

# A300-600 & A310 fleet summary

The A300-600 & A310 fleet is varied, with many sub-variants and engine types and variants.

**T**here are 458 A300-600s and A310s in operation out of 539 built. The oldest A310s and A300-600s are 24 and 23 years old respectively.

A total of 539 A300-600s and A310s powered by several variants of the JT9D-7R4, PW4000 and CF6-80 series have been delivered, the last an A300-F4600R freighter delivered to UPS in July 2007. Most A300-600s are still flown by their original operators, while many A310s have been converted into freighters.

The A300-600s come in standard -600 and extended-range -600R versions. For each of these there was a passenger as well as a factory-built freighter, resulting in four A300-600 sub-models (see *A300-600 & A310 specifications, page 4*).

The A310s, meanwhile, are subdivided into the baseline A310-200 (initial version), and A310-300. The latter has an improved payload-range capability with higher weights, increased fuel capacity, more advanced engines, and drag-reducing wingtip fences (see *A300-600 & A310 specifications, page 4*). The A310-300 was only built as a passenger aircraft, but a large number of A310-200s have been converted into freighters.

## A300B4-600 & -600R

The first delivery of the A300-600, which was launched in 1980, was made to Saudi Arabian Airlines in 1984.

Only 35 of the the initial A300B4-600 variant were built. Depending on the engine powering it, this comes in four designations: the A300B4-601 fleet (five active, one parked) powered by CF6-80C2A1s; the -603 fleet (11 active) powered by CF6-80C2A3s; the -620 fleet (one active, 11 parked) powered by JT9D-7R4H1s; and the -622 fleet (one active as passenger, plus five freighter converted) powered by the PW4158 (see *table, page 8*).

The A300B4-600R, of which 274 were built, has a longer range than the -600 (see *A300-600 & A310 specifications, page 4*), achieved by an additional trim fuel tank in the tail. The -622R model is powered by the PW4158, engine, and the -605R model by the CF6-80C2A5. The first delivery of a -600R was made in 1988 to American Airlines, and all A300s built since 1989 (freighters included) are -600Rs. American remains the larger customer and operator of the type, with 34 GE-

powered A300B4-605R airliners in operation. Japan Airlines took delivery of the last new-built passenger-configured A300, an A300-622R, in November 2002. This carrier has 12 PW4158-powered A300B4-622Rs in service.

A total of 167 -600Rs were built, of which 155 are still in active service. Of these, 62 -622Rs are flying in passenger configuration while 23 are in service as converted freighters. Meanwhile, of the 75 -605Rs originally built, 69 are in service as passenger aircraft and one as a converted freighter (see *table, page 8*).

The A300F4-600R, sometimes referred to as the A300-600RF, is the official factory-built freighter version of the -600R. It has the same basic aerodynamics, structure and systems as the passenger version.

FedEx was the original launch customer for the A300F4-600R in 1991, with an initial order of 25 aircraft, which it later increased to 36. UPS also ordered 30 (plus 30 options) A300-620Fs in September 1998, followed by a further 60 firm and 20 options in January 2001 (later cancelling 37 of its outstanding orders and all 50 options). A version of the A300-600F designed to carry general freight was delivered to Air Hong Kong from 2004. It differed from the earlier aircraft as it had a cargo loading system and a side door able to handle small packages as well as larger items of freight.

All A300s delivered from November 2002 to July 12, 2007, when the last ever A300 delivery was made, were A300-600RFs. In total 101 A300F4-600Rs were delivered, all of which are still in service. Of these, 47 are powered by CF6-80C2A5s and 54 by the PW4158. The largest A300F4-600R fleets are operated by UPS (53 A300F4-622R, PW4158-powered aircraft) and Fedex (36 A300F4-605R, CF6-80C2A5-powered aircraft). There was also a 'convertible' version, the A300C4-600R, of which only six were built. All are still in service (see *table, page 8*), four powered by JT9D-7R4H1s, and two by CF6-80C2A5s.

The specifications section of this guide (see *page 4*) outlines all the airframe suffixes and respective engine models powering them. Overall, the most popular engine option for the A300-600 family is the PW4100 series, with 145 aircraft in the current fleet. The CF6-80C2 is a close second, powering 135 aircraft. There are also two JT9D-7R4 powered A300-600s in service.

*The largest sub-fleet of A300-600Rs is the aircraft powered by the CF6-80C2A5. American Airlines has a fleet of 34.*



