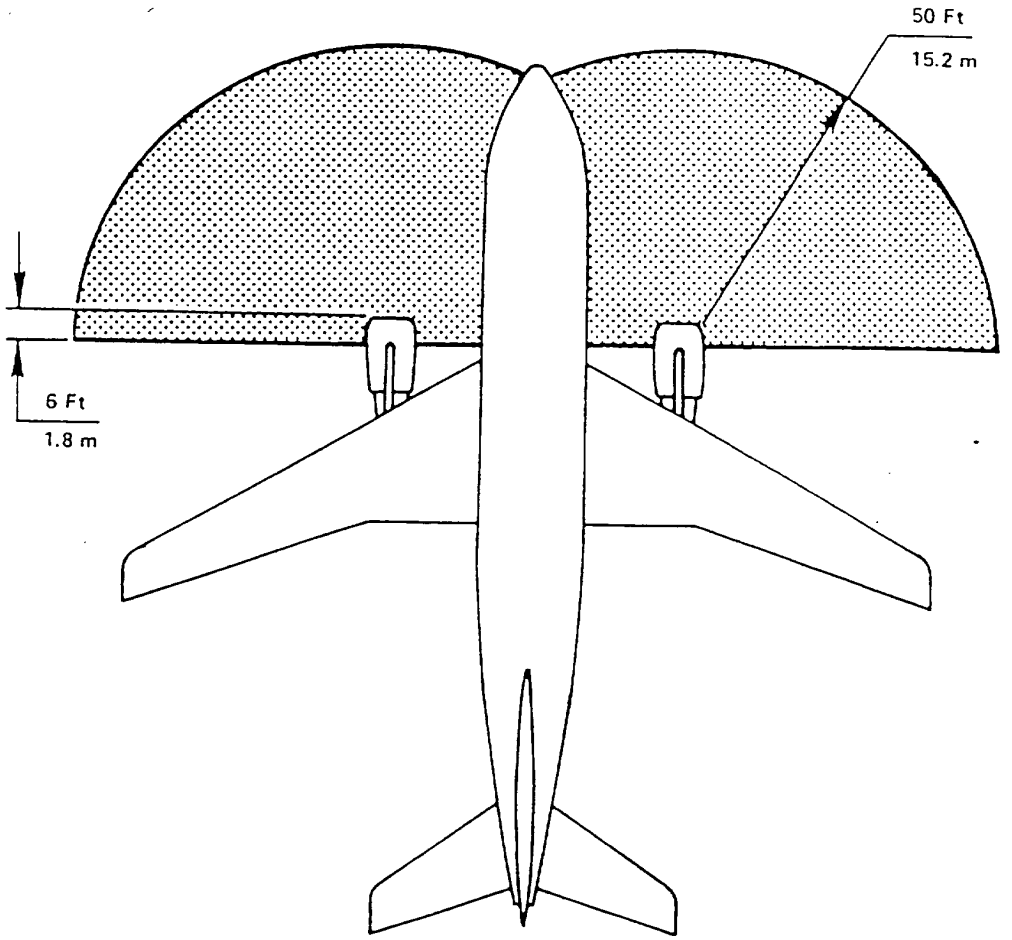

INLET SUCTION DANGER AREA TAKE-OFF THRUST

L-A1139

DA5 06 03 02 0 AJM0

6.3. DANGER AREAS OF THE ENGINE
6.3.2 DANGER AREAS OF THE ENGINE
TAKE-OFF
(PW 4000 ENGINE)

MODEL A300-600

N

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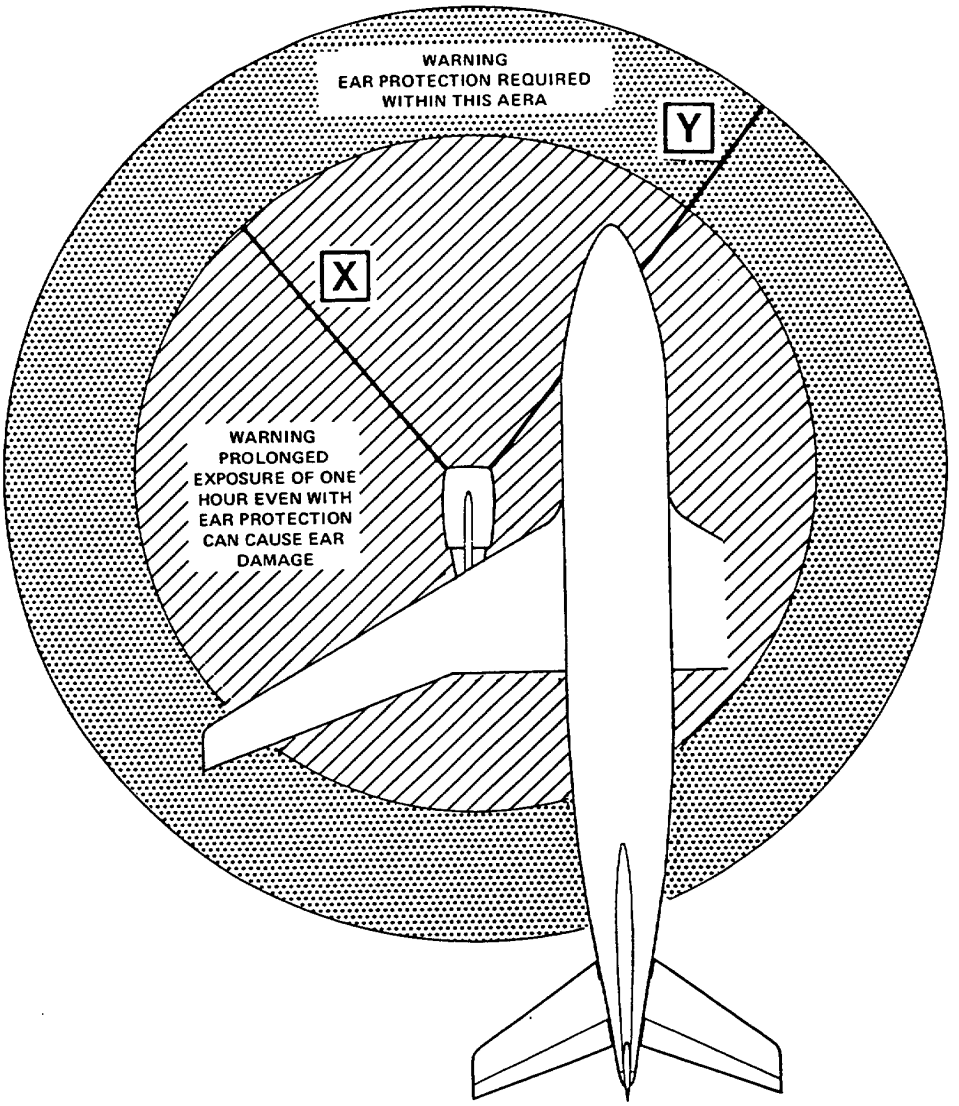

POWER SETTING	RADIUS X	RADIUS Y
GROUND IDLE	75 Ft (23 m)	100 Ft (30 m)
BREAK AWAY	90 Ft (27 m)	115 Ft (35 m)
TAKE-OFF	125 Ft (38 m)	200 Ft (60 m)

DA5 06 03 03 0 AEM0

6.3 DANGER AREAS OF THE ENGINES
6.3.3 ACOUSTIC PROTECTION AREAS
(PW JT9D-7R4H1 ENGINE)
MODEL A300-600

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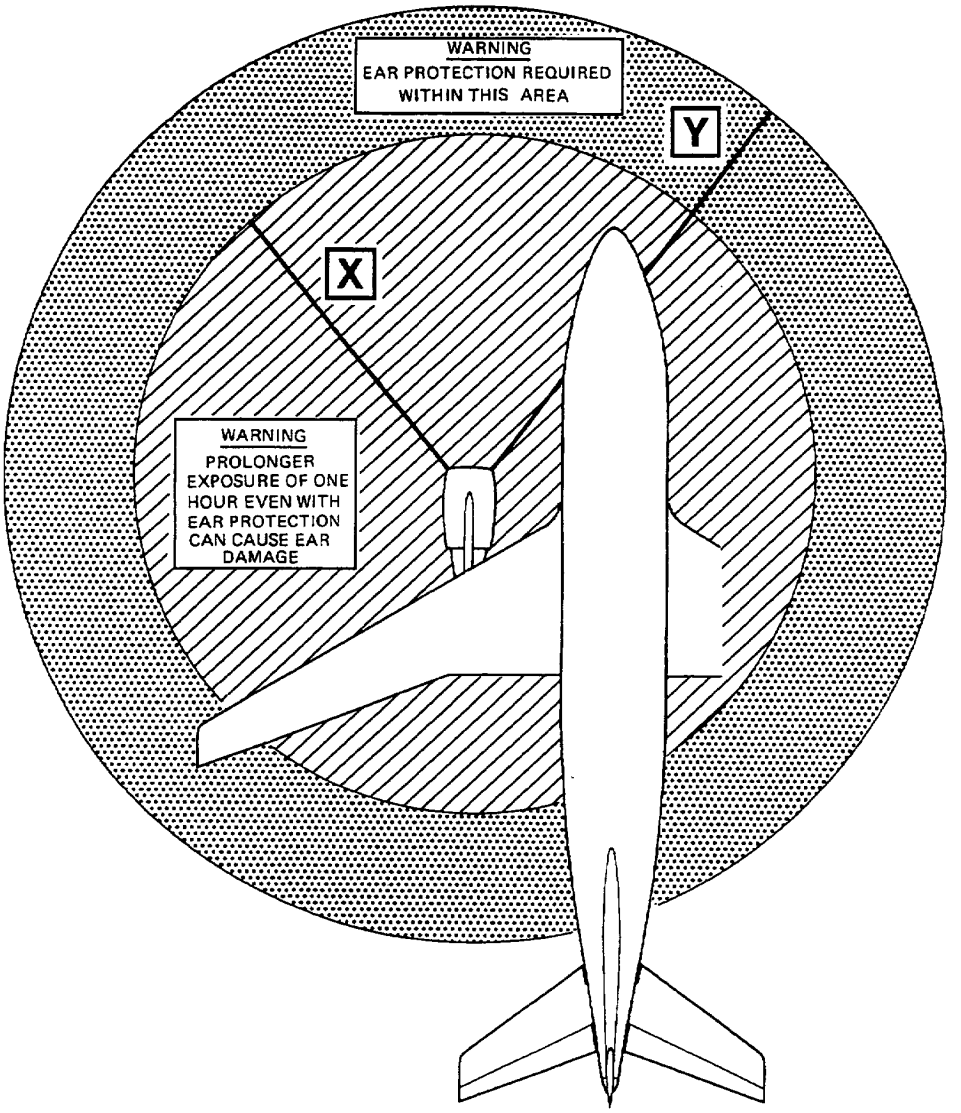

POWER SETTING	RADIUS X	RADIUS Y
GROUND IDLE	23m (75ft)	30m (100ft)
BREAK AWAY	30m (100ft)	46m (150ft)
TAKE - OFF	30m (100ft)	61m (200ft)

NOTE : BASED ON UNINSTALLED ENGINE

R DA5 06 03 03 0 AGMO

6.3 DANGER AREAS OF THE ENGINES
6.3.3 DANGER AREAS OF THE ENGINES ACOUSTIC PROTECTION AREA (GE CF6-80C2 ENGINE)
MODEL A300-600

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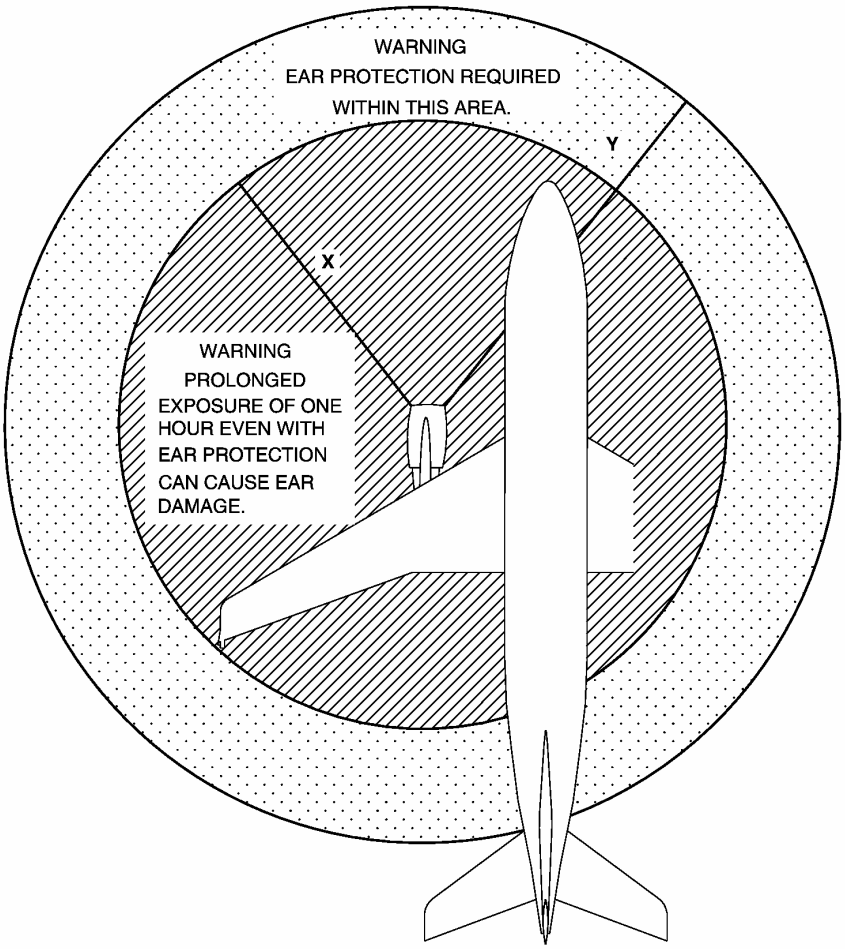

POWER SETTING	RADIUS **X**	RADIUS **Y**
GROUND IDLE	75 ft (23 m)	100 ft (30 m)
BREAK AWAY	90 ft (27 m)	115 ft (35 m)
TAKE-OFF	125 ft (38 m)	200 ft (60 m)

L - A1725

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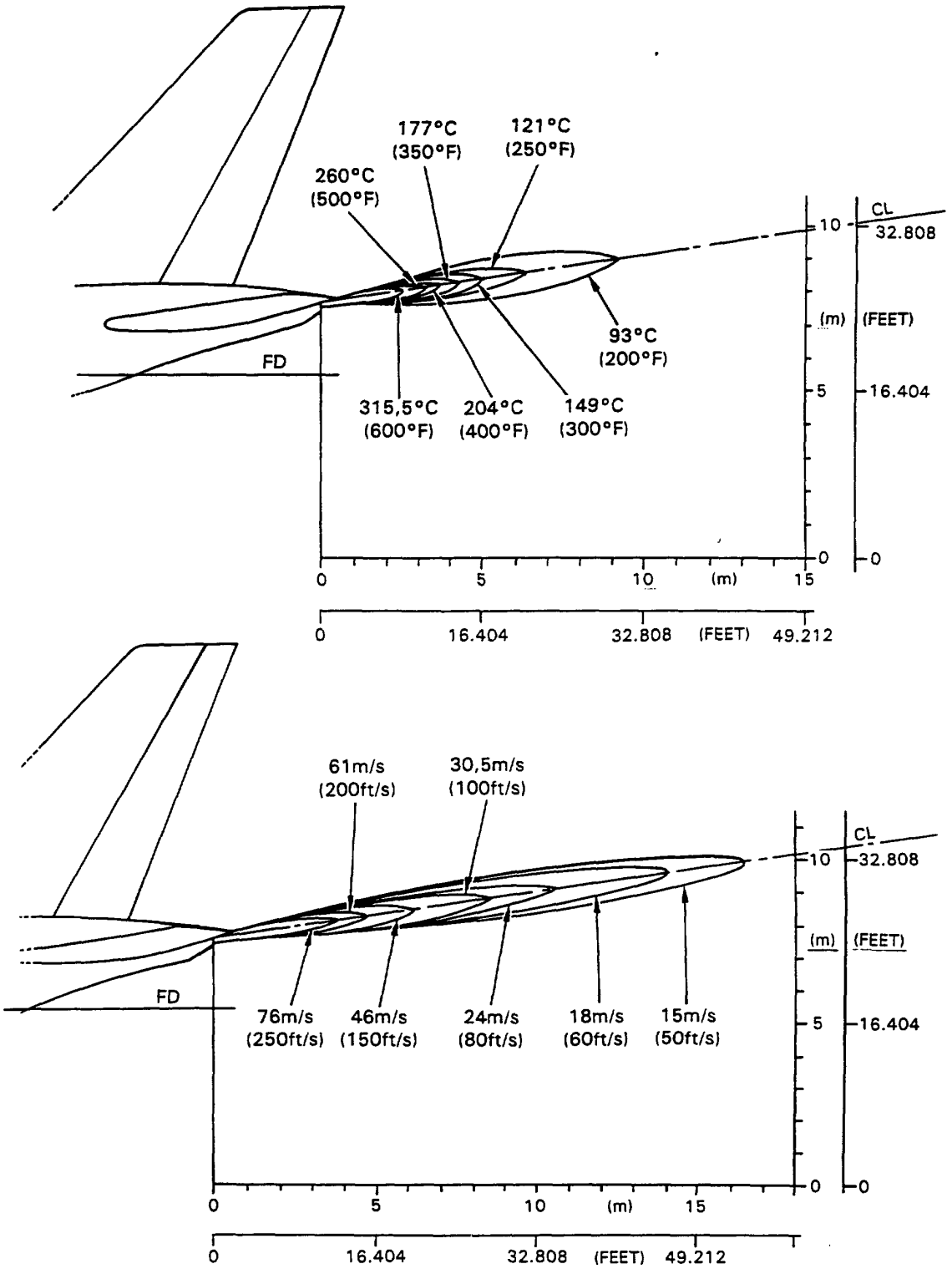

APU - Exhaust Gas Temperature & Velocity
DECAY - APU

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PAVEMENT DATA

7.1 General Information

-A300B4-600 Models

1. General Information

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

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

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

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

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

Section 7.2.0, presents basic data on the landing gear footprint configuration, maximum ramp weights and tire sizes and pressures.

Section 7.3.0, shows maximum vertical and horizontal pavement loads for certain critical conditions at the tire-ground interfaces.

Section 7.4.1 contains charts to find these loads throughout the stability limits of the airplane at rest on the pavement.

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

Section 7.5.1 uses procedures in Instruction Report No. S-77-1 "Procedures for Development of CBR Design Curves", dated June 1977 to show flexible pavement design curves.
The report was prepared by the U.S. Army Corps Engineers Waterways Experiment Station, Soils and Pavement Laboratory, Vicksburg, Mississippi.

Section 7.5.1 & 7.9.1 uses the new load repetition factor according to the ICAO letter Reference AN 4/20.1-EB/07/26.

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

2. Flexible Pavement

The procedure that follows is used to develop flexible pavement design curves such as shown in Section 7.5.1.

A. With the scale for pavement thickness at the bottom and the scale for CBR at the top, an arbitary line is drawn representing 10 000 coverages.

B. Incremental values of the weight on the main landing gear are then plotted.

C. Annual departure line are drawn based on the load lines of the weight on the main landing gear that is shown on the graph.

Section 7.7.1 gives the rigid pavement design curves that have been prepared with the use of the Westergaard Equation. This is in general accordance with the procedures outlined in the Portland Cement Association publications, "Design of Concrete Airport Pavement", 1973 and "Computer Program for Airport Pavement Design", (Program PDILB), 1967 both by Robert G. Packard.

3. Rigid Pavement

The procedure that follows is used to develop rigid pavement design curves such a those shown in Section 7.7.1.

A. With the scale for pavement thickness on the left and the scale for allowable working stress on the right, an arbitrary line load line is drawn. This represents the main landing gear maximum weight to be shown.

B. All values of the subgrade modulus (k values) are then plotted.

C. Additional load lines for the incremental values of weight on the main landing gear are drawn on the basis of the curve for k = 80 MN/m^3 already shown on the graph.

All Load Classification Number (LCN) curves shown in Section 7.6.1 and Section 7.8.2 have been developed from a computer program based on data provided in Internation Civil Aviation Organisation (ICAO) document 7920-AN/865/2, Aerodrome Manual, Part 2, "Aerodrome Physical Characteristics", Second Edition, 1965.

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The flexible pavement charts in Section 7.6.1 show LCN against equivalent single wheel load, and equivalent single wheel load against pavement thickness.

The rigid pavement charts in Section 7.8.2 show LCN against equivalent single wheel load, and equivalent single wheel load against radius of relative stiffness.

Section 7.9.0 provides ACN data prepared according to the ACN/PCN system as referenced in ICAO Annex 14, "Aerodromes", Volume 1 "Aerodrome Design and Operations".
Fourth Edition July 2004, incorporating Amendments 1 to 6.

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

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

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

Numerically the ACN is two times the derived single wheel load expressed in thousands of kilograms.
The derived single wheel load is defined as the load on a single tire inflated to 1.25 Mpa (181 psi) that would have the same pavement requirements as the aircraft.
Computationally the ACN/PCN system uses PCA program PDILB for rigid pavements and S-77-1 for flexible pavements to calculate ACN values.
The Airport Authority must decide on the method of pavement analysis and the results of their evaluation shown as follows :

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

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Section 7.9.1 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

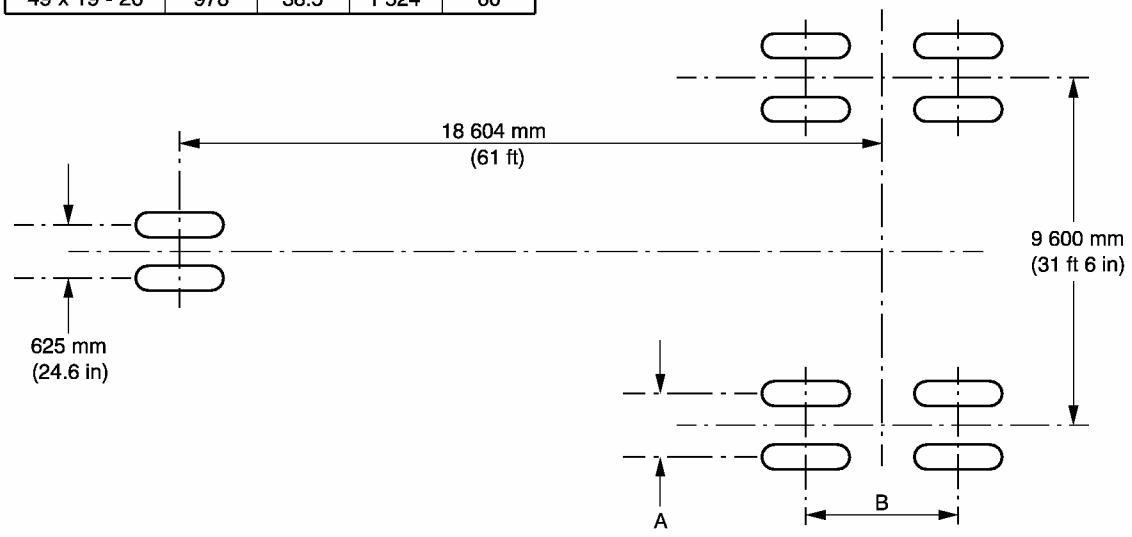
Section 7.9.2 shows the aircraft ACN for rigid pavements.

