Civil Aviation Administration of China (CAAC)

Aircraft Evaluation Group (AEG)

Aircraft Evaluation Report

For

A330-200/200F/300

Rev.0 **Date: 10/July/2012**

Manufacturer: AIRBUS

Revision Record & Approval

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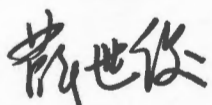

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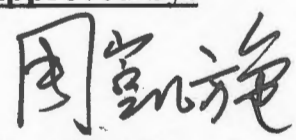

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Foreword

A330-300 series aircraft was first type certificated by French Directorate General for Civil Aviation (DGAC) in October 1993, which is powered by two General Electric CF6-80 turbofan engines, and A330-300 series powered by Pratt & Whitney 4000 and Rolls Royce Trent 700 engines was certified subsequently.

A330-200 series was first type certificated by French DGAC in March 1998, which also include above three type of engines installation.

A330-200 Freighter Series (A330-200F) was first certificated by EASA in April 2010, includes Pratt & Whitney 4000 and Rolls Royce Trent 700 engines installation.

A330-200/300 series aircraft type certificate were first validated by CAAC airworthiness department in March 1997, and A330-200F type certificate was validated by CAAC airworthiness department in October 2011.

A330-200/300 series aircraft has been operated by Chinese operator since December 2005. At that time the CAAC did not yet have the function of Aircraft Evaluation Group (AEG), and when CAAC AEG started the evaluation to import type of aircraft in July 2009, they considered A330-200/300 as grandfather by CAAC AEG evaluation.

A300-200F was evaluated by CAAC AEG in February 2012, and as it shares the same pilot type rating and most of the technical publications with A330-200/300 series aircraft, catch-up evaluation for A330-200/300 series aircraft was also involved.

Note: *For catch-up evaluation, CAAC AEG will based the process on the existing status of the involved grandfathered aircraft, and only considered the new variants or modifications and effected factors associated with the grandfathered type aircraft.*

Section 1: Pilot Type Rating and Qualification Specification

1.1 Statement and Explanation

For A330-200 and A330-330 series airplane, even it is considered as grandfathered aircraft types for CAAC AEG evaluation, catch-up evaluation for the pilot type rating and qualification specification has been conducted by CAAC AEG, as they share same type rating than the A330-200F for which evaluation was required.
The Flight Standardization Board (FSB) catch-up evaluation was based on EASA/JAA Joint Operational Evaluation Board (OEB) Report (FCL/OPS Subgroup) which specifies the pilot type rating, training, checking, and currency specifications for the flight crews of Airbus A330-200 series, A330-300 series and A330-200F type airplanes.

Note 1: Central Joint Aviation Authorities – Joint Operation Evaluation Board Report for A320-A330-A340 CCQ & MFF published by EASA has also been referenced during catch-up evaluation for Airbus CCQ & MFF Program.

Hereby, the provisions in this section can be used, as the basis, by Chinese operators to develop their pilot qualification and training program for above airplane.

Alternate means of compliance to the requirements of CCAR 61, 91, 121, other than as specified in the provisions of this section, must be approved by Flight Standards Department of CAAC. If alternate compliance is sought, operators will be required to establish that proposed alternate means provide an equivalent level of safety to the provisions of this section, and analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

Find EASA OEB Report here:

http://easa.europa.eu/certification/experts/OEB-reports.php

1.2 Pilot Type Rating and Licence Endorsement

Upon the FSB evaluation, the Pilot Type Rating for A330 series is listed as following:

Manufacturer	Aircraft Type	Pilot Type Rating
Airbus	A330-200 series	A330
	A330-300 series	
	A330-200F	

License endorsement:
"A330" for getting a type rating from A330-200, A330-300 and A330-200F, checking records should also be shown for the specific airplane type.

1.3 ODR and MDR

Operator Difference Requirement (ODR) and Master Difference Requirement (MDR) tables of A330-200, - 300 and 200F have been given by EASA OEB Report of the A330 FCL/OPS Subgroup, and Central Joint Aviation Authorities – Joint Operation Evaluation Board Report for A320-A330-A340 CCQ & MFF provides ODR and MDR for A320, A330 and A340.

