

Airbus A380

Kenny Kemp

Airbus A380 Guy Norris, Mark Wagner, 2005 A revealing, behind-the-scenes look at the development of the biggest commercial aircraft ever built. With 200 colour photos, this book takes readers through the drama of the A380 project, introducing all the key players and unravelling the controversies surrounding its development.

The Airbus A380 Graham M. Simons, 2014-08-13 Every 7 minutes, an A380 takes off or lands somewhere in the world...The Airbus was initially designed and developed in order to provide a contender to the Boeing's growing monopoly of the skies in the biggest large-aircraft market in the world. Ambitious in design, the undertaking seemed mammoth. Yet scores of aviation engineers and pilots worked to get the design off the ground and the Airbus in our skies. This double-decker, wide-body, 4 engine jet airliner promised to redefine expectations when it came to commercial flight. Five years on from its launch, Graham Simons provides us with this, an impressively illustrated narrative history of the craft, its achievements, and the legacy it looks set to provide to a new generation of aviation engineers, enthusiasts and passengers. Operated by airlines such as Emirates, Singapore Airlines, Qantas and Lufthansa, the story of the A380 could be said to represent the story of modern-day travel itself, characterised by major technological advances across the world that constantly push the boundaries of expectation. Sure to appeal broadly across the market, this is very much a commemorative volume, preserving the history of this iconic craft in words and images.

Airbus A380 Robert Jackson, Glen Ashley, 2021-07-30 "A great addition to the highly popular Flight Craft Series. This book reviews the history of . . . an iconic and important aircraft in civil aviation." —Firetrench On April 27 2005, an aircraft under the power of six massive Rolls-Royce Trent 900 turbofan engines was making its first flight, and it was making history. For this was the Airbus A380, the largest passenger aircraft in the world. With air traffic continuing to double every fifteen years, the A380 was designed by Airbus Industrie to meet the needs of the passengers and airports, while also delivering the level of efficiency necessary to protect the environment for future generations. The design incorporated two full-length decks with wide-body dimensions, meaning its two passenger levels offered an entire deck's worth of additional space compared to the next largest twin-engine jetliner. With more seats than any other aircraft, the A380 offered solutions to overcrowding; needing fewer journeys to carry 60 percent more passengers, making it the perfect solution to airport congestion, fleet planning optimization and traffic growth. Typical seating capacity was 525, although the aircraft was certified to carry up to 853 passengers. Production of the A380 peaked at thirty aircraft per year in 2012 and 2014. Then, in February 2019, the biggest customer, Emirates, announced that it was to reduce its latest order by thirty-nine aircraft in favour of two other Airbus Models, the A350 and A330neo, a version using the same engines as the Boeing 787 Dreamliner. For Airbus, it was the last act. The Company announced that production of the A380 would cease by 2021. "Full of great information." —Airport Spotting

Flying the Airbus A380 Gib Vogel, 2012-05-01 Since its first flight on 27 April 2005, the Airbus A380 has been the largest passenger airliner in the world. Instantly recognizable with its full-length upper deck, it represents the pinnacle of modern airliner design. Flying the A380 gives a pilot's eye view of what it is like to fly this mighty machine. It takes the reader on a trip from London to Dubai as the flight crew see it, from pre-flight planning, through all the phases of the flight to shut-down at the parking stand many thousands of miles from the departure point.

Commercial Aviation Gerald Lee Dillingham, 2007 Airbus S.A.S., a European aircraft manufacturer, is introducing a new aircraft designated as the A380, which is expected to enter service in late 2007. The A380 will be the largest passenger aircraft in the world, with a wingspan of 262', a tail fin reaching 80' high, & a maximum takeoff weight of 1.2 million pounds. The A380 has a double deck & could seat up to 853 passengers. This report discusses: (1) the safety issues associated with introducing the A380 at U.S. airports; (2) the potential impact of A380 operations on the capacity of U.S. airports; & (3) how selected foreign airports are preparing to accommodate the A380. The author conducted site visits to the 18 U.S. airports & 11

Asian, Canadian, & European airports preparing to receive the A380. III.

