A330 FAMILY: POWERING INTO THE FUTURE

Key Figures

- 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: lowering operating costs by leveraging A350 XWB’s new generation technology
- Enhanced passenger experience in the quietest cabin in its category.

Orders and deliveries

- Orders: 1,818 (incl. 332 A330neo, Freighters, MRTT) orders from 121 customers (89 order in 2019)
- Deliveries: 1,499 (incl. 47 A330neo) to more than 120 operators (53 deliveries in 2019)
- Backlog: 319 A330 (34 A330 and 285 A330neo)
- Over 1,200 A330s sold since 787 launch.

In-service status

- 1,432 aircraft in operation including freighter and MRTT aircraft, with 123 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
  - 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 XWB technologies (Sharklet, 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 XWB’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, efficient 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 XWB 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 XWB 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.
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 same routes.
8,150nm range for the 251t variant (7,500nm range with the 242t variant)
  - 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
The lowest risk aircraft for emerging Long Haul Low Cost market segment

**A330-900: The newest, lowest seat mile cost mid size widebody**
- Based on the A330-300, the best-selling mid-size wide-body ever with 780+ aircraft sold
- Expands the A330-300 strong position in the 300-seater category.
- Best placed to replace aging A330-300, A340-300 and 777-200/ER
- The most optimized, lowest cost aircraft for low cost operations.
- 7,200nm range for the 251t variant (6,550nm range with the 242t variant)
  - Up to 1,500nm more range vs A330-300 (ceo operations range average)
- Launch customer: Delta Air Lines / Launch operator: TAP Air Portugal
- Aimed at route growth.

**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

### A330 Family

<table>
<thead>
<tr>
<th>Model</th>
<th>Typical seating</th>
<th>Max. seating</th>
<th>Max. 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”</td>
<td>60.30m</td>
<td>193’</td>
<td>57’</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>13,450km</td>
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<td>58.82m</td>
<td>17.39m</td>
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<tr>
<td>A330-300</td>
<td>250 to 290</td>
<td>440</td>
<td>6,350nm</td>
<td>197’10”</td>
<td>60.30m</td>
<td>208’</td>
<td>55’</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>11,750km</td>
<td></td>
<td></td>
<td>63.66m</td>
<td>16.79m</td>
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**Neos**

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<tr>
<th>Model</th>
<th>Typical seating</th>
<th>Max. seating</th>
<th>Max. range</th>
<th>Wing Span</th>
<th>Overall length</th>
<th>Overall height</th>
<th>MTOW</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-800</td>
<td>220 to 260</td>
<td>406</td>
<td>7,500nm</td>
<td>210’</td>
<td>64.00m</td>
<td>193’</td>
<td>57’</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>13,900</td>
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<td></td>
<td>58.82m</td>
<td>17.39m</td>
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<td></td>
<td></td>
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<td>8,150nm</td>
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<td>60.40m</td>
<td>15.094km</td>
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<tr>
<td>A330-900</td>
<td>260 to 300</td>
<td>440</td>
<td>6,550nm</td>
<td>210’</td>
<td>64.00m</td>
<td>208’</td>
<td>55’</td>
</tr>
<tr>
<td></td>
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<td>12,130km</td>
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<td>63.66m</td>
<td>16.79m</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>7,200nm</td>
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<td></td>
<td>13,334km</td>
<td>251t</td>
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**Freighter**

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<th>Model</th>
<th>Max payload</th>
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<th>Overall height</th>
<th>MTOW</th>
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</thead>
<tbody>
<tr>
<td>A330-200F</td>
<td>-</td>
<td>70 ton.</td>
<td>4,100nm</td>
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<td>60.30m</td>
<td>192’11”</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>7600km</td>
<td></td>
<td></td>
<td>58.80m</td>
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<tr>
<td>A330-200 P2F</td>
<td>-</td>
<td>61 ton.</td>
<td>4,200nm</td>
<td>197’10”</td>
<td>60.30m</td>
<td>192’11”</td>
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<tr>
<td></td>
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<td></td>
<td>7800km</td>
<td></td>
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<td>58.80m</td>
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<tr>
<td>A330-300 P2F</td>
<td>-</td>
<td>61 ton.</td>
<td>3,700nm</td>
<td>197’10”</td>
<td>60.30m</td>
<td>208’</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>6800km</td>
<td></td>
<td></td>
<td>63.66m</td>
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**Other Variants**

<table>
<thead>
<tr>
<th>Model</th>
<th>Remarks</th>
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</thead>
<tbody>
<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
• 13.6 EPNdB noise margin to Chapter 4
• 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
• 2020 A330-800 certification (EASA & FAA Feb. 13)

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