

Civil Aviation Administration of China (CAAC)

Aircraft Evaluation Group (AEG)

Aircraft Evaluation Report

For

A330 Family

(A330-200/200F/300/800/900 Series)

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Manufacturer: AIRBUS

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1	All	Supplemental Evaluation for A330neo	October 20, 2025	LI Xiaolei	ZHANG Lingzhi	LIU Chenxi

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Foreword

Airbus A330 Family include A330-200, A330-200F, A330-300, A330-800 and A330-900 series airplanes, and include following configurations according to series, engine type and thrust setting:

- A330-200 series: A330-201, 202, 203, 223, 243

- A330-200F series: A330-223F, 243F

- A330-300 series: A330-301, 302, 303, 321, 322, 323, 341, 342, 343

A330-800 series: A330-841A330-900 series: A330-941

Note: The last three digital numbers represent:

- First No.: Means series. "2" represents 200 and 200F series; "3" represents 300 series, "8" represents 800 series; "9" represents 900 series.
- Second No.: "0" represent GE engine; "2" represent PW engine; "4" represent RR engine
- Third No.: Thrust ratings.

A330 series is two turbo-fan, medium to long range, twin-aisle, large category airplane. 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 included above three types 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 was first validated by CAAC airworthiness department in March 2004, and A330-200F type certificate was validated by CAAC airworthiness department in October 2011.

A330-200/300 series aircraft has been operated by Chinese operators since December 2005. At that time the CAAC did not yet have the function of Aircraft Evaluation Group (AEG). CAAC AEG started the evaluation to import aircraft since 2009.

In February 2012, the evaluation of A300-200F was conducted by CAAC AEG and as it shares the same pilot type rating and most of the technical publications with A330-200/300

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series aircraft, catch-up evaluation for A330-200/300 series aircraft was also involved. The A330-200/300 series is considered as legacy models by CAAC AEG.

In 2019, AEG supplemental evaluation was conducted for A330 series airplanes to include A330-941, which is the first model of A330neo type certified and included in EASA OSD, but the evaluation report was not published because of some unresolved actions in that time.

In 2023, AEG supplemental evaluation was conducted to include A330-841, which is only model in A330-800 series type certified as A330neo. Revision 1 of this report was finalized for the supplemental evaluation of A330-841 and A330-941. Follow this revision, the Section1 "Operational information related to Aircraft Type Design" is supplemented instead of the Section 5 "CCAR Compliance Statement". In addition, Maintenance Type Training Specification for A330 family was evaluated during this evaluation, the relevant information was supplemented in the report. The Section 8, which provides more OEM information about product support, is added also.

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Section 1: Operational information related to Aircraft Type Design

1.1 Statement and Explanation:

This section includes the operation related information for Airbus A330-200, A330-200F, A330-300, A330-800 and A330-900 series airplanes based on the following aircraft configuration documents:

- EASA Type Certificate Data Sheet No. EASA.A.004, Issue 64
- A330 Airplane Flight Manual (Envelope AFM)

The information is provided as an aid to support operation approval but should not be considered operation approval. If an operator is required to show compliance, it remains the responsibility of the competent Principal Inspector (PI) for the operator to approve the appropriate operation.

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

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1.2 A330-200 Series

(1) General Information

	Item	Type Related Information	Reference
1.1	Category	Transport category airplane	TCDS
1.2	Dimensions	Length: 58,82m (193ft)	TCDS
		Diameter: 05,64m (18ft 6in)	
		Wing Span: 60,30m (197ft 10in)	
		Height: Passenger Models: 17,38 m (57ft)	
		Freighter Models: 16,88 m (55ft 5in)	
1.3	Engines	General Electric (GE) engines:	TCDS
		A330-201: Two (2) General Electric CF6-80E1A2	
		turbofan engines	
		A330-202: Two (2) General Electric CF6-80E1A4 or	
		CF6-80E1A4/B turbofan engines	
		A330-203: Two (2) General Electric CF6-80E1A3	
		turbofan engines	
		Pratt & Whitney (PW) engines:	
		Passenger Models:	
		A330-223: Two (2) Pratt & Whitney 4170 turbofan	
		engines	
		A330-223: Two (2) Pratt & Whitney 4168A turbofan	
		engines	
		A330-223: Two (2) Pratt & Whitney 4168A-1D turbofan	
		engines	
		A330-223 : One (1) Pratt & Whitney 4168A-1D turbofan	
		engines	
		One (1) Pratt & Whitney 4168A turbofan engines	
		Freighter Models	
		A330-223F: Two (2) Pratt & Whitney 4170 turbofan	
		engines	
		A330-223F: Two (2) Pratt & Whitney 4168A-1D turbofan	
		engines	
		A330-223F: One (1) Pratt & Whitney 4168A-1D turbofan	
		engines	
		One (1) Pratt & Whitney 4168A turbofan engines	
		Rolls Royce (RR) engines:	
		A330-243: Two (2) Rolls Royce Trent 772B-60 turbofan	
		engines	
		A330-243: Two (2) Rolls Royce Trent 772C-60 turbofan	
		engines	
		A330-243F: Two (2) Rolls Royce Trent 772B-60 turbofan	
		engines	

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	Item	Type Related Information	Reference
1.4	APU	One GARRETT (Company name changed to Honeywell	TCDS
		International Inc. in 1999)	
		GTCP 331-350C (Specification 31-7677A)	
1.5	Propellers	N/A	
1.6	Maximum	Maximum Flight level: 41 450 ft (12 634m)	TCDS
	Operating	Maximum Airfield altitude: 12 500 ft (3 810m)	
	Altitude		
1.7	Approach	С	OSD-FC
	category		
1.8	Maximum	Passenger Models:	TCDS
	Certified	A330-201:	
	Weights	Maximum Take-Off Mass: 233 t	
		Maximum Zero Fuel Mass: 170 t	
		Maximum Landing Mass: 182t	
		All A330-2xx models except A330-201	
		Maximum Take-Off Mass: 242 t	
		Maximum Zero Fuel Mass: 170 t	
		Maximum Landing Mass: 182t	
		Freighter Models:	
		Maximum Take-Off Mass: 233 t	
		Maximum Zero Fuel Mass: 178 t	
		Maximum Landing Mass: 187t	
		Note: See applicable Airplane Flight Manual (AFM), as	
		listed in 'Operating and Service Instructions', for	
		configuration specific mass limitations and aircraft	
		eligibility (Weight Variant).	
1.9	Minimum Flight	Two (2): Pilot and Co-pilot	TCDS
	Crew		
1.10.	Maximum	Passenger Models:	TCDS
	Occupants	Maximum Passenger Minimum Cabin crew	
		Seating Capacity (MPSC)	
		& Cabin Configuration	
		406 Configuration 9	
		A-A-A (MOD 40161)	
		400 Configuration 8	
		A-A-A (MOD 40161)	
		375 Configuration 8	
		A-A-I-A (Basic)	

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	Item	Type Relate	ed Information	Reference
		Freighter Models: With the forward pair of Pa A fully active: The total occupancy of persons. A maximum of 12 sup	ssenger Emergency Exit Type f the aeroplane is limited to 16 ernumeraries may occupy the ne flight deck compartment.	
1.11.	Baggage/ Cargo Compartment	Passenger Models: Cargo compartment Forward Aft	Maximum load (kg) 18 869 15 241	TCDS
		Rear (bulk) Freighter Models: Cargo compartment Forward Aft Rear (bulk) Main Deck Cargo Compartment	3468 Maximum load (kg) 18 869 15 241 3 468 65 000 (range mode)	
1.12	Serial Numbers Eligibility	Not specified		

