

A superjumbo wow

Making its debut on both coasts, Airbus A380 now needs some buyers

By RICHARD PYLE
THE ASSOCIATED PRESS

NEW YORK • The latest jetliner to claim the title of world's biggest passenger aircraft completed its inaugural flight to the United States on Monday, flying on football field-length wings and a prayer that airlines will want to shell out \$300 million to buy the behemoth double-decker jet.

The four-engine Airbus A380 descended from a sunny sky and touched down at John F. Kennedy International Airport a little after noon, to the cheers of onlookers. As the plane made its way toward the terminal, a pilot waved an American flag. Minutes later, a separate A380 arrived in Los Angeles, with just a crew and no passengers.

The first U.S. flights are a chance for plane builder Airbus and German airline Lufthansa AG to show off the jewel of Airbus' offerings to potential American buyers and to the airports they hope to turn into flight bases for the jet.

The 239-foot-long jet can seat as many as 550 passengers, hold 81,890 gallons of fuel, cruise at 560 mph and fly some 8,000 nautical miles.

Despite the plane's impressive statistics, Airbus has yet to sell any of the planes to U.S. carriers. The A380 comes with a price tag of about \$300 million, although that figure varies depending on the airline's order, said John Leahy, chief of operations for Airbus.

Leahy called the A380 the flagship jetliner for the 21st century, much like the Boeing 747 was in the last century. Airbus has about 160 global



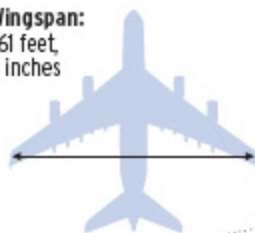
LOS ANGELES TIMES

WEST COAST DEBUT: A crowd gathers Monday morning to watch the Airbus A380 make its first landing at Los Angeles International Airport. The world's largest passenger plane completed a bicoastal American debut Monday, touching down at Los Angeles.

Big jet has parts made in the East Valley

The Airbus A380

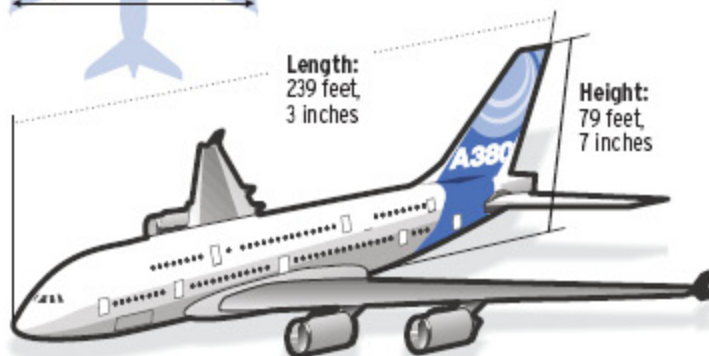
Wingspan:
261 feet,
8 inches



Weight:	617.3 tons
Passengers:	Up to 550 passengers; 28 crew
Range:	8,000 nautical miles
Fuel capacity:	81,890 gallons

Length:
239 feet,
3 inches

Height:
79 feet,
7 inches



By ED TAYLOR
TRIBUNE

The world's largest passenger airliner may be assembled in Europe, but its connections reach all the way to the East Valley.

Two Tempe aerospace companies are making parts for the superjumbo Airbus A380, which made its United States debut Monday in Los Angeles and New York.

The local subcontractors are Honeywell Aerospace, a division of Honeywell International, in Tempe, which makes the electronically activated thrust reverser system that

brakes the double-decker airplane during landings, and Jansen's Aircraft Systems Controls in Tempe, which makes valves for the aircraft's auxiliary power unit. The auxiliary power unit, located in the tail, provides electric power to the plane when it is on the ground and the jet engines are turned off.

Honeywell's Tempe plant, 1300 W. Warner Road, also is making valves for the engines and air-conditioning system.