Note 1: The ODR table related to Low Visibility operations is a generic document that covers all Airbus family.
Note 2: The ODR tables are available upon request to Airbus.

1.4 Specification for Training

The following Type Rating Training Course proposed by Airbus for A330 is included in Airbus Document A330 Flight Crew Training Program, and has to be considered as a minimum:

-A330 Full Transition Course
-A330 CCQ Courses

Note 1: Since level "B" differences training between the A330-200, A330-300 and A330-200F is applicable, Airbus proposed Familiarization Briefing are adequate to cover differences when transitioning in between following A330 series airplanes:
-A330 Enhance and A330 Classic
-A330-200 and A330-300
-A330-200 and A330-200F
-Engine difference?
Note 2: Minimum 3 months and 150 hours experiences on the base aircraft are required for Pilots who are designated to commence the CCQ course.

Note 3: Low visibility training module is not a requirement for type rating training, but it is included as an optional module.

Note 4: Training courses are available by request to Airbus.

The following areas of emphasis apply to the entire A330 family:

a) Fly by wire
   - Knowledge of flight characteristics and the degree of flight envelope protection provided by the various flight control laws both for pitch, roll and yaw control
   - Procedural and handling consequences following multiple failures that result in alternate and/or direct law
   - Knowledge of the use of side stick controller with a special emphasis on the relationship between the two controllers and the transfer of control

b) Use of the Flight Management System
   - Knowledge of the various modes of automation
   - Knowledge and skills related to MCDU / FCU use
   - Recognition of mode awareness and transition modes through the FMA
   - CRM issues linked to automation (task sharing and crosschecks)

c) Use of ECAM
   - Knowledge of appropriate use of ECAM in conjunction with system failures
   - Crew discipline for ECAM actions: respect of the depicted procedure, crosscheck of irreversible actions, aircraft status analysis

d) Auto Thrust system
   - Knowledge of the thrust control system in conjunction with the “non-moving throttles”
   - Recognition of all messages associated to Auto Thrust failure, engagement and disconnection

The following additional areas of emphasis apply to the A330-200F:

a) Flight Emergency procedure following cabin depressurization
   - Knowledge of appropriate procedures (specific to the A330-200F) regarding the survey of the cabin and the communication with occupants after a cabin depressurization

b) Flight Emergency procedure following MDCC Smoke Alert (specific to the A330-200F)
   - Knowledge of appropriate procedures regarding the fire protection (MDCC smoke) and commanded depressurization (MDCC smoke).

Line Flying Under Supervision (LIFUS) should be conducted following A330 type rating course, and recommended as the following:

- In the case of an Standard Transition Course: a minimum of 10 sectors including a line check is recommended, meaning 8 sectors plus 2 sectors line check (Where there

is a change of operating conditions or route structure this should also be taken into account and may need the addition of sectors to cover these elements).

- Pilots completing the A330 CCQ course may undertake a reduced number of sectors based upon ODR tables, and recommendation is as per following table:

Base training (aircraft) or Zero Flight Time Training (Simulator)		
CCQ	A320 to A330	A340 to A330
LIFUS Standard	4 Sectors (3 PF + 1 PNF)	2 Sectors (PF)
LIFUS Additional sectors for specific requirements	2 Sectors (1 PF + 1 PNF)	
Line Check	2 Sectors (1 PF + 1 PNF)	2 Sectors (1 PF + 1 PNF)
Total Standard specific requirements	4+2=6 Sectors 4+2*+2=8 Sectors	4 Sectors

Note 1: Specific requirements include as example:
- Oceanic Operation: MNPS/FANS
-Change in route structure
-Special operations

Note 2: A sector is defined to be a flight comprising take-off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.

Note 3: Under Zero Flight Time Training (ZFTT), LIFUS must be commenced within 21 days after the skill test.

