

# Heller

# AIRBUS A380 AIR FRANCE

## 80436



## Français

C'est au début des années 1990 que les dirigeants du consortium Airbus commencèrent à étudier la possibilité de réaliser un très gros-porteur à réaction capable d'emmener plus de 500 passagers et donc de concurrencer directement le Boeing 747. Les premières études ne débutèrent pas avant 1994, date à laquelle le projet reçut la désignation d'A-3XX. Après avoir un temps envisagé une configuration plutôt inhabituelle, avec empennage à dérive double et fuselage à très forte section, on en revint finalement à un concept plus classique, mono dérive, mais équipé de deux ponts superposés. La réalisation des premiers éléments débuta en 2002, plus de 6 000 personnes travaillant sur ce projet chez les différents intervenants. L'une des caractéristiques de ce programme est précisément les liens étroits qui existent entre les différents sites de fabrication, qui peuvent partager leurs informations en temps réel grâce au système ACE (pour Airbus Concurrent Engineering) sur lequel toutes les données sont instantanément mises en ligne.

Les différents éléments de l'avion sont construits sur seize sites dans toute l'Europe (auquel s'ajoute un site en Indonésie et un autre en Inde). Les ensembles sont ensuite regroupés sur le site de Toulouse-Blagnac pour l'assemblage final.

Les A380 Air France sont équipés de moteurs GP7200 fabriqués par Engine Alliance produisant une poussée de 311 kN. Cette motorisation permet à l'A380 de voler à plus de 900 km/h en dépit de sa masse imposante.

La mise en service des 2 premiers appareils s'est faite fin 2009, le numéro « F-HPJA » a été le premier à recevoir la toute nouvelle livrée « Air France » qui habillera désormais toute la flotte.

## English

In the early 1990s, the managers of the Airbus consortium began studying the possibility of producing a "mega jumbo jet" capable of carrying more than 500 passengers and therefore able to compete directly with the Boeing 747. The first studies did not begin before 1994, when the project was given the name A-3XX. After initially considering a rather unusual configuration, with a double tail fin and a fuselage with a large cross-section, Airbus finally decided to retain a more conventional design with a single tail fin, but with two passenger decks, one on top of the other. Production of the first elements began in 2002, with more than 6,000 people working on this project across a number of different sites. In fact, one of the outstanding features of this programme has been the close links formed between the various production sites, which are able to share information in real time via the ACE (Airbus Concurrent Engineering) system on which all data is instantly made available online.

The different parts of the aircraft are produced over sixteen sites across the whole of Europe, as well as one site in Indonesia and another in India. The various component units are then put together at the final assembly line on the Toulouse-Blagnac site.

The Air France A380 is equipped with GP7200 engines produced by Engine Alliance with a thrust of 311 kN. This powerplant enables the A380 to fly at more than 900 km/h despite its impressive weight.

Two initial aircraft entered into service in late 2009. Number "F-HPJA" was the first to receive the new Air France livery, which will eventually feature on the entire fleet.

## Deutsch

Anfang der 1990er Jahre begannen die Manager des Airbus-Konsortiums die Möglichkeit zu prüfen, einen "Mega-Jumbo-Jet" zu bauen, der mehr als 500 Passagiere befördern kann und somit direkt mit der Boeing 747 konkurrieren könnte. Die ersten Studien begannen nicht vor 1994, als das Projekt den Namen A-3XX erhielt. Zunächst wurde eine eher ungewöhnliche Konfiguration in Betracht gezogen, mit einem doppelten Seitenleitwerk und einem Rumpf mit großem Querschnitt. Airbus entschied sich schließlich für ein einziges Seitenleitwerk, aber mit zwei übereinander liegenden Passagierdecks. Die Produktion der ersten Teile begann im Jahr 2002 und mehr als 6.000 Menschen arbeiteten an diesem Projekt, an verschiedenen Standorten. Eines der herausragenden Merkmale dieses Programms waren die engen Verbindungen zwischen den verschiedenen Produktionsstandorten, die über das ACE-System (Airbus Concurrent Engineering) Informationen in Echtzeit austauschten, in dem alle Daten sofort online verfügbar waren.

Die verschiedenen Teile des Flugzeugs wurden an sechzehn Standorten in ganz Europa, sowie an einem Standort in Indonesien und einem weiteren in Indien hergestellt. Die verschiedenen Komponenten wurden dann in der Endmontagelinie am Standort Toulouse-Blagnac zusammengesetzt. Der A380 von Air France ist mit GP7200-Triebwerken der Engine Alliance ausgestattet, die einen Schub von 311 kN leisteten. Mit diesem Triebwerk erreichte der A380 trotz seines beeindruckenden Gewichts eine Fluggeschwindigkeit von mehr als 900 Stundenkilometern.

Die ersten beiden Flugzeuge wurden Ende 2009 in Dienst gestellt. Die Maschine mit der Nummer F-HPJA war die Erste, die die neue Air France-Lackierung bekam, die später auf der gesamten Flotte zu sehen war.

## Español

A principios de los 90, los máximos responsables del consorcio Airbus comenzaron a estudiar la posibilidad de construir un jumbo a reacción capaz de transportar a más de 500 pasajeros y, por tanto, competir directamente con el Boeing 747. Los primeros estudios comenzaron en 1994, fecha en la cual el proyecto recibió la denominación de A-3XX. Después de proyectar durante un tiempo una configuración bastante insólita, con empenaje de doble deriva y fuselaje de ancha sección, se retomó finalmente un concepto más clásico, monoderiva, pero equipado con dos puentes superpuestos. La realización de los primeros elementos comenzó en 2002 y más de 6000 personas trabajaron en este proyecto en las instalaciones de los diferentes participantes. Una de las características de este programa radica precisamente en los estrechos lazos que existen entre los diferentes centros de fabricación, los cuales pueden compartir su información en tiempo real gracias al sistema ACE (del inglés, Airbus Concurrent Engineering) en el que todos los datos se ponen en línea de forma instantánea.

Los diferentes elementos del avión se construyen en dieciséis centros por toda Europa (a los que se añade un centro en Indonesia y otro en India). A continuación, los conjuntos se agrupan en el centro de Toulouse-Blagnac para el montaje final.

Los A380 Air France están equipados con motores GP7200 fabricados por Engine Alliance y producen un empuje de 311 kN. Estos motores permiten al A380 volar a más de 900 km/h a pesar de su imponente peso. La puesta en servicio de los 2 primeros aparatos tuvo lugar a finales de 2009. El número "F-HPJA" fue el primero en recibir la recién estrenada librea "Air France" que, de ahora en adelante, engalanará toda la flota.

CARACTERISTIQUES	
<b>Motorisation</b>	Quatre turboréacteurs «Engine Alliance» GP7200
<b>Envergure</b>	79,80 m
<b>Longueur</b>	73,00 m
<b>Hauteur</b>	24,10 m
<b>Diamètre du fuselage</b>	7,14 m
<b>Diamètre des réacteurs</b>	3,70 m
<b>Poids maxi au décollage</b>	569000 kg
<b>Carburant</b>	310000 litres
<b>Autonomie</b>	13000 km
<b>Vitesse de croisière</b>	Mach 0,85 / 919 km/h
<b>Equipage</b>	2 + équipage commercial

FEATURES	
<b>Powerplant</b>	Four GP7200 "Engine Alliance" jet engines
<b>Wingspan</b>	79.80 m
<b>Length</b>	73.00 m
<b>Height</b>	24.10 m
<b>Fuselage diameter</b>	7.14 m
<b>Jet engine diameter</b>	3.70 m
<b>Maximum take-off weight</b>	569000 kg
<b>Fuel</b>	310000 litre
<b>Endurance</b>	13000 km
<b>Cruise speed</b>	Mach 0.85 / 919 km/h
<b>Crew</b>	2 + commercial crew

TECHNISCHE DATEN	
<b>Motor</b>	Vier Turbostrahltriebwerke „Engine Alliance“ GP7200
<b>Spannweite</b>	79,80 m
<b>Länge</b>	73,00 m
<b>Höhe</b>	24,10 m
<b>Rumpfdurchmesser</b>	7,14 m
<b>Durchmesser des Triebwerks</b>	3,70 m
<b>Maximales Abfluggewicht</b>	569000 kg
<b>Treibstoff</b>	310000 Liter
<b>Reichweite</b>	13000 km
<b>Reisegeschwindigkeit</b>	Mach 0,85 / 919 km/h
<b>Besatzung</b>	2 + Kabinenbesatzung

CARACTERÍSTICAS	
<b>Motores</b>	Cuatro turboreactores "Engine Alliance" GP7200
<b>Envergadura</b>	79,80 m
<b>Longitud</b>	73,00 m
<b>Altura</b>	24,10 m
<b>Diámetro del fuselaje</b>	7,14 m
<b>Diámetro de los reactores</b>	3,70 m
<b>Peso máximo en despegue</b>	569000 kg
<b>Carburante</b>	310000 litros
<b>Autonomía</b>	13000 km
<b>Velocidad de crucero</b>	Mach 0,85 / 919 km/h
<b>Tripulación</b>	2 + tripulación comercial

## Italiano

È all'inizio degli anni 90 che i dirigenti del consorzio Airbus cominciarono a studiare la possibilità di realizzare un jumbo jet capace di portare oltre 500 passeggeri e dunque di fare diretta concorrenza al Boeing 747. I primi studi ebbero inizio solo nel 1994, periodo in cui il progetto fu denominato A-3XX. Dopo un periodo in cui era stata progettata una configurazione piuttosto inconsueta, con impennaggio a doppia deriva e fusoliera dalla sezione molto larga, alla fine si ritornò ad un concetto più classico, di mono deriva, ma dotato di due ponti sovrapposti. La realizzazione delle prime parti iniziò nel 2002, con oltre 6000 persone impegnate in questo progetto presso diversi intervenienti. Una delle caratteristiche di questo programma consiste proprio negli stretti legami esistenti tra i diversi siti di fabbricazione, in grado di condividere le informazioni in tempo reale grazie al sistema ACE (Airbus Concurrent Engineering) su cui tutti i dati sono istantaneamente messi on line.

Le diverse parti dell'aereo sono costruite in sedici siti sparsi in tutta Europa (a cui si aggiungono un sito in Indonesia e un altro in India). Gli insiemi convergono poi presso la fabbrica di Toulouse-Blagnac per l'assemblaggio finale.

Gli A380 di Air France sono dotati di motori GP7200 costruiti da Engine Alliance, in grado di produrre una spinta di 311 kN. Motori di questo tipo consentono all'A380 di volare a oltre 900 km/h nonostante la massa imponente.

La messa in servizio dei 2 primi apparecchi è stata fatta alla fine del 2009 e il numero "FHPJA" è stato il primo a ricevere la nuova livrea "Air France", che ormai sarebbe stata posta sull'intera flotta.

## Nederlands

Aan het begin van de 90-er jaren start het management van het Airbusconsortium met een onderzoek naar de mogelijkheden dat in staat is om meer dan 500 passagiers te vervoeren en om op die manier rechtstreeks met de Boeing 747 te concurreren. De eerste studies zullen niet vóór 1994 van start gaan, de datum waarop het project de benaming A-3XX krijgt. Na eerst een vrij ongebruikelijke configuratie te hebben bestudeerd met een dubbel kielvlak en een romp met een uiterst grote doorsnede, komt men ten slotte terecht bij een klassieker concept, met een enkelvoudig kielvlak, echter uitgerust met twee dekken boven elkaar. De uitvoering van de eerste elementen neemt in 2002 een aanvang. Er werken ruim 6.000 personen aan dit project bij de verschillende partijen. Een van de kenmerken van dit programma is nu juist de korte lijnen die bestaan tussen de verschillende productielocaties. Dankzij het ACE systeem (afk. van: Airbus Concurrent Engineering) waarop alle gegevens onmiddellijk online beschikbaar zijn, kunnen deze hun informatie in realtime uitwisselen.

De verschillende vliegtuigcomponenten worden op zestien locaties in heel Europa geconstrueerd (aangevuld met een locatie in Indonesië en een andere in India). Het geheel wordt vervolgens gehergroepeerd op de locatie Toulouse-Blagnac voor de eindassemblage.

De A380 Air France zijn uitgerust met de GP7200-motoren, geproduceerd door Engine Alliance, die een aandrijvingskracht van 311 kN produceren. Deze motorisering biedt de A380 de mogelijkheid met een snelheid van meer dan 900 km/u te vliegen ondanks zijn indrukwekkende gewicht.

De twee eerste toestellen worden eind 2009 in bedrijf gesteld. Nummer "F-HPJA" was het eerste met het volledig nieuwe "Air France" uiterlijk, waarmee voortaan de volledige vloot zal worden getooid.

### CARATTERISTICHE

<b>Motore</b>	Quattro turboreattori "Engine Alliance" GP7200
<b>Apertura alare</b>	79,80 m
<b>Lunghezza</b>	73,00 m
<b>Altezza</b>	24,10 m
<b>Diametro fusoliera</b>	7,14 m
<b>Diametro reattori</b>	3,70 m
<b>Peso max al decollo</b>	569000 kg
<b>Capacità combustibile</b>	310000 litri
<b>Autonomia</b>	13000 km
<b>Velocità crociera</b>	Mach 0,85 / 919 km/h
<b>Equipaggio</b>	2 + equipaggio commerciale

### KENMERKEN

<b>Motorisering</b>	Vier turbostraalmotoren "Engine Alliance" GP7200
<b>Spanwijdte</b>	79,80 m
<b>Lengte</b>	73,00 m
<b>Hoogte</b>	24,10 m
<b>Diameter vliegtuigromp</b>	7,14 m
<b>Diameter straalmotoren</b>	3,70 m
<b>Max. startgewicht</b>	569000 kg
<b>Brandstof</b>	310000 liter
<b>Bereik</b>	13000 km
<b>Kruissnelheid</b>	Mach 0,85 / 919 km/u
<b>Bemanning</b>	2 + cabinepersoneel

1/125

AIRBUS A380 AIR FRANCE

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2  
Vert Emeraude brillant  
Emerald Green Gloss  
Smaragdgrün glänzend



11  
Argent métallique  
Silver Metallic  
Silber metallisch



19  
Rouge vif brillant  
Bright Red Gloss  
Hellrot glänzend



21  
Noir brillant  
Black Gloss  
Schwarz glänzend



22  
Blanc brillant  
White Gloss  
Weiß glänzend



34  
Blanc mat  
White Matt  
Weiß matt



40  
Gris pale brillant  
Pale Grey Gloss  
Blassgrau glänzend



53  
Gris métallique  
Gunmetal Metallic  
Grau metallisch



56  
Aluminium métallique  
Aluminium Metallic  
Aluminium metallisch



64  
Gris clair mat  
Light Grey Matt  
Hellgrau matt



87  
Gris acier mat  
Steel Grey Matt  
Stahlgrau matt



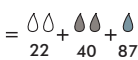
89  
Bleu moyen mat  
Middle Blue Matt  
Mittelblau matt



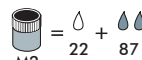
113  
Rouille matt  
Rust matt  
Rost matt



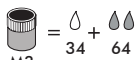
M1  
Gris froid  
Cool gray  
Kühles Grau



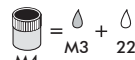
M2  
Gris moyen  
Medium grey  
Mittelgrau



M3  
Gris claire Avion  
Light aircraft Grey  
Helles Flugzeuggrau



M4  
Gris pale brillant  
Gloss pale grey  
Glänzend-Blassgrau



M5  
Vert clair  
Light green  
Hellgrün

2

Numéro de phase  
Step number  
Schrittnummer  
Número de fase

56

Référence de couleur  
Colour reference no  
Farbangabe  
Referencia de color

37

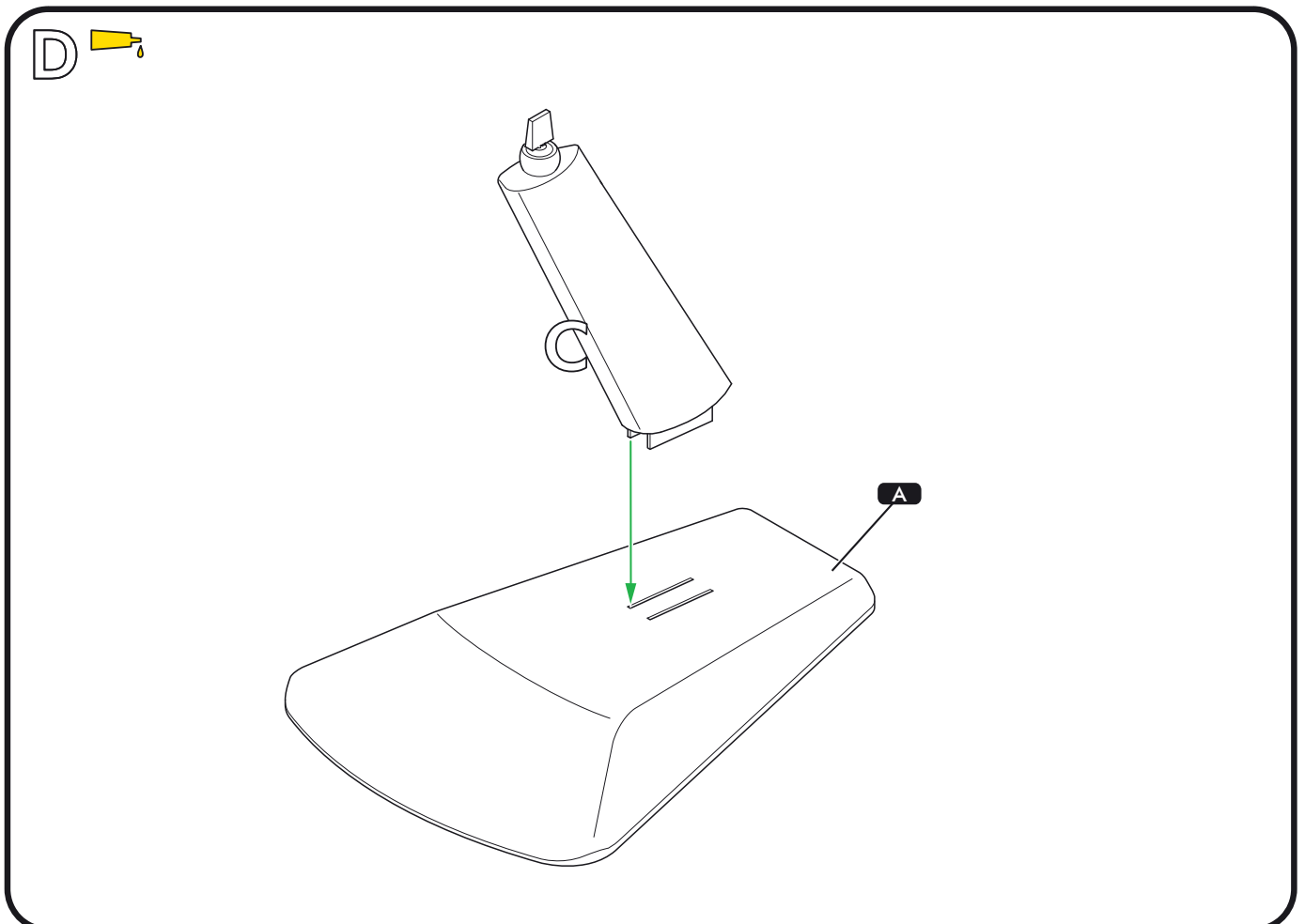
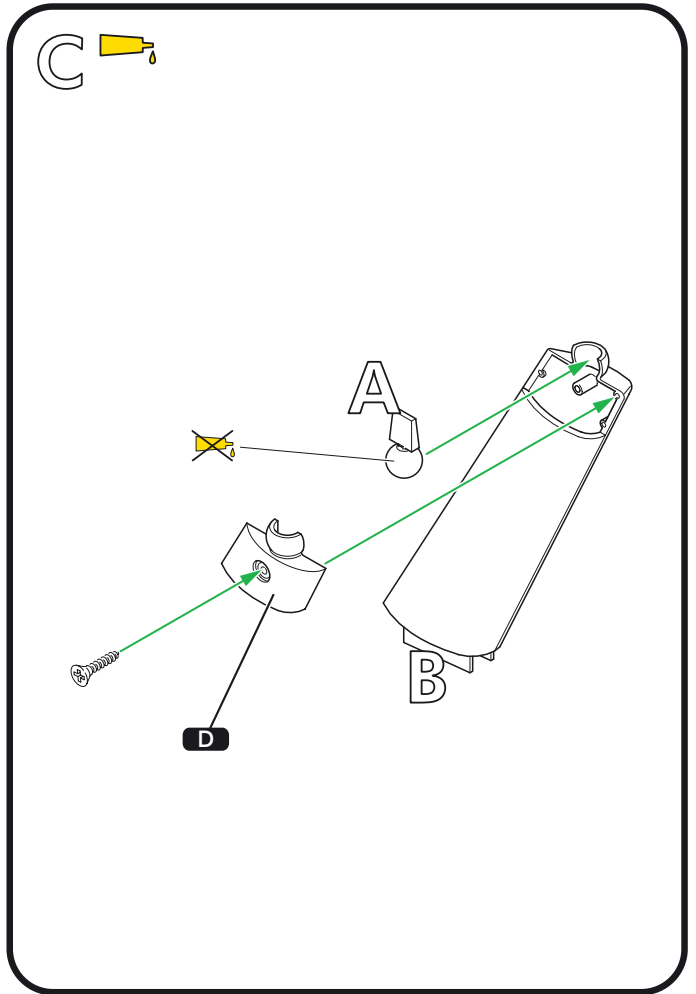
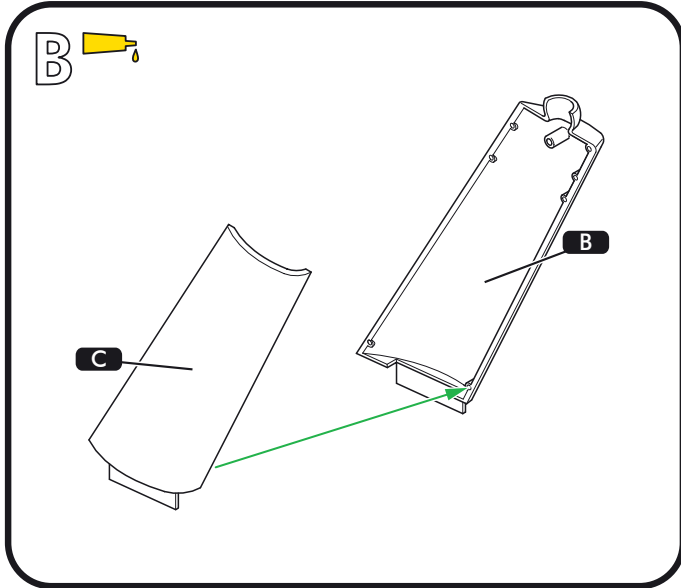
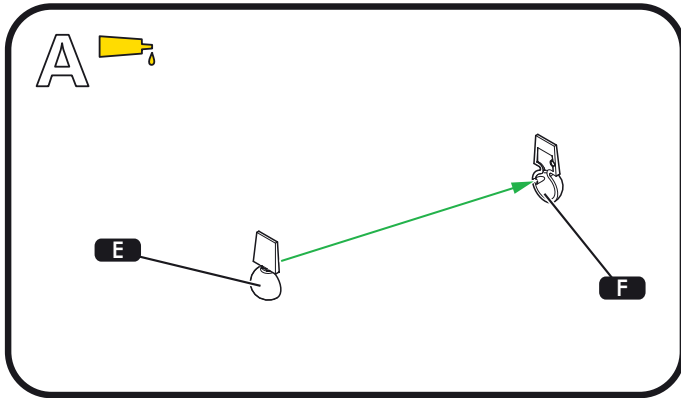
Numéro de pièce  
Part number  
Teilenummer  
Número de pieza

