



Kestrel Publications



**AIRBUS CC-330 HUSKY
ROYAL CANADIAN AIR FORCE SERIAL NUMBERS &
INDIVIDUAL HISTORIES**



by T.F.J. Leversedge

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Overview

This publication is intended to provide a brief overview / summary of individual aircraft histories using information drawn from personal documents / records and other publicly available references identified at the end of the publication. In addition, this information has been further supplemented and / or verified against available RCAF incident / accident reports.

About the Author



Terry Leversedge was born in Moose Jaw, Saskatchewan, while his father was serving at Royal Canadian Air Force (RCAF) Station Moose Jaw. He later graduated from the Royal Military College, Kingston, with a degree in Mechanical Engineering in 1979, and then received a Masters degree in aerospace vehicle design from the Cranfield Institute of Technology in the United Kingdom. His career in military aerospace engineering encompassed a wide number of positions at both field units and within the headquarters of the RCAF, before he retired after 35 years of service at the rank of Brigadier General. Now an aviation consultant and amateur historian, he is the author of other commercially available books on Canadian military aviation subjects and has published numerous articles as the Editor-In-Chief at *Airforce* magazine, the flagship publication of the Royal Canadian Air Force Association.

Additional Information

The information in this serial as accurate and up to date as possible based upon the available public sources. It should not, however, be construed as an "official" list nor 100% accurate. Any errors of commission or omission are solely those of the author. As with all endeavours of this nature, however, the author would be pleased to hear of any additional information and / or corrections. Please provide any details to: Kestrel Publications at kestrelpubs@gmail.com

Dedication

This publication is dedicated to all those who will fly and maintain these CC-330 *Husky* aircraft.

Cover Image Notes

CC-330 #330002 in VIP colours and configuration at Uplands, ON. - (Photo courtesy of Caleb Smith)



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CC-330 Husky Serials

Serial #	Manufacturer	Model	c/n	Designation	Variant	Name
330001	Airbus Industries	A330-200	1653	CC-330	VIP	Husky

TOS: On order

This is a former Kuwait Airways airliner, registered 9K-APC (msn **1653**) Canada will "number" the aircraft as CC-330, with serial 330001. 9K-APC, arrived at Basel/Mulhouse on February 9, 2023, but departed to Bordeaux on May 8, 2023.

SOS: TBD

330002	Airbus Industries	A330-200	1678	CC-330	VIP	Husky
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TOS: Delivered to Ottawa on 31 Aug 23

This is a former Kuwait Airways airliner, 9K-APD (msn **1678**). Canada has "numbered" this aircraft with serial #33002 and it is painted in a "Government of Canada" colour scheme very similar to *Polaris* #150001. This Airbus arrived at Basel/Mulhouse in April 2023. It was delivered to Uplands, ON on Sep 03, 2023.

SOS: TBD

330003	Airbus Industries	A330 MRTT	1626	CC-330	Tanker	Husky
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TOS: TBD

This is a former Kuwait Airways airliner, 9K-APA (msn **1626**) One of six aircraft in the A330 MRTT configuration The tankers will be equipped with both probe and drogue and flying boom refuelling equipment. Three of these a/c will be converted from former Airbus 330 airliners previously in service with Kuwait Airways. The remaining four will be new, built by Airbus at their Getafe, Spain facility as Multi Role Tanker Transports (MRTTs) which are based on the Airbus 330 airframe. The conversion of the used A330s to MRTTs will also be performed at the Getafe facility on the outskirts of Madrid.

SOS: TBD

330004	Airbus Industries	A330 MRTT	1643	CC-330	Tanker	Husky
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TOS: TBD

This is a former Kuwait Airways airliner, 9K-APB (msn **1643**) One of six aircraft in the A330 MRTT configuration The tankers will be equipped with both probe and drogue and flying boom refuelling equipment. Three of these a/c will be converted from former Airbus 330 airliners previously in service with Kuwait Airways. The remaining four will be new, built by Airbus at their Getafe, Spain facility as Multi Role Tanker Transports (MRTTs) which are based on the Airbus 330 airframe. The conversion of the used A330s to MRTTs will also be performed at the Getafe facility on the outskirts of Madrid.

SOS: TBD

330005	Airbus Industries	A330 MRTT	1681	CC-330	Tanker	Husky
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TOS: TBD

This is a former Kuwait Airways airliner, 9K-APE (msn **1681**) One of six aircraft in the A330 MRTT configuration The tankers will be equipped with both probe and drogue and flying boom refuelling equipment. Three of these a/c will be converted from former Airbus 330 airliners previously in service with Kuwait Airways. The remaining four will be new, built by Airbus at their Getafe, Spain facility as Multi Role Tanker Transports (MRTTs) which are based on the Airbus 330 airframe. The conversion of the used A330s to MRTTs will also be performed at the Getafe facility on the outskirts of Madrid.

