



**AIRCRAFT NEWS - A380**

The A380 was launched by Airbus in December 2000 as an alternative solution to air traffic and airport congestion. Scheduled for release in 2006, the A380 will be able to hold 555 passengers, giving them wider seats and aisles as well as more leg room while saving the airline 15 to 20 percent on seat/mile costs.

In its freight version , the A380 will hold 150 tons. It will adhere to strict noise regulations such as the QC2 for London airports and be more environmentally friendly.

**AIRPORT PREPARATIONS**

Equipment aside, more than 60 airports worldwide are either ready or preparing for the A380. New airports such as Hong Kong, or airports with new terminals, such as Munich with its star alliance-centric Terminal 2 are already equipped to deal with the aircraft. Others have a varying degree of adaptation of them if they are to accommodate this giant of the skies.

Airbus believes that even when modification is required, airports still benefit from the A380. With existing aircraft, airports can grow through the costly and troublesome duplication of existing superstructure. Directly relevant A380 changes, on the other hand, can be achieved for relatively little. For example, of the \$10 billion JFK will spend over the next 10 years, only \$0.1 billion will go towards A380 adaptation costs. Singapore Changi has spent a relatively modest \$26 million on modifications.

In addition, a higher maximum take off weight should generate more aeronautical revenue and a 35 percent increase in passenger throughput with the same turnaround time should boost the non – aeronautical side as well.

Of course, not all the 129 A380 confirmed orders will take to the skies at once in 2006 and so many airports still have plenty of time to prepare. Nevertheless, BAA estimates that by 2016 one in every eight flights at London Heathrow will be an A380. In Asia and the Middle East, airports are generally well advanced. Dubai, home to Emirates and the largest A380 fleet for foreseeable future, has taken its usual no expense spared approach to the problem.

**Aviation Group News**

The aviation group is now back in full swing after the summer break, our AGM was held on Tuesday 26<sup>th</sup> October kindly hosted by Wing Commander Mike Cole at his residence. During the meeting the election of Chairman, Deputy Chairman and Secretary took place, the following members were elected.



Roger Smith  
Chairman  
Aviation Group

Chairman Roger Smith  
Deputy Chairman Chris Maybury  
Secretary David Weston.

David Weston has taken over from Max Fletcher who has left the Kingdom to work in Qatar. I would like to welcome David as our new secretary, I'm sure David's past experience with other groups will be of great benefit to ours. On behalf of us all I would like to thank Max for his immense contribution, his hard work and dedication to the aviation group over a period of several years and wish him good fortune in Qatar.

**Farewell**

We are sorry to see the departure of Richard Cooke British Airways. Richard will be moving to Dubai soon to take up a new position with BA. We thank him for his contribution to the group during his short stay in the Kingdom and wish him well in his new position in Dubai.

NASA's X-43A research vehicle screamed into the record books again in November, demonstrating an air-breathing engine can fly at nearly 10 times the speed of sound. Preliminary data from the scramjet-powered research vehicle show its revolutionary engine worked successfully at nearly Mach 9.8, or 7,000 mph, as it flew at about 110,000 feet.

