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Publication (ACP)·

Aircraft Characteristics
BD500-3AB48-11800-00
Issue No. 110

Publication No.: BD500-3AB48-11800-00

Manufacturer:

AIRBUS

Airbus Canada Limited Partnership
Customer Services
13100 Henri-Fabre Blvd., Mirabel, Quebec
Canada J7N 3C6

Applicable to: All

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Highlights

Issue 110

The listed changes are introduced in Issue 110, dated 2023-10-19, of this publication.

Data module code Reason for change

BD500-A-J00-00-00-09AAA-018A-A Changed Data Module

To update to the A220 Aircraft Characteristics

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BD500-A-J00-00-00-00AAA-030A-A Changed Data Module

To update the para # 4.

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BD500-A-J12-10-38-01AAA-226A-A Changed Data Module

To change applicability.

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Publication information

*Aircraft type:		*Aircraft model:	*Publication Module Code (PMC):
*Publication title/Issue:	*Media Type: Paper Web	*Data Module Code (DMC):	*DMC issue date:
Data module title:		Originator's reference number:	

*Comments:

Reason for change:
Reference data provided: Yes No Description:

June 01/2019

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Issue	Incorporated date by (signature)	Issue	Incorporated date by (signature)
001	026 Mar 08/2016 Signature on file	002	027 Mar 09/2017 Signature on file
003	028 May 20/2016 Signature on file	004	029 Apr 06/2017 Signature on file

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Jun 20/2016 Signature on file
005 030 Jul 20/2016 Signature on file
006 031 Aug 19/2016 Signature on file
007 032
Sep 08/2016 Not released May 11/2017 Signature on file
008 033
Sep 15/2016 Not released May 18/2017 Signature on file
009 034 Sep 22/2016 Signature on file
010 035

May 25/2017 Signature on file
Sep 29/2016 Not released Jun 08/2017 Signature on file
011 036
Oct 13/2016 Not released Jun 15/2017 Signature on file
012 037
Oct 20/2016 Signature on file Jul 06/2017 Signature on file
013 038
Nov 10/2016 Not released Aug 17/2017 Signature on file
014 039
Nov 17/2016 Not released Aug 24/2017 Signature on file
015 040
Nov 24/2016 Signature on file Aug 31/2017 Signature on file
016 041
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018 042 Dec 22/2016
Signature on file
Jan 12/2017 Not released Oct 19/2017 Signature on file
021 045
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022 046 Jan 26/2017 Signature on file
023 047 Nov 30/2017 Signature on file
Feb 02/2017 Not released Dec 07/2017 Signature on file
024 048
Feb 16/2017 Not released Dec 14/2017 Signature on file
025 049

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Issue	Incorporated date by (signature)
050 062- 02	
051	on file Jan 04/2018 Signature on file
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053 064-	
054	on file Feb 01/2018 Signature on file
055 065- 01	Feb 15/2018 Signature on file
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056-01	on file Mar 22/2018 Signature on file
057 066- 01	Apr 26/2018 Signature on file
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057-02	on file May 03/2018 Signature on file
057-03	067-01 May 17/2018 Signature on file
058	067-02 May 24/2018 Signature on file
058-01	067-03
058- 02 058- 03 059	Signature on file Jun May 31/2018 Signature on file Jun 07/2018
059-01	069 Jul 26/2018 Signature on file Aug 16/2018 Signature on file
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063	Dec 22/2018 Signature on file
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067	on file May 23/2019 Signature on file
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67-04 068	file Jun 20/2019 Signature on file Jun 27/2019 Signature on file
68-01	Jun 13/2019 Signature on
060 069-01	Jul 18/2019 Signature on file Jul 25/2019 Signature on file
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Issue Incorporated date by (signature) Oct 17/2019 Signature on file

Issue Incorporated date by (signature) Jul 09/2020 Signature on file

072 80-02 72-01 Oct 31/2019 Signature on file

081 Jul 16/2020 Signature on file

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file Nov 12/2020 Signature on file Nov 19/2020 Signature on file Nov 26/2020 Signature on file Dec 10/2020 Signature on file Dec 17/2020 Signature on file Dec 23/2020 Signature on file Jan 07/2021 Signature on file Jan 14/2021 Signature on file Jan 21/2021 Signature on file Jan 28/2021 Signature on file Feb 04/2021 Signature on file

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089-00	Mar 18/2021	Signature on file
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089-03 090	Apr 08/2021	Signature on file
90-01	Apr 29/2021	Signature on file
090-02 90-03 091	May 06/2021	Signature on file
91-01	May 13/2021	Signature on file
092	Jun 17/2021	Signature on file
092-01	Jul 01/2021	Signature on file
087-03	Jun 18/2020	Signature on file
087-04 088	Feb 18/2021	Signature on file
88-01	Mar 04/2021	Signature on file
88-02 100	Aug 18/2022	Signature on file
100-01	Aug 25/2022	Signature on file
101	Dec 01/2022	Signature on file
101-01	Sep 15/2022	Signature on file
102-00 103-00	Dec 15/2022	Signature on file
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08/2021 Signature on file on file 106-01 Jul 13/2023 Signature on file 106-00 May 18/2023 Signature on file 093 Signature on file Aug 19/2021 Signature on file 093-01 094 Signature on file Aug 26/2021 Signature on file 094-01 Jul 15/2021 Signature on file Aug 05/2021 095 Dec 16/2021 Signature on file Mar 03/2022 Signature on file 096 Mar 17/2022 Signature on file 096-01 097 May 12/2022 Signature on file 097-01 098 May 19/2022 Signature on file Jul 14/2022 Signature on file Aug 16/2021 Signature on file 099 Sep 16/2021 Signature on file 099-01 on file 107-00 107-01 108-00 Signature on file Sep 07/2023 Signature on file 108-01 Jul 20/2023 Signature on file Jul 27/2023 Signature on file Aug 17/2023 Signature on file 109-00 Sep 14/2023 Signature on file 109-01 Sep 21/2023 Signature on file 109-02 Sep 28/2023 Signature on file 110-00 Oct 19/2023 Signature on file

Applicable to: All

List of effective data modules

The listed documents are included in Issue 110, dated 2023-10-19, of this publication.

C = Changed data module
N = New data module

Document title Data module code Issue date No.	**of pages Applicable to**
A220 Aircraft Charact BD500-A-J00-00-00-09AAA-018A-A C 2023-09-15 2	50001-54999,

This publication has been superseded by the eristics - Introduction 55001-59999

Aircraft charact eristics - BD500-A-J00-00-00-00AAA-030A-A C 2023-09-12 3	50001-54999,

Aircraft Characteristics Publication (ACP)·

Aircraft dimensions - Technical data
50001-54999, 55001-59999

Aircraft scaled down dimensions - Technical data
BD500-A-J07-30-00-00AAA-000A-A 2019-10-21 1
50001-54999, 55001-59999

Principal dimensions, landing gear footprint - Technical data

Operating condition and noise data - Technical data
BD500-A-J09-11-00-01AAA-174A-A 2021-04-07 11
50001-54999, 55001-59999

Slinging and hoisting - Function, data for plans and description
BD500-A-J09-11-00-01AAA-913G-A 2021-07-01 10
50001-54999, 55001-59999

Towing of the aircraft with towbar - Towing

Towing safety precau tions - General mainte nance safety procedure
BD500-A-J09-11-00-02AAA-174A-A 2023-07-17 11
50001-54999, 55001-59999

Towing of the aircraft without towbar - Towing
BD500-A-J09-20-01-00AAA-030A-A 2018-02-05 4
50001-54999, 55001-59999

Ground maneuvering, turning radii - Technical data

Ground maneuvering, visibility from flight com partment - Technical data
BD500-A-J09-20-01-01AAA-030A-A 2016-01-13 3
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Aircraft grounding - Gen eral maintenance proce dure

Aircraft protection equip ment - Remove support
BD500-A-J06-10-00-00AAA-030A-A 2021-03-18 12
50001-54999, 55001-59999
BD500-A-J10-10-02-01AAA-913A-A 2017-08-08 5
50001-54999, 55001-59999

BD500-A-J06-10-00-01AAA-030A-A 2019-10-21 3
50001-54999, 55001-59999
BD500-A-J10-12-00-01AAA-522A-A 2022-05-05 13
50001-54999, 55001-59999

BD500-A-J06-10-32-00AAA-030A-A 2016-05-02 3
50001-54999, 55001-59999

BD500-A-J71-00-00-00AAA-030A-A 2019-12-03 2

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Document title Data module code Issue date No. of pages

equipment/Remove from support equipment
Applicable to

Forward cargo compart ment volume, weight and maximum item dimen
BD500-A-J10-12-00-01AAA-722A-A 2022-05-05 14
50001-54999, 55001-59999

BD500-A-J14-20-00-01AAA-030A-A 2023-03-23 12
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Aircraft protection equip ment - Install support equipment/Install on sup port equipment