(2) Kind of Operation

	Item	Information	Reference
2.1	Visual Flight	Approved as basic type design	AFM
	Rules (VFR)		
2.2	Instrument	Approved as basic type design	AFM
	Flight Rules		
	(IFR)		
2.3	Night and	Approved as basic type design	AFM
	over-the-top		
2.4	Icing conditions	Approved as basic type design	AFM

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	Item	Information	Reference
2.5	Extended	Ditching approved as basic type design.	AFM
	Overwater	The aircraft has 1 HF as basic type design. Second HF or	
	Operation	Satcom as option.	
		For life jacket, life raft and emergency locator transmitter	
		(ELT) installation, it is the responsibility of the operators	
		to show compliance and checked by Principal Inspector	
		(PI).	
2.6	Extended Range	Certified for ETOPS Beyond 180 min (up to 240 min)	TCDS
	Operation	when configured, maintained and operated in accordance	
		with the ETOPS Configuration, Maintenance and	
		Procedures (CMP) document. 180 min is basic definition,	
		240 min is option. 180 min is basic design, 240 min is	
		customer option.	

(3) Communication, Navigation and Surveillance

	Item	Information	Reference
3.1	ATC transponder	2 mode S ATC Transponders installed.	AFM
3.2	Data Link Communication	An Air Traffic Services Unit (ATSU) is installed and has the capacity to host FANS A+ software for ATC data communications. The ATSU has the capacity for software, high speed data loading and the capability for VHF data link mode 2 function.	AFM
3.3	Satellite Communication (SATCOM)	The optional "SATCOM Voice System" has been demonstrated to comply with airworthiness requirements.	AFM
3.4	RVSM	The airplane is certified capable of RVSM operations	AFM
3.5	Performance Based Navigation	The airplane meets the performance and function criteria or these Required Navigation Performance (RNP) operations: - Approach: RNP AR (option), RNP APCH LNAV, LNAV/VNAV, LPV (option), Baro-VNAV - Terminal: RNAV 1, RNAV 2, RNP 1 - En-route: RNAV 1, RNAV 2, RNAV 5 - Oceanic and Remote Area: RNP 4, RNP2	AFM
3.6	Low visibility operation	The airplane and the installed weather equipment to support low-weather minima operations to Category I/II/III Approach.	AFM
3.7	Weather radar	Dual WXR system with Predictive W/S capability approved as basic type design	AFM
3.8	Terrain	The Ground Proximity Warning System (GPWS) is a	AFM

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	Item	Information	Reference
	awareness and warning system (TAWS)	CLASS A TAWS.	
3.9	Traffic Alert and Collision Avoidance equipment	TCAS 7.1 as aircraft standard since January 2011. TCAS 7.0 was installed before 2011.	AFM
3.10	Low altitude windshear system equipment	Weather Radar with Predictive WindShear detection function.	AFM
3.11	ADS-B	ATC Transponder provides ADS-B OUT parameters (option)	
3.12	HUD	Option HUD installation available.	

(4) Recording Equipment

Item		Information	Reference
4.1	Flight recorder	The aircraft is equipped with Flight Data Recorder (FDR) and Cockpit Voice Recorder (CVR). The CVR provides recording capability for ATC data link communication.	AFM
4.2	Quick Access Recorder	The QAR is a customer option. All relevant data can be stored by means of a PCMCIA card, under operator's responsibility	AFM

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1.3 A330-300 Series

(1) General Information

Item		Type Related Information	Reference
1.1	Category	Transport category airplane	TCDS
1.2	Dimensions	Length: 63,66m (208ft 10in)	TCDS
		Diameter: 05,64m (18ft 6in)	
		Wing Span: 60,30m (197ft 10in)	
		Height: 16,83 m (55ft 3in)	
1.3	Engines	General Electric (GE) engines:	TCDS
		A330-301: Two (2) General Electric CF6-80E1A2	
		turbofan engines	
		A330-302: Two (2) General Electric CF6-80E1A2	
		turbofan engines	
		A330-302: Two (2) General Electric CF6-80E1A4 or	
		CF6-80E1A4/B turbofan engines	
		A330-303: Two (2) General Electric CF6-80E1A3	
		turbofan engines	
		Pratt & Whitney (PW) engines:	
		A330-321: Two (2) Pratt & Whitney 4164 turbofan	
		engines	
		A330-321: Two (2) Pratt & Whitney 4164-1D turbofan	
		engines	
		A330-322: Two (2) Pratt & Whitney 4168 turbofan	
		engines	
		A330-322: Two (2) Pratt & Whitney 4168-1D turbofan	
		enginesA330-323: Two (2) Pratt & Whitney 4164-1D	
		turbofan engines	
		A330-323: Two (2) Pratt & Whitney 4168A turbofan	
		engines	
		A330-323: Two (2) Pratt & Whitney 4168A-1D turbofan	
		engines	
		A330-323 : One (1) Pratt & Whitney 4168A-1D turbofan	
		engines	
		One (1) Pratt & Whitney 4168A turbofan engines	
		A330-323: Two (2) Pratt & Whitney 4170 turbofan	
		engines	
		Rolls Royce (RR) engines:	
		A330-341: Two (2) Rolls Royce Trent 768-60 turbofan	
		engines	
		A330-342: Two (2) Rolls Royce Trent 772-60 turbofan	
		engines	
		A330-343: Two (2) Rolls Royce Trent 768-60 turbofan	

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	Item	Type Related	l Information	Reference
		engines A330-343: Two (2) Rolls Ro engines A330-343: Two (2) Rolls Ro engines		
1.4	APU	One GARRETT (Company in International Inc. in 1999): GTCP 331-350C (Speci		TCDS
1.5	Propellers	N/A		
1.6	Maximum Operating Altitude	Maximum Flight level: 41 45 Maximum Airfield altitude: 1		TCDS
1.7	Approach category	С		OSD-FC
1.8	Maximum Certified Weights	A330-301, A330-321: Maximum Take-off Mass: 2 Maximum Zero Fuel Mass: 1 Maximum Landing Mass: 17 A330-322 and A330-341 Maximum Take-off Mass: 21 Maximum Zero Fuel Mass: 1 Maximum Landing Mass: 18 A330-342, A330-343 Maximum Take-off Mass: 24 Maximum Take-off Mass: 1 Maximum Landing Mass: 18 Note: See applicable Airplandlisted in 'Operating and Serve configuration specific mass lifeligibility' (Weight Variant).	69t 9t 8t 72t 2t 75t 7t e Flight Manual (AFM), as ice Instructions', for imitations and aircraft	TCDS
1.9	Minimum Flight Crew	Two (2): Pilot and Co-pilot		TCDS
1.10.	Maximum Occupants	Maximum Passenger Seating Capacity (MPSC) & Cabin Configuration 440 Configuration A-A-A-A (MOD 40161) 400 Configuration A-A-A-A (MOD 40161)	Minimum Cabin crew 9 8	TCDS
		375 Configuration	8	

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	Item	Type Related Information		Reference
		A-A-I-A (Basic)		
1.11.	Baggage/ Cargo	Cargo compartment	Maximum load (kg)	TCDS
	Compartment	Forward	22861	
		Aft	18507	
		Rear (bulk)	3468	
		For the positions and the load	ding conditions authorized in	
		each position (references of	containers, pallets and	
		associated weights), see Wei	ght and Balance Manual.	
1.12	Serial Numbers	Not specified		
	Eligibility			

