



Getting Ready for the A380

Overview

Airbus Industries' A380 has a wing span that is 15.3 m wider than the B747-400 and its fuselage is 2 m longer. It can seat 555 passengers under normal configuration, 35% more than the B747-400 and can also board and unload more passengers per flight.

At 560 tonnes, the maximum take off weight of the A380-800 is 42% heavier than the B747-400 at 396 tonnes.

Comparison	A380-800	B747-400
Length	72.7 m	70.7 m
Width	79.8 m	64.5 m
Height	24.1 m	19.4 m
Standard seating capacity	555	416
Max. take-off weight (MTOW)	560 t	394 t
Cruising mach number	0.89	0.85
Range	Approx. 15,000 km	Approx. 14,000 km

A380 at Narita Airport

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, Narita Airport plans

the following to accommodate the aircraft.

Runways, 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, Narita meets all safety requirements.

Aircraft stands

When all reconstruction work in Terminal 1 is completed, there will be a total of eight gates capable of accommodating the A380.

One A380-compatible gate is currently planned for Terminal 2. Four bays have also been set aside for cargo aircraft.

Boarding bridges

For direct access to the upper deck of A380, boarding bridges that connect with existing fixed bridges will be installed (approximately 2.8m higher than existing gates). This will allow passengers to board and disembark easily and improve services to disabled

passengers and also to passengers in premier seating classes.

We will install upper deck boarding bridges for A380 aircraft at two gates in 2007 and gradually increasing them to five by 2009.

Baggage claim

With the larger number of passengers per flight, arrival baggage will also increase and, therefore, baggage claim facilities will need to be expanded. However, because there are space restrictions, Narita is looking at operational methodology strategies to resolve this.

GPUs

The A380 has four GPU connection points for power and four for air conditioning and energy 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

Airbus Industries has been meeting with us and the airlines that plan to use the A380 at Narita Airport. 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. We have been attending and monitoring the discussions so that we will be able to accommodate the A380 smoothly.

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

Singapore Airlines	early 2007
Korean Air	February 2008
Lufthansa German Airlines	April 2008
Air France	April 2008
Federal Express	after 2008
Virgin Atlantic Airways	after 2009
Qantas Airways	after 2009