

October 2024  
(Figures at end of September 2024)

## A330 FAMILY: THE VERSATILE CHAMPION

### Key Figures A330neo

**25%** advantage in fuel burn per seat vs previous generation competitors

1,460+ A330s in operations with 145+ customers and operators (largest widebody operator base)

- The most popular widebody family ever - A330 dominates the widebody short to medium haul market
- Versatile – Flying efficiently on routes from 20 mn to over 17 hours thanks to weight variants.
- A330neo offers operating costs reduction by leveraging A350s new generation technology.
- The A330neo is the newest widebody aircraft offering unbeatable profitability
- Enhanced passenger experience in the quietest cabin in its category.

### Orders and deliveries

- **Orders: 1,835<sup>1</sup>** (incl. 356 A330neo, Freighters, MRTT) orders from more than 130 customers
- **Deliveries: 1,611<sup>1</sup>** (incl. 141\* A330neo) to more than **145** operators (largest widebody operator base)
- **Backlog: 224** A330 (9 A330 MRTT and 215 A330neo)

### In-service status

- 1,471<sup>1</sup> aircraft in fleet including freighter and MRTT aircraft
- ~12 Years Average Aircraft Age (~2,5 years for A330neo)
- More than 65 million flight hours since entry into service
- A330neo Operational Reliability 99.02% (3-mo rolling June)
- Over 350 routes operated with the A330neo .

### Product features

#### A330 Family

- The A330 Family is the most popular widebody Family ever
  - Highly reliable & versatile
  - flying efficiently from 20 min to over 17 hours
  - serving all mission types, for all market civil, freight, military and corporate
- The A330 benefits from Airbus commonality concept with significant operating costs reduction for airlines seamless integration into existing Airbus fleets and facilitated upsizing of airline’s operations to long-haul.

<sup>1</sup>Excluding 2 A330-900 delivered to Air Belgium via Airbus Financial Services

Follow us



If you wish to update your preferences to Airbus Communications, [media@airbus.com](mailto:media@airbus.com)  
If you no longer wish to receive communications from Airbus, [media@airbus.com](mailto:media@airbus.com)

- **A330-200**
  - Up to **7,250nm /13,450km** range: (same range as B787-8 but at lower cost)
  - Typical seating from 210 to 250 passengers
- **A330-300**
  - Up to **6,350nm /11,750km** range - 97% 777-200ER (787-9) route coverage at lower cost.
  - Typical seating from 250 to 290 passengers
- **A330-200F**
  - **Mid-size** freighter: up to 70 tons of payload with a range up to 4,100 nm / 7 600 km
  - Up to 35% lower operating costs per tonne compared to larger freighters.
- **A330-200 P2F**
  - **Mid-size** freighter: up to 61 tons of payload with a range up to 4,200 nm / 7 800 km
- **A330-300 P2F**
  - **Mid-size** freighter: up to 61 tons of payload with a range up to 3,700 nm / 6 800 km

### **A330neo - A new aircraft built on A330 proven values (A330-800 and A330-900)**

- Launched to continue the great success of the most popular widebody A330
- **One aircraft in two sizes** with over 99% commonality: **A330-800 and A330-900**
- Thanks to continuous development A330 and A330neo share 95% commonality in airframe spare parts.
- Up to **7% lower Cash Operating Cost** per seat **than the B787**
- **The A330neo is member of the Airbus leading widebody family**
  - Leveraging A350 technologies (winglets, pylon, nacelle, bleed) and new generation engine RR Trent 7000, the A330neo burns 25% less fuel per seat than previous generation competitors (767-300ER and 777-200ER) or 14% less fuel per seat vs A330-200 and A330-300. Lowering operating costs by leveraging A350's new generation technology
  - Offering the Airspace cabin, a new passenger experience with highest comfort for maximum well-being, 3db quieter than competitors. It also offers cabin efficiency enablers such as a new rear galley complex, new lavatories and optimised lower deck crew rest.
- **True new generation aircraft:**
  - Powered by new generation Rolls-Royce Trent 7000 engine, with new pylon and new nacelle producing significant reductions in fuel burn
  - New wing - extended wingspan to 64m, state-of-the-art aerodynamics
  - New full composite winglet
  - New systems - Latest technology A350 cockpit functionalities on board - WI-FI Tablet EFB (Electronic Flight Bag) - Dual head-up display - Runway Overrun Prevention.
- **A330neo benefits from Airbus commonality concept** = significant operating costs reduction for airlines: seamless integration into existing Airbus fleets and facilitated upsizing of airline's operations to long-haul:
  - Only half a day of self-training from A330 to A330neo
  - Only 7 days of training from A330 to A320.
  - Only 8 days of training from A330 to A350 thanks to a common type rating.

