

28 May 2009

**Notes to Editors****ATTACHMENT 1: A300/A310: THE REGIONAL WIDEBODY PROFIT MACHINES**

With the flexibility to serve short, medium and extended-range routes, the A310 and A300-600 formed the first Airbus' twin-aisle twin-engine family providing operators with an unmatched combination of versatility, economy and reliability.

The A300 and A310 introduced the widest fuselage cross-section of all aircraft in service in their category (5.64m/222 inches), ensuring that all First class passengers obtain a preferred aisle or window seat. The comfortable eight-abreast Economy Class layout offers more space with no passenger further than one seat away from an aisle. The A300-600 and A310 continue to be highly appreciated for their quiet passenger cabins and for the cargo capability to carry industry-standard pallets and LD3 cargo-containers side-by-side underfloor, unlike any other aircraft in service in their category. This cabin diameter was also retained for its proven comfort and versatility, into the very successful longer range programs such as the A330 and A340 Family.

First entering airline service in 1983, the A310 carries 239 passengers up to 5,200nm/9,600km. The A300-600, which entered airline service in 1984, typically transports 274 passengers up to 4,150nm/7,700km. An A300-600 freighter version, capable of carrying up to 54.5 tonnes (120,000lbs) of cargo, entered service in 1994. Airbus delivered the last new A300-600 to FedEx on July 12, 2007.

Given the cabin and cargo spacious characteristics and its efficiency, more than 200 A300-600 and A310 passenger airplanes have been converted into freighters. This adaptability has been key in sustaining the high residual value of the aircraft and in boosting Airbus' share of the widebody mid-size freighter market to over 50 per cent. Currently half of the A300-A310 fleet is freighter airplanes (manufactured directly as freighter or pax converted airplane). On airline request, EADS-EFW (Elbe Flugzeugwerke) is converting A300 and A310 passenger aircraft into freighters.

The A310 and the A300-600 are fitted with General Electric's CF6-80C2 or Pratt & Whitney's PW4000 engines. Both aircraft and engines are certificated for up to 180-minute extended-range twin-engine operations (ETOPS), based on extensive airline service and proven reliability. Moreover, with the same cockpit, handling qualities and systems, the A310 and A300-600 feature the same type rating, so pilots qualified on one can fly the other without additional training, and the same team of mechanics can maintain either aircraft.

With 822 aircraft produced, above 620 A300 and A310 are today in service with more than 80 operators worldwide, ranging from scheduled or charter airlines, to freight carriers and military transports. Indeed, their wide fuselage capability and twin-engine economy are well-suited to various applications. An A310 Multi-Role Tanker and Transport version has been developed, ordered and delivered to the German and Canadian Air Forces (6 airplanes).

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The uniquely oversized A300-600 Super Transporter (Beluga) has been designed and built specifically for carrying Airbus section over Europe, but can also undertake specialist charter and humanitarian relief missions.

As the last A300-A310 aircraft are anticipated to fly up to year 2050, Airbus will provide in-service support to A300/A310 aircraft until that date. Being the first Airbus aircraft out of production, A300-A310 programme has entered a new phase in term of support, with specific needs to be treated solely in retrofit, at affordable costs: adaptation to regulation evolution, adaptation to new customer operational needs, life extension, continued airworthiness, spare supply chain continuity... For these reasons, Airbus has set up within the Product Support division a dedicated A300-A310 programme organization to take care of both engineering and support for this A300-A310 family: the A300-A310 will be able to continue to serve efficiently its operators for the many years to come, thanks to its unique characteristics.

## ATTACHMENT 2: Technical information

### Aircraft Dimensions

	A300-600R	A310-300
Overall length	54.08m (177ft 5.2in)	46.66m (153ft 1in)
Height	16.52m (54ft 10.4in)	15.81m (51ft 10.4in)
Fuselage diameter	5.64m (18ft 5.1in)	5.64m (18ft 5.1in)

### Basic Operating Data

	A300-600R	A310-300
Engines	CF6-80C2 or PW4000	CF6-80C2 or PW4000
Typical passenger seating (two-class)	274	239
Range	4150nm	5200nm

### Design Weights

	A300-600R	A310-300
Maximum takeoff weight	170 500kg (375 890 lb)	150 000kg (330 688lb)
Maximum fuel capacity	68 150litres (18 005 US gal)	61 070litres (16 134 US gal)
Typical operating weight empty	88 382kg (194 846 lb)	79 166kg (174 528 lb)
Allowable payload	41 618kg (91 750 lb)	33 834kg (74 590 lb)

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ATTACHMENT 3:	<b>Historical milestones</b>
Dec 11, 1968	First presentation of the A300B project
May 29, 1969	Signature of the French and German agreement to launch the A300
Nov 9, 1971	Launch of the A300B2
Nov 9, 1971	Very first order of Airbus A300B2 by Air France (six orders), Air France becomes the first customer of Airbus
Dec 23, 1971	The Spanish aeronautical industry joins formally Airbus Industrie
Jan 14, 1972	Launch of the A300B4
Jan 14, 1972	First order of Airbus A300B4 by Iberia (four orders)
Aug 1972	Roll out of the first A300B1 with GE CF6 50A engines
Sept 28, 1972	Reveal of the A300B1 N0 1 with Concorde
Oct 28, 1972	First flight – A300B1 (Toulouse)
Dec 19, 1972	Lufthansa's first order of Airbus A300 (three orders)
Jun 28, 1973	First flight - A300B2
Mar 15, 1974	The A300B2 received type certification by German and French airworthiness authorities
May 10, 1974	Delivery milestone: A300B2 first delivery to Air France (Toulouse), the very first delivery of an Airbus aircraft
May 23, 1974	Air France A300B2 - entry into commercial service, the very first Airbus aircraft in commercial service
Nov 25, 1974	Delivery milestone: A300B1 first delivery to Trans European Airways (TEA)
Dec 26, 1974	First flight - A300 B4 extended version (Toulouse)
Mar 26, 1975	The A300B4 received type certification
Jun 01, 1975	Germanair (today Hapag Lloyd) A300B4 - the very first entry into commercial service of the A300B4
May 02, 1977	Frank Borman, former astronaut and President of Eastern Airlines, first American airline to commit to Airbus aircraft, announces his decision to lease four A300B4
Jul 08, 1978	Launch of the A310
Dec 11, 1980	First flight of the A300 with a digital autopilot
Oct 06, 1981	First flight with the A300 with FFCC (Forward Facing Crew Cockpit) which enables to reduce the flight crew to two men
Jan 08, 1982	Certification of the A300 FFCC and first delivery to Garuda Indonesia
Mar 11, 1983	The first Airbus aircraft with EFIS (Electronic Flight Instrumental System), an Airbus A310-200, received certification
Mar 11, 1983	Certification of the A310-200 with ECAM (Electronic Centralized Aircraft Monitoring) and first delivered to Swissair and Lufthansa (the same day)
July 08, 1983	First flight - A300-600
Jun 23, 1994	Roll-out of the Airbus Super Transporter (Beluga)
Sept 13, 1994	First flight - Beluga
July 5, 2007	Delivery milestone: End of production of the A300/A310 family with a delivery to FedEx