1.5 Specification for Checking

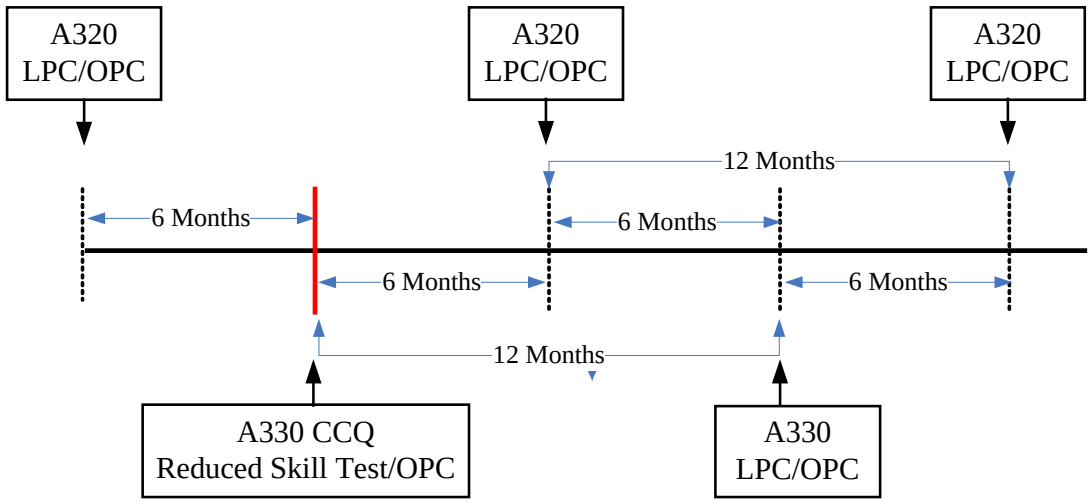
As required by CCAR Part 61 and 121, and in addition to the mandatory items from the skill test the following features must be checked:

- Use of side-stick controller
- Knowledge of the various modes of automation
- Knowledge and skills related to the use of MCDU/FCU and crosschecks using the FMA
- Use of ECAM, and
- Use of auto thrust system

Note 1: The initial A330 type rating check or practical test must be conducted in A330, even following CCQ program.

Note 2: A proficiency check conducted on one variant is valid for all variants, provided that the differences have been covered during the recurrent training, as per the approved ODR tables.

For mixed fleet flight for operations of more than one type, an alternate recurrent training and checking program can be established upon the approval by POI. Examples of the recommend implementation plan is as follows



Note 1: Typically prerequisites for flying more than one type consists of a consolidation period following the initial line check on the new type of 50 flying hours or 20 sectors, to be achieved solely on aircraft of the new type rating.

Note 2: Concerning the recurrent training for low visibility operations, full credit applies between types, provided that low visibility training is conducted during recurrent training every 6 months and covers the all differences in accordance with low visibility ODR tables.

1.6 Specification for Currency

Currency is as required by CCAR Part 61 and 121.

Under Mixed Fleet Flying (MFF), the proposed currency requirement scheme is an acceptable one and will require approval by POI:

MFF Aircraft types	Currency Requirements
A330 and A340	-3 take-offs and landing in either A330 or A340 - 1 take-off and landing in each type every 90 days.
A330 and A320	-3 take-offs and landing in either A330 or A320 - 1 take-off and landing in each type every 45 days.

1.7 Specification for Flight Simulation Training Devices

When this report has been finalized, the Flight Simulation Training Devices qualified in accordance with CCAR Part 60 are available for Airbus A330.

For type rating course on the A330 family, any simulator configuration can be used, provided that the familiarization training for the variant to be flown is subsequently conducted.

Section 2: Master Minimum Equipment List

2.1 Statement and Explanation

For A330-200 and A330-330 series airplane, even it is considered as grandfathered aircraft types for CAAC AEG evaluation, catch-up evaluation for MMEL has been conducted as evaluation for A330-200F MMEL was required, and all A330 aircraft are included into the single A330 MMEL.
Flight Operation Evaluation Board (FOEB) catch-up evaluation for Airbus A330 airplane has been conducted by CAAC AEG based on the Airbus A330 Master Minimum Equipment List accepted by EASA, which outlines the items of equipment that may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations,

Hereby, the MMEL and its future revisions accepted by EASA can be used, as the basis, by Chinese operators to develop their Minimum Equipment List (MEL) for above airplanes.

