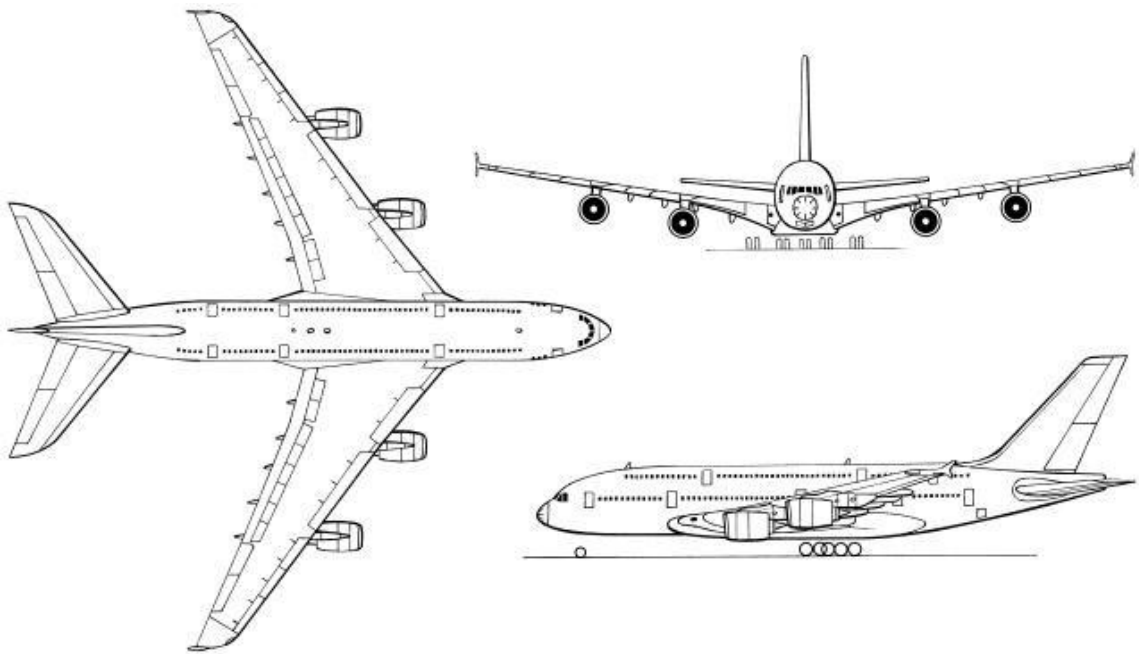


Dallas/Fort Worth International Airport

Airbus A380 Operational Plan



Airbus A380 Operational Plan
Dallas/Fort Worth International Airport
Effective September 29, 2014

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1. INTRODUCTION

The operational plan for the Airbus A380 (A380) at the Dallas/Fort Worth International Airport (DFW) has been developed through a coordinated effort with staff from Airport Board departments and the Federal Aviation Administration (FAA). The plan reflects the guidance that is provided in FAA Engineering Brief Number 63B, Taxiways for Airbus A380 Taxiing Operations (dated 11/27/2007) and Engineering Brief Number 65A, Use of 150-Foot Wide Runways for Airbus A380 (12/10/2007). The guidance provided in the Engineering Briefs referenced above allows the A380 to operate on existing 75-foot wide taxiways and existing 150-foot wide runways. The FAA has approved the following Modification to Standards (MOS) for runways to allow Airbus A380 operations:

- Runway 18L/36R, 13,400' long, 200' wide with 25' asphalt shoulders for a total surface width of 250' (MOS approval date August 18, 2014).
- Runway 18R/36L, 13,400' long, 150' wide with 35' asphalt shoulders for a total surface width of 220' (MOS approval date August 18, 2014).

The purpose of the operational plan is to identify the runways and taxiways that can safely be utilized for A380 operations.

- MOS approval date for taxiways E, F, H, Y, Z, WF, WJ, WK, G8, WL, WM, A, B, WR, and all acute angle taxiways for runways 18R/36L and 18L/36R is September 8, 2014.
 - Note – all the above approved taxiways are on the west side of the airport only.
- MOS approval date for taxiways within the Northwest Hold Pad and Southwest Hold Pad is September 8, 2014.

Separate graphics have been prepared identifying arrival and departure taxi routes that are available for each runway. These graphics are supplemented with a written description of the taxiways/taxilanes that are available for use.

This plan also outlines other procedures that need to be recognized with operation of the A380. This document will be updated to accommodate changes to the aircraft operational strategy, changing airport conditions or as deemed appropriate by the FAA or DFW Airport.

2. GATES

Terminal D, gate 16 is able to accommodate the A380. Other gates at Terminal D are being evaluated for future A380 use.

3. OPERATIONAL PROCEDURES

- a. Operational Restrictions – Only those taxiways and taxilanes identified in this operational plan are available for A380 operations. If a taxiway or taxiway segment is not explicitly included in this document it should be assumed to be restricted from A380 operations unless prior authorization is obtained from DFW Operations.

Runway 18L/36R is the designated primary runway for A380 arrivals and departures. Runway 18R/36L is the alternate runway for arrivals and departures

All taxiways and runways east of Taxiways HA and HY are not approved for A380 operations at this time. This includes Runways 17R/35L, 17C/35C, 17L/35R and 13L/31R.

All taxiways and the runway west of Runway 18R/36L are not approved for A380 operations at this time. This includes Runway 13R/31L.

AEP (“spot”) 142 is the exclusive entry/exit point on the Terminal D ramp for A380s. The Terminal D south taxilane is the only taxilane available for A380 operations.

In order to ensure proper wingtip clearance between the A380 on Taxiway F north of Taxiway Y and adjacent aircraft on Taxiways G, WG, WH and WF east of Runway 18L/36R (Northwest Hold Pad); Taxiway G between Taxiways Y and WF, and Taxiways WF, WG, and WH, will be restricted to B737 sized aircraft, and smaller. When an A380 is on Taxiway F, north of Taxiway Y, aircraft taxiing on Taxiway G, WF, WG, and WH, larger than a B737, cannot be passed by, or parallel to, or pass the A380.

Note: type aircraft that will be restricted includes B747, B757, B767, B777, DC-8, DC-10, MD-10, MD-11, A300, A310, A330, and A340.

When an A380 is taxiing either north or south on Taxiway F aircraft will not hold on Taxiways Y, Z, G5, WJ, G6, WK, G7, G8, G9, WL, G10, WM, G11, B or A between Runway 18L/36R and Taxiway G in order to ensure proper wingtip clearance between the A380 and other aircraft.

Option: in order to minimize potential traffic conflicts while the A380 is on Taxiway F, Taxiway E is an option for the A380 to use to taxi to either Runway 18L or 18R for departure. Concept of operation for this option would be for the A380 to exit the Terminal D ramp at AEP 142, proceed west on Taxiway WL and hold short of Runway 18L/36R. After clearance has been received from FAA ATC to cross Runway 18L/36R, the A380 will turn right on Taxiway E and taxi north to either Runway 18L or 18R for departure.

In order to ensure proper wingtip clearance between the A380 on Taxiway F south of Taxiway A and adjacent aircraft on Taxiways G, WQ, WP and WR east of Runway 18L/36R (Southwest Hold Pad) Taxiway G, between Taxiways A and WR, and Taxiway WP, WQ, and WR, between Runway 18L/36R and Taxiway G, will be restricted to B737 sized aircraft, and smaller. When an A380 is on Taxiway F, south of Taxiway A, aircraft taxiing on Taxiways G, WP, WQ, and WR, larger than a B737, cannot be passed by, or parallel to, or pass the A380.

Note: type aircraft that will be restricted includes B747, B757, B767, B777, DC-8, DC-10, MD-10, MD-11, A300, A310, A330, and A340.

Prior to A380 push-back from Terminal D gate aircraft must contact DFW Ramp Tower on 129.95 for clearance. Arriving aircraft must contact DFW Ramp Tower upon arrival at DFW and prior to entering Terminal D ramp area.

The Terminal D Ramp Tower must contact the AOC at 972-973-3112 fifteen (15) minutes prior to A380 pushing back from the terminal gate in order for Airfield Operations personnel to be in position to inspect runway 18R/36L if that is the runway A380 will be departing from.

- b.** Runway Inspection – Airfield Operations will conduct a full length runway inspection for foreign object debris after each A380 departure on runway 18R/36L, prior to successive aircraft operations.
- c.** Jet Blast Effects – Airport staff will monitor all designated A380 taxi routes for the effects of jet blast. Action will be taken to remedy problem areas that are identified due to excessive jet blast exposure. Figure 12 identifies A380 jet blast characteristics.
- d.** Excursions from Non-standard Taxiways – Aircraft operations will be monitored for excursions from full strength pavement. Damage to surfaces, lighting, or signage will be promptly repaired. The taxi routes or taxiway segments will be examined to determine if adjustments to the A380 Operational Plan are required.

- e. Deicing Operations – The primary deicing location of the A380 will be at AEP (“spot”) 144 located on the Southwest corner of the Terminal D ramp. Secondary location for deicing the A380 will be at the Southwest Hold Pad. Use of a deicing pad is subject to availability and operational constraints.
- f. Hardstand/remote Aircraft Parking – Remote aircraft parking is available; coordination with Terminal Operations, Airfield Operations, and the west FAA Air Traffic Control Tower is required prior to the aircraft’s arrival in order to determine which location will be used. If the airport is in a north flow configuration the Northwest Hold Pad would be the primary location, if the airport is in south flow the Southwest Hold Pad would be the primary location. The A380 must park on Taxiway H north of Taxiway Y (facing northbound) or Taxilane H1 south of Taxiway A (facing northbound). Figure 11 depicts the location of both parking areas.
- Access to the remote hardstand located in the Northwest Hold Pad, north of Taxiway Y, east of Runway 18L/36R, will be via Taxiway F to Taxiway Y to Taxiway H.
 - Access to the remote hardstand located in the Southwest Hold Pad, south of Taxiway A, east of Runway 18L/36R, will be via Taxiway F to Taxiway WR to Taxiway H1.

