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Memorandum

From
Airport Operations Department, Airbus

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Airbus Aircraft Data for Visual Aids Calibration

This document aims at providing aircraft data used for airport visual aids calibration (mainly PAPI - Precision Approach Path Indicator).

It shall be noted that the values at threshold can slightly differ from the values provided in the below tables, due to the effect of the flare maneuver initiation. The present values cannot be used for determining the approach minima category.

For any question, please contact the Airbus Airport Operations department

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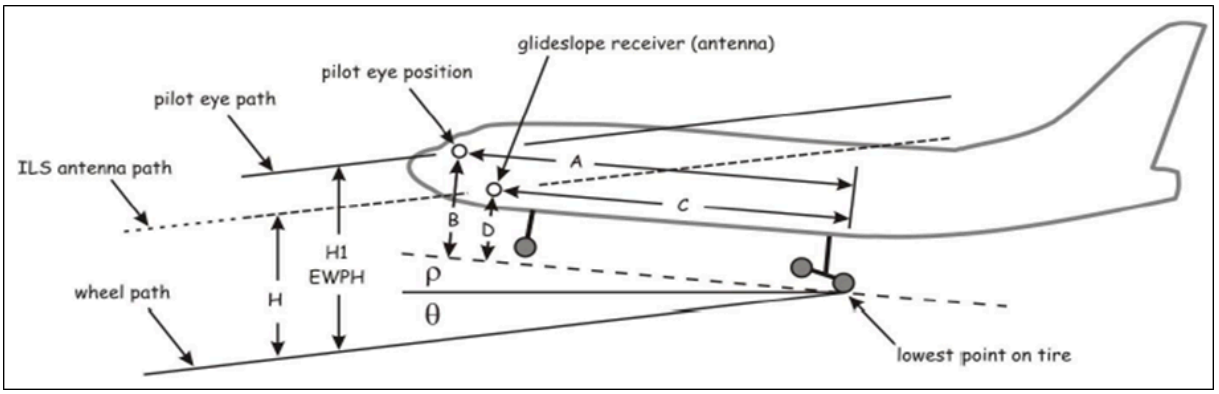

H is the ILS-beam-to-wheel-path height; EWPH or H1 is the eye-path-to-wheel-path height.
H4 is the Pilot's eye above wheels height.

The values H, H1 and H4 are calculated from the following formulas:
H = D.cosρ + C.sinρ + [C.cosρ - D.sinρ] . tanθ
H1 = B.cosρ + A.sinρ + [A.cosρ - B.sinρ] . tanθ
H4 = B.cosρ + A.sinρ

Normal landing configuration is considered for the calculations: Standard glidepath angle θ of 3 degrees, Maximum landing weight, V_{REF} + 5kts, Configuration Full, CG 30%.

Aircraft	H		H1		H4	
	(m)	(ft)	(m)	(ft)	(m)	(ft)
A220-100	4.73	15.5	6.25	20.5	5.54	18.2
A220-300	4.85	15.9	6.39	21.0	5.56	18.2
A318	4.67	15.3	6.52	21.4	5.86	19.2
A319	4.76	15.6	6.61	21.7	5.91	19.4
A319neo	4.73	15.5	6.59	21.6	5.89	19.3
A320	4.88	16.0	6.74	22.1	5.96	19.5
A320neo	4.97	16.3	6.82	22.4	6.04	19.8
A321	4.99	16.4	6.88	22.6	5.87	19.2
A321neo	4.81	15.8	6.71	22.0	5.70	18.7
A300-B4	6.39	21.0	9.18	30.1	8.00	26.3
A300-600	6.51	21.3	9.29	30.5	8.12	26.6
A310-300	6.77	22.2	9.54	31.3	8.57	28.1
A330-200	8.10	26.6	10.87	35.7	9.47	31.1
A330-300	8.56	28.1	11.34	37.2	9.77	32.0
A330-800	7.68	25.2	10.46	34.3	9.04	29.7
A330-900	7.99	26.2	10.77	35.3	9.19	30.2
A340-200	7.95	26.1	10.73	35.2	9.26	30.4
A340-300	8.15	26.7	10.92	35.8	9.35	30.7
A340-500	6.29	20.6	10.93	35.9	9.24	30.3
A340-600	6.92	22.7	11.57	38.0	9.60	31.5
A350-900	7.75	25.4	11.59	38.0	10.08	33.1
A350-1000	7.52	24.7	11.41	37.4	9.71	31.9
A380-800	8.02	26.3	11.19	36.7	9.52	31.2

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