(2) Kind of Operation

	Item	Information	Reference
2.1	Visual Flight Rules (VFR)	Approved as basic type design	AFM
2.2	Instrument Flight Rules (IFR)	Approved as basic type design	AFM
2.3	Night and over-the-top	Approved as basic type design	AFM
2.4	Icing conditions	Approved as basic type design	AFM
2.5	Extended Overwater Operation	Ditching approved as basic type design. The aircraft has 1 HF as basic type design. Second HF or Satcom as option. For life jacket, life raft and emergency locator transmitter (ELT) installation, it is the responsibility of the operators to show compliance and checked by Principal Inspector (PI).	AFM
2.6	Extended Range Operation	Certified for ETOPS Beyond 180 min (up to 240 min) when configured, maintained and operated in accordance with the ETOPS Configuration, Maintenance and Procedures (CMP) document. 180 min is basic design, 240 min is customer option.	TCDS

(3) Communication, Navigation and Surveillance

Item		Information	Reference
3.1	ATC	2 mode S ATC Transponders installed.	AFM
	transponder		
3.2	Data Link	An Air Traffic Services Unit (ATSU) is installed and has	AFM
Communication the capacity to hos		the capacity to host FANS A+ software for ATC data	
		communications.	
		The ATSU has the capacity for software, high speed data	

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Item		Information	Reference	
		loading and the capability for VHF data link mode 2		
		function.		
3.3	Satellite	The optional "SATCOM Voice System" has been	AFM	
	Communication	demonstrated to comply with airworthiness requirements.		
	(SATCOM)			
3.4	RVSM	The airplane is certified capable of RVSM operations	AFM	
3.5	Performance	The airplane meets the performance and function criteria	AFM	
	Based	or these Required Navigation Performance (RNP)		
	Navigation	operations:		
		- Approach: RNP AR (option), RNP APCH LNAV,		
		LNAV/VNAV, LPV (option), Baro-VNAV		
		- Terminal: RNAV 1, RNAV 2, RNP 1		
		- En-route: RNAV 1, RNAV 2, RNAV 5		
		- Oceanic and Remote Area: RNP 4, RNP2		
3.6	Low visibility	The airplane and the installed weather equipment to	AFM	
	operation	support low-weather minima operations to Category		
		I/II/III Approach.		
3.7	Weather radar	Dual WXR system with Predictive W/S capability	AFM	
		approved as basic type design		
3.8	Terrain	The Ground Proximity Warning System (GPWS) is a	AFM	
	awareness and	CLASS A TAWS.		
	warning system			
	(TAWS)			
3.9	Traffic Alert and	TCAS 7.1 as aircraft standard since January 2011.	AFM	
	Collision	TCAS 7.0 was installed before 2011.		
	Avoidance			
	equipment			
3.10	Low altitude	Weather Radar with Predictive WindShear detection	AFM	
	windshear	function.		
	system			
	equipment			
3.11	ADS-B	ATC Transponder provides ADS-B OUT parameters		
		(option)		
3.12	HUD	Option HUD installation available.		

(4) Recording Equipment

Item		Information	Reference
4.1	Flight recorder	The aircraft is equipped with Flight Data Recorder (FDR)	AFM
		and Cockpit Voice Recorder (CVR).	
	The CVR provides recording capability for ATC data link		
		communication.	
4.2	Quick Access	The QAR is a customer option.	

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Item		Information	Reference
	Recorder	All relevant data can be stored by means of a PCMCIA	AFM
		card, under operator's responsibility	

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1.4 A330-841

(1) General Information

Item		Type Related Information		Reference
1.1	Category	Transport category airplane		TCDS
1.2	Dimensions	Length: 58,82m (193ft)		TCDS
		Diameter: 05,64m (18ft 6in)		
		Wing Span: 64,00m (210ft)		
		Height: 17,38 m (57ft)		
1.3	Engines	A330-841: Two (2) Rolls Roy	ce Trent 7000-72 turbofan	TCDS
		engines		
1.4	APU	One GARRETT (Company na	ame changed to Honeywell	TCDS
		International Inc. in 1999):		
		GTCP 331-350C (Specification	on 31-7677A)	
1.5	Propellers	N/A		
1.6	Maximum	Maximum Flight level: 41 450	· · ·	TCDS
	Operating	Maximum Airfield altitude: 8	000 ft (2 438m)	
	Altitude			
1.7	Approach	С		OSD-FC
	category			
1.8	Maximum	Maximum Take-off Mass: 251		TCDS
	Certified	Maximum Zero Fuel Mass: 172 t		
	Weights	Maximum Landing Mass: 186 t		
1.9	Minimum Flight	Two (2): Pilot and Co-pilot		TCDS
	Crew	 		
1.10.	Maximum	Maximum Passenger	Minimum	TCDS
	Occupants	Seating Capacity (MPSC)	Cabin crew	
		& Cabin Configuration		
		406 Configuration	9	
		A-A-A-A (MOD 40161)		
		400 Configuration	8	
		A-A-A-A (MOD 40161)		
		375 Configuration	8	
		A-A-I-A (Basic)		
1.11.	Baggage/ Cargo	Cargo compartment	Maximum load (kg)	TCDS
	Compartment	Forward	18 869	
		Aft	15 241	
		Rear (bulk)	3 468	
		For the positions and the load		
		each position (references of co	•	
		associated weights), see Weig	-	
	ı	5 // 8	•	

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Item		Type Related Information	Reference
1.12	Serial Numbers	Not specified	
	Eligibility		

(2) Kind of Operation

	Item	Information	Reference
2.1	Visual Flight Rules (VFR)	Approved as basic type design	AFM
2.2	Instrument Flight Rules (IFR)	Approved as basic type design	AFM
2.3	Night and over-the-top	Approved as basic type design	AFM
2.4	Icing conditions	Approved as basic type design	AFM
2.5	Extended Overwater Operation	Ditching approved as basic type design. The aircraft has 1 HF as basic type design. Second HF or Satcom as option. For life jacket, life raft and emergency locator transmitter (ELT) installation, it is the responsibility of the operators to show compliance and checked by Principal Inspector (PI).	AFM
2.6	Extended Range Operation	Certified for ETOPS Beyond 180 min (up to 240 min) when configured, maintained and operated in accordance with the ETOPS Configuration, Maintenance and Procedures (CMP) document. 180 min is basic design, 240 min is customer option.	TCDS

(3) Communication, Navigation and Surveillance

	Item	Information	Reference
3.1	ATC	2 mode S ATC Transponders installed.	AFM
	transponder		
3.2	Data Link	An Air Traffic Services Unit (ATSU) is installed and has	AFM
	Communication	the capacity to host FANS A+ software for ATC data communications.	
		The ATSU has the capacity for software, high speed data	
		loading and the capability for VHF data link mode 2	
		function.	
3.3	Satellite	The optional "SATCOM Voice System" has been	AFM
	Communication	demonstrated to comply with airworthiness requirements.	
	(SATCOM)		
3.4	RVSM	The airplane is certified capable of RVSM operations.	AFM
		Approved as basic type design	
3.5	Performance	The airplane meets the performance and function criteria	AFM

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	Item	Information	Reference
	Based Navigation	or these Required Navigation Performance (RNP) operations: - Approach: RNP AR (option), RNP APCH LNAV, LNAV/VNAV, LPV (option), Baro-VNAV - Terminal: RNAV 1, RNAV 2, RNP 1 - En-route: RNAV 1, RNAV 2, RNAV 5 - Oceanic and Remote Area: RNP 4, RNP2	
3.6	Low visibility operation	The airplane and the installed weather equipment to support low-weather minima operations to Category I/II/III Approach.	AFM
3.7	Weather radar	Dual WXR system with Predictive W/S capability approved as basic type design	AFM
3.8	Terrain awareness and warning system (TAWS)	The Enhanced Ground Proximity Warning System (EGPWS) is a CLASS A TAWS.	AFM
3.9	Traffic Alert and Collision Avoidance equipment	TCAS 7.1 as aircraft standard.	AFM
3.10	Low altitude windshear system equipment	Weather Radar with Predictive WindShear detection function approved as basic type design	AFM
3.11	ADS-B	ATC Transponder provides ADS-B OUT parameters (option)	
3.12	HUD	Not available on this model.	