4. AIRFIELD OPERATIONS

a. Runway 18L – Arrivals

Figure 1 depicts the taxi routes available for Runway 18L arrivals. The following provides additional information for this operation.

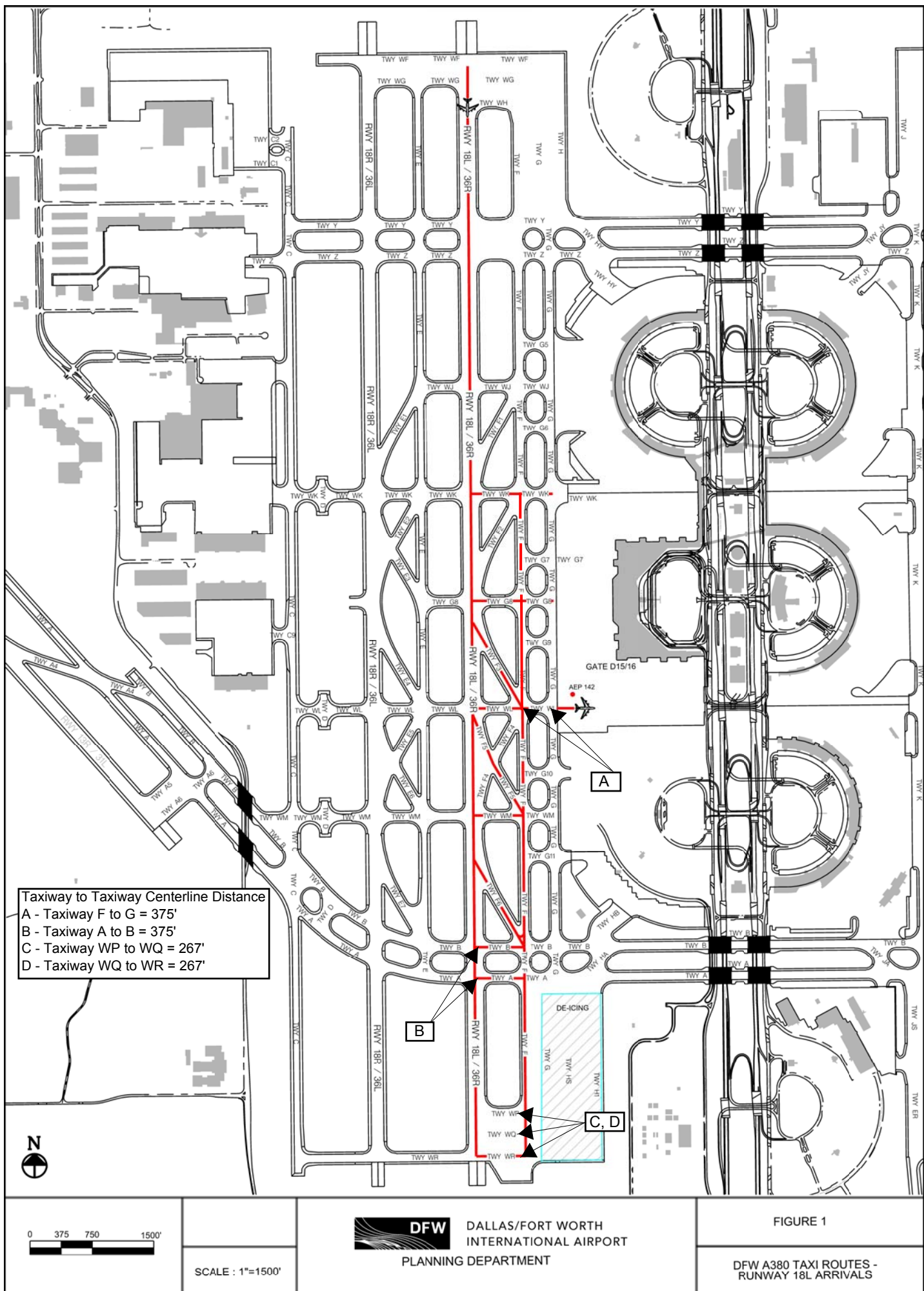
Taxiway(s) Available

- Landing on Runway 18L: exit the runway on Taxiways WK, G8, F3, WL, F5, WM, F6, A, B or Taxiway WR; aircraft will taxi east to Taxiway F.

Note: A380 arrivals on runway 18L may favor the use of Taxiways WK, G8, WL, WM, A, B, or WR due to limited turning ability from Taxiways F5 and F6 on to Taxiway F to taxi to Taxiway WL to the ramp.

- Aircraft will proceed via Taxiway F and will enter the Terminal D ramp via Taxiway WL to AEP (“spot”) 142.
 - In order to ensure proper wingtip clearance between the A380 on Taxiway F south of Taxiway A and adjacent aircraft on Taxiways G, WQ, WP and WR east of Runway 18L/36R (Southwest Hold Pad) Taxiway G, between Taxiways A and WR, and Taxiway WP, WQ, and WR, between Runway 18L/36R and Taxiway G, will be restricted to B737 sized aircraft, and smaller. When an A380 is on Taxiway F, south of Taxiway A, aircraft taxiing on Taxiways G, WP, WQ, and WR, larger than a B737, cannot be passed by, or parallel to, or pass the A380.

Note: type aircraft that will be restricted includes B747, B757, B767, B777, DC-8, DC-10, MD-10, MD-11, A300, A310, A330, and A340.



4. AIRFIELD OPERATIONS

a. Runway 18L – Arrivals

Figure 1 depicts the taxi routes available for Runway 18L arrivals. The following provides additional information for this operation.

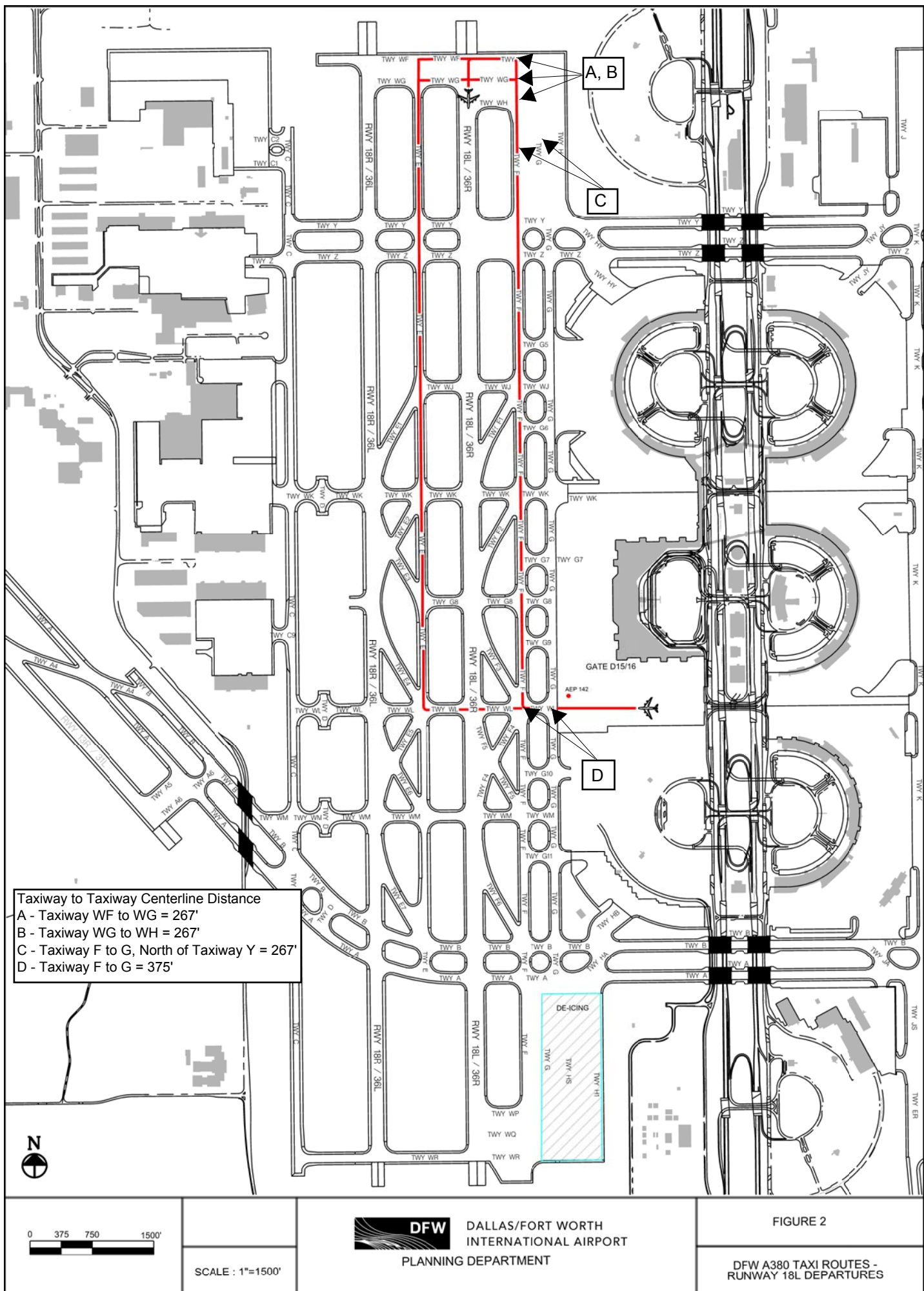
Taxiway(s) Available

- Landing on Runway 18L: exit the runway on Taxiways WK, G8, F3, WL, F5, WM, F6, A, B or Taxiway WR; aircraft will taxi east to Taxiway F.

Note: A380 arrivals on runway 18L may favor the use of Taxiways WK, G8, WL, WM, A, B, or WR due to limited turning ability from Taxiways F5 and F6 on to Taxiway F to taxi to Taxiway WL to the ramp.