6

Numéro de decal  
Decal number  
Nummer von Abziehbild  
Número de calcomanía

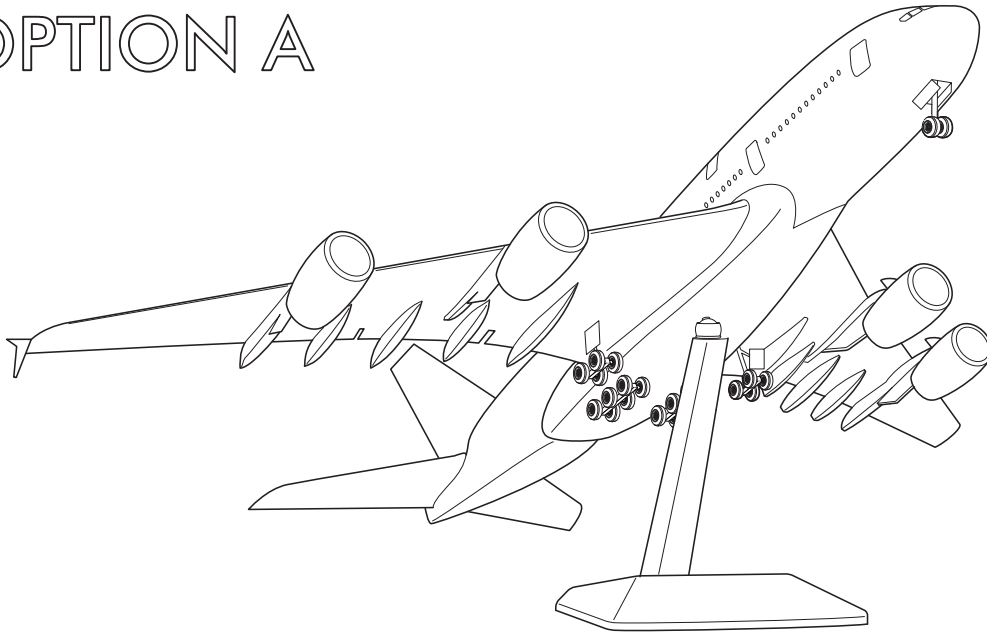
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**Accessoires assortis** | Available accessories | Empfohlenes Zubehör No. 95200

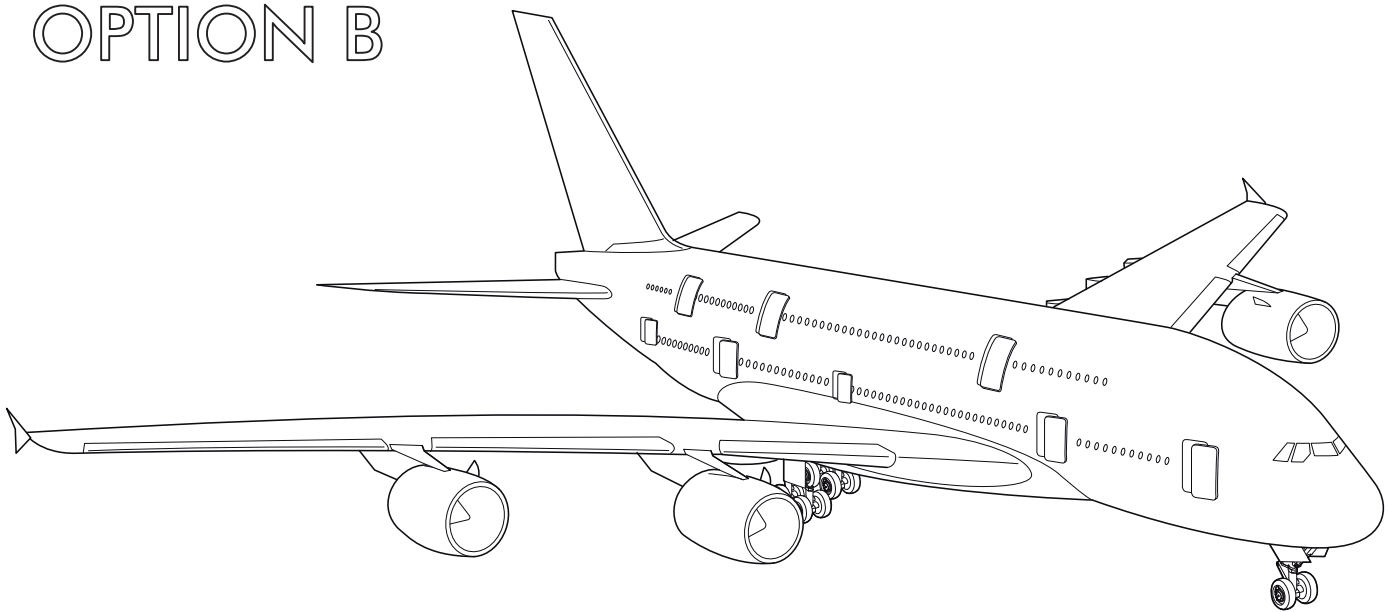




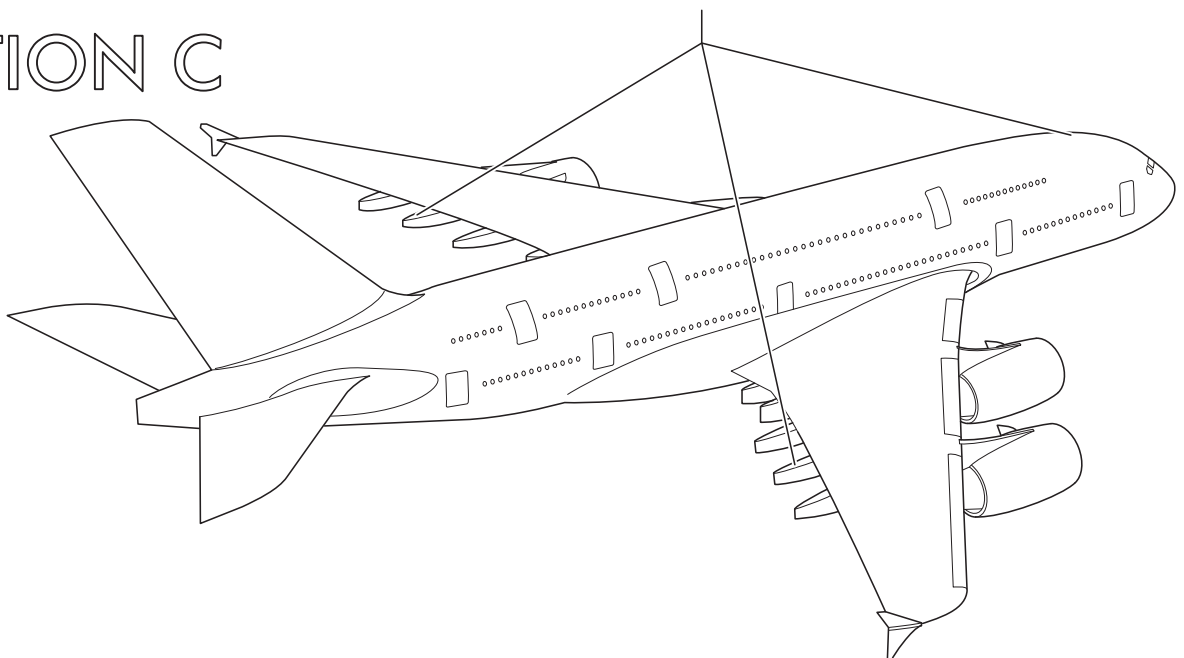
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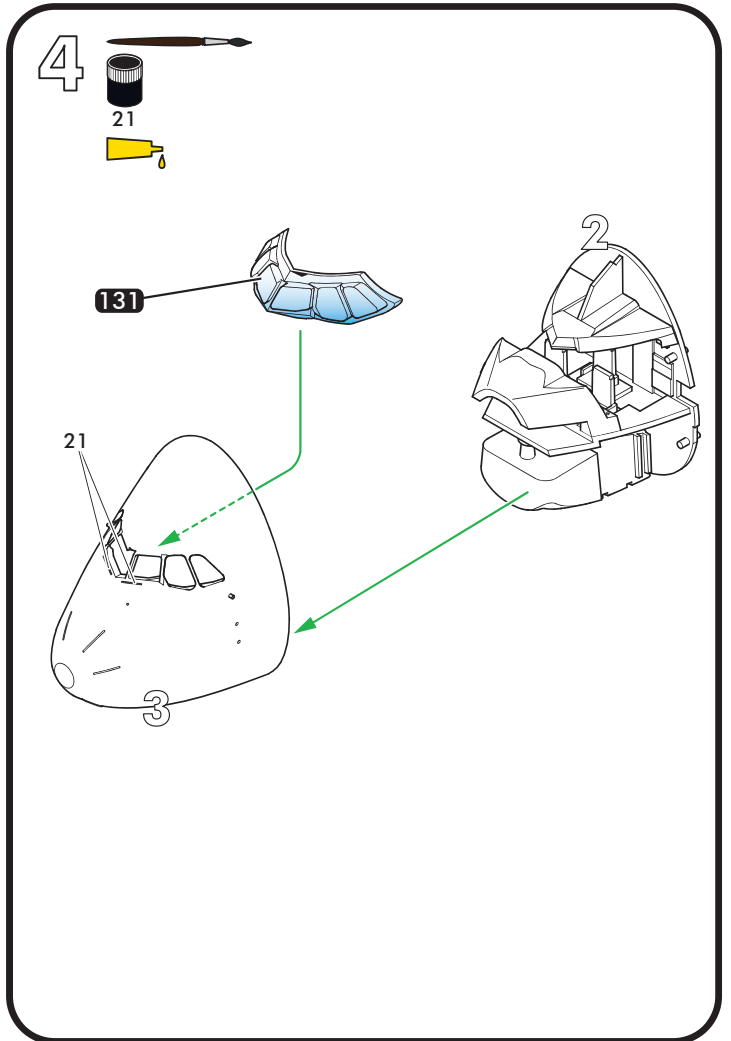
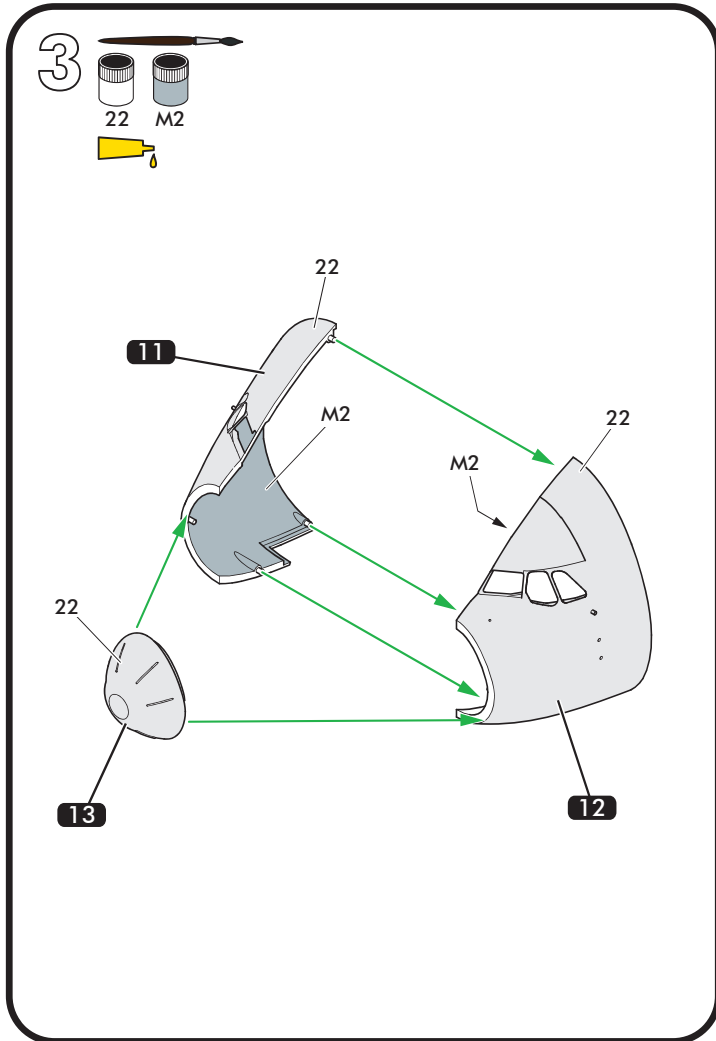
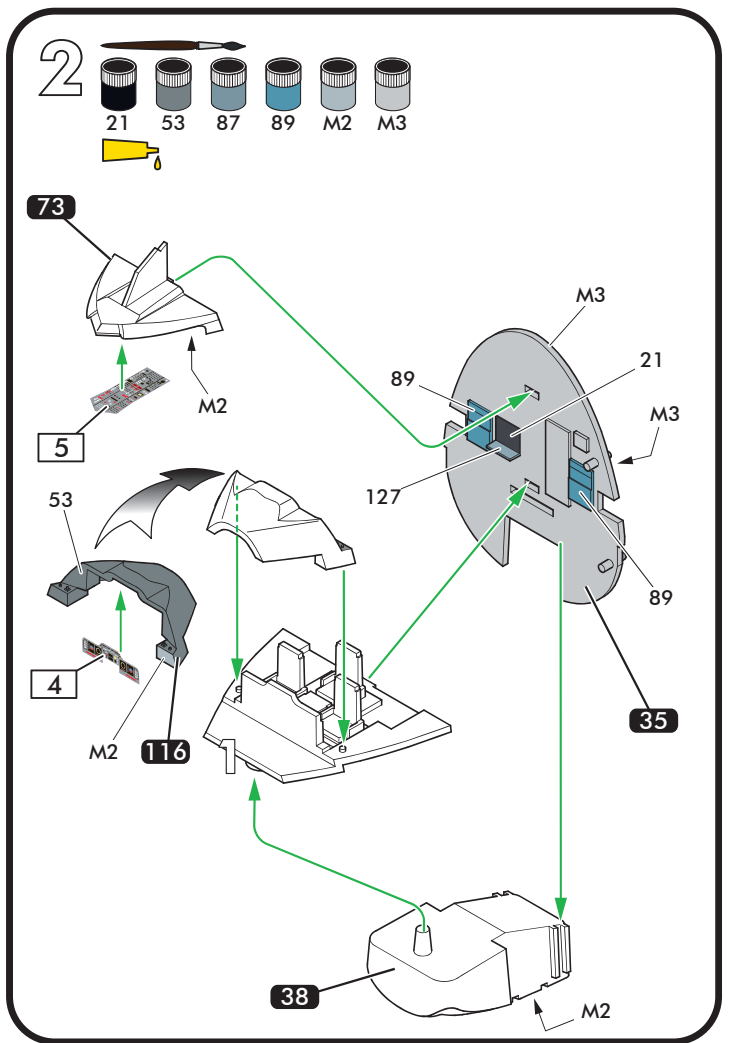
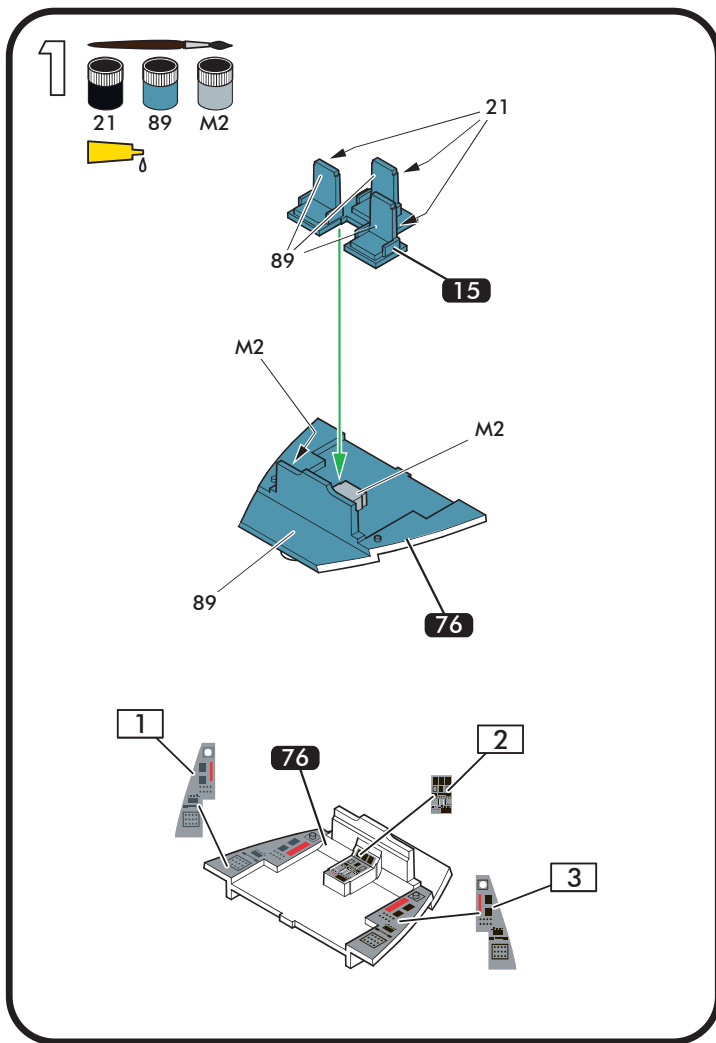


# OPTION B











# OPTION C

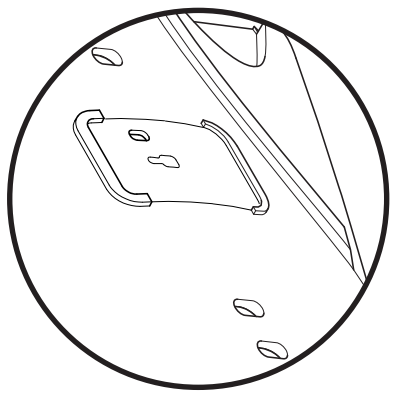
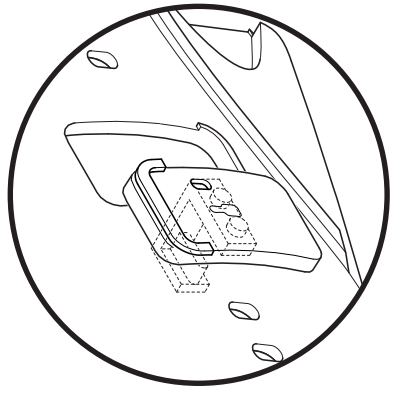
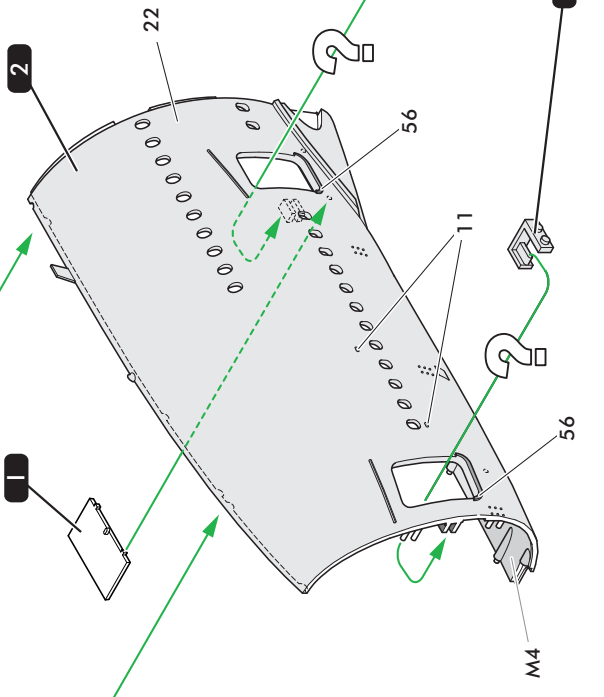
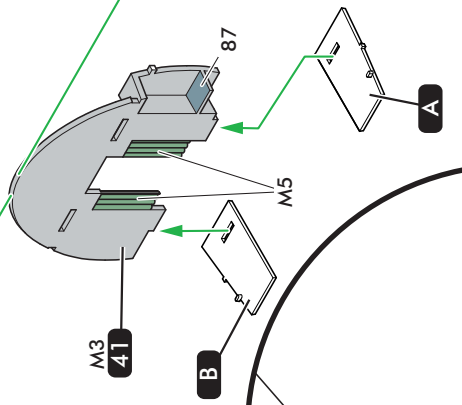
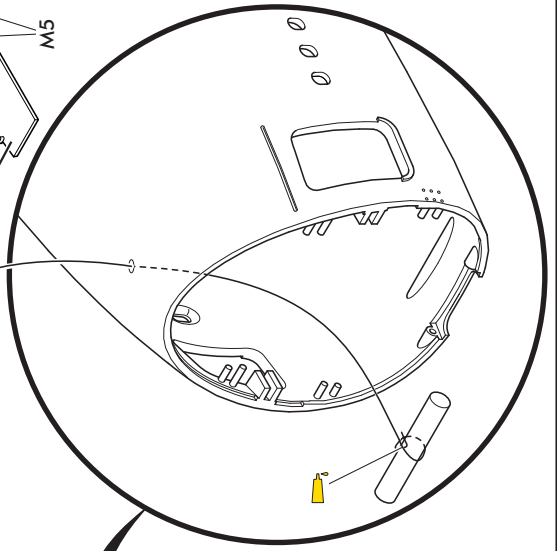
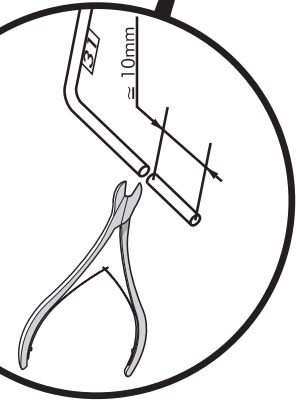
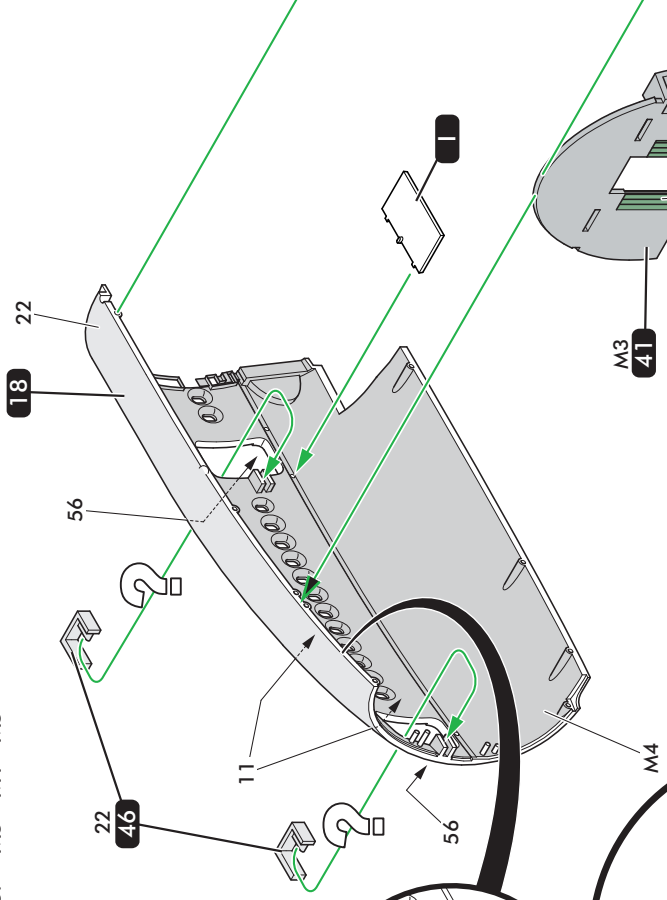
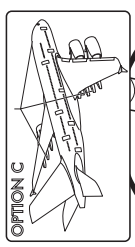











