



Welcome to the world of Airbus.

Airbus is the world's leading commercial aircraft manufacturer.

### 8,500 DELIVERIES 14,000 ORDERS



Airbus' modern and comprehensive product line comprises highly successful families of aircraft ranging from 100 to more than 500 seats: the single-aisle A320 Family, including the A320neo (new engine option) product line, which is the fastest-selling aircraft in aviation history; the widebody, long-range A330/ A340; all-new next generation A350 XWB; and the double-deck A380 Family.

The company also continues to broaden its scope and product range by applying its expertise to the military market. It is as well extending its portfolio of freighter aircraft for the general and express freight market sectors.

Dedicated to remaining close to its global customer base, Airbus supports its high-quality and reliable in-service fleet with a wide range of customer services, tailored to the needs of individual operators all over the world.



## A380 525-853 8,500

**A350 XWB** 

276-440 8,500 nm 315-440 7,750 **369-440** 8,000

A350-800 A350-900

A350-1000

**A330** Family 246-406 7,250 300-440 6,100 nm **70** tonnes **4,000** nm

A330-200 A330-300 A330 Freighter

**A320** Family 107-132 3,100 nm A318 A319neo **124-156 4,200** 150-189 3,700 seats A320neo 185-240 3,700 nm A321neo



## <u>A380</u>

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The largest and most spacious airliner, the A380 has a unique ability to generate revenue, stimulate traffic and attract passengers.

The quietest smoothest ride, it is the aircraft passengers want to fly.



The A380 has proved to be a remarkable passenger magnet. This is the A380 effect: higher load factors and higher profits.

The A380 cross section provides two decks, offering wider seats, broader aisles and more floor space, and greater ability to meet new cabin trends.

The ultra-quiet cabin sets new standards in passenger comfort. Meeting the most demanding noise and emissions regulations, compatible with existing airport infrastructures and with the lowest fuel consumption per seat in the large aircraft class, the A380 defines new economic and environmental standards, and creates more opportunities for airlines to boost their entire networks.

### Opportunity to capture traffic at highest **profitability**









## **A380** Own the sky

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	A380	
Seating: Typical & Max	525 853	
Range	8,500 15,700	nm km
Hold capacity	6,554 184.0	ft <sup>3</sup> m <sup>3</sup>

### Design Weights

	A380	
Max. Take-off weight	1,268.0 575.0	k lb t
Max. Landing Weight	869.0 394.0	k lb t
Max. Zero Fuel Weight	814.0 369.0	k lb t
Max. Fuel capacity	84,600 320,000	USg I
Volumetric payload	31.0 14.0	k lb t

### Dimensions

	A380	
Overall length	238' 7" 72.72	m
Cabin width	21' 5" 6.54	m
Wing span	261' 8" 79.75	m
Height	79' 1" 24.09	m

Powered by engines from the EA and RR up to 92,000 lb



## **A350** XWB

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The A350 XWB twinengine jetliner is shaping the future of air travel by offering a complete family of new-generation aircraft that is best suited to the market's requirements for size, range, revenue generation, passenger comfort and the environment.



Airbus brings together the latest in design and technologies in the A350 XWB to provide a 25 per cent step-change in fuel efficiency.

Over 70 per cent of the A350 XWB's weight-efficient airframe is advanced materials, combining 53 per cent of composite structures with titanium and advanced alloys, for lower fuel consumption and easier maintenance.

In the extra wide fuselage passengers enjoy more headroom, wider windows and larger overhead storage. The cabin allows for high-comfort economy seating with Airbus' standard 18-inch seat width, in addition to providing the space for innovative first and business class innovations.



## A350 XWB

Shaping efficiency

AIRBUS

ENTRY INTO SERVICE



#### Key Data A350-800 A350-900 A350-1000 Seating: Typical & Max 276 440 315 440 369 440 Range 8,250 15,300 7,750 14,350 8,000 14,800 nm km Hold capacity 4,824 136.6 6,088 172.4 7,352 208.2 fi<sup>3</sup>

#### **Design Weights**

	A350-800	A350-900	A350-1000	
Max. Take-off weight	571.0 259.0	590.8 268.0	679.0 308.0	k lb t
Max.Landing	425.5	451.9	513.7	k lb
Weight	193.0	205.0	233.0	t
Max. Zero Fuel Weight	399.0 181.0	423.3 192.0	485.0 220.0	k lb t
Max. Fuel capacity	36,456	36,456	41,211	USg
	138,000	138,000	156,000	I
Volumetric	28.6	36.6	46.1	k lb
payload	13.0	16.6	20.9	t

#### Dimensions

	A350-800	A350-900	A350-1000	
Overall length	198' 4" 60.54	219' 5" 66.89	242' 5" 73.88	m
Cabin width	18' 5" 5.61	18' 5" 5.61	18' 5" 5.61	m
Wing span	212' 5" 64.75	212' 5" 64.75	212' 5" 64.75	m
Height	55' 11" 17.05	55' 11" 17.05	56' 0" 17.08	m

Powered by engines from RR up to 97,000 lb



## **A330** Family

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The A330 is the world's most popular mid-size aircraft. It is operated by over 100 operators to over 400 destinations each week.

Passengers enjoy the comfortable and spacious cabin with its wide seats and the latest in inflight entertainment.



The versatile A330 has benefited from continual investment ensuring it remains a modern, reliable, capable aircraft, with very low operating costs.

The recently announced are the lower-weight A330 Regional, entering service in 2015. This aircraft will be optimised for use on domestic and regional routes in high growth markets with concentrated traffic flows. It is configured to accommodate approximately 400 passengers.

