

Getting Ready for the A380



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To date, 7 airlines have announced that they will use the A380 at Narita Airport. The first to arrive at Narita is expected in 2007 and, at this stage, NAA plans the following to accommodate the aircraft.

1 Runways and taxiways

- The width of Narita Airport's taxiways and two runways and the separation between runway and taxiway and taxiway meet ICAO Code F standards. Thus,

they will not prevent and Narita from accommodating the A380.

2 Aircraft stands

- When all reconstruction work in Terminal 1 is completed, there will be a total of seven aircraft stands capable of accommodating the A380.
- Initially one stand will be compatible with the A380 in

Terminal 2 but a total of four are planned for some point in the future. Four will also be available for A380 cargo aircraft, bringing the total at Narita to 15 stands.

3 Boarding bridges

- NAA plans to attach upper deck boarding bridges to several existing fixed gates. These will be 2.8 meters higher than present boarding bridges. This will allow passengers to board and deplane easily and improve

services to disabled passengers and also to passengers in premier seating classes. NAA has been planning for the arrival of the A380 in 2007 since 2005.

4 Baggage claim

- With the larger number of passengers per flight, arrival baggage will also increase. Therefore, baggage claim facilities will need to be expanded. However, because of

space restrictions, Narita is looking at operational methodology strategies to resolve this.

5 GPUs

- The A380 has 4 GPU connection points for power and 4 for air conditioning and its demand will be close to double that of large aircraft like the B747. This will mean

that there will not be enough fixed GPU facilities and some power and electricity will be supplied by vehicle-mounted units.

Airbus Industries Meets with A380 User Airlines

On 21 July 2005, Airbus Industries, NAA and the 7 airlines that have announced their intention to use the A380 at Narita (Lufthansa, Air France, Qantas, Virgin Atlantic, Singapore Airlines, Korean Airlines and FedEx) held a combined conference.

Technical meetings with Airbus Industries and the airlines have been held at regular intervals since 2003 and this conference was held to discuss and resolve problems related to terminal facilities, including upper deck boarding bridges, and the capacity of refueling facilities, etc.

At the conference, the airlines announced the following schedules for the introduction of the A380 at Narita

Singapore Airlines	Early 2007
Korean Airlines	December 2007
Lufthansa German Airlines	April 2008
Air France	Spring 2008
Federal Express	Sometime after 2008
Virgin Atlantic Airways	Sometime after 2009
Qantas Airways	Sometime after 2009

Comparison	A380-800	B747-400
Length	72.7m	70.7m
Width	79.8m	64.5m
Height	24.11m	19.4m
Standard seating capacity	555	416
Max. take-off weight (MTOW)	560t	394t
Cruising mach number	0.89	0.85
Range	Approx. 15,000km	Approx. 14,000km

Airbus Industries' A380 has a wing span that is 15.3 meters wider than the B747-400 and its fuselage is 2 meters longer. It can seat 555 passengers under normal configuration, 35% more than the B747-400 and can board and deplane more passengers also. At 560 tonnes, the maximum take off weight of the A380-800 is 42% heavier than the B747-400 at 396 tonnes.