Airbus A380. Problems and Recommendations ,2013-05-03 Seminar paper from the year 2011 in the subject Business economics - Business Management, Corporate Governance, grade: 1,2, Anglia Ruskin University, course: Systems and Operations Management, language: English, abstract: The production of the A380 aircraft ran two years behind schedule, causing financial losses, bad reputation and disappointment. To make decisions for future improvements and strategies, the situation has been analysed for management purposes. This report addresses the current situation and the causes of the problems by covering systems, operations and other important factors. It gives recommendations for improvement for these areas as well as for people, technological and organisational issues. It is shown that even a multinational company such as Airbus suffers from stultifying problems, using different systems at their plants or internal rivalries amongst top managers. Complex operations and dispersed plants further hampered the project. Finally it is recommended for Airbus, to integrate operations and systems in a better way, to introduce new systems to all plants and to ease organisational structures.

Airbus A380 Robert Jackson,2021-07-30 On 27 April 2005, an aircraft lifted away from the runway of Toulouse-Blagnac Airport under the power of six massive Rolls-Royce Trent 900 turbofan engines. It carried a six-man crew, it was making its first flight, and it was making history. For this was the Airbus A380, the largest passenger aircraft in the world. Airbus Industrie was a latecomer to the commercial airliner market, and initially struggled to win orders away from the well-established US giants, Boeing and McDonnell Douglas. Part of Airbus's strategy for success was to offer customers distinct families of aircraft that could be tailored to meet a wide range of performance and capacity demands. Before 2005, the largest and arguably most important members of this family strategy were the Airbus A330 and 340 high-capacity airliners; then along came the A380. With air traffic continuing to double every 15 years, the A380 was designed to meet the needs of the passengers and airports, while also delivering the level of efficiency necessary to protect the environment for future generations. The design incorporated two full-length decks with wide-body dimensions, meaning its two passenger levels offered an entire deck's worth of additional space compared to the next largest twin-engine jetliner. With more seats than any other aircraft, the A380 offered solutions to overcrowding; needing fewer journeys to carry 60 percent more passengers, making it the perfect solution to airport congestion, fleet planning optimization and traffic growth. Typical seating capacity was 525, although the aircraft was certified to carry up to 853 passengers. By mid-2019, fifteen airlines were operating 238 aircraft throughout the world, the original customer being Singapore Airlines, which launched its first A380 service in October 2007. Production of the A380 peaked at 30 aircraft per year in 2012 and 2014. Then, in February 2019, the biggest customer, Emirates, announced that it was to reduce its latest order by 39 aircraft in favour of two other Airbus Models, the A350 and A330neo, a version using the same engines as the Boeing 787 Dreamliner. For Airbus, it was the last act. The Company announced that production of the A380 would cease by 2021.

The Troubled History of the Airbus A380 Wladimir Agapejew,2014-01 Essay aus dem Jahr 2011 im Fachbereich VWL - Verkehrsökonomie, Note: 2,0, Anglia Ruskin University, Sprache: Deutsch, Anmerkungen: Dies ist eine Hausarbeit von meinem Auslandssemester in England an der Anglia Ruskin University in Cambridge. Das Fach hiess Systems and Operations Management (dt. Material und Fertigungswirtschaft)., Abstract: The 555-seat, double deck Airbus A380 is arguably the most ambitious civil aircraft program of all times. It is the largest passenger jet ever built. Its designers claim it will increase efficiency, use less fuel and generate less noise. Airlines can transport more passengers and cargo with the A380 than by any other commercial airliner, particularly on over sea flights and other extremely long flights (Airbus, 2011). Many airlines around the world, such as Air France, Emirates or Lufthansa have placed or will be placing orders for the A380. This report is all about the troubled history of the Airbus A380. In four stages it will describe how Airbus can improve its business efficiency. The first chapter is about systems and operations management and how it is integrated

at Airbus. The second chapter describes how information systems and operations management can be updated to improve their business efficiency. The role of soft systems methodology is evaluated in the third chapter analysing and defining the business requirements at Airbus. The last chapter is about the people, technology and organisational issues involved in improving the operations at Airbus

Airbus A380 Paul E. Eden, 2015

The A380neo Business Case Dr Addison M Schonland, Mr Ernest S Arvai, 2015-01-15 There is significant market pressure coming from Emirates for Airbus to offer an A380neo. Airbus cannot ignore this pressure, because the A380 program is in need of more sales, and currently Emirates represents the shortest path to such orders. An A380neo should be attractive to other A380 operators as well as other airlines considering VLAs. The VLA segment as a niche but is also valid market. This view puts the focus on order volume, rather than order revenues. VLA s have a historical average (1975-2014) order market share of 4%. Based on both the Airbus and Boeing forecast fleet size for 2033 we estimate the VLA segment to be ~1,000 aircraft.

