

March 2022

(Figures at end of February 2022)

## A320 FAMILY: the most successful aircraft family ever

### Key Figures NEOs\*

20% fuel burn reduction

5% lower airframe  
maintenance costs

14% lower cash operating  
costs

- The A320 Family is the world's most popular single-aisle aircraft family as it is the preferred choice with airlines, from the low cost carriers for which it is now the aircraft of choice, to new business models taking benefits of new levels of performance and comfort, and with passengers.
- With one aircraft in three sizes (A319, A320 & A321), the A320 Family is comfortably seating from 120 to 244 passengers and allows operators to match the right aircraft size to demand covering the entire market, from low-to-high-density routes to longer-range thin routes
- Only the A320 Family does offer containerized cargo, increasing the airlines' operational efficiency. Due to the widest single-aisle cross section, the A320 Family does offer containerized cargo as an option, providing unique flexibility to operators who can choose among bulk or container capability.

\* A320neo vs. previous generation and per seat

### Orders and Deliveries

- 16,015 A320 Family orders from 300+ customers
- 10,236 deliveries
- 5,779 in backlog

### In-service status

- 282+ million flight hours /153+ million flight cycles since Entry Into Service
- 99.7 percent Operational Reliability (last 12 months)

### A320 Family production rate evolution

- 2021: 45 aircraft per month by Q4 2021 - 64 by Q2 2023
- 2020: 40 aircraft per month

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)

---

## A320neo Family: on-going developments creating even more value for our customers

---

A320neo has 60% market share vs. 737 MAX

Since Entry in Service six years ago, then, Airbus has delivered over 2,000 A320neo Family aircraft contributing to **15 million tons of CO<sub>2</sub> saving**

### Orders and Deliveries

- 7,895 orders from 126 customers
- 2,136 deliveries
- 128 operators (86 with CFM engines, 42 with PW engines)
- 5,759 in backlog
- Over 50% of the A320 Family backlog is for an A321

### In-service status

- 10.1+ million flight hours
- 5.1+ million flight cycles

---

## A320neo Family offers unbeatable efficiency

- Incorporating Sharklets, new fuel-efficient engines and latest cabin innovations, the key benefits of the A320neo compared to A320ceo are:
  - 20% fuel burn and CO<sub>2</sub> emissions advantage
  - 5% lower airframe maintenance costs
  - 14% lower cash operating costs per seat
- New generation engines option:
  - Pratt & Whitney's PurePower PW1100G-JM geared turbofan
  - CFM International's LEAP-1A
- A320neo offers between 4-6% lower fuel burn per seat compared to the Boeing 737 MAX8
- A321neo offers 7% lower fuel burn per seat compared to the Boeing 737 MAX10

## The A321: The growing market success with more than 5,000 orders

- **A321XLR** : The next evolutionary step from the A321LR, now flying Xtra Long Range of up to 4,700nm / 8,700km (+15% than A321LR) with 30% lower fuel burn per seat than previous generation competitor aircraft.
  - Entry into service of the A321XLR is planned in 2023.
  - **The A321XLR** offers a long haul experience on board with 6,000ft average cabin altitude and delivers an enhanced payload range capability, enabling airlines to extend their market reach, thanks to a permanent Rear Centre Tank (RCT), (12,900l fuel volume), and an optional Additional Centre Tank (ACT) and a higher Maximum Take-Off Weight of 101t.
- 

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)

- **A321LR** is offering long range capability, achieving up to 4,000nm (7400km) thanks to three Additional Centre Tanks (ACTs) to store more fuel.
- **A321LR** can carry up to 244 passengers in a single-class configuration, while cabin flexibility allows it to offer also a three-class configuration with full flat premium seats or a typical two-class configuration with up to 206 seats.
- **A321LR** is improved with a maximum take-off weight of 97 tonnes. Compared to its previous generation competitor aircraft, operators benefit from 30% lower fuel consumption per seat and 30% lower operational cost per seat.
- **A321LR** offers 95% airframe spares commonality with the A320 Family.

---

### Airspace cabin: perfect space for passengers and airlines

- Being the widest single-aisle, with 7" more than the 737, the A320 Family will always offer wider seats, a wider aisle, bigger stowage and a more comfortable flight.
- The A320 Family cabin features long haul seat comfort in all classes, from the comfort economy to the full-flat business class seat, providing the versatility to adapt to all airline strategies.
- The new Airspace cabin provides passengers with the best travel experience, including comfortable seats like on a widebody aircraft.
- Airspace is already in service with A350 XWB and A330neo and will be fully available in 2021 for the A320neo Family (e.g. mood lighting, connectivity, bigger bins).
- The A320neo Family offers clean air in the cabin via HEPA (High Efficiency Particulate Arrestor) filters. The air is renewed every 2-3 minutes.