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sions - Technical data

Aft cargo compartment
BD500-A-J14-20-00-02AAA-030A-A 2023-03-23 12

50001-54999, Aircraft Characteristics Publication (ACP)·

volume, weight and max imum item dimensions - Technical data

Cargo nets and tie downs - Technical data

Aircraft touch and no touch zones - Technical data

Crew safety precau tions - dangerous areas - Technical data

Emergency exits and evacuation - Technical data

Fire-fighting - Fire-fight ing and rescue

Emergency equipment location - General data

Aircraft painting - Paint and apply marking

Terminal servicing - Technical data

Wet wash - Clean and apply surface protection

Dry wash - Clean and apply surface protection

External air conditioning source - Disconnect pro cedure

External air conditioning source - Connect proce dure 55001-59999

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BD500-A-J15-30-00-00AAA-030A-A 2019-10-21 5 50001-54999, 55001-59999

BD500-A-J15-30-10-00AAA-030A-A 2019-12-03 3 50001-54999

BD500-A-J15-41-00-01AAA-030A-A 2019-11-05 4 50001-54999, 55001-59999

BD500-A-J15-41-00-02AAA-989A-A 2014-11-07 6 50001-54999, 55001-59999

BD500-A-J25-61-00-00AAA-010A-A 2019-09-11 30 50001-54999, 55001-59999

BD500-A-J00-00-00-00AAA-257A-A 2019-08-12 3 50001-54999, 55001-59999

BD500-A-J00-00-05-01AAA-030A-A 2019-11-06 13 50001-54999, 55001-59999

BD500-A-J12-00-00-01AAA-250A-A 2022-08-18 6 50001-54999, 55001-59999

BD500-A-J12-00-00-02AAA-250A-A 2017-02-03 8 50001-54999, 55001-59999

BD500-A-J12-10-21-01AAA-510A-A 2023-02-08 6 50001-54999, 55001-59999

BD500-A-J12-10-21-01AAA-730A-A 2021-04-29 8 50001-54999, 55001-59999

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BD500-A-J12-10-28-01AAA-221A-A 2021-02-05 13 50001-54999, 55001-59999

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Automatic - Refuel BD500-A-J12-10-28-02AAA-211A-A 2023-03-13 15 50001-54999, 55001-59999

Pressure - Defuel and drain fuel BD500-A-J12-10-28-02AAA-221A-A 2021-03-01 12 50001-54999, 55001-59999

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Potable Water System (PWS) - Fill with water 50001-54999, 55001-59999

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Deicing/Anti-icing - Remove ice BD500-A-J12-31-00-00AAA-261A-A 2023-03-10 43 50001-54999, 55001-59999

External AC power source - De-Energize electrical network BD500-A-J24-41-00-01AAA-561A-A 2023-08-30 9 50001-54999, 55001-59999

External AC power source - Energize electri cal network BD500-A-J12-10-38-01AAA-216A-A 2021-03-23 9 50001-54999, 55001-59999

BD500-A-J24-41-00-01AAA-761A-A 2023-07-05 10 50001-54999, 55001-59999

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Aircraft characteristics - Technical data	BD500-A-J00-00-00-00AAA-030A-A	2023-09-12	50001-54999, 55001-59999

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Aircraft dimensions - Technical data	BD500-A-J06-10-00-00AAA-030A-A	2021-03-18	50001-54999, 55001-59999

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Principal dimensions, landing gear footprint - Technical data	BD500-A-J71-00-00-00AAA-030A-A	2019-12-03	50001-54999, 55001-59999
Operating condition and noise data - Technical data Aircraft handling	BD500-A-J07-30-00-00AAA-000A-A	2019-10-21	50001-54999, 55001-59999
Slinging and hoisting - Function, data for plans and description	BD500-A-J09-11-00-01AAA-174A-A	2021-04-07	50001-54999, 55001-59999
Towing of the aircraft with towbar - Towing	BD500-A-J09-11-00-01AAA-913G-A	2021-07-01	50001-54999, 55001-59999
Towing safety precautions - General maintenance safety procedure	BD500-A-J09-11-00-02AAA-174A-A	2023-07-17	50001-54999, 55001-59999
Towing of the aircraft without towbar - Towing	BD500-A-J09-20-01-00AAA-030A-A	2018-02-05	50001-54999, 55001-59999
Ground maneuvering, turning radii - Technical data	BD500-A-J09-20-01-01AAA-030A-A	2016-01-13	50001-54999, 55001-59999
Ground maneuvering, visibility from flight compartment - Technical data	BD500-A-J10-10-02-01AAA-913A-A	2017-08-08	50001-54999, 55001-59999
Aircraft grounding - General maintenance procedure	BD500-A-J10-12-00-01AAA-522A-A	2022-05-05	50001-54999, 55001-59999
Aircraft protection equipment - Remove support equipment/Remove from support equipment	BD500-A-J10-12-00-01AAA-722A-A	2022-05-05	50001-54999, 55001-59999
Aircraft protection equipment - Install support equipment/Install on support equipment	BD500-A-J14-20-00-01AAA-030A-A	2023-03-23	50001-54999, 55001-59999
Forward cargo compartment volume, weight and maximum item dimensions - Technical data	BD500-A-J06-10-00-01AAA-030A-A	2019-10-21	50001-54999, 55001-59999
Aft cargo compartment volume, weight and maximum item dimensions - Technical data	BD500-A-J06-10-32-00AAA-030A-A	2016-05-02	

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50001-54999, 55001-59999

Cargo nets and tie-downs - Technical data

Aircraft touch and no-touch zones - Technical data

BD500-A-J15-30-10-00AAA-030A-A 2019-12-03
50001-54999

Crew safety precautions - dangerous
BD500-A-J14-20-00-02AAA-030A-A 2023-03-23
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BD500-A-J14-20-00-03AAA-030A-A 2016-05-02
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Emergency exits and evacuation - Technical data
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Fire-fighting - Fire-fighting and rescue BD500-A-J15-41-00-02AAA-989A-A 2014-11-07 50001-54999, 55001-59999

Emergency equipment location - General data
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Servicing points and procedures Aircraft painting - Paint and apply marking
BD500-A-J25-61-00-00AAA-010A-A 2019-09-11
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Wet wash - Clean and apply surface protection

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Suction - Defuel and drain fuel BD500-A-J12-10-28-01AAA-221A-A 2021-02-05 50001-54999, 55001-59999

Refueling - rate and time - Technical data
BD500-A-J12-10-28-01AAB-030A-A 2017-01-16
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Automatic - Refuel BD500-A-J12-10-28-02AAA-211A-A 2023-03-13 50001-54999, 55001-59999

Pressure - Defuel and drain fuel BD500-A-J12-10-28-02AAA-221A-A 2021-03-01 50001-54999, 55001-59999

Potable Water System (PWS) - Fill with water
BD500-A-J12-10-38-01AAA-216A-A 2021-03-23
50001-54999, 55001-59999

Applicable to: All

Document title	Data module code	Issue date	Applicable to
Potable water system - Drain water	BD500-A-J12-10-38-01AAA-226A-A	2023-10-11	50001-54999, 55001-59999
Water Waste System (WWS) - Drain other liquid	BD500-A-J12-10-38-02AAA-228A-A	2022-07-04	50001-54999, 55001-59999
Deicing/Anti-icing - Remove ice	BD500-A-J12-31-00-00AAA-261A-A	2023-03-10	50001-54999, 55001-59999
External AC power source - De Energize electrical network	BD500-A-J24-41-00-01AAA-561A-A	2023-08-30	50001-54999, 55001-59999
External AC power source - Energize electrical network	BD500-A-J24-41-00-01AAA-761A-A	2023-07-05	50001-54999, 55001-59999

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Applicable to: All

BD500-3AB48-11800-00 A220 Aircraft Characteristics - Introduction

Applicability: 50001-54999, 55001-59999

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This publication has been superseded by the Aircraft Characteristics Publication (ACP).

List of tables

References

Table 1 References

Data Module/Technical Publication Title
None

Description

1 General

The A220 Aircraft Characteristics, prepared by Airbus, contains information necessary to sup port the Airbus aircraft models BD-500-1A10 (A220-100) and BD-500-1A11 (A220-300) during ramp operations. The information provided here includes aircraft dimensions, servicing access, emergency access and equipments, routine fluid replenishment procedure and general servic ing of the aircraft.

This publication agrees with the international specification for technical publications (S1000D) issue 4.0.1 dated 2009-05-12 and is written in simplified technical english.

The content of this publication will change as options and aircraft changes occur. Make sure that you refer to the latest release of this publication.

If there is a difference between the data contained in this publication and that given by the local regulatory authority, the data from the local regulatory authority must be obeyed.

All the procedures in the A220 Aircraft Characteristics can be performed by Aircraft Mainte nance Engineers (AME). However, ramp personnel may be authorized to perform (RSP) proce dures, if they are trained and certified by the operator.

2 Dimensions and weight

Linear dimensions given in this publication are in inches or feet with the metric equivalence in parentheses.