(4) Recording Equipment

	Item	Information	Reference
4.1	Flight recorder The aircraft is equipped with Flight Data Recorder (FDR)		
		and Cockpit Voice Recorder (CVR).	
		The CVR provides recording capability for ATC data link	
		communication.	
		Approved as basic type design	
4.2	Quick Access	The QAR is a customer option.	
	Recorder	All relevant data can be stored by means of a PCMCIA	
		card, under operator's responsibility	

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1.5 A330-941

(1) General Information

1.1 Category Transport category airplane TCDS 1.2 Dimensions Length: 63,66m (208ft 10in) Diameter: 05,64m (18ft 6in) Wing Span: 64,00m (210ft) Height: 16,79 m (55ft 1in) 1.3 Engines A330-941: Two (2) Rolls Royce Trent 7000-72 turbofan engines 1.4 APU One GARRETT (Company name changed to Honeywell International Inc. in 1999): • GTCP 331-350C (Specification 31-7677A) 1.5 Propellers N/A 1.6 Maximum Maximum Flight level: 41 450 ft (12 634m) TCDS Operating Maximum Airfield altitude: 8 000 ft (2 438m) TCDS 1.7 Approach D OSD-FC 1.8 Maximum Maximum Take-off Mass: 251t TCDS Certified Maximum Zero Fuel Mass: 181t TCDS Certified Certified Certified TCDS TCDS Certified Certified Certified Certified TCDS Certified		Item	Type Related	Reference				
Diameter: 05,64m (18ft 6in) Wing Span: 64,00m (210ft) Height: 16,79 m (55ft 1in) 1.3 Engines A330-941: Two (2) Rolls Royce Trent 7000-72 turbofan engines 1.4 APU One GARRETT (Company name changed to Honeywell International Inc. in 1999): • GTCP 331-350C (Specification 31-7677A) 1.5 Propellers N/A 1.6 Maximum Maximum Flight level: 41 450 ft (12 634m) Operating Altitude 1.7 Approach D Category 1.8 Maximum Maximum Take-off Mass: 251t TCDS	1.1	Category	Transport category airplane		TCDS			
Wing Span: 64,00m (210ft) Height: 16,79 m (55ft 1in) 1.3 Engines A330-941: Two (2) Rolls Royce Trent 7000-72 turbofan engines 1.4 APU One GARRETT (Company name changed to Honeywell International Inc. in 1999): • GTCP 331-350C (Specification 31-7677A) 1.5 Propellers N/A 1.6 Maximum Maximum Flight level: 41 450 ft (12 634m) TCDS Maximum Airfield altitude: 8 000 ft (2 438m) Altitude 1.7 Approach D OSD-FC category 1.8 Maximum Maximum Take-off Mass: 251t TCDS	1.2	Dimensions	Length: 63,66m (208ft 10in)		TCDS			
Height: 16,79 m (55ft 1in) 1.3 Engines A330-941: Two (2) Rolls Royce Trent 7000-72 turbofan engines 1.4 APU One GARRETT (Company name changed to Honeywell International Inc. in 1999): • GTCP 331-350C (Specification 31-7677A) 1.5 Propellers N/A 1.6 Maximum Maximum Flight level: 41 450 ft (12 634m) TCDS Maximum Airfield altitude: 8 000 ft (2 438m) Altitude 1.7 Approach D OSD-FC category CSD-FC 1.8 Maximum Maximum Take-off Mass: 251t TCDS			Diameter: 05,64m (18ft 6in)					
1.3 Engines A330-941: Two (2) Rolls Royce Trent 7000-72 turbofan engines 1.4 APU One GARRETT (Company name changed to Honeywell International Inc. in 1999): • GTCP 331-350C (Specification 31-7677A) 1.5 Propellers N/A 1.6 Maximum Maximum Flight level: 41 450 ft (12 634m) TCDS Maximum Airfield altitude: 8 000 ft (2 438m) Altitude 1.7 Approach Category 1.8 Maximum Maximum Take-off Mass: 251t TCDS			Wing Span: 64,00m (210ft)	Wing Span: 64,00m (210ft)				
engines 1.4 APU One GARRETT (Company name changed to Honeywell International Inc. in 1999): • GTCP 331-350C (Specification 31-7677A) 1.5 Propellers N/A 1.6 Maximum Maximum Flight level: 41 450 ft (12 634m) TCDS Operating Maximum Airfield altitude: 8 000 ft (2 438m) Altitude 1.7 Approach D OSD-FC 1.8 Maximum Maximum Take-off Mass: 251t TCDS			Height: 16,79 m (55ft 1in)					
1.4 APU One GARRETT (Company name changed to Honeywell International Inc. in 1999): • GTCP 331-350C (Specification 31-7677A) 1.5 Propellers N/A 1.6 Maximum Maximum Flight level: 41 450 ft (12 634m) TCDS Maximum Airfield altitude: 8 000 ft (2 438m) Altitude 1.7 Approach D OSD-FC 1.8 Maximum Maximum Take-off Mass: 251t TCDS	1.3	Engines	A330-941: Two (2) Rolls Ro	yce Trent 7000-72 turbofan	TCDS			
International Inc. in 1999): Output Output International Inc. in 1999): Output Ou			engines					
• GTCP 331-350C (Specification 31-7677A) 1.5 Propellers N/A 1.6 Maximum Maximum Flight level: 41 450 ft (12 634m) TCDS Operating Maximum Airfield altitude: 8 000 ft (2 438m) Altitude 1.7 Approach D OSD-FC category OSD-FC 1.8 Maximum Maximum Take-off Mass: 251t TCDS	1.4	APU	One GARRETT (Company r	name changed to Honeywell	TCDS			
1.5 Propellers N/A 1.6 Maximum Maximum Flight level: 41 450 ft (12 634m) TCDS Operating Operating Altitude Maximum Airfield altitude: 8 000 ft (2 438m) OSD-FC 1.7 Approach Category OSD-FC 1.8 Maximum Maximum Take-off Mass: 251t TCDS			International Inc. in 1999):					
1.6 Maximum Maximum Flight level: 41 450 ft (12 634m) Operating Maximum Airfield altitude: 8 000 ft (2 438m) Altitude 1.7 Approach Category 1.8 Maximum Maximum Take-off Mass: 251t TCDS TCDS			• GTCP 331-350C (Speci	fication 31-7677A)				
Operating Altitude 1.7 Approach category 1.8 Maximum Maximum Take-off Mass: 251t Maximum Airfield altitude: 8 000 ft (2 438m) OSD-FC TCDS	1.5	Propellers	N/A					
Altitude 1.7 Approach category 1.8 Maximum Maximum Take-off Mass: 251t TCDS	1.6	Maximum	Maximum Flight level: 41 45	50 ft (12 634m)	TCDS			
1.7 Approach category D 1.8 Maximum Maximum Take-off Mass: 251t TCDS		Operating	Maximum Airfield altitude: 8	3 000 ft (2 438m)				
category 1.8 Maximum Maximum Take-off Mass: 251t TCDS		Altitude						
1.8 Maximum Take-off Mass: 251t TCDS	1.7	Approach	D		OSD-FC			
		category						
Certified Maximum Zero Fuel Mass: 181t	1.8	Maximum	Maximum Take-off Mass: 25	TCDS				
Vidaminalii Zelo i dei ividos. 101t		Certified	Maximum Zero Fuel Mass: 1					
Weights Maximum Landing Mass: 191t		Weights	Maximum Landing Mass: 19					
1.9 Minimum Flight Two (2): Pilot and Co-pilot TCDS	1.9	Minimum Flight	Two (2): Pilot and Co-pilot	TCDS				
Crew		Crew						
1.10. Maximum Passenger Minimum Cabin crew TCDS	1.10.	Maximum		Minimum Cabin crew	TCDS			
Occupants Seating Capacity (MPSC)		Occupants	Seating Capacity (MPSC)					
& Cabin Configuration			-					
440 Configuration 9				9				
A-A-A (MOD 40161)			A-A-A-A (MOD 40161)					
400 Configuration 8				8				
A-A-A-A (MOD 40161)			` '					
375 Configuration 8				8				
A-A-I-A (Basic)			A-A-I-A (Basic)					
1.11. Baggage/ Cargo Cargo compartment Maximum load (kg) TCDS	1.11.	Baggage/ Cargo	Cargo compartment	Maximum load (kg)	TCDS			
Compartment Forward 22861		Compartment						
Aft 18507			Aft	18507				
Rear (bulk) 3468			Rear (bulk)	3468				
For the positions and the loading conditions authorized in			For the positions and the load	ding conditions authorized in				
each position (references of containers, pallets and			each position (references of o	containers, pallets and				

