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Changi Airport First to Welcome Airbus A380 Flight Out of Europe

Changi Airport is A380-ready with major modification works completed

Singapore Changi Airport became the first airport outside Europe to welcome the Airbus A380 when the super jumbo double-decker aircraft arrived here at 1000 hours today for airport compatibility verification tests. Changi is also the first airport where the inaugural A380 commercial flight will take-off from next year.

While the A380 aircraft is in Singapore, the Civil Aviation Authority of Singapore (CAAS), which develops and manages Changi Airport, will engage in a series of tests with Airbus technical personnel to ensure that airport modifications and enhancements being developed for the A380 aircraft adequately meet its needs. This includes appraising the new third Passenger Loading Bridge (PLB) or what is more commonly known as the third aerobridge, which allows passengers direct access to the upper deck of the A380. The third PLB was deployed as soon as the aircraft docked at Gate F31 this morning. Gate F31 is the first gate at Changi Airport's Terminal 2 that was modified to accommodate A380 operations. The A380 aircraft will also be using Changi Airport's runways and taxiways that have been modified to meet international safety requirements for the new large aircraft.

"The arrival of the A380 aircraft today shows that Changi Airport is ready to handle A380 flights, which we have been planning for since the late 1990s. It also provides CAAS with an early opportunity to assess the effectiveness and efficiency of Changi Airport's infrastructure, equipment and operating procedures. In particular, we are excited that Changi is the first airport in the world to have a completed third PLB ready for simulation tests with the A380 aircraft," said Mr Wong Woon Liong, Director-General of Civil Aviation, CAAS.

CAAS is spending S\$60 million on modification works to get Changi Airport's Terminal 1 and Terminal 2 ready for A380 operations. Besides Gate F31 which has been modified, CAAS has also completed the expansion of one more A380-compatible gate holdroom in Terminal 2, Gate E5, including the installation of an additional gangway and a third PLB. Nine other existing gate holdrooms in Terminal 1 and Terminal 2 are similarly being modified. The future Terminal 3 will have another eight A380-compatible gates bringing the total number of A380-compatible gates at the airport to 19. Each of the 19 gates will have three PLBs.

In addition, three out of four baggage claim carousels serving A380 flights in Terminal 2 have been extended to accommodate more luggage, while two A380-ready baggage claim belts in Terminal 1 will be ready by next year. Other modification works include

the widening of runways' shoulders as well as runway-taxiway and taxiway-taxiway intersections.

Besides making modifications to existing infrastructure, CAAS has constructed two new freighter aircraft stands and two remote aircraft parking stands for A380 flights. Shields have also been installed along each side of a taxiway bridge to contain the effect of the A380 jet blast. Similar shields are being installed at another taxiway bridge at Changi Airport.

Fact sheet on Changi Airport's preparations for A380 operations.

In preparation for the Airbus 380 (A380) operations to Singapore Changi Airport in 2006, the Civil Aviation Authority of Singapore has been carrying out modification works to the existing airport infrastructure as well as incorporating A380 requirements in the design and construction of Terminal 3. The preparation works include the following:

Widening of runways' shoulders and runway-taxiway, taxiway-taxiway intersections

As the A380 aircraft is wider and heavier than the Boeing 747-400, Changi Airport's existing airfield needs to be modified to the design requirements stipulated by the International Civil Aviation Organisation for [Code F aircraft](#).

At Changi Airport, the existing runway length of 4,000 metres and width of 60 metres meet the requirements for A380 operations. Our existing separation distances between runways, taxiways and nearest obstacles also meet international norms specified for A380 operations.

However, we have widened the existing runway shoulders by 4.5 metres on each side so as to allow the A380 aircraft to operate safely. We are also widening the aircraft pavement at runway-taxiway and taxiway-taxiway intersections to allow pilots to manoeuvre the giant A380 aircraft safely at the turns.

Modification of Taxiway Bridges

Shields have been installed along each side of a taxiway bridge to contain the effect of the A380 jet blast. Similar shields are being installed at another taxiway bridge at Changi Airport.

Modification of Gates

To facilitate passengers' movements from the terminal buildings to the aerobridges, existing fixed gangways (which link the gate holdroom to the aerobridge) are being modified at the designated gates for A380 operations. Each of these gates will also be installed with an additional fixed gangway and a third aerobridge. They are also enlarged to serve the increased number of passengers that the A380 will carry.

Two of the existing gates, F31 and E5, in Terminal 2 are now A380-compatible. Similar works have been scheduled to modify five gates in Terminal 1 and four other gates in Terminal 2. Terminal 3 will have eight gates that can serve A380 flight operations when the terminal opens. In all, Changi Airport will have 19 enlarged gate holdrooms to accommodate A380 flights.

Extension of baggage belt carousels

To accommodate the larger volume of arrival baggage from A380 flights, the presentation frontage of existing baggage belt carousels in Terminal 1 and Terminal 2 is being extended to about 90 metres. Extensions to three of the four belt carousels in Terminal 2 serving A380 flights have been completed. As for Terminal 1, two belts will be lengthened by next year. Four belts in the upcoming Terminal 3 will be custom-made to serve A380 flights. In all, Changi Airport will have ten baggage claim carousels to accommodate A380 flights.

Construction of new freighter / remote stands

Two new A380-compatible freighter aircraft stands and two new A380-compatible remote aircraft parking stands have been constructed.

(Updated as at 11 November 2005)

Note: Code F aircraft refers to a new category of aircraft type with a wing span measuring up to 80m and an outer main gear wheel span measuring up to 16m.