5

-  11
-  22
-  56
-  87
-  M3
-  M4
-  M5
-  46

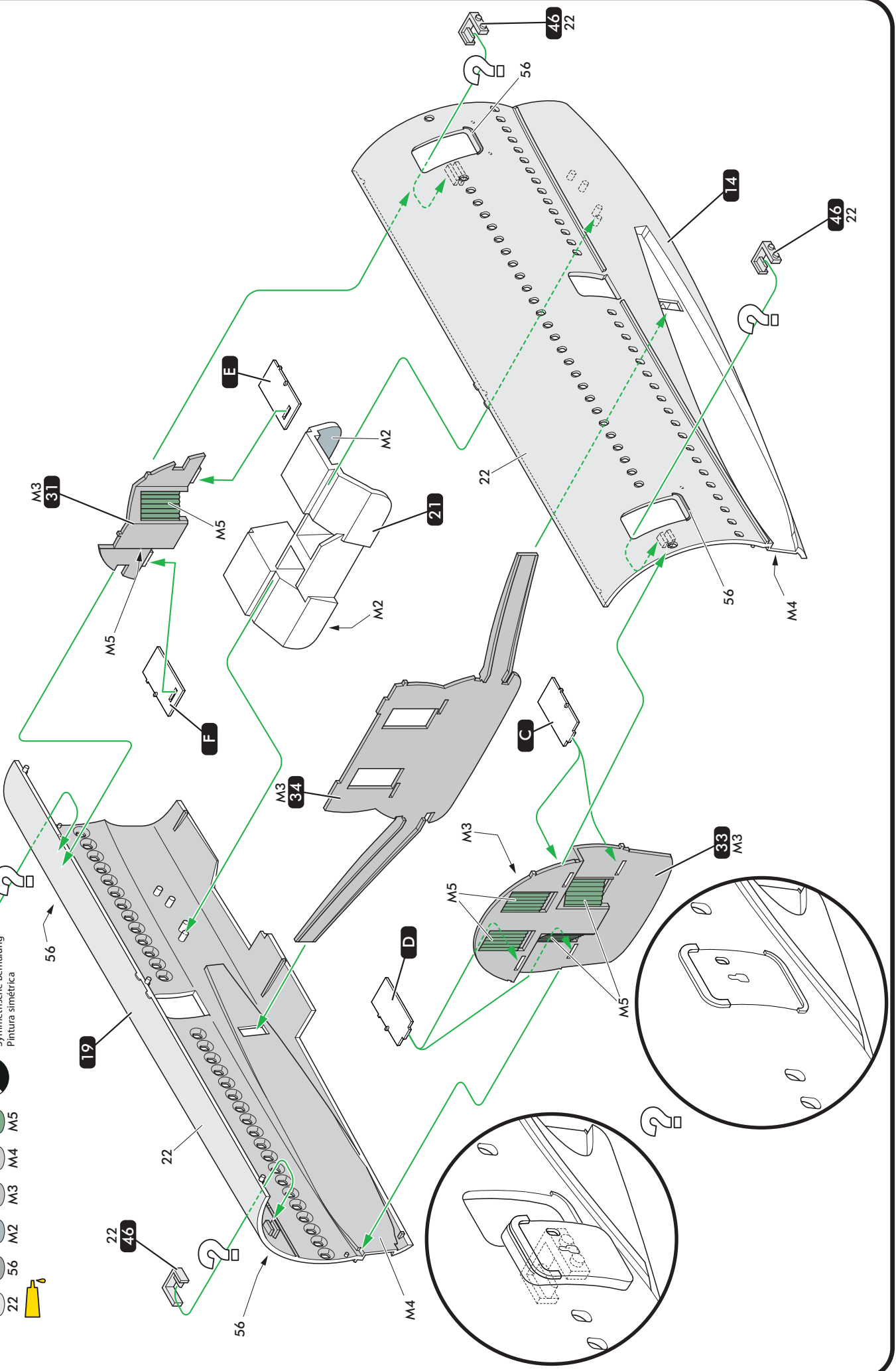
Peinture symétrique  
Symmetrical painting  
Symmetrische Bemalung  
Pintura simétrica



6

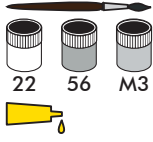
-  22
-  56
-  M2
-  M3
-  M4
-  M5
- 

Peinture symétrique  
 Symmetrical painting  
 Symmetrische Bemalung  
 Pintura simétrica

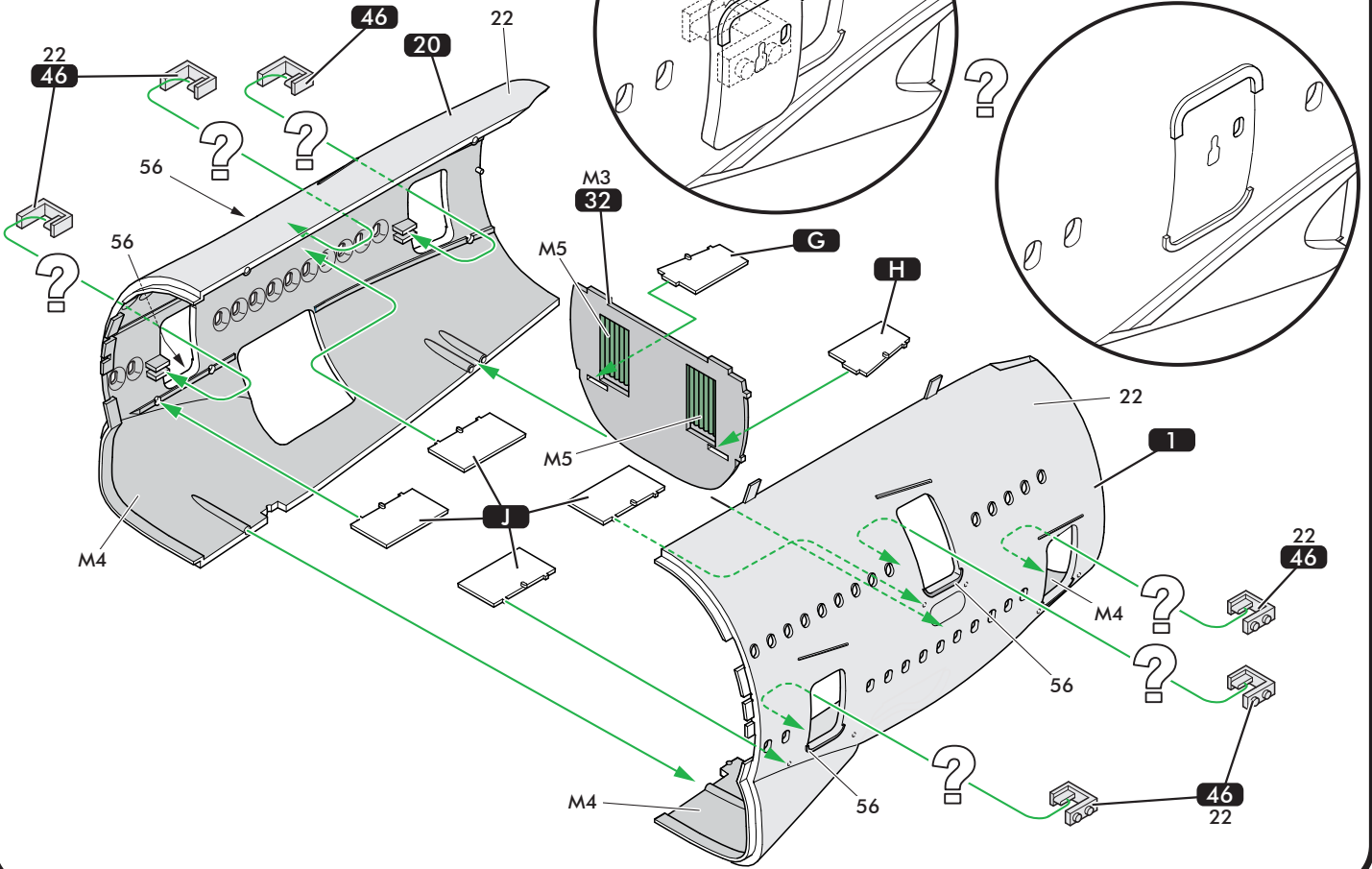




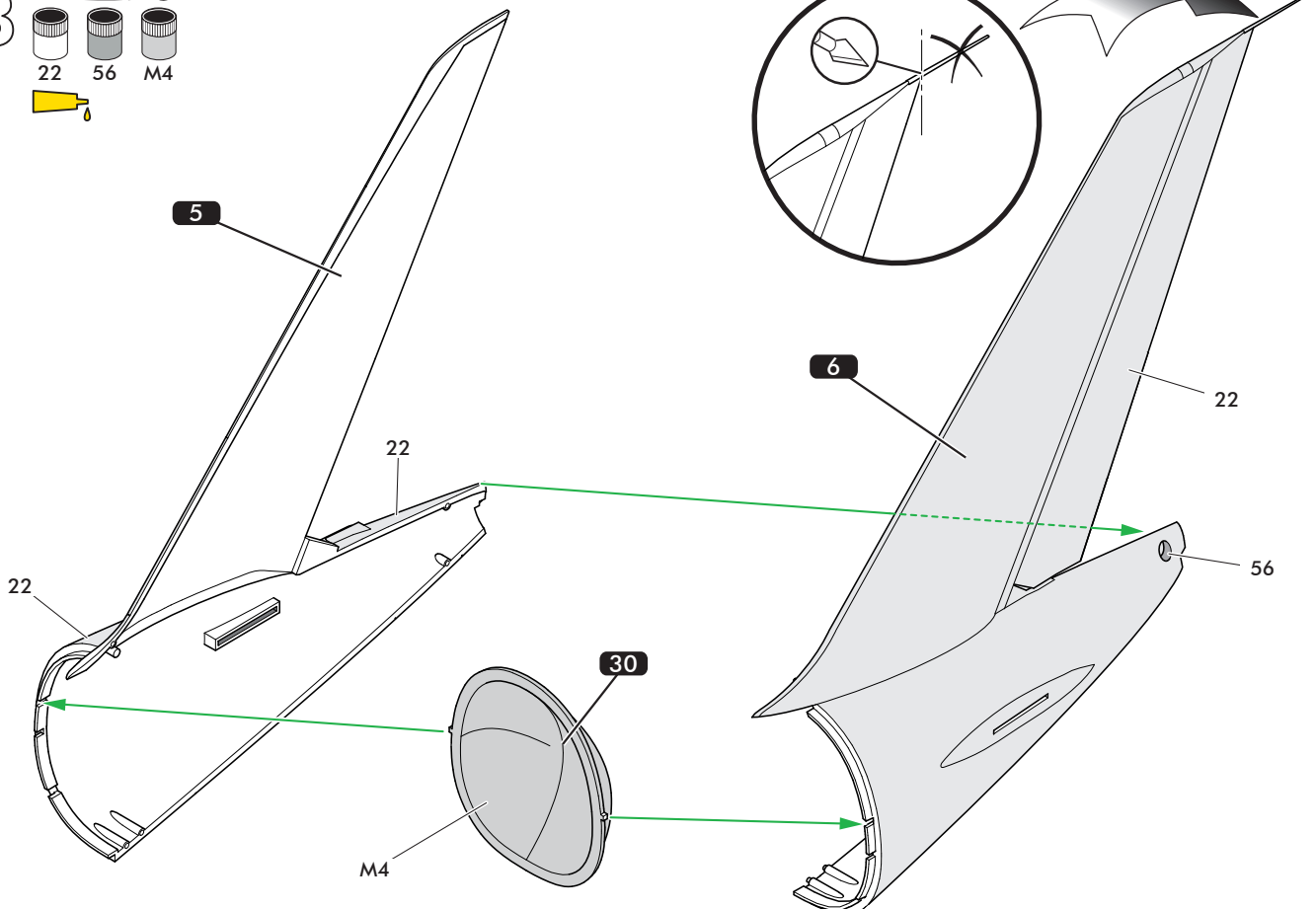
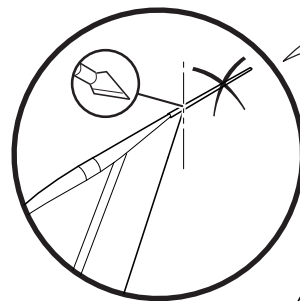
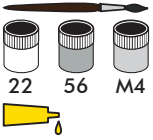
7



Peinture symétrique  
 Symmetrical painting  
 Symmetrische Bemalung  
 Pintura simétrica



8



### 9

**x4**

Materials: 11, 21, 53, 56, 113, brush, yellow glue.

Parts: 113, 122, 92, 121, 11, 120, 113, 132, 6, 21, 53, 11.

### 10

Materials: 11, 22, 19, 113, M1, brush, yellow glue.

Parts: 22, 56, 61, M1, 113, 43, 45, 22, 113, 11, 99, 209, M1.

### 11

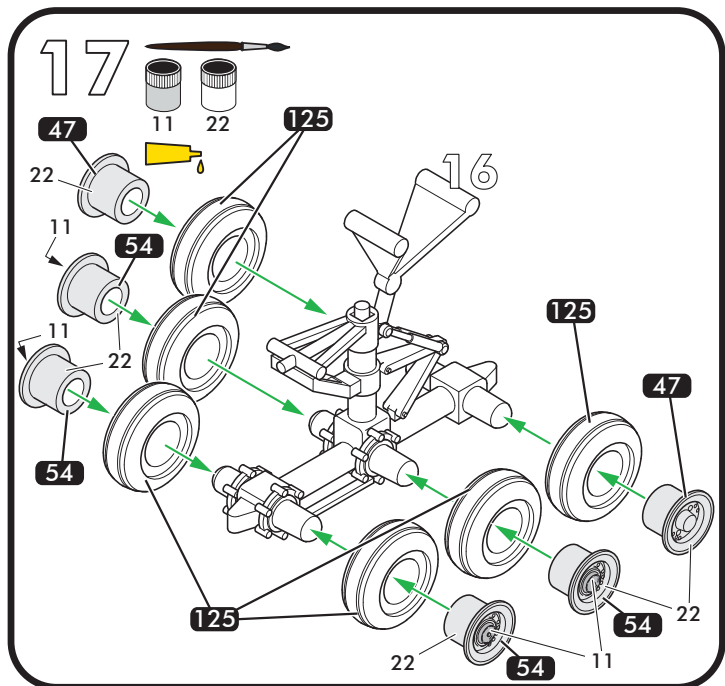
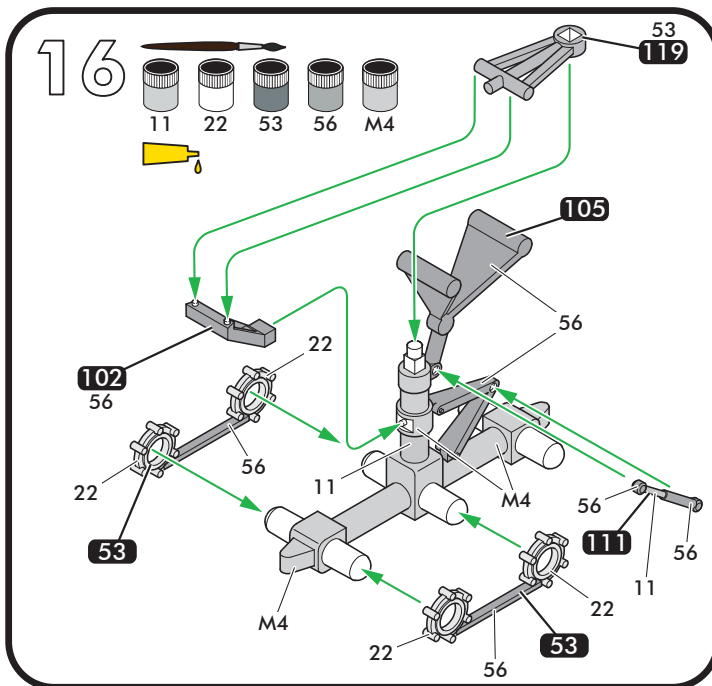
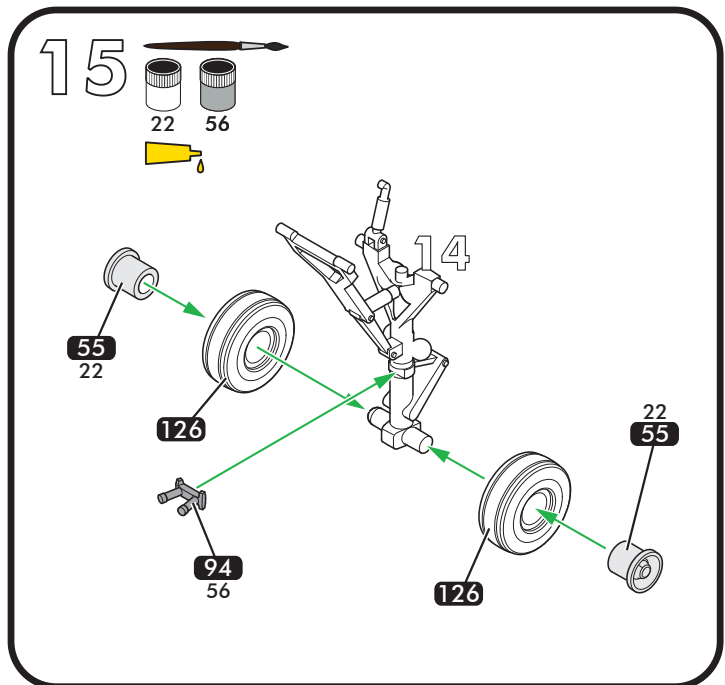
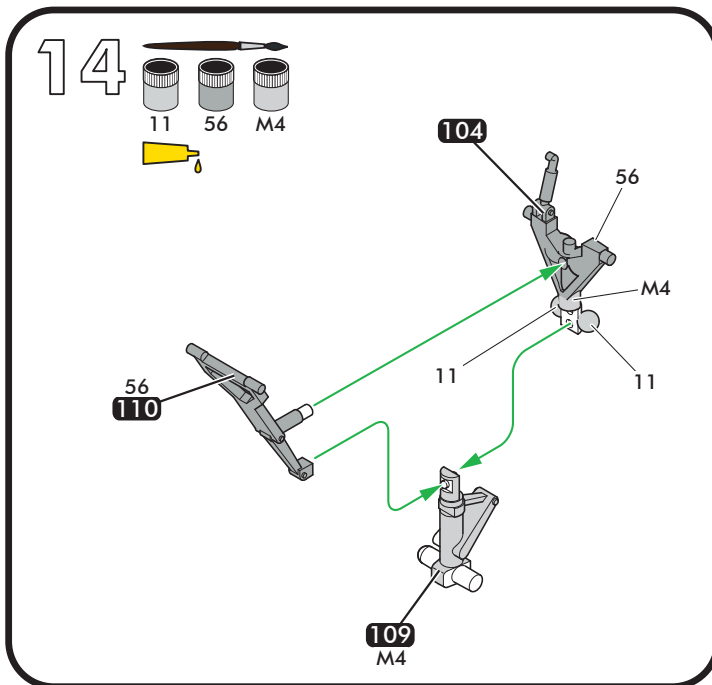
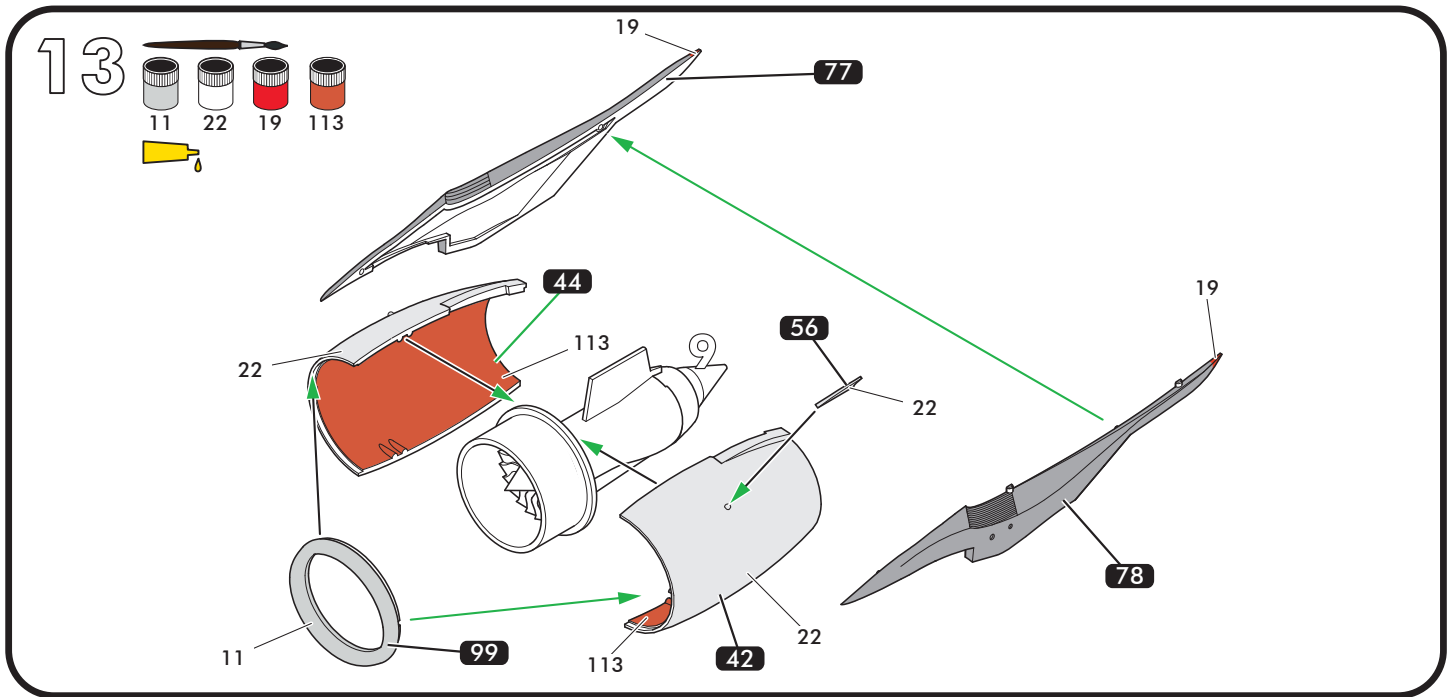
Materials: 11, 22, 19, 113, M1, brush, yellow glue.

