

A380

A380 commercial and in-service status

- **331 net orders from 17 customers**, including one leasing company, representing a 90% share of the Very Large Aircraft (VLA) market.
- **229 A380s** have been delivered to date to **13 operators** since October 2007 :
Air France (10), Asiana (6), British Airways (12), China Southern (5), Emirates (104), Etihad (10), Korean Air (10), Lufthansa (14), Malaysia Airlines (6), Qantas (12), Qatar Airways (10), Singapore Airlines (24), Thai Airways (6).
In July 2018, Hi Fly became the 14th operator of the type and first second hand market operator
- More than **120 A380 routes** are operated by 13 airlines, **60 destinations**.
- Today **240 airports** can accommodate the A380 around the world.
- Since its entry into service, the A380 has carried almost **250 million** passengers, representing some **4 million passengers / month**.
- Today the A380 fleet makes over **300 flights per day**,
- An A380 takes-off or lands every **2 minutes**.
- Around 40% of A380 capacity is from/to/within the Asia-Pacific region, of which around 15% is on regional flights within Asia
- A380: the solution to airports congestion and traffic growth.
- The A380 is the only aircraft to offer more than 500 seats with high profitability
- A380's innovative technology has benefited the A350 XWB, allowing today Airbus family synergies.
- A380 favourite aircraft, passengers love it.

A380 improvement package for new unbeatable economics

- Cabin space optimisation by implementing up to 80 additional seats in 4 class configuration (to 575 seats) with no compromise on comfort (more space :+25m2 floor area)
- Optimised A380 maintenance programme and improved systems.
- 12% cost per seat reduction versus current A380
- 15% lower cost per seat versus B777-9 (in 4 class configuration).
- The A380 has the lowest cost per seat of any competing wide-body aircraft.

A380 for sustainable growth

- The A380 generates about half the noise of the 747-400 on departure and landing – while carrying up to 85 % more passengers. Lower emissions, significantly below international guidelines (NOx 25% below CAEP/6, 17 EPNdB margin to ICAO Chapter 4).
- The A380 is and remains the best solution for growth; especially where airport-capacity is limited and when traffic growth is doubling every 15 years. (The 50 daily A380 flights at London Heathrow carry 10% of all the passenger traffic through this airport.)
- More than 90% of long haul traffic passes through 65 aviation megacities and they will get more crowded. The A380 helps decongest airports on high-volume, high-traffic routes; it is the aircraft for the 21st century.

A380 superior performance

Better take-off, landing and climb performance.

- Compared with competing Very Large Aircraft and widebody twins, the A380:
 - needs shorter runways to take off,
 - has a lower approach speed (the same as the A320)
 - range capability (8,000 nm – 15 000 km) in standard 4 class configuration)
 - offers the same cruise Mach number of M 0.85

Facts & Figures

A380 the best cabin in the sky

Cabin comfort and flexibility

- Unique passenger experience
- Wider cabin for wider seats (up to 19 inches in economy)
- Quietest and smoothest flight
- More personal space
- The total cabin surface area of the A380 is 450 m²,
 - Main Deck (MD) cabin, the widest of any airliner, is 20" (51cm) wider than the B747 cabin
 - Upper Deck (UD) cabin, the first full widebody UD cabin ever, is 71" (180cm) wider than the B747 cabin:
- Making magic out of light with larger windows and cabin mood lighting
- 6 air inlets (compared to 4 typically) for quiet, draught free cabin air delivery
- The lowest number of passengers per temperature control zone of any aircraft flying today The cabin is split into 15 different temperature control zones, the temperature in each can be varied between 18 and 30 degrees C.
- Space and flexibility for airline differentiation
- Designed for efficient cabin segmentation to generate high revenues

Cabin Services

- A single simple and intuitive touch screen interface for cabin crew to control all cabin systems
- 4th generation In-Flight Entertainment (IFE) experience
- Fibre-optic IFE backbone for faster access and streaming.

Aircraft Operations

- A380 standard turn-around-time: 90min (34 mins faster than an 747-8) including boarding time less than 30mins and disembarking time, less than 15 mins.
- 95% of current airport welcoming the A380 have direct upper deck access
- Direct upper deck servicing allows same turn-around-time as existing wide-body aircraft.

A380 basic data

• Dimensions














Overall length	72.7 m
Height	24.1 m
Fuselage diameter	7.1 m
Maximum cabin width	Main deck: 6.5 m Upper deck: 5.8 m
Cabin length	49.9m
Wingspan (geometric)	79.8 m
Wing area (reference)	845 m ²
Wing sweep (25% chord)	33.5 degrees
Wheelbase	31.9 m
Wheel track	14.3 m

Operating data

Maximum takeoff weight	560 t / 575 t
Maximum landing weight	386 t /394 t
Maximum zero fuel weight	361 t /369 t
Maximum fuel capacity	320 000 litres
Engines	Rolls-Royce Trent 900 or Engine Alliance GP 7200
Engine thrust range (lb slst)	70 000
Typical passenger seating	575 4-class
Range (w/max. passengers)	8,000nm 15,000 km
Long Range Cruise	M 0.85