The four subgrade categories are :

A	High Strength	Subgrade k = 150 MN/m³ (550 pci)
B	Medium Strength	Subgrade k = 80 MN/m³ (300 pci)
C	Low Strength	Subgrade k = 40 MN/m³ (150 pci)
D	Ultra Low Strength	Subgrade k = 20 MN/m³ (75 pci)

MAXIMUM RAMP WEIGHT	165 900 kg (365 750 lb)	
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7-4-1 MRW 165 900 kg	
NOSE GEAR TIRE SIZE	40 x 14 -16 or 40 x 14 R16	
NOSE GEAR TIRE PRESSURE	9.6 bar (139 psi)	
WING GEAR TIRE SIZE	49 x 17 - 20	49 x 19 - 20
WING GEAR TIRE PRESSURE	12.8 bar (186 psi)	11.6 bar (168 psi)

TIRES	A		B	
	mm	in	mm	in
49 x 17 - 20	927	36.5	1 397	55
49 x 19 - 20	978	38.5	1 524	60

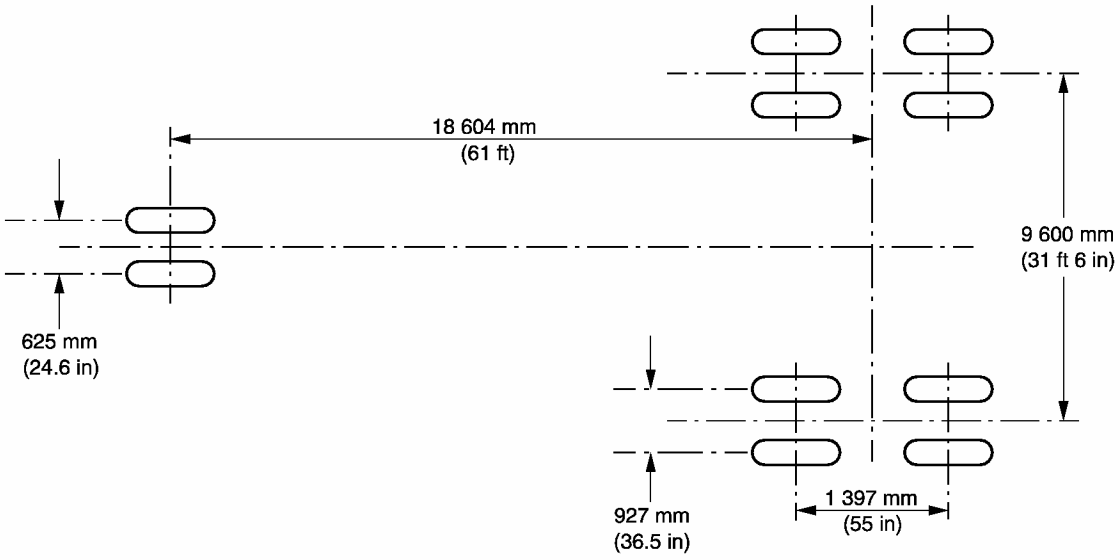


NOTE: DIMENSIONS IN MILLIMETERS
(FEET AND INCHES IN BRACKETS).

CA5 07 02 00 0 AAM0 00

Landing Gear Footprint
A300B4-600 Models - MRW 165 900 kg

MAXIMUM RAMP WEIGHT	171 400 kg (377 875 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7-4-1 MRW 171 400 kg
NOSE GEAR TIRE SIZE	40 x 14 -16 or 40 x 14 R16
NOSE GEAR TIRE PRESSURE	9.9 bar (144 psi)
WING GEAR TIRE SIZE	49 x 17 - 20
WING GEAR TIRE PRESSURE	13.4 bar (194 psi)



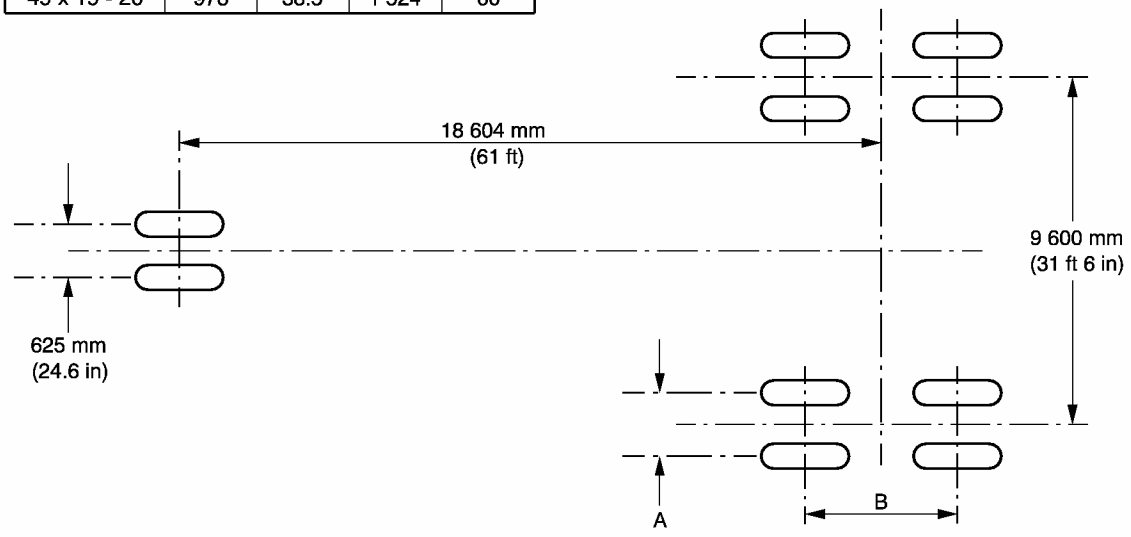
NOTE: DIMENSIONS IN MILLIMETERS
(FEET AND INCHES IN BRACKETS).

CA5 07 02 00 0 ACM0 00

Landing Gear Footprint
A300B4-600R Models - MRW 171 400 kg

MAXIMUM RAMP WEIGHT	172 600 kg (380 525 lb)	
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7-4-1 MRW 172 600 kg	
NOSE GEAR TIRE SIZE	40 x 14 -16 or 40 x 14 R16	
NOSE GEAR TIRE PRESSURE	9.9 bar (144 psi)	
WING GEAR TIRE SIZE	49 x 17 - 20	49 x 19 - 20
WING GEAR TIRE PRESSURE	13.4 bar (194 psi)	12.1 bar (175 psi)

TIRES	A		B	
	mm	in	mm	in
49 x 17 - 20	927	36.5	1 397	55
49 x 19 - 20	978	38.5	1 524	60

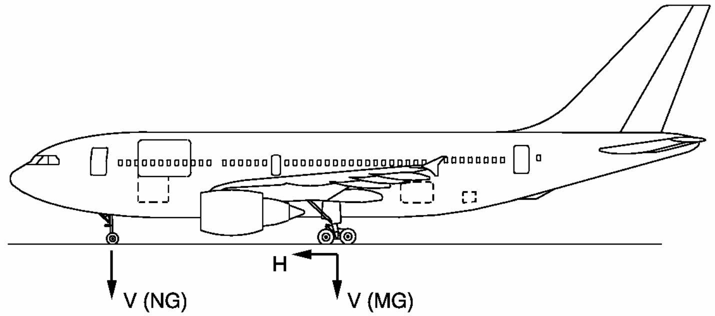


NOTE: DIMENSIONS IN MILLIMETERS
(FEET AND INCHES IN BRACKETS).

CA5 07 02 00 0 AEM0 00

Landing Gear Footprint
A300B4-600R Models - MRW 172 600 kg

CA5 07 03 00 0 AAM0 00



1	2		3		4		5		6			
			VNG				VMG (PER STRUT)		H (PER STRUT)			
MODEL	MAXIMUM RAMP WEIGHT		STATIC LOAD AT MOST FWD C.G. (1)		STATIC BRAKING @ 10 ft/s² DECELERATION		STATIC LOAD AT MAX AFT C.G. (2)		STEADY BRAKING @ 10 ft/s² DECELERATION		AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8	
	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg
B4-600	365 750	165 900	41 650	18 900	66 875	30 330	173 725	78 800	56 850	25 780	139 000	63 040
B4-600R	377 875	171 400	41 425	18 800	66 500	30 170	179 500	81 420	58 725	26 640	143 600	65 130
B4-600R	380 525	172 600	41 425	18 800	66 500	30 170	180 750	81 990	59 125	26 820	144 600	65 590

V (NG) MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD CG
V (MG) MAXIMUM VERTICAL MAIN GEAR GROUND LOAD AT MOST AFT CG
H MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING

(1) MRW = 165 900 kg FWD CG = 18% MAC AT A/C WEIGHT = 165 900 kg
MRW = 171 400 kg FWD CG = 18% MAC AT A/C WEIGHT = 165 000 kg
MRW = 172 600 kg FWD CG = 18% MAC AT A/C WEIGHT = 165 000 kg

(2) MRW = 165 900 kg AFT CG = 36% MAC AT A/C WEIGHT = 165 900 kg
MRW = 171 400 kg AFT CG = 36% MAC AT A/C WEIGHT = 171 400 kg
MRW = 172 600 kg AFT CG = 36% MAC AT A/C WEIGHT = 172 600 kg

NOTE: ALL LOADS CALCULATED USING AIRPLANE MAXIMUM RAMP WEIGHT

Maximum Pavement Loads

7.4 Landing Gear Loading on Pavement

-A300B4-600 Models

In the typical example shown in Section 7.4.1, with MRW 165 900 kg.

The Gross Aircraft Weight is 150 000 kg (330 700 lb) and the percentage of weight on the Main Gear is 95 %.

For these conditions the total weight on the Main Gear Group is 142 500 kg (314 175 lb).

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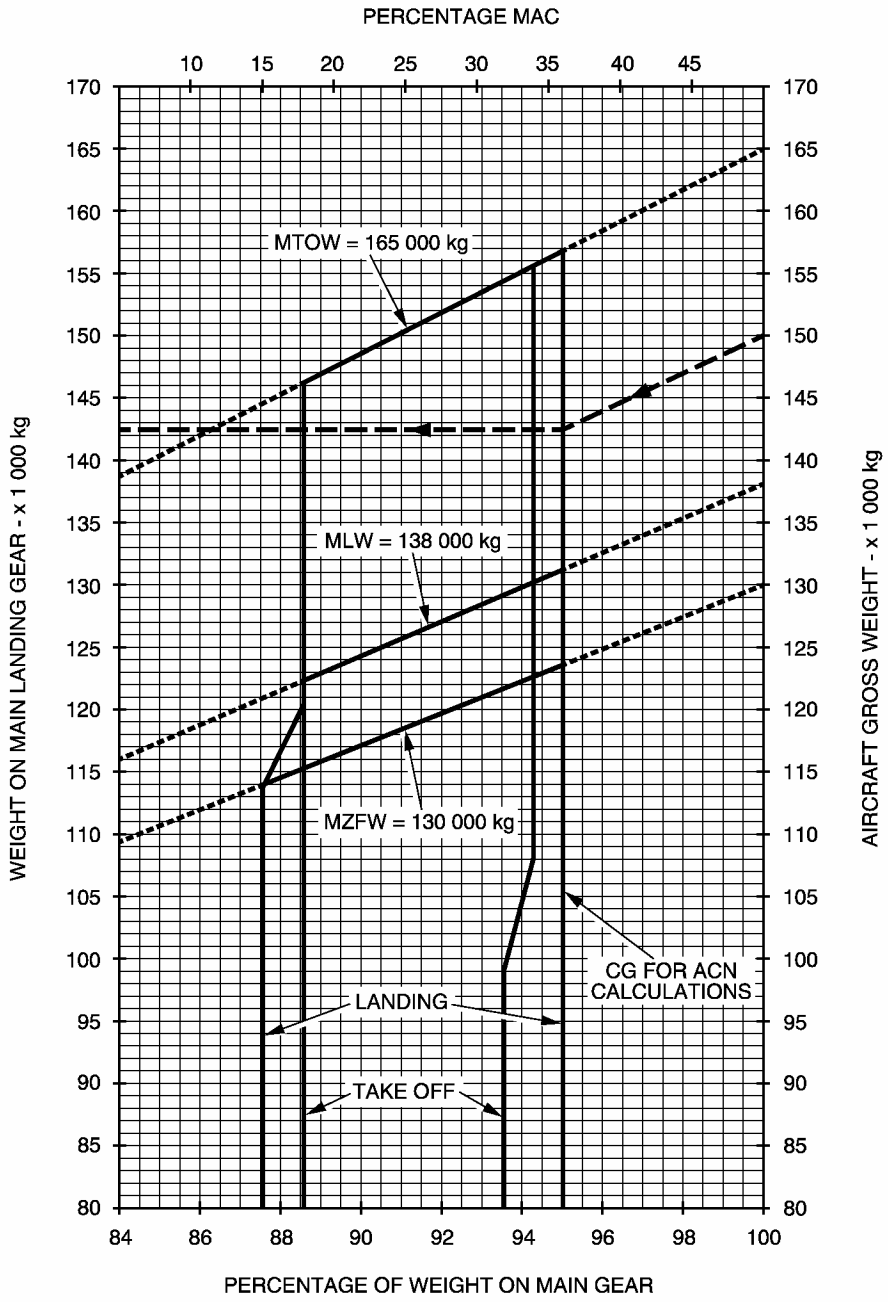

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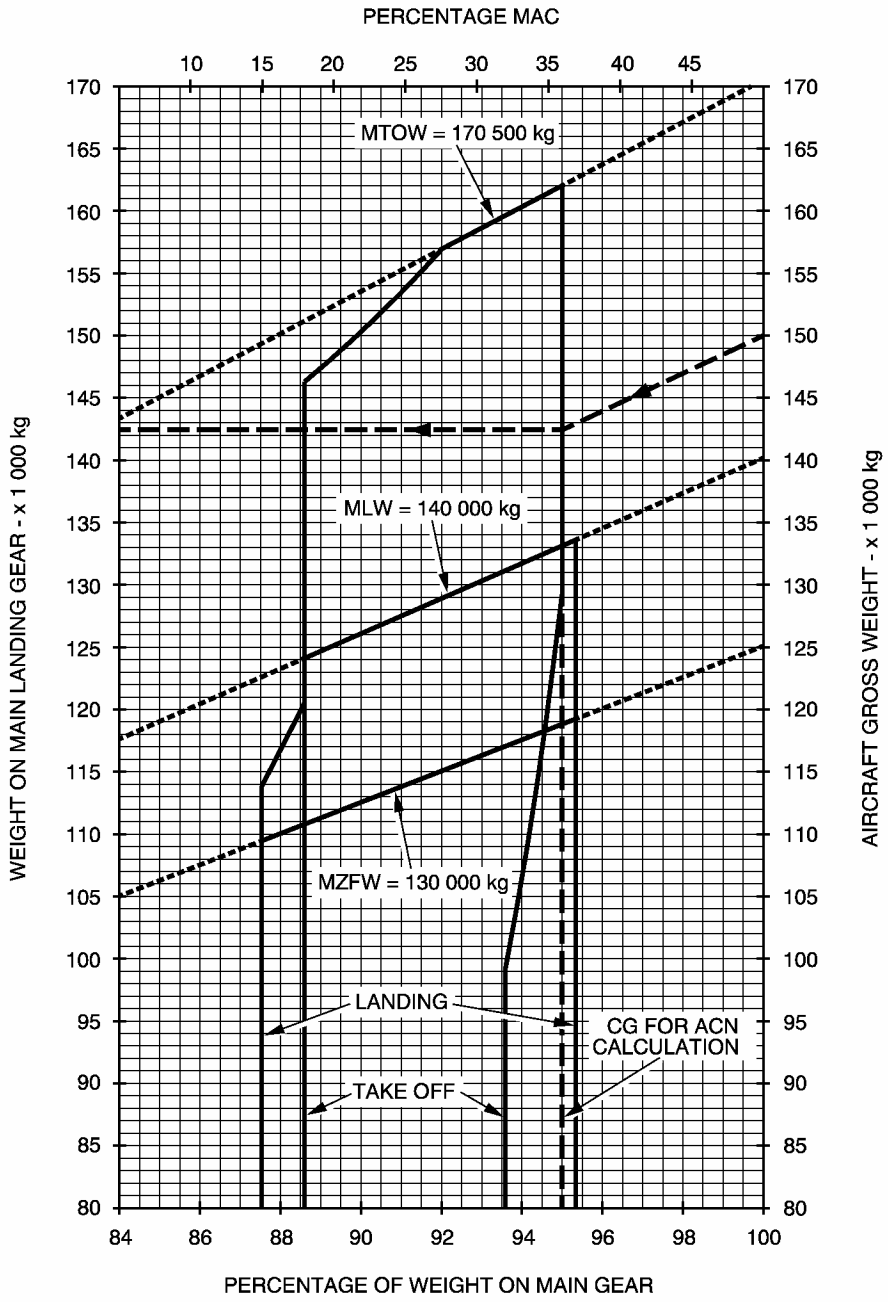
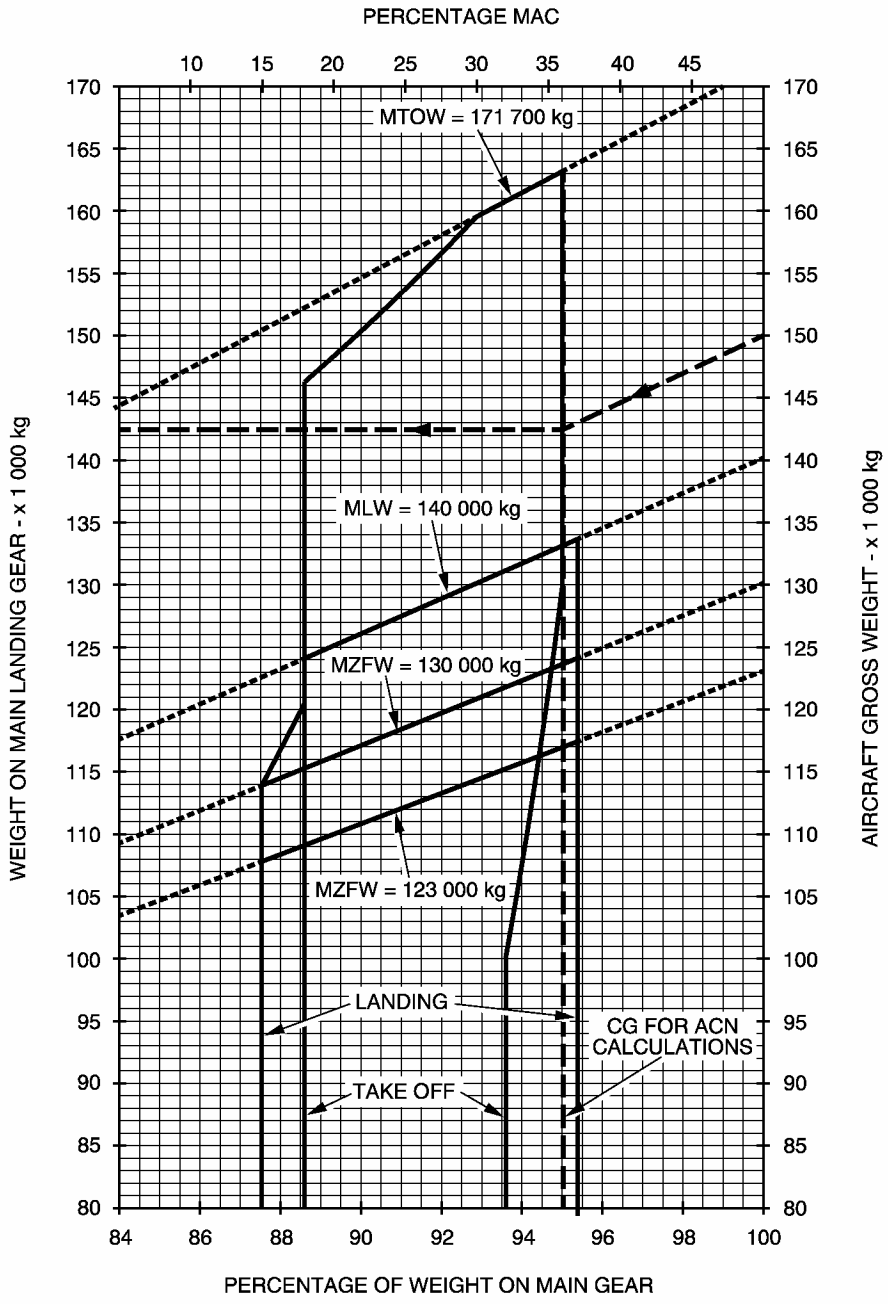
Landing Gear Loading on Pavement
A300B4-600 Models - MRW 165 900 kg



CA5 07 04 01 0 ACM0 00

Landing Gear Loading on Pavement
A300B4-600R Models - MRW 171 400 kg



CA5 07 04 01 0 AEM0 00

Landing Gear Loading on Pavement
A300B4-600R Models - MRW 172 600 kg

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

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

-A300B4-600 Models

In the typical example shown in Section 7.5.1 with MRW 165 900 kg for :

- a CBR value of 10
- an Annual Departure level of 3000
- and the load on one Wing Landing Gear of 50 000 kg (110 225 lb)
- the required Flexible Pavement Thickness is 39 cm (16 inches).

