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A330: THE VERSATILE AND EFFICIENT WIDEBODY FAMILY

The A330 Family, which spans 200 to 440 seats, and includes Freighter, VIP, and Military Transport/Tanker variants, has now attracted more than 1,340 orders. Ever since the original version of the A330-300 entered service, the hallmark has been its very low operating cost per seat. Thanks to the introduction of numerous product improvements, it still remains the most cost-efficient aircraft in its class. With more than 1,080 aircraft delivered to over 100 operators, the type is achieving average dispatch reliability above 99 percent.

The **A330-200** variant, seating 246 passengers in two classes, has the versatility to cover all ranges from short-haul to true long haul – ideal for point to point operations. Currently, as more A320 Family 'single-aisle' operators discover the advantages of stepping-up to the 'twin-aisle' A330-200, they become new A330 operators who recognise its merits as a compelling, alternative to larger long-range airliners with a potential for growth with the A330-300. Meanwhile, the **A330-300**, with 300 passengers in two classes, has unmatched per-seat costs in its category, maintaining its position as the most economical twin-aisle regional airliner.

For passengers, the A330 supports the latest in-flight entertainment, including video-on-demand, mobile phones and email via satellite. The cabin is widely recognised as one of the best in the sky offering a light bright spacious atmosphere, with the quietest cabins in their class, making flying less tiring and more pleasurable.

A330-300 and A330-200 increased take-off-weight capabilities

Airbus now offers further enhanced performance for this popular airliner family by increasing the maximum takeoff weight capability up to 242 metric tonnes. This 242 tonne capability will be first applied to the larger A330-300 model and subsequently to the A330-200.

The new take-off weight capability combined with the fuel capacity increase enables operators of these new A330-300s to carry additional payload on longer missions. Overall, the full payload range now increases by around 500nm over today's 235 tonne A330-300, and by around 350nm over today's 238 tonne A330-200.

The A330-300's optional fuel capacity increase will be achieved by activating the centre wing tank for the first time on this model. The centre tank and its associated systems have always been present as standard on its longer-range sibling – the A330-200. The additional fuel capacity for the A330-300 allows operators to fly new longer distance routes, such as direct flights between South-East Asia and Europe. For example, it will permit westbound direct flights such as Kuala Lumpur to Frankfurt or Paris, with the ability to carry additional cargo on the eastbound return flight.

The two models will also bring increased fuel efficiency thanks to aerodynamic refinements and engine enhancements. Entry into service of the 242 tonne A330-300 is aimed for 2015. With every enhancement the A330 Family becomes a permanent part of even more airline fleets.

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New A330-300 "Regional" variant
In 2013 Airbus announced a new lower weight variant of the A330-300 optimised for use on domestic and regional routes in high growth markets with large populations and concentrated traffic flows. Compared with current A330-300 variants, the new A330-300 Regional variant will be optimised to seat up to around 400 passengers in Airbus' best in class 18 inch wide economy seat comfort on missions up to 3,000 nm and offer significant cost savings through a reduced operational weight of around 200 tonnes. The reduction in fuel burn per seat and maintenance costs thanks to these innovations will result in an overall cost reduction by up to 15% compared with the today's long-range A330-300 variants.

Other A330 innovations
The A330 is now offering operators the capability to fly "beyond 180 minutes" -- which has been certified by EASA. This helps operators by allowing higher payloads and schedule reliability, lower fuel burn, CO_2 emissions and flight-times.

Airbus is also incorporating other technical improvements directed towards improving eco-efficiency and reducing the cost of operation. A good example includes navigation upgrades such as ATSAW (Airborne Traffic Situational Awareness), leading to shortened routings at optimum flight levels and facilitating more precise approaches. The A330 is also qualified to operate routings and precision approaches with "required navigational performance" (RNP) as part of its new generation suite of navigational aids.

A330-200 Freighter
The new A330-200F offers freight customers greater range and a higher maximum payload with much lower unit costs compared with its closest competitor. A330-200F freighters are flying with operators in the Middle East, Latin America, Europe, and Asia, covering all continents in the world with the aircraft. The A330-200F offers two operational configurations depending on the planned mission: The aircraft can carry more than 65 metric tonnes over 4,000 nautical miles / 7,400km, or more than 70 metric tonnes up to 3,200 nautical miles / 5,930km. These range and payload capabilities, offer flexibility for both regional and intercontinental operations, versatility to match costs and frequencies with market expectations, thereby allowing operators to grow existing business and expand into new routes. Thanks to an optimised fuselage cross-section, it has the interior flexibility to carry a wide variety of pallet and container sizes for maximum interlining capability, offering 30 percent more volume than any freighter in its class.

Maintenance cost reduction
The A330 Family has recently achieved a further significant maintenance cost improvement due to the optimisation of scheduled maintenance programme intervals. These improvements comprise a 33 percent extension of the 'A-check' interval (from the existing 600 flight hours to 800 FH), as well as a 20 percent extension of the Heavy Maintenance check interval (from 10 to 12 years). The benefits to operators include a reduction in the number of A-checks needed each year, while the new Heavy-check interval will allow operators to synchronise the six-yearly Intermediate-check and 12-yearly Heavy-checks, thus leading to a reduction of one Heavy-check in the aircraft life.

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