

Aéroports de Paris welcomes the Singapore Airlines A380

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AÉROPORTS DE PARIS

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1. THE ARRIVAL OF THE AIRBUS A380, AN OPPORTUNITY FOR PARIS AIRPORTS

- Economic benefits

The accommodating of the Airbus A380, a true benefit for Paris-Charles de Gaulle airport, is part of the development strategy devised by Aéroports de Paris Group. The arrival of this new aircraft, which can carry 35% more passengers than its competitors, will help optimize the hub capacity while improving its profitability. Moreover, it will further improve the attractiveness of the Paris-Charles de Gaulle hub vis-a-vis its main competitors who all seek to capture a maximum of long-haul flights. Jumbo jets (B747, B777, A340 and A330) already represent more than 20% of the movements in Paris for 2008.

- Environmental benefits

Fewer movements, less noise, less pollution: the A380 represents a real breakthrough from an environmental point of view.

With a capacity of 525 seats in a standard configuration, the A380 can carry more passengers than other long-haul aircraft and thus contributes to reducing the number of aircraft movements. Accommodating the A380 is hence compatible with the sustainable development policy adopted by Aéroports de Paris.

- Due to its innovative design (new jet engines, wing profile, landing gear) the A380 is the most silent aircraft in its category. According to its builder "the noise level of the A380 is half that of the Boeing 747, the largest jumbo jet currently in service".
- Fuel consumption will be "17% less compared to existing high capacity aircraft" according to Airbus. The aircraft will pollute less on the ground and in-flight and will consume less than 3 liters of fuel per passenger per 100 km over long distances.

2. AÉROPORTS DE PARIS HAS ANTICIPATED THE ARRIVAL OF THE AIRBUS A380



Since the nineties, Aéroports de Paris has been participating in international projects conducted by the industry and ICAO to define the infrastructures and facilities needed to accommodate the new jumbo jets (B777/300 ER, A340-600 and more particularly the A380). This preparatory work has progressively allowed the infrastructures to be adapted to the new jumbo jets and to integrate investments costs in the natural development of the airport:

- **Fit-out work has been carried out in the terminals** of the satellites and halls concerned,
- Today, Paris-Charles de Gaulle airport has a **set of pier-served stands for the A380**, in particular with *La Galerie Parisienne*, the new boarding lounge for terminal 2E designed from the outset to accommodate this aircraft in optimum conditions,
- Finally, all the **runways and main taxiways of the airport** are ready.