Parts: 19, 22, 56, 63, M1, 113, 43, 45, 22, 113, 11, 99, M1.

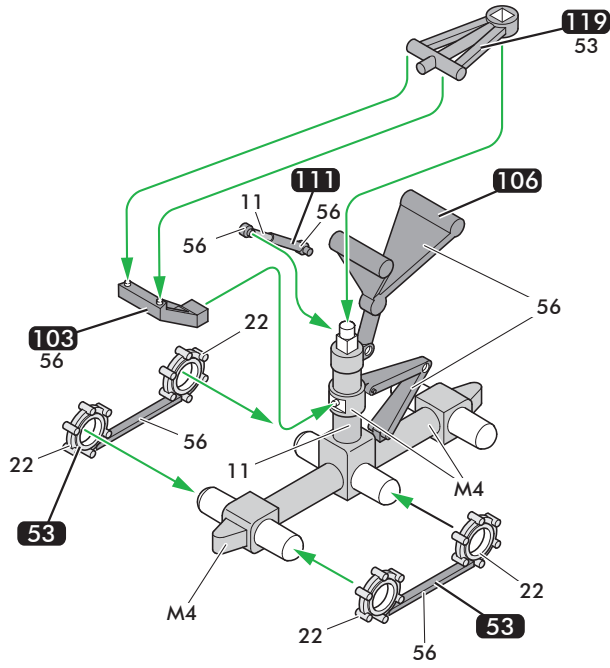
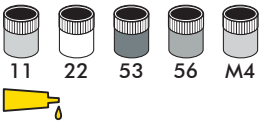
### 12

Materials: 11, 22, 19, 113, M1, brush, yellow glue.

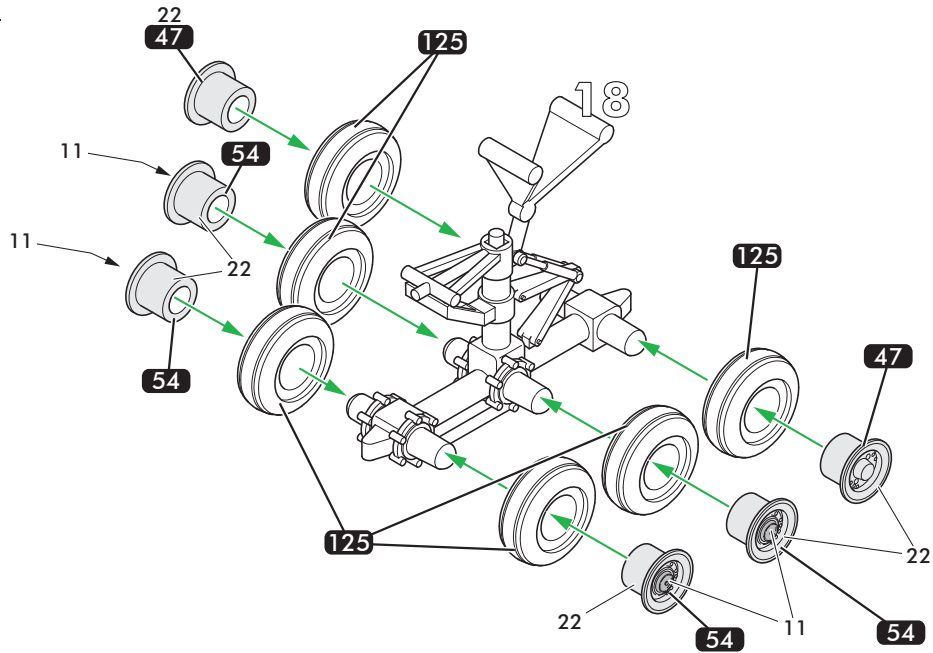
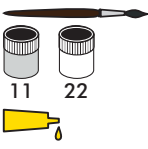
Parts: 19, 22, 56, 79, M1, 113, 44, 42, 22, 113, 11, 99, M1.



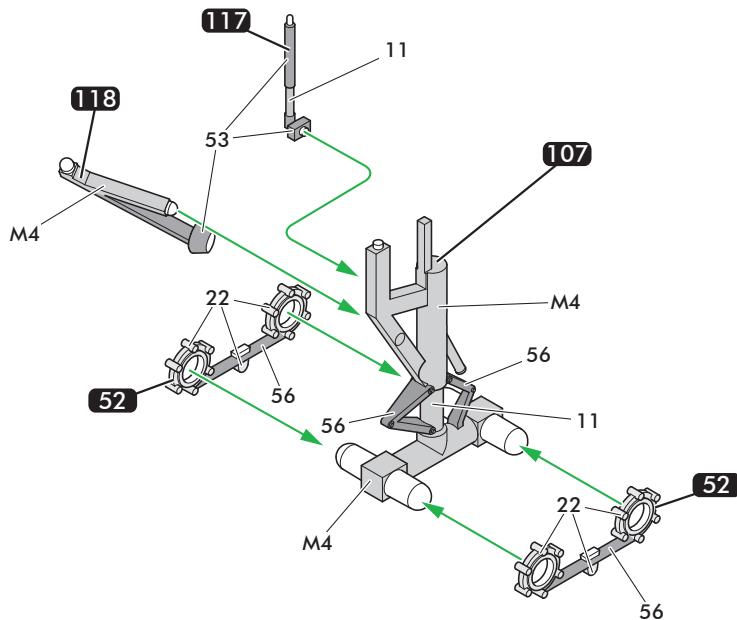
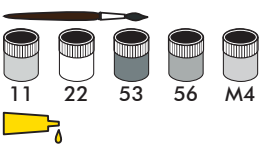
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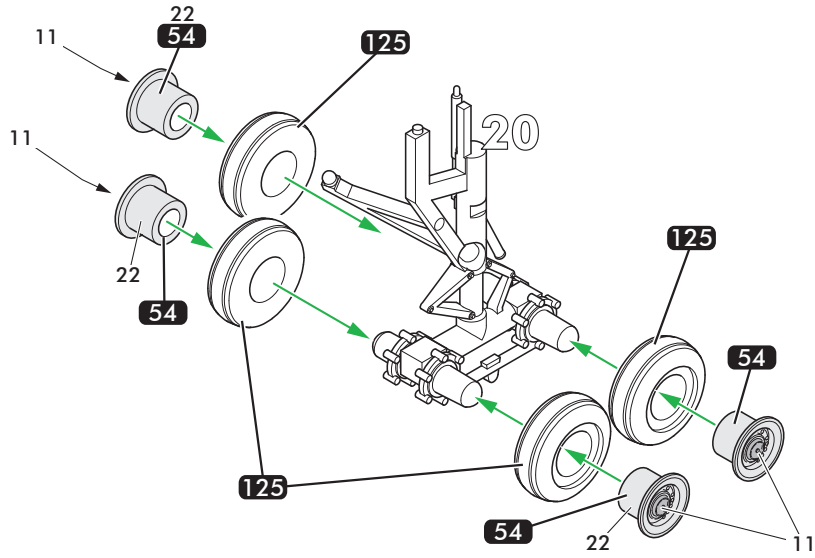
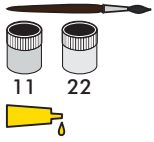
19



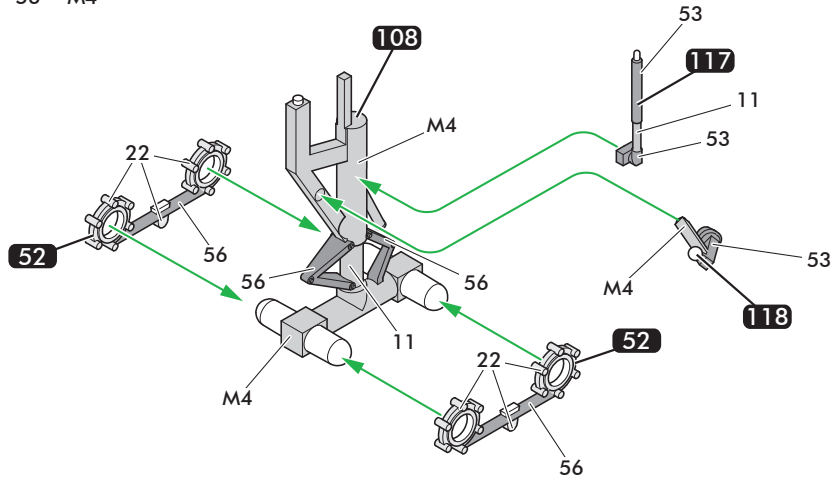
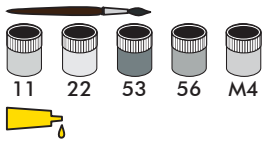
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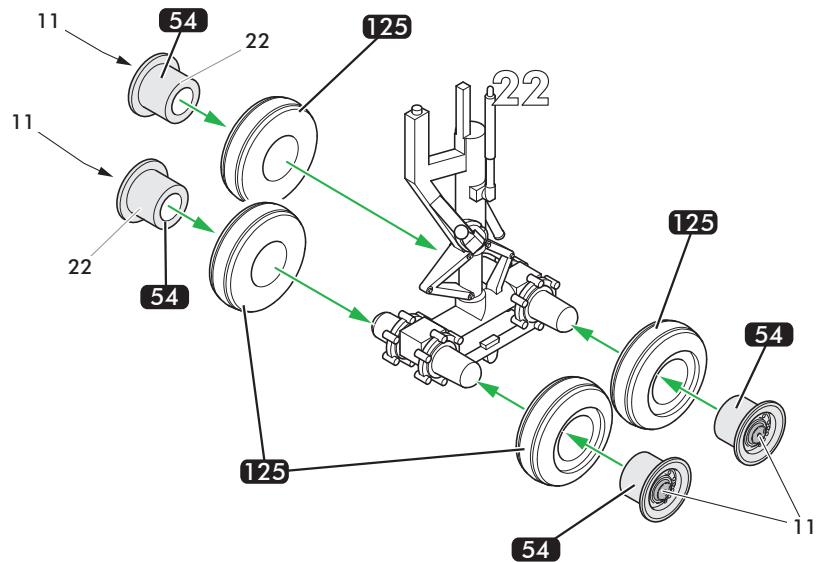
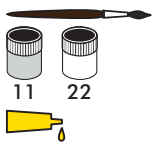
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# 22

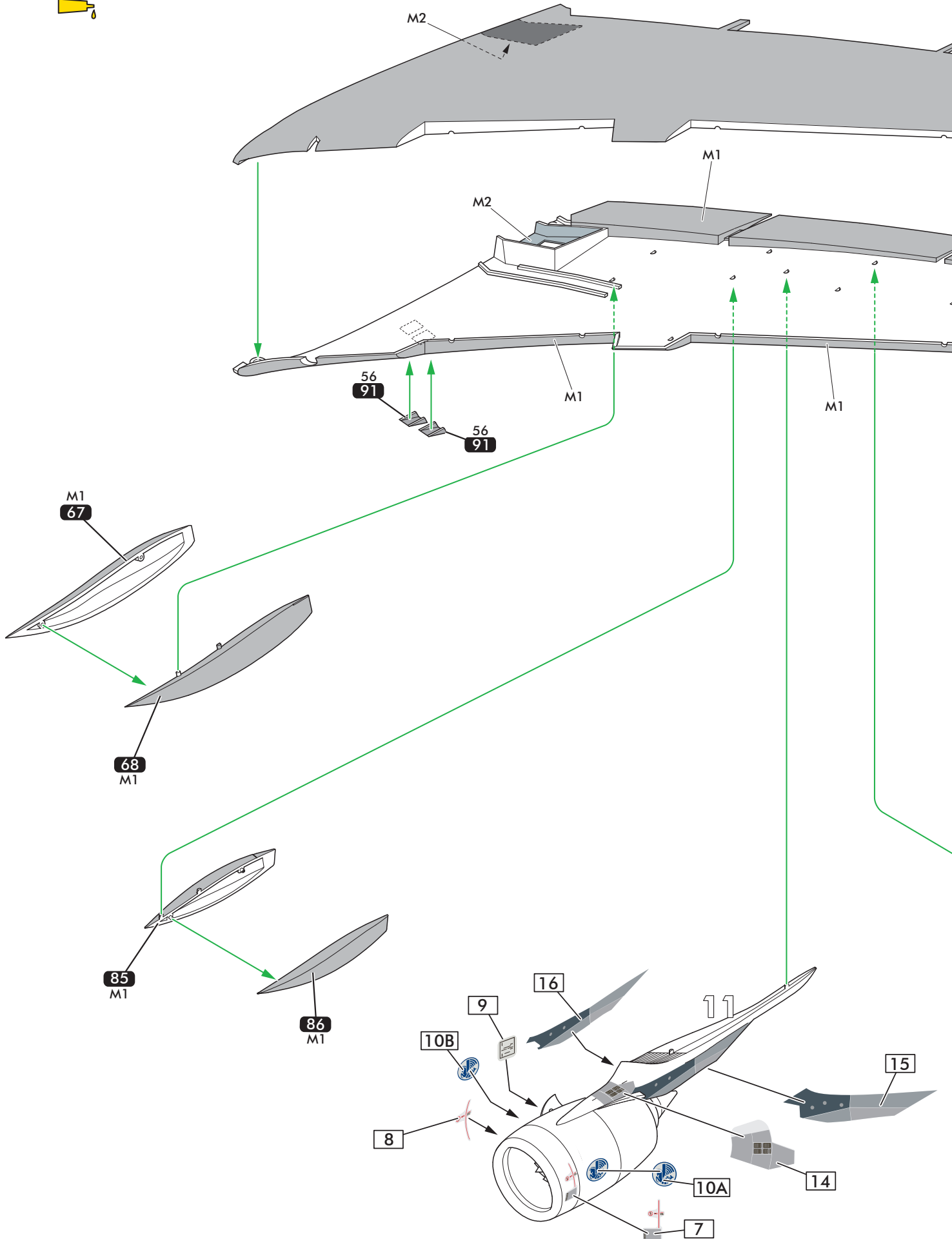
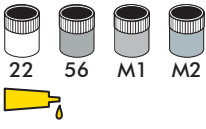


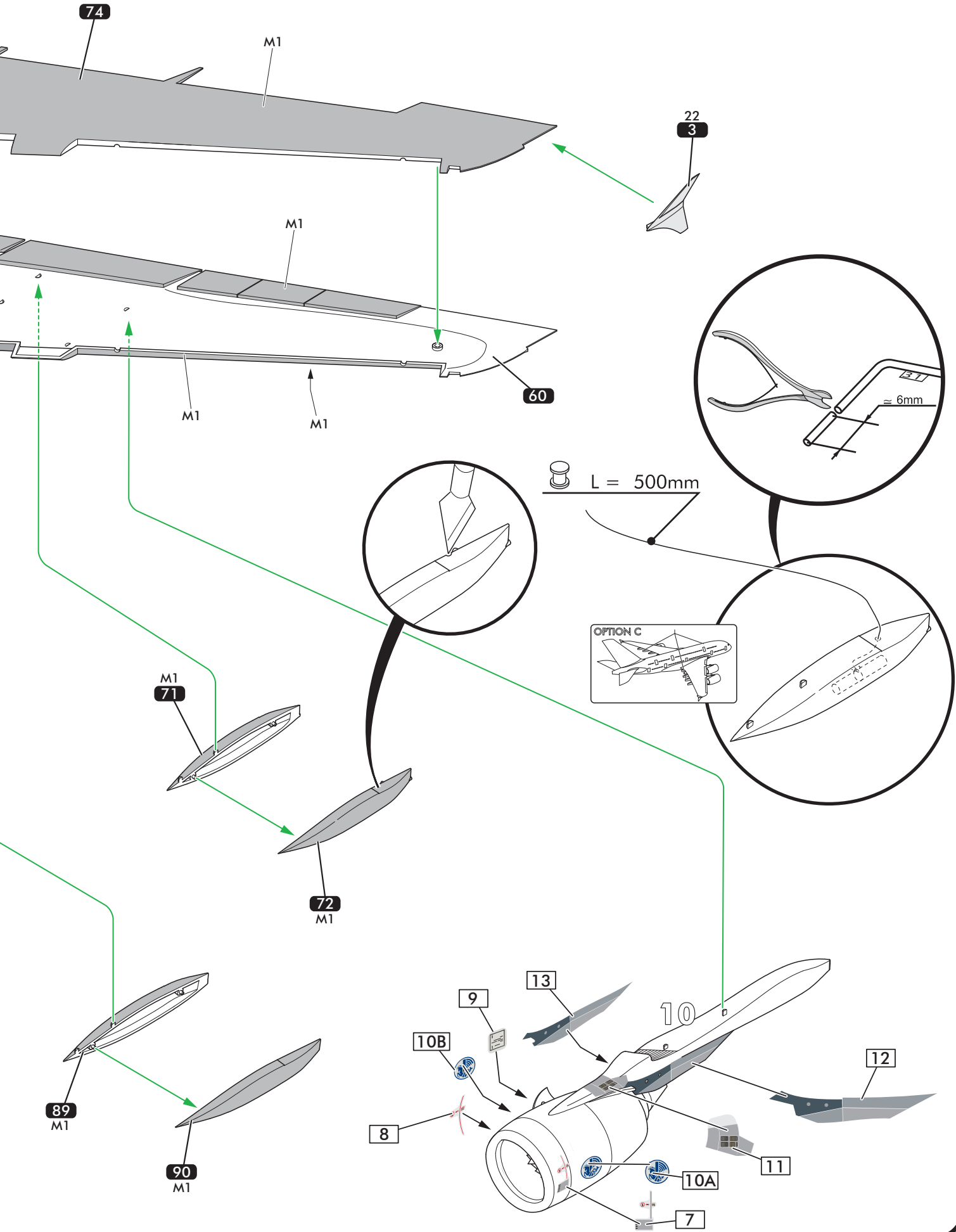
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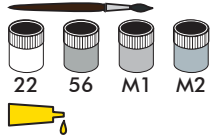


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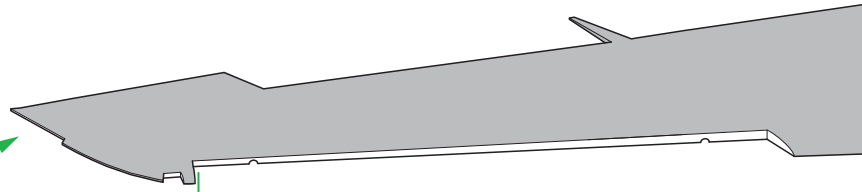
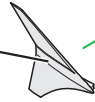




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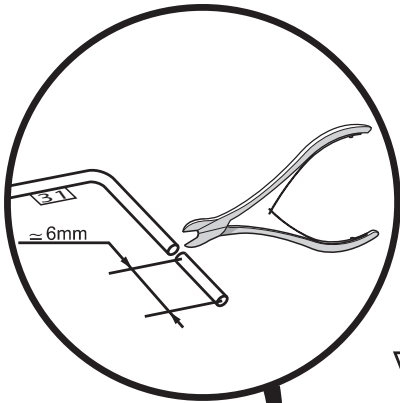
22  
4



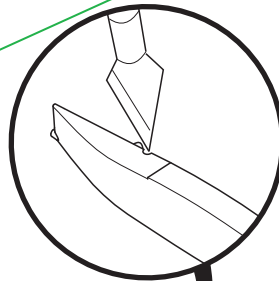
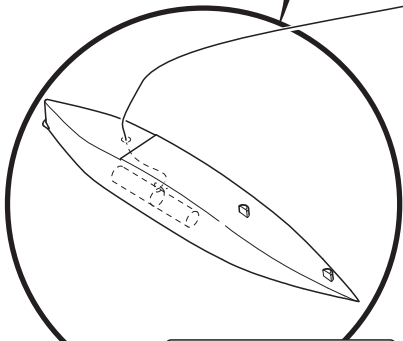
M1

75

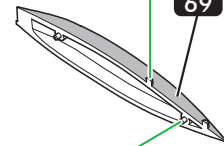
M1



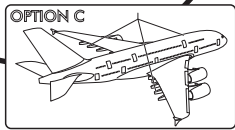
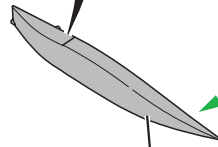
L = 500mm



M1  
69



70  
M1



12

19

10A

7

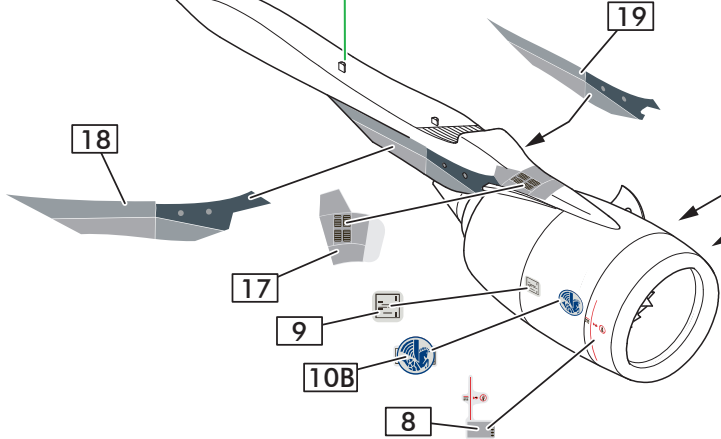
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17