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Item		Type Related Information	Reference
		associated weights), see Weight and Balance Manual.	
1.12	Serial Numbers	Not specified	
	Eligibility		

(2) Kind of Operation

	Item	Information	Reference
2.1	Visual Flight Rules (VFR)	Approved as basic type design	AFM
2.2	Instrument Flight Rules (IFR)	Approved as basic type design	AFM
2.3	Night and over-the-top	Approved as basic type design	AFM
2.4	Icing conditions	Approved as basic type design	AFM
2.5	Extended Overwater Operation	Ditching approved as basic type design. The aircraft has 1 HF as basic type design. Second HF or Satcom as option. For life jacket, life raft and emergency locator transmitter (ELT) installation, it is the responsibility of the operators to show compliance and checked by Principal Inspector (PI).	AFM
2.6	Extended Range Operation	Certified for ETOPS Beyond 180 min (up to 240 min) when configured, maintained and operated in accordance with the ETOPS Configuration, Maintenance and Procedures (CMP) document. 180 min is basic design, 240 min is customer option.	TCDS

(3) Communication, Navigation and Surveillance

	Item	Information	Reference
3.1	ATC 2 mode S ATC Transponders installed.		AFM
	transponder		
3.2	Data Link	An Air Traffic Services Unit (ATSU) is installed and has	AFM
	Communication	the capacity to host FANS A+ software for ATC data	
		communications.	
		The ATSU has the capacity for software, high speed	
		dataloading and the capability for VHF data link mode 2	
		function.	
3.3	Satellite	The optional "SATCOM Voice System" has been	AFM
	Communication	demonstrated to comply with airworthiness requirements.	
	(SATCOM)		
3.4	RVSM	The airplane is certified capable of RVSM operations.	AFM
		Approved as basic type design	

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	Item	Information	Reference
3.5	Performance Based Navigation	The airplane meets the performance and function criteria or these Required Navigation Performance (RNP) operations: - Approach: RNP AR (option), RNP APCH LNAV, LNAV/VNAV, LPV (option), Baro-VNAV - Terminal: RNAV 1, RNAV 2, RNP 1 - En-route: RNAV 1, RNAV 2, RNAV 5 - Oceanic and Remote Area: RNP 4, RNP2	AFM
3.6	Low visibility operation	The airplane and the installed weather equipment to support low-weather minima operations to Category I/II/III Approach.	AFM
3.7	Weather radar	Dual WXR system with Predictive W/S capability approved as basic type design	AFM
3.8	Terrain awareness and warning system (TAWS)	The Enhanced Ground Proximity Warning System (EGPWS) is a CLASS A TAWS.	AFM
3.9	Traffic Alert and Collision Avoidance equipment	TCAS 7.1 as aircraft standard.	AFM
3.10	Low altitude windshear system equipment	Weather Radar with Predictive WindShear detection function approved as basic type design.	AFM
3.11	ADS-B	ATC Transponder provides ADS-B OUT parameters (option)	
3.12	HUD	Option HUD installation available.	

(4) Recording Equipment

	Item	Information	Reference
4.1	Flight recorder	The aircraft is equipped with Flight Data Recorder (FDR)	
		and Cockpit Voice Recorder (CVR).	
		The CVR provides recording capability for ATC data link	
		communication.	
		Approved as basic type design	
4.2	Quick Access	The QAR is a customer option.	
	Recorder	All relevant data can be stored by means of a PCMCIA	
		card, under operator's responsibility	

Section 2: Pilot Qualification Specification

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2.1 Statement and Explanation

This section is the formal notification that the CAAC AEG has conducted Pilot Qualification Specification (PQS) evaluation of A330 Family airplanes based on the EASA Operation Suitability Data (OSD) process and determination for flight crew, which specifies the pilot type rating, training, checking, and currency specifications for flight crews.

- A330-350 OSD - Flight Crew, Doc reference No. V01RP1505446

Hereby, the provisions in this section can be used as the basis for Chinese operators to develop their pilot qualification and training program for above airplanes and as a reference by the competent Principal Inspector (PI) for approval and supervision.

Alternate means of compliance, other than specified in the provisions of this section, must be approved by the Flight Standards Department of the CAAC. If an alternate means of compliance is sought, operators will be required to show the CAAC that the proposed alternate means of compliance will provide an equivalent level of safety to the provisions of this section. This may be accomplished by submitting analysis, demonstrations, proof of concept testing, differences in documentation, and other supporting evidences to the CAAC.

Find EASA OSD here:

The A330 Operational Suitability Data (OSD) for Flight Crew is available on AIRBUSWorld website or from Airbus upon request.

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2.2 Pilot Type Rating and Licence Endorsement

Upon the AEG evaluation, the Pilot Type Rating for A330 Family airplanes is listed as follows:

Manufacturer	Aircraft Type/Model	Pilot Type Rating
	A330-200 (A330-201, 202, 203, 223, 243)	
	A330-200F (A330-223F, 243F)	
	A330-300	
AIRBUS	(A330-301, 302, 303, 321, 322, 323, 341, 342,	A330
	343)	
	A330-800 (A330-841)	
	A330-900 (A330-941)	

Note 1: In EASA approved OSD for A330/350, A330 and A350 have been assigned a single license endorsement as "A330/350" as Common Type Rating. CAAC AEG considered as separate type rating as A330, A350 were approved in separate type certificates, but this does not influence the training, checking and currency credit based on EASA determination of difference between the two types.

