

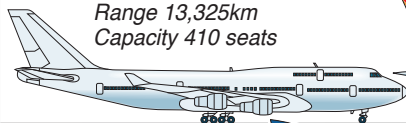
Production of world's largest airliner starts

Described as a jumbo jet on steroids, the first double-decker Airbus A380 is due to fly for the first time early 2005 and go into service in 2006. Airbus and its partners have invested nearly \$11 billion in the project and have already won signed orders for 129 aircraft worth more than \$35 billion

Boeing 747-400

Range 13,325km

Capacity 410 seats

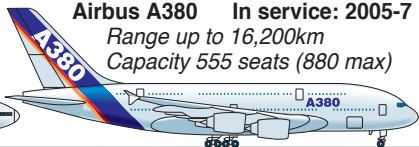


Airbus A380

In service: 2005-7

Range up to 16,200km

Capacity 555 seats (880 max)



Length 71m

Wingspan 65m

Engines: Four Rolls-Royce or Pratt-Whitney-GE engines

Environment

Quieter, cleaner than other large aircraft

Length 67-79m

Wingspan 80m

Both require same runway length

Services: Shops, sleeping areas, creche and gym over two decks

Higher productivity:

Faster boarding with multiple bridges to each deck

Fuel capacity

372,000 litres

20% less consumption per passenger than Boeing 747

Freight

Up to 150 tonnes

Triple-decker

Twin aisles, wide seats

Cruise-liner proportions.

Dual lane staircases

link decks

Upper deck

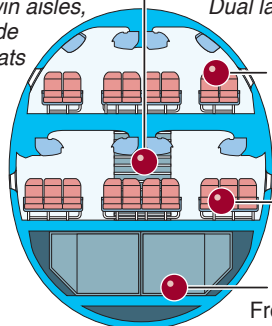
102 business class, 103 economy seats

Main deck

22 first class, 328 economy

Lower deck

Freight capacity up to 12 pallets



Customers

Cost per plane:

Orders

\$275 million

Air France	10
Emirates	43
Federal Express	10
ILFC (leasing firm)	10
Korean Air	5
Lufthansa	15
Malaysian Airlines	6
Qantas	12
Qatar	2
Singapore Airlines	10
Virgin Atlantic	6
Total	129