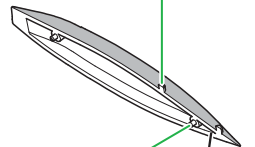
9

10B

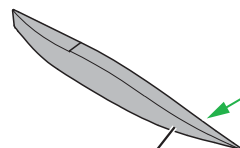
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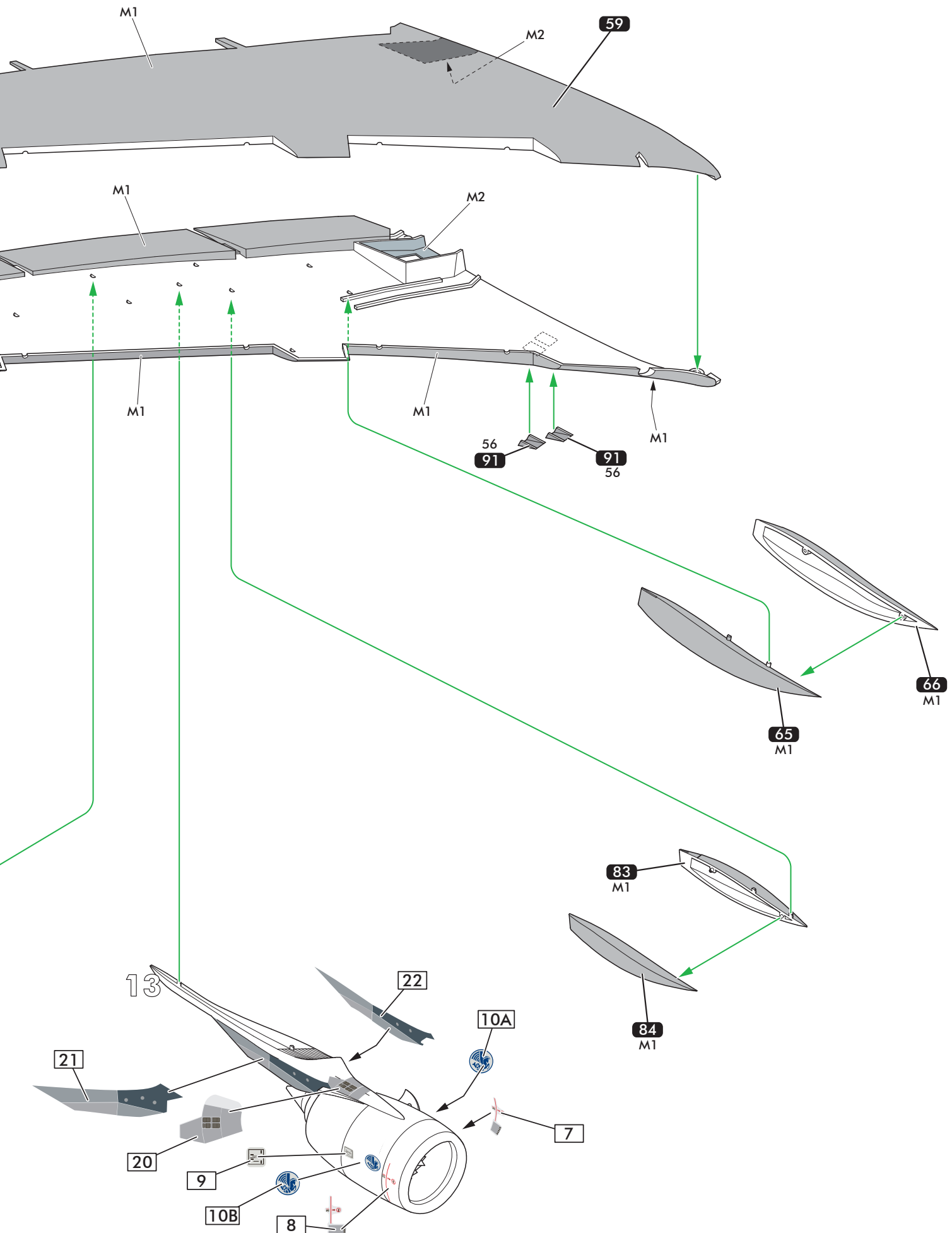


87  
M1

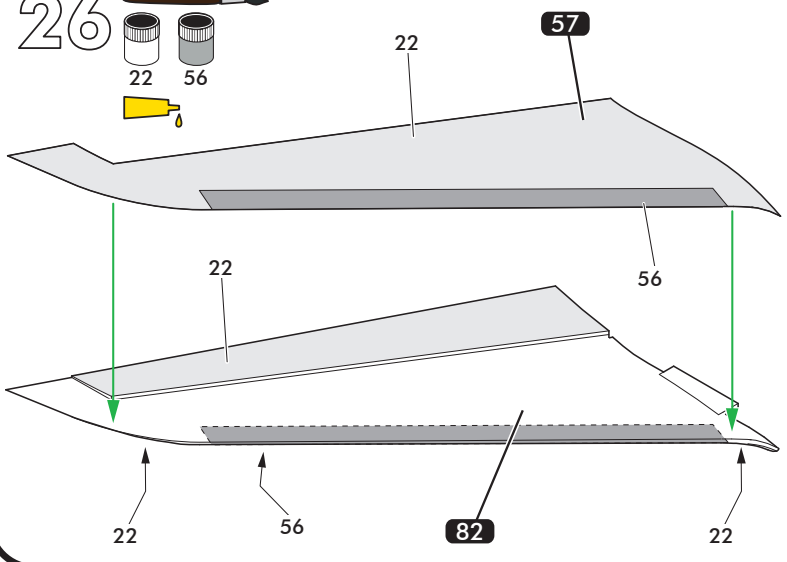
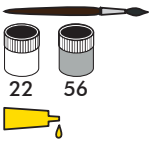


88  
M1

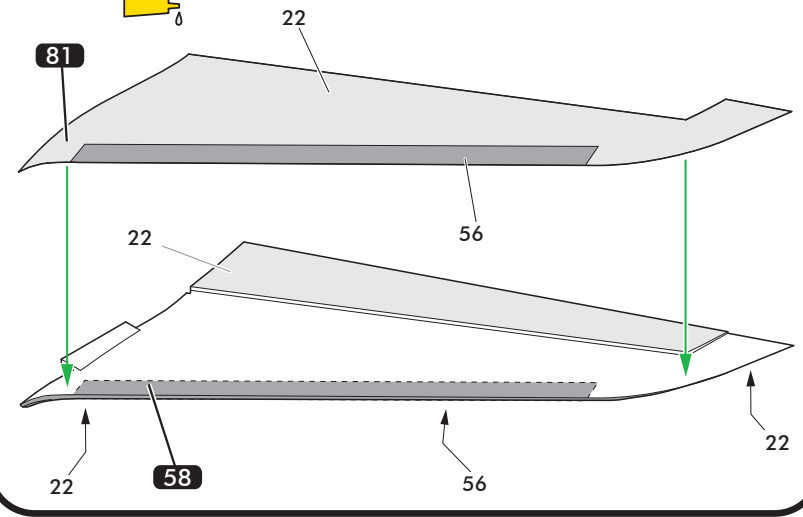
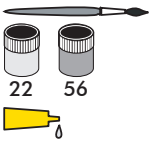




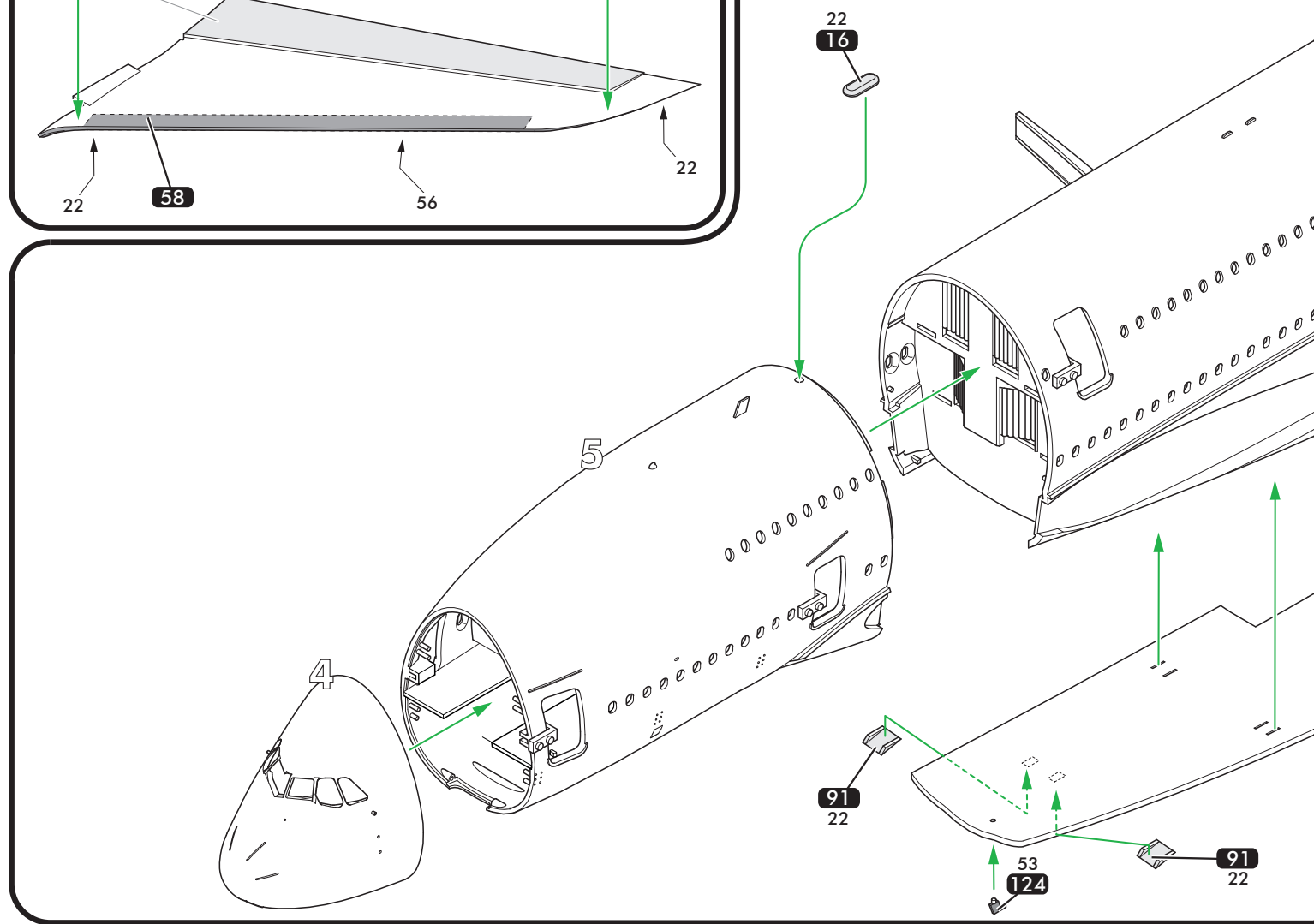
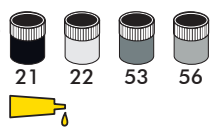
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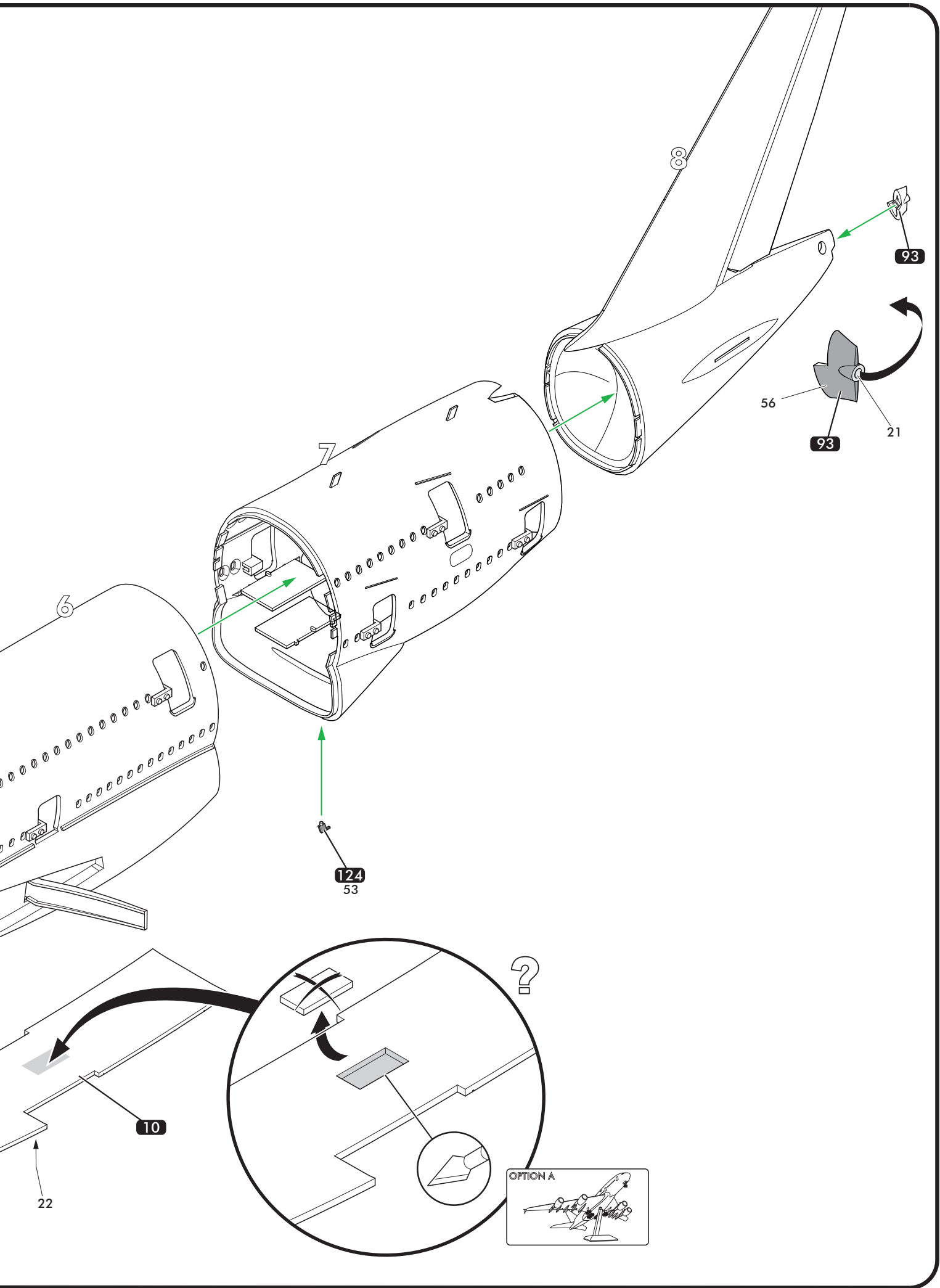
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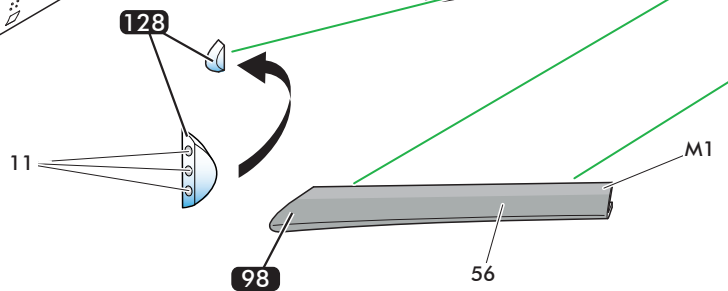
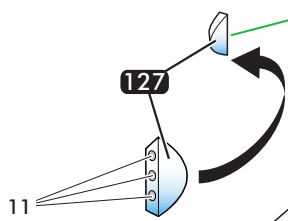
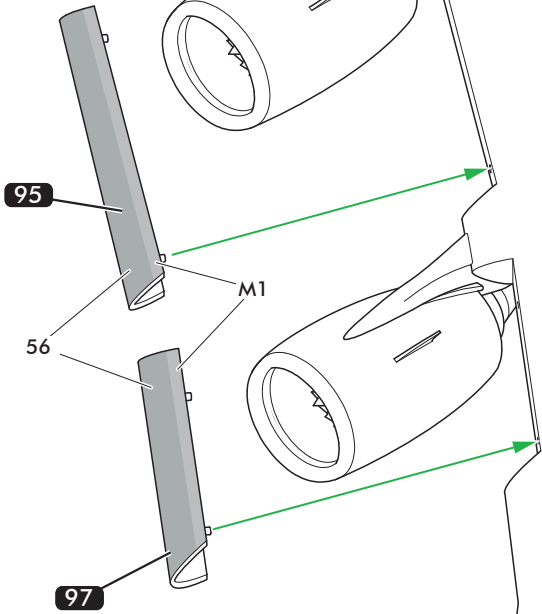
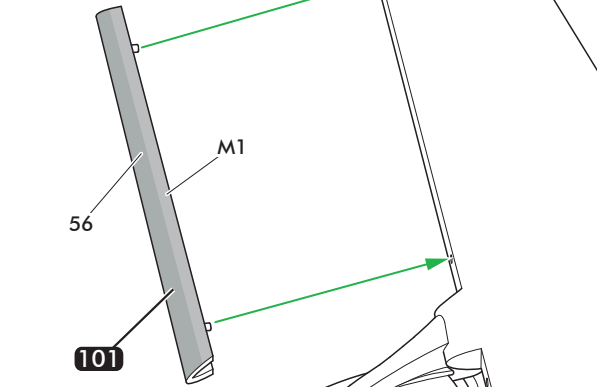
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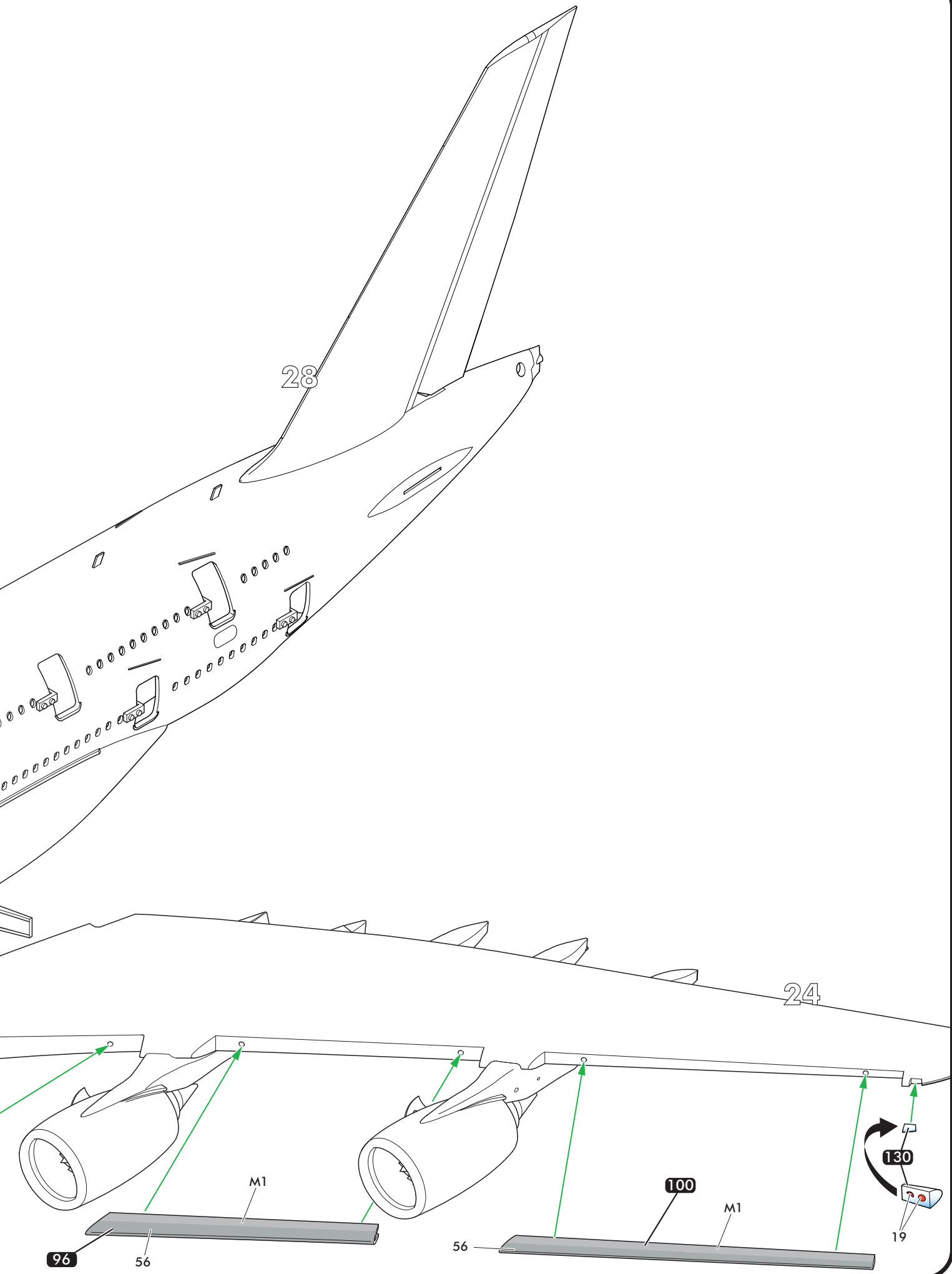