- Aircraft will proceed via Taxiway F and will enter the Terminal D ramp via Taxiway WL to AEP (“spot”) 142.
 - In order to ensure proper wingtip clearance between the A380 on Taxiway F south of Taxiway A and adjacent aircraft on Taxiways G, WQ, WP and WR east of Runway 18L/36R (Southwest Hold Pad) Taxiway G, between Taxiways A and WR, and Taxiway WP, WQ, and WR, between Runway 18L/36R and Taxiway G, will be restricted to B737 sized aircraft, and smaller. When an A380 is on Taxiway F, south of Taxiway A, aircraft taxiing on Taxiways G, WP, WQ, and WR, larger than a B737, cannot be passed by, or parallel to, or pass the A380.

Note: type aircraft that will be restricted includes B747, B757, B767, B777, DC-8, DC-10, MD-10, MD-11, A300, A310, A330, and A340.



4. Airfield Operations (continued)

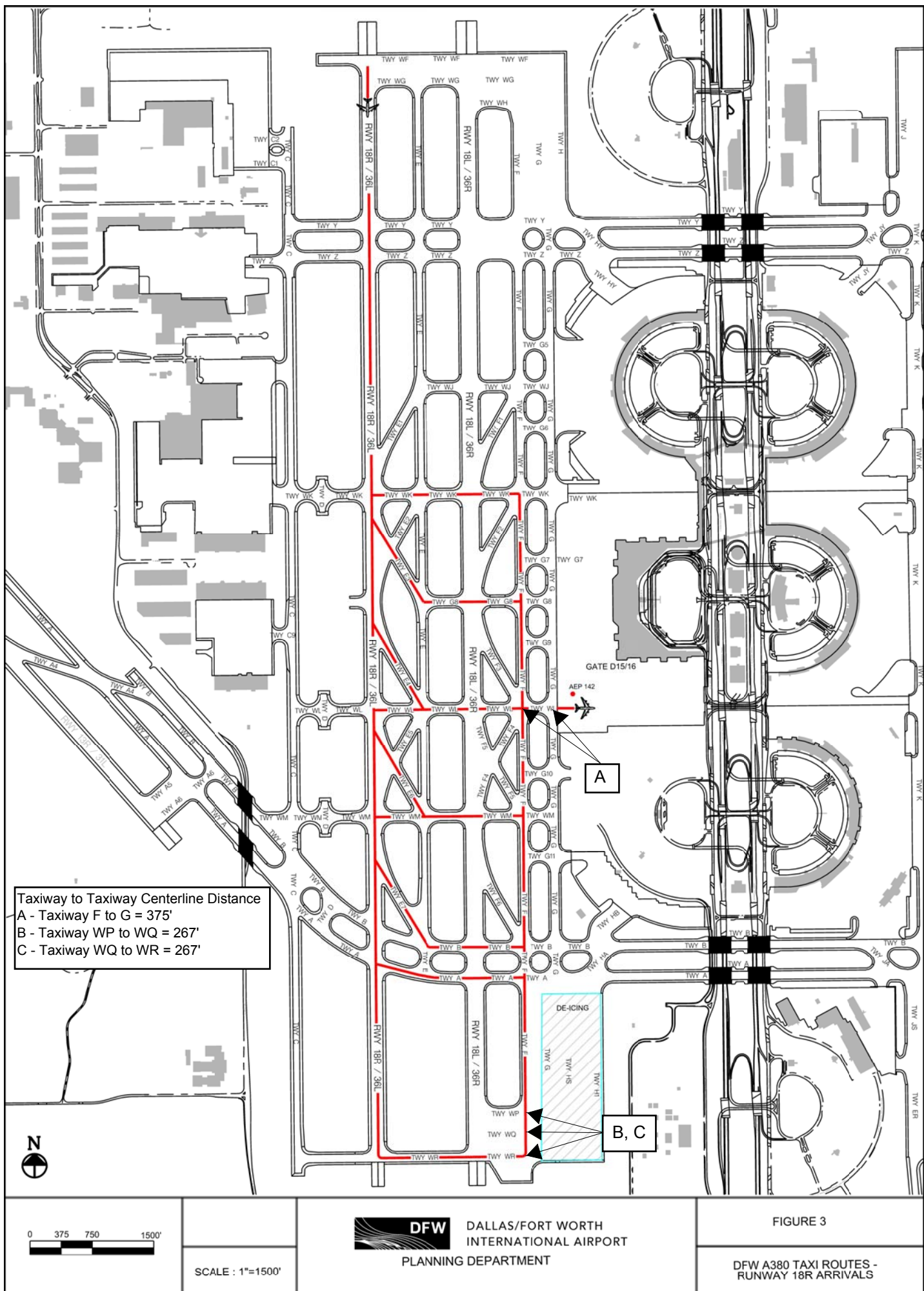
c. Runway 18R – Arrivals

Figure 3 depicts the taxi routes available for Runway 18R arrivals. The following provides additional information for this operation.

Taxiway(s) Available

- Landing on Runway 18R, exit the runway on Taxiways WK, E3, E4, WL, E6, WM, E7, A, B or Taxiway WR; aircraft will taxi east to towards Runway 18L/36R. After receiving FAA ATCT clearance to cross Runway 18L/36R, the A380 will proceed via Taxiway F and will enter the Terminal D ramp via Taxiway WL to AEP (“spot”) 142.
 - In order to ensure proper wingtip clearance between the A380 on Taxiway F south of Taxiway A and adjacent aircraft on Taxiways G, WQ, WP and WR east of Runway 18L/36R (Southwest Hold Pad) Taxiway G, between Taxiways A and WR, and Taxiway WP, WQ, and WR, between Runway 18L/36R and Taxiway G, will be restricted to B737 sized aircraft, and smaller. When an A380 is on Taxiway F, south of Taxiway A, aircraft taxiing on Taxiways G, WP, WQ, and WR, larger than a B737, cannot be passed by, or parallel to, or pass the A380.

Note: type aircraft that will be restricted includes B747, B757, B767, B777, DC-8, DC-10, MD-10, MD-11, A300, A310, A330, and A340.



4. Airfield Operations (continued)

d. Runway 18R – Departures

Figure 4 depicts that taxi routes available for Runway 18R departures. The following provides additional information for this operation.

Taxiway(s) Available

- Exit Terminal D ramp via AEP (“spot”) 142, turn right on Taxiway F.
- When crossing Taxiway Z while on Taxiway F the following restrictions will be effective:
 - In order to ensure proper wingtip clearance between the A380 on Taxiway F north of Taxiway Y and adjacent aircraft on Taxiways G, WG, WH and WF east of Runway 18L/36R (Northwest Hold Pad); Taxiway G between Taxiways Y and WF, and Taxiways WF, WG, and WH, will be restricted to B737 sized aircraft, and smaller. When an A380 is on Taxiway F, north of Taxiway Y, aircraft taxiing on taxiway G, WF, WG, and WH, larger than a B737, cannot be passed by, or parallel to, or pass the A380.

Note: type aircraft that will be restricted includes B747, B757, B767, B777, DC-8, DC-10, MD-10, MD-11, A300, A310, A330, and A340.

- Turn left on Taxiways WG or WF and hold short of Runway 18L/36R.
- After receiving clearance from FAA ATCT to cross Runway 18L/36R the A380 will be directed to taxi to Runway 18R/36L.
 - In order to ensure proper wingtip clearance between the A380 on Taxiway WF between Runways 18L/36R and 18R/36L, Taxiway WG between runways 18L/36R and 18R/36L will be restricted to B737 sized aircraft and smaller to ensure proper wingtip separation. Aircraft on Taxiway E between Taxiways WG and Y must hold short of Taxiway WG while the A380 is on Taxiway WF between the runways.

Note: type aircraft that will be restricted includes B747, B757, B767, B777, DC-8, DC-10, MD-10, MD-11, A300, A310, A330, and A340.

Option: Taxiway E is an option for the A380 to taxi to either Runway 18L or 18R for departure. Concept of operation for this option would be for the A380 to exit the Terminal D ramp at AEP 142, taxi west on Taxiway WL and hold short of Runway 18L/36R. After clearance has been received from FAA ATC to cross Runway 18L/36R, the A380 will turn right on Taxiway E and taxi north to either Runway 18L or 18R for departure. As the A380 taxies on Taxiway E aircraft will not hold on Taxiways G8, WK, WJ, Y, or Z, between Runways 18L/36R and 18R/36L ensure proper wingtip clearance between the A380 and other aircraft.

4. Airfield Operations (continued)

e. Runway 36R – Arrivals

Figure 5 depicts the taxi routes available for Runway 36R arrivals. The following provides additional information for this operation.

