

# Airbus a330 200 maintenance

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**Is the Airbus A330-200 reliable?** With an in-service operational efficiency of 99.4%, it's no wonder that airlines trust the quality of the A330-200's design.

**Does the Airbus do maintenance?** Airbus Services offers expert management of scheduled maintenance checks (Base and Heavy) across the Airbus fleet. We bring value by leveraging a worldwide MRO network, selected and monitored to secure On Time, On Cost, On Quality deliveries.

**When did the A330-200 enter service?** The aircraft first flew in 1992 and entered service in 1993. The A330-300 first entered service in 1994 and was designed for flights up to 13,500km, typically carrying 335 passengers. In 1998 the A330-200 entered service with a range of 12,300km and seats 253 passengers in three classes.

**How many hours can a A330-200 fly?** The Airbus A330-200 is the largest aircraft we offer. It is a modern, efficient and reliable aircraft and can fly for more than 14 hours non-stop, making it ideal for ultra-long-range operations.

**Is A330-200 better than A330-300?** The A330-300 has a range of 11,750 km (6,340 nmi; 7,300 mi) with 277 passengers, while the shorter A330-200 can cover 13,450 km (7,260 nmi; 8,360 mi) with 247 passengers. Other variants include the A330-200F dedicated freighter, the A330 MRTT military tanker, and the ACJ330 corporate jet.

**Is a A330 comfortable to fly in?** The A330-300 has the unique versatility to cover all route segments – from short-haul trips to true long-range distances of up to 6,350nm, with passengers enjoying a comfortable, quiet cabin while in the air.

**Is it normal for a plane to have maintenance issues?** Almost every traveler has experienced a flight delay because of a maintenance issue on an aircraft. They're incredibly frustrating and inconvenient. There's a perception that these annoying travel delays are only warranted when something related to the plane's flightworthiness is compromised.

**Which is more reliable Boeing or Airbus?** Let's take a look at the number of NTSB events per 100k departures over time. The result indicates to me that Boeing has more NTSB events per departure, about 6.5 per 100k departures vs. 3.8 per 100k for Airbus (assuming I haven't made any errors). That's about 1.7x more events per departure than Airbus!

**Is it expensive to maintain a plane?** About 15 percent of Direct Operating Cost of an airline originates from maintenance. Of course, this may be as high as 20% depending upon the fleet age, utilization, configuration etc. Maintenance Cost to begin with very simply is Event Cost , either scheduled or un-scheduled.

**Are Airbus planes reliable?** In the end, both Boeing and Airbus aircraft have incredibly similar incident rates – and both are infinitesimal. Both Boeing and Airbus aircraft are extraordinarily safe to fly.” Year-to-date there are 12 reported Boeing incidents to Airbus' one. However, as of June 4, 2023, there were eight reported Boeing incidents.

**How safe is the Airbus A320 200?** As of 2015, the Airbus A320 family had experienced 0.12 fatal hull loss accidents for every million takeoffs and 0.26 total hull loss accidents for every million takeoffs.

**Which is better A320 or A330?** As you can see, the A330 is significantly larger than the A320 in terms of length, wingspan, height, and passenger capacity. The A330 is designed for medium to long-haul flights, while the A320 is more suitable for shorter domestic and regional routes.

**How old is Qatar Airways A330-200?** Qatar's widebody passenger fleet comprises five A330-200s (including one wet leased in) with an average age of 16.8 years; eleven A330-300s (including three wet leased in) with an average age of 15.2 years; twenty-four A350-1000s aged 4.3 years on average; thirty-four A350-900s with an

average age of 6.9 years; ten ...

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