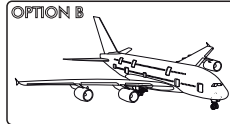
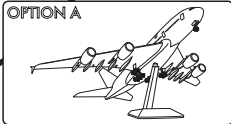
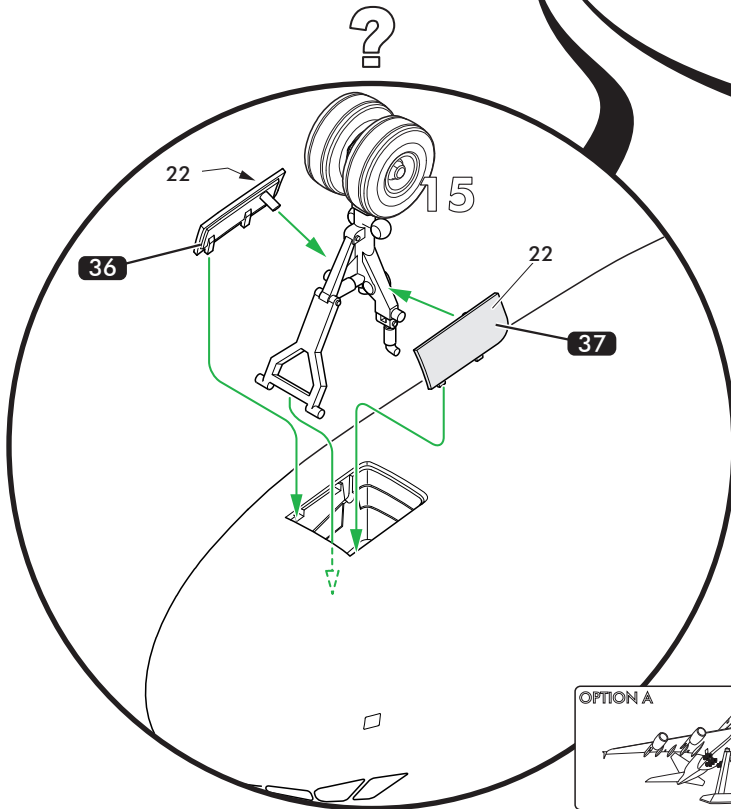
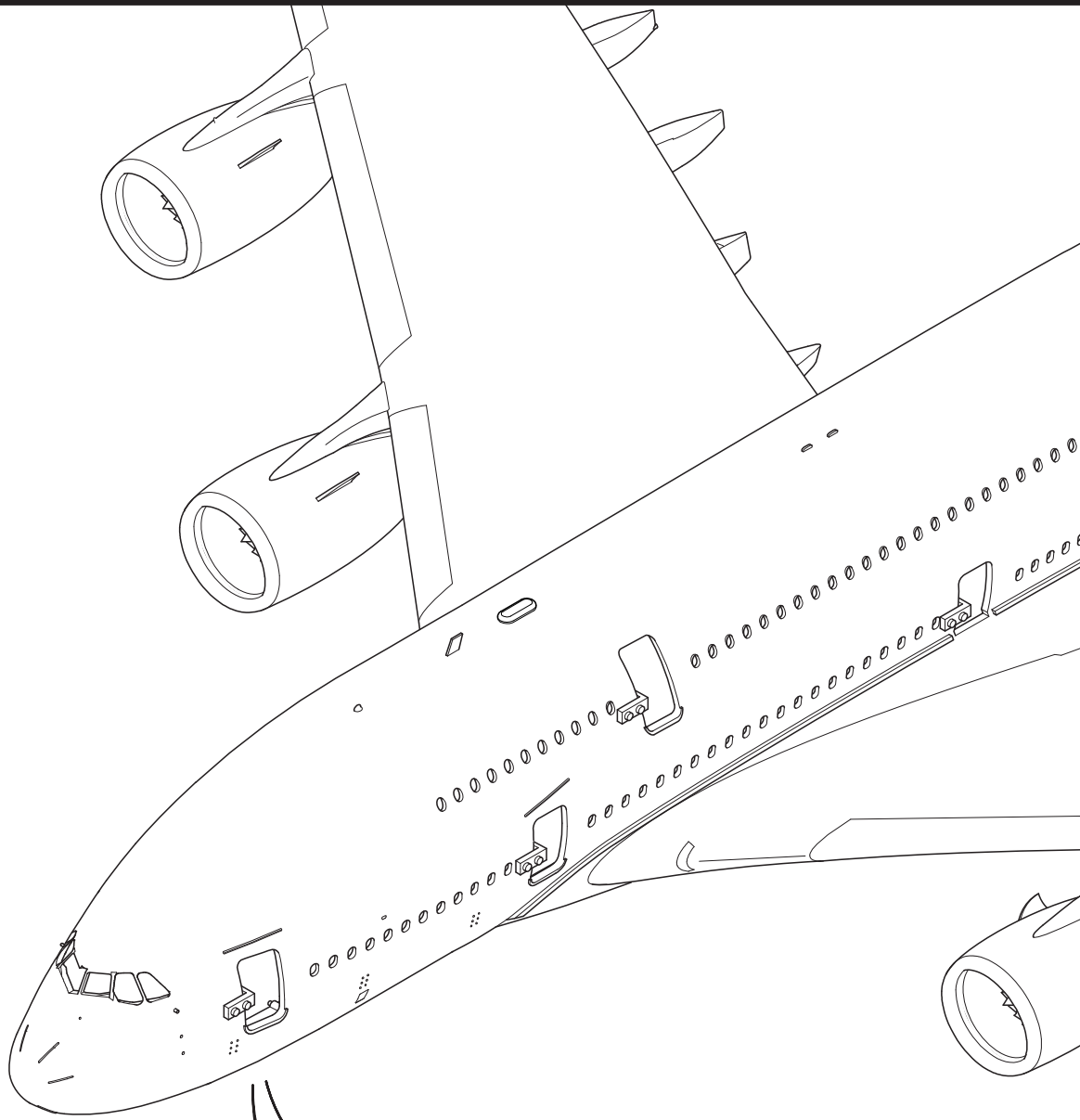


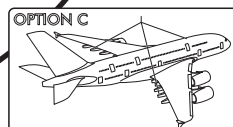
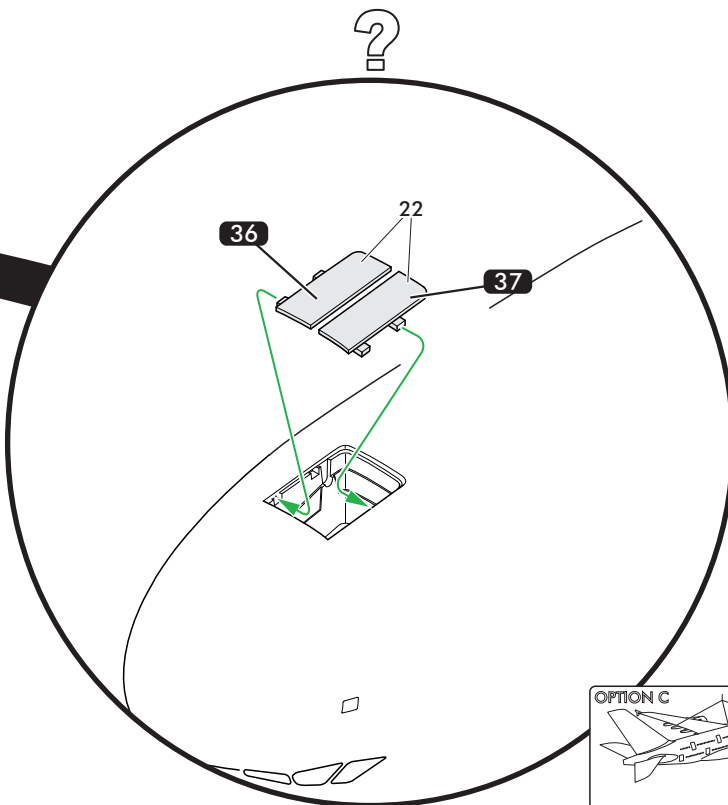
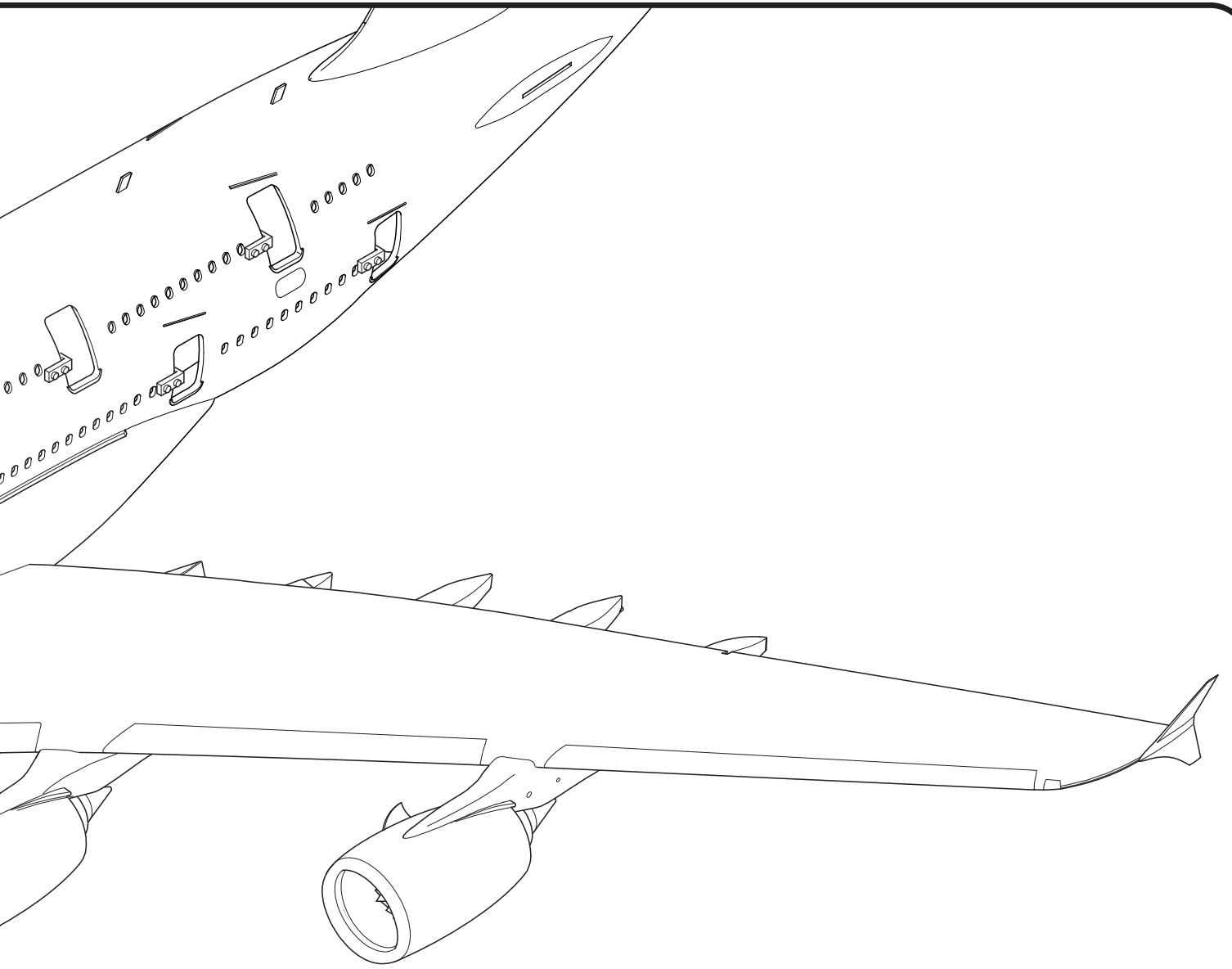
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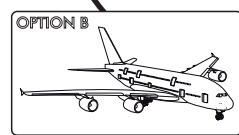
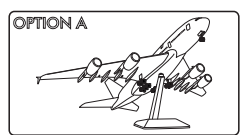
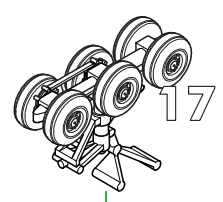
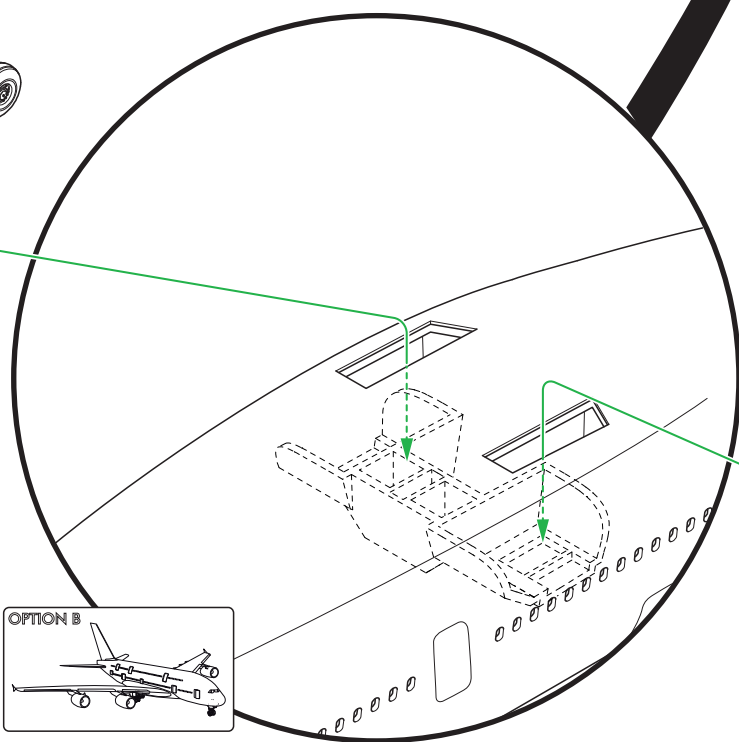
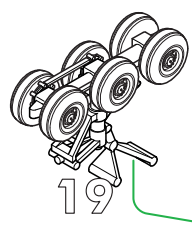
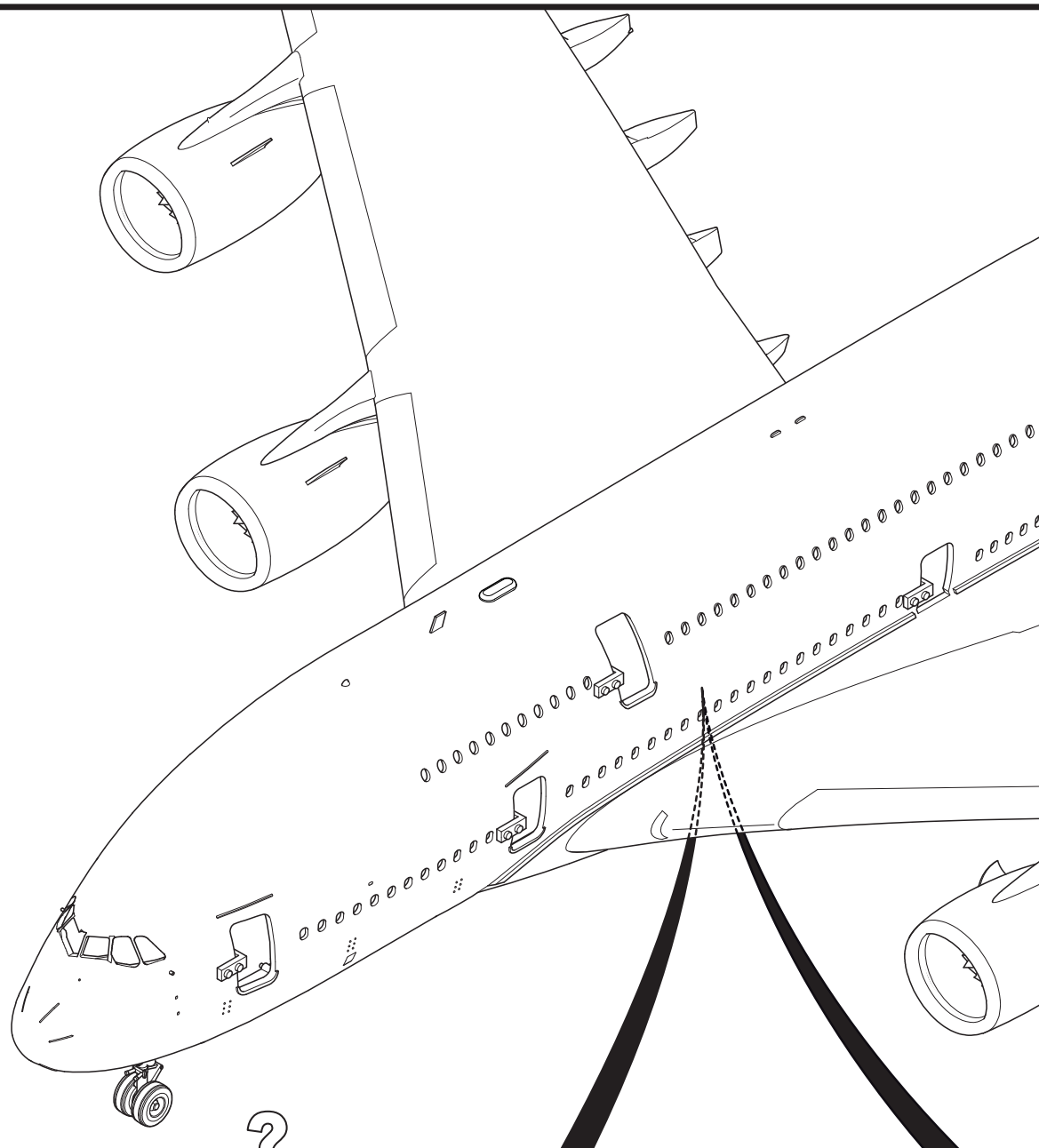
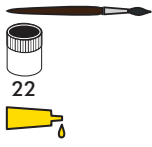
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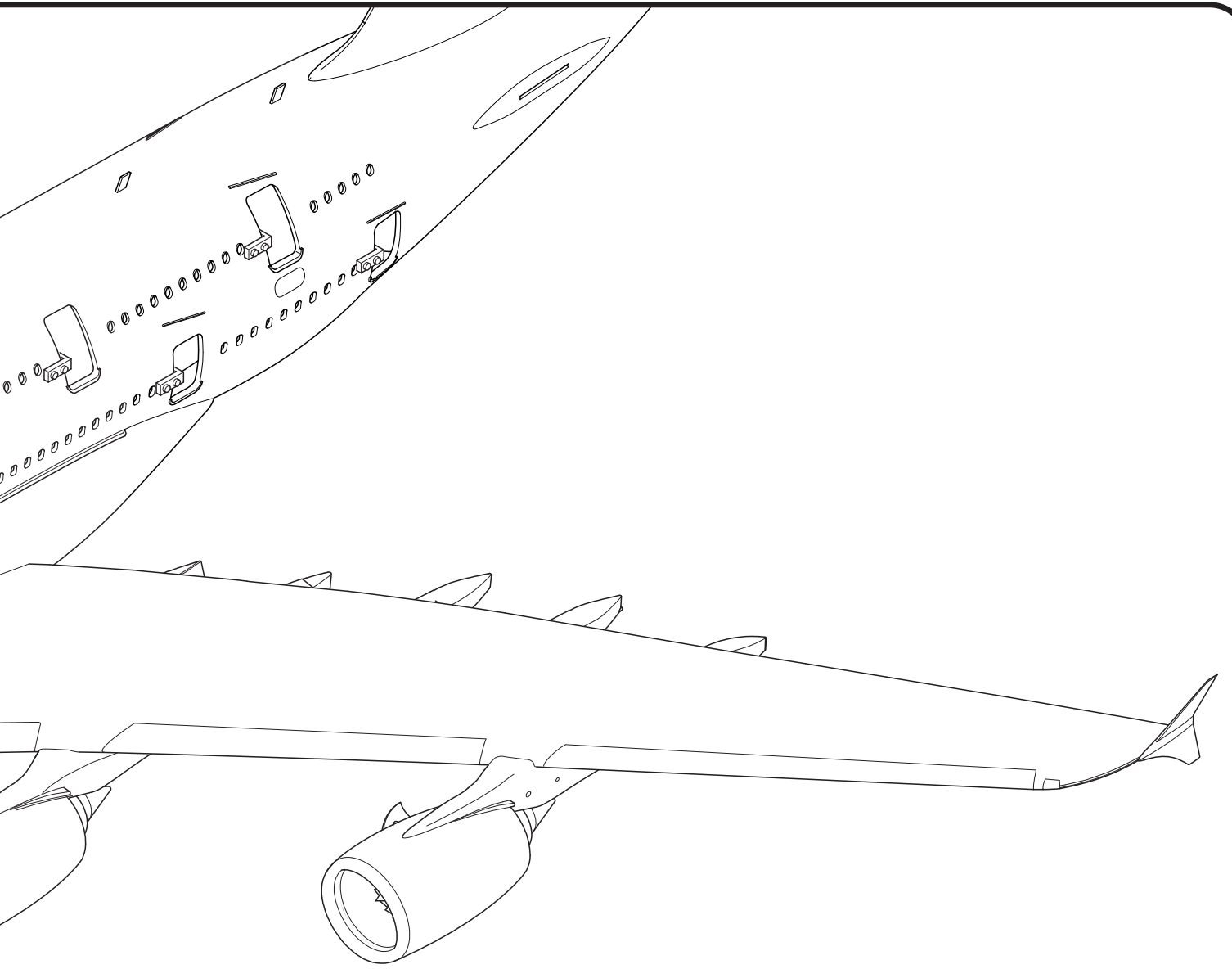




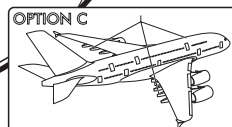
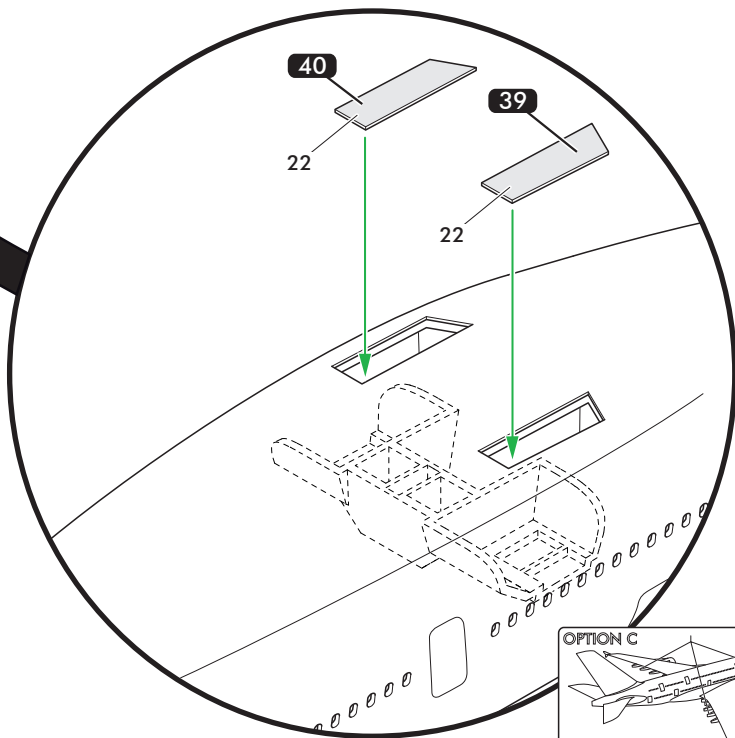