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

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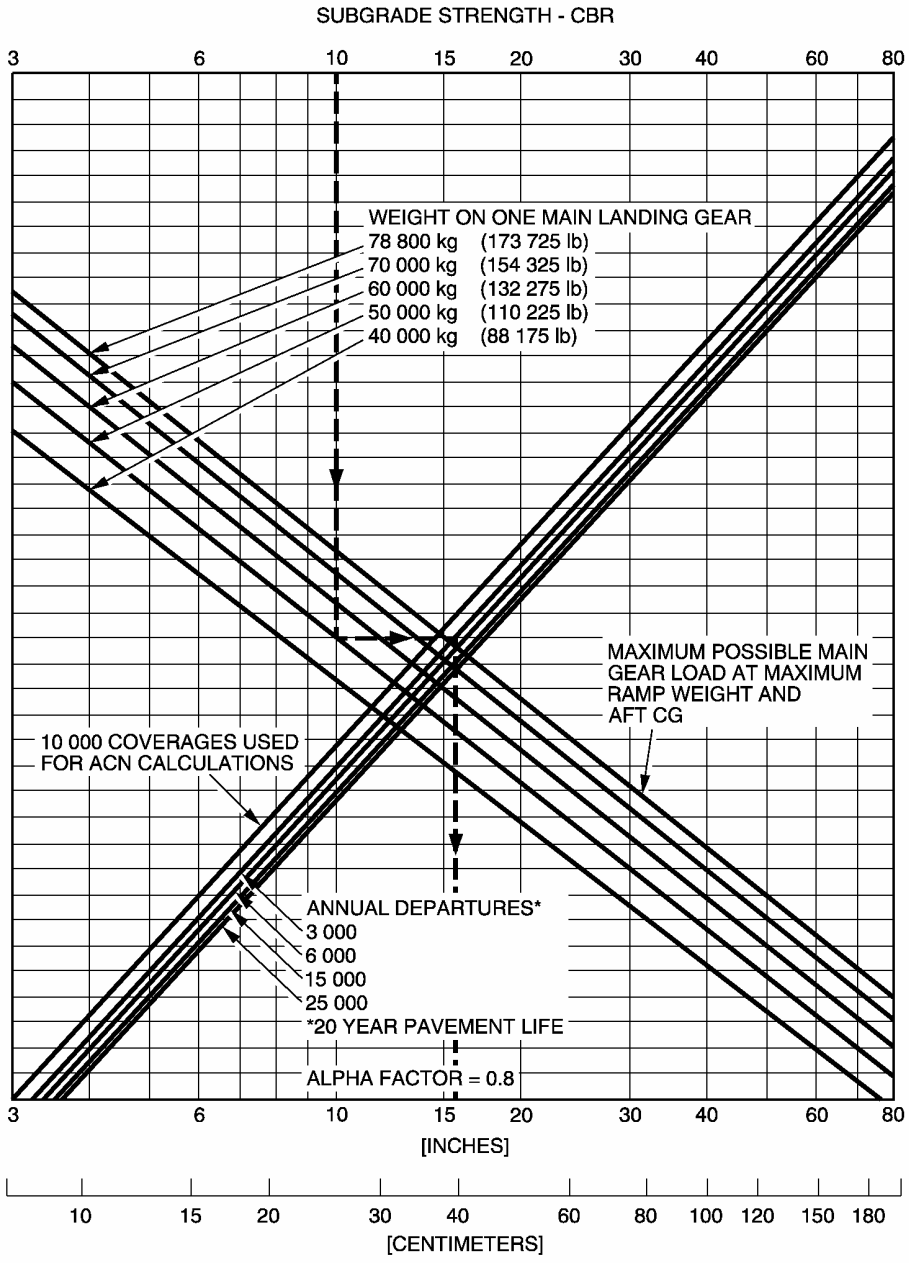


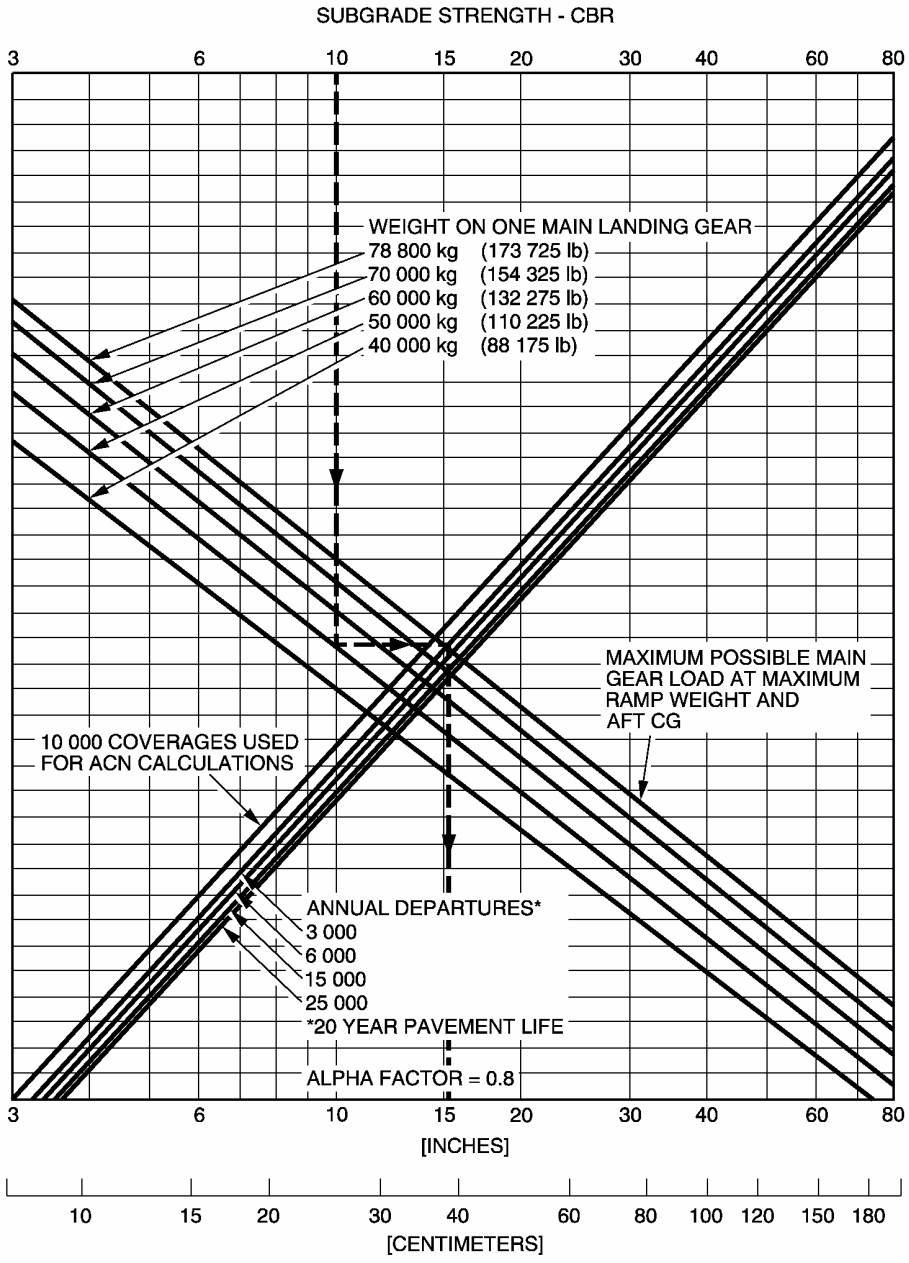
FLEXIBLE PAVEMENT THICKNESS

49 x 17 - 20 TIRES

TIRE PRESSURE CONSTANT AT 12.8 BAR (186 PSI)

CA5 07 05 01 0 AAM0 00

Flexible Pavement Requirements
A300B4-600 Models - MRW 165 900 kg



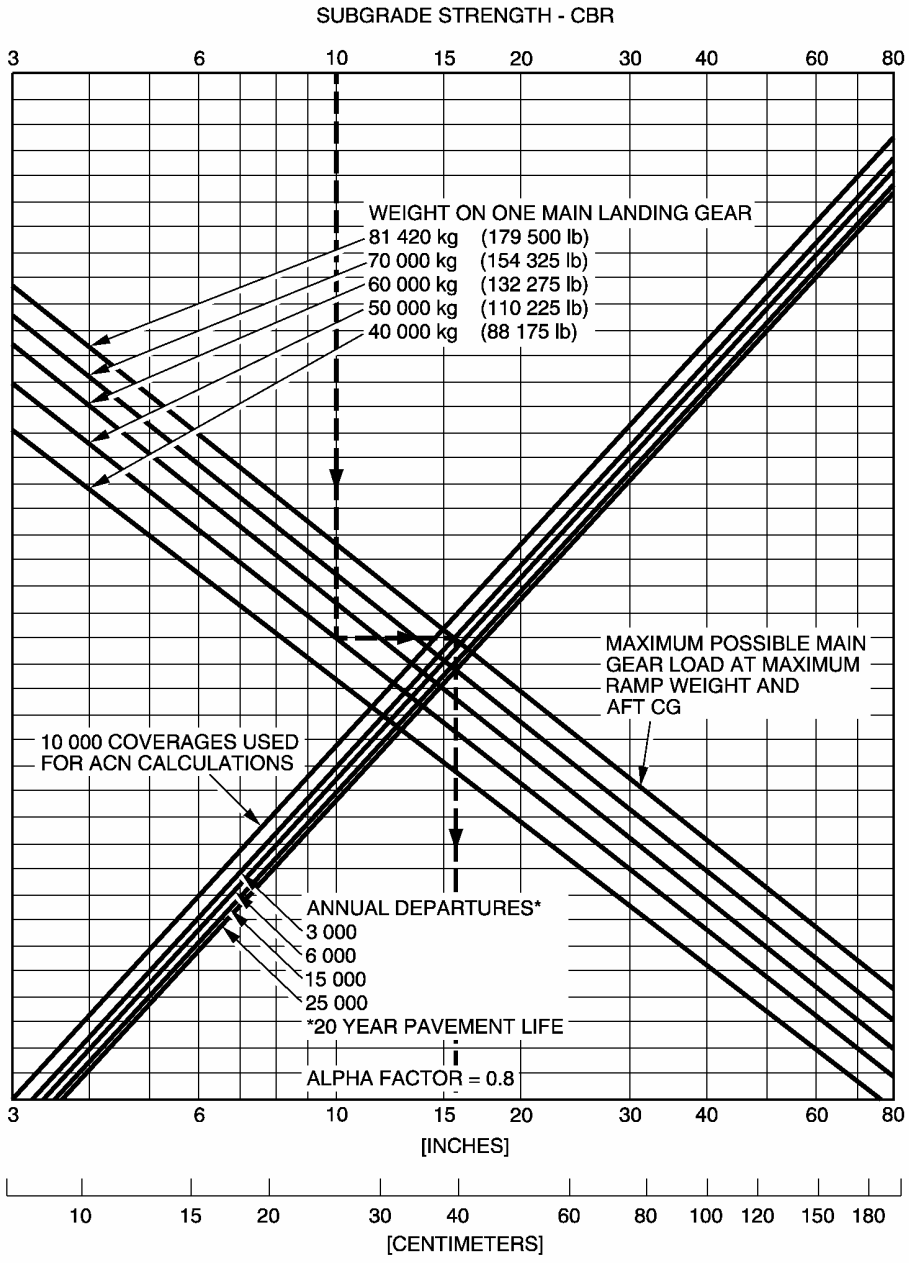
FLEXIBLE PAVEMENT THICKNESS

49 x 19 - 20 TIRES

TIRE PRESSURE CONSTANT AT 11.6 BAR (168 PSI)

CA5 07 05 01 0 ACM0 00

Flexible Pavement Requirements
A300B4-600 Models - MRW 165 900 kg

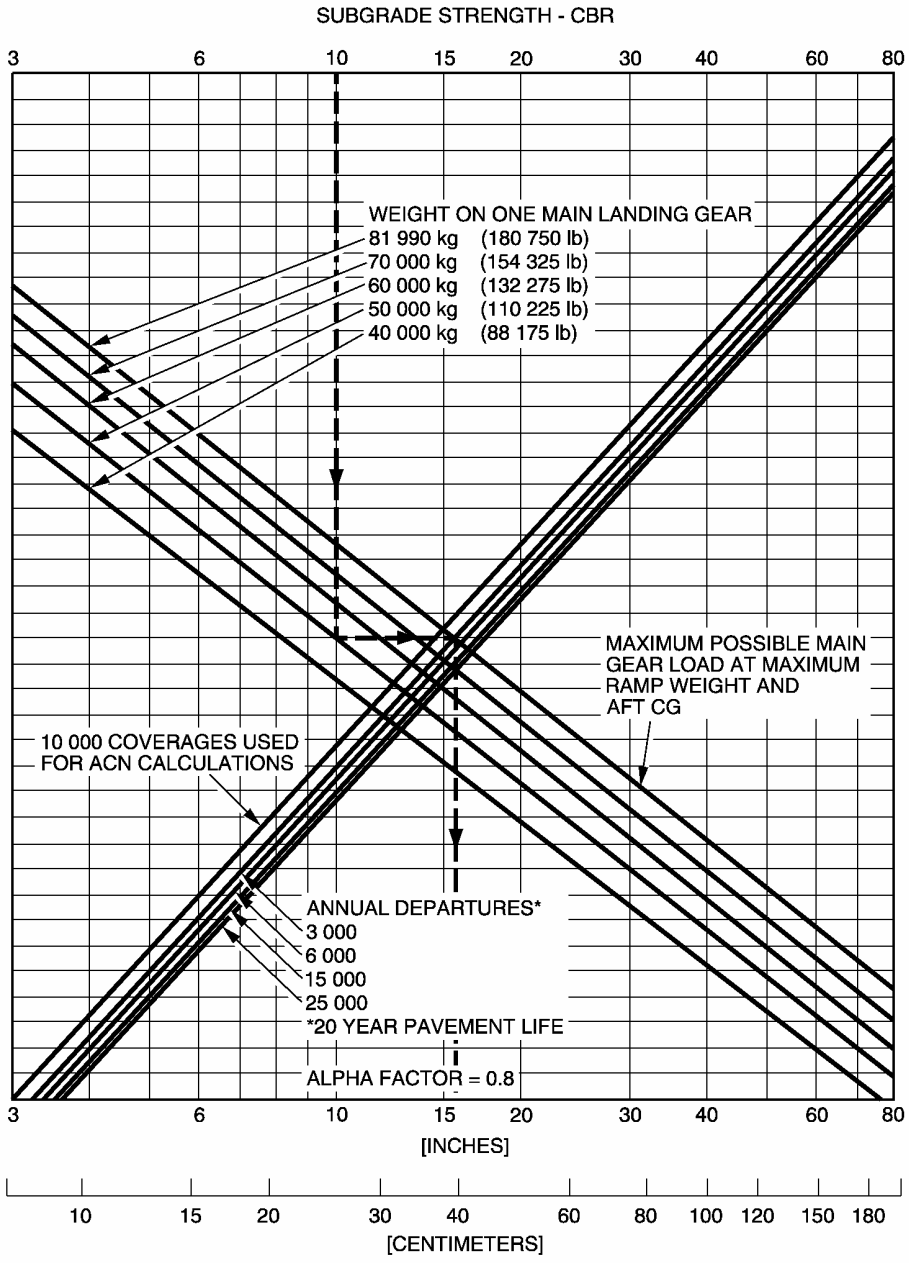


FLEXIBLE PAVEMENT THICKNESS

49 x 17 - 20 TIRES
TIRE PRESSURE CONSTANT AT 13.4 BAR (194 PSI)

CA5 07 05 01 0 AEM0 00

Flexible Pavement Requirements
A300B4-600R Models - MRW 171 400 kg

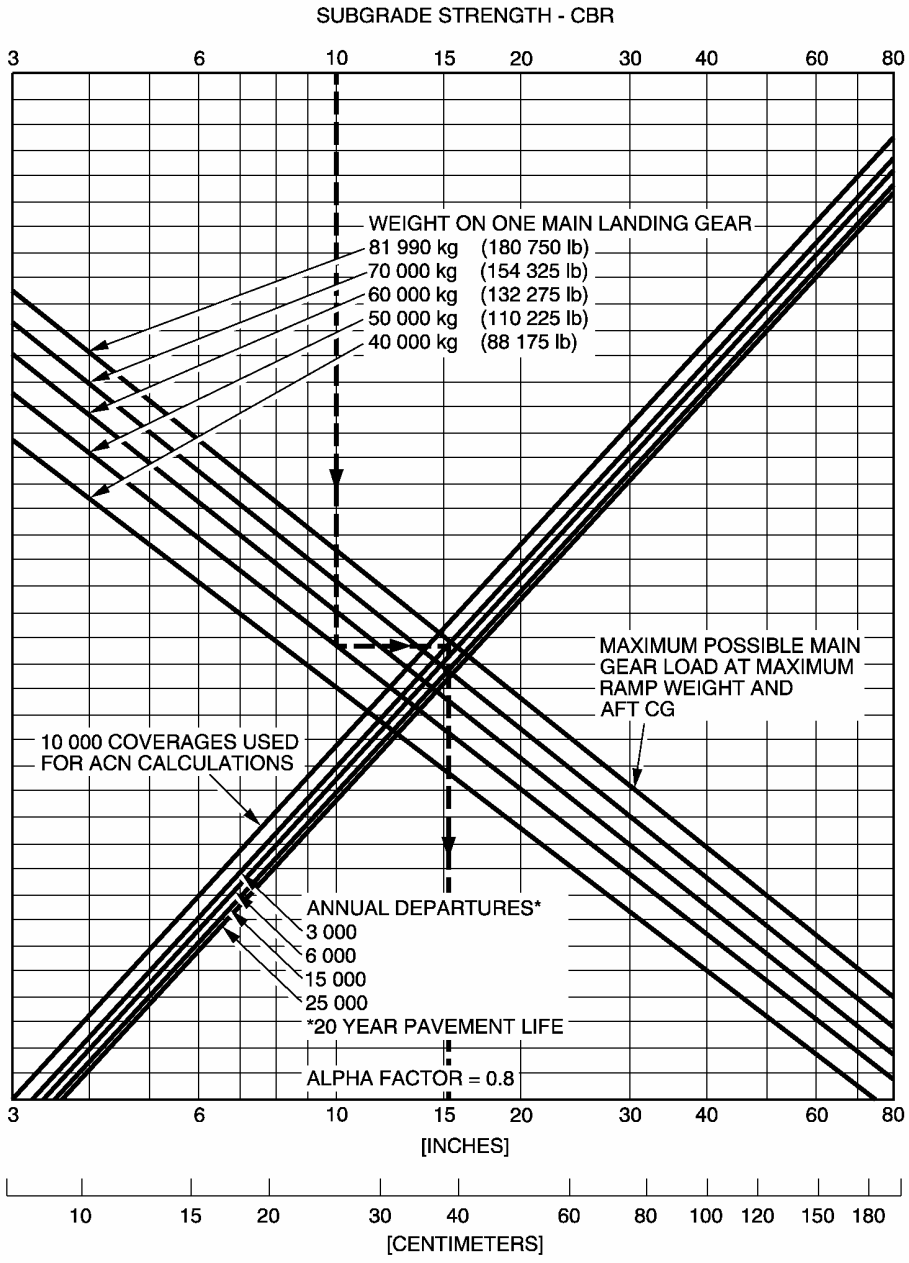


FLEXIBLE PAVEMENT THICKNESS

49 x 17 - 20 TIRES
TIRE PRESSURE CONSTANT AT 13.4 BAR (194 PSI)

CA5 07 05 01 0 AGM0 00

Flexible Pavement Requirements
A300B4-600R Models - MRW 172 600 kg



FLEXIBLE PAVEMENT THICKNESS

49 x 19 - 20 TIRES
TIRE PRESSURE CONSTANT AT 12.1 BAR (175 PSI)

CA5 07 05 01 0 AJM0 00

Flexible Pavement Requirements
A300B4-600R Models - MRW 172 600 kg

7.6 Flexible Pavement Requirements - LCN Conversion

- A300B4-600 Models

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

In the example shown in Section 7.6.1 with MRW 165 900 kg.

The thickness (h) is shown at 762 mm (30 in.) with an LCN of 96.

For these conditions the weight on one Main Landing Gear is 70 000 kg (154 325 lb).