Find EASA MMEL List and signed pages here:
http://easa.europa.eu/certification/experts/MMELs-list.php

MMEL document distribution:
By AirbusWorld website.

Note: For revised MMEL items with boldface in revision highlights, it is considered as more restrict revisions and operators should incorporate into MEL within 60 days as required by AC-121/135-49.

2.2 CAAC Supplemental

Not applicable.

Section 3: Maintenance Review Board Report

3.1 Statement and Explanation

For A330-200 and A330-330 series airplane, even it is considered as grandfathered aircraft types for CAAC AEG evaluation, catch-up evaluation for MRBR has been conducted as evaluation for A330-200F was required and all A330 aircraft are included into the A330 Maintenance Review Board Report (MRBR).

Maintenance Review Board (MRB) catch-up evaluation for Airbus A330 airplane has been conducted by CAAC AEG based on the Airbus A330 Maintenance Review Board Report approved by EASA, which outlines the initial minimum maintenance requirements to be used in the development of an approved operator's maintenance program for the airframe, engines, systems and components. Hereby, the MRBR and its future revisions approved by EASA can be used, as the basis, by Chinese operators to develop their maintenance program for above airplanes.

Note: Airworthiness Limitations Sections (ALS) for A330 is not included in the MRBR, but should also be included in the operator's maintenance program. The ALS includes:

- *Part 1: Safe Life Airworthiness Limitation Items (SL ALI)*
- *Part 2: Damage-Tolerant Airworthiness Limitation Items (DT ALI)*
- *Part 3: Certification Maintenance Requirements (CMR)*
- *Part 4: Ageing Systems Maintenance (ASM)*
- *Part 5: Fuel Airworthiness Limitations (FAL)*

Find EASA Approved MRBR List here:
http://easa.europa.eu/certification/products/docs/mrbr/EASA-Approved_MRBR.pdf

MRBR distribution:
By AirbusWorld website.

3.2 CAAC Supplemental

Not applicable.

Section 4: Operational and Continued Airworthiness Instructions

4.1 Statement and Explanation:

For A330-200 and A330-330 series airplane, even it is considered as grandfathered aircraft types for CAAC AEG evaluation, as they shares most of the operational and continued airworthiness instructions with A330-200F, CAAC AEG has conducted evaluation of the operational and continued airworthiness instructions for Airbus A330 airplane based on the relevant policies and procedures of Airbus.

Hereby, the Operational & Continued Airworthiness Instructions document listed in the attachment was found acceptable by CAAC AEG, and will give the necessary guidance for properly operating and maintaining the Airbus A330 airplane within the approved operating conditions and limitations.

The CAAC AEG recommended that the Airbus C@DETS training would be necessary for proper use of these documents by airline staffs that will be required to referencing the documents for the Airbus A330 Airplane operation.

This acceptance may not assure the accuracy and applicability of the content in each document, it is the aircraft owner's or operator's responsibility to report any defect or discrepancy in the documents to the aircraft manufacturer, or report to CAAC AEG by Website: http://aeg.caac.gov.cn

Operational & Continued Airworthiness Instructions distribution:
By AirbusWorld website, except engine manuals are distributed by engine manufacturer directly to operators.

4.2 List of Operational and Continued Airworthiness Instructions

Manual	Reference No.	Description	Revision/Date
FCOM	--	A330 Flight Crew Operating Manual	As revised
QRH	--	A330 Quick Reference Handbook	As revised
WBM	--	A330 Weight & Balance Manual	As revised
CCOM	--	A330 Cabin Crew Operating Manual	As revised
FCTM	--	A330 Flight Crew Training Manual	As revised
MPD	--	A330 Maintenance and Planning Document	As revised
AMM	--	A330 Aircraft Maintenance Manual	As revised
IPC	--	A330 Illustrated Parts Catalog	As revised
WDM	--	A330 Wiring Diagram Manuals (including ASM, AWM, AWL, ESPM)	As revised
TEM	--	A330 Tool and Equipment Manual	As revised
TSM	--	A330 Trouble Shooting Manual	As revised
NTM	--	A330 Non destructive Testing Manual	As revised
SRM	--	A330 Structural Repair Manual	As revised
CMMM	--	A330 Component Maintenance Manual - Manufacturer	As revised

Note 1: The acceptance of above manuals is not affected due to customization.

