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Airbus A300 - Archived 4/2009

Outlook

- No new aircraft ordered in 2006 or 2007
- Line closed in 2007
- Total of 561 A300s produced during production run

Orientation

Description. Twin-engine, short/medium-range, high-capacity widebody commercial transport.

Sponsor. The governments of France, Great Britain, Germany, and Spain.

Status. Production line closed in 2007.

Total Produced. Through 2007, Airbus delivered 561 A300s.

Application. Short/medium-range scheduled passenger and freight transportation.

Price Range. A300-600F, approximately \$105 million in 2006 U.S. dollars.



Airbus A300

Airbus A300-600

Source: Airbus

Contractors

Prime

Airbus France	http://www.airbus.com , 316 Route de Bayonne, Toulouse, 31060 France, Tel: + 33 5 61 93 55 55, Prime
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Subcontractor

Aerazur	58 Blvd Gallieni, Issy-Les-Moulineaux, 92130 France, Tel: + 33 145 54 9280 (Evacuation Slide)
Diehl BGT Defence GmbH & Co KG	http://www.diehl-bgt-defence.de , Alte Nussdorfer Strasse 13, Überlingen, 88662 Germany, Tel: + 49 75 51 8901, Fax: + 49 75 51 89 2822, Email: gerhard.dussler@bgt.de (Automatic Flight Control System)
Eaton Aerospace - Fluid Power	http://www.aerospace.eaton.com , 5353 Highland Dr, Jackson, MS 39206-3449 United States, Tel: + 1 (601) 981-2811, Fax: + 1 (601) 987-5255 (Power Transfer Unit)
GE - Aviation	http://www.geae.com , 1 Neumann Way, Cincinnati, OH 45215-6301 United States, Tel: + 1 (513) 243-2000 (CF6-80C2 Turbofan)
GE - Aviation, Systems Division, Mechanical	http://www.geaviationsystems.com , Kings Ave, Hamble-Le-Rice, S031 4NF Hampshire, United Kingdom, Tel: + 44 2380 453371, Fax: + 44 2380 744042 (Wing Leading Edge)
Goodrich Fuel & Utility Systems	http://www.fus.goodrich.com , 100 Panton Rd, Vergennes, VT 05491 United States, Tel: + 1 (802) 877-2911, Fax: + 1 (802) 877-4111 (Automatic Flight Control System)
Hamilton Sundstrand	http://www.hamiltonsundstrand.com , One Hamilton Rd, Windsor Locks, CT 06096-1010 United States, Tel: + 1 (860) 654-6000, Fax: + 1 (860) 654-2621, Email: hs.general@hsd.utc.com (Flight Data Acquisition System)
Honeywell Aerospace, Engine Control Systems	http://www.honeywell.com/sites/aero/Engine_Controls.htm , 2525 W 190th St, Torrance, CA 90504-6099 United States, Tel: + 1 (310) 323-9500, Fax: + 1 (310) 512-2221 (Environmental Control System)
Honeywell Aerospace, Engines, Systems & Services	http://www.honeywell.com/sites/aero/ , 111 S 34th St, Phoenix, AZ 85034-2892 United States, Tel: + 1 (602) 231-1000, Fax: + 1 (602) 231-5713 (GTCP 331-250H APU)
Intertechnique	http://www.intertechnique.fr , 61 rue Pierre-Curie, BP 1, Plaisir Cedex, 78373 France, Tel: + 33 1 30 54 82 00, Fax: + 33 1 30 55 71 61, Email: dc@intertechnique.zodiac.com (Fuel Level Detector)
Messier-Dowty International	http://www.messier-dowty.com , Zone Aéronautique Louis Breguet, BP 10, Velizy-Villacoublay, 78140 France, Tel: + 33 1 46 29 18 00, Fax: + 33 1 46 29 18 03 (Main Landing Gear)
Pratt & Whitney	http://www.pratt-whitney.com , 400 Main St, East Hartford, CT 06108 United States, Tel: + 1 (860) 565-4321, Email: info@pw.utc.com (PW4000 Turbofan)
Ratier-Figeac	http://www.ratier-figeac.com , Route de Cahors, BP 2, Figeac, 46101 France, Tel: + 33 5 6550 5050, Fax: + 33 5 6534 2363 (Passenger Door Damper & Actuator System)
Superflexit SA	50 Blvd Gallieni, Issy-Les-Moulineaux, 92130 France, Tel: + 33 1145 54 9547 (Fuel Cell)
Thales Avionics SA	http://http://www.thalesonline.com/aerospace , 1 ave Carnot, Massy, 91883 France, Tel: + 33 1 69 75 50 00, Email: contact.info@thales-avionics.com Defunct (Speed Reference System)
Whittaker Safety Systems Division	2731 Systron Dr, Concord, CA 94518-1355 United States Defunct (Fire Detection System)