Note 2: As in Airbus Term, the A330/A350 difference training called "Common Type Rating" (CTR) differences training instead of "Cross Crew Qualification" (CCQ). CAAC AEG considered this does not change the fact of difference training no matter which term to be used

License endorsement:

"A330" is the designated as the type rating of A330 Family airplanes. The specific model, which are listed in "Aircraft Type/Model" column of the above table, should be identified in training and checking records.

2.3 DR and MDR

All of the Sample Differences Requirements (DR) tables are included in a specific document "A330 DR tables and TASE for variants and modifications", reference G01RP1713249, which is OSD documents approved by EASA. This document includes the DR tables between A330 Series and the DR tables for modifications embodied on A330 family.

The DR tables from Airbus family other aircraft types are provided in the document "DR tables for A330 Cross Crew Qualification" reference V01RP1505446, which is OSD documents approved by EASA and A330 and A350 Cross Crew Qualification will be defined by OSD document for its difference training between A350 and A330 due to type

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rating assignment

Note 1: The difference level between A330-200, A330-300, A330-200F, A330-800 and A330-900 series airplanes are covered by A330-200, A330-300, A330-200F, A330-800 and A330-900 series DR table, and may chose by operator depending on the need of mix fleet operation.

Note 2: All of the DR Tables documents are available from AIRBUS upon request.

Master Differences Requirements (MDR) tables for A330-200, A330-300, A330-200F, A330-800 and A330-900 series airplanes have been given as follows:

A330 Family		FROM AIRPLANE				
		A330-200	330-200F	A330-300	A330-800	A330-900
	A330-200		B/A/A	B/A/A	B/A/B	B/A/B
TO	A330-200F	B/A/A		B/A/A	B/A/B	B/A/B
TO AIRPLANE	A330-300	B/A/A	B/A/A		B/A/B	B/A/B
AIRPLAINE	A330-800	B/A/B	B/A/B	B/A/B		TBD
	A330-900	B/A/A	B/A/B	B/A/B	TRD	

MDR Table

The MDR for Airbus family reference to CCQ/MFF MDR Table in bellow:

CCQ/MIT MDK Tuble						
Airbus Family				FROM		
		A320	A330	A340	A350	A380
	A320		E/E/D	E/E/D	TBD	E/E/D
	A330	E/E/D		B/E/C	D/A/C	TBD
TO	A340	E/E/D	E/E/C		TBD	TBD
	A350	E/E/D	D/A/C	D/E/C		C/E/C
	A380	E/E/D	E/E/D	E/E/D	E/E/D	

CCO/MFF MDR Table

2.4 Specification for Training

The Type Rating Training Courses proposed by AIRBUS for A330-200, A330-300, A330-200F, A330-800 and A330-900 series airplanes are as follows and they have to be considered as the basis when developing pilot training program.

- A330 Flight Crew Training Program STANDARD COURSE;
- A330 Flight Crew Training Program Familiarization training COURSE;
- A330 Flight Crew Training Program Difference Course from A350 to A330

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Note 1: Due to only level B differences between A330-200, A330-300, A330-200F, A330-800 and A330-900 series airplanes and for some specific configuration or operation, there are no difference training course developed and published for the difference training, but AIRBUS has provided the System Knowledge Module (SKM) by CBT or e-learning, and it is considered as one means of difference training to comply with the corresponding DR tables.

Note 2: The above training courses are available from Airbus on request.

CCQ

For CCQ course, the pilot prerequisite: valid on the base aircraft with 3 months and 150 hours.

For pilots qualified in A320, A340 or A350 low visibility operations when transitioning to the A330, a minimum of one low visibility approach and landing (as PF) should be included in CCQ course

Specifications for particular emphasis elements

Specifications for particular emphasis elements during training are covered by OSD document A330 OSD-Flight Crew, Doc reference No. V01RP1505446.

More information for Training could refer to the EASA approved OSD documents.

2.5 Specification for Checking

As required by CCAR Part 61, 135 and 121.

Proficiency checks performed on any A330 series aircraft are valid for all variants, provided that the differences are addressed during recurrent training as per DR tables. This does not relieve operators from line check requirements specific to route and airport qualification as required.

If qualified on the A320, A340 or A350, after CCQ, a full proficiency check on the A330 is required.

For operations of A320 and A330, A340 or A350 Mixed Fleet Flying, more information for checking could refer to the EASA approved OSD documents.

2.6 Specification for Currency

As required by CCAR Part 61, 135 and 121.

Take-off and Landing performed on any A330 family aircraft is valid for all variants.

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For operations of A320 and A330, A340 or A350 Mixed Fleet Flying, more information for recent experience requirements could refer to the EASA approved OSD documents.

2.7 Specification for Flight Simulation Training Devices

The Flight Simulation Training Devices qualified in accordance with CCAR Part 60 are available for A330.

As only level B differences between A330-200, A330-300, A330-200F, A330-800 and A330-900 series airplanes, proficiency checks can be conducted on any approved A330 family aircraft simulator (FFS).

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Section 3: Maintenance Personnel Qualification Specification

3.1 Statement and Explanation

This section is the formal notification that the CAAC AEG has conducted Maintenance Personnel Qualification Specification (MPQS) Evaluation for A330 Family airplanes based on the documentation provided by Airbus.

Thus, the provisions in this section can be used as the basis for Chinese operators to develop their maintenance personnel qualification and type training program for above airplanes.

Alternate means of compliance other than specified in the provisions of this section must be approved by Flight Standards Department of the CAAC.

3.2 Maintenance License Endorsement

Upon the AEG evaluation, the maintenance license endorsement for A330 Family airplanes is listed as follows:

Manufacturer	Aircraft Type/Model	License Endorsement
	A330-200 (A330-201, 202, 203, 223, 243)	
	A330-200F (A330-223F, 243F)	
	A330-300	
AIRBUS	(A330-301, 302, 303, 321, 322, 323, 341, 342,	A330
	343)	
	A330-800 (A330-841)	
	A330-900 (A330-941)	

Note 1: The endorsement of "A330" covers A330-201/202/203/301/302/303 with GE CF6 engines, A330-223/223F/321/322/323 with PW 4000 engines, A330-243/243F/341/342/343 with RR Trent 700 engines, A330-841 and A330-941with RR Trent 7000 engines

License endorsement:

"A330" is designated as the maintenance personnel license type endorsement code for A330 Family airplanes with any type of engines installation as stated above, the specific airframe model and the engine model combination should be identified in type training

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certificate and training records.

3.3 Specification for Training

The Maintenance Training Specification (MTS) proposed by Airbus for A330 Family airplanes is as follows. Operators and maintenance training providers should consider these courses as a baseline when developing maintenance training program:

- A330 Type Endorsement and Maintenance Training Specification, Issue 3.0 and as revised.
- **Note 1:** The above MTS includes both theoretical and practical training for Full Course and difference training course.
- **Note 2:** The Full Courses applicable to A330 Family Airplanes with any of GE CF6, PW4000, RR Trent 700 and RR Trent 7000 engines, but must specify one type of engines for training and indicated in CCAR-147 training certificate and training records.
- Note 3: The supplement training needed for Modification are also included in the MTS document in Annex. It is the operator and training provider's responsibility to recognize the details of differences based on actual configurations; and, the supplement training may be conducted by the operator or its contracted maintenance organization.