BD500-3AB48-11800-00

Weight measures is given in pounds with the metric equivalence in parentheses. **3 Correspondence**

Send all correspondence about this publication to:

AIRBUS

CUSTOMER SUPPORT

13100 HENRI-FABRE BLVD, MIRABEL, QUEBEC

CANADA J7N 3C6

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4 Translation of publication

If all or part of this publication is translated, the official version is the English language version produced by Airbus.

Aircraft Characteristics Publication (ACP)·

5 Acronyms

The first time an acronym is used it will be defined, and all subsequent uses will be in blue. When you mouse over the acronym, the definition will appear. Acronyms are not plural in this publication.

first page of the DM
BD500-A-J00-00-00-09AAA-018A-A
BD500-A-J00-00-00-09AAA-018A-A

End of data module

See applicability on the

BD500-3AB48-11800-00 This publication has been

superseded by the

Applicable to: All

BD500-3AB48-11800-00 This publication has been

superseded by the

Aircraft Characteristics Publication (ACP)·

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Applicable to: All

BD500-3AB48-11800-00 Aircraft characteristics - Technical data

Applicability: 50001-54999, 55001-59999

Table of contents Page

This publication has been superseded by the

List of tables Page

Aircraft Characteristics Publication (ACP)·

References

Table 1 References

Data Module/Technical Publication Title
None

Description

1 Introduction

This data module contains general data about the BD-500-1A10 (A220-100) and BD-500-1A11 (A220-300) aircraft characteristics. The structural weight limits, such as maximum ramp weight, and zero fuel weight are dependent on configuration. Refer to each aircraft's specified Weight and Balance Manual (WBM BD500-A-J00-00-00-00AAA-030A-A) and weight and balance report for structural limits and other weight information.

Refer to Table 2 for the aircraft characteristics.

Refer to Table 3 for the system fluid capacities.

Refer to Table 4 for the service fluid capacities.

2 Aircraft characteristics

Table 2 Aircraft characteristics

BD-500-1A10 (A220-100)
QTY: 2 Pure Power™ PW1519G
Passenger

Description BD-500-1A11 (A220-300) Engines QTY: 2 Pure Power™ PW1521G Mode Passenger

77,650 lb (35 221 kg
111,000 lb (50 349 kg
5,790 USG (21 918 L
240 lb (109 kg)
474 cu. ft (13,4 cu. m
up e i 349 cu. ft (9,8
een s Publ 280 cu.

See applicability on the
first page of the DM
BD500-A-J00-00-00-00AAA-030A-A

BD-500-1A1
12
135,000 lb (
134,000 lb (
115,500 lb (

Description BD-500-1A11 (A220-300) Standard seating capacity 140 Maximum Ramp Weight (MRW)

150,000 lb (68 039 kg)

Maximum Take-Off Weight (MTOW) 149,000 lb (67 585 kg)

Maximum Landing Weight (MLW) 129,500 lb (58 740 kg) Operating Weight Empty (OWE) 81,750 lb

(37 081 kg)

Maximum Zero Fuel Weight (MZFW)

seded by the cation (ACP):

123,000 lb (55 792 kg)

Maximum fuel tank capacity 5,790 USG (21 918 L) Unusable fuel 240 lb (109 kg)

Maximum wet cargo volume - Aft cargo compartment 627 cu. ft (17,75 cu. m) 473 cu. ft

Maximum wet cargo volume - Fwd cargo compartment (13,39 cu. m) 332 cu. ft (9,40 cu.

Maximum cargo volume - Over head bins m)

ristics

has b

3 System fluid capacities

Table 3 System fluid capacities

n io ct e **Volume**

Description Weight

This area

publicat

Engine fluids calculated with 7.7 lb/US gal (0,920 kg/L)

Ch 12.9 US gal (49,0 L)
3.3 US gal (12,6 L)
16.2 US gal (61,6 L)

Engines oil tank at 60 °F 99 lb (44,9 kg)

Lines and internal engine oil 26 lb (11,8 kg) Aircraf

Total 125 lb (56,7 kg) APU fluids calculated with 7.7 lb/US gal (0,920 kg/L)

3.3 US gal (12,3 L)

APU 25 lb (11,3 kg) Hydraulic fluids at 77°F (25 °C) low density 8.43 lb/US gal (1,01 kg/L)

4.98 US gal (18.85 L)
4.33 US gal (16.39 L)
3.46 US gal (13.10 L)
12.77 US gal (48.34 L)

System 1 reservoir 41.98 lb (19.04 kg) System 2 reservoir 36.50 lb (16.55 kg) System 3 reservoir 29.17 lb (13.23 kg) Total 107.65 lb (48.82 kg)

BD500-3AB48-11800-00

Volume

Description Weight Hydraulic fluids at 77°F (25 °C) high density 8.86 lb/US gal (1,06 kg/L)

4.98 US gal (18.85 L)
4.33 US gal (16.39 L)
3.46 US gal (13.10 L)
12.77 US gal (48.34 L)

System 1 reservoir 44.12 lb (20.01 kg) System 2 reservoir 38.36 lb (17.40 kg) System 3 reservoir 30.65 lb (13.90 kg) Total 113.13 lb (51.31 kg)

4 Service fluid capacities

ed by the

Table 4 Service fluid capacities

tion (ACP):

Volume

Description Weight Potable water at 60 °F (15,5 °C)

sed 42.0 US gal (159,0 L)

Galley/Lavatory tank 350.5 lb (159.0 kg) ef

Chemical toilet fluid at 60 °F (15,5 °C)

supplica 42.0 US gal (159,1 L)

Waste tank 350 lb (158,8 kg)

End of data module

See applicability on the

BD500-3AB48-11800-00 Aircraft dimensions - Technical data

Applicability: 50001-54999, 55001-59999

Table of contents

Aircraft Characteristics Publication (ACP)·

List of tables

List of figures

References

Table 1 References

Data Module/Technical Publication Title
None

Description

1 Introduction

This data module contains general data about the aircraft dimensions and clearances. The structural weight limits, such as maximum ramp weight, landing weight and zero fu el weight are dependent on configuration. Refer to Weight and Balance Manual (WBM) BD500-3AB48-22100-00 (A220-100), BD500-3AB48-22100-00 (A220-300) and weight and bal ance report for structural limits and other weight information.

See applicability on the
first page of the DM
BD500-A-J06-10-00-00AAA-030A-A

BD500-A-J06-10-00-00AAA-030A-

BD500-3AB48-11800-00 2 General aircraft dimensions

Applicability: 50001-54999

Table 2 General aircraft dimensions (A220-100)

	Locator (refer to Fig. 1) Value	**in.** **(cm)**
A	1377.0 This publication has been superseded by the	(3497.58)
B	146.500 Aircraft Characteristics Publication (ACP)·	(372.11)
C	463.800 (117805)	
D	482.800 (1226.31)	
E		Baseline 1377.300 (3498.34) Fuel loaded 1381.300 (3508.50)
F	873.500 (2218.69)	
G	773.200 (1963.93)	
H	1341.000 (3406.14)	
J	698.900 (1775.21)	
K	395.000 (1003.30)	
L	87.800 (223.01)	
M	429.400 (1090.68)	

Locator (refer to Fig. 1) Value

in.

(cm)

P 263.000 (668.02)

Q 96.500 (245.11)

R 103.800 This publication has been superseded by the
(263.65)

S 134.900 Aircraft Characteristics Publication (ACP)·
(342.65)

T 267.900 (680.47)

U 98.300 (249.68)

V 193.500 (491.49)

W 135.200 (343.40)

X 27.200 (69.09)

Y 265.000 (673.10)

Z 515.700 (1309.87)

AA 0.38 Deg Nose down

BB 138.000 (350.52)

Note

The values given change due to the variation of aircraft weight and gravity.

See applicability on the
first page of the DM
BD500-A-J06-10-00-00AAA-030A-A

Table 3 General aircraft dimensions (A220-300)

Locator (refer to Fig. 1) Value

in.

(cm)

A 1523.2 38689.28

This publication has been superseded by the

B 146.500 (372.11)

Aircraft Characteristics Publication (ACP).

C 461.9 (1173.23)

D 482.800 (1226.31)

Baseline 1377.300

(3498.34)

E

Fuel loaded 1381.300

(3508.50)

F 961.4 (2441.96)

G 857.9 (2179.01)

H 1489.2 (3782.57)

J 783.2 (1989.33)

K 479.0 (1216.66)

L 172.4 (437.90)

M 513.3 (1303.78)

P 262.9 (667.77)

Locator (refer to Fig. 1) Value

in.

(cm)

Q 96.500 (245.11)

R 162.2 (411.99)

S 198.5 This publication has been superseded by the

(504.19)

T 268.0 Aircraft Characteristics Publication (ACP).

(680.72)

U 97.7 (248.16)

V 194.6 (494.28)

W 133.4 (338.83)

X 27.200 (69.09)

Y 265.000 (673.10)

Z 602.6 (1530.60)

AA 0.477 Deg Nose down

BB 138.000 (350.52)

This data module contains data on the landing gear footprint.

Note

The values given change due to the variation of aircraft weight and gravity.

B

AA

This publication has been superseded by the Aircraft Characteristics Publication (ACP).