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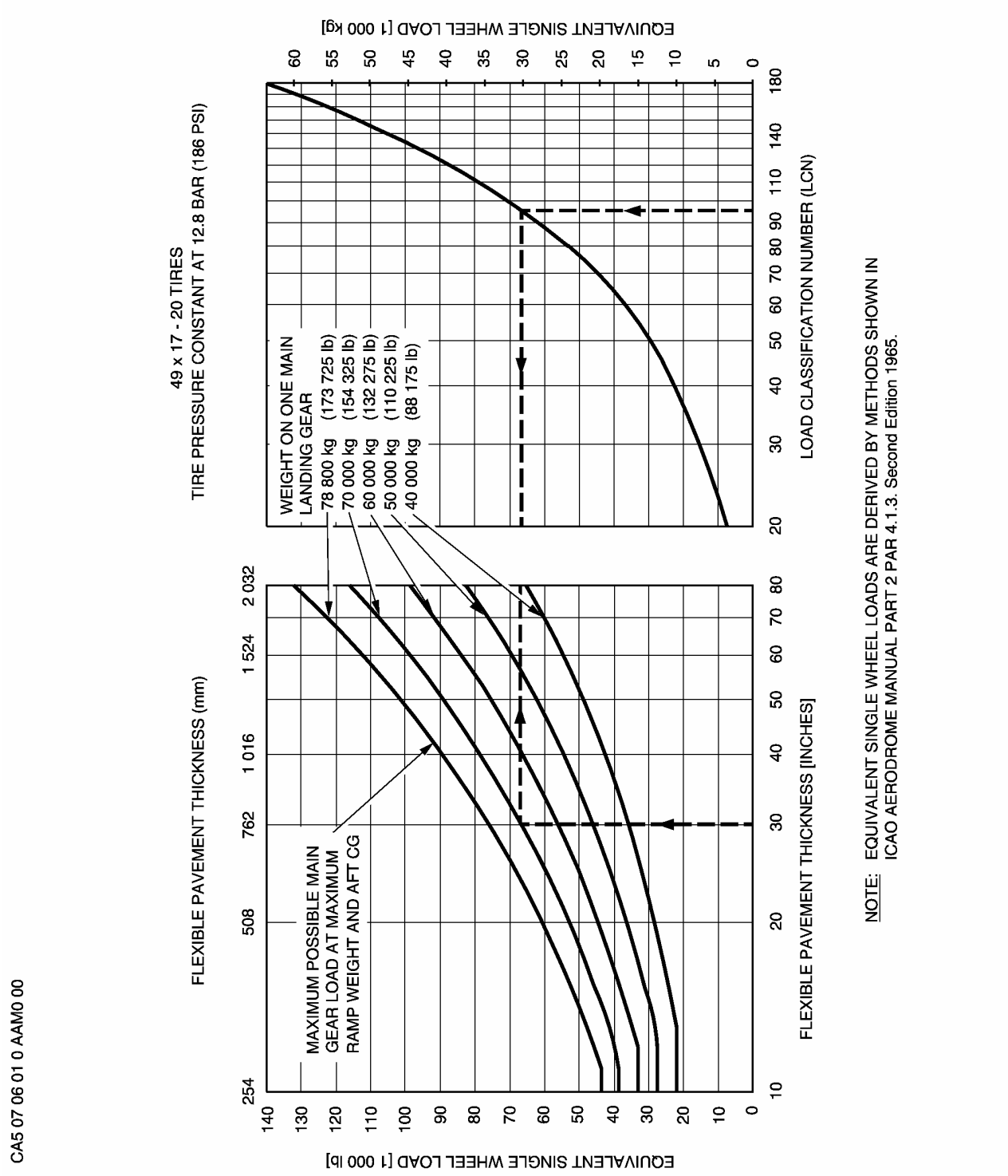
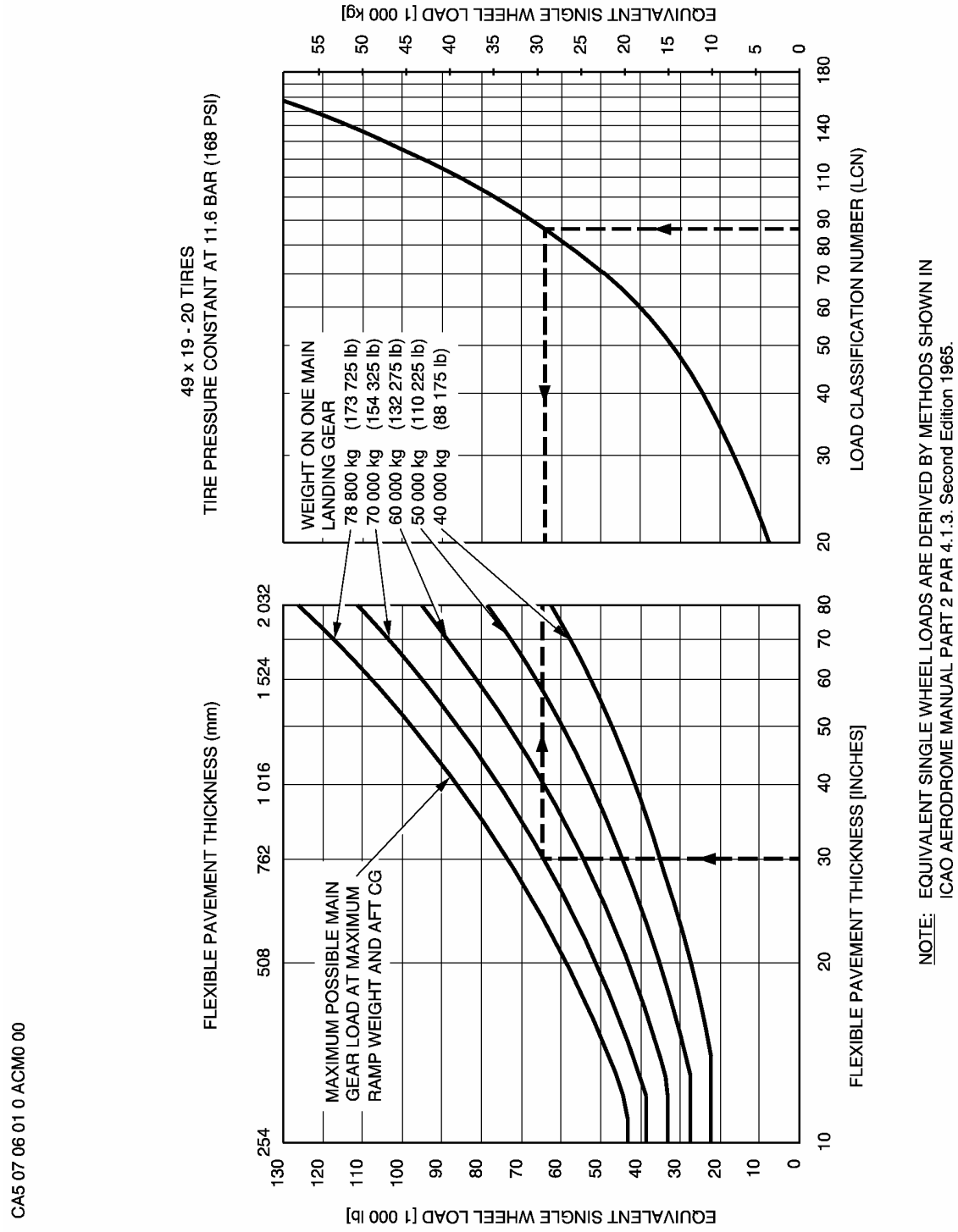


NOTE: EQUIVALENT SINGLE WHEEL LOADS ARE DERIVED BY METHODS SHOWN IN ICAO AERODROME MANUAL PART 2 PAR 4.1.3. Second Edition 1965.

CA5 07 06 01 0 AAM0 00

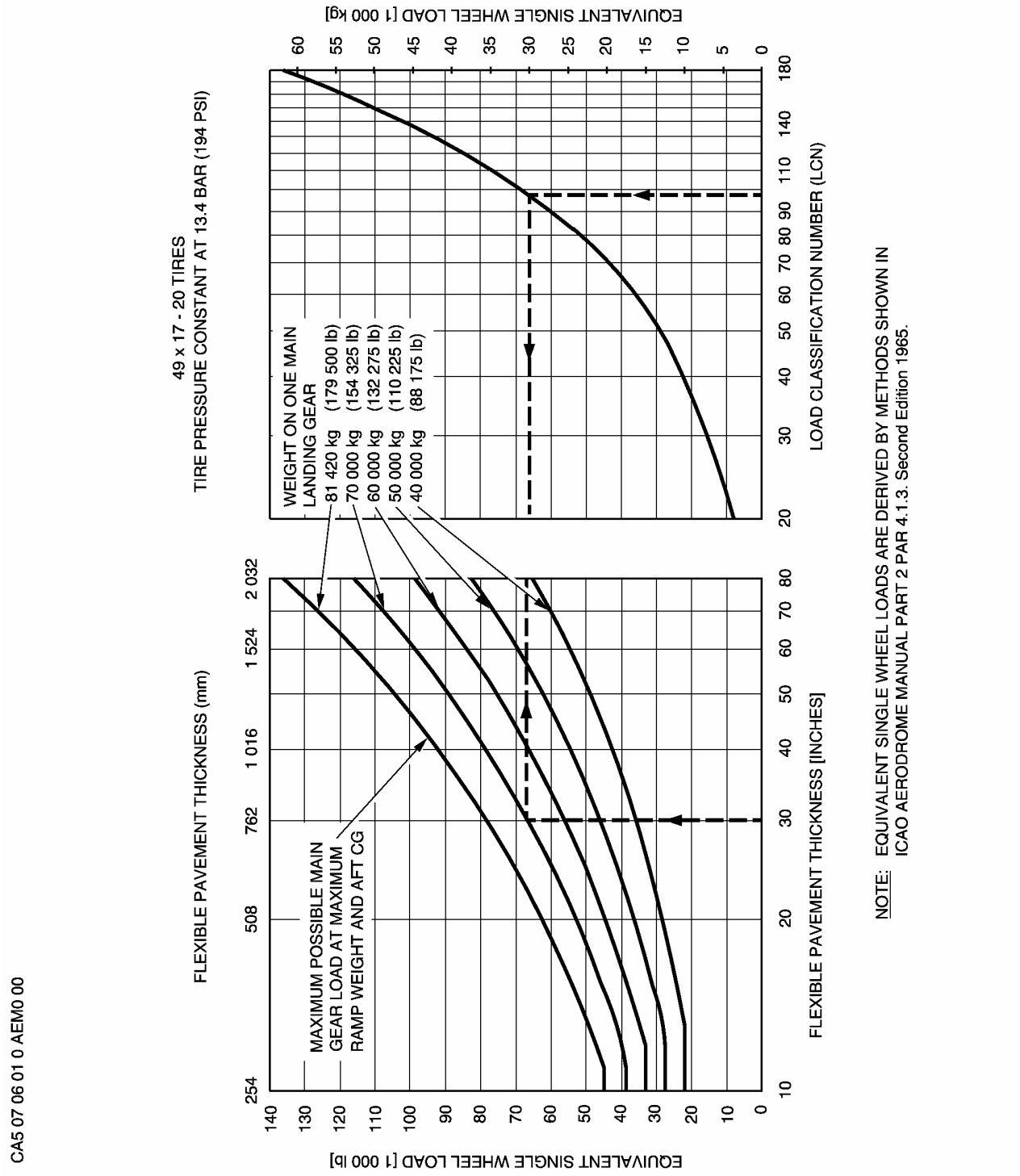
Flexible Pavement Requirements LCN
A300B4-600 Models - MRW 165 900 kg



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

CA5 07 06 01 0 ACM0 00

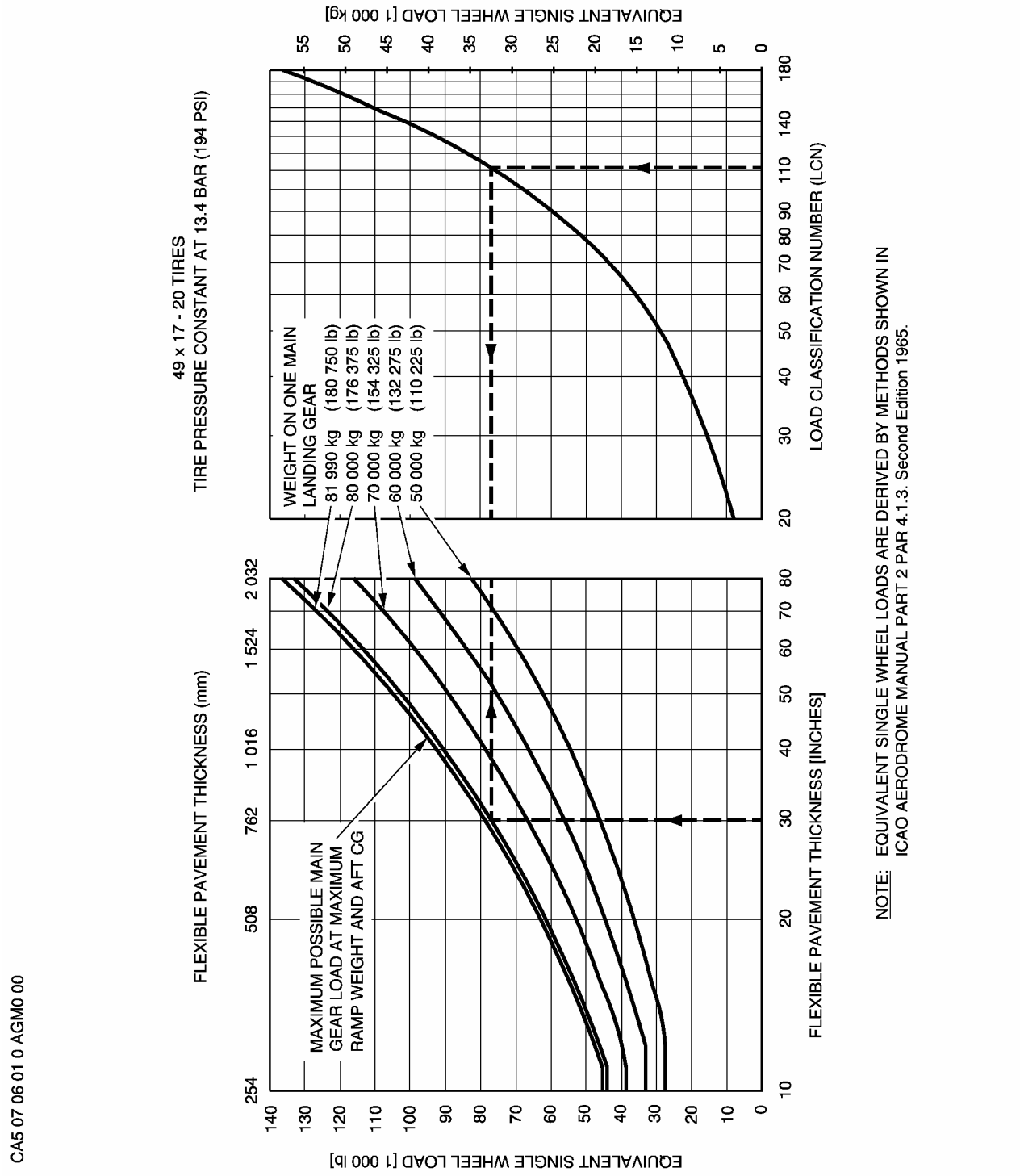
Flexible Pavement Requirements LCN
A300B4-600 Models - MRW 165 900 kg



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

CA5 07 06 01 0 AEM0 00

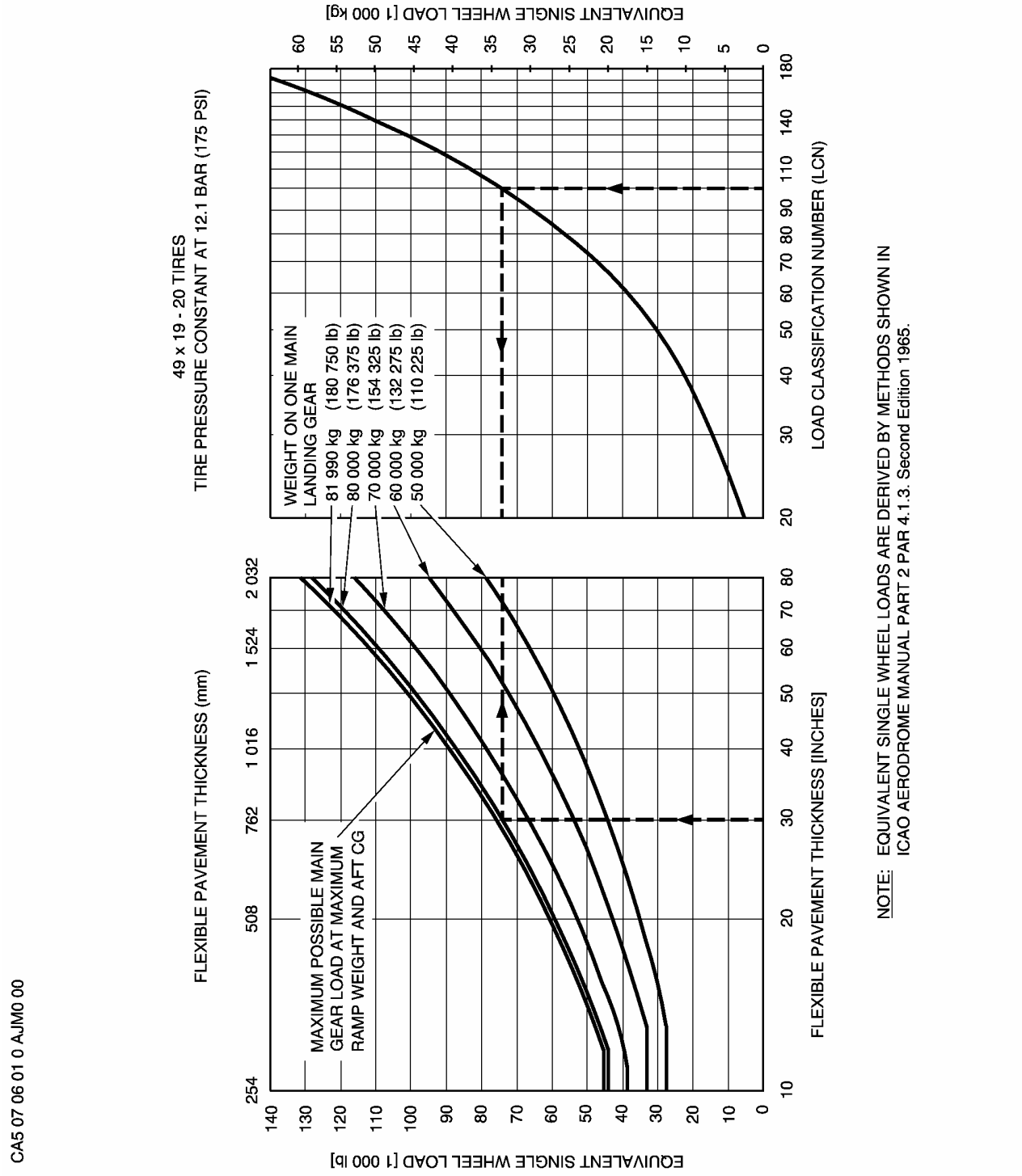
Flexible Pavement Requirements LCN
A300B4-600R Models - MRW 171 400 kg



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

CA5 07 06 01 0 AGM0 00

Flexible Pavement Requirements LCN
A300B4-600R Models - MRW 172 600 kg



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

CA5 07 06 01 0 AJM0 00

Flexible Pavement Requirements LCN
A300B4-600R Models - MRW 172 600 kg

7.7 Rigid Pavement Requirements - Portland Cement Association Design Method - A300B4-600 Models

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

In the typical example shown in Section 7.7.1 with MRW 165 900 kg for :

- a k value of 80 MN/m^3 (K = 300 lbF/in^3)
- an allowable working stress of 28 kg/cm^2 (400 lb/in^2)
- the Load on one Wing Landing Gear of 60 000 kg (132 275 lb)

the required Rigid Pavement Thickness is 28 cm (11 inches).

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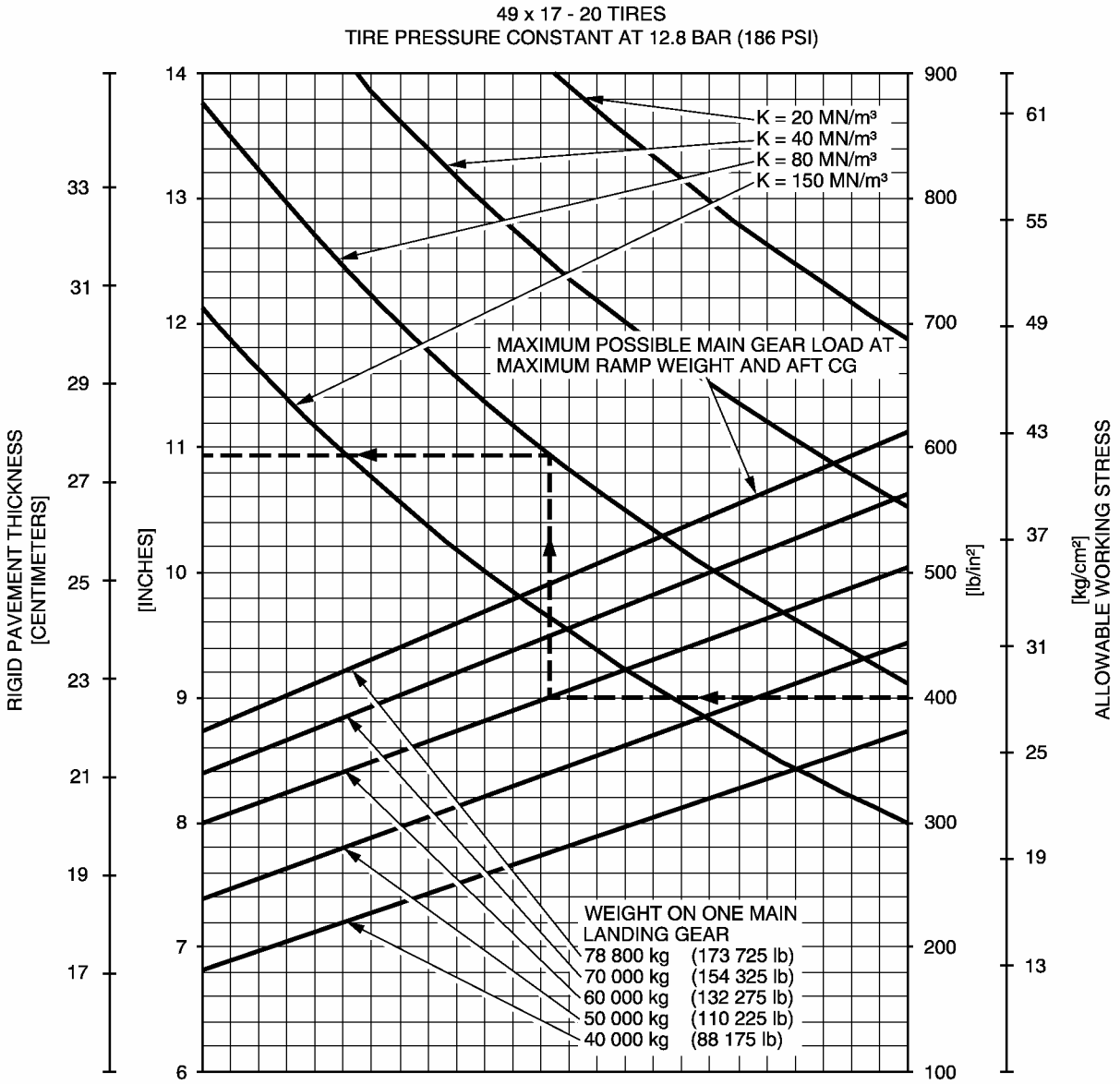
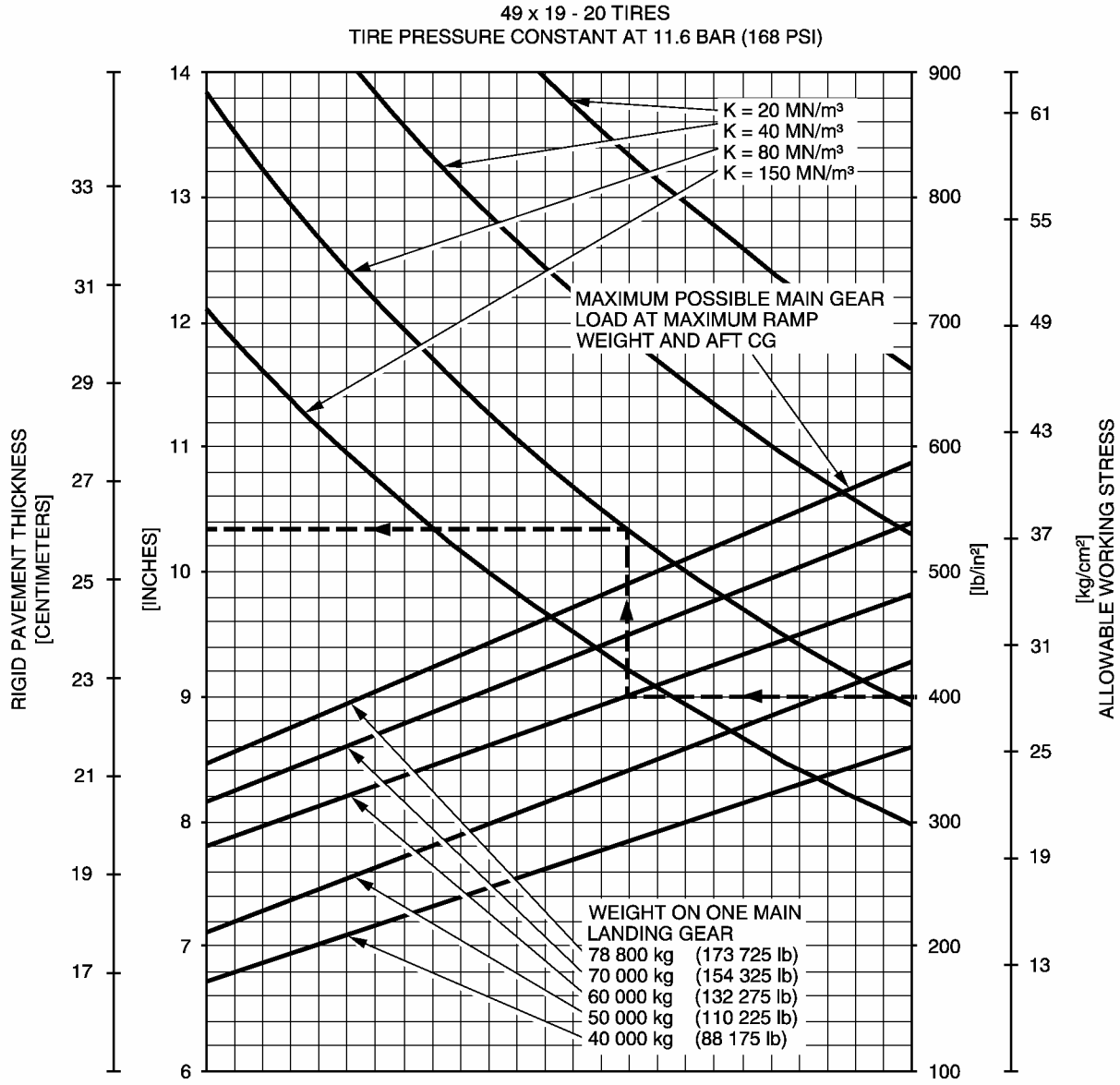


NOTE: THE VALUES OBTAINED BY USING THE MAXIMUM LOAD REFERENCE LINE AND ANY VALUES FOR K ARE EXACT.
FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR K = 80 MN/m³ BUT DEVIATE SLIGHTLY FOR ANY OTHER VALUES OF K.

