

REFERENCES

**AIRCRAFT DOCKING SYSTEMS**

**- A330/A340/B747 Heavy Maintenance Docking System / IBERIA, Madrid -**

System includes nose docks, wing docks, engine docks and tail docks.



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#### Scope of project:

All docks are grounded.

The floors are in plywood covered with acrylic anti slip resin and the supporting structures are in painted steel, except the vertical stabiliser docks that are in anodized bolted aluminium for maximum lightness (12.5 tons each side for horizontal and vertical stabilisers dock).

The docks are able to serve B747-300, A330 and A340-300 both on wheels and on jacks, thanks to a hydraulic lifting system, and the inboard wing docks are compatible with floor pits used for landing gear swing.

The aircrafts are tail-in, and are reconciled by the tail, thus the tail docks are rolling laterally on tracks and the wing and nose docks move along aircraft axis to adapt to aircraft length.

Inside the vertical stabiliser docks, the first floor is adaptable in height in order to adapt to both B747 and A340 aircrafts.

The fuselage docks are composed with pax and cargo access.

The wing docks are divided in 2 large outboard wing docks and 5 small inboard wing docks, the 2 large moving only along aircraft axis, and the 5 small being manually put in place after aircraft movement.

The wing docks appear as one single large floor, from wing tip to main landing gear wheelwell, with total free access under the docks, in order to work simultaneously at the MLG wheels.

The engine docks are made of 2 modules per engine, fitted with a scissor lift to reach at appropriate height the various engine zones.

The docks are fitted with compressed air, electric plugs distribution and lighting.

All electric equipment in the wing and APU zones is explosion-proof to allow safe conditions in zones where can be fuel vapours.

The docks are compliant to European safety regulations EN ISO 14122 (Access to industrial machines), and ATEX (Explosive atmosphere environment).