C

GROUND PLANE

W

GROUND STATIC ANGLE (NOMINAL)
Z

GEOMETRY
REFERENCE PLANE

ICN-BD500-A-J061000-A-3AB48-00005-A-001-01

See applicability on the first page of the DM
Figure 1 General aircraft dimensions - (Sheet 1 of 2)

BD500-A-J06-10-00-00AAA-030A-A

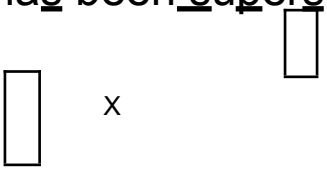
BD500-A-J06-10-00-00AAA-030A-A
2021-03-18 Page 6

A

E

D

This publication has been superseded by the



X

Aircraft Characteristics Publication (ACP).

Y

F

G

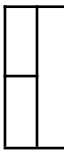
H

J

M

V

K L



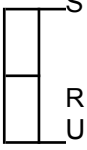
T

S

P

BB

Q



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U

See applicability on the first page of the DM

BD500-3AB48-11800-00 3 Landing gear footprint dimensions

This data module contains data on the landing gear footprint.

Applicability: 50001-54999

Table 4 Landing gear footprint dimensions (A220-100)

Locator	**Value in.** **(cm)**
A	18.571 (47.17)
B	35.000 (88.90)
C	265.000 (673.10)
D	515.7 (1309.87)

Applicability: 55001-59999

Table 5 Landing gear footprint dimensions (A220-300)

Locator	**Value in.** **(cm)**
A	18.571 (47.17)
B	35.000 (88.90)

See applicability on the
first page of the DM

BD500-3AB48-11800-00 This publication has been

superseded by the

B

Aircraft Characteristics Publication (ACP)·
(TYPICAL)

C_L

C

A

D

NOTE

Not to scale.

BD500-3AB48-11800-00 4 General aircraft area

Table 6 General aircraft area

Description	Value sq. ft. (sq. m)
ESDU wing area (including ailerons, flaps, spoilers and area within the fuselage)	1208.880 (112.31)
Total horizontal stabilizer area (horizontal tail area and eleva	313.500
tor area)	

This publication has been superseded by the Publication (ACP).

Total vertical stabilizer area (vertical tail area and rudder area)	(29.13)

Aircraft Characteristics

5 Pressure refueling and pilots eye position Applicability:

50001-54999

Table 7 Pilots eye position (A220-100)

Locator (refer to Fig. 3)	Value in. (cm)
A FS = 354 (899.16)	223.600 (20.77)

BL ± 20.00

(50.80)

WL = 196.00

(497.80)

D 29.60° E 17.65°

Applicability: 50001-54999

Table 8 Pressure refueling connection position (A220-100)

Locator (refer to Fig. 3) Value	**in.** **(cm)**
B 615.9	

See applicability on the
first page of the DM
BD500-A-J06-10-00-00AAA-030A-A

BD500-A-J06-10-00-00AAA-030A-

BD500-3AB48-11800-00

Locator (refer to Fig. 3) Value	**in.** **(cm)**
C 600.21 (1524.53)	(1564.39)

Applicability: 55001-59999

This publication has been superseded by the

Table 9 Pilots eye position (A220-300)

Locator (refer to Fig. 3) Value	**in.** **(cm)**
A FS = 270 (685.80)	BL ± 20.00 (50.80) WL = 196.00 (497.80)
D 29.60° E 17.65°	

Aircraft Characteristics Publication (ACP)

Applicability: 55001-59999

Table 10 Pressure refueling connection position (A220-300)

	Locator (refer to Fig. 3) Value in. (cm)
B 615.9 (1564.39)	
C 684.21 (1737.89)	

See applicability on the first page of the DM

BD500-3AB48-11800-00

A

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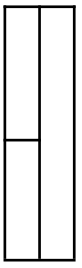

B

C

D

E

ICN-BD500-A-J061000-A-3AB48-10809-A-001-01
Figure 3 Pressure refueling and pilots eye position

BD500-A-J06-10-00-00AAA-030A-A

See applicability on the first page of the DM

End of data module

BD500-3AB48-11800-00 Aircraft scaled down dimensions - Technical data

Applicability: 50001-54999, 55001-59999

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References

Table 1 References

Data Module/Technical Publication Title
None

Description

1 Introduction

This data module contains the scaled drawing for the Airbus A220. It can be used to plan and to verify runway, ramp, and maintenance facility layouts.

Refer to Fig. 1 .

(Sheet)

Applicability: 50001-54999

0103 **BD500-3AB48-11800-00**

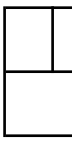
See applicability on the first page of the DM BD500-A-J06-10-00-01AAA-030A-A

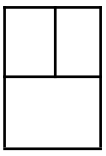
BD500-A-J06-10-00-01AAA-030A-

This publication has been superseded by the

Aircraft Characteristics Publication (ACP).

0 10 20 30





FEET
0 2 4 6 METERS
8 10

NOTES

1. 2. Scale: 1 in. = 25 ft (1 cm = 3 m)

When printing this illustration, make sure to adjust for proper scaling.

Figure 1 Scaled drawing - (Sheet 1 of 2)

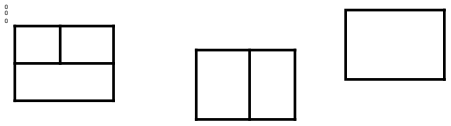
BD500-A-J06-10-00-01AAA-030A-A

BD500-A-J06-10-00-01AAA-030A-A

See applicability on the first page of the DM
ICN-BD500-A-J061000-A-3AB48-00006-A-001-01

BD500-3AB48-11800-00

(Sheet) Applicability: 55001-59999



FEET
0 10 20 30

0 2 4 6 METERS
8 10

1.

2.
NOTES

Scale: 1 in. = 25 ft (1 cm = 3 m)

When printing this illustration, make sure to adjust for proper scaling.

ICN-BD500-A-J061000-A-3AB48-25078-A-001-01
Figure 1 Scaled drawing - (Sheet 2 of 2)

BD500-A-J06-10-00-01AAA-030A-A
End of data module

BD500-3AB48-11800-00 This publication has been

superseded by the

Aircraft Characteristics Publication (ACP)·

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BD500-3AB48-11800-00 Principal dimensions, landing

gear footprint - Technical data

Applicability: 50001-54999, 55001-59999

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References

Table 1 References

Data Module/Technical Publication Title
None

Description

1 Introduction

This data module contains data on the landing gear footprint.

Applicability: 50001-54999

Table 2 Landing gear footprint dimensions

Locator Value	A 18.57 in. (47.17 cm) B 35.00 in (88.90 cm) C 22.08 ft. (6.73 m) D 42.98 ft (13.10 m)

See applicability on the first page of the DM

BD500-3AB48-11800-00 Applicability: 55001-59999

Table 3 Landing gear footprint dimensions

Locator Value	A 18.57 in. (47.17 cm) B 35.00 in (88.90 cm) C 22.08 ft. (6.73 m)

This publication has been superseded by the Aircraft Characteristics Publication (ACP).

D 49.98 ft (15.23 m)This publication has been superseded by

the

Aircraft Characteristics Publication (ACP)·

first page of the DM
BD500-A-J06-10-32-00AAA-030A-A

See applicability on the

BD500-3AB48-11800-00 This publication has been

superseded by the

C_L

A

B

Aircraft Characteristics

Publication (ACP)·

(TYPICAL)

D

C

See applicability on the
first page of the DM
BD500-A-J06-10-32-00AAA-030A-A
Figure 1 Landing gear footprint

BD500-A-J06-10-32-00AAA-030A-A

End of data module

NOTE

Not to scale.

BD500-3AB48-11800-00 This publication has been

superseded by the

Aircraft Characteristics Publication (ACP)·

Intentionally left blank

BD500-3AB48-11800-00 Operating condition and noise data - Technical data

Applicability: 50001-54999, 55001-59999

Table of contents

This publication has been superseded by the

List of tables

Aircraft Characteristics Publication (ACP)

References

Table 1 References

Data Module/Technical Publication	Title
BD500-A-J71-00-00-00AAA-012A-A	Power plant - General warnings and cautions and related safety data

Description

1 Introduction

This data module contains data on the engine noise levels and the intake and exhaust danger ous areas during normal operations. This section is divided into subsections that follow:

- Engine dangerous areas - engine intake and exhaust
- Airport and community noise data for power plants

2 General

Aircraft operating conditions and noise are important to airport and community planners. While an airport is a major element in a community transportation system and is vital to its growth, it must also be accountable to the best interests of the neighborhood in which it is located. This can only be accomplished with proper planning. Because aircraft noise extends beyond the boundaries of the airport, it is important to consider the impact on surrounding communities lo cated near the airport.