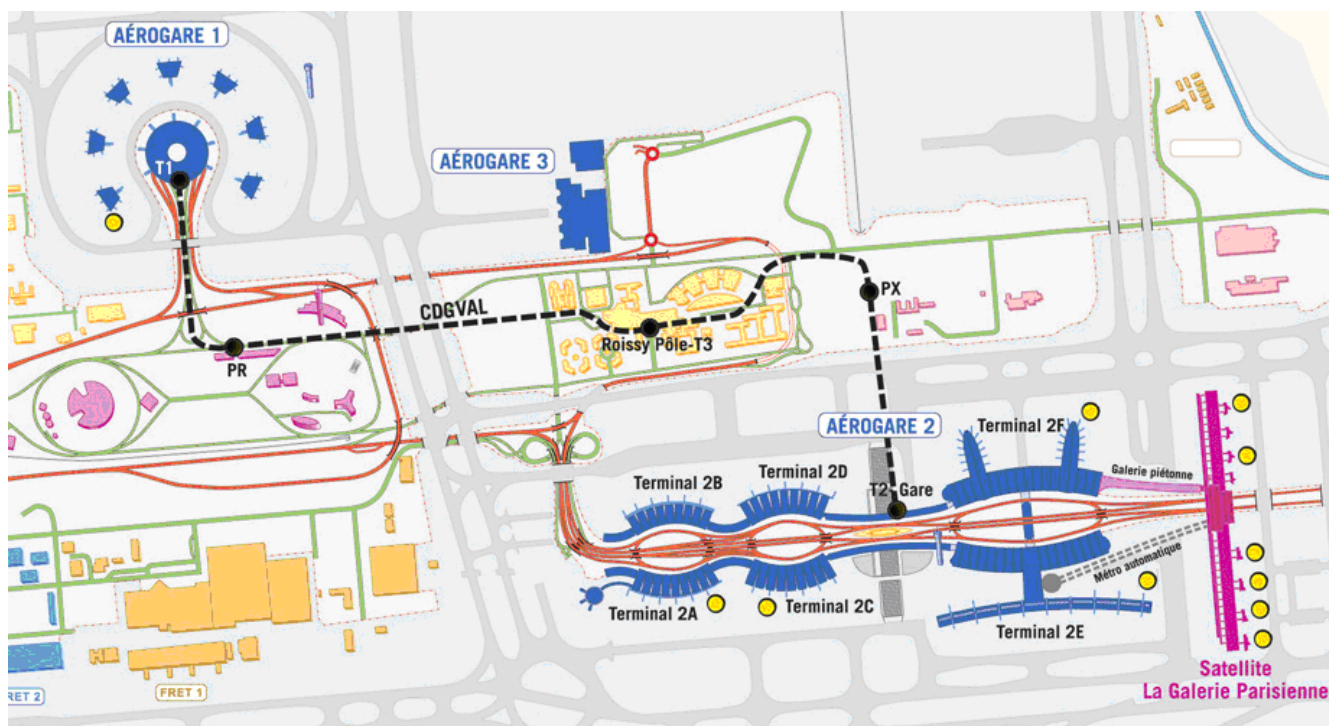
- Passenger welcome

Aéroports de Paris wants to offer Airbus A380 passengers optimum quality of service. Each airport, satellite or hall will be equipped with the resources necessary to provide the best possible comfort to the 475 to 750 passengers of the A380: check-in counters, security checkpoints, boarding lounge space, baggage claim conveyor belts.

- Pier-served stands

An A380 pier-stand can offer 2 or 3 jetways (1 or 2 for access to the main deck and 1 for the upper deck).

Paris-Charles de Gaulle airport terminals already offer 11 A380 pier-served stands (and four A380 remote stands).



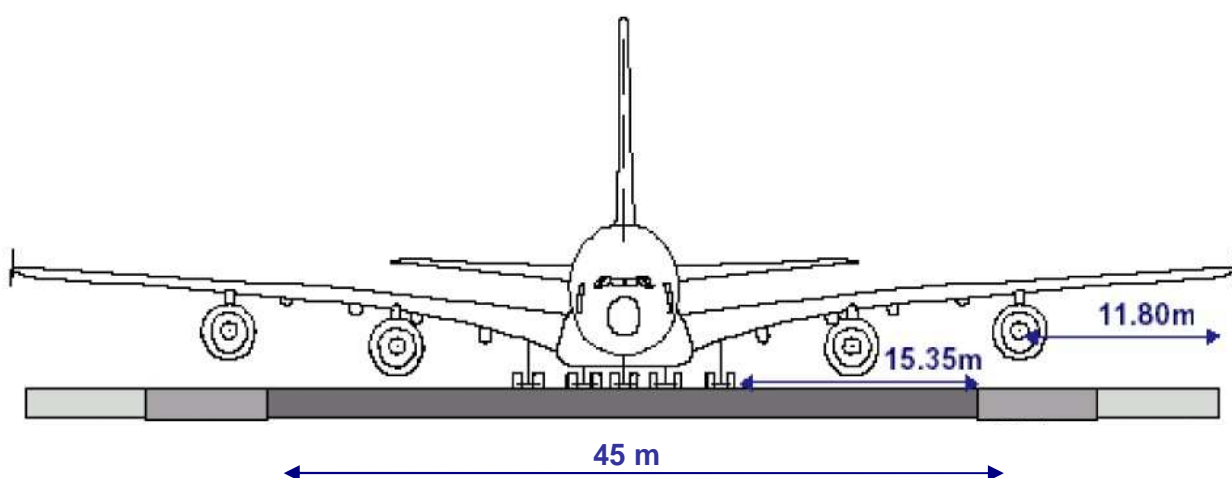
A380 pier-served stands

● 11 stands: 1 at Terminal 1, 7 at Terminal 2E, 1 at terminal 2C, 1 at terminal 2F, and 1 at terminal 2A.

- Runways and taxiing infrastructures are ready to accommodate the A380

Aéroports de Paris offers the Airbus A380 the possibility of using the four runways of Paris-Charles de Gaulle and the entire main taxiing routes to access its special parking stands.

While the length of the A380 (73 m) does not exceed that of other jumbo jets, its wing span (80m, ie.15 meters more than that of the current generation of jumbo jets) requires more space for the movement and parking of the aircraft.



