



A new giant in the sky

The Airbus A380 is the project of a German-British-French-Spanish-Italian consortium. The fuselage sections will be manufactured in Germany and France, the wings in England, and the horizontal tail in Spain. Toulouse has been awarded the final assembly work, and Hamburg the equipment. **One of the two engines for the A380 is the GP7200** from the Engine Alliance: a collaboration between General Electric and Pratt & Whitney.

This super-airliner will break all records, and have a wingspan of 79.8 m, a length of 73 m and a height of 24.1 m. Depending on the version and the seat spacing, the A380 will be able to carry between 481 and an incredible 990 passengers – with a 15% increase in range and operating costs up to 20% lower than the largest version of the Boeing 747.



Exhaust Nozzles for the most ambitious aircraft project of Airbus Industries Ready for take-off: Franke supplies components for the A380 test bench

In the near future, it will be the largest commercial airliner ever built anywhere in the world: the two-storey Airbus A380, a project of the superlative, in which Franke Industrial Engineering is also involved.

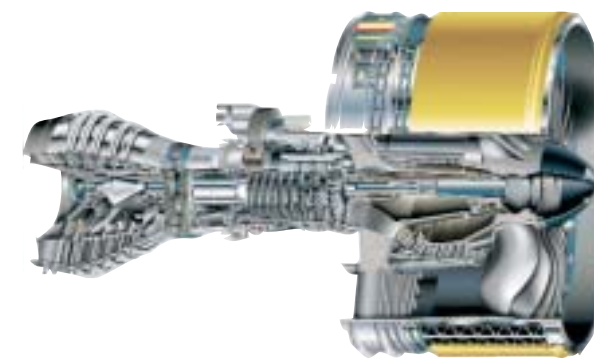
The Franke activity Industrial Engineering, which is domiciled in Aarburg/Switzerland, is developing the engine outlet cone for the test bench, together with **Techspace Aero** a Belgian company partner of the **Engine Alliance** (part of Snecma Group).

The engine exhaust nozzles will be manufactured in Aarburg. The special components consist of a nickel-based alloy with the designation Hastelloy X, are resistant to heat up to around 1,000 °C, and have a diameter of 1,800 mm and a height of 2,000 mm. Franke Industrial Engineering is working on two different nozzle models: the so-called PEN (Primary Exhaust Nozzle) and the VEN (Variable Exhaust Nozzle). With the help of the VEN, various flow manipulations can be simulated during the test operation.

The first engine trials will start in the **USA** in early 2004, and the maiden flight of the Super-Airbus is planned for 2005.

With the new A380, Airbus plans to dethrone its competitor Boeing and its top model 747 (Jumbo), and to establish itself as the Number One in aircraft construction. The A380 should be able to be delivered worldwide starting in 2006. To date, the development costs of the project amount to 10.7 billion dollars, and definitive orders have been received for around 100 A380s to date.

You will find additional up-to-date information in the next issue of «Franke International» or under:
www.industech.ch
www.techspace-aero.be
www.airbus.com
www.enginealliance.com



Engine GP 7200

FRANKE