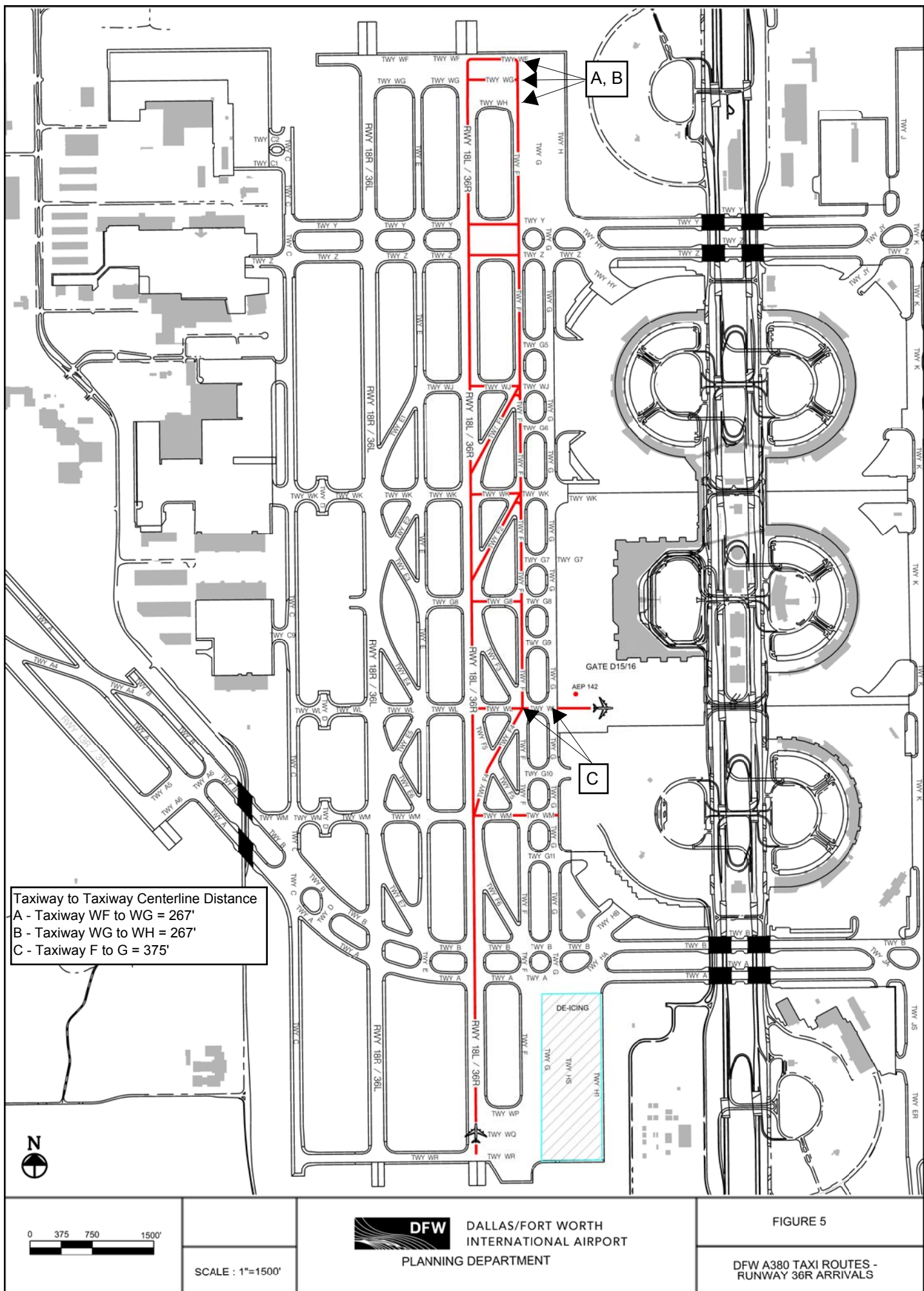
Taxiway(s) Available

- Landing on Runway 36R: exit the runway on Taxiways WM, F4, WL, G8, F2, WK, F1, WJ, Z, Y, WG, or Taxiway WF; aircraft will taxi east to Taxiway F.

Note: A380 arrivals on runway 36R may favor the use of Taxiways A, B, WM, WL, G8, WK, WJ, Z, Y, WG, or WF due to limited turning ability from Taxiways F2 and F1 on to Taxiway F to taxi to Taxiway WL to the ramp.

- Aircraft will proceed via Taxiway F and will enter the Terminal D ramp via Taxiway WL to AEP (“spot”) 142.
 - In order to ensure proper wingtip clearance between the A380 on Taxiway F north of Taxiway Y and adjacent aircraft on Taxiways G, WG, WH and WF east of Runway 18L/36R (Northwest Hold Pad); Taxiway G between Taxiways Y and WF, and Taxiways WF, WG, and WH, will be restricted to B737 sized aircraft, and smaller. When an A380 is on Taxiway F, north of Taxiway Y, aircraft taxiing on Taxiways G, WF, WG, and WH, larger than a B737, cannot be passed by, or parallel to, or pass the A380.

Note: type aircraft that will be restricted includes B747, B757, B767, B777, DC-8, DC-10, MD-10, MD-11, A300, A310, A330, and A340.



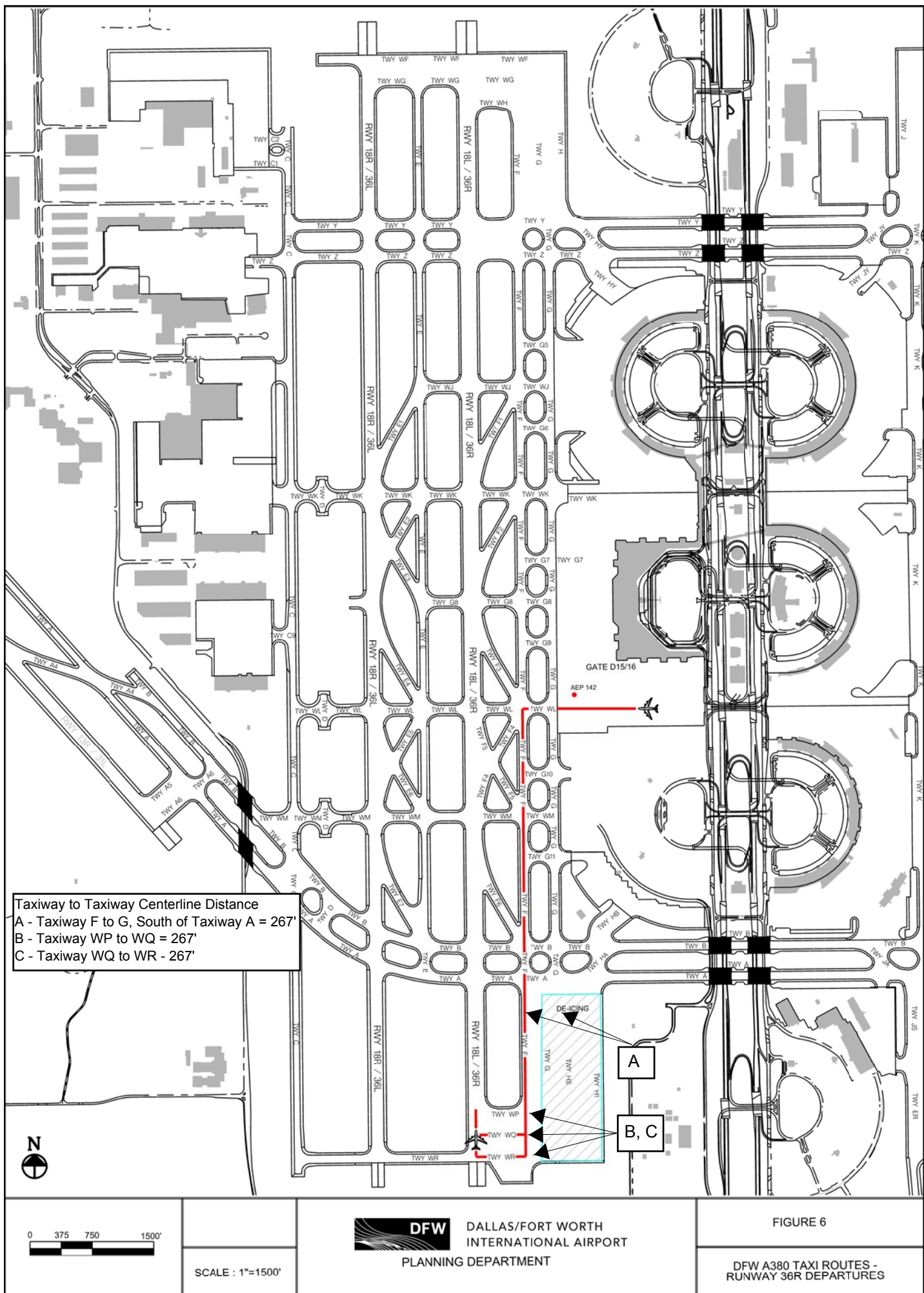
4. Airfield Operations (continued)

f. Runway 36R – Departures

Figure 6 depicts that taxi routes available for Runway 36R departures. The following provides additional information for this operation.

Taxiway(s) Available

- Exit Terminal D ramp via AEP (“spot”) 142, turn left on Taxiway F.
 - When crossing Taxiway A while on Taxiway F the following restrictions will be effective:
 - In order to ensure proper wingtip clearance between the A380 on Taxiway F south of Taxiway A and adjacent aircraft on Taxiways G, WQ, WP and WR east of Runway 18L/36R (Southwest Hold Pad) Taxiway G, between Taxiways A and WR, and Taxiway WP, WQ, and WR, between Runway 18L/36R and Taxiway G, will be restricted to B737 sized aircraft, and smaller. When an A380 is on Taxiway F, south of Taxiway A, aircraft taxiing on Taxiways G, WP, WQ, and WR, larger than a B737, cannot be passed by, or parallel to, or pass the A380.
- Note:** type aircraft that will be restricted includes B747, B757, B767, B777, DC-8, DC-10, MD-10, MD-11, A300, A310, A330, and A340.
- Turn right on Taxiways WQ or WR and hold short of Runway 18L/36R.



