



# Airbus BELUGA

## Transporting components for the Airbus fleet

The Airbus Beluga's main task is to transport aircraft sections and components throughout production locations and assembly lines at Toulouse (France), Hamburg (Germany) and Seville (Spain).



EUROPE  
LATAM  
MIDDLE EAST  
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Around 60 flights are made each week across 11 different locations

### BELUGA

It first entered into service in January 1996.

The cockpit is located below the main cargo hold's flooring. It has capacity for two crew members and is equipped with additional seats for auxiliary personnel.

The main cargo hold is located at a height of 5.5 m above the ground. An integrated loading ramp measuring 12 m in length and 5 m in width powered by the aircraft's internal generator has been developed to improve access to the cargo hold.

The name "Beluga" comes from the fact that it looks like an Artic whale that carries the same name.



The five units which are currently in service play a key role in maintaining production and assembly lines at maximum capacity.

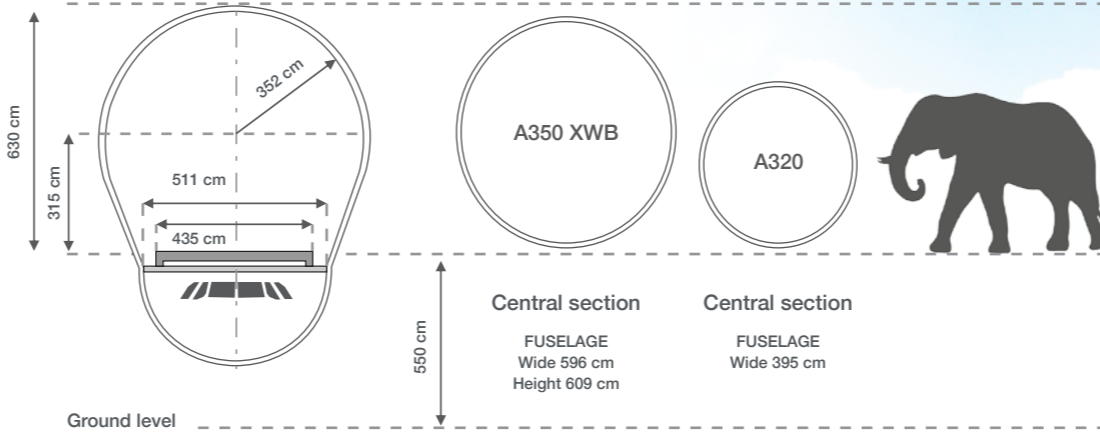
The Beluga's cargo compartment measures 7.4 m in diameter and 37.7 m in length.

It can transport up to 47 tonnes or 1500 m<sup>3</sup> to a distance of 1 665 km (900 nautical miles). Its range can be increased to up to 4 600 km (2 500 nautical miles) with lower payloads.

The Beluga's cockpit is pressurized during flight but not the cargo hold, which cannot be accessed after take-off. It is equipped with a heater in the cargo hold to keep the parts it carries within the right temperature range.

Live animals cannot be transported in it under normal conditions.

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### 183 M€

The Airbus Beluga costs approximately €183 million, though it does not appear in the company's sales catalogue.

### A CURIOUS FACT

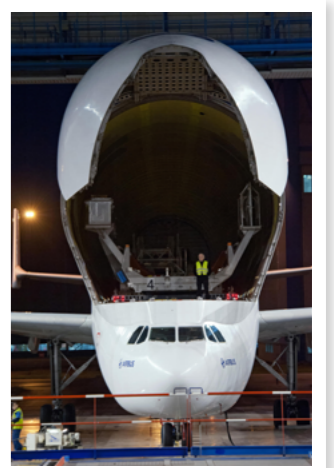
Its development forms part of the Airbus Fly 10,000 programme, which is aimed at optimising the company's logistics infrastructure by increasing the work done by its transport fleet to **10,000 hours/year by 2017.**

### BELUGA XL

It will be 6,9 metres longer than the current aircraft and 1 metre wider. It will be able to carry 6 additional tonnes of cargo (to reach up to 53 tonnes).