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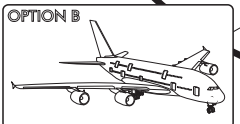
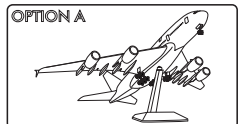
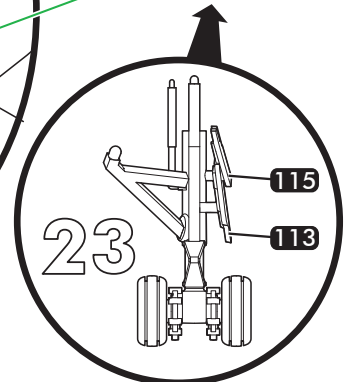
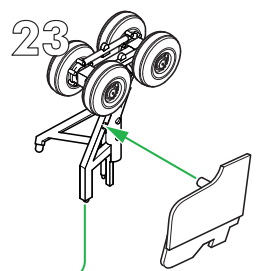
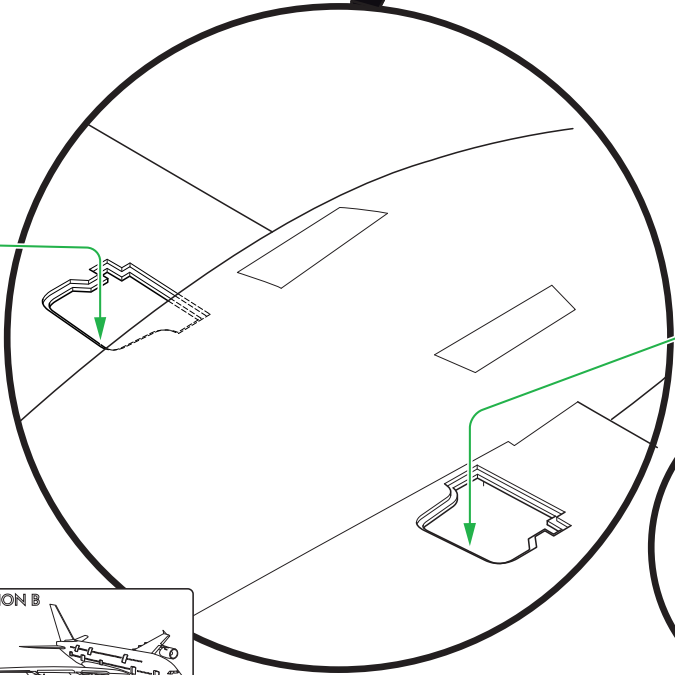
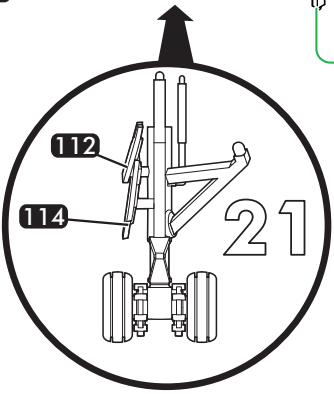
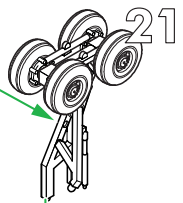
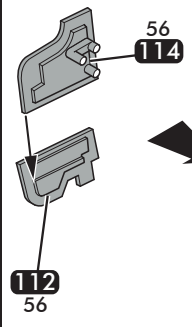
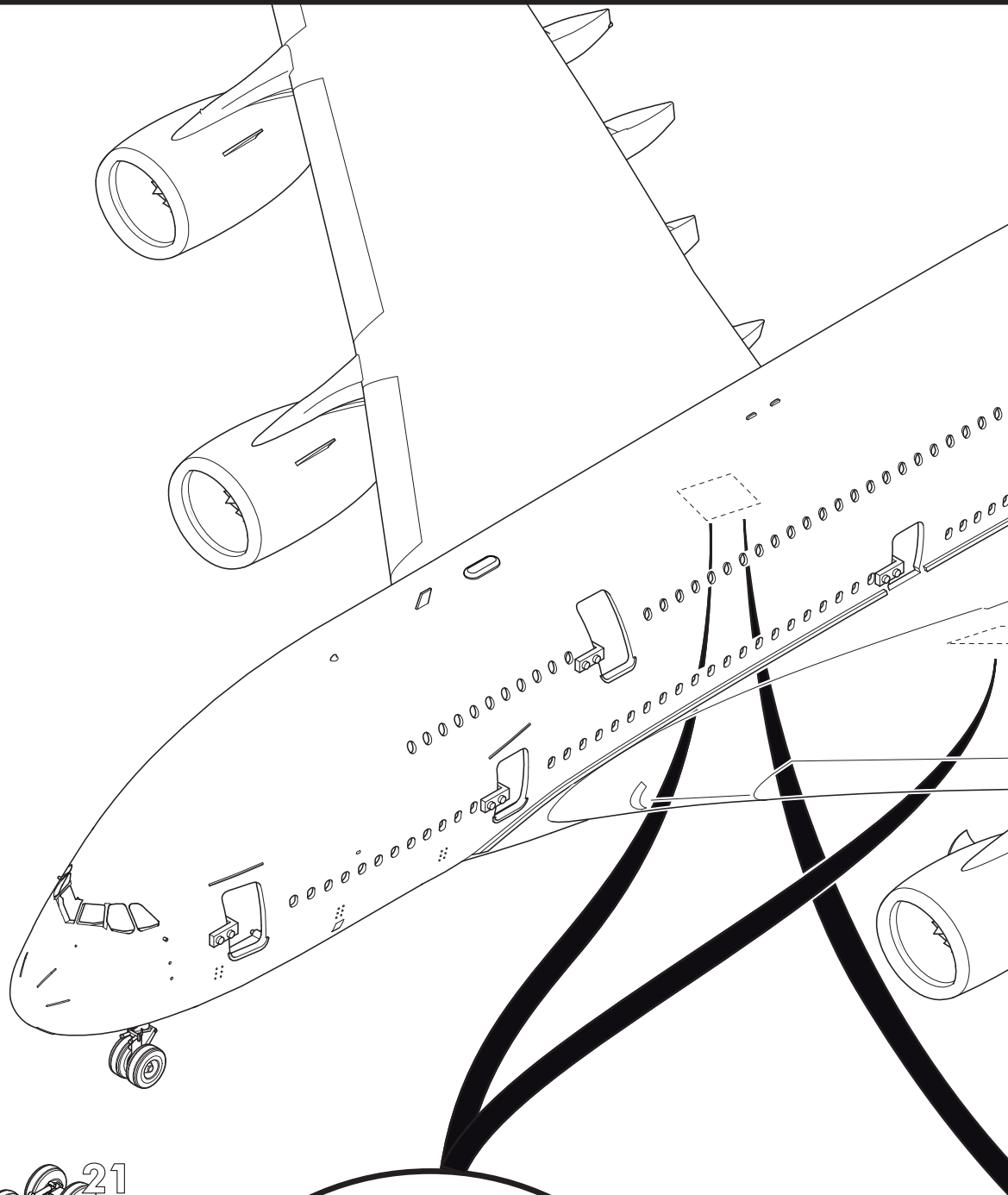
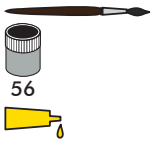


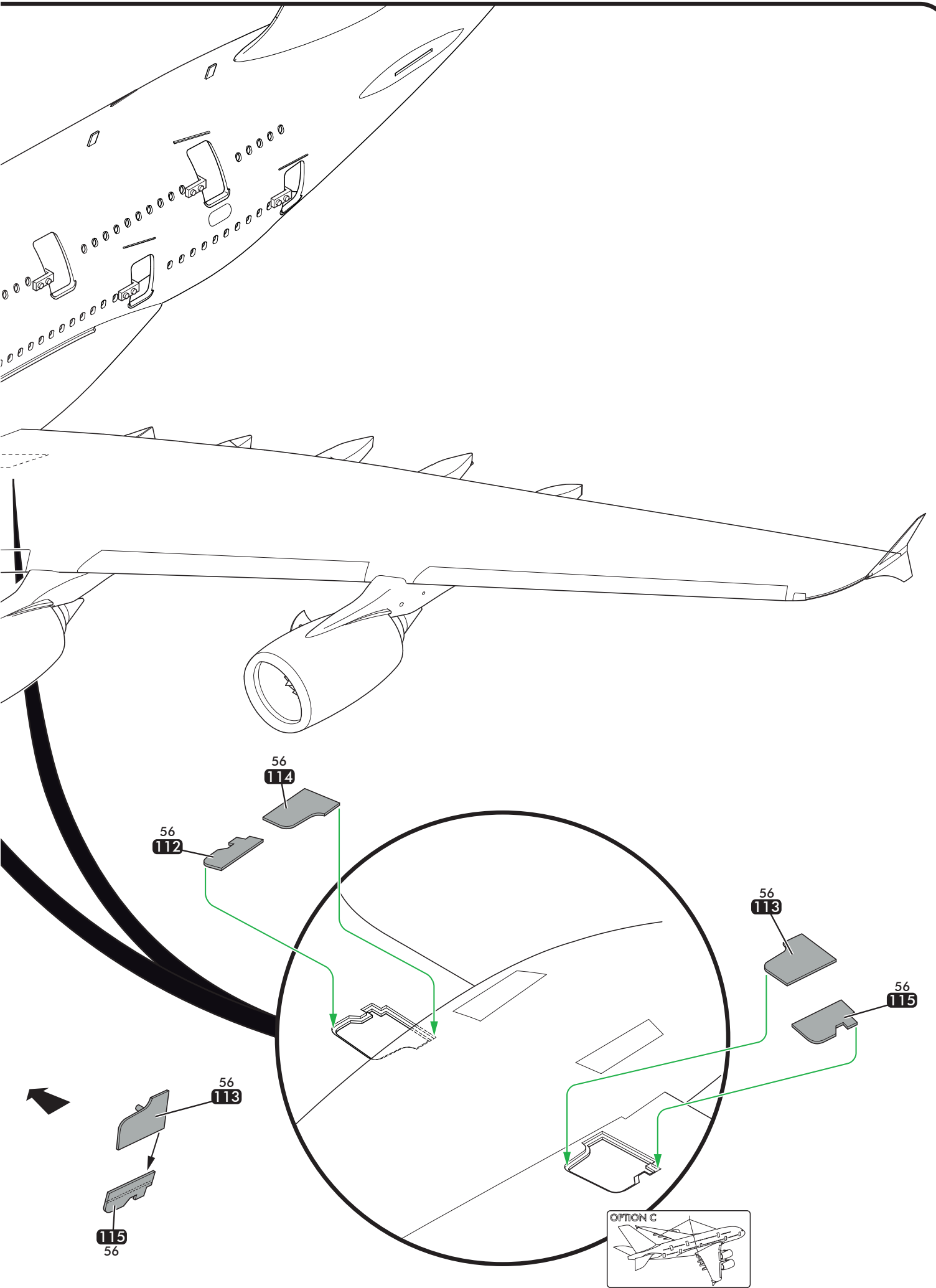


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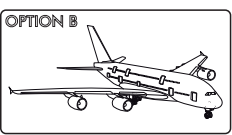
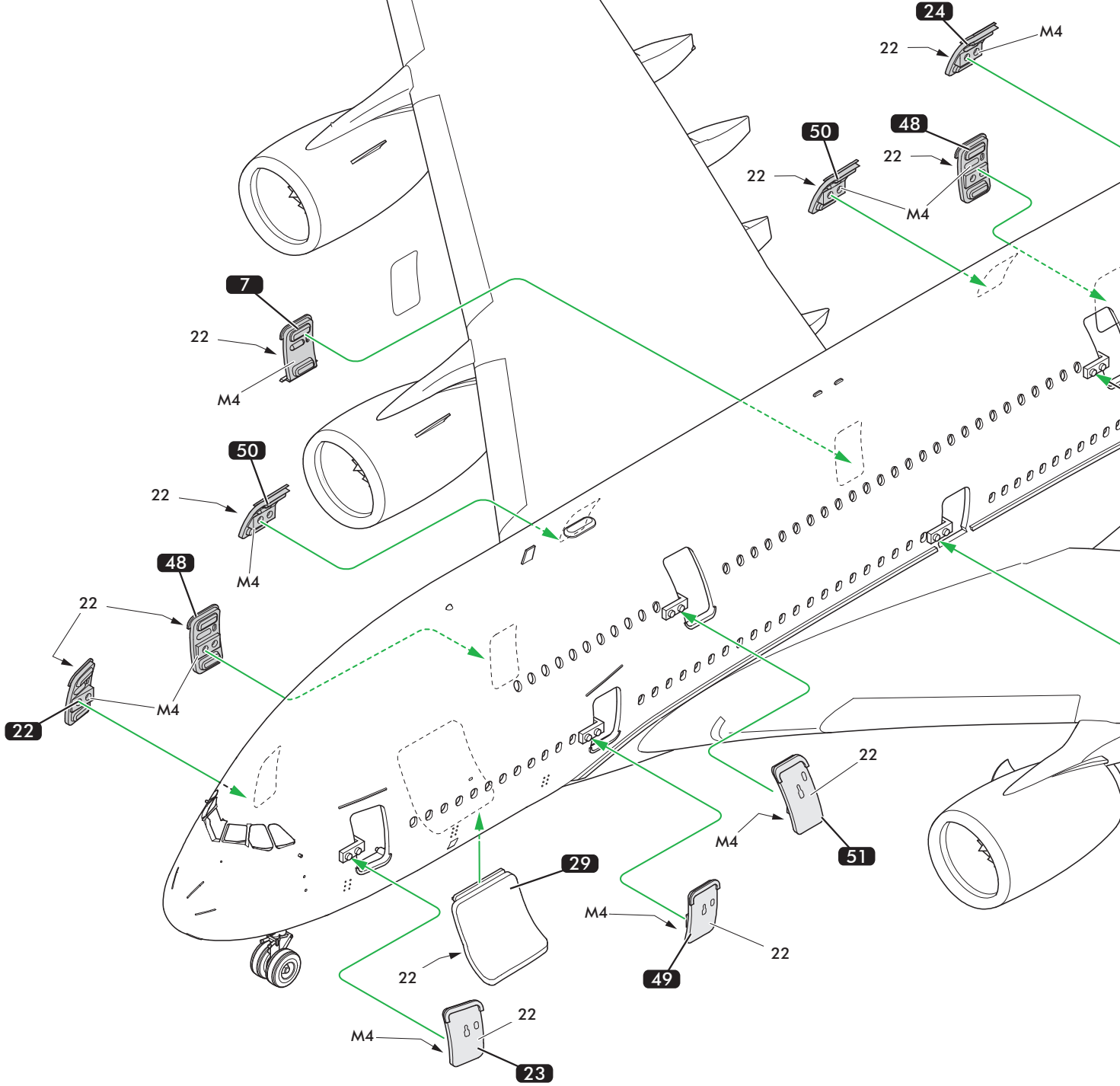
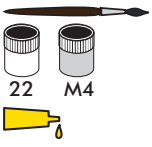


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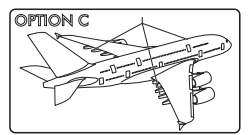
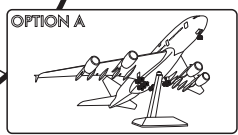
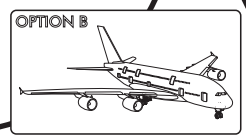
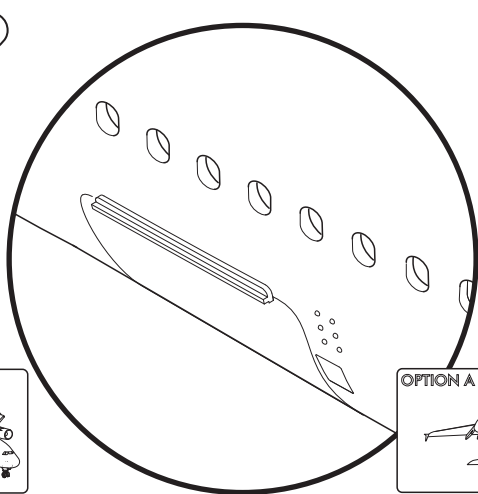
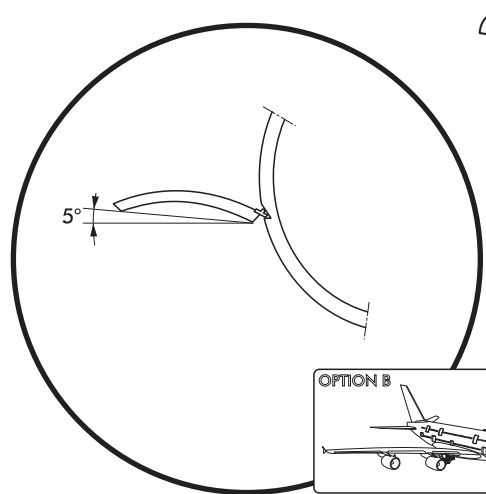
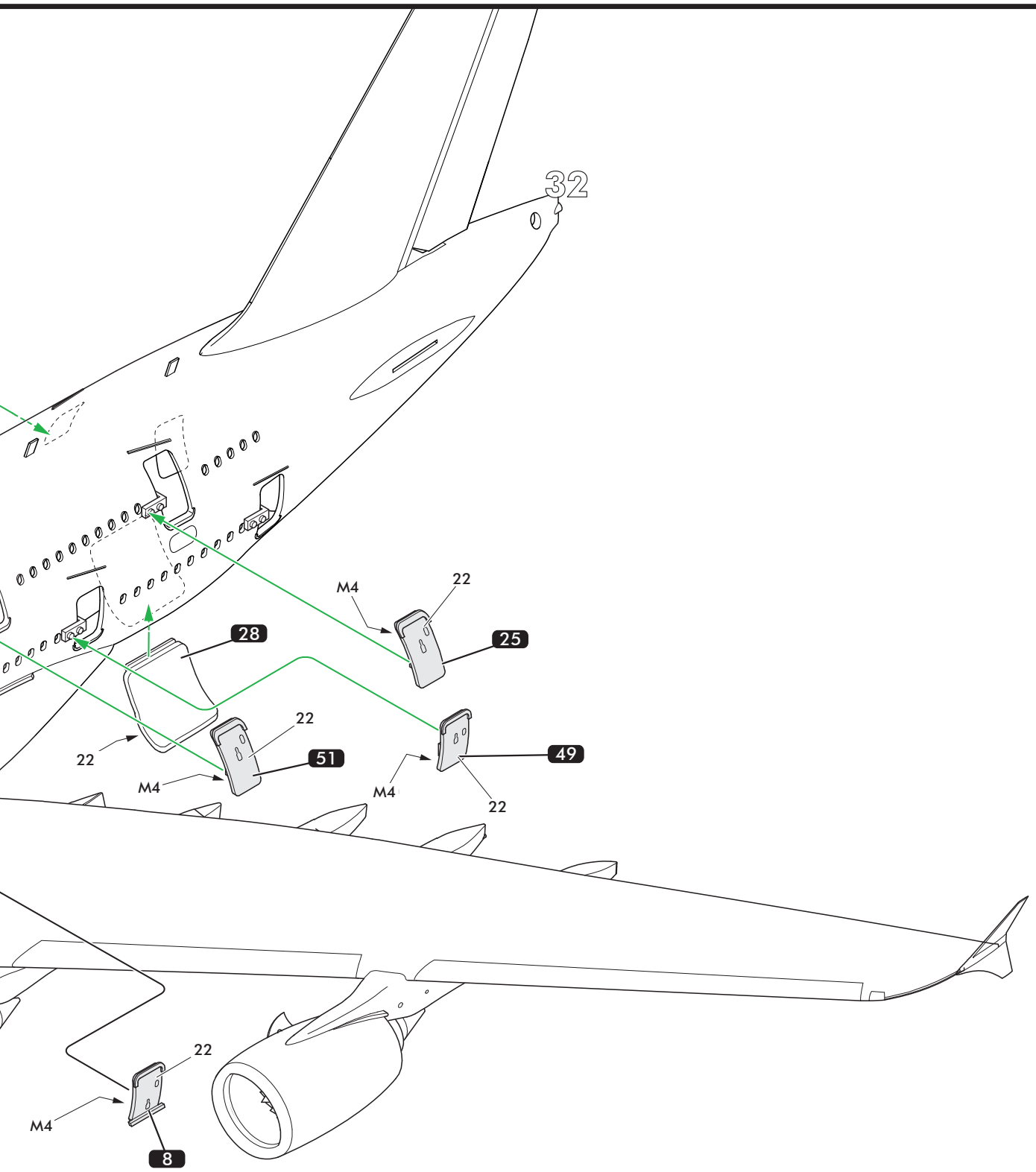




