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Airbus A330-300 - Lufthansa

The Airbus A330-300 has been in service with Lufthansa since 2004. This two-engine, long-range jet can carry 221 passengers and has a range of 10,000 kilometers fully loaded. It is more or less identical with the A340-300, the main difference being that the A340-300 has two additional engines.

Airbus A330-300 | Lufthansa magazin

Airbus A330-300; Lufthansa fleet; Main content. Airbus A330-300. Seat map Airbus A330-300. Sample illustration Airbus A330-300 (42 Business / 28 Premium Economy / 185 Economy) Seat map of the Airbus A330-300 to download. PDF download seat map A330-300 (42C / 28E / 185M) Technical data. Length : 63.66 m; Wingspan: 60.30 m; Height: 16.83 m; Max. take-off weight: 233 t; Max. cruising speed: 870 ...

Airbus A330-300 - Lufthansa

Lufthansa operated 17 wide-body long haul aircraft Airbus A330-300. On current configuration, there ' s 3 version of A330-300 on Lufthansa fleet. It ' s consist with 3 and 4 class configuration (first, business, premium eco, and economy class). Airbus 330-300 was developed as replacement to outdated aircraft Airbus A300.

Lufthansa Fleet Airbus A330-300 Details and Pictures

The plane involved in the incident was a 12.8-year-old Airbus A330-300, registered D-AIKK, according to Planespotters.net. The aircraft was delivered new to Lufthansa in January 2008 and has since been in service with no major incidents. The plane returned to Bangalore due to issues with its nose wheel gear upon departure. While details are few ...

Lufthansa Airbus A330 Returns To Bangalore Over Gear Issue ...

Lufthansa is in the process of removing all of the seats from four of its Airbus A330s. These aircraft are being used as freighters. The action is in addition to using Airbus A350s to transport freight on the seats. Six of Lufthansa ' s A330-300s are being used as makeshift freighters.

Lufthansa Removes All Seats From 4 Airbus A330 Aircraft ...

Lufthansa Airbus A330-300 Economy Class Flight from Newatk to Munich. Aircraft: Airbus A330-300 Tail Number: D-AIKQ Flight Duration: 7 hours Music: - Happy B...

Lufthansa Airbus A330-300 Economy Class Review - YouTube

A Lufthansa A330 returned to Bangalore on Thursday after facing nose gear issues. The cabin crew noticed the fault at 8,000ft and opted to burn fuel and return to Bangalore for safety reasons. The plane landed safely in Bangalore three hours after departure with no injuries. The aircraft involved in the incident is a 12-year-old [...]

Lufthansa Airbus A330 Returns To Bangalore Over Gear Issue ...

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Lufthansa Airbus A330 Returns To Bangalore Over Gear Issue ...

Read user reviews for Lufthansa Airbus A330-300 (333) Layout 2. Submitted by SeatGuru User on 2020/01/05 for Seat 30k . Had this seat on Lufthansa Detroit - Frankfurt and it was pretty bad. All night long there were people using the lavatory. If you get this seat, make sure that you have eye shades and ear plugs. Submitted by SeatGuru User on 2018/04/01 for Seat 34A . The legroom was severely ...

Airbus A330-300 (333) Layout 2 - SeatGuru

Lufthansa Airlines Airbus A330-300 cabin walk through tour. This aircraft has 8 First class, 42 Business class, 21 Premium Economy and 145 Economy seats for ...

Lufthansa A330-300 cabin tour (V2) - YouTube

This aircraft is operated in a four class configuration with 8 First Class suites, 30 flat bed Business Class seats, 21 Premium Economy seats, and 177 standard Economy seats.

Airbus A330-300 (333) Layout 1 - SeatGuru

· Lufthansa has 19 Airbus A330-300 in its fleet (average age 10 years). This aircraft type has been in service with Lufthansa since 2004. This two-engine, long-range jet can carry 221 passengers and has a range of 10,000 kilometers (6214 miles) fully loaded. 420 People Used

Lufthansa Business Class A330 300 - 10/2020

Lufthansa Airbus A330-300 D-AIKH. Request photo usage. Higor Pereira Aapo Kyöstiö Jan Oswald flyer1 Ricardo Hebmüller Sandor Vamosi Marek Odvárka Marek Jasiak Stefan Thomas Ji í IPSI Juan Manuel Gibaja avion_guy Sebastian Wajda Wojtek Turbak Christian Ström Image ID: 1351412 Views: 195 Operator: Lufthansa - D-AIKH Aircraft: Airbus - A330-300 Airport: Finland - Helsinki - Vantaa (HEL ...

D-AIKH - Lufthansa Airbus A330-300 at Helsinki - Vantaa ...