SOS: TBD



330006	Airbus Industries	A330 MRTT	TBD	CC-330	Tanker	Husky
<p>TOS: TBD</p> <p>One of six aircraft in the A330 MRTT configuration The tankers will be equipped with both probe and drogue and flying boom refuelling equipment. Three of these a/c will be converted from former Airbus 330 airliners previously in service with Kuwait Airways. The remaining four will be new, built by Airbus at their Getafe, Spain facility as Multi Role Tanker Transports (MRTTs) which are based on the Airbus 330 airframe. The conversion of the used A330s to MRTTs will also be performed at the Getafe facility on the outskirts of Madrid.</p> <p>SOS: TBD</p>						
330007	Airbus Industries	A330 MRTT	TBD	CC-330	Tanker	Husky
<p>TOS: TBD</p> <p>One of six aircraft in the A330 MRTT configuration The tankers will be equipped with both probe and drogue and flying boom refuelling equipment. Three of these a/c will be converted from former Airbus 330 airliners previously in service with Kuwait Airways. The remaining four will be new, built by Airbus at their Getafe, Spain facility as Multi Role Tanker Transports (MRTTs) which are based on the Airbus 330 airframe. The conversion of the used A330s to MRTTs will also be performed at the Getafe facility on the outskirts of Madrid.</p> <p>SOS: TBD</p>						
330008	Airbus Industries	A330 MRTT	TBD	CC-330	Tanker	Husky
<p>TOS: TBD</p> <p>One of six aircraft in the A330 MRTT configuration The tankers will be equipped with both probe and drogue and flying boom refuelling equipment. Three of these a/c will be converted from former Airbus 330 airliners previously in service with Kuwait Airways. The remaining four will be new, built by Airbus at their Getafe, Spain facility as Multi Role Tanker Transports (MRTTs) which are based on the Airbus 330 airframe. The conversion of the used A330s to MRTTs will also be performed at the Getafe facility on the outskirts of Madrid.</p> <p>SOS: TBD</p>						
330009	Airbus Industries	A330 MRTT	TBD	CC-330	Tanker	Husky
<p>TOS: TBD</p> <p>One of six aircraft in the A330 MRTT configuration The tankers will be equipped with both probe and drogue and flying boom refuelling equipment. Three of these a/c will be converted from former Airbus 330 airliners previously in service with Kuwait Airways. The remaining four will be new, built by Airbus at their Getafe, Spain facility as Multi Role Tanker Transports (MRTTs) which are based on the Airbus 330 airframe. The conversion of the used A330s to MRTTs will also be performed at the Getafe facility on the outskirts of Madrid.</p> <p>SOS: TBD</p>						

ADDITIONAL NOTES

Operating Units

- TBD

Aircraft (or Air Vehicle) Damage Level (ADL) Categories: ¹

The RCAF's ADL is a qualitative categorization system used to determine the level of damage sustained by an aircraft / air vehicle during an occurrence. The following damage level definitions are used to reflect the degree of damage:

¹ Drawn from: A-GA-135-001/AA-001 Manual of Flight Safety for the CF



Cat "A" = Destroyed / missing: The aircraft has been totally destroyed, is assessed as having suffered damage beyond economical repair or is declared "missing";

NB - Aircraft totally destroyed are normally written off the inventory. Accidents with a lower ADL may also subsequently result in administrative write-off of the aircraft for reasons (primarily economic) not directly related to the original damage assessment.

Cat "B" = Very Serious: The aircraft has sustained damage to multiple major components;

Cat "C" = Serious: The aircraft has sustained damage to a major component;

Cat "D" = Minor: The aircraft has sustained damage to non-major components; and

Cat "E" = Nil: The aircraft, including the power plant, has not been damaged.

Number of CF CC-330 Cat "A" write-offs = 0

ABBREVIATIONS

a/c	=	aircraft
Cat	=	Category
CF	=	Canadian Forces
CFB	=	Canadian Forces Base
C/N	=	Construction Number
ft	=	feet
NATO	=	North Atlantic Treaty Organization
ON	=	Ontario (Canada)
OTU	=	Operational Training Unit
RCAF	=	Royal Canadian Air Force
RTB	=	Returned To Base
S/N	=	Serial Number
Sqn	=	Squadron
SOS	=	Struck Off Strength
TOS	=	Taken On Strength

(Current) RCAF RANKS

Aviator	-	Avr
Corporal	-	Cpl
Master Corporal	-	MCpl
Sergeant	-	Sgt
Warrant Officer	-	WO
Master Warrant Officer	-	MWO
Chief Warrant Officer	-	CWO
Officer Cadet	-	Ocdt
2nd Lieutenant	-	2nd Lt
1st Lieutenant	-	Lt
Captain	-	Capt
Major	-	Maj
Lieutenant Colonel	-	LCol
Colonel	-	Col
Brigadier General	-	BGen
Major General	-	MGen
Lieutenant General	-	LGen



REFERENCES:

Websites

- <https://www.canada.ca/en/department-national-defence/news/2023/07/the-strategic-tanker-transport-capability-project-and-norad-modernization0.html>