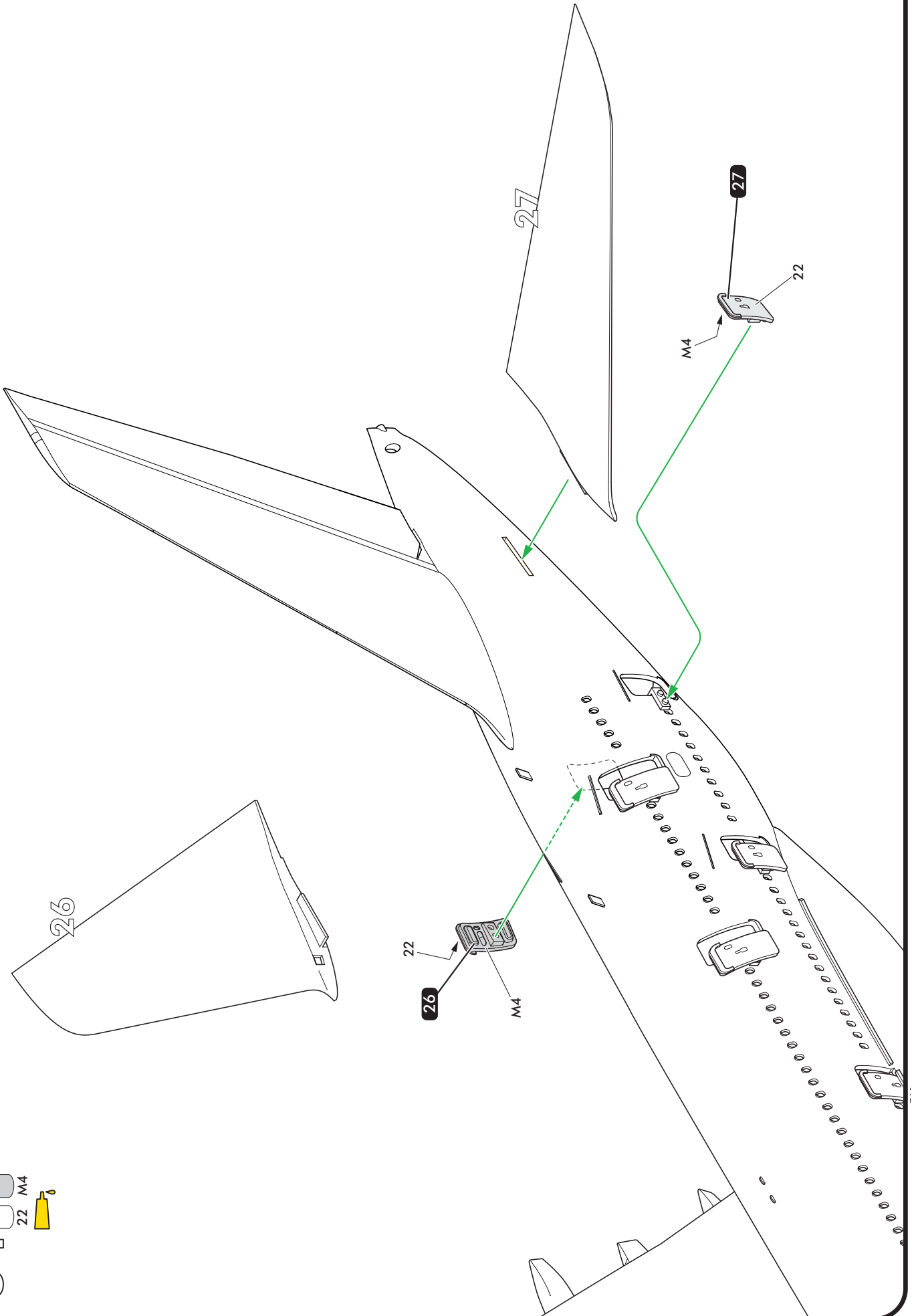
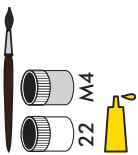
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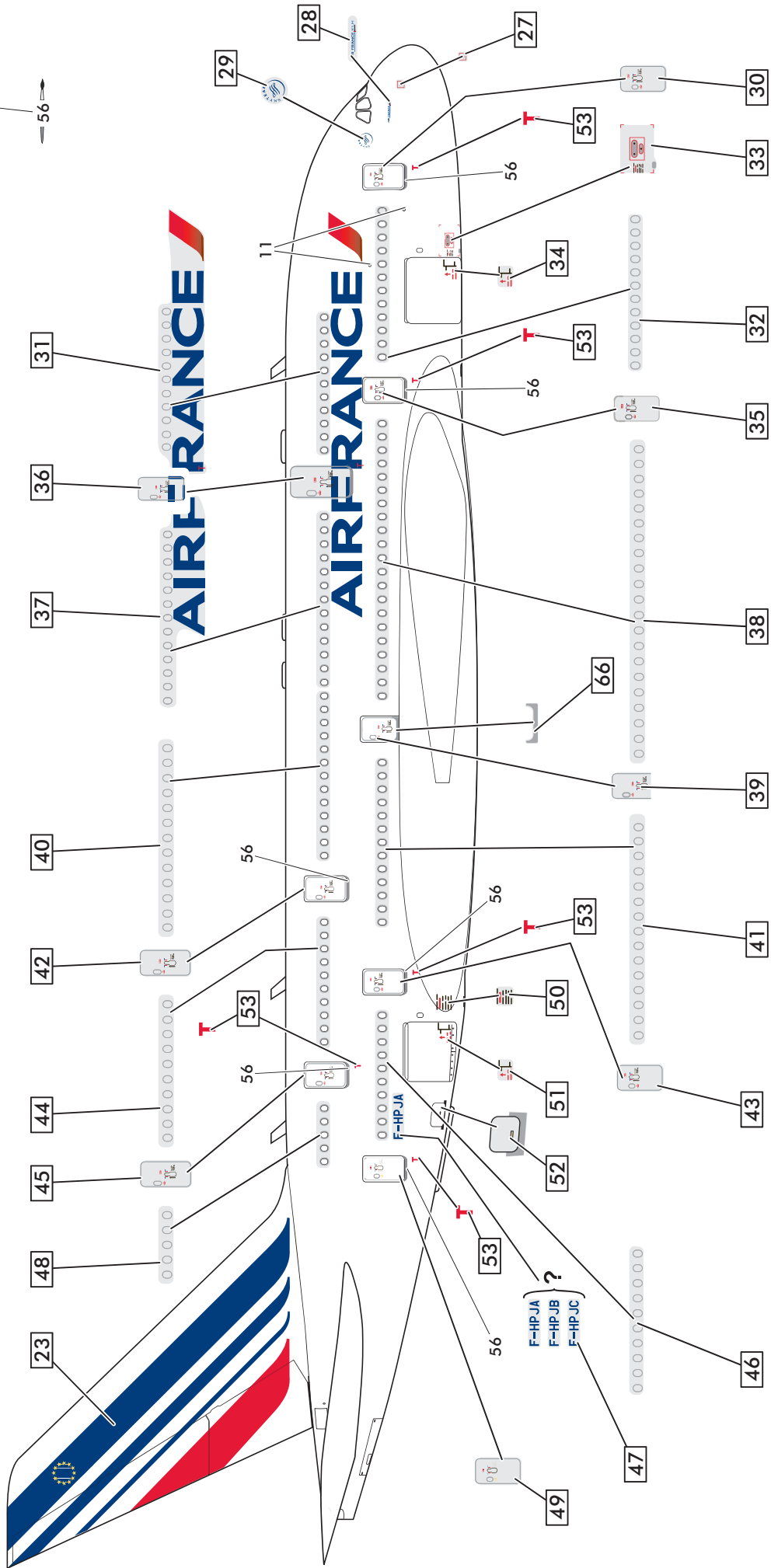
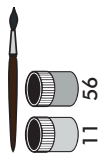


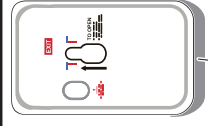
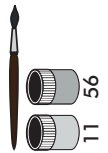


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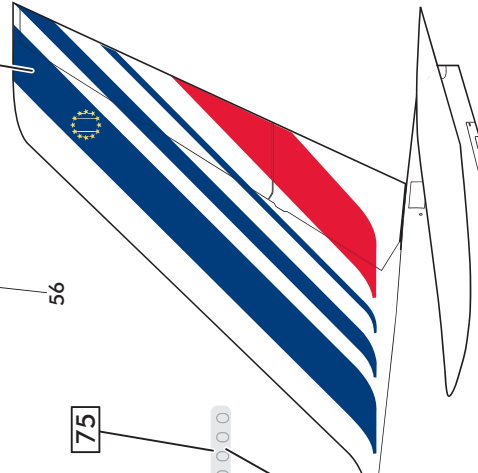


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AIRFRANCE

AIRFRANCE

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F-HPJA

F-HPJA  
F-HPJB  
F-HPJC

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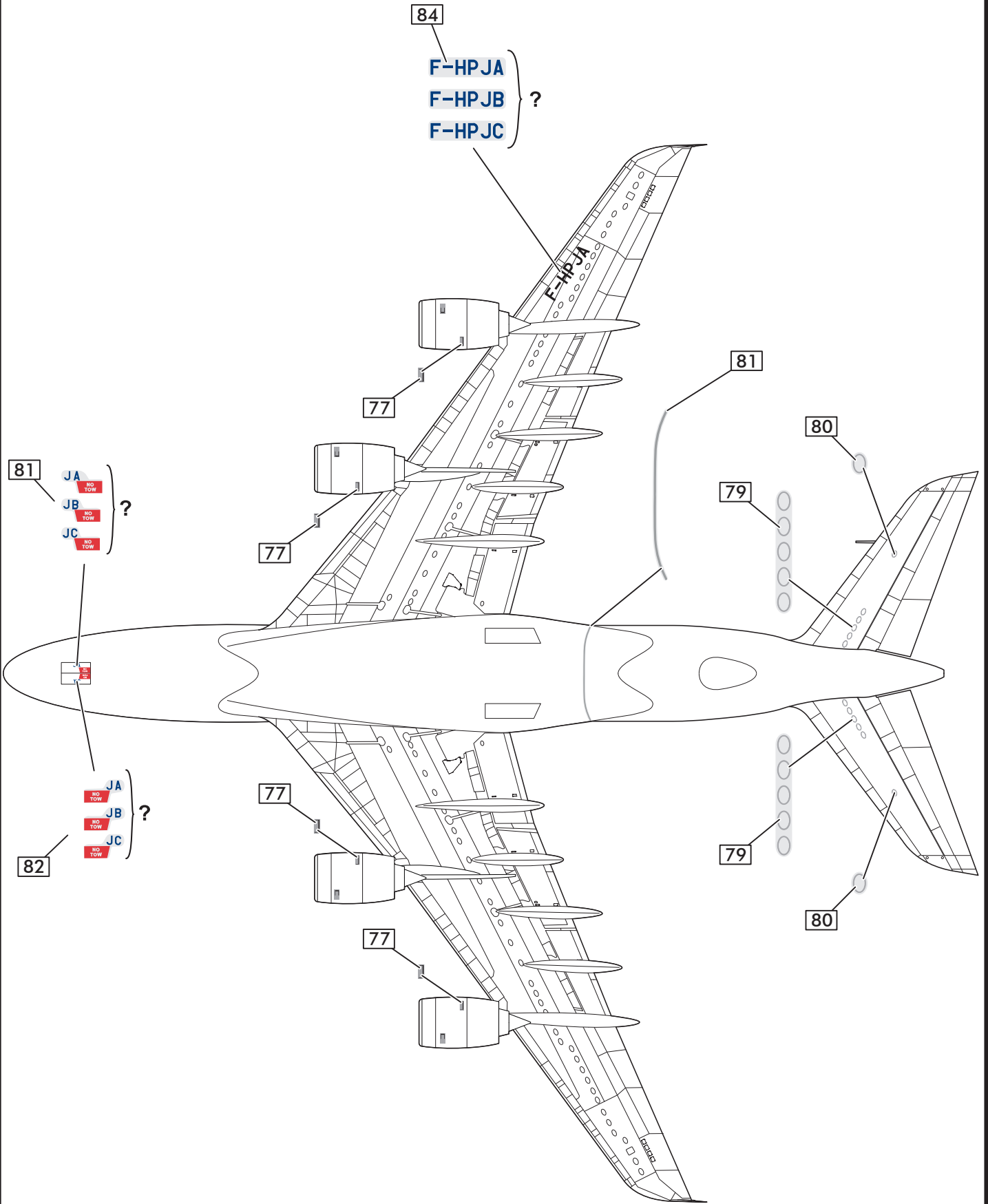
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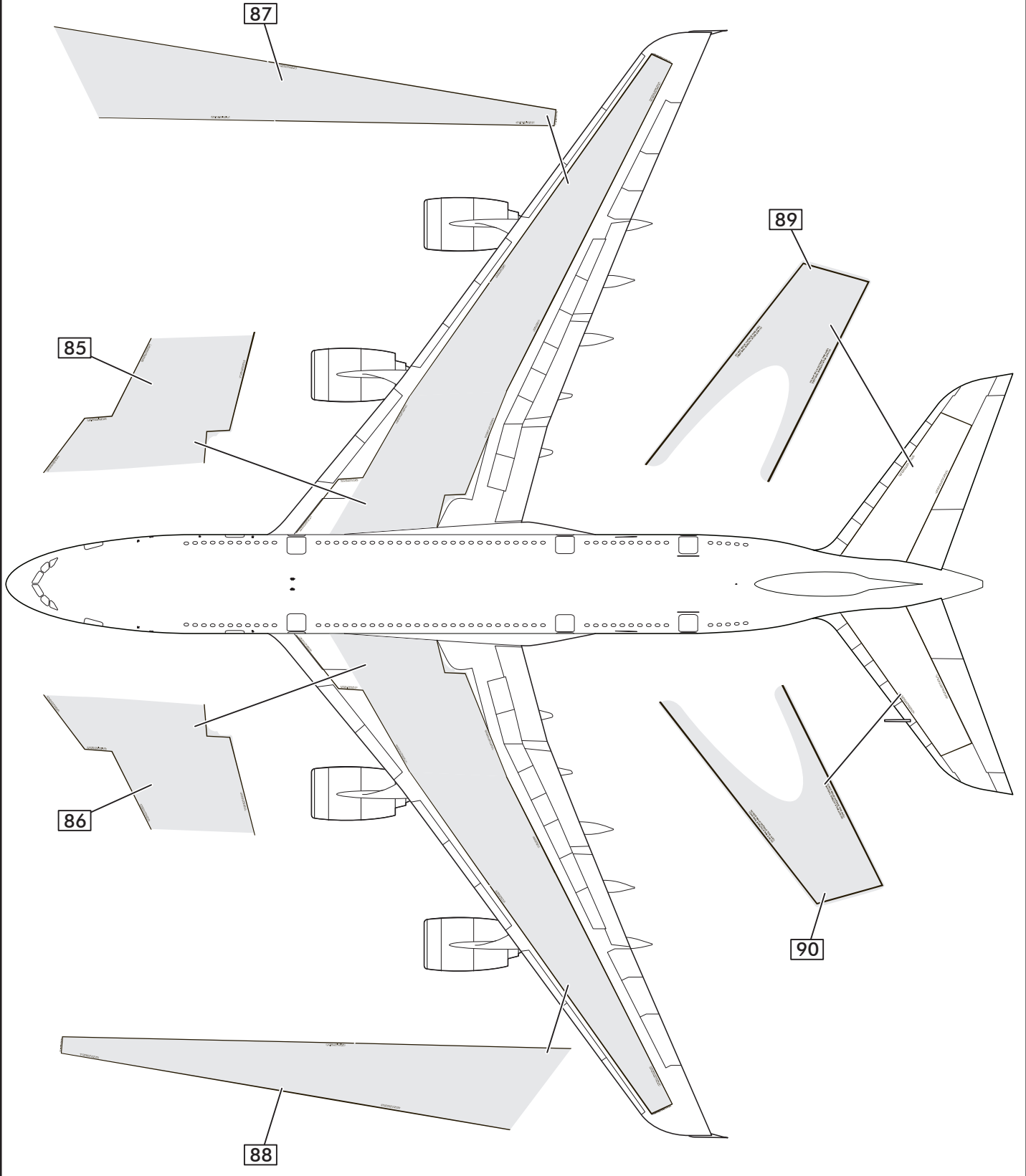
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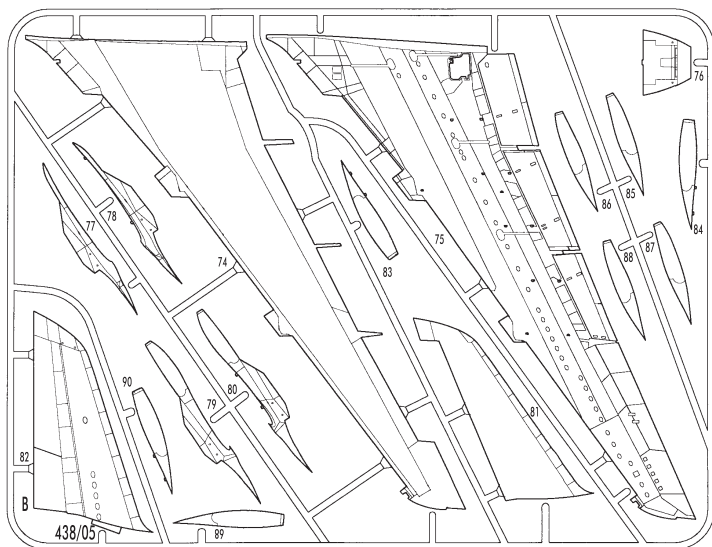
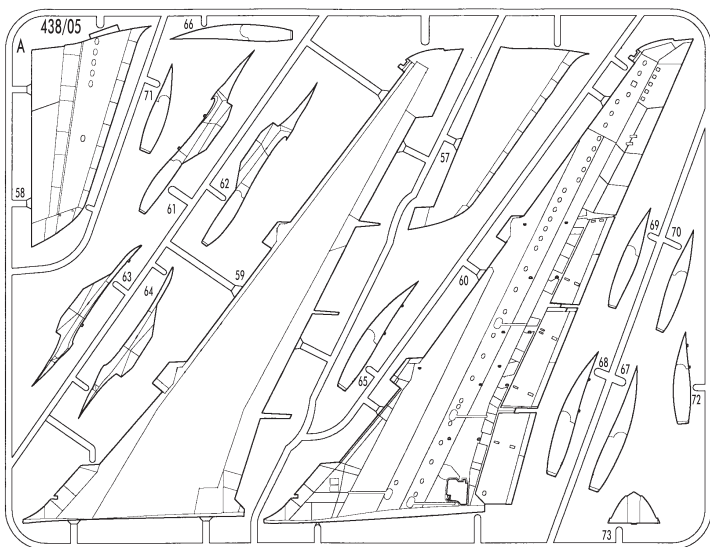
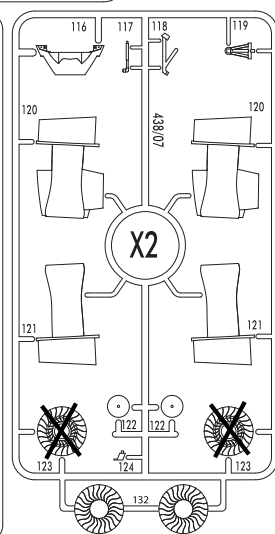
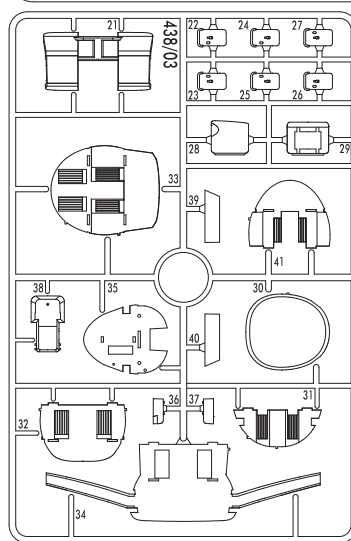
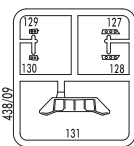
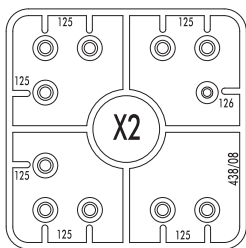
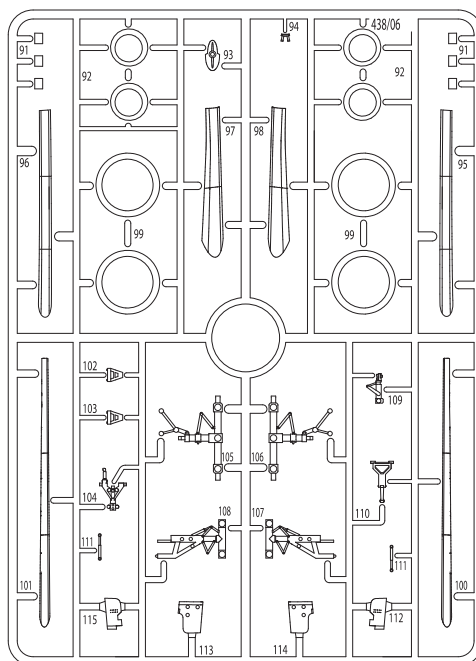
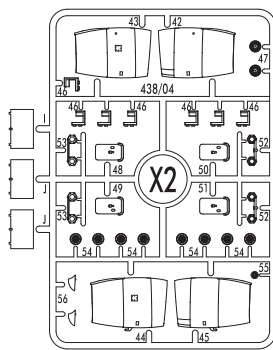
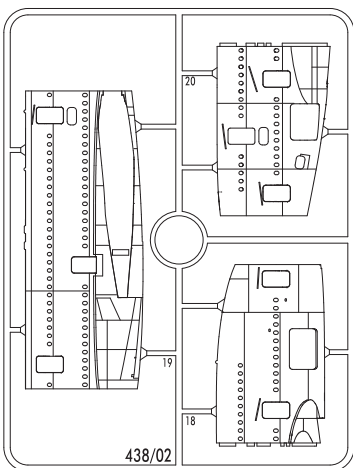
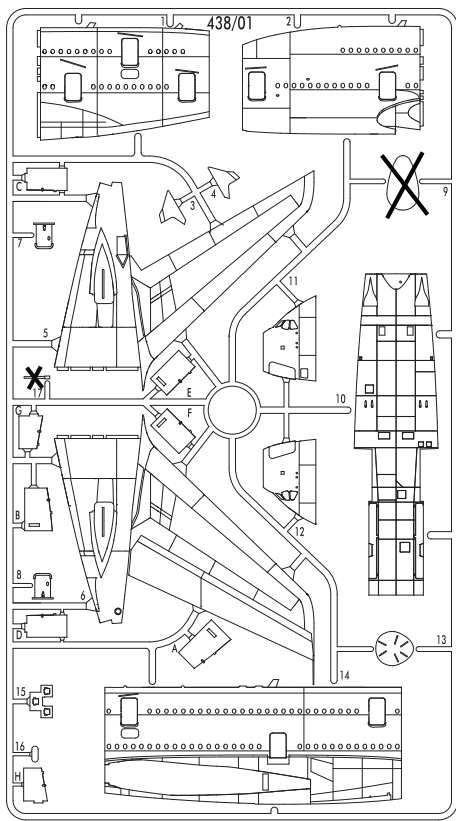
61

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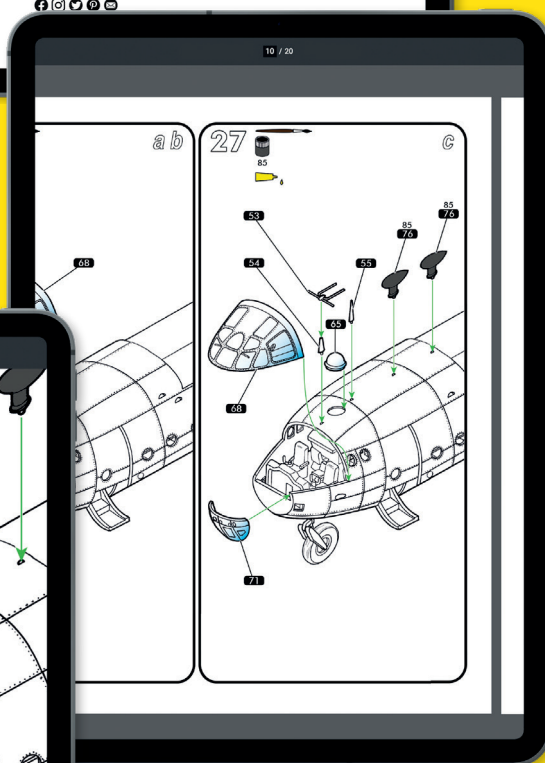
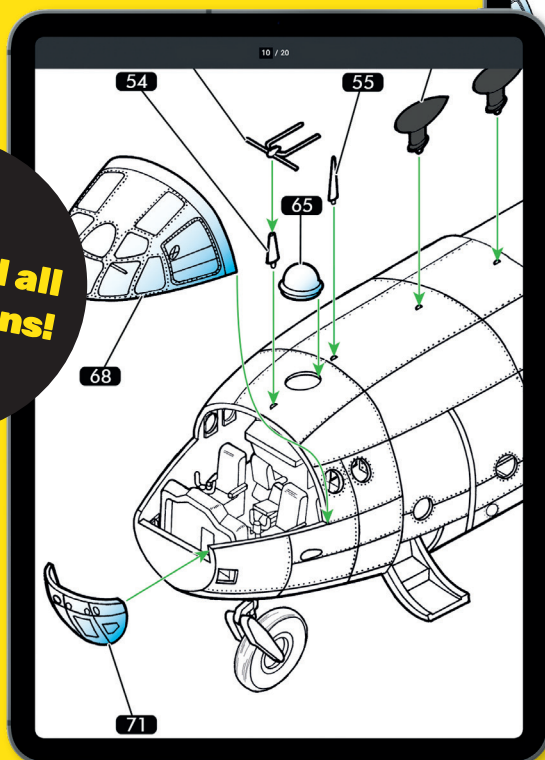
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