A330 FAMILY: POWERING INTO THE FUTURE

The most popular widebody family ever - A330 dominates the widebody short to medium haul market

Versatile – Flying efficiently on routes from 20 min to over 17 hours thanks to weight variants.

A330neo: lowering operating costs 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:** 1,810 (incl. 331 A330neo, Freighters, MRTT) orders from more than 120 customers (2 order in 2020)
- **Deliveries:** 1,514 (incl. 60 A330neo) to more than 120 operators
- **Backlog:** 296 A330 (24 A330 and 271 A330neo)
- More than 1,300 A330s sold since B787 launch.

In-service status

- 1,434 aircraft in fleet including freighter and MRTT aircraft , with 125 operators (largest widebody operator base)
- ~10 Years Average Aircraft Age
- ~10 hrs daily utilization
- ~5 Hours Average Flight Duration
- 99.5% Operational Reliability
- More than 55 million flight hours since entry into service
- More than 300 new city pairs have opened since the launch of 787 (2011).

Product features

**A330 Family**

- The A330 Family is the most popular widebody Family ever
  - Highly reliable & versatile
  - flying efficiently from 20min to over 17 hours

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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.

● A330-200
  ○ Up to 7,250nm /13,450km range: (same as 787-8 at lower cost)

● A330-300
  ○ Up to 6,350nm /11,750km range - 97% 777-200ER (787-9) route coverage at lower cost.

● A330-200F
  ○ Mid-size freighter: up to 70 tons of payload with a range up to 4,100 nm ○ 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

● A330-300 P2F
  ○ Mid-size freighter: up to 61 tons of payload with a range up to 3,700 nm

A330neo - A new aircraft built on A330 proven values

● 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

● 95% commonality in airframe spare parts by part number and investment between A330 and A330neo thanks to continual development of the A330 (investing every year).

● Up to 7% lower Cash Operating Cost per seat than the 787

● The A330neo is member of the Airbus leading widebody family
  ○ Leveraging A350 technologies (winglet, 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 current A330. Lowering operating costs by leveraging A350’s new generation technology
  ○ Same Airspace cabin offering 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 Sharklets full composite
  ○ New systems - Latest technology A350 cockpit functionalities on board - WI-FI Tablet EFB - 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.

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 capability for the latest variant.
● Best placed to replace aging 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 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 of range for the latest variant 1,500nm more range vs today’s A330-300 (ceo operations range average)
● Launch customer: Delta Air Lines / Launch operator: TAP Air Portugal

A330neo advantages vs 787
● 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.
**Technical Data**

- Capacity from **200** to **440** seats.
- Variants include Freighter, VIP, and Military Tanker/Transport (MRTT) a/c

<table>
<thead>
<tr>
<th>A330 Family</th>
<th>Typical seating</th>
<th>Max. seating</th>
<th>Range</th>
<th>Wing span</th>
<th>Overall length</th>
<th>Overall height</th>
<th>MTOW</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-200</td>
<td>210 to 250</td>
<td>406</td>
<td>7,250nm</td>
<td>197’10” 60.30m</td>
<td>193’ 58.82m</td>
<td>57’ 17.39m</td>
<td>242t</td>
</tr>
<tr>
<td>A330-300</td>
<td>250 to 290</td>
<td>440</td>
<td>6,350nm</td>
<td>197’10” 60.30m</td>
<td>208’ 63.66m</td>
<td>55’ 16.79m 2</td>
<td>242t</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>Neos</th>
<th>Max payload</th>
<th>Max range</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-800</td>
<td>-</td>
<td>70 ton.</td>
</tr>
<tr>
<td></td>
<td>4,100nm 7600km</td>
<td>197’10” 60.30m</td>
</tr>
<tr>
<td>A330-900</td>
<td>-</td>
<td>61 ton.</td>
</tr>
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<td></td>
<td>4,200nm 7800km</td>
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</tr>
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<td>A330-300 P2F</td>
<td>-</td>
<td>61 ton.</td>
</tr>
<tr>
<td></td>
<td>3,700nm 6800km</td>
<td>197’10” 60.30m</td>
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<th>Other Variants</th>
<th></th>
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<tr>
<td>A330 MRTT</td>
<td>(MRTT= Multi Role Tanker Transport) 111 tonnes of fuel / 45t of payload</td>
</tr>
<tr>
<td>ACJ330neo</td>
<td>will fly 25 passengers 10,400 nm/19, 260 km, up to 21h non-stop flight</td>
</tr>
</tbody>
</table>

- Engine options: CF6-80E1 PW4000 and RR Trent 700 RR / Trent 7000 on neo generation
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 passenger more overhead baggage stowage
  - New lavatories, with optional ‘touchless’ operation features, etc.
  - Innovative ergonomic galley & lav space-saving modular options

Community benefits (latest generation A330neo vs A330ceo)

- 14% reduction in CO2 emissions per seat (vs A330ceo)
- 13.6 EPNdB noise margin to Chapter 4 / 9.1 EPNdB noise margin to Chapter 14
- 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)
       A330P2F Entry into service with A330-300P2F delivery to DHL in December
2018  A330-900 certification (EASA Sept. 26 & FAA Dec. 21)
       A330-800 first flight (November 6)
       A330-900 first delivery to TAP Air Portugal (November 26)
2020  A330-800 certification (EASA & FAA Feb. 13)
       1500th A330 delivered to Delta Air Lines
       A330-800 first delivery to Kuwait Airways

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