The A220 aircraft is designed with high-bypass turbofan engines. Its noise impact is minimal compared to most commercial aircraft, larger and smaller, currently being operated in a typical airport.

first page of the DM
BD500-A-J71-00-00-00AAA-030A-A
BD500-A-J71-00-00-00AAA-030A-

See applicability on the

BD500-3AB48-11800-00

3 Engine dangerous areas - engine intake and exhaust

This section contains data on the engine intake and exhaust dangerous area.

Refer to BD500-A-J71-00-00-00AAA-012A-A for the zones and distances that should be consid ered dangerous during engine operation.

4 Airport and community

The community noise levels must agree with FAR 36 Stage 3, ICAO Annex 16, Chapter 4, Chapter 516.

Refer to Table 2 for the demonstrated Effective Perceived Noise levels (EPNdB), limits, and the relative difference (margin of compliance)

for the engines. *Table 2 A220-100 Engine* the

noise levels

Engine

<option code>

publi

crcr

aft

PW1524G

Weights		134,000 lb (60,781 kg) <130001 70>	115,50 lb (52,39 kg) <1300: 70> h
			on
			i at r
MTOW <option code>	**MLW** <optio code:		Ch

<72210003>

Ai

Sum of all individ ual margin s:

Margin

Require ment

(EPNdB) 0

0

0

2

The ramp noise levels must agree with ICAO Annex 16, Chapter 9, Attachment

C. - The noise level at service points is not more than 80 dB(A)

- The noise level within a perimeter of 65 ft (20 m) around the aircraft is not more than 85 dB (A).

first page of the DM
BD500-A-J71-00-00-00AAA-030A-A
BD500-A-J71-00-00-00AAA-030A-A

End of data module

See applicability on the

BD500-3AB48-11800-00 This publication has been

superseded by the

Aircraft Characteristics Publication (ACP)·
Aircraft handling

Applicable to: All

BD500-3AB48-11800-00 This publication has been

superseded by the

Aircraft Characteristics Publication (ACP)·

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Applicable to: All

BD500-3AB48-11800-00 Slinging and hoisting - Function, data for plans and description

Applicability: 50001-54999, 55001-59999

Table of contents

This publication has been superseded by the Aircraft Characteristics Publication (ACP).

List of tables

References

Table 1 References

Data Module/Technical Publication Title

None

Description

1 General

This data module gives the information to sling and hoist the procedures to lift the BD-500-1A10 (A220-100) and BD-500-1A11 (A220-300).

1.1 Slinging and hoisting

For slinging and hoisting procedures please refer to the latest revision of the Aircraft Recovery Publication (ARP), BD500-3AB48-10400-00.

See applicability on the

BD500-3AB48-11800-00 This publication has been

superseded by the

Aircraft Characteristics Publication (ACP)·

Intentionally left blank

BD500-3AB48-11800-00 Towing of the aircraft with towbar - Towing

Applicability: 50001-54999, 55001-59999

Table of contents

This publication has been superseded by the

List of tables

List of figures

References

Table 1 References

Data Module/Technical Publication	Title
BD500-A-J09-11-00-01AAA-913G-A	Towing safety precautions - General maintenance safety procedure
BD500-A-J09-11-00-02AAA-174A-A	Towing of the aircraft without towbar - Towing
BD500-A-J32-00-00-01AAA-913G-A	Landing gear safety precautions - General maintenance safety procedure

Common information

This data module gives the procedure to do the towing of the aircraft with towbar. The towbar attachment point is on the Nose Landing Gear (NLG) axle. Towing controls and indications are installed in the flight compartment and the NLG. A trained towing crew is required to perform this procedure.

first page of the DM
BD500-A-J09-11-00-01AAA-174A-A

See applicability on the

Production maintenance data

Zones 115 Lower nose fuselage above and outboard of nose wheel well, left side
211 Flight compartment, left side
212 Flight compartment, right side

This publication has been superseded by the
530 Wing tip, left side
630 Wing tip, right side
711 Nose landing gear

Aircraft Characteristics Publication (ACP).
Access points 115DL Door

Required conditions

Table 2 Required conditions

Action/Condition	Data Module/Technical publication
Make sure that the aircraft is safe for maintenance.	
Obey all the towing safety precautions.	BD500-A-J09-11-00-01AAA-913G-A
Obey all the landing gear safety precautions.	(1814 kg) on the NLG or the shock strut extension must be at a maximum of 15 in. (38 cm).
Make sure that the access door is open. Refer to the access points table above for details.	
Make sure that the minimum weight is 4000 lb	

Support equipment

BD500-A-J32-00-00-01AAA-913G-A

Table 3 Support equipment

Name	Identification/Reference	Quantity	Remark
Headset extension cord	CIX213G/25-51	1	or equivalent equipment.
Headset, or equivalent	H10-30 AR		or equivalent equipment.

See applicability on the first page of the DM
BD500-A-J09-11-00-01AAA-174A-A

BD500-3AB48-11800-00 Name Identification/Reference Quantity Remark

Tow bar assembly TOWCS300S20SH1 APATB235
TOWCS300S20RH J-TOWbiz3
1 15F3381
TOWCS300S21SH1 1791.12
01B1387-0100 201A17X3000
J-TOWc100 AR or equivalent equipment.

This publication has been superseded by the
Tow bar assembly TOWCS300-C-2 AR Superseded by P/ N:TOWCS300S20SH1

Aircraft Characteristics Publication (ACP)·
Wheel chocks 99-9028-6000 AR or equivalent equipment. **Consumables,**

materials, and expendables

Table 4 Consumables, materials, and expendables

Name Identification/Reference Quantity Remark

None

Spares

Table 5 Spares

Name Identification/Reference Quantity Remark

None

Safety conditions

None

Procedure

CAUTION

During maneuvers make sure that the Nose Wheel Steering (NWS) does not exceed the 130° from the centerline. When the NWS angle reaches the 135° or more, the over

See applicability on the
first page of the DM
BD500-A-J09-11-00-01AAA-174A-A

BD500-A-J09-11-00-01AAA-174A-

BD500-3AB48-11800-00 Note

1 During towing operations, a person must be in the aircraft cockpit to activate the aircraft park brake when necessary and to respond appropriately to unforeseen operating conditions.

2 Make sure that ground locking pins are installed on all landing gears.

1 Do the towing operation of the aircraft as follows:

Refer to Fig. 1 and Fig. 2 .

1.1 Make sure that the members of the towing crew are in position at the locations that follows:

- Flight compartment

- Towing vehicle
- Electrical/towing service panel

- Left wing tip
- Right wing tip.

Note

Light wands can be used to give signals in low visibility conditions.

2 If the aircraft is energized (attended cockpit) do as follows:

2.1 Before towing or pushing the aircraft, if the aircraft is energized, do as follows:

2.1.1 On the gear and brakes panel, push IN the NOSE STEER Push Button Annunciator (PBA) to the OFF position.

2.1.2 Make sure that the NOSE STEER PBA OFF light comes on.

2.1.3 On the PARK BRAKE control panel, pull and turn the parking brake switch to the ON position.

2.1.3.1 On the NLG towing control box, make sure that the NO TOWING (red) indicator light is ON.

2.1.4 On the electrical/towing service panel, open access panel, connect the headset (71483, Pt. No. H10-30) with the extension (04UP0, Pt. No. CIX213G/25-51) and establish communication ground to cockpit.

2.1.5 Connect the towbar assembly to the NLG towing fixture.

2.1.6 Move the towing vehicle into position to connect the towbar assembly.

Note

Refer to the applicable towbar user manual for details on the operations.

2.1.7 Remove all the wheel chocks (59603, Pt. No. 99-9028-6000) .

2.1.8 On the PARK BRAKE control panel, pull and turn the parking brake switch to the OFF position.

2.1.9 On the NLG towing control box, make sure that the NO TOWING (red) indicator light changes to the TOWING (green) indicator light.

2.1.10 In the cockpit, set the NAV light switch to ON.

BD500-3AB48-11800-00 Note

Local regulations are applicable when you use the external lighting. BEACON and LOGO lights maybe required to be ON.

2.2 Move the aircraft at a speed of not more than it is described in the general maintenance safety procedure. Refer to BD500-A-J09-11-00-01AAA-913G-A. Control the towing speed with the towbar towing vehicle only.

2.3 When the aircraft is in position, stop the aircraft with the towbar towing vehicle.

Note

If the aircraft is turned before it is parked, move the aircraft forward or

rearward in a straight line for a short distance. This is to remove twisting forces from the landing gear before the aircraft comes to the stop position.

2.4 On the PARK BRAKE control panel, pull and turn the parking brake to the ON position.

2.5 On the NLG towing control box, make sure that the NO TOWING (red) indicator light is ON.

2.6 If necessary, install the wheel chocks (59603, Pt. No. 99-9028-6000) .

2.7 Disconnect the towbar assembly from the towing vehicle.

2.8 Disconnect the towbar assembly from the NLG towing fixture.

2.9 In the cockpit, set the NAV light switch to OFF.

2.10 On the electrical/towing service panel, disconnect the headset (71483, Pt. No. H10-30) with the extension (04UP0, Pt. No. CIX213G/25-51) .

