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 mn 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**: 1,515 (incl. 61 A330neo) to more than 120 operators
- **Backlog**: 295 A330 (24 A330 and 270 A330neo)
- More than 1,300 A330s sold since B787 launch.

In-service status

- 1,435 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
○ 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”</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”</td>
<td>208’ 63.66m</td>
<td>55’ 16.79m 2</td>
<td>242t</td>
</tr>
</tbody>
</table>

Neos

| A330-800    | 220 to 260      | 406          | 7,500nm        | 210’ 64.00m | 193’ 58.82m     | 57” 17.39m    | 242t  |
| A330-900    | 260 to 300      | 440          | 6,550nm        | 210’ 64.00m | 208’ 63.66m     | 55’ 16.79m    | 242t  |

Freighter

<table>
<thead>
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<th>Max range</th>
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<tbody>
<tr>
<td>A330-200F</td>
<td>-</td>
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</table>

Other Variants

A330 MRTT (MRTT= Multi Role Tanker Transport) 111 tonnes of fuel / 45t of payload
ACJ330neo will fly 25 passengers 10,400 nm/19, 260 km, up to 21h non-stop flight

- 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 passengers 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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