Note 4: The above MTS document is available from Airbus on request.

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Section 4: Master Minimum Equipment List

4.1 Statement and Explanation

This section is the formal notification that CAAC AEG has conducted the evaluation of Master Minimum Equipment List (MMEL) for Airbus A330 Family airplanes based on EASA approval process, and considering the following MMEL outlines the items of equipment that may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations.

- A330 MASTER MINIMUM EQUIPMENT LIST (MMEL)

Hereby, the MMEL and hereafter revisions approved by EASA can be used, as a basis, by Chinese operator to develop their Minimum Equipment List (MEL) for above airplanes.

Find EASA MMEL here:

The A330 MMEL is available on AIRBUSWorld website and EASA approval reference included.

Note: As Airbus MMEL Documentary Unit (DU) instead of traditional MMEL format, the operator should carefully study each DU identification (Ident.) and the "Applicable to" field that lists the aircraft (MSN) to which the DU applies.

4.2 CAAC Supplemental

Not applicable.

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Section 5: Scheduled Maintenance Requirements

5.1 Statement and Explanation

This section is the formal notification that CAAC AEG has conducted Scheduled Maintenance Requirements (SMR) evaluation for A330 Family airplanes based on the Maintenance Review Board Report (MRBR) for Airbus A330 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 hereafter revisions approved by EASA can be used as the basis for Chinese operator to develop their maintenance program for above A330 Family airplanes.

Find EASA Approved MRBR:

The Airbus A330 MRBR is available on AIRBUSWorld website.

Note: There may be some Temporary Revisions (TRs) for Airbus A330 MRBR which may also need to be checked and referenced when operators developing their maintenance program.

5.2 CAAC Supplemental

Not applicable.

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Section 6: Operational and Continued Airworthiness Instructions

6.1 Statement and Explanation:

This section is the formal notification that CAAC AEG has conducted evaluation of the Operational and Continued Airworthiness Instructions (OCAI) for A330 Family airplanes based on the policies and procedures of Airbus.

Hereby, the Operational and Continued Airworthiness Instructions documents listed in this section were acceptable by the CAAC AEG and will give the necessary guidance for properly operating and maintaining the A330 Family airplanes within the approved operating conditions and limitations.

This acceptance may not fully assure the accuracy and applicability of the contents in each document. It is the responsibility of the owner or the operator to report any defect or discrepancy in these documents to the aircraft manufacturer or to CAAC AEG by email: aeg@caac.gov.cn.

Operational & Continued Airworthiness Instructions distribution:

All of OCAI documents are distributed by Airbus on AIRBUSWorld website.

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6.2 List of Operational and Continued Airworthiness Instructions (A330-200,

A330-200F, A330-300, A330-800 and A330-900 series)

Manual	Reference No.	Description	Revision/Date
FCOM		Flight Crew Operating Manual	As revised
FCTM		Flight Crew Training Manual	As revised
CCOM		Cabin Crew Operating Manual	As revised
QRH		Quick Reference Handbook	As revised
MPD		Maintenance Planning Document	As revised
AMM		Aircraft Maintenance Manual	As revised
ARM		Aircraft Recovery Manual	As revised
ASM		Aircraft Schematic Manual	As revised
AWL		Aircraft Wiring List	As revised
AWM		Aircraft Wiring Manual	As revised
CMM		Component Maintenance Manual	As revised
IPC		Illustrated Parts Catalog	As revised
NTM		Non Destructive Testing Manual	As revised
TSM		Trouble Shooting Manual	As revised
WBM		Weight & Balance Manual	As revised
TEM		Tool and Equipment Manual	As revised

- **Note 1:** The acceptance of the above manuals is not affected by change in document reference numbers due to customization.
- **Note 2:** 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 A330 family airplanes operation.
- **Note3:** The following documents were approved by the type certification process for A330 family airplanes, and must be followed by Chinese operators for operation and maintenance, any modification, deviation or exemption must be approved by CAAC airworthiness department:
 - Airplane Flight Manual (AFM), including Master Configuration Deviation List.
 - Airworthiness Limitations Section (ALS) including Safe Life Airworthiness Limitation Items, Damage Tolerant Airworthiness Limitation Items, Certification Maintenance Requirements, System Equipment Maintenance Requirements, Fuel Airworthiness Limitations.
 - Structural Repair Manual (SRM)
 - ETOPS Configuration, Maintenance, and Procedures (CMP)
- **Note 4:** Some non-type-specific airplane manuals (e.g., Standard Manual, Consumable Materials List. etc.) may also need to be referenced by operators. Please check AIRBUSWorld website for more information.
- Note 5: Airbus issues SB and OEB as the need arises to quickly transmit technical and

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operational information.

- **Note 6:** The engine manuals are developed and distributed by their manufacturer. Please reference the Engine TCDS for more information.
- Note 7: Information of Component Maintenance Manual provided by vendors can be found in AIRBUSWorld website.

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Section 7: Other Evaluation Items

7.1 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 CAAC 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 Principal Inspector (PI) of CAAC, additional analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

7.2 Flight Crew Sleeping Quarters

The Flight Crew Rest Compartment (FCRC) is an option that can be installed into A330-200F, A330-800 and A330-900 series airplanes.

Based on the compliance statement submitted by Airbus, CAAC AEG concluded that the FCRC facilities of Airbus A330-200F, A330-800 and A330-900 series are considered to have met the requirements of CAAC AC-121-008 except the dimensions for each sleeping surface, but operational approval maybe granted upon competent PI acceptance.

7.3 Electronic Flight Bag

This paragraph is the formal statement that CAAC AEG has evaluated the "portable EFB" with software application "Mission+", "eQRH", "FlySmart+ for iPad" or "FlySmart+ for Windows" of Airbus A330 family airplanes based on the EASA EFB Evaluation, and concluded that the compliance, at the manufacturer level, of the "portable EFB" for operational use in A330 family airplanes.

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: Some newly produced A330 family airplanes may require updated to specific software versions.

Note 2: eQRH is a single software application for the Windows and iPad devices enabling the display of and interaction with the operator's QRH manual, including for consultation of abnormal and emergency procedures. Airbus publishes the eQRH User and Compliance Manual (ref. X4611RP1705952), which contains important

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- considerations and recommendations for the use of the eQRH application should take into account by operators.
- *Note 3:* The Charts+ is integrated in Mission+ application, which is only for iPad devices. publishes Mission+ User and Compliance Airbus (ref. NAVB.TEC.21.0053.01), which contains important considerations and recommendations for the use of the Mission+ application should be taken into account by operators.
- **Note 4:** Airbus publishes the eQRH User and Compliance Manual (ref. X4611RP1705952), which contains important considerations and recommendations for the use of the eQRH application should be taken into account by operators.
- Note 5: The EFB administration, Airbus has developed documents L46PR0609952 (FlySmart Administrator Roles Definition), X46RP1200843 (FlySmart for iPad_Administration Workflows) and X060PR0916051 (FlySmart Windows Administration Workflows). Operators are responsible to appoint a suitable person as administrator and set up workflows accordingly.
- **Note 6:** Flight Crew e-Learning developed by Airbus to assist operators in its pilot training, and recommended to be followed.
- Note 7: For Any new version of the EFB applications, EASA has authorized Airbus to imply a complementary evaluation to verify that it has no adverse effect.
- Note 8: Above EFB related supporting documents, including EASA EFB Evaluation Report, are available by request to Airbus.