Note

Markings present on the NLG strut at 130 degrees from the center line are available to let the tug operator clearly see the NLG turn limits. If the steering angle exceeded the maximum acceptable steering range during a towing operation, INFO message 32 NOSE STEER FAULT – OVERTRAVEL DET INOP will appear on the Engine Indication and Crew Alerting System (EICAS) after aircraft power and superseded by NOSE STEER FAIL caution message EICAS after hydraulic system 2 is pressurized. This will require special irregular inspection prior aircraft dispatch.

3 If the aircraft is NOT energized (Unattended cockpit). Do towing of the aircraft without towbar - Towing, Refer to BD500-A-J09-11-00-02AAA-174A-A.

See applicability on the
first page of the DM
BD500-A-J09-11-00-01AAA-174A-A

BD500-A-J09-11-00-01AAA-174A-

A 2021-04-07 Page

5

FR14

This publication has been superseded by the Aircraft

Characteristics Publication (ACP).

ELECTRICAL/TOWING SERVICE PANEL

ICN-BD500-A-J242401-C-3AB48-41646-A-001-01
Figure 1 Towing of the aircraft with towbar - (Sheet 1 of 2)

See applicability on the
first page of the DM
BD500-A-J09-11-00-01AAA-174A-A

FR14

FR13

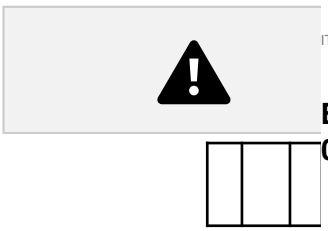
ELECTRICAL/TOWING SERVICE PANEL

ICN-BD500-A-J240209-C-3AB48-58774-A-001-01

Figure 1 Towing of the aircraft with towbar - (Sheet 2 of 2)

See applicability on the
first page of the DM
BD500-A-J09-11-00-01AAA-174A-A

BD500-A-J09-11-00-01AAA-174A-



GEAR

OIL PRESS

N1 VIB

TOTAL FUEL (LB)

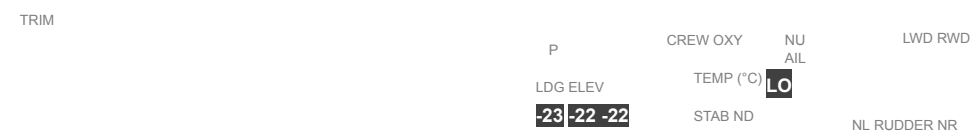
DN DN DN

IN 3 SLAT / FLAP

NAV SWITCH

CABALT RATE

SPOILER



EXT LTS CONTROL PANEL A

EICAS DISPLAY

B

PARK BRAKE
CONTROL PANEL

LANDING GEAR
CONTROL PANEL
READY SELCAL SATCOM AOC

C D

ICN-BD500-A-J091100-C-3AB48-19967-A-003-01

Figure 2 Towing of the aircraft with towbar - (Sheet 1 of 3)

See applicability on the
first page of the DM
BD500-A-J09-11-00-01AAA-174A-A

TOW BAR

HANDLE

TOW HEAD
TOWING CONTROL BOX

ICN-BD500-A-J091100-C-3AB48-19968-A-002-01
Figure 2 Towing of the aircraft with towbar - (Sheet 2 of 3)

See applicability on the
first page of the DM
BD500-A-J09-11-00-01AAA-174A-A

 This publication has bee

uperseded by the

130 DEGREES

130 DEGREES

TOWING CONTROL BOX

ICN-BD500-A-J091100-C-3AB48-19969-A-002-01

Figure 2 Towing of the aircraft with towbar - (Sheet 3 of 3)

Requirements after job completion

Required conditions

Table 6 Required conditions

Action/Condition	Data Module/Technical publication
Remove all tools, equipment, and unwanted materials from the work area.	

Make sure that the access door is closed.
Refer to the access points table above for

 details.

BD500-A-J09-11-00-01AAA-174A-A

End of data module

BD500-3AB48-11800-00 This publication has been

superseded by the

Aircraft Characteristics Publication (ACP)·

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BD500-3AB48-11800-00 Towing safety precautions - General maintenance safety procedure

Applicability: 50001-54999, 55001-59999

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This publication ~~h~~as ~~b~~een superseded by the

 List of tables Page

Aircraft Character~~ri~~st~~ic~~s Publication (ACP)·

List of figures Page

 References

Table 1 References

Data Module/Technical Publication	Title
BD500-A-J52-11-00-01AAA-740A-A	Forward Passenger Door (FPD) - Close after access procedure
BD500-A-J52-12-00-01AAA-740A-A	Aft Passenger Door (APD) - Close after access procedure
BD500-A-J52-45-00-01AAA-740A-A	Forward Service Door (FSD) - Close after access procedure
BD500-A-J52-46-00-01AAA-740A-A	Aft Service Door (ASD) - Close after access procedure
BD500-A-J52-21-00-01AAA-740A-A	Overwing Emergency Exit Door (OWEED) - Close after access procedure
BD500-A-J52-30-00-01AAA-740A-A	Cargo compartment door - Close after access procedure
BD500-A-J05-51-17-01AAA-284A-A	Nose Landing Gear (NLG) towing angle exceeded - Special irregular inspection

See applicability on the first page of the DM

Common information

BD500-3AB48-11800-00

This data module gives the technical precautions that you must follow when you do the towing operation of the aircraft.

To ensure clarity in the procedure, refer to towing definitions that follow:

Pushback towing
Moving a fully loaded aircraft (passengers, cargo and fuel) from the parking position to the taxiway. Movement includes; pushback with turn, a stop, and short tow forward to align aircraft nose wheels. Engines may, or may not, be operating.

Maintenance towing
The movement of an aircraft for maintenance/remote parking purposes. Maintenance towing consists typically of many starts, stops, turns, accelerations and braking. Aircraft is typically unloaded.

Dispatch towing

Hangar/ Parking towing

Aircraft Characteristics

landing.
Tow bar and towbarless towing are allowed for pushback and maintenance towing and not accepted for dispatch towing.

Hangar/Parking towing consists typically in small and accurate
displacements aircraft for hangar storage and space saving purpose. Aircraft is typically unloaded and manipulated at low speed on short distances.

Towing a revenue aircraft, loaded with passengers, fuel and cargo up to Maximum Ramp Weight (MRW), from the terminal gate/remote parking area, to a location near the active runway, or conversely. The movement may cover several kilometers (miles) with speed up to 32 km/h (20 mph), with several starts, stops and turns. It replaces typical taxiing prior to take-off and

The steering ranges are the following:

- Active steering range is ±80 degrees
- Passive steering range is ±130 degrees.

A NOSE STEER MISALGN caution message will appear on the Engine Indication and Crew Alerting System (EICAS), if the steering angle exceeds the active steering range of ±80 degrees providing indication that steering is not in position to initiate taxi operation.

A NOSE STEER FAIL caution message will appear on the EICAS if the over steer target is broken while towing. This condition is the consequence of a steering angle that exceeds the passive steering range of ±130 degrees. The rupture of the proximity sensor target occurs when the steering angle exceeds approximately ±135 degrees.

See applicability on the

BD500-3AB48-11800-00 ***Preliminary requirements***

Required conditions

Table 2 Required conditions

Action/Condition	Data Module/Technical publication
Make sure that the aircraft is safe for main tenance.	
Make sure that the Forward Passenger Door (FPD) is closed	BD500-A-J52-11-00-01AAA-740A-A
Make sure that the Aft Passenger Door (APD) is closed	
Make sure that the Aft Service Door (ASD) is closed	
Make sure that the Forward Service Door (FSD) is closed	
Make sure that the Overwing Emergency Exit Door (OWEED) is closed	

BD500-A-J52-46-00-01AAA-740A-A

Make sure that the cargo compartment doors are closed.

BD500-A-J52-21-00-01AAA-740A-A

Support equipment

BD500-A-J52-12-00-01AAA-740A-A

BD500-A-J52-30-00-01AAA-740A-A

BD500-A-J52-45-00-01AAA-740A-A

Table 3 Support equipment

Name Identification/Reference Quantity Remark None

Consumables, materials, and expendables

Table 4 Consumables, materials, and expendables

Name Identification/Reference Quantity Remark None

See applicability on the first page of the DM

BD500-3AB48-11800-00 Spares

Table 5 Spares

Name Identification/Reference Quantity Remark

None

Safety conditions

None

This publication has been superseded by the Aircraft

Characteristics Publication (ACP)·

Procedure

1 Obey all the towing safety precautions that follow:

1.1 For a safer towing operation, five persons are recommended at positions that follow:

- One person in the flight compartment to operate the aircraft brakes when uncoupling of the towing vehicle or aircraft occurs.

- One person to operate the towing vehicle.

- One person on the left wing tip and one person on the right wing tip to monitor clearance at turns.

- One person behind the tail to monitor clearance at turns.

1.2 All doors (FPD, APD, FSD, ASD, OWEED, cargo and avionics compartment doors) to be closed.

- If the aircraft is towed, for maintenance with a door, that can not be closed due to malfunction, reduce the towing speed to minimum.

