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Status of Accommodating the A380 – March 2006

John F. Kennedy Airport



THE PORT AUTHORITY OF NY & NJ

Presentation Outline

- **The Aircraft and Buyers**
- **Importance to JFK**
- **Our Plan for Accommodation**
- **Status of Approvals**
- **Airfield & Terminal Construction Progress**
- **Construction Costs**



What Is The A380?

The “New Large Aircraft”

- Greater than 500 seats
- Two Full Decks
- For Trans-Atlantic,
Trans-Pacific
Intra Pacific Markets



- Passenger Version Late 06, Freighter Version 08/09
- Designed to Replace 747-400
- Length 238', Wingspan 262', Tail 79'
- Range 8,000 nm



A380 Interiors



A380 First Flight

Toulouse, 27th April 2005, 10:29 a.m.

First Flight MSN1



A380: Flight Testing

Cold Weather Tests – Iqaluit, Canada

February 6-11, 2006

Blizzard conditions:

Air temperature: - 22 °F

Wind chill: - 58 °F



A380: Flight Testing

Airport Proven

29 October 2005: Tested at Frankfurt, Terminal 2, Gate E9



Who Are The A380 Customers?

Airline	Orders	Airline	Orders
Air France *	10	Lufthansa *	15
China Southern	5	Malaysia Airlines	6
Emirates *	43	Qantas Airways	12
Etihad Airlines	4	Qatar Airways	2
Federal Express	10	Singapore Airlines *	10
ILFC	10	Thai Airways International	6
Kingfisher Airlines	5	United Parcel Service	10
Korean Air Lines *	5	Virgin Atlantic Airways *	6

* Coming to JFK

Grand Total 159



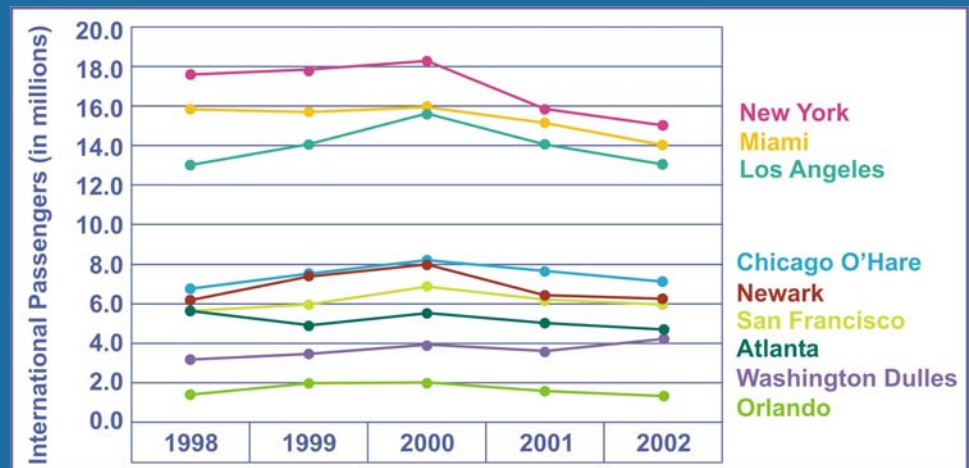
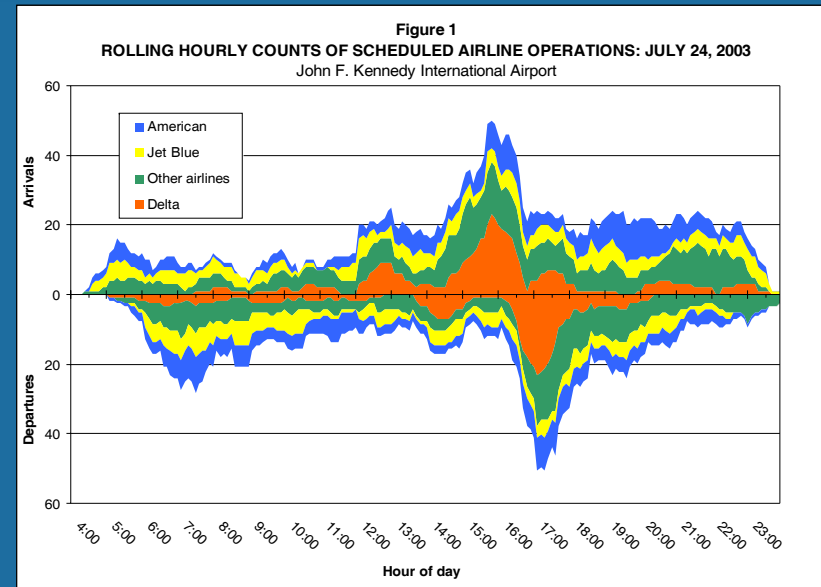
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Importance To JFK