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Technical Data

Design Features. Low-swept-wing design with cruciform tail, swept vertical fin. Two-pilot crew operates a digital-avionics cockpit (including electronic flight instrumentation system). A300-600R incorporates airframe innovations such as inboard-only ailerons for reduced drag, wingtip fences (also for drag reduction), and fuel storage in the horizontal stabilizer for lower trim drag and better trim control. Electrical signaling used for flaps, slats, spoilers, and all trim controls, reducing empty weight. Airbus offers a choice of Pratt & Whitney or General Electric engines.

	<u>Metric</u>	<u>U.S.</u>
Dimensions (A300-600R)		
Length overall	54.08 m	177.44 ft
Height	16.53 m	54.24 ft
Wingspan	44.84 m	147.12 ft
Wing area, gross	260.0 cu m	2,800 cu ft
Weight		
Operating weight, empty	90,900 kg	200,400 lb
Max TOW	171,700 kg	378,535 lb
Capacities		
Total usable fuel	68,150 liter	18,000 gal
Max payload	34,900 kg	76,900 lb
Performance (A300-600R)		
Max cruise, 25,000 feet	890 kmph	480 kt
Max range, 267 passengers(a)	7,802/7,987 km	4,210/4,320 nm
Propulsion		
A300B2/B4	(2)	GE Aircraft Engines Business Group CF6-50C2 two-spool, high-bypass turbofan series. Ratings: -50C, 224.17 kN (50,400 lbst); -50C1/C2, 230.40 kN (51,800 lbst); -50C2R, 226.84 kN (51,000 lbst) each; or
	(2)	UTC/Pratt & Whitney JT9D-59A two-spool, high-bypass turbofans, 230.05 kN (51,720 lbst) each.
A300-600	(2)	GE Aircraft Engines CF6-80C2A1 turbofans rated between 249.08 and 262.42 kN (56,000-59,000 lbst) each; or
	(2)	UTC/Pratt & Whitney PW4156 turbofans rated 249.08 kN (56,000 lbst) each.
A300-600R	(2)	GE CF6-80C2A5 turbofans rated 273.54 kN (61,500 lbst) each; or
	(2)	Pratt & Whitney PW4158 turbofans rated 257.98 kN (58,000 lbst) each.
A300-600F	(2)	GE CF6-80C2A5 turbofans rated 273.54 kN (61,500 lbst) each; PW4158-powered version available to order.

Seating

A300-600 and -600R in typical configuration seat 298 in a single class at 32/33-inch pitch or 266 in two-class layout at 32-inch pitch in economy class. Layouts available in six-, seven-, eight-, and nine-abreast arrangement. Variants are capable of seating up to 315 in high-density layout.

(a) With maximum weight option and tail fuel; GE CF6-80C2 and PW4156/58, respectively.

Variants/Upgrades

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A300-B1/B2/B4. The B2 took off at 142,000 kilograms (313,055 lb), offering a range of 3,430 kilometers (1,850 nm) with 269 passengers. For the B4-100, the maximum takeoff weight was increased to 157,500 kilograms (347,230 lb) and it had a range of 4,910 kilometers (2,650 nm). Takeoff weight was further increased with the B4-200, to 165,000 kilograms (363,760 lb), as allowed by uprated CF6-50C2 or JT9D-59A/B engines. Range for the latter version with a full fuel tank and 269 passengers is given as 5,375 kilometers (2,900 nm). The B4 has the same external dimensions as the B2, but higher TOW dictated a structural beef-up and strengthened landing gear. B4 production was completed in 1984.

A300-600. Replaced B4-200 in 1984; incorporates an additional row of seats with only a small fuselage stretch, achieved through use of the wider A310 aft fuselage section, which also permits two more LD3 containers beneath the floor in the rear cargo area. Current model features digital avionics and forward-facing crew cockpit of the A310.

Compared with B4-200, the -600 offers a 13 percent savings in fuel-burn per seat. It made its first flight in 1983, and was certificated in 1984. Saudia, the launch customer, has its -600s configured for 260 passengers.