4. Airfield Operations (continued)

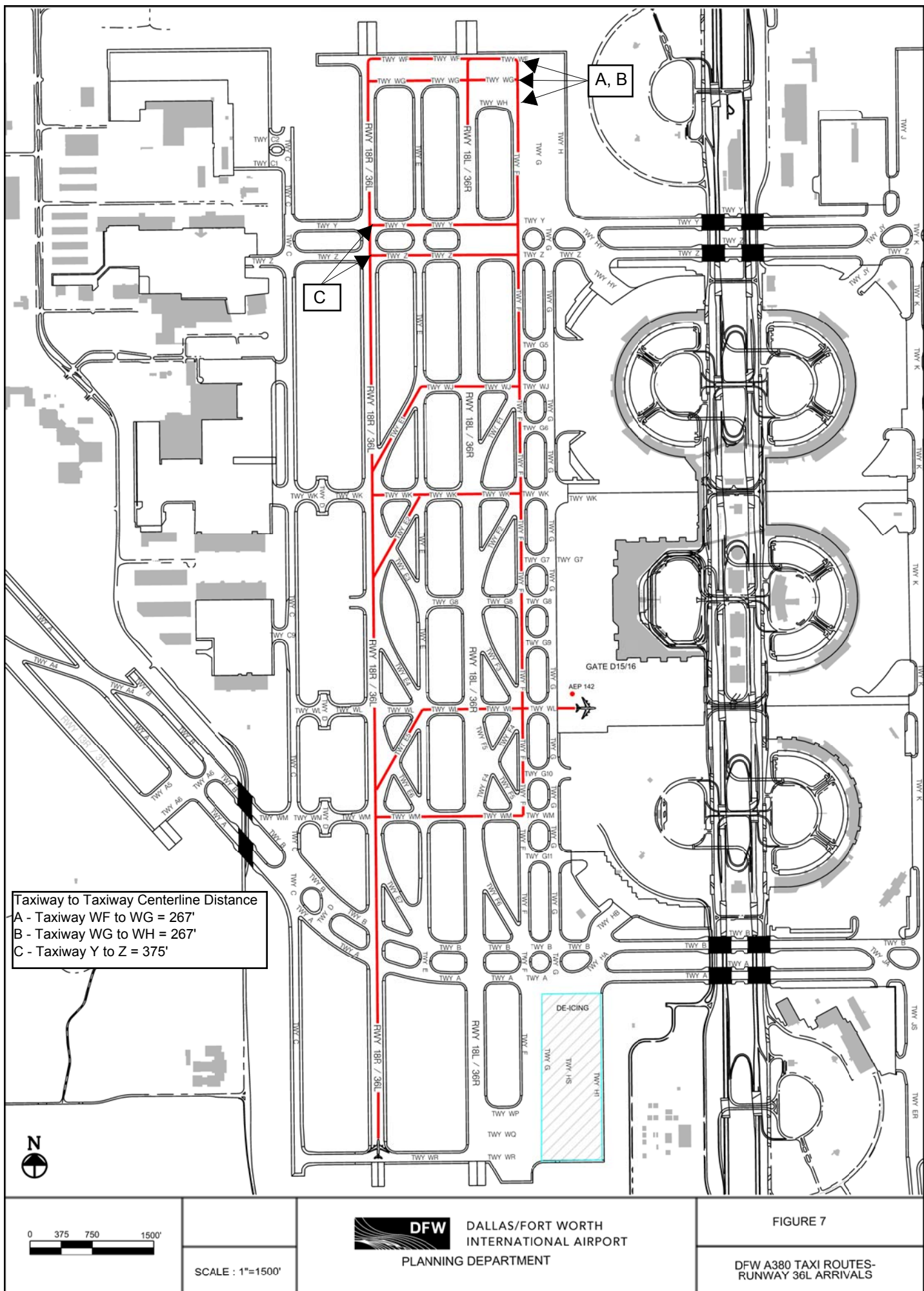
g. Runway 36L – Arrivals

Figure 7 depicts the taxi routes available for Runway 36L arrivals. The following provides additional information for this operation.

Taxiway(s) Available

- Landing on Runway 36L, exit the runway on Taxiways WM, E5, WL, E2, WK, E1, Y, Z, WG, or Taxiway WF; aircraft will taxi east to towards Runway 18L/36R. After receiving FAA ATCT clearance to cross Runway 18L/36R the A380 will proceed via Taxiway F and will enter the Terminal D ramp via Taxiway WL to “spot” 142.
 - In order to ensure proper wingtip clearance between the A380 on Taxiway F north of Taxiway Y and adjacent aircraft on Taxiways G, WG, WH and WF east of Runway 18L/36R (Northwest Hold Pad); Taxiway G between Taxiways Y and WF, and Taxiways WF, WG, and WH, will be restricted to B737 sized aircraft, and smaller. When an A380 is on Taxiway F, north of Taxiway Y, aircraft taxiing on Taxiways G, WF, WG, and WH, larger than a B737, cannot be passed by, or parallel to, or pass the A380.

Note: type aircraft that will be restricted includes B747, B757, B767, B777, DC-8, DC-10, MD-10, MD-11, A300, A310, A330, and A340.
 - In order to ensure proper wingtip clearance between the A380 on Taxiway WF between Runways 18L/36R and 18R/36L, Taxiway WG between runways 18L/36R and 18R/36L will be restricted to B737 sized aircraft and smaller to ensure proper wingtip separation. Aircraft on Taxiway E between Taxiways WG and Y must hold short of Taxiway WG while the A380 is on Taxiway WF between the runways.



4. Airfield Operations (continued)

h. Runway 36L – Departures

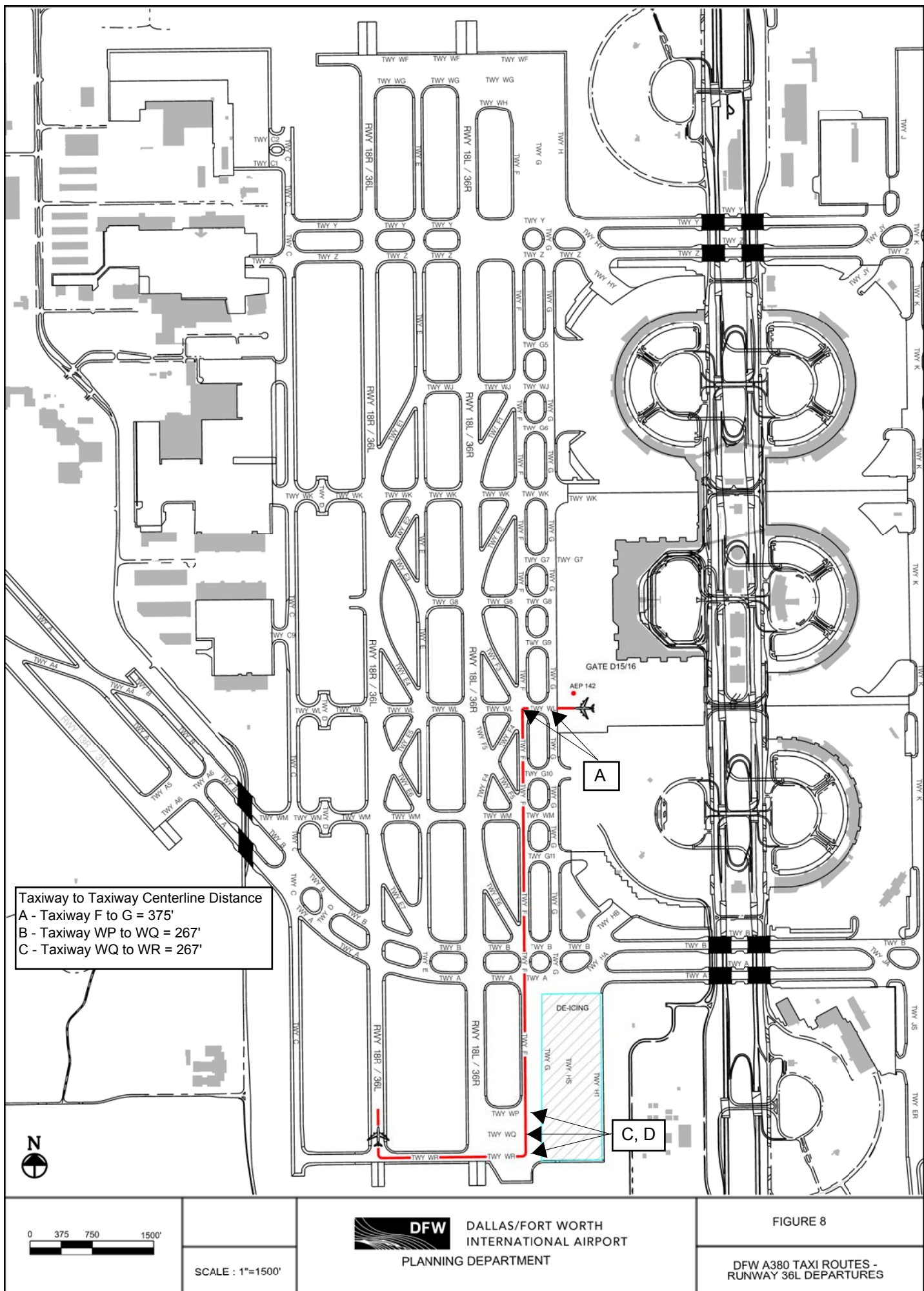
Figure 8 depicts that taxi routes available for Runway 36L departures. The following provides additional information for this operation.

Taxiway(s) Available

- Exit Terminal D ramp via AEP (“spot”) 142, turn left on Taxiway F.
- When crossing Taxiway A while on Taxiway F the following restrictions will be effective:
 - In order to ensure proper wingtip clearance between the A380 on Taxiway F south of Taxiway A and adjacent aircraft on Taxiways G, WQ, WP and WR east of Runway 18L/36R (Southwest Hold Pad) Taxiway G, between Taxiways A and WR, and Taxiway WP, WQ, and WR, between Runway 18L/36R and Taxiway G, will be restricted to B737 sized aircraft, and smaller. When an A380 is on Taxiway F, south of Taxiway A, aircraft taxiing on Taxiways G, WP, WQ, and WR, larger than a B737, cannot be passed by, or parallel to, or pass the A380.

Note: type aircraft that will be restricted includes B747, B757, B767, B777, DC-8, DC-10, MD-10, MD-11, A300, A310, A330, and A340.

- A380 will hold short of Runway 18L/36R on Taxiway WR.
- After receiving clearance from FAA ATCT the aircraft will taxi to Runway 36L.



4. Airfield Operations (continued)

i. Airfield Composite Diagram

Figure 9 depicts all runways and associated taxi routes available for A380 operations.

Table 1 provides a listing of the A380 operational restrictions.

Table 2 provides a listing of the current design standards for designated A380 taxi routes.

5. MODIFICATION OF AIRPORT DESIGN STANDARDS

The following is a list of Modification of Airport Design Standards (MOSs) approved for the A380. Copies of the MOSs are available upon request.

- 1) Runway 18L/36R width, and all acute angle taxiways.
- 2) Runway 18R/36L width, and all acute angle taxiways.
- 3) Taxiway's E, F, H, Y, Z, WF, WJ, WK, G8, WL, WM, A, B, WR, the Northwest and Southwest Hold Pads.

Table 1 - A380 Operational Restrictions at Dallas/Fort Worth International Airport

A380 Operational Restrictions

Runways and Taxiways

Runway 18L/36R - primary runway for A380 arrivals and departures. Runway 18R/36L is the alternate runway for arrivals and departures. Use of the runways for arrivals and departures is based upon FAA ATC discretion, runway availability, and operational requirements.

Taxiways and Runways - All taxiways and runways east of Taxiways HA and HY are not approved for A380 operations; including Runways 17R/35L, 17C/35C, 17L/35R and 13L/31R.