Facts & Figures

A380 current operators' layouts

	N. of seats (classes)	Upper Deck configuration	Main Deck configuration
	441 (4-cl) 379 (4-cl) 471 (4-cl)	60 B/C + 88 Y/C 86 B/C 6 Suites + 78 B	12 Suites+ 36 PY/C+ 245 Y/C 12 Suites+ 36 PY/C+ 245 Y/C 44 PY + 343 Y
	491 (3-cl) 519 (3-cl) 615 (2-cl)	14 Suites + 76 B/C 14 Suites + 76 B/C 120 Y/C + 58 B/C	401* Y/C 429* Y/C 437 Y/C
	484 (4-cl)	64 B/C + 35 PY/C + 30 Y/C	14 F/C + 341 Y/C
	516 (4-cl)	80 B/C + 31 PY/C + 53 Y/C	9 F/C + 343 Y/C
	509 (4-cl)	8 F/C + 78 BC + 35 Y/C	52 PY/C + 336 Y/C
	407 (3-cl)	94 B/C	12 F/C + 301 Y/C
	506 (3-cl)	70 B/C + 76 Y/C	8 F/C + 352 Y/C
	494 (3-cl)	66 B/C + 70 Y/C	8 F/C + 350 Y/C
	507 (3-cl)	12 F/C + 60 B/C + 58 Y/C	377 Y/C
	469 (4-cl)	53 B/C + 55 PY/C + 104 Y/C	14 F/C + 44 B/C + 199 Y/C
	495 (3-cl)	66 B/C + 106 Y/C	12 Suites + 311 Y/C
	517 (3-cl)	8 F/C + 48 B/C + 56 Y/C	405 Y/C
	498 (3-cl)	11F/C+ 70B/C	417 Y/C

A380 facts

2017/2018 new daily destinations:

- British Airways: London (Heathrow)–Chicago from May 2018
- Korean Air: Seoul –Taipei (Taoyuan) from Oct. 2017
- Qatar Airways: Doha-Melbourne from July 2017
- Emirates: Nice -Dubai from July 2017
- Etihad Airways: Abu Dhabi-Paris from July 2017
- Emirates: Dubai-Johannesburg from Feb 2017
- Asiana Airlines: Frankfurt-Seoul from Mar 2017
- Emirates: Dubai-Sao Paulo from April 2017
- Emirates: Dubai-Casablanca from April 2017
- British Airways: London (Heathrow)-Boston from Apr 2017

Future routes in 2018:

- Emirates: Dubai – Hamburg from Oct 2018
- Emirates: Dubai – Osaka from Oct 2018
- The first A380 flight took place in Toulouse on 27 April 2005 and the A380 entered into commercial service with Singapore Airlines on 25 October 2007.
- A380 is the largest civil aircraft (max seating capacity of **853** vs 660 in 747-400 or 605 in the 747-8) in history, with a maximum take-off weight of **575 tonnes** (vs 397t for 747-400 or 448t for 747-8).
- A380 was launched in December 2000; 34 years after 747 (1966).

Facts & Figures

- The world's longest A380 service is operated by Emirates between Dubai and Auckland . The flight covers 14200km in 15 to 16 hours of flying time.
- On December 2016, Emirates completed the world's shortest scheduled A380 service, flying a distance of 379 kilometres with a total travel time of just over 1 hour from Dubai to Doha.
- Each A380 consists of around 4 million individual components with 2.5 million part numbers produced by 1500 companies from 30 countries around the world.
- 19.000 bolts are inserted inside the fuselage to attach each of the 3 main parts, plus 4.000 to attach both wings.
- A380 wing area is **845m²**, **54% more than 747-400**. **This enables the A380 to land 20 knots i.e. 35kmh slower** than a 747 at its maximum landing weight of 386 tonnes, and contributes to reduce noise around airports.
- The span of the horizontal stabilizer is 30.4 m, this is just a bit less than the span of an A320 wings (34.9 m).
- The volume of the three decks (including cargo/baggage hold) is **1,570 m³**, **enough space for 35 million ping-pong balls**.
- The two passenger decks of the A380 have a total area of **550 m²** , the same as **three tennis courts (singles)**, or **1¼ basketball courts** (usable floor area is 50% higher than in the 747-4).
- **5000 light** scenarios on board, using a wide choice of fluorescent and LED technology.
- The aircraft has **220 windows** and **16 doors**.
- During take-off the wing will flex upwards by over **4m**.
- The wing span is **79.8m** and the wings are swept at an angle of **33.5 degrees**. The maximum design load on the 6-wheel body gear is 260 tonnes - equivalent to **200 VW Golfs**. The weight of the **external paint** of the A380 (topcoat plus primer) is **531 kg**.The 280,000 lb of take-off thrust across the wing is the horsepower equivalent of around **2,500 family cars** (at 110 hp each).
- The engine's 116 inch (2,95 m) diameter fan blades suck in over **one and a quarter tons of air** every second.

iflya380.com

60% of passengers are willing to make an extra effort to fly on the A380. The A380 has become the passengers' favourite aircraft. This is why Airbus launched the iflyA380.com website and app to make it easier for passengers to book their flights on the world's most iconic aircraft.