Operational Benefits

The A380 Will:

- Increase Seat Capacity Without Increasing Operations
- Replace Some B747 Operations
- Consolidate Flights in Markets with High Load Factors
- Encourage International Travel Through Lower Seat Mile Costs



Importance To JFK

Regional Economic Benefits

•Visitor, On-Airport, Induced Impacts

	2008	2016
Output	\$62.9 M	\$167 M
Payroll	\$24.9 M	\$66 M
Employment	860 Jobs	2,300 Jobs

•Construction Related

	2008
Output	\$18.9
Payroll	\$6.6
Employment	180



Plan For Accommodation

Airfield Separations

	Group V	Group VI	JFK
Runway Width	150'	200'	3- 150', 1-200'
Taxiway Width	75'	100'	75'
Rwy/Txy	400'	600'	400'
Txy/Txy	267'	324'	300'
Txy/Fixed Object	160'	193'	130'

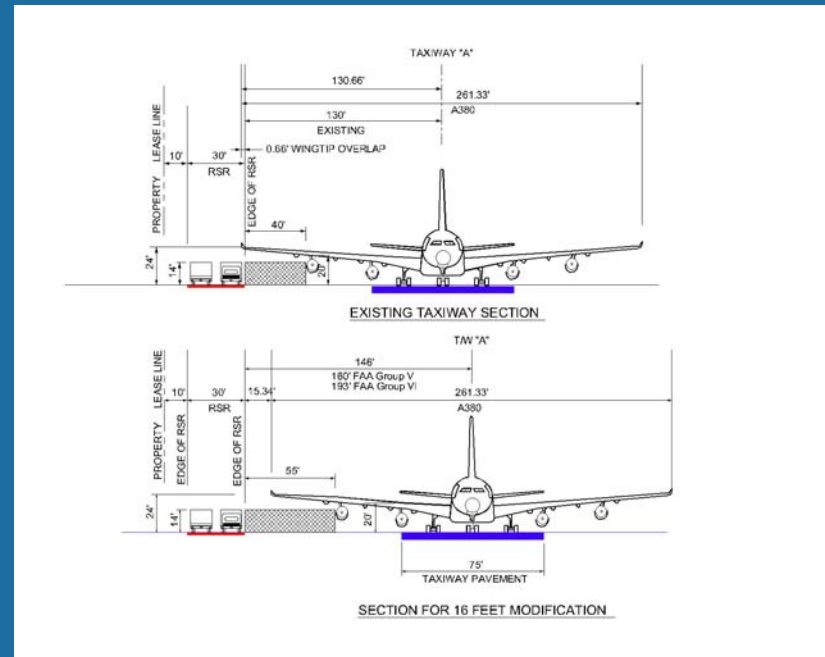
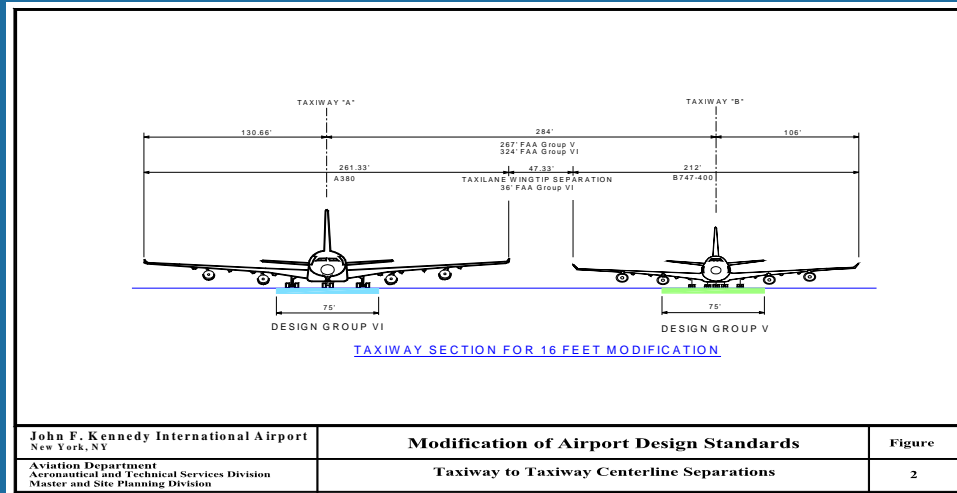




Plan for Accommodation

Operating Plan

- A380 Restricted to Alpha
- 14' RSR Height Limit
- Improve Delineator & Centerline Spacing
- Restrict Bridge Crossing



