

March 18th 2008

The A380 – helping Heathrow retain its premier hub title.

Pro-Heathrow expansion group, Future Heathrow, today welcomed the arrival of the first commercial flight of the greener, cleaner, quieter Airbus A380.

With airlines at Heathrow having already ordered 168 A380 aircraft, Heathrow is destined to be the biggest A380 hub in the world, with 90 aircraft operating regularly from the hub by 2020.

Clive Soley, Campaigns Director for Future Heathrow said; “It is a delight to see the A380 arrive into Heathrow. This fantastic aircraft will help us retain Heathrow as a premier hub airport whilst at the same time as giving residents the experience of a much quieter aircraft and one that is a remarkable step forward in fuel burn therefore lowering carbon dioxide emissions.”

The A380 is proven to be quieter and cleaner than the longhaul aircraft it will replace, enabling Heathrow to introduce more flights without increasing the total amount of aircraft noise around the airport.

As of today the Singapore Airlines A380 will be a daily visitor to Heathrow on its longhaul route from the Far East and will make the limited number of early morning arrivals across London much quieter.

Burning 17 per cent less fuel per seat than today's largest aircraft the A380 has lower fuel burn meaning lower CO₂ and NO_x emissions. In fact the A380 produces only 75g of CO₂ per seat kilometer giving the aircraft one of the smallest CO₂ footprint per passenger.

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This progress is possible through advances on many fronts. The A380 has an efficient structure with 25% composites and lightweight materials, innovative aerodynamics reducing drag and moreover new state of the art engines contribute to the overall reduction in fuel burn.

In addition to fuel burn and emission, the A380 produces half the noise energy at take off and cuts the area exposed to equivalent noise levels around the airport runway by half when compared to the largest commercial aircraft.

This is all achieved through optimizing the engines, nacelles and airframe, equipping the aircraft with an innovative function that enables the Flight Management System (FMS) to be programmed with departure tracks that have the smallest noise footprint.

From an environmental perspective the application of new technology and intensive research has enabled the A380 to combine the advantages of its larger capacity with much lower noise levels, when compared to existing large aircraft.

The arrival of the A380 marks the beginning of significant reductions in emissions and noise. This is something the industry has talked about for a long time but it is no longer theory – its here.

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