

A380



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CAT F Operational Requirements

Introduction

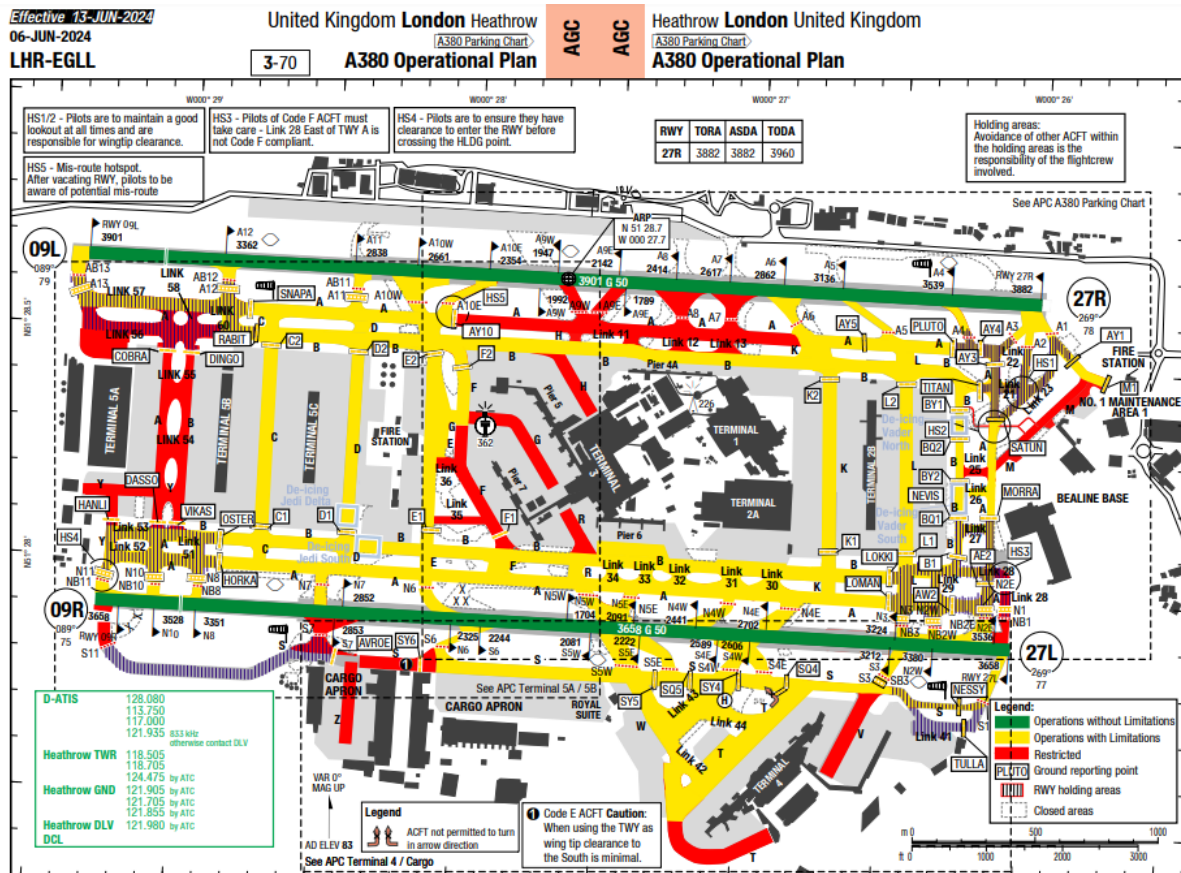
Revision 1 of the requirement of A380 crews to ensure they taxi with due regard to CAT F/A380 limitations.

Use of Charts and other aids

Flight Crew are reminded of the requirement to ensure taxiways are suitable for the use by A380 aircraft.

This includes making reference to charts available from numerous providers for Flight Simulation. As well as other aids such as OM-C and any prior notices issued by the Flight Operations Department.

This is especially important at our home base of EGLL/LHR, which has numerous restrictions on where it is permissible to taxi A380 aircraft.



08-DEC-2016

LHR-EGLL

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A380 Operational Limitations

Operational Limitations		
Airside Element	Designation	Remarks
Total TWY width incl. shoulder	All A380 Designated Taxiways	Keep the inner engines at idle thrust. The use of onboard camera for taxiing is recommended.

Changes: Reprint

Taxiing is only permitted without restriction on the Green coloured areas. While Yellow coloured areas require the Operation Limitations mentioned below to be followed: “Keep the inner engines at idle thrust.” “The use of onboard camera for taxiing is recommended (Subject to simulator restrictions)”. Pilots are to NOTE that the RED coloured areas are prohibited for taxiing while operating the A380. Also note the numerous areas marked as having LIMITED clearance for the A380 aircraft and take extra care.

Ensure Flight Crew suitably brief A380 taxi operations and most importantly limitations before operating the aircraft.

Use of suitable BTV exits

Ensure that only suitable exits (approved for A380/CAT F) are selected when setting up the onboard BTV function prior to descent. This will avoid the incorrect use of unsuitable exits.

BTV

The use of the BTV autobrake mode is recommended in the case of dry or wet runway conditions.

CAUTION	<p>Do not use BTV in the case of:</p> <ul style="list-style-type: none"> - Contaminated runway - Any reverse inoperative, or in the case of any aircraft failure affecting landing performance.
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ND MODE selector	PLAN		PF
ND RANGE selector	ZOOM		PF
RUNWAY	SELECT		PF
RUNWAY EXIT	SELECT		PF

Select the exit in accordance with the runway conditions, i.e. wet or dry.

On dry runway, the flight crew should select an exit beyond the WET line, in order to:

- *Anticipate the last minute change of the runway condition from dry to damp or wet*
- *Provide a smooth deceleration for passenger comfort.*

The flight crew chooses the exit by taking into account:

- *The destination airport gate (if known)*
- *The airport ground circulation*
- *The runway exit configuration (i.e. high speed turn off on dry runway)*
- *The predictive turn around times displayed on the ND.*

Further A380 restrictions

Please also ensure that Flight Crew remain abreast and/or refresh themselves of publications from the Flight Operations Department in relation to the A380 fleet.