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

CA5 07 07 01 0 AAM0 00

Rigid Pavement Requirements
A300B4-600 Models - MRW 165 900 kg

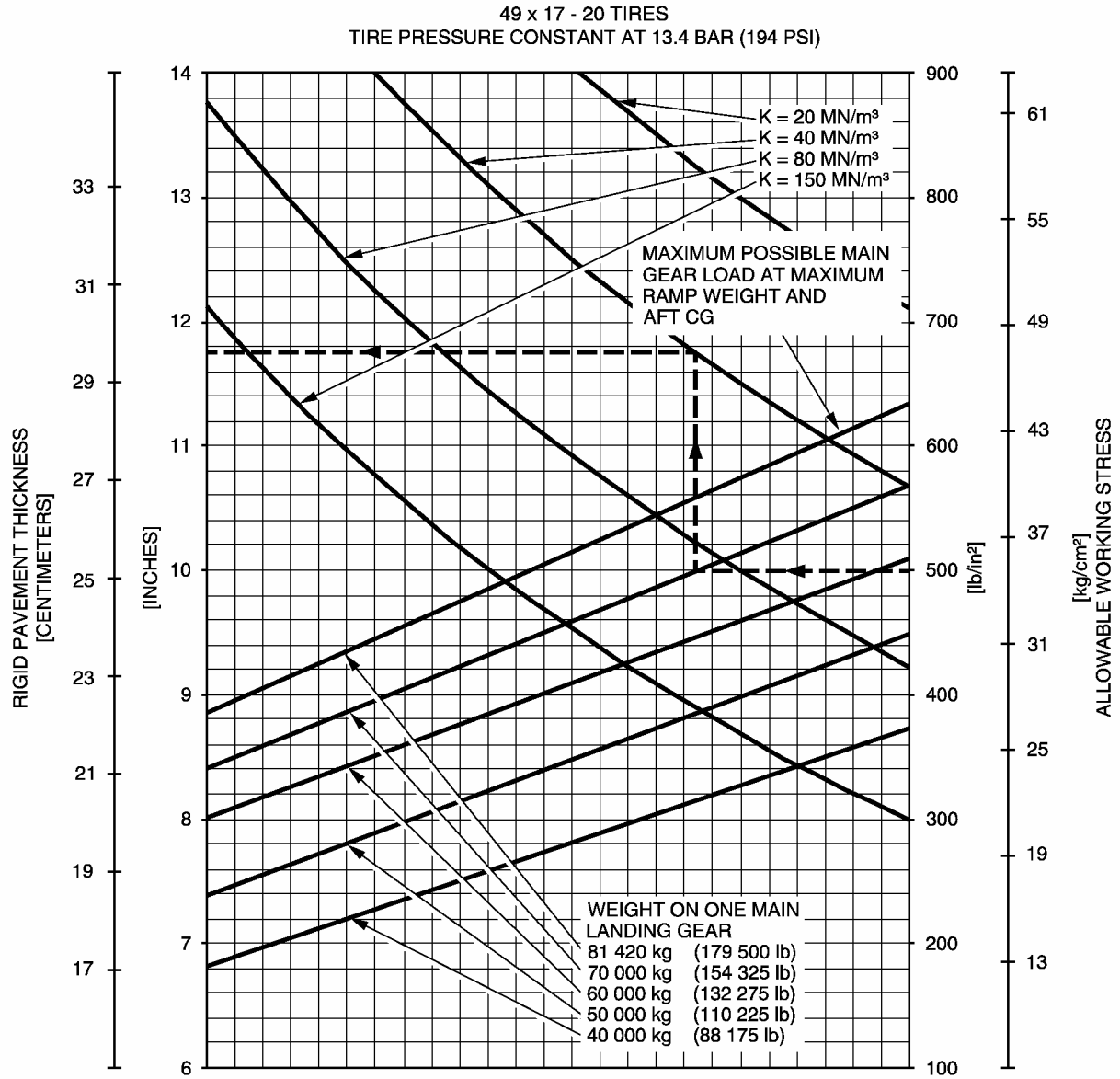


CA5 07 07 01 0 ACM0 00

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

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

Rigid Pavement Requirements
A300B4-600 Models - MRW 165 900 kg

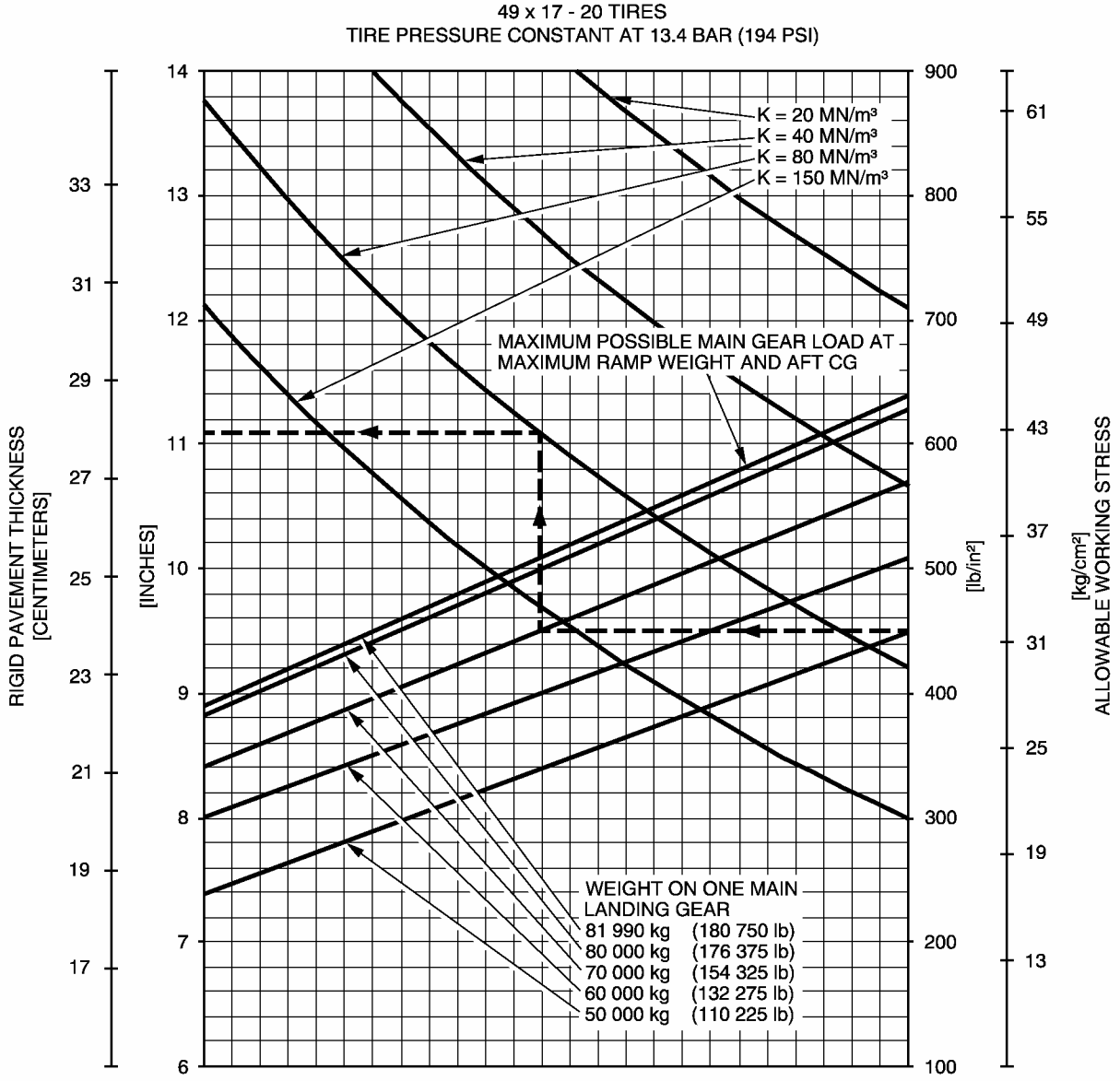


NOTE: THE VALUES OBTAINED BY USING THE MAXIMUM LOAD REFERENCE LINE AND ANY VALUES FOR K ARE EXACT.
FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR K = 80 MN/m³ BUT DEVIATE SLIGHTLY FOR ANY OTHER VALUES OF K.

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

CA5 07 07 01 0 AEM0 00

Rigid Pavement Requirements
A300B4-600R Models - MRW 171 400 kg

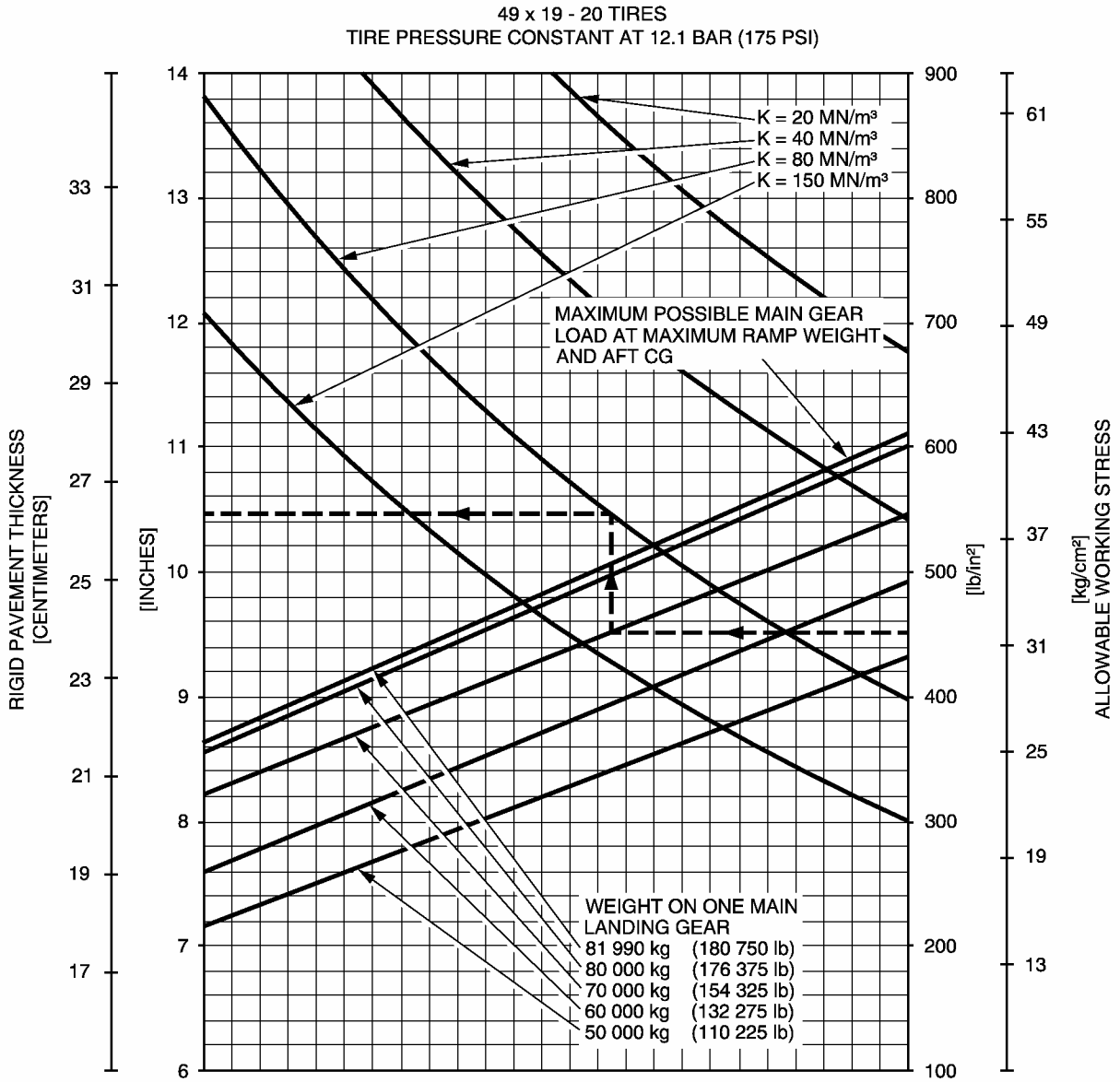


CA5 07 07 01 0 AGM0 00

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

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

Rigid Pavement Requirements
A300B4-600R Models - MRW 172 600 kg



CA5 07 07 01 0 AJM0 00

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

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

Rigid Pavement Requirements
A300B4-600R Models - MRW 172 600 kg

7.8 Rigid Pavement Requirements - LCN Conversion

- A300B4-600 Models

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

In the typical example shown in Section 7.8.2 with MRW 165 900 kg.

The Radius of Relative Stiffness is shown at 1143 mm (45 in.) with an LCN of 86.

For these conditions the weight on one Main Landing Gear is 70 000 kg (154 325 lb).

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RADIUS OF RELATIVE STIFFNESS (*L*)
VALUES IN INCHES

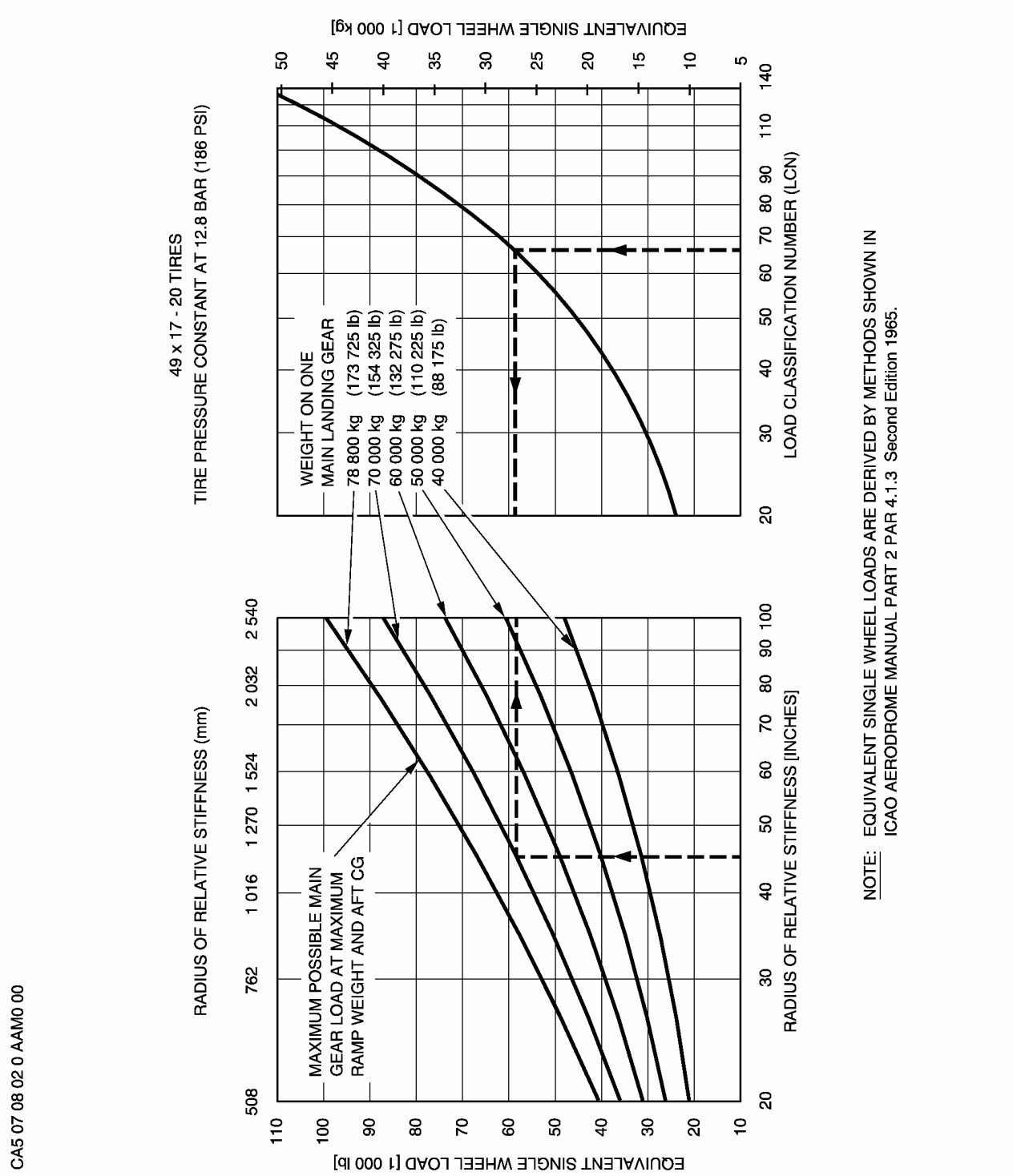
$$L = \sqrt[4]{\frac{Ed^3}{12(1-\mu^2)k}} = 24.1652 \sqrt[4]{\frac{d^3}{k}}$$

WHERE
E = Young's Modulus = 4 x 10^6 psi
k = Subgrade Modulus, lbf/in³
d = Rigid Pavement Thickness, inches
μ = Poisson's Ratio = 0.15

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

CA5 07 08 01 0 AAM0 00

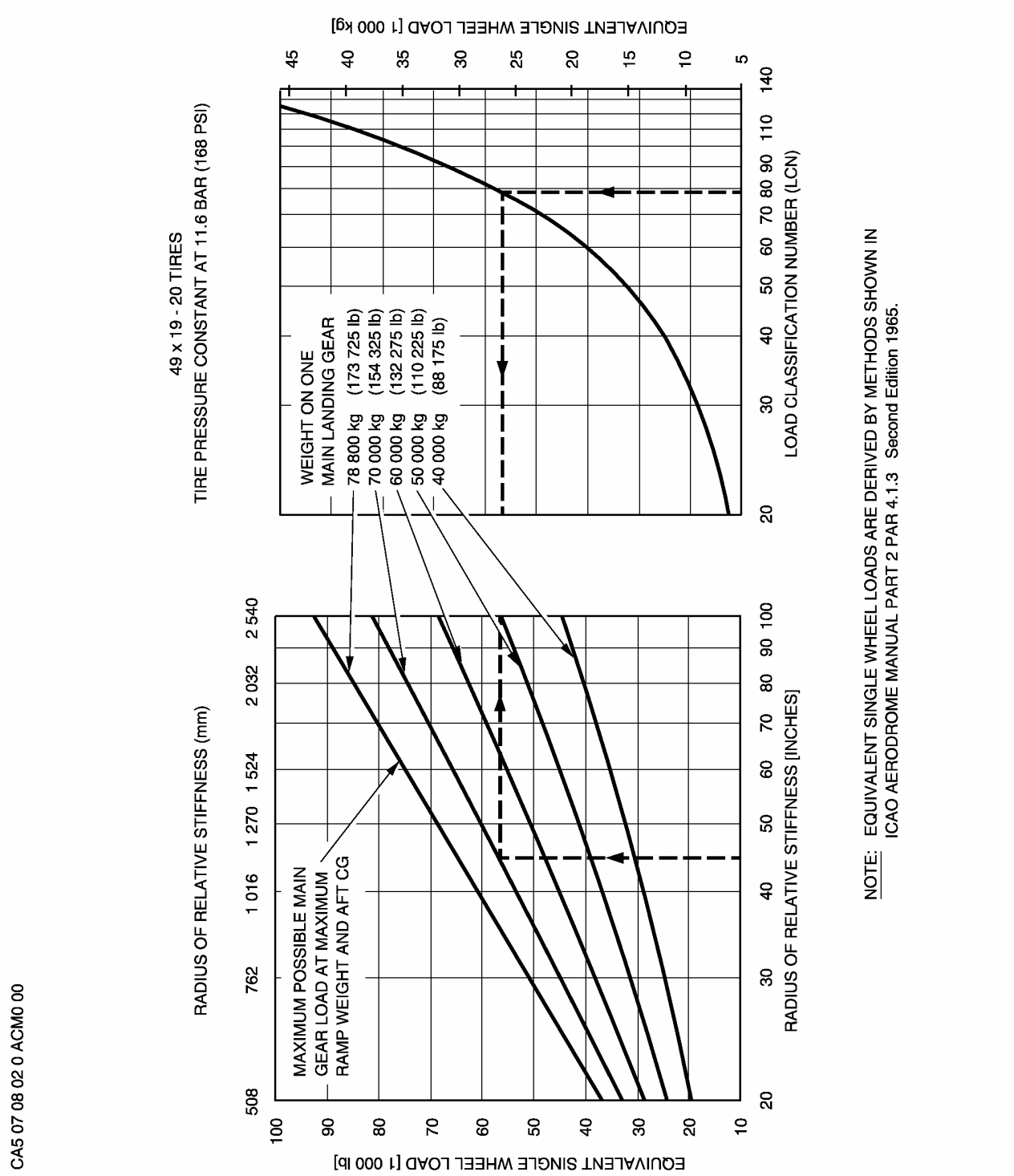
Radius of relative stiffness
(Reference : Portland Ciment Association)