A300-600R. Extended-range version announced in 1985; certificated in 1988. Range, with 267 passengers, of 4,310 nautical miles (PW4156/58), at maximum gross weight of 378,535 pounds. With single-class seating of 375, range is 3,710 nautical miles.

A300C4-600 Convertible. In 1980, the first modified convertible cargo version was delivered to the Hapag-Lloyd Group. Designated A300C4, this version has a cargo door of 3.58 x 2.56 meters and is designed for quick change from all-passenger to cargo service in 24 hours. The C4, which carries 41,000 kilograms (90,399 lb) of cargo, has a range of 7,785 kilometers (4,200 nm).

A300-600F. Pure cargo variant fitted with larger cargo door than that of the C4. F4 freighter has a maximum payload of 48,100 kilograms (105,900 lb) over a range of 3,650 km (1,950 nm). Deliveries began in 1994.

Program Review

Background. The A300 was originally a German/French/British program for which the term "airbus" was coined, later to be capitalized in the consortium's new name. Britain subsequently dropped out of the program, but rejoined it in 1979.

Alternative Powerplants. Although for many years the A300 relied primarily on GE CF6-50 engines, in 1978 the consortium announced plans to certify the A300 with P&W JT9D-59A engines. Since the A300-600 took over the line, Pratt & Whitney has captured a significantly larger share than on the earlier

models. The -600 uses either the GE CF6-80C2 or the P&W PW4158 engines.

New Lease on Life Short-Lived

This program received a major new lease on life in early 2001 when UPS placed orders and options for 60 and 50 A300-600Fs, respectively. UPS had converted 30 options by January 2005, at which time the carrier placed orders for 10 A380 freighters and canceled 37 of the A300 orders.

Funding

The A300 was funded by Airbus member governments through direct subsidy and/or repayable loans equal to 100 percent of the development cost. Total estimated cost in 1993 dollars was \$4.6 billion.

Timetable

<u>Month</u>	<u>Year</u>	<u>Major Development</u>
	1965	Initial studies/discussions

Airbus A300

<u>Month</u>	<u>Year</u>	<u>Major Development</u>
Dec	1968	A300 Airbus formally proposed
Late	1969	General Electric CF6 engines selected
Late	1969	Britain drops out of program
Oct	1972	Prototype first flight
Apr	1974	First flight of A300B2 production aircraft
May	1974	A300B2 deliveries begun
May	1975	A300B4 deliveries begun
Jan	1979	Britain rejoins consortium
Nov	1979	Initial deliveries of JT9D-powered version
Jan	1982	A300F model certificated
Jul	1983	A300-600 first flight (P&W engines)
Mar	1984	Certification, initial deliveries of -600 (P&W engine)
Mar	1985	A300-600 first flight (GE engines)
Dec	1986	First flight of PW4000-powered A300-600
Mar	1988	FAA and European certification of A300-600R
Apr	1988	First A300-600R delivered (to American Airlines)
Nov	1988	Certification of PW4000-powered A300-600
Jul	1991	Federal Express launches A300-600F package freighter
Apr	1994	Initial A300-600F delivery
Mid-	2007	Line shut down

Worldwide Distribution/Inventories

(As of February 2007)

Operator	Designation	Quantity
ACT Airlines	A300B4-100F	1
ACT Airlines	A300B4-200	1
ACT Airlines	A300B4-200F	4
ACT Airlines	A300C4-200	1
Aero Union	A300B4-200F	1
Aerounion (Mexico)	A300B4-200	1
Aerounion (Mexico)	A300B4-200F	1
Afriqiyah Airways	A300-620	1
Air Contractors (Ireland) Ltd	A300B4-100F	3
Air Hong Kong	A300-600F	2
Air Hong Kong	A300F4-600R	6
Air Macau, Co Ltd	A300-600R	1
Air Macau, Co Ltd	A300B4-200F	3
American Airlines	A300-600R	33
Ariana Afghan Airlines, Co Ltd	A300B4-200	3
Astar Air Cargo (DHL Worldwide Express)	A300B4-100F	2
Astar Air Cargo (DHL Worldwide Express)	A300B4-200F	4
China Airlines Ltd	A300-600R	2
China Eastern Airlines, Corp Ltd (CAAC)	A300-600R	9
China Southern Airlines (CAAC)	A300-600F	6