---

### Freighter variants

The A320 Family is also available as a freighter thanks to the P2F programme. The A320P2F programme offers a passenger-to-freighter conversion opportunity for A320s and A321s that have completed their useful operational service as passenger aircraft.

Best option for express domestic and regional operations, it accommodates up to 27 metric tonnes over 1,900 nautical miles and offers space for 14 large containers/pallets on the main deck and 10 LD3-type containers on the lower deck.

- 2012: launch of the conversion programme in collaboration between ST Aerospace, Airbus and their joint venture EFW.
- 2015: programme extended to the A320 Family .
- Feb. 2020: the first A321P2F received its Supplement Type Certification
- Oct. 2020: the first A321P2F converted aircraft was delivered to Qantas.
- Dec 2021 A320 P2F first flight

---

### Community benefits

- Nearly 50% reduction in noise footprint (20 EPndB lower noise than the latest Stage 4)
- up to 30% fuel burn and CO<sub>2</sub> emissions advantage (incl. A321XLR)
- NOx emissions 50% below current industry standard

---

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**

<b>A320ceo Family</b>	<b>Typical seating in two class config*</b>	<b>Max. seating*</b>	<b>Range</b>	<b>Wing Span</b>	<b>Overall length</b>	<b>Overall height</b>	<b>MTOW</b>
<b>A319</b>	124	156	3,750nm 6,950km	117'5"ft 35.80m	111'0"ft 33.84m	38'7"ft 11.76m	75.5t
<b>A320</b>	150	180	3,350nm 6,200km	117'5"ft 35.80m	123'3"ft 37.57m	38'7"ft 11.76m	78t
<b>A321</b>	185	220	3,200nm 5,950km	117'5"ft 35.80m	146'0"ft 44.51m	38'7"ft 11.76m	93.5t

\*Without cabin enablers

<b>A320neo Family</b>	<b>Typical seating in two class config</b>	<b>Max. seating</b>	<b>Range</b>	<b>Wing Span</b>	<b>Overall length</b>	<b>Overall height</b>	<b>MTOW</b>
<b>A319neo</b>	120-150	160	3,750nm 6,950km	117'5"ft 35.80m	111'0"ft 33.84m	38'7"ft 11.76m	75.5t
<b>A320neo</b>	150-180	194	3,450nm 6,400km	117'5"ft 35.80m	123'3"ft 37.57m	38'7"ft 11.76m	79t
<b>A321neo</b>	180-220	244	4,700nm 8,700km	117'5"ft 35.80m	146'0"ft 44.51m	38'7"ft 11.76m	101t

**Programme main dates:**

- 26 March 1988 First delivery A320 to Air France (Air Inter)
- 27 January 1994 First delivery A321 to Lufthansa
- 25 April 1996 First A319 delivery to Swiss Air
- 21 July 2003 First A318 delivery to Frontier Airlines
- February 2012 5000<sup>th</sup> A320 Family delivery
- 1 December 2010 Launch of A320neo Family
- 24 November 2015 A320neo receives Type Certification
- 20 January 2016 First A320neo to Lufthansa
- 15 December 2016 A321neo receives Type Certification
- 20 April 2017 First A321neo to Virgin America
- 13 November 2018 First A321LR to Arkia Israeli Airlines
- 21 December 2018 A319neo with CFM Leap-1A engines wins Type Certification
- 17 January 2019 First ACJ320neo delivery to Acropolis Aviation
- 17 June 2019 Launch of A321XLR at Paris Airshow

**A320 Family facts**

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)

- There are 340,000 parts in the A320 aircraft.
- It takes about one month to complete the final assembly of an A320 Family aircraft.
- Production lead time of an A320 from the first piece manufactured to the delivery of the aircraft is around 1 year.
- Fan diameter of the A320neo Family engines is 2,05 meters. It is larger than most business jet cabins cross section (such as Bombardier Learjet).
- At the end of its lifecycle, 85% of an A320 can be recycled in terms of weight. This figure will go up to 95% in the next few years.
- At its maximum weight the A321LR weighs more than 7 London Buses.
- The A320 can accelerate from 0 to 200 km/h in less than 20 seconds. This is faster than a 305 HP Ford Focus RS.
- There are four final assembly lines in three continents for the A320 Family: Toulouse, France (A320 assembly); Hamburg, Germany (A319, A320 and A321 assembly); Tianjin, China (A319 and A320 assembly); and Mobile, USA (A220, A319, A320 and A321 assembly).
- Electric power produced by both A320 Family engines would be sufficient to provide electricity for 30 standard apartments.
- The high pressure spool of A320 Family engines during take-off phase turns 11 times faster than a washing machine during the spin cycle.

---

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

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)