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

CA5 07 08 02 0 AAM0 00

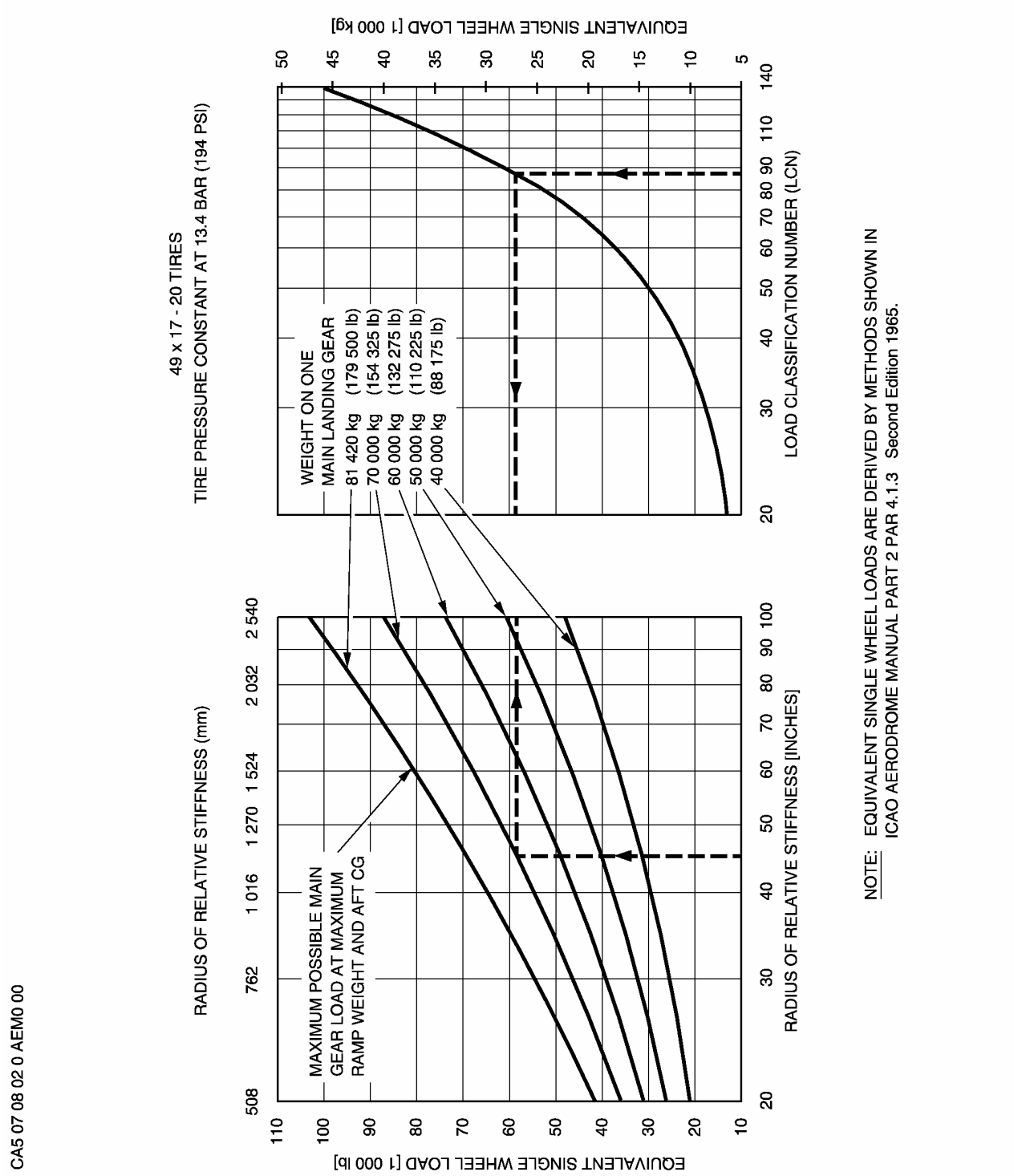
Rigid Pavement Requirements LCN
A300B4-600 Models - MRW 165 900 kg



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

CA5 07 08 02 0 ACM0 00

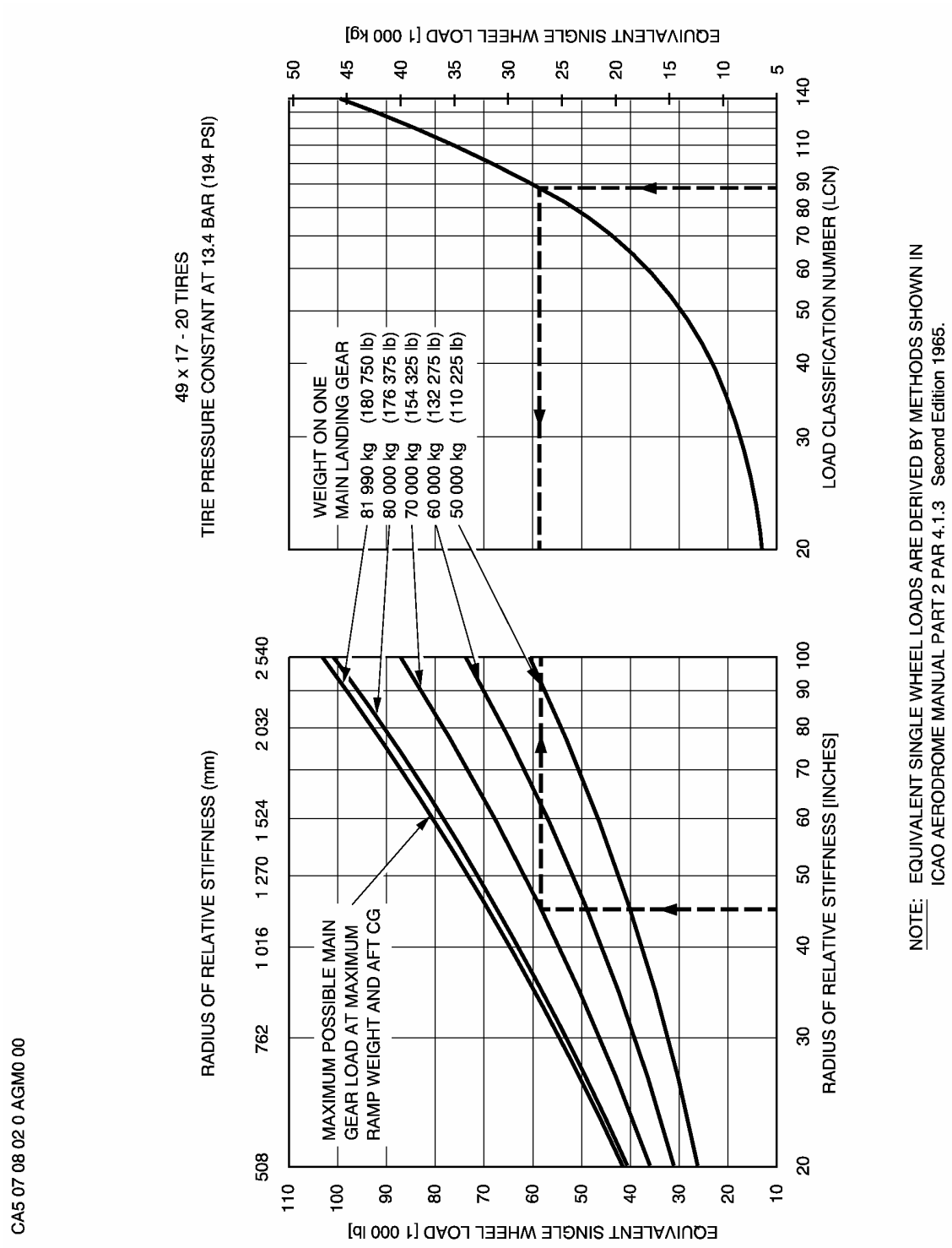
Rigid Pavement Requirements LCN
A300B4-600 Models - MRW 165 900 kg



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

CA5 07 08 02 0 AEM0 00

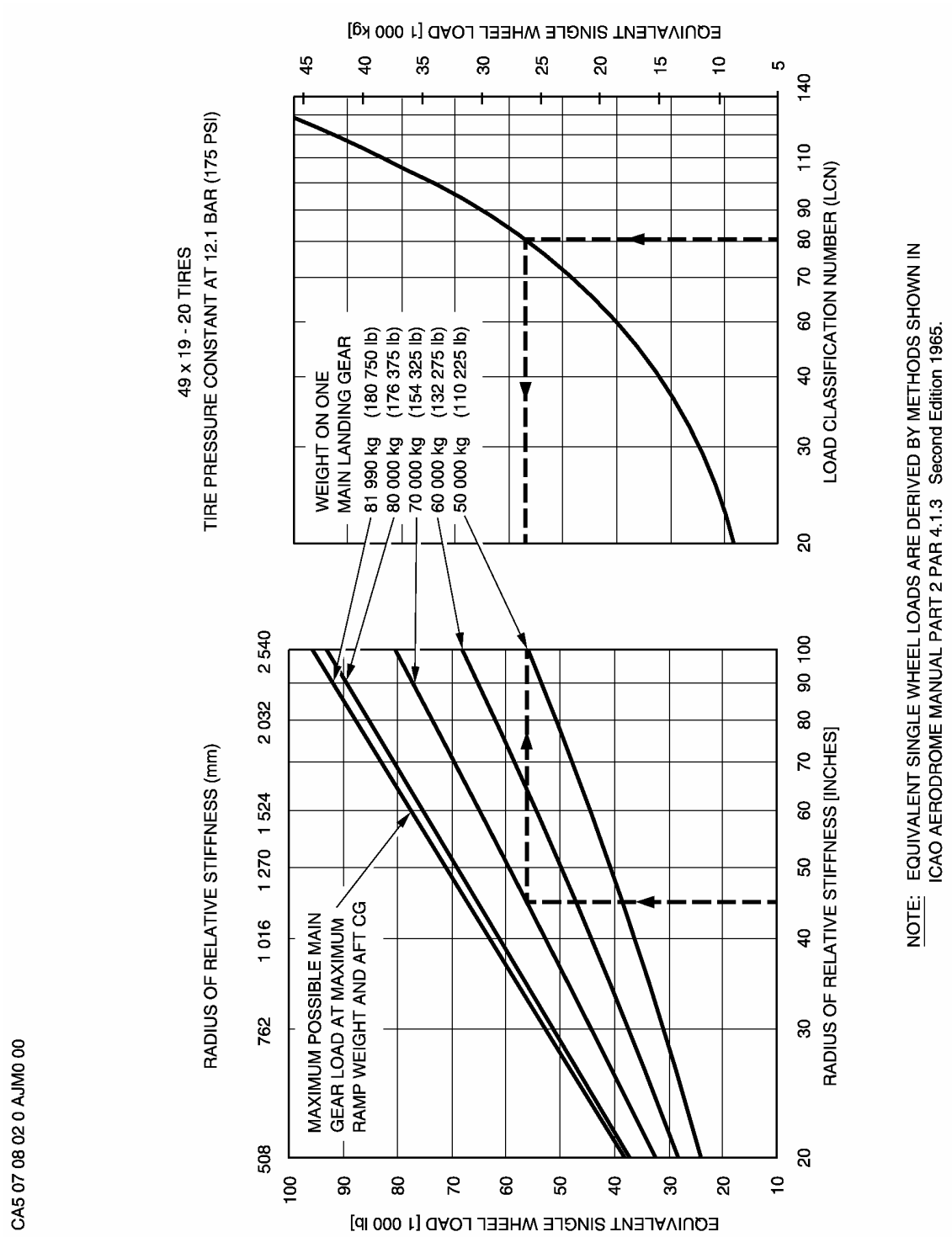
Rigid Pavement Requirements LCN
A300B4-600R Models - MRW 171 400 kg



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

CA5 07 08 02 0 AGM0 00

Rigid Pavement Requirements LCN
A300B4-600R Models - MRW 172 600 kg



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

CA5 07 08 02 0 AJM0 00

Rigid Pavement Requirements LCN
A300B4-600R Models - MRW 172 600 kg

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

- A300B4-600 Models

The table "Radius of Relative Stiffness" of Chapter 7.8.1 presents ℓ values based on Young's Modulus (E) of 4 000 000 psi and Poisson's Ratio (μ) of 0.15.

To find ℓ values based on other values of E and μ,
See Section 7.8.4 "Radius of Relative Stiffness".

For example, to find an ℓ value based on an E of 3 000 000 psi, the "E" factor of 0.931 is multiplied by the ℓ value found in the table "Radius of Relative Stiffness" of Section 7.8.1.

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

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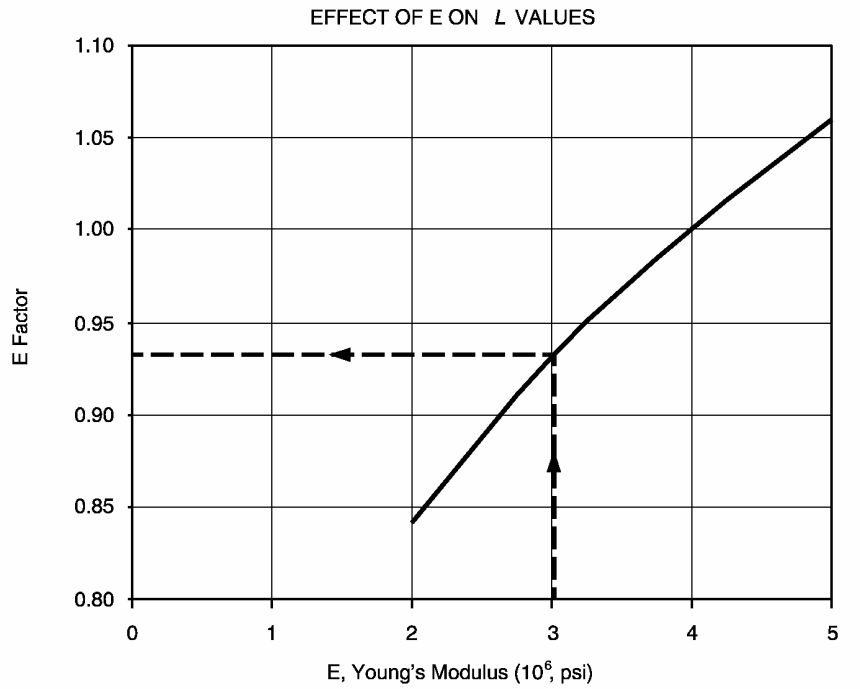

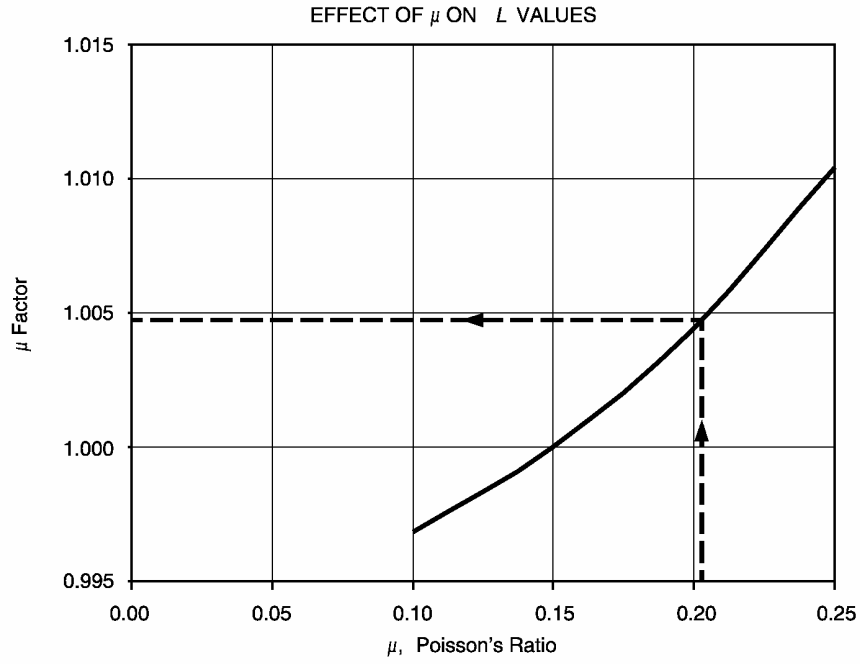

NOTE: BOTH CURVES ON THIS PAGE ARE USED TO ADJUST THE *L* VALUES OF "RADIUS OF RELATIVE STIFFNESS" IN SECTION 7-8-1.

CA5 07 08 04 1 AAM0 00

Radius of relative stiffness
(Effect E and μ on "*L*" values)

7.9 ACN/PCN Reporting System

- A300B4-600 Models

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

In the example shown in Section 7.9.1, with MRW 165 900 kg.

For an Aircraft Gross Weight of 125 000 kg (275 575 lb) and low subgrade strength (code B), the ACN for the flexible pavement is 35.

In the example shown in Section 7.9.2, with MRW 165 900 kg.

For an Aircraft Gross Weight 125 000 kg (275 575 lb) and low subgrade strength (code B), the ACN for the rigid pavement is 37.

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

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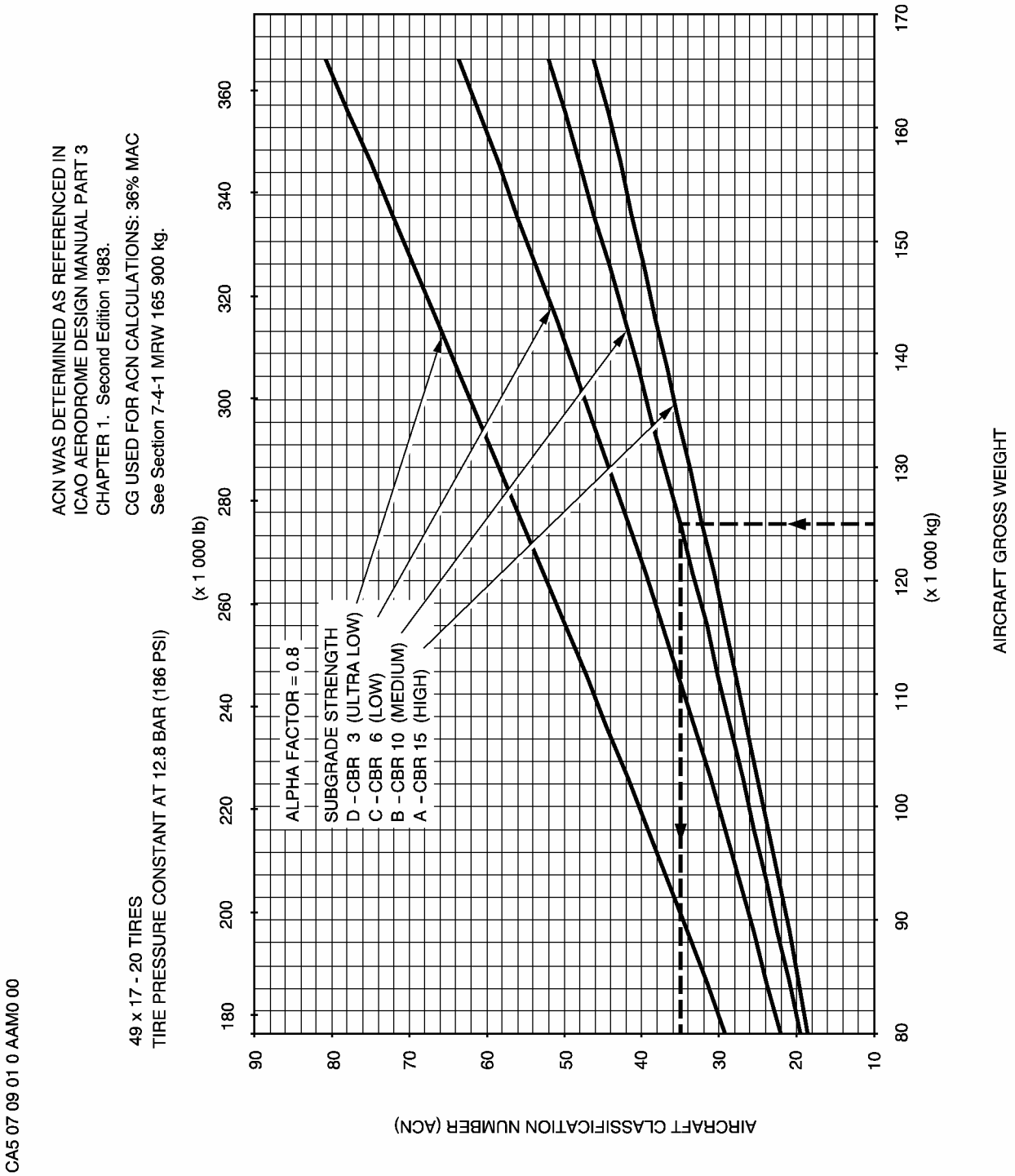
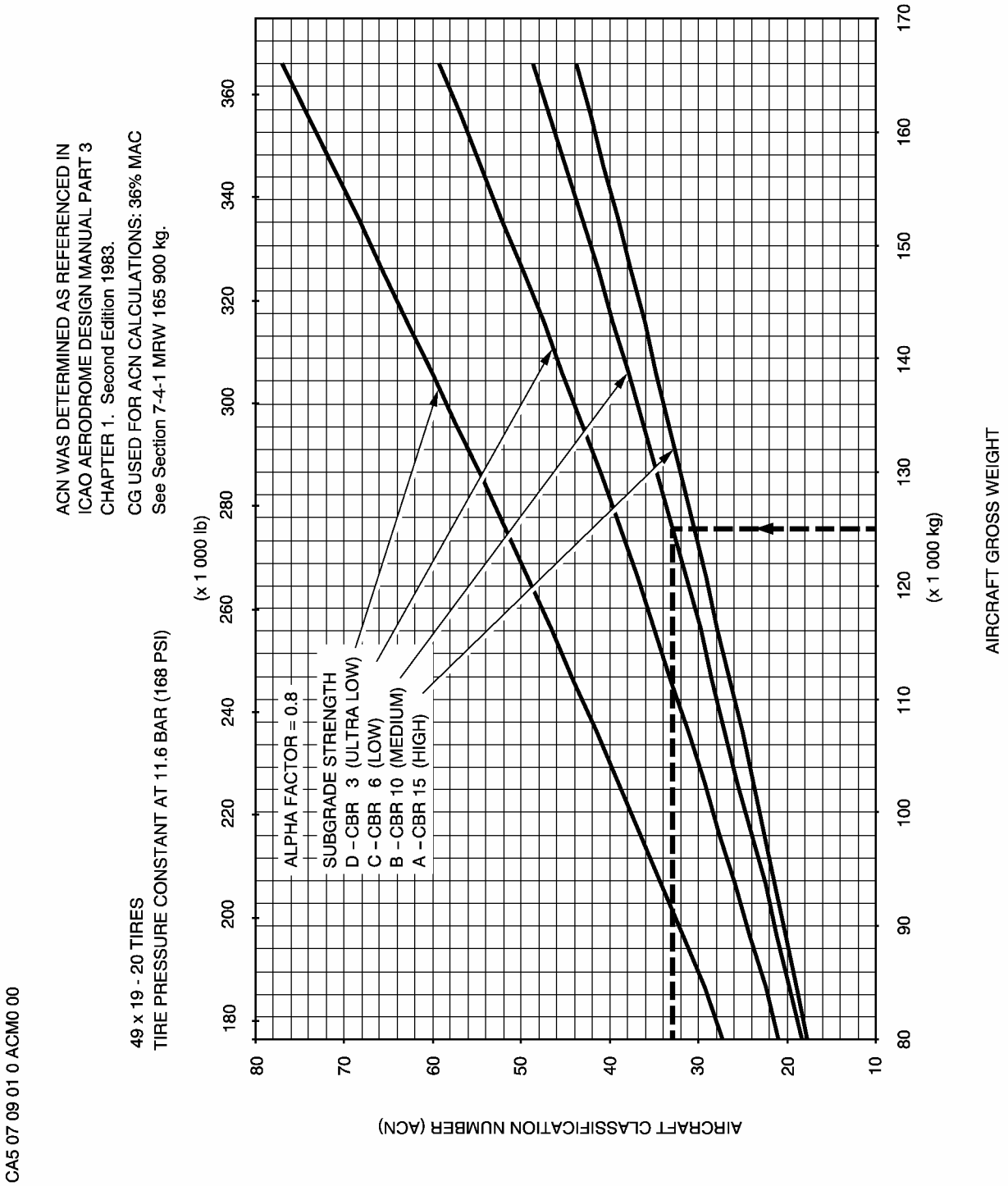