Note 2: The acceptance of above manual doesn't means that the other applicable technical publication for A330 couldn't be used by Chinese operators.

Note 3: Information of Component Maintenance Manual provided by vendors can be found in the AirbusWorld website.

Section 5: CCARs Compliance Checklist

5.1 Statement and Explanation:

This section is the formal notification that CAAC AEG has developed the compliance checklist for Airbus A330 airplane based on the following aircraft configuration:

- EASA Type Certificate Data Sheet NO. A.004, Issue 30.0

The checklist is provided as an aid to identify those specific requirements of rules for which compliance has already been demonstrated for the type design. The checklist also notes the requirements of rules which remain to be demonstrated compliance by the operators.

When the aircraft configuration differs from the above stated aircraft configuration, it is the responsibility of the operator and its CAAC Principle Inspector (PI) to evaluate those differences and develop the compliance to the relevant requirements of rules.

It also remains the responsibility of the operator and it’s PI to evaluate the corrective actions for those items not satisfactorily addressing compliance in the checklist prior to approval of the appropriate operation.

5.2 CCAR-91R2 Compliance Checklist (A330-200F)

Articles/Subject	Compliance	Remark/Limitation
§91.401 Civil aircraft: Certifications required	Complies with Fuel venting and exhaust emissions requirements	Other requirements should be checked by PI.
§91.403 Instrument and Equipment for VFR operation	Complies	
§91.405 Instrument and Equipment for IFR operation	Complies	
§91.407 Instruments and Equipments for night and over-the-top operation	Complies	Requirements in operation should be checked by PI.
§91.409 Mach number indicator	Complies	
§91.411 Radio communication equipment	Complies	Requirements in operation should be checked by PI.
§91.413 Navigation equipment	Complies	Requirements in operation should be checked by PI.
§91.415 Emergency and life-saving equipment	Complies except first Aid kits	First Aid kits should be checked by PI before operation approval.
§91.417 Additional emergency and Life equipments for over water operation	Complies	
§91.419 Additional emergency and Life-saving equipment for rotorcraft over water flights	Not applicable	
§91.421 Additional emergency and Life-saving equipment for flights over designated land areas	Not applicable	Installation of additional emergency and Life-saving equipment for flights over designated land areas should be checked by PI before operation approval.
§91.423 Oxygen equipment-operation at high altitude	Complies	Requirements for cabin oxygen should be checked by PI depending on the Operator’s route profiles.
§91.425 Equipment for operation in icing conditions	Complies	
§91.427 ATC transponder and altitude reporting equipment	Complies	Requirements in operation should be checked by PI.
§91.429 Altitude alerting system or device:	Complies	Requirements in operation should be checked by PI.

Articles/Subject	Compliance	Remark/Limitation
Turbojet-powered civil airplanes.		
§91.431 Weather radar	Complies	Requirements in operation should be checked by PI.
§91.433 Flight recorder	Complies	Requirements in operation should be checked by PI.
§91.435 Emergency locator transmitter	Complies	Requirements in operation should be checked by PI.
§91.437 Terrain awareness and warning system.	Complies	Requirements in operation should be checked by PI.
§91.439 Traffic Alert and Collision Avoidance equipment and use	Complies	Requirements in operation should be checked by PI.
§91.441 Radiation indicator	Not applicable	
Appendix B Category II Operations: Manual, Instruments, Equipment, and Maintenance	Complies	Requirements in operation should be checked by PI.
Appendix C Operations within airspace designated as Minimum Navigation Performance Specification Airspace.	Complies	Reference to AFM for more information. Requirements in operation should be checked by PI.
Appendix D Operations in Reduced Vertical Separation Minimum(RVSM)	Complies	Requirements in operation should be checked by PI.