Taxiways and Runways - All taxiways and the runway west of Runway 18R/36L are not approved for A380 operations; including Runway 13R/31L.

Taxiways and Taxilanes - Only those taxiways and taxilanes identified in this operational plan are available for A380 operations. If a taxiway or taxiway segment is not explicitly included in this document it should be assumed to be restricted from A380 operations unless prior authorization is obtained from DFW Operations.

Taxiway F - A380 taxiing north or south on Taxiway F, aircraft will not hold on Taxiways Y, Z, G5, WJ, G6, WK, G7, G8, G9, WL, G10, WM, G11, B or A between Runway 18L/36R and Taxiway G to ensure proper wingtip clearance between the A380 and other aircraft.

Taxiway E - A380 taxiing north on Taxiway E from Taxiway WL aircraft will not hold on Taxiways G8, WK, WJ, Y, or Z, between Runways 18L/36R and 18R/36L ensure proper wingtip clearance between the A380 and other aircraft.

Hold Pads

Northwest Hold Pad - In order to ensure proper wingtip clearance between the A380 on Taxiway F north of Taxiway Y and adjacent aircraft on Taxiways G, WG, WH and WF east of Runway 18L/36R (Northwest Hold Pad); Taxiway G between Taxiways Y and WF, and Taxiways WF, WG, and WH, will be restricted to B737 sized aircraft, and smaller. When an A380 is on Taxiway F, north of Taxiway Y, aircraft taxiing on Taxiways G, WF, WG, and WH, larger than a B737, cannot be passed by, or parallel to, or pass the A380

Southwest Hold Pad -In order to ensure proper wingtip clearance between the A380 on Taxiway F south of Taxiway A and adjacent aircraft on Taxiways G, WQ, WP and WR east of Runway 18L/36R (Southwest Hold Pad) Taxiway G, between Taxiways A and WR, and Taxiway WP, WQ, and WR, between Runway 18L/36R and Taxiway G, will be restricted to B737 sized aircraft, and smaller. When an A380 is on Taxiway F, south of Taxiway A, aircraft taxiing on Taxiways G, WP, WQ, and WR, larger than a B737, cannot be passed by, or parallel to, or pass the A380.

Table 1 (continued) - A380 Operational Restrictions at Dallas/Fort Worth International Airport

A380 Operational Restrictions

Terminal Ramp

Prior to A380 push-back - aircraft must contact DFW Ramp Tower on 129.95 for clearance. Arriving aircraft must contact DFW Ramp Tower upon arrival at DFW and prior to entering Terminal D ramp area.

Prior to A380 push-back - Terminal D Ramp Tower must contact the AOC at 972-973-3112 fifteen (15) minutes prior to A380 pushing back from the terminal gate for Airfield Operations personnel to be in position to inspect the A380 departure runway.

