

Airbus A310

After their first commercial success, the A300B, Airbus began to develop a smaller airplane.

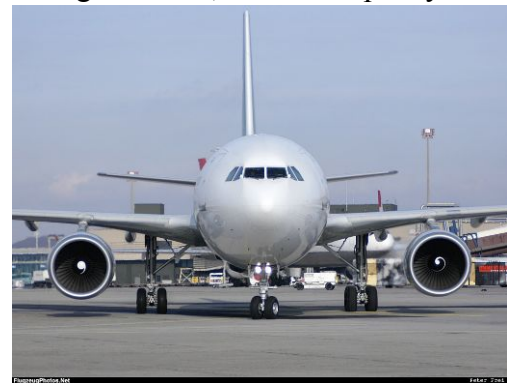


The A300B10, later A310, had a shorter fuselage, a new wing of smaller span and area and of course a smaller seating capacity than the A300B.

Airbus introduced a new two crew EFIS flight deck and for the first time its fly-by-wire system.

This airplane had a length of 46,6m, a wing span of 43,9m and a height of 15,8m. Its capacity was reduced to 200 up to 280 seats

and 14 LD3 containers. Powered by two Pratt & Whitney JT9D-7R4D1s (213,5kn), P&W PW-4152s (231kn), P&W PW-4156(249kn), General Electric CF6-80A3s (222kn), GE CF6-80C2A2s (238kn) or GE CF6-80A2C8s (268kn) the Airbus A310 had a max cruising speed of 850km/h and a MTOW up to



164.000kg. The range with typical airliner seating capacity was up to 9850km.

On April 3, 1982 it succeeded his first flight and entered service in April 1983 (Lufthansa). Later built A310-200 and A310-300 had a small wingtip for increasing the range and reducing the fuel compensation.

A pure freight version, the A310-200F and a convertible freighter entered service in 1984. It's

also possible to convert passenger versions to pure freighter.