Airbus has also further enhanced the A330 with an increased take-off weight of 242 tonnes, allowing operators to carry additional payload on longer missions.



FOR EVERY Euro spent on the A330 launch, another Euro has been invested in the last 10 years

Operational Reliability





The right aircraft right now!

## OVER OPERATORS

				R
	Key Data			
	A330-200	A330-300	A330-200F	
ting: cal lax	246 406	300 440	up to 70t up to 153k lb	
ige	7,250 13,400	6,100 11,300	4,000 7,400	nm km
d acity	4,800 136.0	5,751 162.8	23 pallets and 2 LD3	ft <sup>3</sup> m <sup>3</sup>

### Design Weights

Sea Typ & N

	A330-200	A330-300	A330-200F	
Max. Take-off weight	533.5 242.0	533.5 242.0	513.7 233.0	k Ib t
Max.Landing	401.2	412.3	412.3	k Ib
Weight	182.0	187.0	182.0	t
Max. Zero Fuel Weight	374.8 170.0	385.8 175.0	392.4 173.0	k Ib t
Max. Fuel capacity	36,750	36,750	25,765	USg
	139,090	139,090	97,530	I
Volumetric	80.2	101.2	154.3	k lb
payload	36.4	45.9	65.0	t

#### Dimensions

	A330-200	A330-300	A330-200F	
Overall length	193' 0" 58.82	208' 11" 63.69	193' 0" 58.82	m
Cabin width	17' 4" 5.28	17' 4" 5.28	17' 4" 5.28	m
Wing span	197' 1" 60.3	197' 1" 60.3	197' 1" 60.3	m
Height	58' 2" 17.73	56' 4" 17.18	55' 5" 16.88	m

Powered by engines from GE, P&W and RR up to 72,500 lb



## **A320** Family

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The A318, A319, A320 and A321 are the world's bestselling single-aisle aircraft family, the preferred choice with traditional airlines and passengers, as well as in the low-cost market for which it is now the reference.



More passenger fly on the A320 than any other aircraft. The A320 is used in a full range of services from the verv short-haul to intercontinental routes and on flights from challenging in-city airports to high-altitude airfields and even an Antarctic ice runway.

To ensure this market leader keeps its competitive edge, Airbus continues to invest in improvements across the product line, including development of the A320neo new engine option, enhancements to the jetliner's efficiency with Sharklet wingtips, extended service intervals and with the passenger at heart, upgrades to the widest, most comfortable passenger cabin in its class.









CONTAINERS FOR MORE CARGO TURNAROUNDS



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### A320 Family The market leader

### OVER 300 OPERATORS



### Key Data

	A318	A319neo	A320neo	A321neo	
Seating: Typical & Max	107 132	124 156	150 189	185 240	
Range	3,100	4,200	3,700	3,700	nm
	5,750	7,750	6,850	6,850	km
Hold	752	976	1,322	1,828	ft <sup>3</sup>
capacity	21.2	27.0	37.0	51.0	m <sup>3</sup>

### Design Weights

	A318	A319neo	A320neo	A321neo	
Max. Take-off weight	149.9 68.0	166.4 75.5	174.2 79.0	206.1 93.5	k lb t
Max. Landing Weight	126.8 57.5	140.9 63.9	148.6 67.4	174.6 79.2	k lb t
Max. Zero Fuel Weight	120.2 54.5	132.9 60.3	141.8 64.3	166.7 75.6	k lb t
Max. Fuel capacity	6,400 24,210	7,060 26,730	7,060 26,730	7,810 29,560	USg I
Volumetric payload	24.4 11.1	29.1 13.2	36.0 16.6	46.0 21.2	k lb t

### Dimensions

	A318	A319neo	A320neo	A321neo	
Overall	103' 2"	111' 0"	123' 3"	146' 0"	m
length	31.44	33.84	37.57	44.51	
Cabin	12' 1"	12' 1"	12' 1"	12' 1"	m
width	3.7	3.7	3.7	3.7	
Wing	111' 11"	117' 5"	117' 5"	117' 5"	m
span	34.1	35.8	35.8	35.8	
Height	41' 2" 12.56	38' 7" 11.76	38' 7" 11.76	38' 7" 11.76	m

Powered by engines from CFMI or P&W up to 35,000lb

# The Airbus Cockpit

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Similar handling qualities provided with fly-by-wire, along with the identical cockpits and operating procedures were applied to all of the A320 Family's versions, pilots are able to fly the A318, A319, A320 and A321 with only a single type rating.

As the family grew Airbus developed the possibility of pilots transitioning from one Airbus type to another via difference training instead of full type rating. The unique Airbus common cockpit originated with the A320 and its pioneering introduction of digital fly-by-wire controls.

The transition training from A320 Family aircraft to the A380 takes 13 working davs, whilst a pilot with no Airbus FBW experience requires 24 working days to complete the A380 type rating course. These time savings lead to lower training costs for airlines and considerably increased crew productivity. The annual savings in training and payroll costs through improved productivity from the reduced transition time can be up to \$300,000 for each new aircraft added to the fleet.

### Notes

Aircraft weights and capabilities are the highest values.

Widebody hold capacities are maximum values for when loaded with standard units.

Seating is typical 2-class and maximum except a 3-class typical for the A380. Typical seating is used to calculate payload and ranges.

A320 Family holds are expressed in full bulk. A330-200F is presented in Range mode and shown with typical containerized cargo configuration.

All commercial figures are approximate numbers of civil airliner customers and operators, at time of going to press.

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