A330 FAMILY: POWERING INTO THE FUTURE

Key Figures A330neo

- 25% advantage in fuel burn per seat vs previous generation competitors
- 1,400+ A330s in operations with 125+ organisation (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: 1,759 (incl. 273 A330neo, Freighters, MRTT) orders from more than 125 customers (2 order in 2020)
- Deliveries: 1,533¹ (incl. 73 A330neo) to more than 125 operators (largest widebody operator base)
- More than 1,300 A330s sold since B787 launch.

In-service status

- 1,446 aircraft in fleet including freighter and MRTT aircraft
- ~11 Years Average Aircraft Age (~2 years for A330neo)
- 99.5% Operational Reliability
- More than 59 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.

¹Excluding 2 A330-900 delivered to Air Belgium via Airbus Financial Services
● 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 fighter: up to 70 tons of payload with a range up to 4,100 nm / 7600 km
  ○ Up to 35% lower operating costs per tonne compared to larger freighters.

● A330-200 P2F
  ○ Mid-size fighter: up to 61 tons of payload with a range up to 4,200 nm / 7800 km

● A330-300 P2F
  ○ Mid-size fighter: up to 61 tons of payload with a range up to 3,700 nm / 6800 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 (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 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.

**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.
- A330-800: -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.

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

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<th>A330 Family</th>
<th>Typical seating</th>
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<td>A330-200</td>
<td>210 to 250</td>
<td>406</td>
<td>7,250nm / 13 450km</td>
<td>197’10” / 60.30m</td>
<td>193’ / 58.82m</td>
<td>57’ / 17.39m</td>
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### Airbus Facts & Figures

#### A330-300
- **Max payload:** 440
- **Max range:** 6,350nm (11,750km)
- **Cabin:** 197’10” (60.30m), 208’ (63.66m), 55’ (16.79m)
- **Max weight:** 242t

#### A330neo
- **Max payload:** 406
- **Max range:** 7,500nm (13,900km)
- **Cabin:** 210’ (64.00m), 193’ (58.82m), 57’ (17.39m)
- **Max weight:** 242t

#### A330-800
- **Max payload:** 220 to 260
- **Max range:** 8,150nm (15,094km)
- **Cabin:** 210’ (64.00m), 208’ (63.66m), 55’ (16.79m)
- **Max weight:** 251t

#### A330-900
- **Max payload:** 260 to 300
- **Max range:** 7,200nm (13,334km)
- **Cabin:** 210’ (64.00m), 208’ (63.66m), 55’ (16.79m)
- **Max weight:** 251t

#### Freighter
- **Max payload:**
  - A330-200F: 70 ton
  - A330-200P2F: 61 ton
  - A330-300 P2F: 61 ton
- **Max range:**
  - A330-200P2F: 4,100nm (7,600km)
  - A330-300 P2F: 3,700nm (6,800km)

#### 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

**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

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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 CO2 emissions per seat (vs previous generation competitor aircraft)
● 16.1 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
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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