# THE WORLD MOST POPULAR WIDEBODY GOES FARTHER

**News / Manufacturer**

**Airbus' new weight variant A330neo completed its first flight! More range and even better economics: these are the key attributes of Airbus' increased maximum take-off weight A330neo variant. Benefitting from a maximum take-off weight increase to 251 tonnes, the A330neo offers a significant 650-nautical mile boost in range – or six tonnes more payload – when compared to the A330neo's current 242-tonne version. This increase in range responds to evolving market needs, enabling airlines to benefit from the unique economics of the A330neo on even longer routes.**

**Taking to the skies for the first time from Toulouse, France, was the 251-tonne A330-900 – which provides the perfect fit for longer trans-Pacific or Asia-Europe routes. The A330-900 is the longer-fuselage A330neo version, seating 260-300 passengers in a typical three-class cabin configuration.**

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**The shorter-fuselage A330-800 – which accommodates 220-260 passengers in a three-class configuration, will open up very-long-range Pacific routes for the 251-tonne version, while delivering the lowest seat-mile cost in its category.**

## The path to certification

The increased take-off weight A330-900 is expected to be certified by airworthiness authorities mid-2020, followed in 2021 by the A330-800 variant.

Airbus has retained 99% spares commonality for these A330neo versions, with their maximum take-off weight increases achieved through a combination of weight-neutral reinforcements and landing gear adaptations.

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Modifications to the nose and main landing gear also enabled Airbus engineers to extend their time-before-overhaul (TBO), prolonging the previous 10-year interval to a new 12-year timeframe, thus resulting in significant maintenance savings.

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