Read user reviews for Lufthansa Airbus A330-300 (333) Layout 3. Submitted by Chris W on 2020/01/02 for Seat 2D . Not very much storage space around the seat. The bulkhead business class seats have a larger cubby hole for your feet. Only 2 lavatories for business class. Not my favorite business class seat, but not terrible. The middle seats share a foot rest with your neighbor with a divider in ...

Airbus A330-300 (333) Layout 3 - SeatGuru

Airbus A330-300s wing their way softly into the distance There are ten Airbus A330-300s in the Lufthansa group fleet. Fully loaded, these twin-jet, long-haul aircraft have a range of up to 9,500 kilometers and seat as many as 255 passengers.

Airbus A330-300 - Lufthansa Group

Operator: Lufthansa - D-AIKA Aircraft: Airbus - A330-300 Airport: Germany - Munich (MUC / EDDM) Category: Main database Photo taken on 2017-10-15 by Stefan Thomas Camera setting: PENTAX K-1, 1/800s, f/6.3 at 450mm ISO 100

D-AIKA - Lufthansa Airbus A330-300 at Munich | Photo ID ...

Airbus A330-300 (333) Layout 3; Airbus A340-300 (343) Layout 1; Airbus A340-300 (343) Layout 2; Airbus A340-300 (343) Layout 3; Airbus A340-600 (346) Layout 1; Airbus A340-600 (346) Layout 2 ; Airbus A350-900 (359) Layout 1; Airbus A350-900 (359) Layout 2; Airbus A380-800 (388) Boeing 747-400 (744) Layout 1; Boeing 747-400 (744) Layout 2; Boeing 747-8 (748) Bombardier CRJ-900; Embraer E-190 ...

SeatGuru Seat Map Lufthansa

Lufthansa Version. Airbus A330-343 Generic Type. Airbus A330-300 Basic Type. Airbus A330-300 Manufacturer. Airbus MSN. 687 Reg. D-AIKI Location. Montreal - Pierre Elliott Trudeau International (Dorval) Region. Quebec Country. Canada Date Photographed. May 4, 2019 ...

A concise resource to the best practices and problem-solving ideas for understanding the airline network planning and scheduling process Airline Network Planning and Scheduling offers a comprehensive resource that is filled with the industry's best practices that can help to inform decision-modeling and the problem-solving process. Written by two industry experts, the book is designed to be an accessible guide that contains information for addressing complex challenges, problems, and approaches that arise on the job. The chapters begin by addressing the complex topics at a broad, conceptual level before moving on to more detailed modeling in later chapters. This approach follows the standard airline planning process and reflects the duties of the day-to-day job of network/schedule planners. To help gain a practical understanding of the information presented, each chapter includes exercises and data based on real-world case studies. In addition, throughout the book there are graphs and illustrations as well as, information on the most recent advances in airline network and planning research. This important resource: • Takes a practical approach when detailing airline network planning and scheduling practices as opposed to a theoretical perspective • Puts the focus on the complexity and main challenges as well as current practices and approaches to problem-solving and decision-making • Presents the information in a logical sequence that begins with broad, conceptual topics and gradually delves into more advanced topics that address modeling • Contains international standard airline planning processes, the day-to-day responsibilities of the job, and outlines the steps taken when building an airline network and schedule • Includes numerous case studies, exercises, graphs, and illustrations throughout Written for professionals and academics, Airline Network Planning and Scheduling offers a resource for understanding best practices and models as well as the challenges involved with network planning and scheduling.

Mais uma edição de nosso anuário de aviação comercial, regional, de carga aérea e aeroportos. Cada dia fi ca mais trabalho editá-lo pela volatilidade do mercado. Companhias simplesmente pararam de voar, fecharam seus escritórios e sumiram, outras faliram ou estão com os voos parcialmente suspensos. Com a Covid-19, novidades no quesito abrir e fechar fronteiras influenciam muito o fato de manter uma rede aérea e voos regulares. Um dia, pode voar para um país, já no outro, não, exigindo medidas drásticas no setor. Outras não querem publicar seus resultados pela fragilidade dos balanços e sem saberem ao certo o futuro. Pior ainda, muitas nem sequer divulgam vergonha de dizer se estão ou não inativas. Por esta razão e pelo fato de que a maioria cancelou contratos com assessorias de imprensa, além do home offi ce, que difi cultou falar com os representantes das empresas, a missão de bem informar os leitores torna-se quase impossível. E fazíamos antes da pandemia, porém contém as informações básicas, para se ter uma ideia do mercado. Foram quase três meses de uma batalha árdua, para tentar informar nossos queridos leitores. Esperamos que, no próximo ano, tenhamos um clima melhor para dar maior cobertura a este setor importantíssimo da economia mundial.