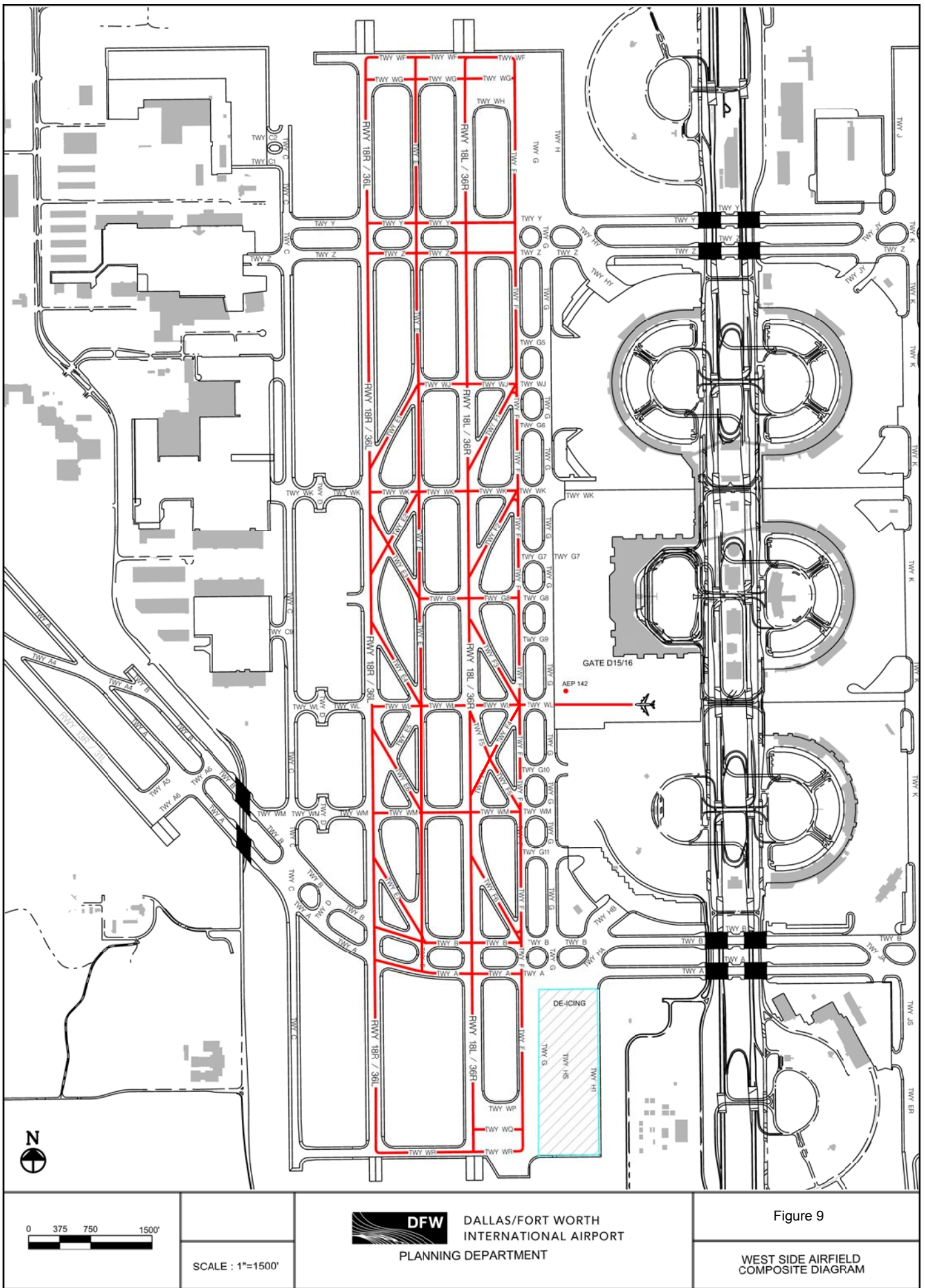
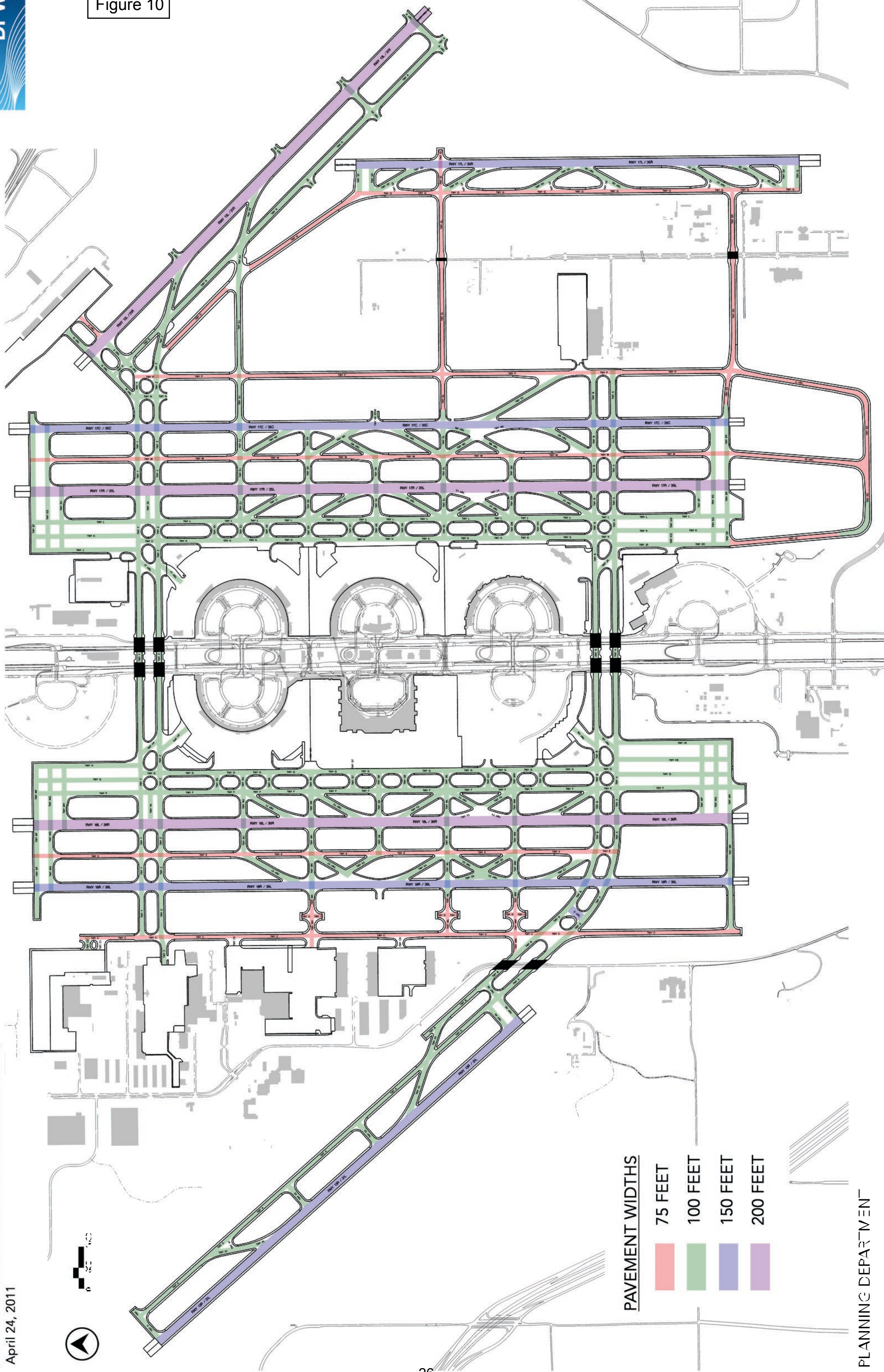
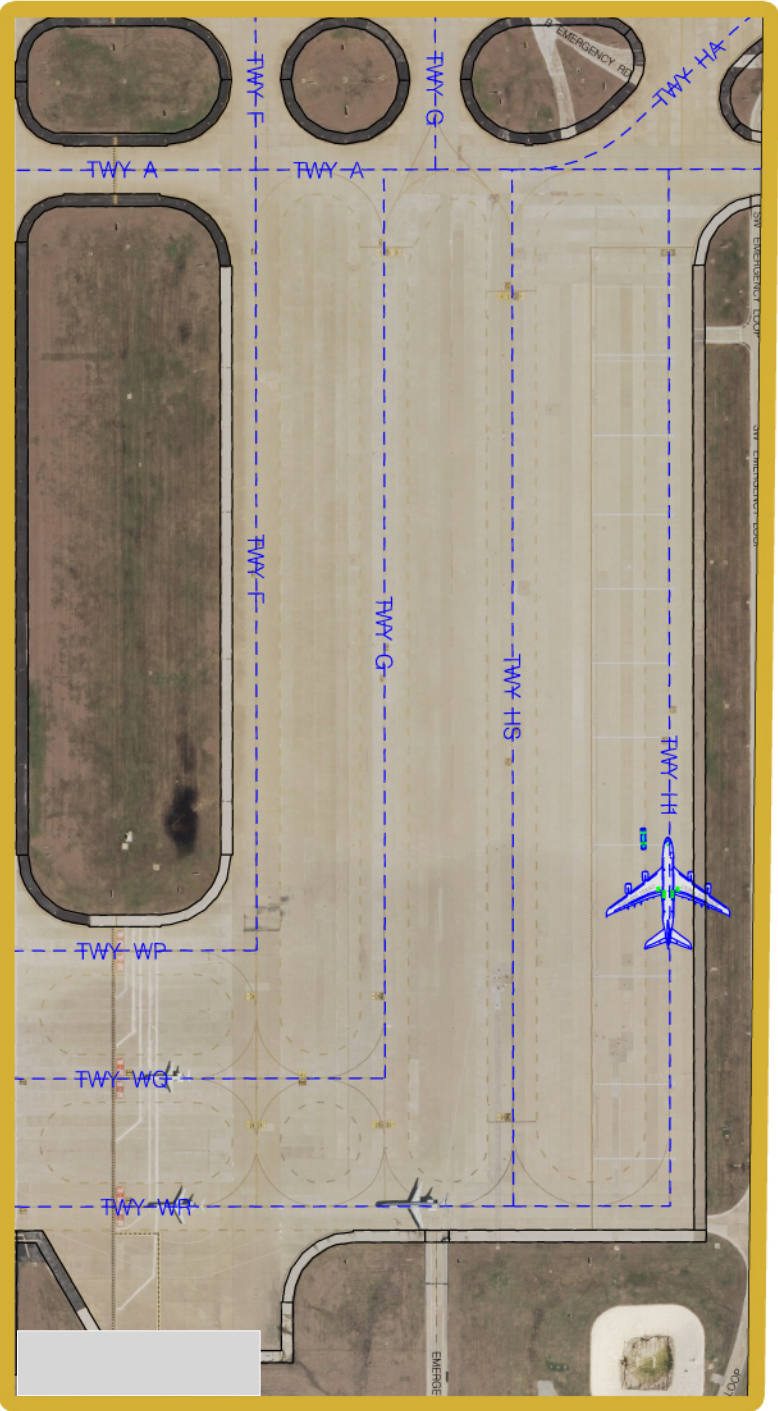
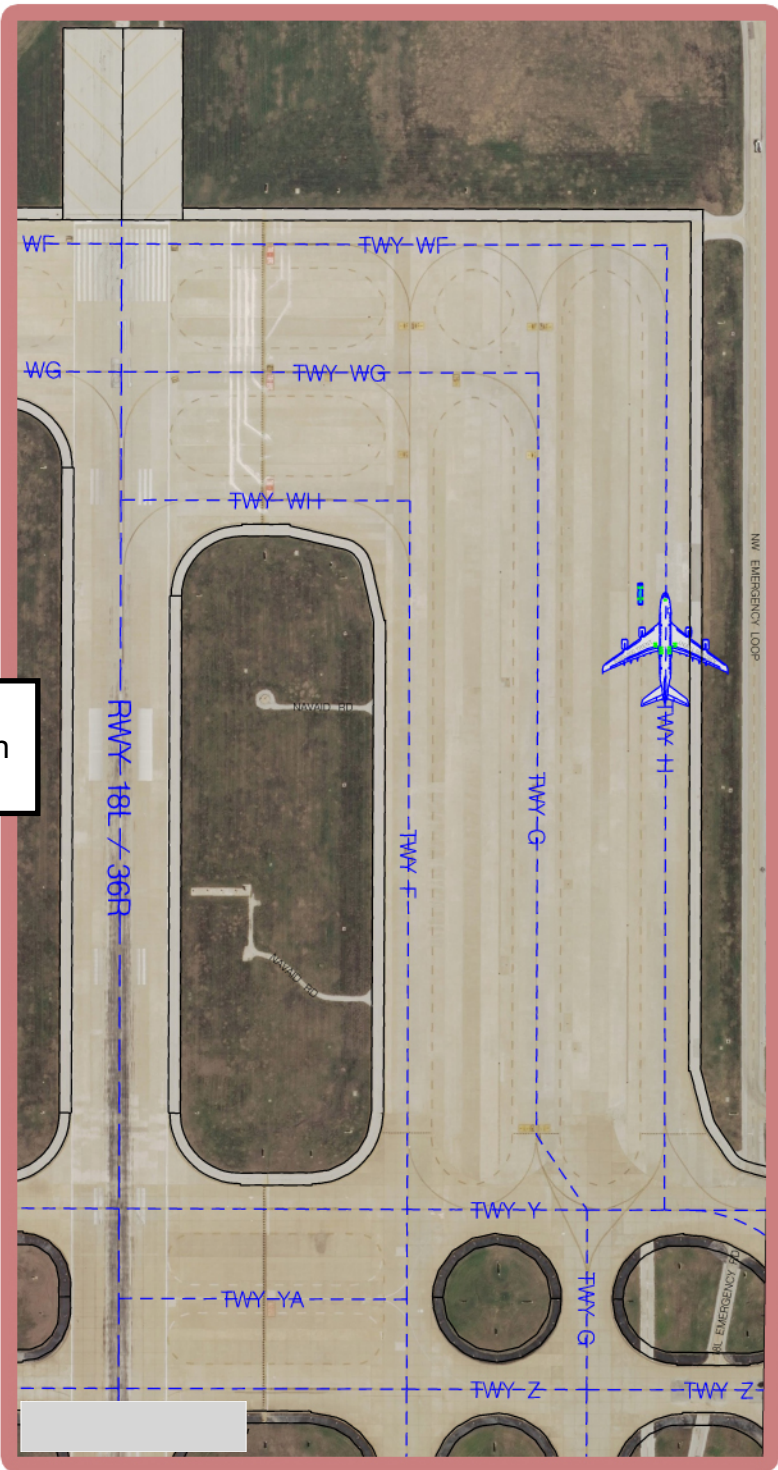
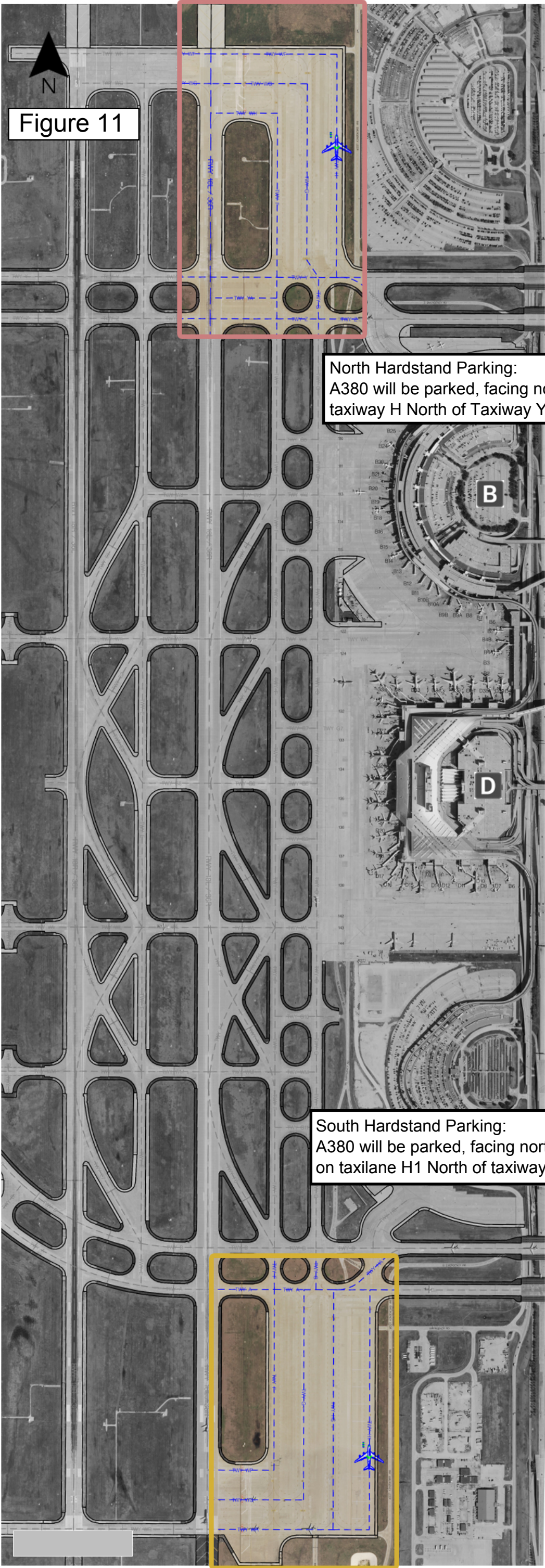