Status of Approvals

Five Modification of Airfield Standards Submitted 1/02

- Twy to Fixed Object
- Twy to Twy
- Twy Width
- Rwy to Twy
- “Interim” Rwy Width

“Conditional Approval” Received 9/04 for Four Modifications

Runway Width to Be Managed Through Aircraft Certification Process

FONSI Awarded 9/04

PFC Application Approved 2/06

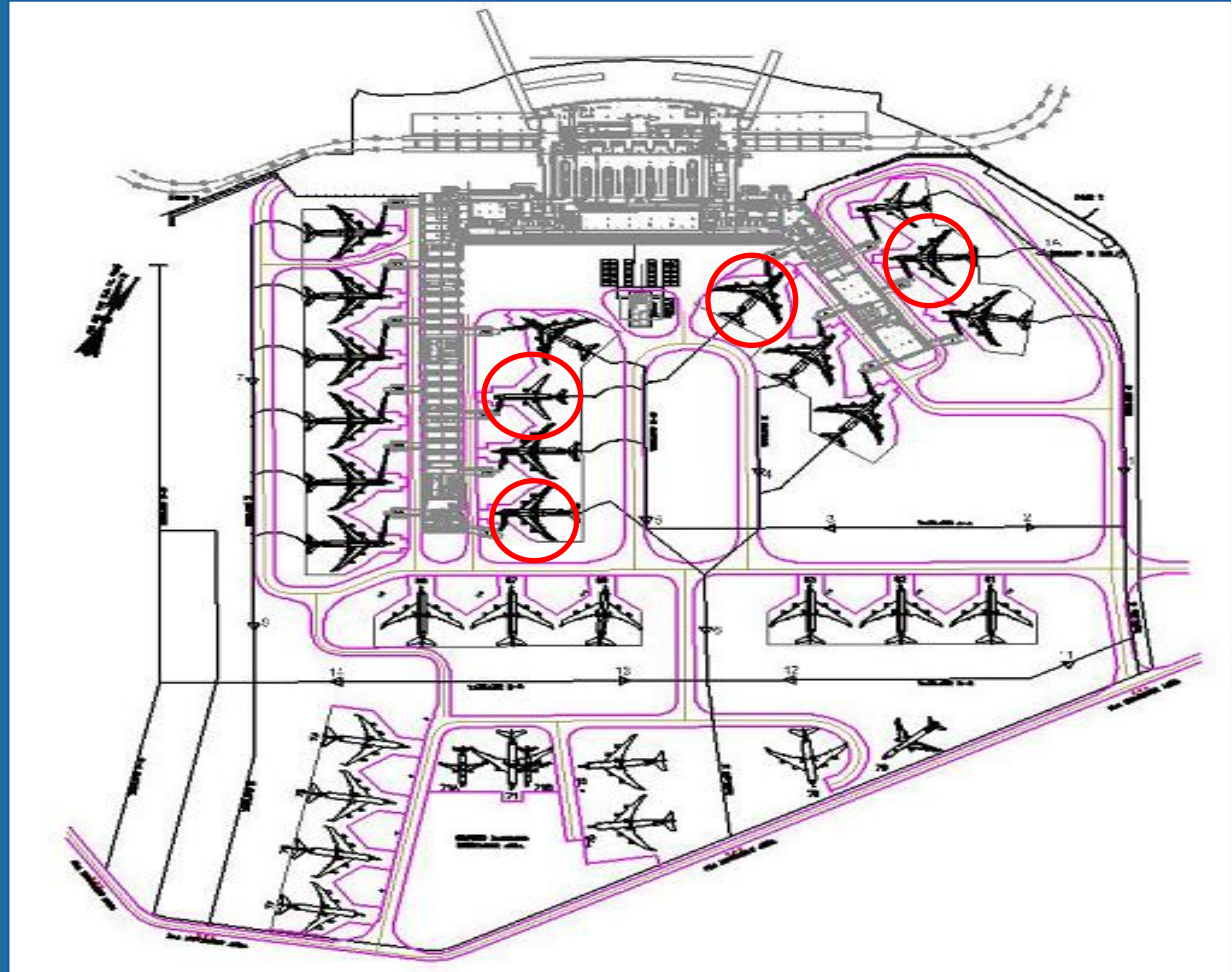


Terminal Construction Plans

Terminal Four:

Emirates, Virgin,
Singapore

- Designed for A380
- Few Changes Required



Terminal Construction Plans

Terminal Four:

- Exp With 500+ Pax Flights
- Most Gate Infrastructure in Place
- Gate Plans:
 - Start With One UD, One LD



