

AIRBUS A300	B4-200	B4-200F	-600R	-600F -600ST Beluga	
Length (m)	53.75	53.75	54.1	54.1	56.158
Wingspan (m)	44.84	44.84	44.84	44.84	44.84
Height (m)	16.53	16.53	16.54	16.54	15.06
Wing area (m ²)	260	260	260	260	260
Cabin width (m)	5.28	5.28	5.28	5.28	7.4
Max take-off weight (kg)	165,000	165,000	170,500	165,000	155,000
MTOW option	-	-	-	170,500	-
Max landing weight (kg)	134,000	136,000	140,000	140,600	140,000
Operating empty weight (kg)	80,640	81,600	90,300	79,000	86,500
Max zero fuel weight (kg)	126,000	126,000	130,000	133,800	133,800
Max payload (kg)	35,500	44,400	39,700	54,500/51,000	47,300
Powerplant	2 x 52,350lb GE CF6-50C2	2 x 52,350lb GE CF6-50C2	2 x 61,340lb GE CF6-80C2A5	2 x 61,340lb GE CF6-80C2A5	2 x 58,870lb CF6-80C2A8
	or 2 x 53,000lb P&W JT9D-59A1	-	or 2 x 57,750lb P&W PW4158	or 2 x 57,750lb P&W PW4158	-
Standard fuel capacity (l)	62,000	62,000	68,150	68,150	62,000
Normal operating speed (kt)	298	298	325	325	295
Normal operating speed (Mach)	0.78	0.78	0.79	0.79	0.7
Max cruise speed (kt)	480	-	480	480	295
Max cruising altitude (ft)	35,000	35,000	40,000	40,000	35,000
Take-off field length (m, sea level/ISA)	-	2,850	-	2,280	1,950
Landing field length (m, sea level/ISA)	-	1,635	-	1,469	1,176
Accommodation (1-class)	345	-	361	-	-
Accommodation (2-class)	254	-	266	-	-
Accommodation (3-class)	-	-	228	-	-
Design range	5,270km/	4,350km/	7,700km/	4,350km/	2,700km/
with pax/payload	251	411*	266	54.7t	44.5t
Option/payload	-	-	-	6,290km/51t	-

Notes *80% volumetric payload

A300

A new variant of the Airbus A300-600F freighter designed to handle general freight was launched earlier this year, following a deal with Air Hong Kong for six new-build aircraft plus four options. Deliveries of the new A300-600F General Freighter will begin to the Cathay Pacific/DHL Worldwide Express-owned all-cargo in the middle of next year.

The new carrier differs from the present A300-600F in that it has a cargo loading system and side door capable of handling both small packages and large items of general freight.

The freight version of the A300-600 has been the main focus of production in recent years, for major customers FedEx Express and UPS Airlines. However, the first passenger A300s built for four years were completed last year for delivery to Japan Air System (JAS).

The A300 was the first Airbus aircraft to be launched, in its initial 250-seat A300B form in May 1969. The widebody twinjet made its first flight from Toulouse in October 1972. The first production A300 variant, the B2, entered service in May 1974. The B4 growth-weight version followed, and several F4 and C4 versions were completed with maindeck cargo doors. Two slightly smaller B1s were built, only one of which was delivered. GE- and P&W-powered A300s were constructed.

The A300-600 was launched in 1980, featuring a two-crew EFIS flightdeck, and entered service in March 1984. From the mid-1980s, the new version superseded the original A300B models, of which 250 were built. The extended range -600R was the last passenger derivative developed, entering service in 1988. The -600 freighter version entered service with launch customer FedEx in April 1994. UPS's 2001 order for 60 freighters will keep the A300-600 production line active until at least 2009, and 2012 if options are exercised.

BAE Systems Aviation Services and EADS' Dresden, Germany-based Elbe Flugzeugwerke (EFW) both developed freighter conversion pro-

Airbus Industrie was formed to manage the development and marketing of the 250-seat A300B widebodied twinjet.

Based in Toulouse, France, Airbus was created as a Groupement d'Interêt Economique in December 1970 (a 50:50 joint venture between Aerospatiale and Deutsche Airbus, then part of MBB). Spain's CASA joined the consortium in 1971, followed by the UK's British Aerospace (now BAE Systems) in 1979. The French and German part-

ners each held 37.9%, CASA 4.2% and BAe 20%.

Following the creation of EADS in 2000, the consortium was restructured into the Airbus Integrated Company in mid-2001, with EADS holding 80% and BAE the remainder. Airbus is now described as "an EADS joint company with BAE Systems". The original four partners' Airbus divisions are now wholly owned by Airbus, and designated Airbus Espana, Airbus France, Airbus Deutschland and Airbus UK.

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