Airbus A380 (Porters Five Forces) Robert Kowalschek, 2013-12-06 Seminar paper from the year 2012 in the subject Business economics - Marketing, Corporate Communication, CRM, Market Research, Social Media, grade: 2,0, University of Applied Sciences Essen, language: English, abstract: At the beginning of this assignment the terms branch and branch attractiveness will be explained. Afterwards the 5-Forces model by Porter is introduced and the theoretical attributes will be explained. In the third step the theoretical concepts will be applied to Airbus S.A.S. in general and especially to the Airbus A380. Furthermore the characteristics of the aviation industry will be pointed out.

Flight Of The Titans Kenny Kemp, 2013-07-31 The gripping story of the biggest trade war in aviation history. In October 2007, the colossal Airbus A380, the largest commercial jet in history, will take to the skies. This gigantic double-decker is the first real competitor to Boeing's iconic 747 Jumbo Jet. Meanwhile, Boeing has thrown its weight behind the smaller 787 Dreamliner, an aircraft whose emphasis is on fuel economy and reduced emissions. The future of commercial air travel is in the balance, and the outcome is difficult to predict.

Strategic Risk Management - A new Framework based on the Airbus A-380 crisis Jens Hermann Paulsen, 2012-11-20 Research Paper (undergraduate) from the year 2011 in the subject Business economics - Business Management, Corporate Governance, grade: 1,0, Copenhagen Business School (Institute of Finance), course: Strategic Risk Management, language: English, abstract: The paper will outline major flaws in Airbus's risk management and thereby identify reasons for the production delay of the Airbus 380. The Airbus A-380 project was launched in 2000 and remains the largest project in the company's history. The Airplane was designed to carry up to 853 passengers and offer 50 per cent more floor surface than any other passenger aircraft. The total cost of development summed up to € 12 billion and it was planned to deliver the first aircraft to Singapore Airlines in 2005. In reality the first aircraft was delivered in 2007. The 2 years delay of the delivery of the first Airbus 380 eventually added up to an estimated sum of €4.8 billion loss in profit. The reason for this delay was that the pre-assembled wirings produced in Germany failed to fit into the frame when the plane was to assemble in France. This misfit can be attributed to the fact that the German plant used CATIA 4 (CATIA is a computer-aided design software) which was only able to show the plane as a two dimensional model while France used CATIA 5 which displayed the plane in three dimensions.

Airbus A380 Owner's Workshop Manual Robert Wicks, 2017-11-07 The Airbus A380 is the world's most recognised and most talked about airliner since the Boeing 747 and Concorde appeared in the skies in the late 1960s. Designed to challenge Boeing's monopoly in the large-aircraft market, it made its first flight in April 2005, entering commercial service two years later with Singapore Airlines. This jet has become so popular that every four minutes--24 hours a day, seven days a week--an A380 is taking off or landing somewhere in the world. There is no other development in recent aviation history to rival this remarkable aircraft.

QF32 Richard de Crespigny,2012-08-01 QF32 is the award winning bestseller from Richard de Crespigny, author of the forthcoming Fly!: Life Lessons from the Cockpit of QF32 On 4 November 2010, a flight from Singapore to Sydney came within a knife edge of being one of the world's worst air disasters. Shortly after leaving Changi Airport, an explosion shattered Engine 2 of Qantas flight QF32 - an Airbus A380, the largest and most advanced passenger plane ever built. Hundreds of pieces of shrapnel ripped through the wing and fuselage, creating chaos as vital flight systems and back-ups were destroyed or degraded. In other hands, the plane might have been lost with all 469 people on board, but a supremely experienced flight crew, led by Captain Richard de Crespigny, managed to land the crippled aircraft and safely disembark the passengers after hours of nerve-racking effort. Tracing Richard's life and career up until that fateful flight, QF32 shows exactly what goes into the making of a top-level airline pilot, and the extraordinary skills and training needed to keep us safe in the air. Fascinating in its detail and vividly compelling in its narrative, QF32 is the riveting, blow-by-blow story of just what happens when things go badly wrong in the air, told by the captain himself. Winner of ABIA Awards for Best General Non-fiction Book of the Year 2013 and Indie Awards' Best Non-fiction 2012 Shortlisted ABIA Awards' Book of the Year 2013

Airbus A380 David Maxwell,2007-11-15 Follow the Airbus A380, the world's largest airliner and newest superjumbo of the commercial aviation industry, from its birthplace in Toulouse to the first public appearance at the world-famous Paris Air Show and beyond. From the amazing aerial displays, the testing that is helping make history to an exclusive VIP tour inside the A380, be a witness to aviation history. - Publisher.