## A300-600 &amp; A310 FLEET SUMMARY

Aircraft variant	Aircraft configuration	Engine variant	Fleet (built)	Fleet (active)
A300-601	Passenger	CF6-80C2A1	6	5
A300-603	Passenger	CF6-80C2A3	11	11
A300-620	Passenger	JT9D-7R4H1	12	1
A300-622	Passenger	PW4158	1	1
A300-622F	Freighter conversion	PW4158	5	5
<b>Sub-total</b>			<b>35</b>	<b>23</b>
A300-622R	Passenger	PW4158	69	62
A300-622RF	Freighter conversion	PW4158	23	23
A300-605R	Passenger	CF6-80C2A5	74	69
A300-605RF	Freighter conversion	CF6-80C2A5	1	1
<b>Sub-total</b>			<b>167</b>	<b>155</b>
A300F4-605R	Factory freighter	CF6-80C2A5/A5F	47	47
A300F4-622R	Factory freighter	PW4158	54	54
A300C4-605R	Convertible	CF6-80C2A5	2	2
A300C4-605R	Convertible	JT9D-7R4H1	4	4
<b>Sub-total</b>			<b>107</b>	<b>107</b>
<b>Total</b>			<b>309</b>	<b>285</b>
A310-221	Passenger	JT9D-7R4D1	4	0
A310-222	Passenger	JT9D-7R4E1	10	5
A310-222F	Freighter conversion	JT9D-7R4E1	18	18
A310-203	Passenger	CF6-80A3	15	1
A310-203F	Freighter conversion	CF6-80A3	31	31
A310-204	Passenger	CF6-80C2A2	6	1
A310-204F	Freighter conversion	CF6-80C2A2	1	0
<b>Sub-total</b>			<b>85</b>	<b>56</b>
A310-322	Passenger	JT9D-7R4E1	6	2
A310-324	Passenger	PW4152	33	22
A310-324F	Freighter conversion	PW4152	15	15
A310-304	Passenger	CF6-80C2A2	55	47
A310-325	Passenger	PW4156A	14	11
A310-308	Passenger	CF6-80C2A8	18	16
A310-308F	Freighter conversion	CF6-80C2A8	4	4
<b>Sub-total</b>			<b>145</b>	<b>117</b>
<b>Total</b>			<b>230</b>	<b>173</b>

A300-600s and A300-600Rs in the fleet have cumulative flying hours (FH) ranging from over 59,000FH to fewer than 1,000FH (for the most recently delivered A300F4-600Rs). Meanwhile, the cumulative flight cycles (FC) range from over 36,000FC to fewer than 1,000FC. Interestingly, the average FC time ranges from 1.0FH to 3.8 FH, reflecting the intra-regional (short- and medium-range) missions that the A300 was originally designed to perform.

## A310-200 &amp; -300

The A310 was launched in July 1978. Total deliveries reached 230, of which 173 are still in active service. The first A310 entered service with Swissair in 1983. These aircraft were JT9D-7R4-

powered, and designated as A310-222s. The A310-200 models accounted for 85 deliveries, of which 56 are still in active service (*see table, this page*).

In 1983, the longer-range A310-300 was launched, in particular to improve transatlantic payload-range performance and to close the gap with the more capable and bigger-winged Boeing 767. The A310-300 entered service in 1985 with Air Niugini, Air India and Swissair. The last A310 from the Airbus factory was delivered in 1998 to Uzbekistan Airways. Total A310-300 deliveries reached 145, of which 117 are in active service.

There are four engine types for the A310 series: CF6-80A, CF6-80C2, JT9D-7R4, and PW4100 series. The specific A310 model suffixes reflect the engine

type which powers it. These airframe and engine combinations are summarised (*see table, this page*).

By far the largest A310 fleet is operated by FedEx with 68 passenger-to-freighter-converted aircraft in service, most of which are the -200 model. It should be noted that FedEx has tended to acquire its aircraft from major first-tier carriers such as Lufthansa (13 aircraft), Air France (six aircraft), KLM (10 aircraft), and Pan Am (13 aircraft), Singapore Airlines (four aircraft), Kuwait Airways (seven aircraft), and Swissair (five aircraft).

The biggest passenger operator of the A310 family is Air India, with 18 aircraft, while both Air Transat and PIA each have 12. Turkish Airlines operates seven, and TAP Air Portugal operates six.

The most popular A310-200s are the -203s powered by CF6-80A3s. Of the 46 built, only one is active as a passenger airliner, while 31 are operating as converted freighters. Meanwhile, 32 A310-222s powered by JT9D-7R4s were built, of which five are active as passenger airliners, and 18 as converted freighters (*see table, this page*).

Regarding the more capable A310-300, the best selling variant was the CF6-80C2A2-powered A310-304, of which 55 were originally delivered. Today 47 are still in service as passenger aircraft, and six are operating as converted freighters. The A310-324 powered by PW4152s, achieved 48 deliveries, of which 22 are still in service as passenger aircraft and 15 as converted freighters. Other notable A310-300 fleets include: the A310-325, powered by PW4156As (of 14 delivered, 11 remain active as passenger aircraft); and the A310-308s, powered by CF6-80C2A8s (of 22 delivered, 16 remain active as passenger aircraft and four as converted freighters).

Overall, the most popular engine option for the A310 family is presently the CF6-80C2 series with 96 aircraft in operation. Meanwhile, the PW4100 powers 48 A310s and its predecessor engine, the JT9D-7R4, powers 25 A310s.

In contrast with the low FH:FC ratio of the A300s, the A310s have average FC times of up to 6.0FH to less than 1.0FH. The fleet leader in terms of cumulative FH is Royal Jordanian's A310-300 with 81,300FH, contrasting with the lowest typical figure for a passenger aircraft, which is more than 20,000FH. Meanwhile, the older converted A310-200 series freighters operated by FedEx have the highest accumulated FC of 30,000FC. In contrast, FedEx's younger A310-300 aircraft range from 8,000 to 18,000FC. [AC](#)

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