1.3 Obey the precautions that follow when towing without tow bar:

1.3.1 Towbarless towing is allowed for pushback and maintenance towing and not accepted for dispatch towing.

Note
Refer to the common information section above for the different towing type definitions.

1.3.2 The towbarless vehicles must be approved by the Airbus.

1.3.3 Towing on uneven pavement is not permitted (step must not exceed 1 inch).

1.3.4 The towing vehicle must be in good condition before towing operation.

1.3.5 Before towing, the Nose Landing Gear (NLG) shock strut must be confirmed to be in a serviceable condition (towing with a deflated shock strut might cause damage to the NLG).

1.3.6 Before towing, make sure that the tires are correctly inflated.

BD500-3AB48-11800-00 Note

- It is not permitted to tow an aircraft with a towbarless vehicle with any flat tire on the NLG.
- One flat tire per Main Landing Gear (MLG) is acceptable.

1.3.7 During towing operations, each person in the aircraft must be in a seat with seat belt fastened.

1.3.8 Be careful when you install the NLG into the towbarless vehicle clamping device.

1.3.9 The clamping device of the towing vehicle must be aligned with the

NLG axis to avoid contact with the NLG torque links during aircraft capture.

1.3.10 Before installation of the strut-strap or installation of the NLG into the

towbarless vehicle clamping device, make sure the aircraft is stable with aircraft park brake applied and/or main gear chocks.

1.3.11 During towing operation, keep turns as large as possible and make all changes to speed or direction slowly.

1.3.12 During towing operation, aircraft brakes or park brake must not be used to stop the aircraft unless there is an emergency. Aircraft braking can result in damage to the NLG and/or aircraft structure.

1.3.13 During towing operations, do not turn the NLG more than 130 degrees left or right of the center.

Note

Refer to the common information section above for the possible indications while towing and turning.

1.3.14 There are markings present on the NLG strut at 130 degrees from the center line to let the tug operator to clearly see the NLG turn limits.

1.3.15 If you turn the NLG 135 degrees and more, the over steering sensor will be activated and an EICAS message “NOSE STEER FAIL“ caution and an INFO message “32 NOSE STEER FAULT - OVERTRAVEL DET INOP“ will appear.

1.3.16 On the above condition, you must do a steering inspection/repair. Refer to BD500-A-J05-51-17-01AAA-284A-A.

1.3.17 The towbarless vehicle operator must obey all aural and visual warnings set by the vehicle in accordance with the manufacturer operating manual.

1.3.18 During towing, no abnormal vibration/instability should be induced on the NLG. If any occur, reduce towing speed as required.

1.3.19 Install ground lockpins for maintenance towing.

Note

Lockpins must be installed on the NLG and MLG.

BD500-3AB48-11800-00

1.3.20 Maximum speed for towing on forward direction is described in appendix for each tug. This maximum speed has to be lower depending the runway condition and taxiway condition.

1.3.21 Maximum speed for towing on rearward direction is 5 km/h (3 mph). This maximum speed has to be lower depending the runway condition and taxiway condition.

1.4 Obey the precautions that follow during towing with tow bar:

1.4.1 The aircraft must be towed with a tow bar only from the NLG towing fixture, the tow bar lug dimensions is per the standard AS1614 category I.

1.4.2 Tow bar towing is allowed for pushback and maintenance or hangar parking towing and not accepted for dispatch towing.

Note

Refer to the common information section above for the different towing type definitions.

1.4.3 Towing on uneven pavement is not permitted (step must not exceed 1 inch).

1.4.4 During towing operations, each person in the aircraft must be in a seat and the seat belt must be fastened.

1.4.5 During towing operation, aircraft brakes or park brake must not be used to stop the aircraft unless there is an emergency. Aircraft braking can result in damage to the NLG and/or aircraft structure.

1.4.6 Make sure that the flight compartment crew and ground crew or the tractor personnel can speak to each other.

1.4.7 During towing operation, keep turns as large as possible and make all changes to speed or direction slowly.

1.4.8 There are markings present on the NLG strut at 130 degrees from the center line to let the tug operator to clearly see the NLG turn limits.

1.4.9 If you turn the NLG 135 degrees and more, the over steering sensor will be activated and an EICAS message “NOSE STEER
FAIL“ caution and an INFO message “32 NOSE STEER FAULT - OVERTRAVEL DET INOP“ will appear.

1.4.10 On the above condition, you must do a steering inspection/repair. Refer to BD500-A-J05-51-17-01AAA-284A-A.

1.4.11 During towing, no abnormal vibration/instability should be induced on the NLG. If any occur, reduce towing speed as required.

1.4.12 Install ground lockpins for maintenance towing.

Note

Lockpins must be installed on the NLG and MLG.

1.4.13 Maximum speed for towing on forward direction is 24 km/h (15 mph). This maximum speed has to be lower depending the runway condition and taxiway condition.

BD500-3AB48-11800-00

1.4.14 Maximum speed for towing on rearward direction is 5 km/h (3 mph). This maximum speed has to be lower depending the runway condition
and taxiway condition.

1.4.15 Before towing, the NLG shock strut must be confirmed to be in a serviceable condition (towing with a deflated shock strut might cause damage to the NLG).

1.4.16 Tow bar towing is allowed with one flat tire per gear.

1.4.17 While towing the aircraft in wind conditions, obey the “Towing with tow bar - Wind speed limitations“ based on the ground quality. Refer to
Fig. 1 .

90

80 70

150000 lb

60

This publication has been superseded by the

50 40 30

80000 lb

~~Lines are 10000 lbs~~ increments aircraft weight.

65 60

~~e~~n (ACP)·

Aircraft Characteristics ~~P~~ub~~l~~ic a 10

20 30 40

CG POSITION (% mac)

ON DRY CONCRETE OR ASPHALT

25

150000 lb

80000 lb

55 50 45 40 35 30

Lines are 10000 lbs increments aircraft weight.

10 20 30 40

CG POSITION (% mac)

ON WET CONCRETE OR ASPHALT

MAXIMUM WIND + GUST FOR TOWING

ICN-BD500-A-J091100-C-3AB48-48150-A-001-01

Figure 1 Towing safety precautions - General maintenance safety procedure - (Sheet 1 of 2)

See applicability on the
first page of the DM
BD500-A-J09-11-00-01AAA-913G-A

BD500-A-J09-11-00-01AAA-913G-

BD500-3AB48-11800-0
0

45

40 35

~~1~~50000 lb

30

80000 lb

Aircraft Characteristics

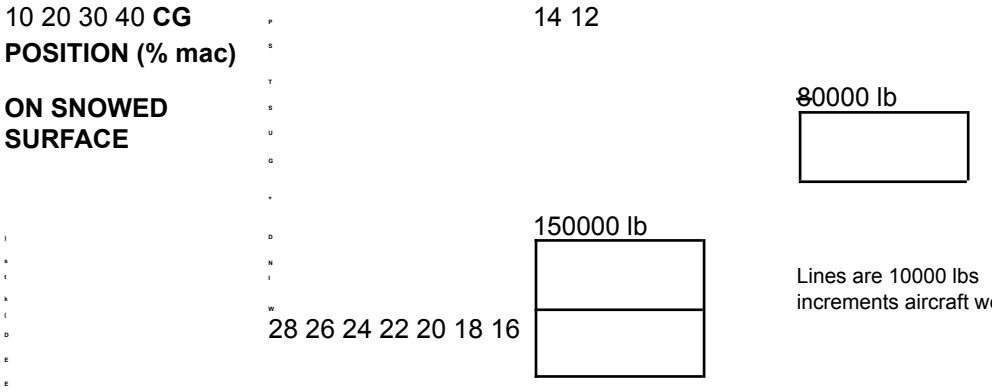
Pub~~l~~li~~c~~a~~t~~ion (ACP)·

25

20

Lines are 10000 lbs

increments aircraft weight. 15 32 30



ICN-BD500-A-J091100-C-3AB48-48151-A-001-01

Figure 1 Towing safety precautions - General maintenance safety procedure - (Sheet 2 of 2)

BD500-A-J09-11-00-01AAA-913G-

BD500-3AB48-11800-00

Requirements after job completion

Required conditions

Table 6 Required conditions

Action/Condition	Data Module/Technical publication
Remove all tools, equipment, and unwanted materials from the work area.	

This publication has been superseded by the Aircraft Characteristics Publication (ACP).

BD500-A-J09-11-00-01AAA-913G-A

End of data module

BD500-3AB48-11800-00 Towing of the aircraft without towbar - Towing

Applicability: 50001-54999, 55001-59999

Table of contents

This publication has been superseded by the

List of tables

List of figures

References

Table 1 References

Data Module/Technical Publication Title
BD500-A-J09-11-00-01AAA-913G-A Towing safety precautions - General maintenance safety procedure
BD500-A-J32-00-00-01AAA-913G-A Landing gear safety precautions - General maintenance safety procedure

Common information

This data module gives the procedure for towing of the aircraft without the towbar vehicle. The approved vehicles for this procedure are the vehicles that have an automated tractive and braking load limiting device. The towing controls and indications are installed in the flight compartment and the Nose Landing Gear (NLG).