It will be able to transport two complete wings of the new A350 (the current version can only carry one wing).

The first aircraft's assembly will begin in December 2017 and it will enter into service in 2019. It will coexist with the Beluga SL until 2025.

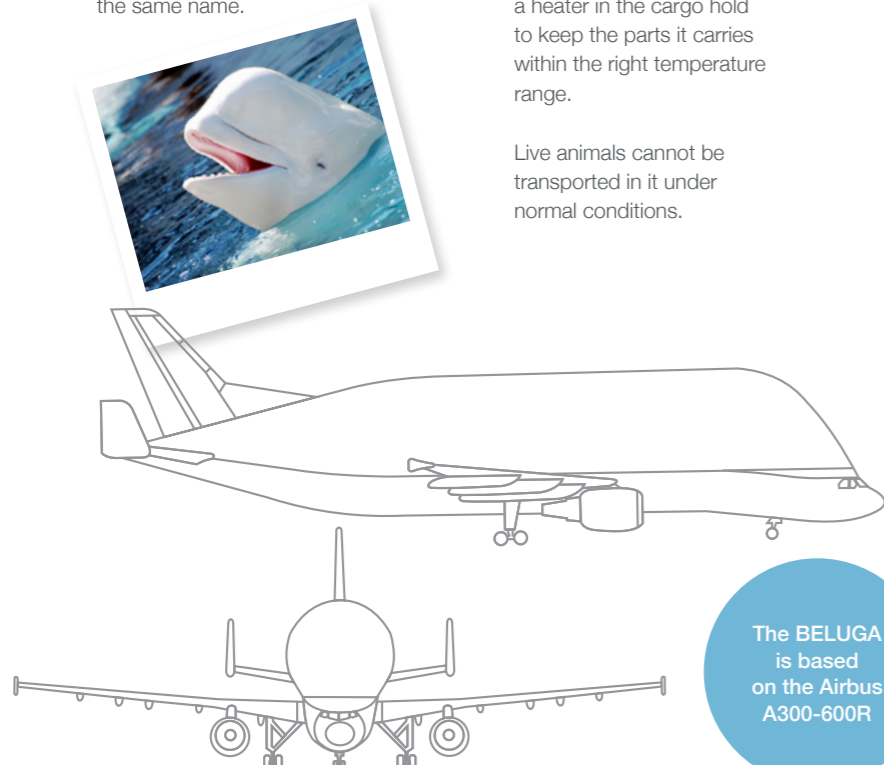


The BELUGA XL is based on the Airbus A330-200

### The evolution of a giant

	BELUGA A300-600ST	BELUGA XL A330-200	
Volume capacity	1 450 m <sup>3</sup>	2 615 m <sup>3*</sup>	+ 1 165 m <sup>3</sup>
Maximum payload	47 tn	53 tn	+ 6 tn
Length	56.2 m	63.1 m	+ 6.9 m
Wingspan	44.8 m	60.3 m	+ 15.5 m
Height	17.2 m	18.9 m	+ 1.7 m
Wing area	258.8 m <sup>2</sup>	361.6 m <sup>2</sup>	+ 102.8 m <sup>2</sup>
Max. take-off weight	155 000 kg	227 000 kg	+ 72 000 kg
Max. landing weight	140 000 kg	187 000 kg	+ 47 000 kg
Max. weight without fuel	133 500 kg	178 000 kg	+ 44 500 kg
Fuselage diameter	7.1 m	8.8 m	+ 7.1 m
Power plant	GE Cf6-80C2A8**	Rolls Royce Trent 700**	-
Maximum payload range	1 665 km	4 074 km	+ 2 409 km
Cruising speed	492 nudos	S/D	-
Necessary take-off runway length	1 386 m	S/D	-
Necessary landing runway length	1 350 m	S/D	-

\* Estimated volume / \*\* 2x Turbofan



The BELUGA is based on the Airbus A300-600R