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Operator	Designation	Quantity
DLR Flugbetriebe	A300B2-1C	1
Dragonair	A300B4-200F	1
EAT-European Air Transport, NV	A300B4-200	2
EAT-European Air Transport, NV	A300B4-200F	9
EAT-European Air Transport, NV	A300F4-200	1
EgyptAir	A300-600F	2
EgyptAir	A300B4-200	2
Etihad Airways	A300-600F	1
Etihad Airways	A300-600R	1
Etihad Airways	A300C4-600	1
Express.net Airlines	A300B4-200	1
Express.net Airlines	A300B4-200F	3
Federal Express	A300-600F	13
Federal Express	A300-600R	7
Federal Express	A300F4-600R	36
Fly Air	A300B2K-3C	3
Fly Air	A300C4-200	1
Golden Air	A300B4-100	1
Indian Airlines Ltd	A300B2-100	2
Indian Airlines Ltd	A300B4-200	3
Iran Air	A300-600R	4
Iran Air	A300B2-200	4
Islandsflug, HF	A300C4-600	1
Japan Airlines Domestic	A300-600R	21
Japan Airlines Domestic	A300B2K-3C	1
Japan Airlines International	A300-600R	1
Jet2.com (Channel Express)	A300B4-200	1
Korean Air	A300-600R	10
Kuwait Airways Corp	A300-600R	5
Kuwait Airways Corp	A300C4-600	1
KUZU Airlines Cargo	A300B4-100F	1
KUZU Airlines Cargo	A300B4-200F	3
KUZU Airlines Cargo	A300F4-200	1
Libyan Arab Airlines	A300-600R	2
Lufthansa	A300-600	11
Lufthansa	A300-600R	2
Mahan Air	A300B2K-3C	1
Mahan Air	A300B4-100	2

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Operator	Designation	Quantity
Mahan Air	A300B4-200	1
Mandala Airlines	A300B4-200	1
MNG Airlines	A300B4-200	6
MNG Airlines	A300B4-200F	4
MNG Airlines	A300C4-200	1
MNG Airlines	A300F4-200	2
Monarch Airlines Ltd.	A300-600R	4
Onur Air Tasimacilik, AS	A300-600R	1
Pan Air Lineas Aereas, SA	A300B4-100F	1
Pan Air Lineas Aereas, SA	A300B4-200F	1
Pantheon Airlines (Olympic)	A300-600R	1
Pinnacle Air Cargo (PACE)	A300B4-200F	2
Qatar Airways Co WLL	A300-600R	10
Sagawa Express Co Ltd	A300-600F	1
Sagawa Express Co Ltd	A300-600R	1
Saudi Arabian Airlines	A300-600R	6
Saudi Arabian Airlines	A300-620	8
Saudi Arabian Airlines	A300B4-200	2
Saudi Arabian Airlines	A300B4-2C	1
Sudan Airways, Co Ltd (Sudanair Express)	A300-600R	2
Sudan Airways, Co Ltd (Sudanair Express)	A300-620	1
Sudan Airways, Co Ltd (Sudanair Express)	A300B4-100	1
Swiftair, SA	A300B4-200F	1
SWISS-Swiss International Airlines	A300-600R	1
Thai Airways International, Public Co Ltd	A300-600	6
Thai Airways International, Public Co Ltd	A300-600R	15
TNT Airways, SA	A300B4-200F	3
Tradewinds Airlines Inc	A300B4-200F	5
Tunisair	A300-600R	3
UPS Airlines-United Parcel Service	A300F4-600R	53
VASP - Viacao Aerea Sao Paulo, SA (Susp Ops)	A300B2-200	1
Windshear Leasing LLC (C-S Aviation Services)	A300B4-200F	1

Market Intelligence Service Subscribers: The Airline Inventories, Orders and Options appendix provides instructions on how to access an online database of up-to-date listings. Use this database to obtain detailed, current information.

Airbus A300

Forecast Rationale

The announcement by Airbus in March 2006 that it planned to shut down the A300 production line came as no surprise given the lack of market enthusiasm for the type in recent years.

After logging just two orders in 2004 and seven in 2005, the company did not book any new orders for the type in 2006. It began 2007 with a backlog of only six units, all of which were orders for the freighter version of the aircraft.

The last A300 was delivered in 2007. Airbus President and CEO Gustav Humbert said of the decision to close the line, "It is in Airbus' best business interest to optimize the use of its resources at this time. We are implementing a major production ramp-up across our business as the A300/A310 program nears completion. This is in response to growing demand from our customers for the newer Airbus products like the A321, the A330/A340 family, and the new A350 aircraft that cover or even go beyond the market segment of our original aircraft program."

Ten-Year Outlook

No production forecast.

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