5.3 CCAR-121R4 Compliance Checklist (A330-200F)

Articles/Subject	Compliance	Remark/Limitation
§121.153 Aircraft certification and equipment requirements	Complies	A330-200F certified for transport category airplane
§121.155 Single-engine airplanes prohibited	Not applicable	
§121.157 Airplane limitations: Type of route	Complies	
§121.161 Demonstration of Emergency Evacuation Procedures	Not applicable for Emergency Evacuation Procedures	Requirements in operation should be checked by PI.

Articles/Subject	Compliance	Remark/Limitation
§121.213 Space of passenger seats	Not checked	It should be checked by PI for Cabin Layout customization.
§121.215 Carriage of cargo in passenger compartments	Not applicable	The courier area compartment only dedicated to couriers
§121.217 Carriage of cargo in cargo compartments	Not applicable	There are no cargo compartments on the aircraft which allow access of the crew during flight.
§121.301 General	Complies	Requirements in operation should be checked by PI.
§121.305 Airplane instruments and equipment	Complies	
§121.307 Engine instruments	Complies	
§121.308 Lavatory fire protection	Complies	
§121.309 Emergency equipment	Complies	1. Requirements should be further checked by PI for cabin layout customization. 2. Requirements in operation should be checked by PI.
§121.310 Additional emergency equipment	Complies	Requirements should be further checked by PI for cabin layout customization.
§121.311 Seats, safety belts, and shoulder harnesses	Complies	Requirements in operation should be checked by PI.
§121.312 Materials for compartment interiors	Complies	
§121.313 Miscellaneous equipment	Complies	Requirements in operation should be checked by PI
§121.314 Cargo and baggage compartments	Complies	
§121.315 Cockpit check list	Complies	Covered by FCOM Requirements in operation should be checked by PI.
§121.316 Fuel tanks	Complies	
§121.317 Passenger notification	Complies	1. Requirements should be further checked by PI for cabin layout customization. 2. Requirements in operation should be checked by PI.

Articles/Subject	Compliance	Remark/Limitation
§121.318 Public address system	Complies	Requirements should be further checked by PI for cabin layout customization.
§121.319 Crewmember interphone system	Complies	Requirements should be further checked by PI for cabin layout customization.
§121.320 Altitude holding and warning system	Complies	
§121.323 Instruments and equipment for operations at night	Complies	
§121.325 Instruments and equipment for operations under IFR	Complies	
§121.327 Supplemental oxygen for life support: Reciprocating engine powered airplanes	Not applicable	
§121.329 Supplemental oxygen for life support: turbine engine powered airplanes	Complies	1. Requirements for cabin oxygen should be checked by PI depending on the Operator's route profiles. 2. Requirements in operation should be checked by PI.
§121.331 Supplemental oxygen for emergency descent and for first aid for reciprocating engine powered airplanes with pressurized cabins	Not applicable	
§121.333 Supplemental oxygen for emergency descent and for first aid for turbine engine powered airplanes with pressurized cabins	Complies	1. Requirements for cabin oxygen should be checked by PI depending on the Operator's route profiles. 2. Requirements in operation should be checked by PI.
§121.335 Oxygen Equipment standards	Complies	
§121.337 Protective breathing equipment	Complies	1. Requirements for cabin should be checked by PI depending on the Operator's route profiles. 2. Requirements in operation should be checked by PI.
§121.339 Emergency equipment for over water	Complies	Requirements in operation should be checked by PI.

Articles/Subject	Compliance	Remark/Limitation
operations		
§121.341 Equipment for operations in icing conditions	Complies	
§121.342 Pitot heat indication systems	Complies	
§121.343 Flight recorders	Complies	Requirements in operation should be checked by PI.
~~**§121.344** Quick Access Recorder or equivalent equipment~~	~~Complies~~	Removed to §121.352 in CCAR-121R4.
§121.345 Radio equipment	Complies	Requirements in operation should be checked by PI.
§121.346 Air ground two way data link communication system	Not applicable	
§121.347 Radio equipment for operations under VFR over routes navigated by piloting	Complies	
§121.349 Radio equipment for operations under IFR or for operations under VFR over routes not navigated by piloting	Complies	Requirements in operation should be checked by PI.
§121.351 Radio equipment for extended over water operations and for certain other operations	Complies	Requirements in operation should be checked by PI.
§121.352 Quick Access Recorder or equivalent equipment	Complies	Requirements in operation should be checked by PI.
§121.353 Emergency equipment for operations over uninhabited terrain areas	Complies except survival kits	Survival kits should be checked by PI before operation approval.
§121.354 Terrain awareness and warning system	Complies	
§121.355 Equipment for operations use specialized means of navigation	Complies	
§121.356 Airborne Collision Avoidance System (ACAS)	Complies	

