

September 2021
(Figures at end of August 2021)

A330 FAMILY: POWERING INTO THE FUTURE

Key Figures

25% advantage in fuel burn per seat vs previous generation competitors (Latest A330 generation)

1,400+ A330s in operations with 120+ 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: 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: 1,818** (incl. 338 A330neo, Freighters, MRTT) orders from more than 120 customers (2 order in 2020)
- **Deliveries: 1,518** (incl. 63 A330neo) to more than **125** operators (largest widebody operator base)
- **Backlog: 300** A330 (25 A330 and 275 A330neo)
- More than **1,300** A330s sold since B787 launch.

In-service status

- 1,437 aircraft in fleet including freighter and MRTT aircraft
- ~11 Years Average Aircraft Age (~1,7 years for A330neo)
- ~11 hrs daily utilization (~8 hrs for A330neo)
- ~4.5 hrs Average Flight Duration (~7 hrs for A330neo)
- 99.5% Operational Reliability
- More than 58 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

Follow us



If you wish to update your preferences to Airbus Communications, media@airbus.com
If you no longer wish to receive communications from Airbus, media@airbus.com

- 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 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 (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

Follow us



If you wish to update your preferences to Airbus Communications, media@airbus.com
If you no longer wish to receive communications from Airbus, media@airbus.com

- 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 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 / 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
- A330-900: -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**.

Follow us



If you wish to update your preferences to Airbus Communications, media@airbus.com
If you no longer wish to receive communications from Airbus, media@airbus.com

Technical Data

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

A330 Family	Typical seating	Max. seating	Range	Wing span	Overall length	Overall height	MTOW
A330-200	210 to 250	406	7,250nm 13 450km	197'10" 60.30m	193' 58.82m	57' 17.39m	242t
A330-300	250 to 290	440	6,350nm 11 750km	197'10" 60.30m	208' 63.66m	55' 16.79m 2	242t
A330neo							
A330-800	220 to 260	406	7,500nm 13 900km	210' 64.00m	193' 58.82m	57' 17.39m	242t
			8,150nm 15 094km				251t
A330-900	260 to 300	440	6,550nm 12 130km	210' 64.00m	208' 63.66m	55' 16.79m	242t
			7,200nm 13 334km				251t
Freighter		Max payload	Max range				
A330-200F	-	70 ton.	4,100nm 7 600km	197'10" 60.30m	192'11" 58.80m	55'5" 16.90m	233t
A330-200P2F	-	61 ton.	4,200nm 7 800km	197'10" 60.30m	192'11" 58.80m	55'5" 16.90m	233t
A330-300 P2F	-	61 ton	3,700nm 6 800km	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

Follow us



If you wish to update your preferences to Airbus Communications, media@airbus.com
 If you no longer wish to receive communications from Airbus, media@airbus.com

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 A330neo Family offers clean air via HEPA (High Efficiency Particulate Arrestor) filters. The air is renewed every 2-3 minutes.

Community benefits

- 25% reduction in CO2 emissions per seat (vs previous generation competitor aircraft)
- 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

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

Follow us



If you wish to update your preferences to Airbus Communications, media@airbus.com
If you no longer wish to receive communications from Airbus, media@airbus.com