

## RELIABLE AND PROVEN

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As the leading member of Airbus' mid-size aircraft family, the A300-600 offers eight per cent lower operating costs per seat than its nearest competitor – providing a clear profit advantage in this jetliner category.

It uses Airbus' proven 222-inch widebody fuselage cross-section for significant versatility in seating configurations, and accommodates industry-standard LD3 containers/freight pallets in the spacious lower-deck holds. The A300-600's excellent range was further increased with the A300-600R variant, which incorporates an additional trim fuel tank in the horizontal tail. A typical seating arrangement is 26 first class passengers and 240 in economy, which can be carried over non-stop distances of more than 4,000 km.

## FLEXIBILITY IN THE CABIN

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Like all widebody jetliners in Airbus' A300/A310 and A330/A340 Families, the A300-600R has the seating layout flexibility to meet a full range of market demands while also catering to changing trends and new classes of service. It can be configured for six-abreast in true international-standard first or premium business class; eight abreast seating in economy; and nine-abreast high-density seating for excellent comfort standards and minimum seat-mile costs in scheduled service, charter flights and shuttle operations.

Airbus built A300-600R as part of its pioneering A300/A310 product line, which set the standards for modern, medium-sized jetliners. As a result, it incorporates such technologies as automatic windshear protection; electrical signaling for slats, flaps and spoilers; and fuel-saving wingtip devices. This contributes to the aircraft's proven record for performance, reliability and profitability.

A total of 816 A300s and A310s were delivered in the various versions of these jetliners built by Airbus, with an estimated 300 of them expected to remain in service after 2025.

## AIRCRAFT SPECIFICATION

### AIR BUS A300-600R 1998

<b>General</b>	
<b>Manufacture:</b>	<b>AIRBUS</b>
<b>Aircraft Type &amp; Model</b>	<b>A300-600R</b>
<b>Serial Number:</b>	<b>22222</b>
<b>Registration:</b>	<b>22222</b>
<b>Manufacture Year:</b>	<b>1998</b>
<b>Aircraft TT:</b>	<b>34,846</b>
<b>Aircraft TC:</b>	<b>19,060</b>
<b>STAGE THREE AIRCRAFTS</b>	

**TOTAL TIME : 34,710 HOURS**  
**TOTAL CYCLES : 19,054 CYCLES**

### AIRCRAFT WEIGHTS

<b>MAX . TAKE OFF WEIGHT :</b>	<b>375 ,100</b>	<b>LBS</b>	<b>170,500 KG</b>
<b>MAX . LANDING WEIGHT :</b>	<b>308.000</b>	<b>LBS</b>	<b>140,000 KG</b>
<b>MAX . ZERO FUEL WEIGHT :</b>	<b>287,320</b>	<b>LBS</b>	<b>130,600 KG</b>
<b>OPERATING EMPTY WEIGHT :</b>	<b>199,100</b>	<b>LBS</b>	<b>90,500 KG</b>
<b>FUEL CAPACITY :</b>	<b>199,100</b>	<b>LBS</b>	<b>54,500 KG</b>
<b>MAXIMUM OPERATING FL</b>	<b>40,000</b>	<b>FEET</b>	<b>12,195 METRES</b>
<b>ENGINE THRUST</b>	<b>61,783</b>	<b>LBS</b>	<b>28,083 KG</b>

### ENGINE AND APU STATUS

#### ENGINE TYPE PW 4158

<b>INSTALLED DATE</b>	<b>ENGINE NO ONE</b>	<b>26 AUGUST 2009</b>
	<b>ENGINE NO TWO</b>	<b>28 AUGUST 2009</b>
	<b>APU INSTALLED DATE</b>	<b>7 MAY 2010</b>

## LANDING GEAR STATUS

NLG: CYCLE BETWEEN OVERHAULS 12,000 TIME BETWEEN OVERHALS 96 MONTHS  
 LH MLG CYCLE BETWEEN OVERHAULS 12,000 TIME BETWEEN OVERHALS 96 MONTHS  
 RH MLG CYCLE BETWEEN OVERHAULS 12,000 TIME BETWEEN OVERHALS 96 MONTHS

## MAINTENANCE PROGRAM

A, CHECK AND MULTIPLES 500 FLIGHT HOURS

C, CHECK AND MULTIPLES 24 MONTHS

## SCHEDULE MAINTENANCE

SCHEDULE INTERVAL	LAST ACCOMPLISHED	FLIGHT HOURS	NEXT DUE
A03 - CHECK	30 JUNE 2011	34,612	29 MARCH 2011
C9 - CHECK	10 JANUARY 2011	33,235	5 MAY 2012

## SEATING CONFIGURATION

TYPE CLASS	QUANTITY	MANUFACTURER	MODEL
ROYAL EXECUTIVE CLASS:	28	RECARO	5010
ECONOMY CLASS :	232	RECARO	5010
TOTAL :	260		

## AVIONIC LIST A300-600

- 1- TRANSRECEIVER WX RADAR HONEY WELL
- 2- TRANSRECEIVER RADIO ALTMETER HONEY WELL
- 3- CONTROL UNIT ADF GABLES ENGINEERING
- 4- CONTRON UNIT DISPLAY ( FMS ) HONEYWELL
- 5- PANEL CONTROL ECAM AEROSPATIALE
- 6- INTERTL SENSOR DISPLAY UNIT NORTHROP
- 7- DIGITAL AIDS RECORDER
- 8- CONTROL UNIT ILS
- 9- CONTROL UNIT – VORDME THALES

- 10- COMPUTER – AIR DATA HONEYWELL**
- 11- RECEIVER-VOR HONEYWELL**
- 12- INTERROGATOR – DME**
- 13- RECEIVER –VOR HONEYWELL**
- 14- RECEIVER – ILS HONEYWELL**
- 15- RECORDER FLIGHT DATA HONEYWELL**
- 16- CONTROL PANEL ATC / TCAS DUAL**
- 17- FLIGHT WARNING COMPUTER AEROSPATIALE**
- 18- UNIT – FLIGHT CONTROL THALES**
- 19- GENERATOR CONTROL UNIT HAMILTON**
- 20- CONTROL DISPLAY UNIT ( AIDS ) HAMILTON**
- 21- SGU ECAM THALES**
- 22- CONVERTOR – SYS DATA ANALOG THALES**
- 23- DATA MANAGEMENT UNIT TELEDYNE**
- 24- COMPUTER – THRUST CONTROL THALES**
- 25- PROCESSOR – TCAS HONEYWELL**
- 26- COMPUTER – FLIGHT CONTROL THALES**
- 27- COMPUTER – EGPWC HONEYWELL**
- 28- SGU EFIS THALES**
  
- 29- INERTIAL REFERENCE UNIT NORTHROP**
- 30- COMPUTER – FLT AUGMENTATION THALES**
- 31- DFDAU HAMILTON**

**END OF SPECIFICATION**