CA5 07 09 01 0 AAM0 00

Aircraft Classification Number - Flexible Pavement
A300B4-600 Models - MRW 165 900 kg



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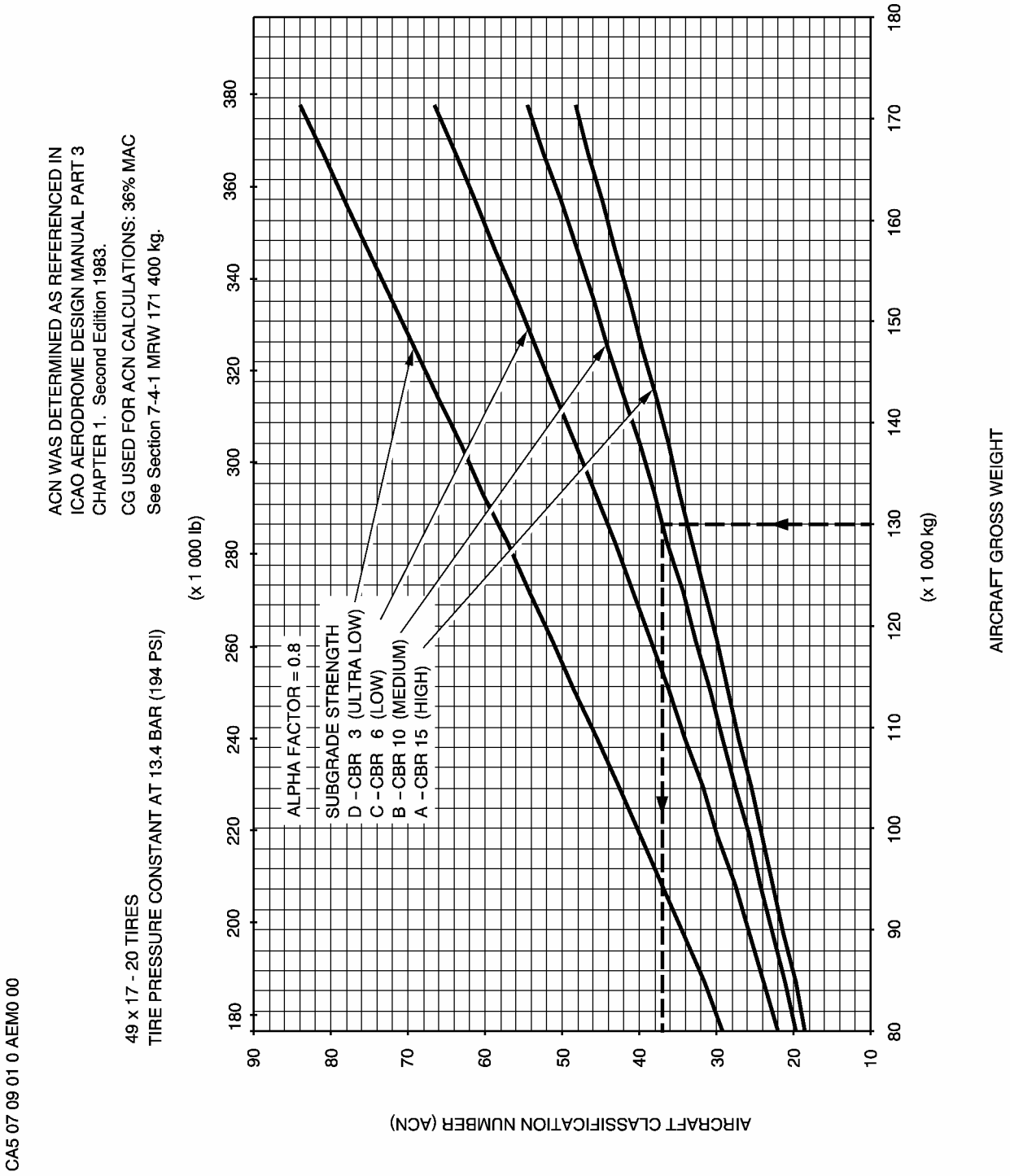
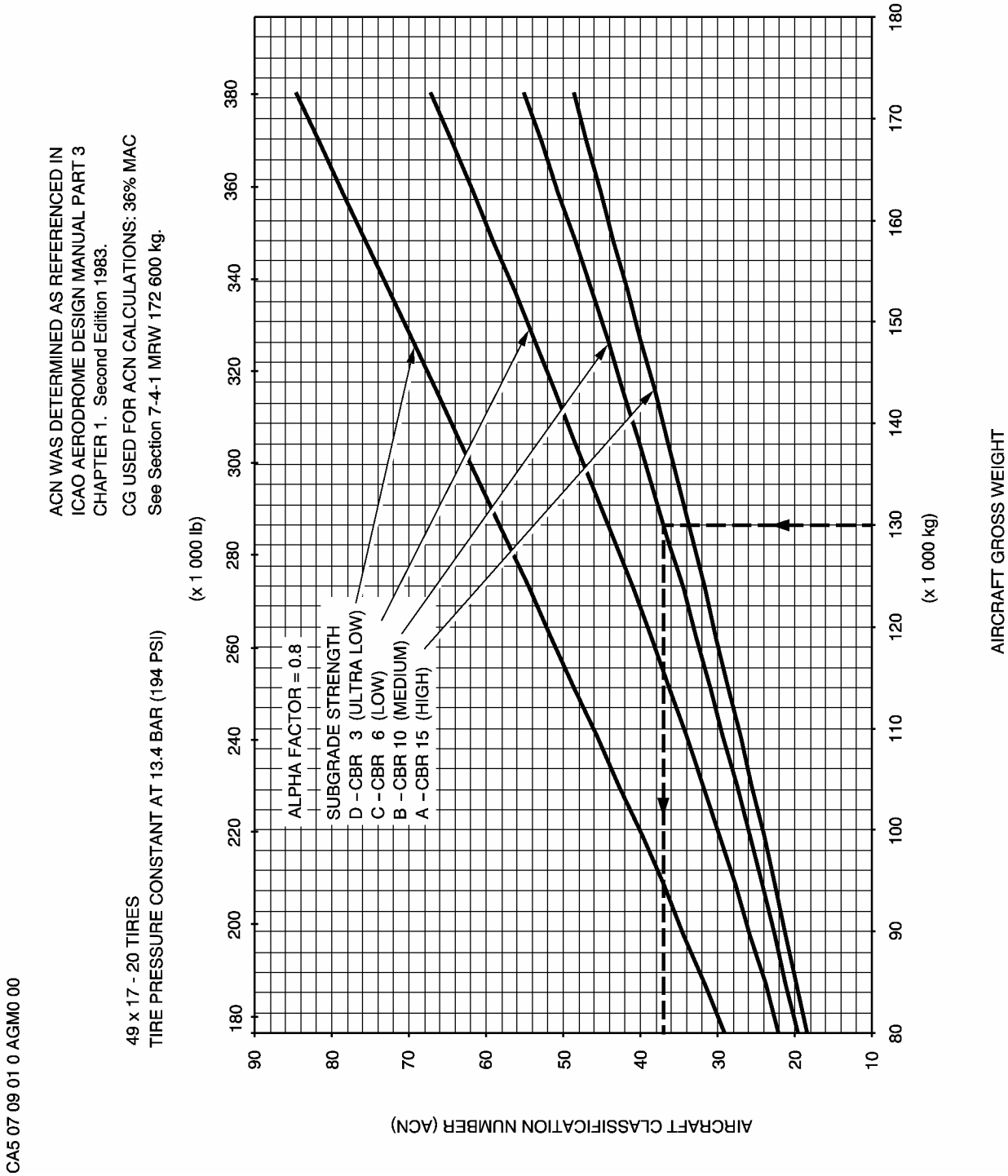
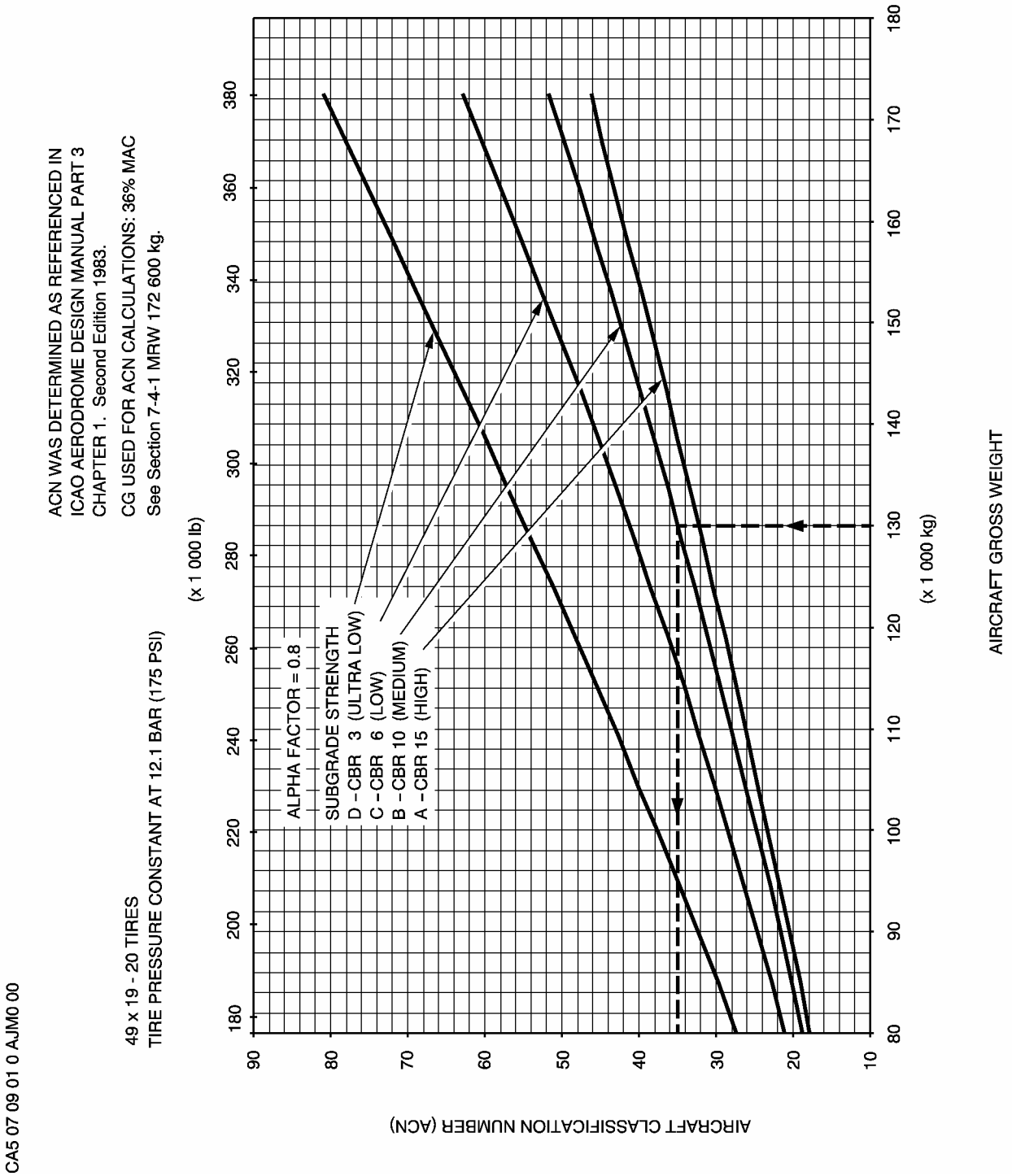
Aircraft Classification Number - Flexible Pavement
A300B4-600 Models - MRW 165 900 kg



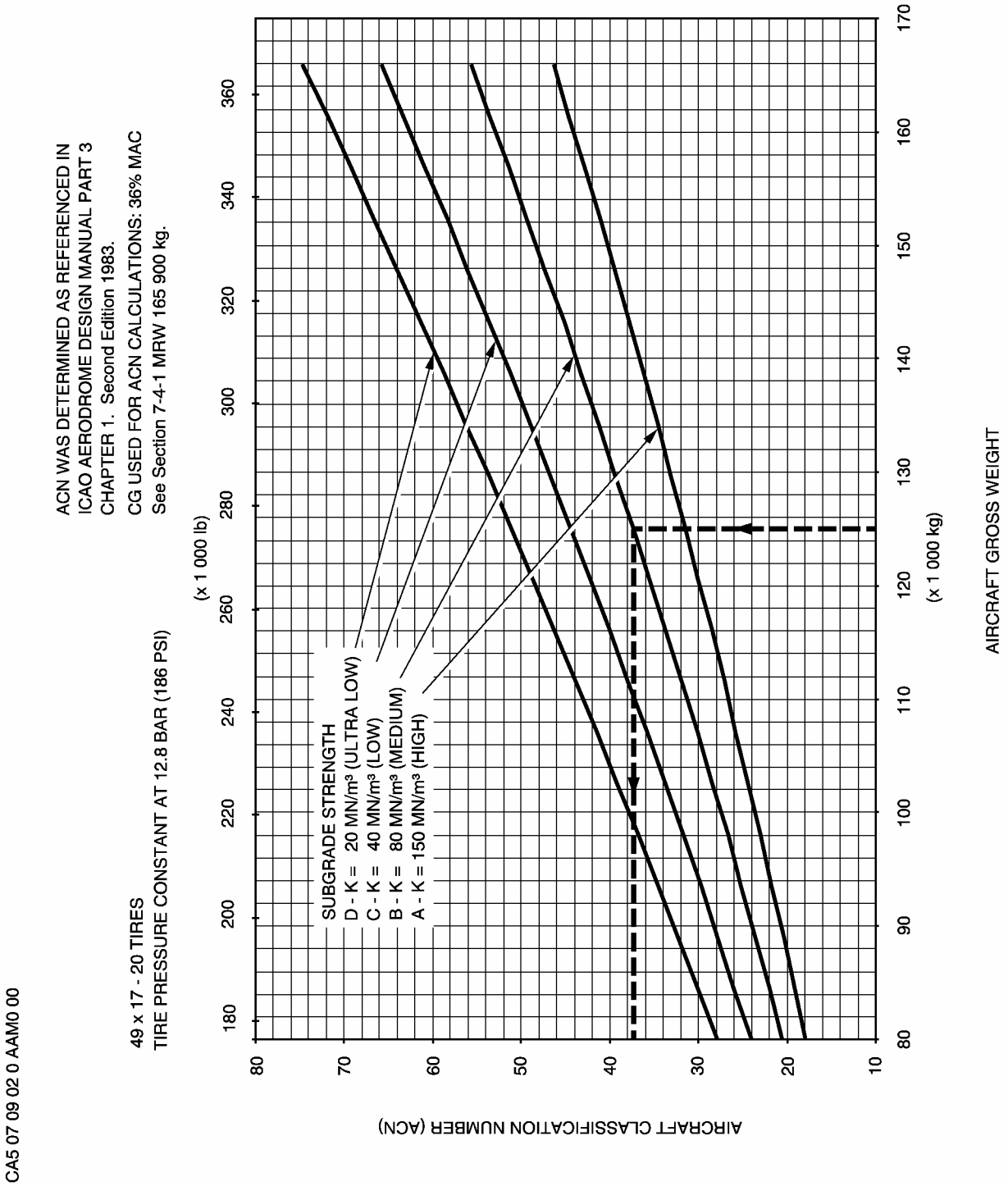
Aircraft Classification Number - Flexible Pavement
A300B4-600R Models - MRW 171 400 kg



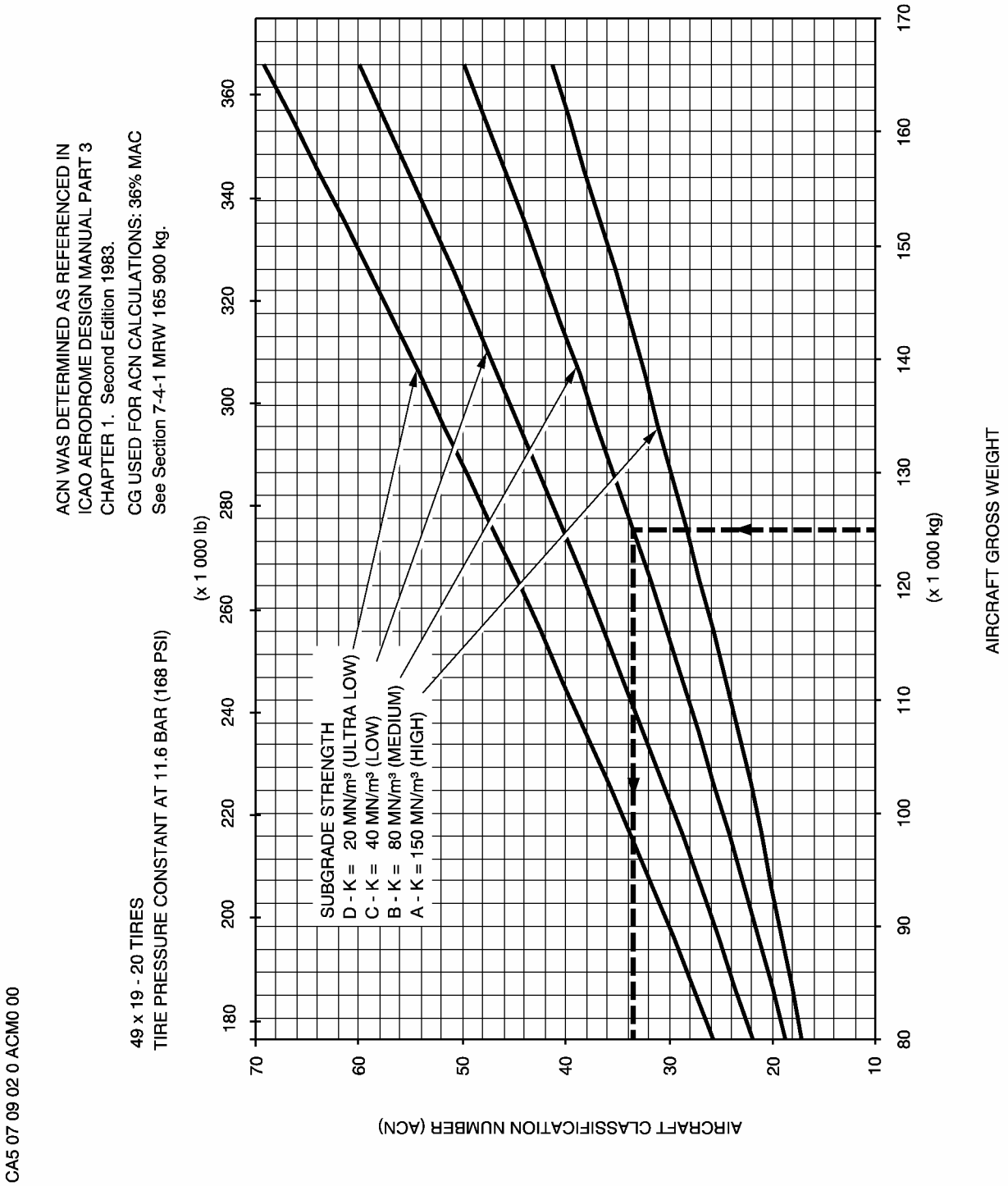
Aircraft Classification Number - Flexible Pavement
A300B4-600R Models - MRW 172 600 kg



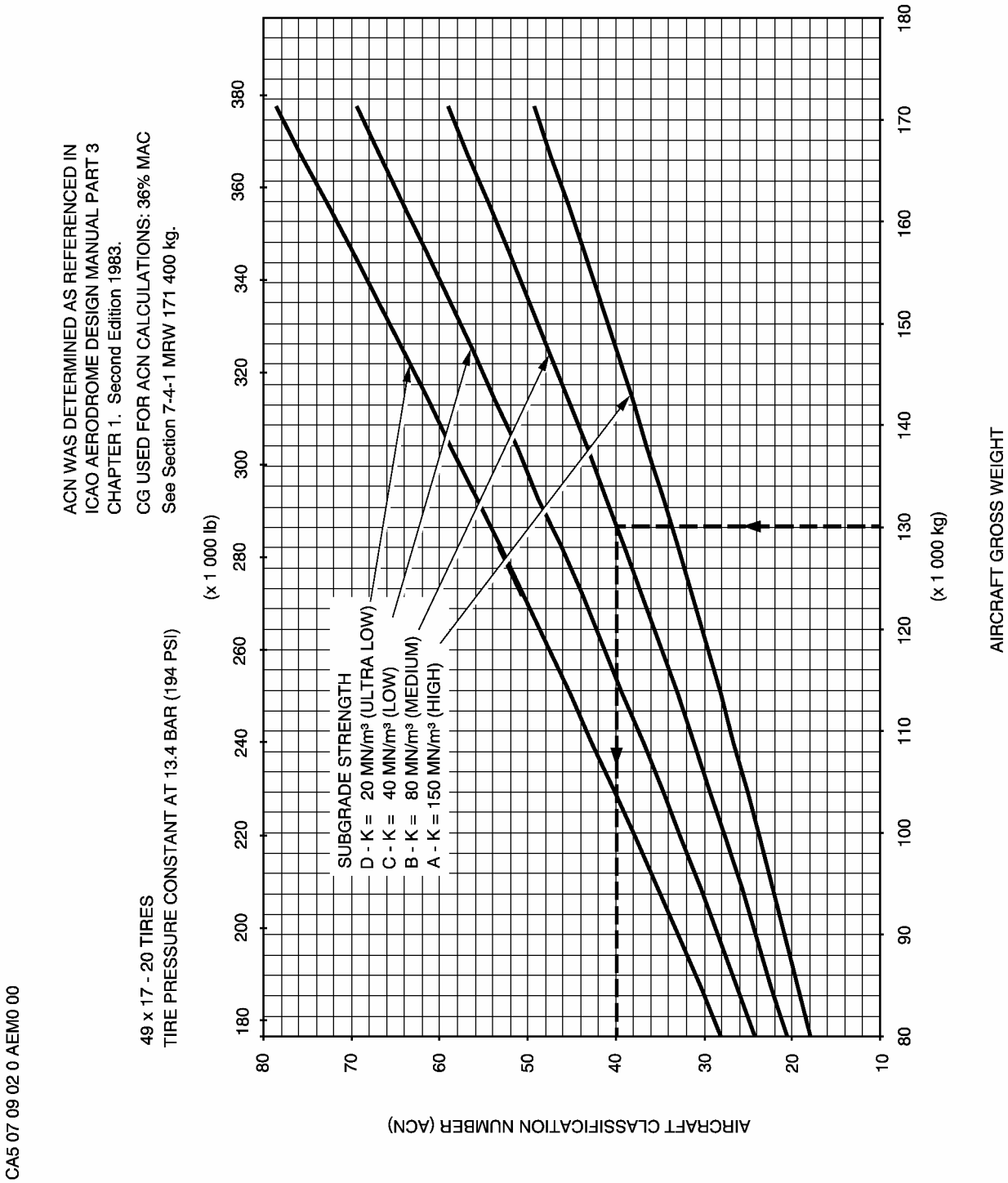
Aircraft Classification Number - Flexible Pavement
A300B4-600R Models - MRW 172 600 kg