Follow us



If you wish to update your preferences to Airbus Communications, [media@airbus.com](mailto:media@airbus.com)  
 If you no longer wish to receive communications from Airbus, [media@airbus.com](mailto:media@airbus.com)

**A330-800: The newest, most efficient longest range entry level widebody**

- Based on the A330-200, having the largest operator base (100+) of any widebody aircraft
- Most efficient long-range route-opener thanks to its 8,150nm / 15 094 km capability for the latest variant.
- Best placed to replace ageing 767s and eventually the currently relatively young A330-200 fleet.
- 50 airlines fly 450 city pairs using both A330 and A321 on the same routes.
- Up to 1,300nm / 2 400 km more range vs A330-200 (ceo operations range average) - Enabling non-stop South East Asia – Europe and transpacific South East Asia – US West Coast

**A330-900: The newest, lowest seat mile cost mid size widebody**

- Based on the A330-300, which is part of the most operated widebody family ever
- Consolidates A330 family position in the 300-seater category.
- Designed to replace A330-300, A340-300 and B777-200/ER
- 7,200nm / 13 334 km of range for the latest variant 251 t, 1,500nm / 2 780 km more range vs today's A330-300 (ceo operations range average)

**A330neo advantages vs B787**

- More seats and flexibility in Y/C seating arrangements 8 abreast or 9 abreast
- Lower fuel burn per seat
- The quietest cabin – 3bd quieter
- A330-900: -7% COC\*/seat vs. 787-9
- A330-800: -6% COC\*/seat vs. 787-8

\*COC: Cash Operating Costs (A330neo at 9 abreast)

**ACJ330neo**

- A private jet version of the new A330neo
- Flying 25 passengers 10,400 nm/19,260 km or 21 hours, enough to fly nonstop from Europe to Australia.

Follow us



If you wish to update your preferences to Airbus Communications, [media@airbus.com](mailto:media@airbus.com)  
If you no longer wish to receive communications from Airbus, [media@airbus.com](mailto:media@airbus.com)

**Technical Data**

- Capacity from **200** to **460** seats.
- Variants include Freighter, VIP, and Military Tanker/Transport (MRTT) aircraft

| A330 Family           | Typical seating  | Max. seating       | Range               | Wing span         | Overall length    | Overall height  | MTOW |
|-----------------------|--|--------------------|---------------------|-------------------|-------------------|-----------------|------|
| <b>A330-200</b>       | 210 to 250   | 406                | 7,250nm<br>13 450km | 197'10"<br>60.30m | 193'<br>58.82m    | 57'<br>17.39m   | 242t |
| <b>A330-300</b>       | 250 to 290   | 440                | 6,350nm<br>11 750km | 197'10"<br>60.30m | 208'<br>63.66m    | 55'<br>16.79m 2 | 242t |
| <b>A330neo</b>        |  |                    |                     |                   |                   |                 |      |
| <b>A330-800</b>       | 220 to 260   | 406                | 7,500nm<br>13 900km | 210'<br>64.00m    | 193'<br>58.82m    | 57'<br>17.39m   | 242t |
|                       |  |                    | 8,150nm<br>15 094km |                   |                   |                 | 251t |
| <b>A330-900</b>       | 260 to 300   | 460                | 6,550nm<br>12 130km | 210'<br>64.00m    | 208'<br>63.66m    | 55'<br>16.79m   | 242t |
|                       |  |                    | 7,200nm<br>13 334km |                   |                   |                 | 251t |
| <b>Freighter</b>      |  | <b>Max payload</b> | <b>Max range</b>    |                   |                   |                 |      |
| <b>A330-200F</b>      | -  | 70 ton.            | 4,100nm<br>7 600km  | 197'10"<br>60.30m | 192'11"<br>58.80m | 55'5"<br>16.90m | 233t |
| <b>A330-200P2F</b>    | -  | 61 ton.            | 4,200nm<br>7 800km  | 197'10"<br>60.30m | 192'11"<br>58.80m | 55'5"<br>16.90m | 233t |
| <b>A330-300 P2F</b>   | -  | 61 ton             | 3,700nm<br>6 800km  | 197'10"<br>60.30m | 208'<br>63.66m    | 55'<br>16.79m   | 233t |
| <b>Other Variants</b> |  |                    |                     |                   |                   |                 |      |
| <b>A330 MRTT</b>      | <b>(MRTT= Multi Role Tanker Transport) 111 tonnes of fuel / 45t of payload</b> |                    |                     |                   |                   |                 |      |
| <b>ACJ330neo</b>      | <b>will fly 25 passengers 10,400 nm/19, 260 km, up to 21h non-stop flight</b>  |                    |                     |                   |                   |                 |      |

