

Airbus A300-600/R

After stopping the production of the A300B4 Airbus developed the A300-600, a newer version with a number of significant improvements and refinements. Main points were steps to reduce the cockpit crew and increase the range.



It was the first time Airbus included digital avionics in the A300, based on the avionics of the A310. Apart from the avionics Airbus used the A310's tail empennage for increasing the passenger and freight payload, small wingtips, new brakes and a new APU and new engines (General Electric CF6-80C2A1 with 262kn, GE CF6-80C2A5 with 274kn, Pratt & Whitney PW-4156 with 249ln and P&W PW-4158 with 258kn).

With the new turbofans the Airbus A300-600 had a cruising speed of 875km/h and a range about 7500km. Up to 330 single class passengers and 22 LD3 containers could be loaded.

The A300-600 had nearly the same dimensions as the A300B2/B4 and had a length of 54m, a wingspan of 44m and a height of 17m.

On July 8, 1983 the A300-600 made its first flight and 8 months later, in March 1984 the first A300-600 was



600 was

delivered. Later on the A300-600R was developed with an extended range and a higher maximum takeoff weight. It absolved its first flight in December 1987. First airline with an A300-600R in use was American Airlines in April 1988.



Based on the A300-600R Airbus developed a pure freighter with a maximum payload of 55t. Major customer of the A300F4-600 was Federal Express in 1993. Another major customer with 30 orders in September 1998 was UPS.