Aircraft Classification Number - Rigid Pavement
A300B4-600 Models - MRW 165 900 kg



Aircraft Classification Number - Rigid Pavement
A300B4-600 Models - MRW 165 900 kg



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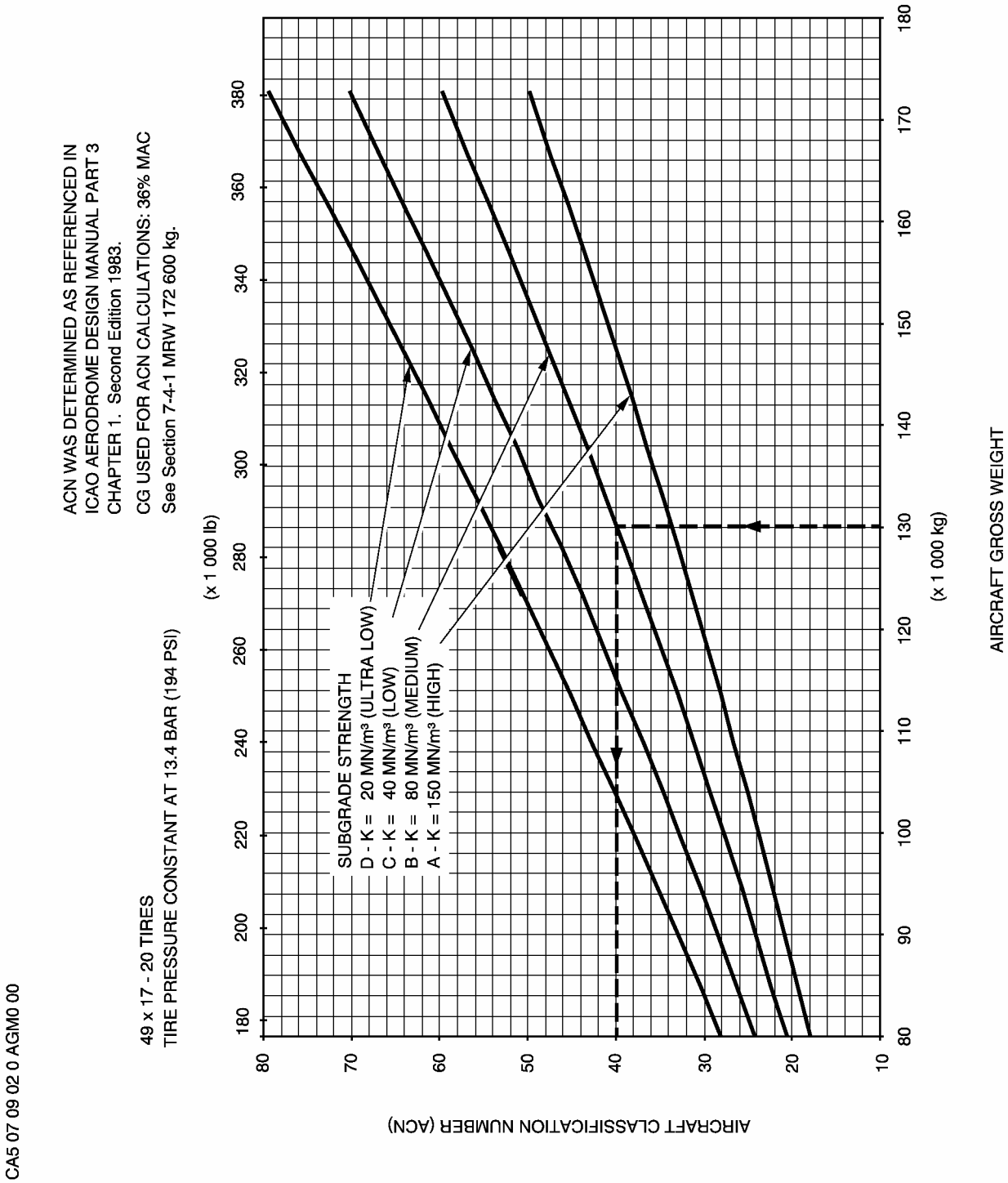
Aircraft Classification Number - Rigid Pavement
A300B4-600R Models - MRW 171 400 kg



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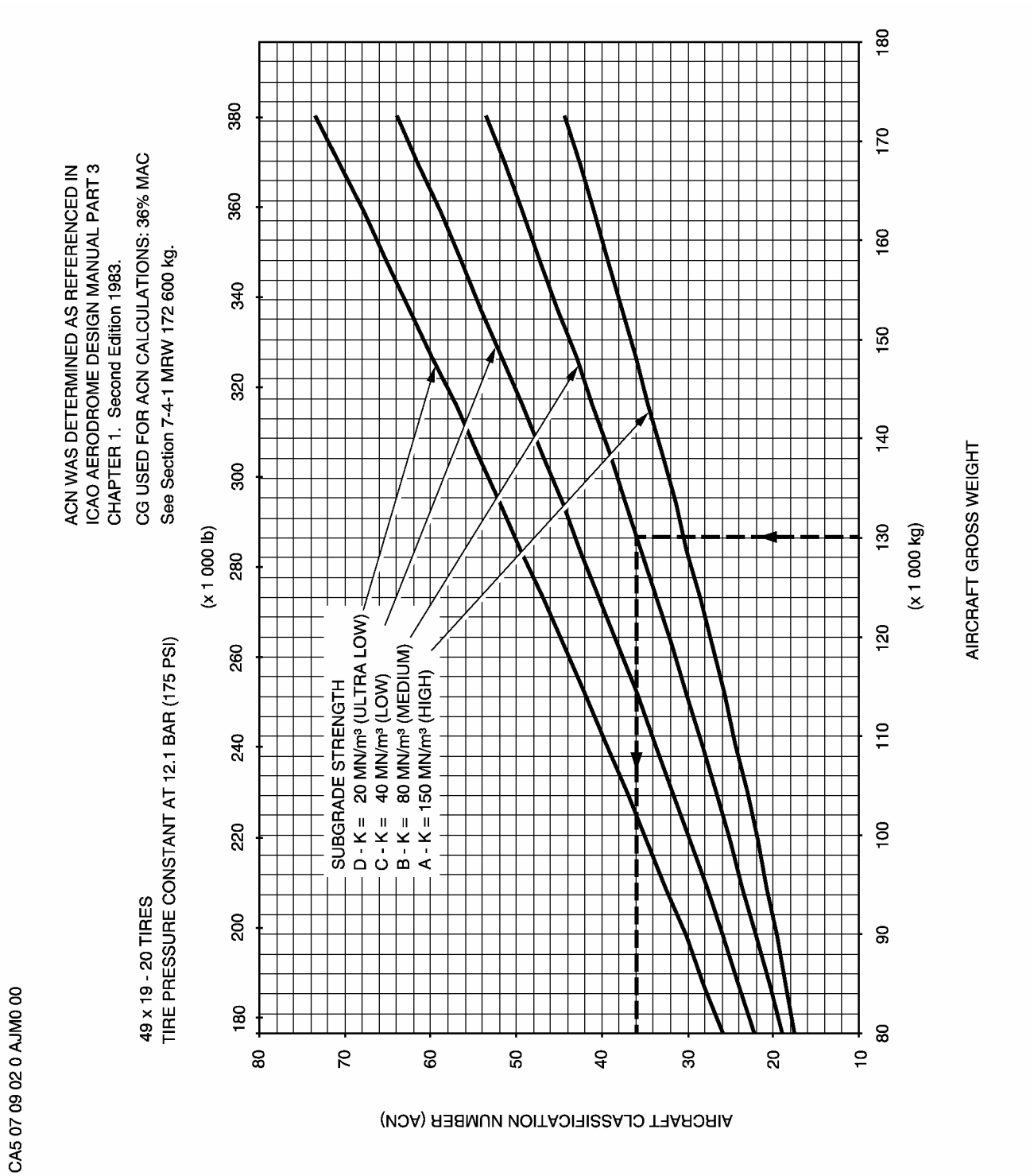
Aircraft Classification Number - Rigid Pavement
A300B4-600R Models - MRW 172 600 kg



CA5 07 09 02 0 AJM0 00

Aircraft Classification Number - Rigid Pavement
A300B4-600R Models - MRW 172 600 kg

8.0 DERIVATIVE AIRPLANES

R 8.1 Possible Future A300-600 Derivative Airplane

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8.1 Possible Future A300-600 Derivative Airplane

R No more derivatives are planned for "A300-600".

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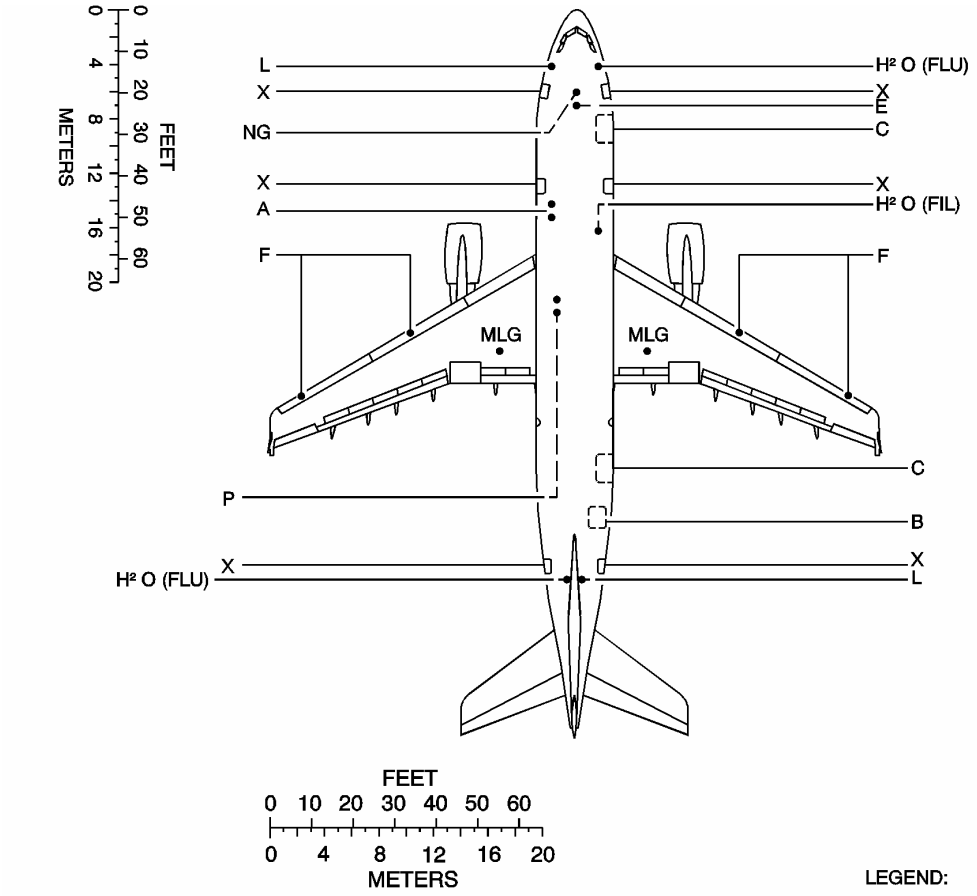
9.0 SCALED DRAWINGS

Printed in France



LEGEND:

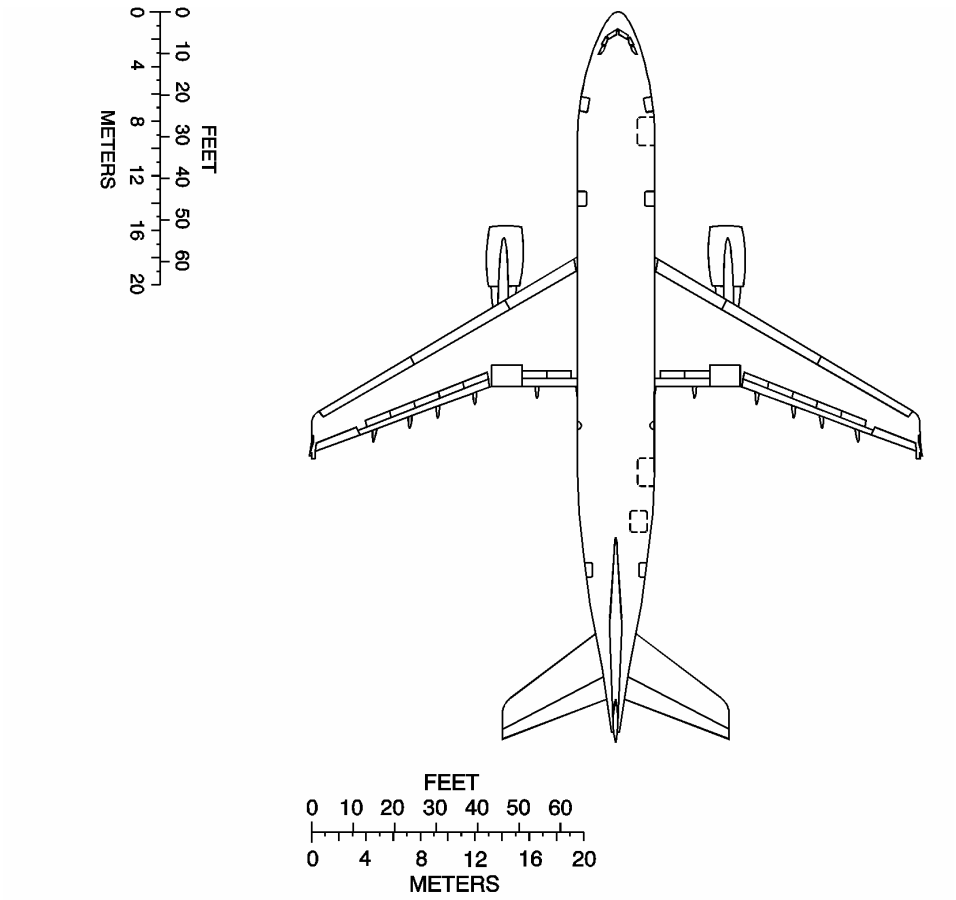
A	AIR CONDITIONING (2 CONNECTIONS)
B	BULK CARGO DOOR
C	CARGO COMPARTMENT DOOR
E	ELECTRICAL
F	FUEL (2 CONNECTIONS)
H² O (FIL)	POTABLE WATER – FILLING
H² O (FLU)	POTABLE WATER – FLUSHING
L	LAVATORY
MLG	MAIN LANDING GEAR
NG	NOSE GEAR
P	PNEUMATIC (2 CONNECTIONS)
X	PASSENGER/CREW DOOR

CA5 09 01 01 5 AAM0 02

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

9.1 Scaled Drawing – 1 in. = 500 ft.

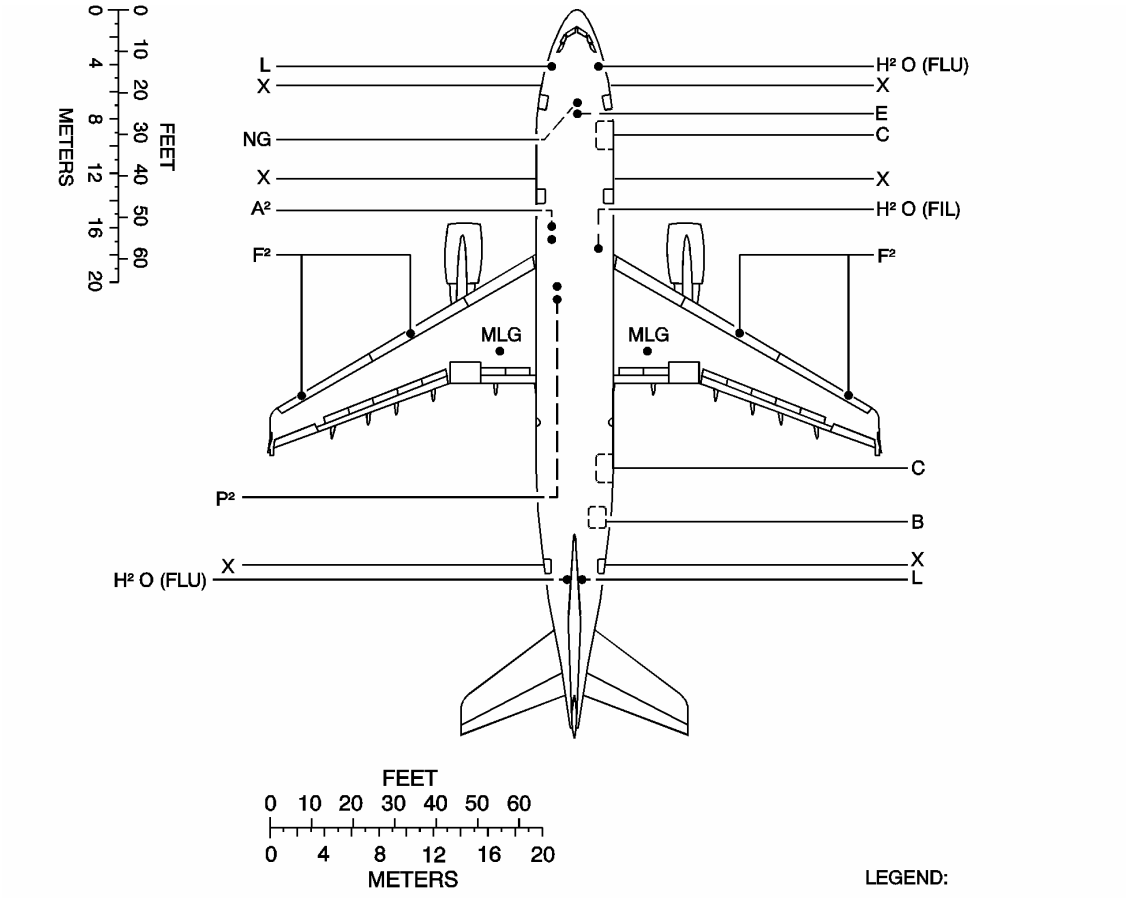
Printed in France



CA5 09 01 01 5 ABM0 02

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

9.1 Scaled Drawing - 1 in. = 500 ft.



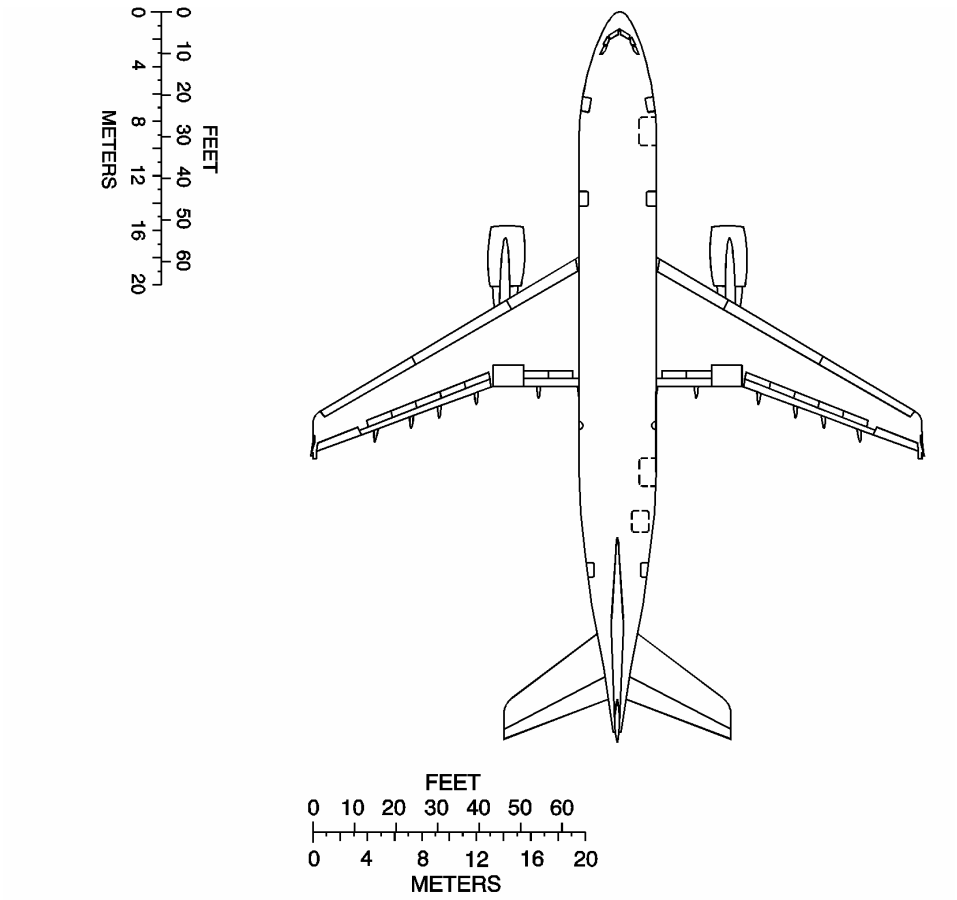
LEGEND:

A	AIR CONDITIONING (2 CONNECTIONS)
B	BULK CARGO DOOR
C	CARGO COMPARTMENT DOOR
E	ELECTRICAL
F	FUEL (2 CONNECTIONS)
H² O (FIL)	POTABLE WATER – FILLING
H² O (FLU)	POTABLE WATER – FLUSHING
L	LAVATORY
MLG	MAIN LANDING GEAR
NG	NOSE GEAR
P	PNEUMATIC (2 CONNECTIONS)
X	PASSENGER/CREW DOOR

CA5 09 02 01 5 AAM0 01

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

9.2 Scaled Drawing – 1 cm. = 500 cm.



CA5 09 02 01 5 ABM0 02

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

9.2 Scaled Drawing - 1 cm. = 500 cm.