Aéroports de Paris has been preparing to accommodate the A380 for many years and the aircraft's specifications were incorporated into the natural development of the airport.

Hence, most of the infrastructure work carried out since 2001 will benefit all new jumbo jets (A 380, A340-600 and B777/300 ER):

- Reinforcement of the pavements (runways and taxiways) concerned by the new aircraft to improve their resistance to the growing weight of aircraft,
- Widening of taxiways,
- Widening of runways 1 and 2 shoulders. Their width was doubled, going from 7.5m to 15m, to offer a total paved width of 75m to provide outside jet engines with a sufficient margin from the

edge of the pavement. This work was carried out in the summers of 2002 (runway 2) and 2003 (runway 1).

Runways 3 and 4, built from 1997 to 2000, were designed from the outset to be wide enough for the A380 (75m paved, 60m including the runway itself and two 7.5 meter wide shoulders) and thus did not require any specific fit-out.

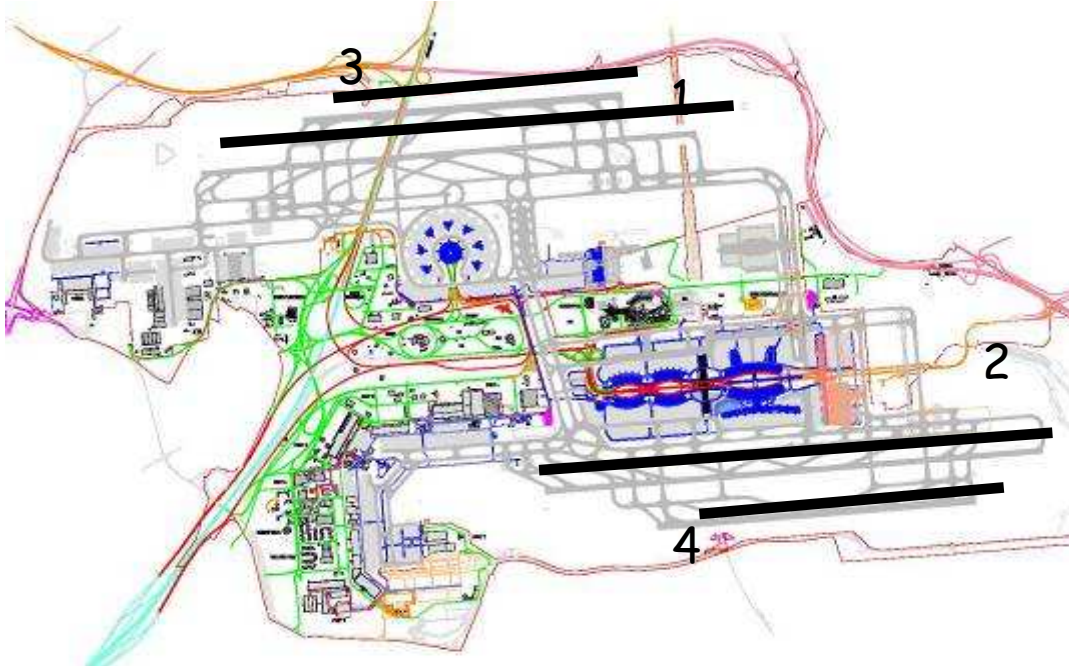
- Setting up blast fences for the bridges the A380 will cross.

The Runways of Paris-Charles de Gaulle Airport

Runways 1 and 2 widened: 45m + 15m + 15m

- runway thickness reinforced and shoulders widened
- work completed in 2002 (runway 2) and 2003 (runway 1)

Runways 3 and 4 adapted from the outset: 60m + 7.5m +7.5m, built from 1997 to 2000



- Adapted equipment

The airport equipment has been checked out and, when necessary, has been adapted to be compatible with the A380 requirements

- The Emergency and Aircraft Fire Fighting Department has proceeded to a service of fire trucks to reach the highest level of international standards (eg. the increase of water and foam tanks capacity) and has reviewed its fire combat techniques.
- The de-icing equipment has been checked so that the machines can reach a burst height equivalent to 24m (instead of 19 previously).
- Winter service: Paris-Charles de Gaulle has reinforced the number of de-icing trucks to clear wider runways (60m instead of 45m in the case of a B747, for example).