Preliminary requirements

Production maintenance data

Zones 115 Lower nose fuselage above and outboard of nose wheel well, left side

BD500-3AB48-11800-00

211 Flight compartment, left side
212 Flight compartment, right side
711 Nose landing gear

Access points 115DL Door

Required conditions

Table 2 Required conditions

This publication has been superseded by the
Action/Condition Data Module/Technical publication

Make sure that the aircraft is safe for main tenance.

Aircraft Characteristics Publication (ACP)·

Obey all of the towing safety precautions. BD500-A-J09-11-00-01AAA-913G-A

Obey all the landing gear safety precau tions.

(1814 kg) on the NLG or the shock strut extension must be at a maximum of 15 in. (38 cm).

Make sure that the access door is open. Re fer to the access points table above for de tails.

Support equipment

BD500-A-J32-00-00-01AAA-913G-A

Make sure that the minimum weight is 4000 lb

Table 3 Support equipment

Name Identification/Reference Quantity Remark

Headset, or equivalent H10-30 AR or equivalent equipment Headset extension cord CIX213G/25-51 1 or equivalent equipment Wheel chocks 99-9028-6000 AR or equivalent equipment

Consumables, materials, and expendables

Table 4 Consumables, materials, and expendables

BD500-3AB48-11800-00 Spares

Table 5 Spares

Name Identification/Reference Quantity Remark

None

Safety conditions

None

This publication has been superseded by the Aircraft

Characteristics Publication (ACP).

Procedure

CAUTION

During maneuvers make sure that the Nose Wheel Steering (NWS) does not exceed the 130° from the centerline. When the NWS angle reaches the 135° or more, the over travel target will be shear and a fault message will indicate “32 NOSE STEER FAULT - OVERTRAVEL DET INOP“.

Note

_ The towbarless vehicles must be approved by Airbus for dispatch towing. _ During (attended cockpit) towing operations, a person must be in the
aircraft cockpit to activate the aircraft park brake when necessary and to
respond appropriately to unforeseen operating conditions.

_ Make sure that ground locking pins are installed on all landing gears.

1 Do the (attended cockpit) towing operation of the aircraft as follows:

Refer to Fig. 1 and Fig. 2 .

1.1 Make sure that the members of the towing crew are in position at the locations that follows:

- Flight compartment
- Towing vehicle
- Electrical/towing service panel
- Left wing tip
- Right wing tip.

Note

Light wands can be used to give signals in low visibility conditions.

2 If the aircraft is energized (attended cockpit) do as follows:

2.1 Before towing or pushing the aircraft, if the aircraft is energized, do as follows:

BD500-3AB48-11800-00

2.1.1 On the gear and brakes panel, push IN the NOSE STEER Push Button Annunciator (PBA) to the OFF position.

2.1.2 Make sure that the NOSE STEER PBA OFF light comes on.

2.1.3 On the PARK BRAKE control panel, pull and turn the parking brake switch to the ON position.

2.1.3.1 On the NLG towing control box, make sure that the NO TOWING (red) indicator light is ON.

2.1.4 On the electrical/towing service panel, open access panel, connect the headset (71483, Pt. No. H10-30) with the extension (04UP0, Pt. No. CIX213G/25-51) and establish communication ground to cockpit.

2.1.5 Move the towbarless towing vehicle into position to capture the NLG.

Note

Refer to the towbarless towing vehicle operating manual for details on the operations.

2.1.6 Clamp the nose wheels on the towbarless towing vehicle as per the operating manual.

2.1.7 Remove all the wheel chocks (59603, Pt. No. 99-9028-6000) .

2.1.8 On the PARK BRAKE control panel, pull and turn the parking brake switch to the OFF position.

2.1.9 On the NLG towing control box, make sure that the NO TOWING (red) indicator light changes to the TOWING (green) indicator light.

2.1.10 In the cockpit, set the NAV light switch to ON.

Note

Local regulations are applicable when you use the external lighting. BEACON and LOGO lights maybe required to be ON.

2.2 Move the aircraft at a speed of not more that it is described for the respective vehicle. Refer to BD500-A-J09-11-00-01AAA-913G-A. Control the towing speed with the towbarless towing vehicle only.

2.3 When the aircraft is in position, stop the aircraft with the towbarless towing vehicle.

Note

If the aircraft is turned before it is parked, move the aircraft forward or rearward in a straight line for a short distance. This is to remove twisting

forces from the landing gear before the aircraft comes to the stop position.

2.4 On the PARK BRAKE control panel, pull and turn the parking brake to the ON position.

2.5 On the NLG towing control box, make sure that the NO TOWING (red) indicator light is ON.

2.6 If necessary, install the wheel chocks (59603, Pt. No. 99-9028-6000) .

2.7 Release the aircraft from the towbarless vehicle, refer to the vehicle operating manual.

BD500-3AB48-11800-00 2.8 In the cockpit, set the NAV light switch to OFF.

2.9 On the electrical/towing service panel, disconnect the headset (71483, Pt. No. H10-30) with the extension (04UP0, Pt. No. CIX213G/25-51) .

Note

Markings present on the NLG strut at 130 degrees from the center line are available to let the tug operator clearly see the NLG turn limits. If the steering angle exceeded the maximum acceptable steering range during a towing operation, INFO message 32 NOSE STEER FAULT – OVERTRAVEL DET INOP will appear on the Engine Indication and Crew Alerting System (EICAS) after aircraft power and superseded by

NOSE STEER FAIL caution message EICAS after hydraulic system 2 is pressurized. This will require special irregular inspection prior aircraft dispatch.

3 If the aircraft is NOT energized (Unattended cockpit) do as follows: 3.1 Before towing or pushing the aircraft, if the aircraft is NOT energized, do as follows:

3.1.1 On the electrical/towing service panel, open access panel, push IN the TOW PWR PBA to the ON position and confirm that the PARK BRK toggle switch is in the ON position.

3.1.2 Make sure that the TOW PWR PBA white light comes ON.

Note

The NLG steering is off when the aircraft is not energized.

Note

Applicability: 50010-50019, 55010-55015, 55020-55021, 55023, 55025, 55027, 55029-55030, 55032-55033, 55036, 55040, 55044-55046, 55089, 55110, 55253, 55269, 55288, 55298, 55312

The beacon lights will come on.

3.1.3 On the electrical/towing service panel, make sure that the NO TOW (red) indicator light is ON and, on the NLG towing control box, make
sure that the NO TOWING (red) indicator light is ON.

3.1.4 Move the towbarless towing vehicle into position to capture the NLG.

Note

Refer to the towbarless towing vehicle operating manual for details on the operations.

3.1.5 Clamp the nose wheels on the towbarless towing vehicle as per the operating manual.

3.1.6 Remove all the wheel chocks (59603, Pt. No. 99-9028-6000) .

3.1.7 On the electrical/towing service panel, push IN the TOW PWR PBA if not already done, and select the PARK BRK toggle switch to the OFF position.

BD500-3AB48-11800-00

3.1.8 On the electrical/towing service panel, make sure that the TOW (green) indicator light is ON.

3.1.9 On the NLG towing control box, make sure that the NO TOWING (red) indicator light changes to the TOWING (green) indicator light.

3.1.10 On the electrical/towing service panel, set the NAV LTS switch to ON.

Note

Local regulations are applicable when you use the external lighting. BEACON and LOGO lights maybe required to be ON.

3.2 Move the aircraft at a speed of not more that it is described for the respective

vehicle. Refer to BD500-A-J09-11-00-01AAA-913G-A. Control the towing speed with the towbarless towing vehicle only.

3.3 When the aircraft is in position, stop the aircraft with the towbarless towing vehicle.

Note

If the aircraft is turned before it is parked, move the aircraft forward or rearward in a straight line for a short distance. This is to remove twisting forces from the landing gear before the aircraft comes to the stop position.

3.4 On the electrical/towing service panel, select the PARK BRK toggle switch to the ON position.

3.4.1 On the electrical/towing service panel, make sure that the NLG NO TOW (red) indicator light in ON and, on the towing control box in the
NLG make sure that the NO TOWING (red) indicator light is ON.

3.4.2 On the electrical/towing service panel, set the NAV LTS switch to OFF.

3.4.3 On the electrical/towing service panel, push out the TOW PWR PBA. 3.5 If

necessary, install the wheel chocks (59603, Pt. No. 99-9028-6000) .

3.6 Release the aircraft from the towbarless vehicle, refer to the vehicle operating manual.

Note

Markings present on the NLG strut at 130 degrees from the center line are available to let the tug operator clearly see the NLG turn limits. If the steering angle exceeded the maximum acceptable steering range during a towing operation, INFO message 32 NOSE STEER FAULT – OVERTRAVEL DET INOP will appear on the EICAS after aircraft power and superseded by NOSE STEER FAIL caution message EICAS after hydraulic system 2 is pressurized. This will require special irregular inspection prior aircraft dispatch.