The World's Most Powerful Civilian Aircraft Paul E. Eden,2016-12-15 The World's Most Powerful Civilian Aircraft profiles many types, from cargo transports and freighters, through flying boats, passenger airliners, and business jets. Featured aircraft include the Ford Trimotor "Tin Goose," one of the great workhorses of early aviation history; the supersonic Tupolev Tu-144 "Charger" and Concorde, Cold War competitors in aviation excellence; and the most popular passenger aircraft of the present, including the Boeing 747 and Airbus A380. Each entry includes a brief description of the model's development and history, a profile view, key features, and specifications. Packed with more than 200 artworks and photographs, this is a colorful guide for the aviation enthusiast.

Supply Chain Analysis of the Airbus A 380 Jan Kachelmaier,2017-07-14 Research Paper (undergraduate) from the year 2017 in the subject Business economics - Business Management, Corporate Governance, grade: 18 (90%), Grenoble Ecole de Management, language: English, abstract: Airbus is operating internationally and the second largest aircraft manufacturer in the world. This paper elaborates on the organizational decision areas of the supply chain of the main aircraft sections of Airbus's flagship, the A380. The main body of the paper contains the six decision areas and the selection and description of corresponding KPIs. The report ends with a short conclusion.

Commercial Aviation United States Government Accountability Office,2017-09-15 Airbus S.A.S. (Airbus), a European aircraft manufacturer, is introducing a new aircraft designated as the A380, which is expected to enter service in late 2007. The A380 will be the largest passenger aircraft in the world, with a wingspan of about 262 feet, a tail fin reaching 80 feet high, and a maximum takeoff weight of 1.2 million pounds. The A380 has a double deck and could seat up to 853 passengers. GAO was asked to examine the impact of the A380 on U.S. airports. In May 2006, GAO issued a report that estimated the costs of infrastructure changes at U.S. airports to accommodate the A380. This report discusses (1) the safety issues associated with introducing the A380 at U.S. airports, (2) the potential impact of A380 operations on the capacity of U.S. airports, and (3) how selected foreign airports are preparing to accommodate the A380. To address these issues, GAO reviewed studies on operational and safety issues related to the A380 and conducted site visits to the 18 U.S. airports and 11 Asian, Canadian, and European airports preparing to receive the A380. GAO provided the Federal Aviation

Airbus versus Boeing. Strategic Management Report Sascha Mayer,2008-03-11 Scientific Study from the year 2007 in the subject Business

economics - Operations Research, grade: 1,0, University of Southern California (Business Faculty), course: Strategic Management, language: English, abstract: The purpose of this report is to provide a Strategic Management Report with detailed strategic analyses of the dominant civil aircraft manufacturers Airbus and Boeing. The discussion main part of this report is separated into internal and external analyses, which are reasoned in greater detail and supported with reasonable graphs and tables in the attached Appendices. Finally, conclusions are drawn as to which is the more strategic savvy and which company has the more sustainable enterprise; and there is a recommendation given in which company a potential investor should rather invest in. Airbus and Boeing are having a neck-and-neck race in the aircraft industry for jets over 100 seats between Airbus and Boeing about the market leadership. After Airbus overtook its rival the first time in 2001 in terms of aircraft order and delivery, it stayed in front the last years until Boeing got back on top in 2006. The aircraft manufacturing industry is constantly growing, a global market and had a size of US\$ 63 billion revenues in 2006. It is characterized by high entry barriers and investment in R&D and by a duopoly with Airbus and Boeing having a market share of 86% for aircrafts over 100 seats. At the moment Airbus is in weaker financial position than its competitor. Boeing had an average year in 2006 with a moderate and good profitability, whereas Airbus is not in the red, but it is remarkable that the company had a bad year caused by the production and delivery problems with the A380, connecting with the delay compensations. In general, both Airbus and Boeing experience a strong support by the parent companies, whereas Boeing's outstanding and tightened military division strongly keeps the commercial airplane division on the ground and gives it an edge. In terms of product strategy the strength of the one is the weakness of the other: Boeing found no real answer on the A380 as mega-jumbo, but is highly successful with its B787 in the mid-size, long-range segment, where Airbus is lagging behind with its try to catch up through the A350. The market opportunities for both companies and strategies exist with increasing air traffic, especially in Asia with its upcoming markets China and India. On the other side increasing prices for raw materials or indirectly oil price fluctuations, and the risk of a new external shocks are threatening the performance.

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Airbus A380 Introduction

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