

February 2026

(Figures at end of January 2026)

## A330 FAMILY: THE VERSATILE CHAMPION

### Key Figures A330neo

**25%** advantage in fuel burn per seat vs previous generation competitors

1,460+ A330s in operations with 150 operators (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 30 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:** 1,954 (incl. 473 A330neo, Freighters, MRTT) orders from more than 130 customers
- **Deliveries:** 1,659<sup>1</sup> (incl. 185 A330neo) to 150 operators (largest widebody operator base)
- **Backlog:** 294 A330 (7 A330 MRTT and 287 A330neo)

### In-service status

- 1,462 aircraft in fleet including freighter and MRTT aircraft
- ~13.5 years average aircraft age (~3.5 years for A330neo)
- More than 73 million flight hours since entry into service (~2 million for A330neo)
- A330neo Operational Reliability 99.00% (3-mo rolling)
- Over 435 routes operated with the A330neo

### 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.

<sup>1</sup> Includes 1 A330-900 ordered and delivered to Air Algérie via Airbus Financial services

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**• A330-200**

- Up to **7,250 nm /13,450 km** range: (same range as B787-8 but at lower cost)
- Typical seating from 210 to 250 passengers

**• A330-300**

- Up to **6,350 nm /11,750 km** 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 8,100 nm / 15 000 km capability for the latest variant - Enabling non-stop South East Asia – Europe and transpacific South East Asia – US West Coast

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- 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.

### 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
- 7,150 nm / 13 250 km of range for the latest variant 251 t,

### 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 – 3 db 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.

### 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.

### Technical Data

- Capacity from **210** to **465** seats.
- Variants include Freighter, VIP, and Military Tanker/Transport (MRTT) aircraft

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**A330-800**

		242 t (basic)	251 t (option)
Passengers (typical 3 class layout) 8ab / 9ab		257 / 271	
Maximum certified seating capacity		406	
Cargo (Maximum configuration)	Pallets or Container s LD3	8 pallets or 26 LD3	8 pallets or 27 LD3
Useable Cargo Volume	m <sup>3</sup>	136	
Engines		Trent 7000	
Take-off thrust	lbf	72,600	
Maximum Taxi Weight	kg	242,900	251,900
Maximum Take-Off Weight	kg	242,000	251,000
Maximum Landing Weight	kg	186,000	
Maximum Zero Fuel Weight	kg	172/176,000	172/176,000
Fuel Capacity	L	139,090	
Max range	nm/km	7,400 / 13,600	8,100 / 15,000
Cruise Mach		0.82	
Wing span	in/m	210' / 64.00 m	
Overall length	in/m	193' / 58.82 m	
Overall height	in/m	57' / 17.39 m	

**A330-900**

242 t (basic)	251 t (option)	253 t (option *)
287 / 303		
465		
11 pallets or 32 LDR	11 Pallets or 33 LDR	11 Pallets or 33 LDr
165		
Trent 7000		
72,600		
242,900	251,900	253,900
242,000	251,000	253,000
191,000		
177/181,000	177/181,000	183,000
139,090		
6,500 / 12,050	7,150 / 13,250	7,350 / 13,600
0.82		
210' / 64.00 m		
208' / 63.6 6m		
55' / 16.79 m		

\*\* EIS 2027

A330 Family	Typical seating	Max. seating	Range	Wing span	Overall length	Overall height	MTOW
<b>A330-200</b>	210 to 250	406	7,250 nm 13 450 km	197'10" 60.30 m	193' 58.82 m	57' 17.39 m	242 t
<b>A330-300</b>	250 to 290	440	6,350 nm 11 750 km	197'10" 60.30 m	208' 63.66 m	55' 16.79 m	242 t

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Freighter		Max payload	Max range				
A330-200F	-	70 ton.	4,100 nm 7 600 km	197'10" 60.30m	192'11" 58.80 m	55'5" 16.90 m	233 t
A330-200P2F	-	61 ton.	4,200 nm 7 800 km	197'10" 60.30 m	192'11" 58.80 m	55'5" 16.90 m	233 t
A330-300 P2F	-	61 ton	3,700 nm 6 800 km	197'10" 60.30 m	208' 63.66 m	55' 16.79 m	233 t
<b>Other Variants</b>							
A330 MRTT	<b>(MRTT= Multi Role Tanker Transport) 111 tonnes of fuel / 45 t of payload</b>						
ACJ330neo	<b>will fly 25 passengers 10,400 nm/19, 260 km, up to 21h non-stop flight</b>						

- Engine options: CF6-80E1 PW4000 and RR Trent 700 RR / Trent 7000 on NEO generation

### Community benefits

- 25% reduction in CO<sub>2</sub> 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

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|------|---|
| 2018 | A330-900 certification (EASA Sept. 26 & FAA Dec. 21)<br>A330-800 first flight (November 6)<br>A330-900 first delivery to TAP Air Portugal (November 26) |
| 2020 | A330-800 certification (EASA & FAA Feb. 13)<br>1500th A330 delivered to Delta Air Lines<br>A330-800 first delivery to Kuwait Airways                    |
| 2021 | A330-900 certified by EASA for ICAO's new CO <sub>2</sub> emissions standard (May 26)   |
| 2022 | A330-800 certified by EASA for ICAO's new CO <sub>2</sub> emissions standard (November 2)   |
| 2024 | A330neo VTC certification (CAAC Dec. 31)  |
| 2025 | A330-900 certified by EASA up to Altitude 12500Ft<br>MRTT+ launch   |

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