Find EASA EFB Evaluation Report:

https://www.easa.europa.eu/document-library/operational-suitability-data

7.4 Emergency Evacuation Demonstration

The A330-200, A330-300 series airplanes already have large number of fleets in operation, and the A330-800/900 series has no change in cabin evacuation system.

The A330 CABIN CREW DATA report (Doc. LR01RP1534111) developed by Airbus and approved by EASA, it may be referenced by Chinese operators for ensuring cabin safety and developing their cabin crew training program.

The DR table for Cabin Crew identifies the differences pertinent to cabin crew in terms of aircraft configuration, aircraft systems and any design-related elements that would impact normal and/or emergency operations. And DR table also provides the basis for development of customized cabin crew differences training by operators. For A330 Family, all DR tables for Cabin Crew are available in a single OSD document titled "A330 Family Operator Difference Requirement Tables – Cabin Crew" and referenced LR01RP1822623.

The document titled "A330 Family Cabin Aspects of Special Emphasis", reference LR01RP1722968 includes the Cabin Aspects of Special Emphasis (CASE) identified

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during the A330 Family type certification process.

More information about Cabin Crew could refer to A330 OSD-Cabin Crew document approved by EASA.

Find EASA OSD here:

The A330 Operational Suitability Data (OSD) for Cabin Crew is available on AIRBUSWorld website or from Airbus upon request.

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Section 8: OEM Product Support Information

8.1 Flight Training

For A300, A310, A320, A330, A340 and A350 type rating training, Airbus Training Services has established its own flight training organization as follows:

Flight Training Organization	Location	Local CAA and Approval
		No.
Beijing Hua-Ou Aviation	Beijing	CAAC – 001-HB
Training Centre		
Airbus Training Centre Europe	Toulouse	CAAC – 032-FR
Airbus Asia Training Centre	Singapore	CAAC – 032-FR

Airbus operators can contact the assigned Airbus Customer Interface for support related to flight training.

8.2 Maintenance Training

For A320, A330, A340, A350, A380 aircraft types for Maintenance Engineer type II and Avionics type II, Airbus Training Services has established its own maintenance training organization as follows:

Maintenance Training	Location	Local CAA and Approval
Organization		No.
Beijing Hua-Ou Aviation	Beijing	CAAC – D.147.1000002
Training Centre		
Airbus Training Centre Europe	Toulouse	
Airbus Maintenance Training	Hamburg	
Centre Europe		

Airbus operators can contact the assigned Airbus Customer Interface for support related to maintenance training.

8.3 Technical Publications

For A320, A330, A340, A350, A380 aircraft types, Airbus publish its ICAs by Airbus World to operators and third-party maintenance organizations.

For engine installed on A320, A330, A340, A350, A380 aircraft types, Airbus publish ICA for on

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wing maintenance to operators and third-party maintenance organizations.

For components, Airbus publish its CMMs (include vender's CMM or the reference to the supplier to be contacted) by AirbusWorld to operators and third-party maintenance organizations.

Airbus Technical Data Publication includes:

- The Flight Ops Data Package includes Flight Operations manuals: AFM, CCOM, FCOM, FCTM, QRH, MMEL, and WBM.
- The Maintenance Data Package encompasses the supply of several manuals, drawings and solutions. All deliverables included in the package are available on-line via AirbusWorld.

Whenever Airbus provides updates of Technical Data online, an e-mail notification is sent to all AirbusWorld users that have signed up to receive notifications. Airbus operators can contact the assigned Airbus Customer Interface for support related to technical publication.

Urgent Instructions are provided by an Alert Operators Transmission (AOT), which is a communication means to provide fleetwide urgent airworthiness approved Instructions to Customers. Urgent Information are provided by an Operators Information Transmission (OIT), which is issued to communicate quickly to Customers in-service events or findings reported to Customer Support that have an implication on the Airbus fleet operations. There are four OIT categories (Incident/Advice, Advice, Service Bulletin, General Information).

Note: 1. All above technical publication may need purchased by contract, and charging may be required.

8.4 First Aircraft Deliver Support

Airbus provides technical support, such as Recommended Spare Parts List, Recommended Tool and equipment List for first delivery. Additional support or service information may be requested from the assigned Airbus Customer Interface.

8.5 Maintenance Support

Airbus provides approved repair solutions and other engineering solutions beyond the instructions published in the Airbus documentation. Additional support or service information may be requested from the assigned Airbus Customer Interface.

Maintenance Organization	Location	Local CAA and Approval No.
Components		
Aircrafts & Components	Buxtehude (Germany)	F04900446
Avionics & Simulation products	Blagnac (France)	F03300443
Components	Toulouse (France)	F03300170
	Bremen (Germany)	F04900445

Note: The warranty maintenance will depend on the terms of the contract.

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The AIRBUS Technical AOG Centre (AIRTAC) is part of Airbus Customer Services Engineering Support department. AIRTAC manage technical AOG requests for the whole Airbus fleet, 24/7, 365 days a year. The missions of AIRTAC are:

- To provide a technical solution to any technical Structure and/or System AOG questions/issues in the shortest possible timeframe,
- To be an entry point for notifying AIRBUS of aircraft accidents or incidents.

TechRequest is the preferred tool of communication to submit requests to AIRTAC. TechRequest is a collaborative platform used between customers and Airbus, and internally within Airbus. It enables all the relevant parties to properly track and handle AOG situations.

TechRequest allows the customer to categorize the queries urgency according to 3 levels: AOG, Critical or Regular. All new queries classified AOG in TechRequest are automatically routed to AIRTAC. All new queries classified Critical and Regular in TechRequest are automatically routed towards the concerned engineering & maintenance department.

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Appendix: CAAC AEG Team and Point of Contact

A1: CAAC AEG Team for initial Evaluation

<u>XUE Shi Jun</u> Director, AEG Division, Flight Standards Department <u>Fan Jing Zhu</u> Engineer, AEG office of Shanghai Aircraft Airworthiness

<u>Liu Yun Lei</u> Engineer, AEG Office, Civil Aviation Safety & Technology Center

<u>LI Xiao Lei</u> Engineer, AEG Office, Civil Aviation Safety & Technology Center <u>LIAO Hong Wei</u> Pilot, AEG Office, Civil Aviation Safety & Technology Center

A2: CAAC AEG Team for Supplemental Evaluation October 2019

Fan Jing ZhuDeputy Director, AEG office of Shanghai Aircraft AirworthinessLI Xiao LeiEngineer, AEG Office, Civil Aviation Safety & Technology CenterLIAO Hong WeiPilot, AEG Office, Civil Aviation Safety & Technology Center

A3: CAAC AEG Team for Supplemental Evaluation October 2023

Wang Jin Deputy Chief, Aircraft Evaluation Division, Flight Standards

Department

<u>LI Xiao Lei</u> Engineer, AEG Office, Civil Aviation Safety & Technology Center

B1: Airbus Point of Contact

Regine Vadrot Head of Training Operational Certification, Product Integrity

Bo Juan Airbus China

B2: Airbus Point of Contact

<u>DE KERGOMMEAUX</u> Grégoire Operational Suitability Manager

<u>KEEGAN Caroline</u> Senior Airworthiness Advisor, Airbus China

B3: Airbus Point of Contact

MIRAND Pierre Head of Operational Certification, Airworthiness and Certification

CHENG Haoyang Airworthiness Manager, Airworthiness and Certification

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