"We were pleased to work with Airbus," said Michael Madsen, Honeywell's vice pres-

PARTS: E.V. companies make parts for Airbus A380 jet

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ident for aerospace component customers. "The technologies required were very complementary with our capabilities."

Two prototypes of the four-engine jetliner touched down almost simultaneously Monday at John F. Kennedy International Airport in New York and Los Angeles International Airport, giving Americans their first close-up look at the aircraft, which can seat up to 550 passengers.

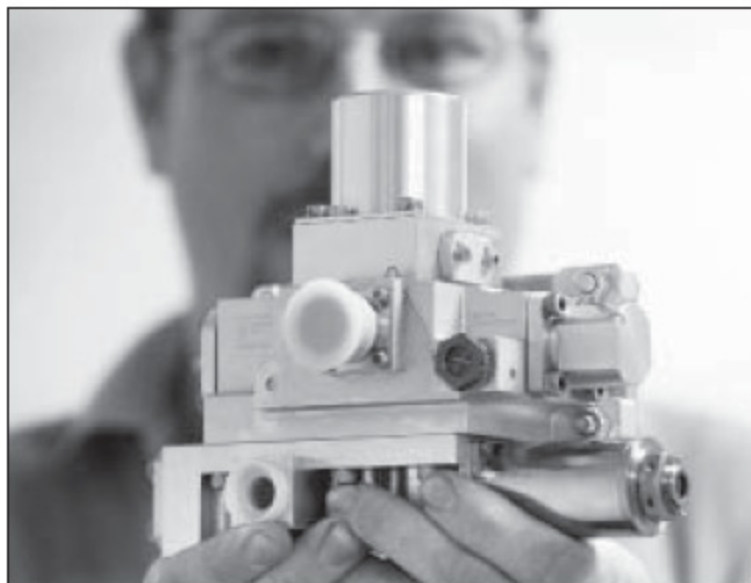
The first U.S. flights gave Airbus a chance to drum up sales and practice ground operations at the two airports that are likely to be the U.S. gateways for the aircraft.

The European airplane maker also is trying to overcome management and financial problems that have beset the A380 program, including a two-year delay in the first deliveries and a loss of more than \$6.61 billion in projected profits.

Airbus, based in Toulouse, France, has 166 orders from 15 airlines for the plane, which has already made test flights in Europe and Asia.

The thrust reverser system, which is assembled in Tempe using parts supplied by the Hispano-Suiza company in France, is the first in commercial aviation to be electrically activated, Madsen said. Previous thrust reversers have operated hydraulically, he said.

"The electrical system is the next wave," he said. "Electric is lighter, safer and more reliable. The fact it doesn't have hydraulic fluid makes it safer



RALPH FRESO, TRIBUNE

PART OF THE JET: Jansen's Aircraft Systems Controls project engineer Jerame Powell holds one of the company's fuel-metering valve assembly units, which were developed for use on the new Airbus A380 jetliner.

and reduces weight,"

Honeywell Aerospace also is making the A380's flight management system in Phoenix. That computer-driven system manages the aircraft's navigation.

The company didn't say how many Valley employees are working on A380 projects, but "Airbus is one of our largest customers, and a significant number of Phoenix-area employees work on many products that are developed for the entire Airbus line of five aircraft families," said spokeswoman Karen Crabtree.

Jansen's Aircraft Systems Controls, a small company with about 30 employees at 2303 W. Alameda Drive, Tempe, makes a fuel-metering valve and an air-inflow actuator for the auxiliary power unit, a crucial piece of equipment that

keeps passengers comfortable when the plane is sitting on the ground.

Jansen's is far down the supplier food chain, functioning as a subcontractor to Hamilton Sundstrand Co. in San Diego, which in turn is a subcontractor to Pratt & Whitney Canada, which supplies the finished APU systems to Airbus.

The A380 auxiliary power unit is the largest ever made for a commercial airliner and required Jansen's to make technological improvements to reduce the cost and weight of the valves. "There was a lot of impetus to create parts that were reliable, very accurate and low cost, which is a paradox," said CEO Harvey Jansen.

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