A330 FAMILY: POWERING INTO THE FUTURE

Key Figures A330neo

- 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:** 1,774\(^1\) (incl. 299 A330neo, Freighters, MRTT) orders from more than 130 customers
- **Deliveries:** 1,598\(^1\) (incl.128* A330neo) to more than 145 operators (largest widebody operator base)
- **Backlog:** 176 A330 (5 A330 MRTT and 171 A330neo)
- More than 1,300 A330s sold since B787 launch.

In-service status

- 1,482\(^1\) aircraft in fleet including freighter and MRTT aircraft
- ~12 Years Average Aircraft Age (~2,5 years for A330neo)
- 99.5% Operational Reliability
- More than 65 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 20 min 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.

\(^1\)Excluding 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 freighter: up to 70 tons of payload with a range up to 4,100 nm / 7 600 km
  ○ 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 / 7 800 km

• A330-300 P2F
  ○ Mid-size freighter: up to 61 tons of payload with a range up to 3,700 nm / 6 800 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 (winglets, 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.
- 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 – 3db quieter
- A330-900: -7% COC*/seat vs. 787-9
- A330-800: -6% COC*/seat vs. 787-8
*COE: 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 **460** seats.
- Variants include Freighter, VIP, and Military Tanker/Transport (MRTT) aircraft

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<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>
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**Freighter**

| A330-200F     | -               | 70 ton.      | 4,100nm | 197’10” 60.30m | 192’11” 58.80m | 55’5” 16.90m | 233t |
| A330-200P2F   | -               | 61 ton.      | 4,200nm | 197’10” 60.30m | 192’11” 58.80m | 55’5” 16.90m | 233t |
| A330-300 P2F  | -               | 61 ton       | 3,700nm | 197’10” 60.30m | 208’ 63.66m    | 55’ 16.79m   | 233t |

**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
- 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)
- 16.6 EPNdB noise margin to ICAO Chapter 4
  - QC 1 departure and QC 0.5 arrival category at London Heathrow airport
  - The A330neo offers up to 13EPNdB cumulative noise improvement compared to the A330ceo family
  - The A330neo halves the noise footprint area compared to the A330ceo
- 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

2021  
A330-900 certified by EASA for ICAO’s new CO₂ emissions standard (May 26)

2022  
A330-800 certified by EASA for ICAO’s new CO₂ emissions standard (November 2)

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