Table 2 – Current Design Standards for Designated A380 Taxi Routes

<u>Taxiway</u>	<u>Current Design Standard</u>	<u>Pavement Width</u>	<u>Shoulder Width</u>	<u>Filet Design Standard</u>
F between WF and WR	ADG V	100'	25'	ADG V
WF between F and E	ADG V	100'	25'	ADG V
Y between C and F	ADG V	100'	25'	ADG V
Z between C and F	ADG V	100'	25'	ADG V
WK between F and E	ADG V	100'	25'	ADG V
G8 between F and E	ADG V	100'	25'	ADG V
WL between F and E	ADG V	100'	25'	ADG V
WM between F and E	ADG V	100'	25'	ADG V
A between C and F	ADG V	100'	25'	ADG V
B between C and F	ADG V	100'	25'	ADG V
E between WF and A	ADG V	75'	35'	ADG V
H between Y and WF	ADG V	100'	25'	ADG V
H1 between A and WR	ADG V	100'	25'	ADG V
WR between F and Runway 18L/36R	ADG V	100'	25'	ADG V
F1, F2, F3, F4, F5, F6	ADG V	100'	25'	ADG V
E1, E2, E3, E4, E5, E6, E7	ADG V	100'	25'	ADG V

Note: All taxiways to be used by Airbus A380 are equipped with taxiway centerline lights.

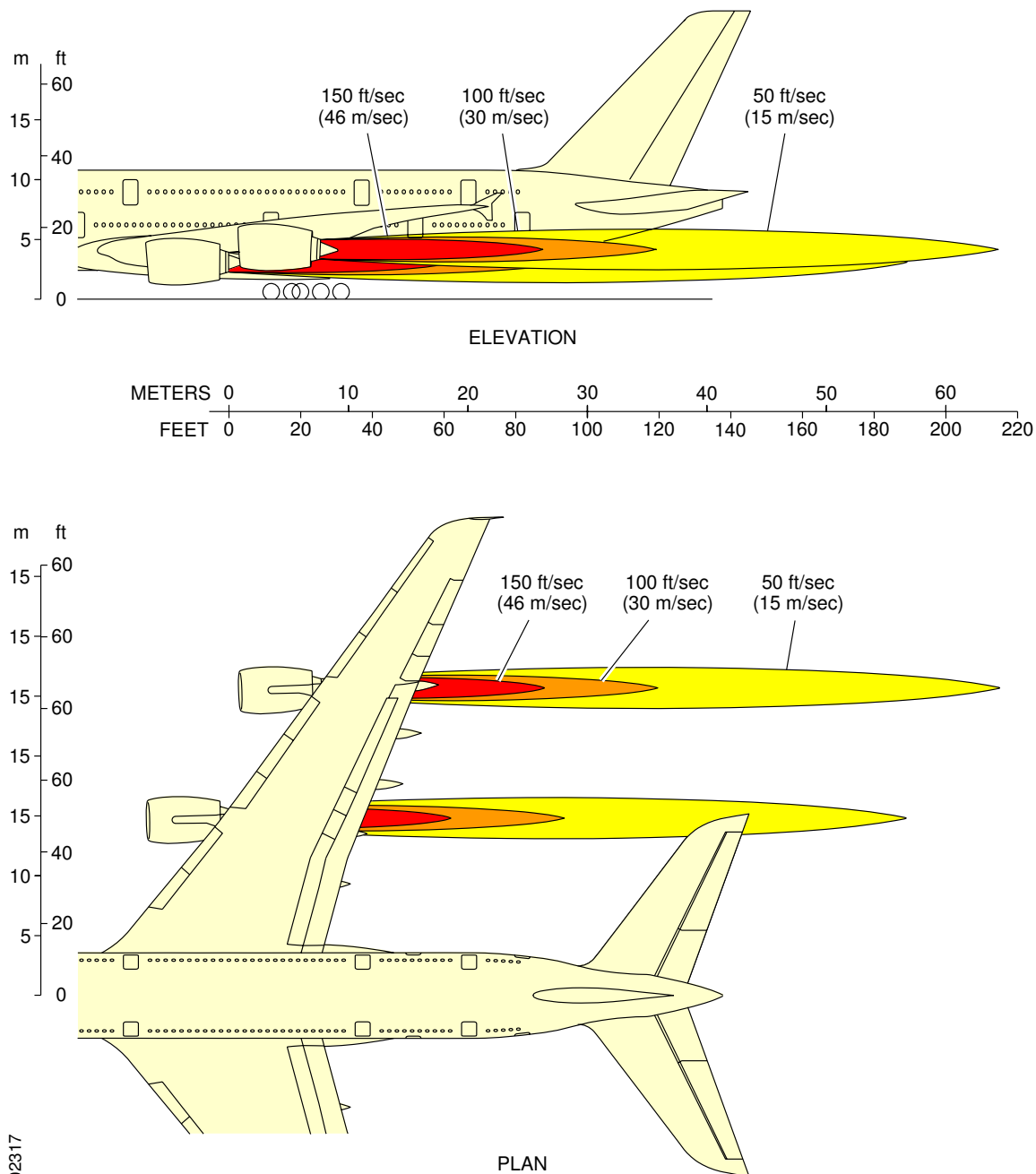




A380 North/South Remote Hardstands

Figure 12

****ON A/C A380-800**



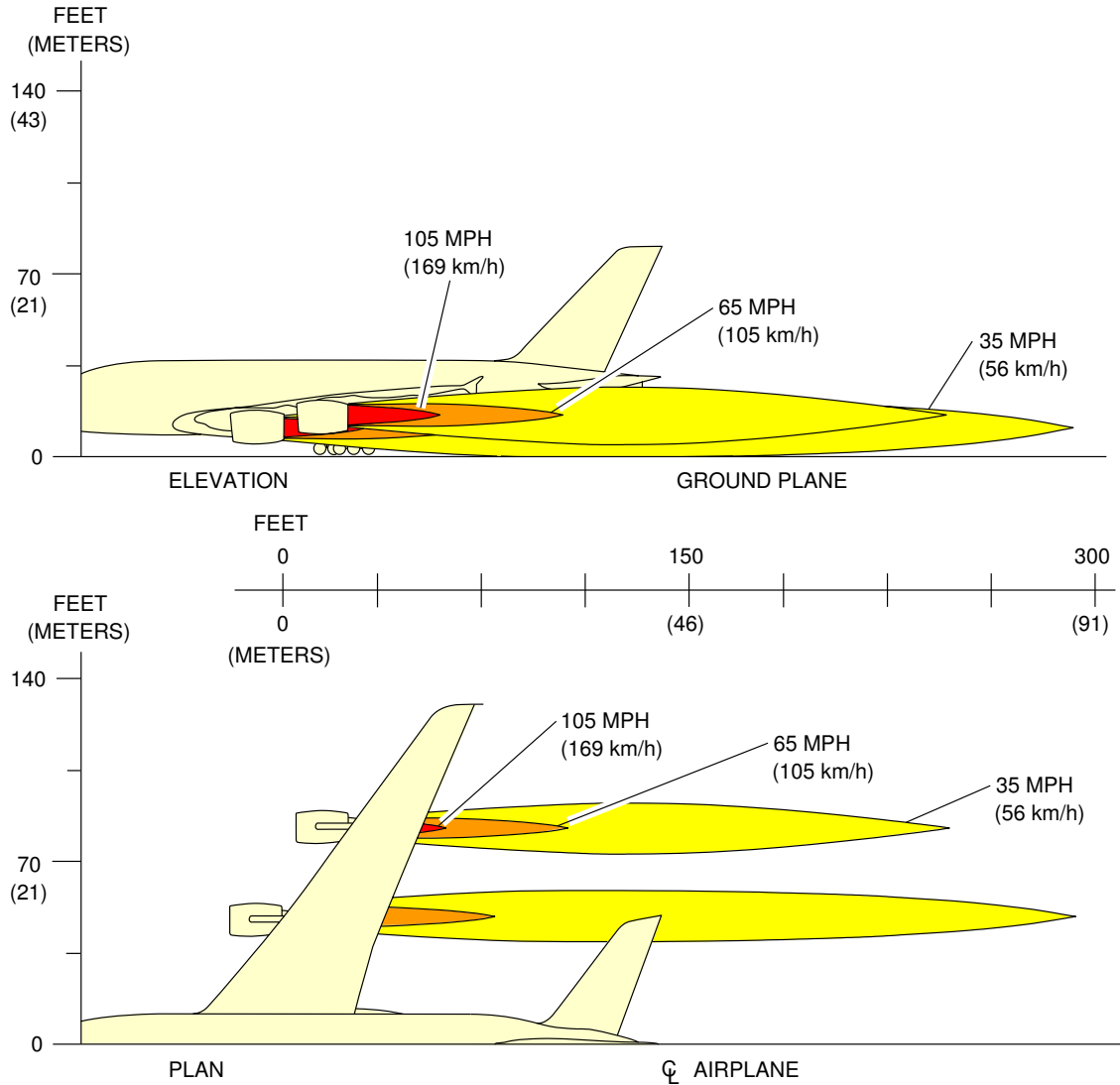
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Engine Exhaust Velocities
Ground Idle Power - TRENT 900 Engines
FIGURE-6-1-1-991-001-A01

Figure 12

**ON A/C A380-800



NOTE: ALL VELOCITY VALUES ARE IN STATUE MILES PER HOUR.
 CONVERSION FACTOR
 1 MPH = 1.6 km/h
 DANGER (KEEP OUT) ZONES \geq 35 MPH

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Engine Exhaust Velocities
 Ground Idle Power - GP 7200 Engines
 FIGURE-6-1-1-991-002-A01

E-00224 (0207)
 PW V

Questions concerning the Dallas/Fort Worth International Airport Airbus A380 Operational Plan can be directed to:

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