Terminal Construction Plans

- T-4 Designed for A380
 - Open Hold Rooms
 - Ticket Counters
 - Baggage Facilities

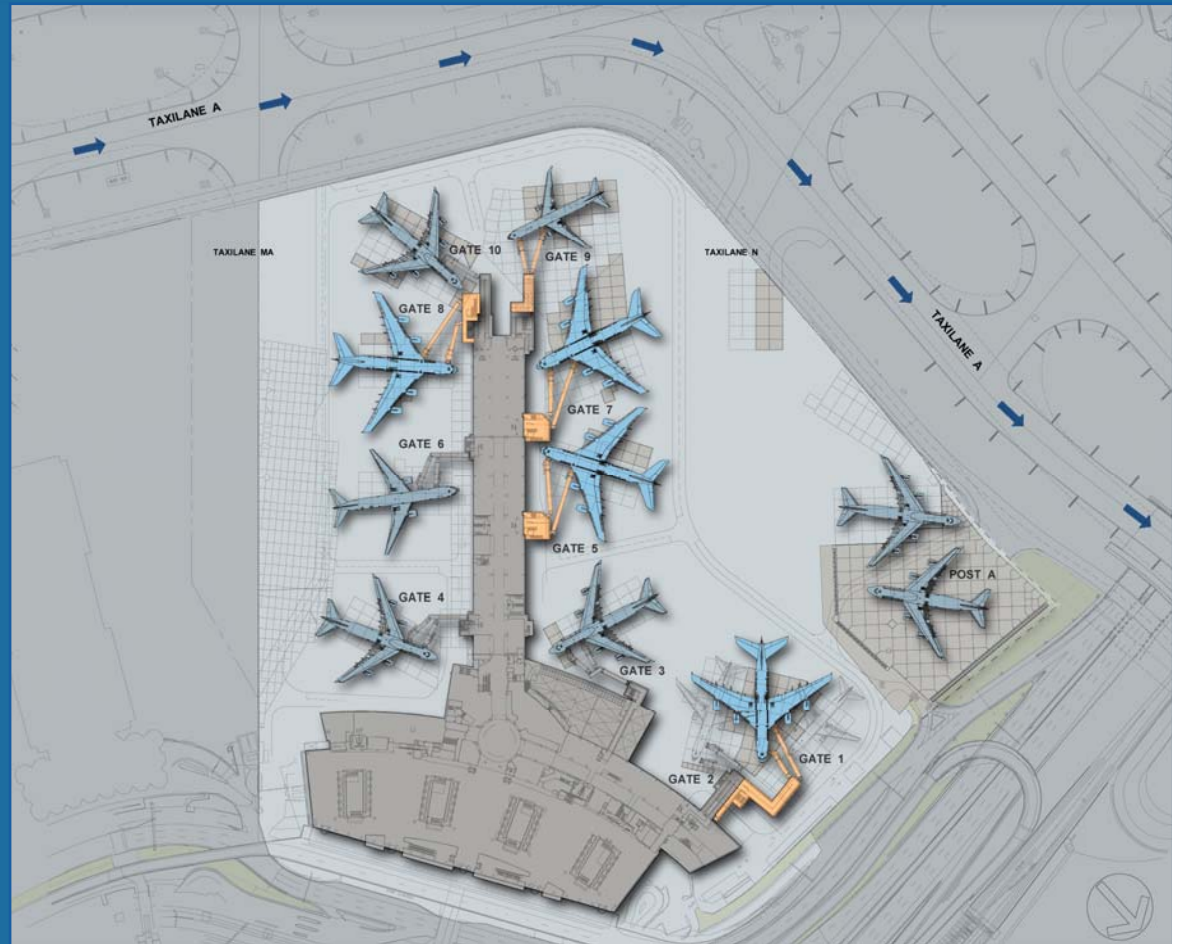


Terminal Improvements

Terminal One:

Air France,
Lufthansa, Korean

- Will Add Hold room Space
- Expand Ramp
- Pax Bridge Slope Issue for UD



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Costs For Accommodating The A380

It Depends...

- **Twy November Changes – A380 Only**
- **Twy Bridge Strengthening- A380 & A340-600**
- **Twy Alpha Move- Part of State of Good Repair Program**
- **Rwy 13R 150' to 200' Width- A380 & Snow Removal**

To Be Funded Through Passenger Facility Charges



Conclusion

A380 – A Worthwhile Investment

- **Fits Strategic Plan**
- **Airfield Improvements Benefit Other Aircraft**
- **Economic Benefits to The Regional Economy are Significant**
- **FAA Modification of Standards Process Provides Flexibility**
- **State of Good Repair Approach Helps Mitigate Costs**
- **A380 at JFK Summer 2007**