Articles/Subject	Compliance	Remark/Limitation
§121.357 Airborne weather radar equipment requirements	Complies	Requirements in operation should be checked by PI.
§121.358 Low altitude windshear system equipment requirements	Complies	
§121.359 Cockpit voice recorders	Complies	Requirements in operation should be checked by PI.
§121.360 Ground proximity warning / glide slope deviation alerting system	Complies	Requirements in operation should be checked by PI.
§121.361 Language requirement for placards and markings	Complies	Require further check by PI before operation
§121.589 Forward Observer's seat for En route inspections	Complies	
§121 Appendix B First Aid Kits and Emergency Medical Kits	Not Complies	First Aid Kits and Emergency Medical Kits installation should be checked by PI before operation approval.
§121 Appendix H Extended range operation with two engine airplanes (ETOPS)	180-minute (ETOPS) operations approved	It is the responsibility of PI for ETOPS operational approval
§121 Appendix I Doppler Radar and Inertial Navigation System (INS)	Complies	Requirements in operation should be checked by PI.

5.4 CCAR-135 Compliance Checklist

Not applicable.

Section 6: Other Evaluation Items

6.1 Forward Observer Seat

Based on the compliance statement submitted by Airbus, CAAC AEG concluded that the seat referred to as the "third occupant seat" (center seat) of Airbus A330 is considered to have met the requirements of AC-121-28. The seats referred to as the "fourth and fifth occupant seats" (left and right seats) may be used by CAAC inspectors at their discretion.

Modifications to the above facilities from the original specifications will need approval by the responsible Principle Inspector (PI) of CAAC, additional analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

6.2 Flight Crew Sleeping Quarters

The Flight Crew Rest Compartment (FCRC) is an option that can be installed into A330-200F airplane.

Based on the compliance statement submitted by Airbus, CAAC AEG concluded that the FCRC facilities of Airbus A330-200F is considered to have met the requirements of AC-121-008 except the dimensions for each sleeping surface, but operational approval maybe granted upon POI acceptance.

6.3 Electronic Flight Bag

This paragraph is the formal statement that CAAC AEG has evaluated the Class 1, 2 or 3 Electronic Flight Bag (EFB) – LPC (Less Paper Cockpit) with “Fly Smart with Airbus” Flight Operation Software suite of Airbus A330 airplane based on the EASA and FAA Joint OEB/FSB evaluation determination, and concluded that the compliance, at the manufacturer level, of LPC for operational use in A330, but for operator to use the LPC without paper backup, the specific operational approval is still required.

Modifications to either the software or hardware from the original specifications will need re-approval by Flight Standards Department of CAAC, additional analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

Note 1:Since there is no equivalent document as EASA JOEB Report of the A380-800 EFB Subgroup available, Airbus training programs should be developed to assist operators in its operational approval, include Software applications, Standard Operating Procedures, Administration Procedures and Administrator Training, Operational compliance summary for operating Airplane using the LPC.

6.4 Head-up Display/Enhanced Flight Vision System

Not applicable.

6.5 Emergency Evacuation Demonstration

Not applicable.

Appendix: CAAC AEG Team and Point of Contact

A.1: CAAC AEG Team

Mr. Xue Shi Jun	Director, Aircraft Evaluation Division, Flight Standards Department
Ms. Fan Jing Zhu	Engineer, AEG Office of Shanghai Aircraft Airworthiness Certification Center
Mr. Liu Yun Lei	Engineer, AEG Office of Civil Aviation Safety and Technology Center

A.2: Airbus Point of Contact

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Ms. Bo Juan	Airbus China