- Engine options: CF6-80E1 PW4000 and RR Trent 700 RR / Trent 7000 on NEO generation

Follow us



If you wish to update your preferences to Airbus Communications, [media@airbus.com](mailto:media@airbus.com)  
 If you no longer wish to receive communications from Airbus, [media@airbus.com](mailto:media@airbus.com)

### Cabin features

- Quietest cabin in its category - 3 dB quieter than 787, i.e. half the sound energy
- Flexibility with an 8-abreast 'comfort economy' or 9-abreast with similar seat width as 787
- 4th generation IFE offering high-definition video, 3D capabilities and touch screens
- Full LED ambient lighting: up to 16.7 million different colours of lights and 24 customizable, dynamic lighting scenarios to simulate different times of day (e.g. mimicking natural sunrise and sunset) and reduce fatigue & jetlag after a long-haul flight
- New lower-deck crew rest option; Greater privacy & comfort for crew, while freeing-up space on main deck for more revenue passengers
- A330neo "Airspace" cabin - Exclusive passenger experience:
  - Innovative and customizable entrance area
  - Larger modern bins offering passengers more overhead baggage stowage
  - New lavatories, with optional 'touchless' operation features, etc.
  - Innovative ergonomic galley & lav space-saving modular options
- The A330 family offers clean air via HEPA filters (High Efficiency Particulate Arrestor) which remove 99.9% particles in the air, down to the size of microscopic bacteria and virus clusters. All of the air in Airbus cabins is fully renewed about every 2-3 minutes.

### Community benefits

- 25% reduction in CO<sub>2</sub> emissions per seat (vs previous generation competitor aircraft)
- 16.6 EPNdB noise margin to ICAO Chapter 4
  - QC 1 departure and QC 0.5 arrival category at London Heathrow airport
  - The A330neo offers up to 13EPNdB cumulative noise improvement compared to the A330ceo family
  - The A330neo halves the noise footprint area compared to the A330ceo
- 27% NOx emissions below CAEP/6 standards

### Programme main dates

|      |   |
|------|---|
| 1987 | A330-300 launch   |
| 1994 | A330-300 First entry into service with Air Inter  |
| 1996 | A330-200 launch   |
| 1998 | A330-200 First entry into service with Air Canada   |
| 2005 | A330 MRTT (Multi Role Tanker Transport) launch  |
| 2007 | A330-200F launch  |
| 2010 | A330-200F First entry into service with Etihad Cargo  |
| 2012 | A330P2F launch  |
| 2013 | 1000th A330 delivered to Cathay Pacific   |
| 2014 | A330neo launch  |
| 2017 | A330-900 first flight (October 19)<br>A330P2F Entry into service with A330-300P2F delivery to DHL in December   |
| 2018 | A330-900 certification (EASA Sept. 26 & FAA Dec. 21)<br>A330-800 first flight (November 6)<br>A330-900 first delivery to TAP Air Portugal (November 26) |
| 2020 | A330-800 certification (EASA & FAA Feb. 13)<br>1500th A330 delivered to Delta Air Lines   |

Follow us



If you wish to update your preferences to Airbus Communications, [media@airbus.com](mailto:media@airbus.com)  
If you no longer wish to receive communications from Airbus, [media@airbus.com](mailto:media@airbus.com)

- A330-800 first delivery to Kuwait Airways
- 2021 A330-900 certified by EASA for ICAO's new CO<sub>2</sub> emissions standard (May 26)
- 2022 A330-800 certified by EASA for ICAO's new CO<sub>2</sub> emissions standard (November 2)

Link to our Newsroom: <https://www.airbus.com/newsroom.htm>

Follow us



If you wish to update your preferences to Airbus Communications, [media@airbus.com](mailto:media@airbus.com)  
If you no longer wish to receive communications from Airbus, [media@airbus.com](mailto:media@airbus.com)