

Supplemental Technical Arrangement
on
The Concurrent Type Validation
of the Airbus A330-841 Aircraft
Between
The Civil Aviation Administration of China (CAAC)
and
The European Aviation Safety Agency (EASA)

19 November 2018

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1. PURPOSE

This document is developed to facilitate and accomplish the CAAC concurrent type validation of the Airbus A330-841 aircraft. It is a supplement to the Technical Arrangement on Airbus Product Certification between the CAAC and the EASA signed on 16/2/2006.

The Airbus A330-941, which received the EASA type certificate on September 26, 2018, would not be treated as a concurrent type validation project. However, because of its close connection with the A330-841 aircraft, the A330-941 aircraft may be referred somewhere in this document.

2. PROJECT BRIEF

Airbus applied for the CAAC type validation of A330-841 & A330-941 aircraft on 14 Nov. 2017 (Associated Airbus letter dated 30 October 2017). Airbus revised their application on 4 July 2018 to apply for a concurrent validation of A330-841 and A330-941. EASA agreed to the Airbus request of a concurrent validation and forward the application to CAAC with the EASA cover letter 2018(D) 52912 dated July 10, 2018. CAAC accepted the application on August 1, 2018 and issued the Notification of Acceptance for Application No. NAVTC0751A.

The A330-800/-900 ("A330neo" for "new engine option") is a re-engined version of the existing A330-200/-300 Weight Variant 08x designed in order to enhance the eco-efficiency and payload-range of the A330 family, with an overall objective of reduced fuel consumption per passenger.

The new series are introduced:

- A330-800 derived from the A330-200, and
- A330-900 derived from the A330-300

The A330-800/-900 project mainly consists in introducing 2 significant changes:

- Aerodynamic improvements, with an increase of wing span and other wing aerodynamic optimizations,
- The integration of a new engine, with the new RR Trent 7000 engine.

The EASA TCDS (No: EASA.A.004) is intended to be updated to introduce the following two new series and models:

- A330-800 series: A330-841 with RR Trent 7000-72 engines
- A330-900 series: A330-941 with RR Trent 7000-72 engines

3. PROJECT PLANNING PROPOSED BY AIRBUS

The A330-941 aircraft received the EASA type certificate on September 26, 2018. Airbus scheduled to receive the EASA type certificate for the A330-841 aircraft by the end of October 2019. Airbus and EASA suggested the CAAC to validate the A330-941 and the A330-841 aircraft with two parallel work flows: catch-up with the EASA for the A330-941 aircraft and an integrated process with EASA for the A330-841 aircraft.

4. AUTHORITIES' AGREEMENT

Both CAAC and EASA agree to undertake the A330 Neo as a concurrent type validation project. CAAC agrees to validate the A330-941 and A330-841 with two parallel work flows and do their best to allocate resources to support this concurrent type validation project.

5. ARRANGEMENT

5.1 CAAC Type Validation Team

The CAAC will assemble its type validation team for the A330-941 and A330-841 type validation project, in consideration of the structure of the EASA Type Certification Panels. The CAAC will notify the EASA and Airbus of the composition of the type validation team.

5.2 Type Validation Meetings

For the A330-841 integrated process, the EASA will coordinate Airbus to arrange a combined general familiarization and technical familiarization meeting for the CAAC type validation team in Shanghai. After that, the CAAC will follow the EASA certification pace and target to participate in all TBMs and main panel meetings with Airbus and EASA. To enable the relevant CAAC validation team members to participate, the meetings shall be planned and notified the CAAC validation team in advance to give the CAAC participants enough time to prepare and to process the internal approval and to obtain the visa, if applicable. The meetings will usually take place in Toulouse, unless otherwise agreed by all parties.

5.3 Resolution Of Disagreement

As a matter of principle, CAAC, EASA and Airbus should cooperate in partnership, share experiences and build mutual trust to ensure objective and technically justified verification during the Validation. Particular attention needs to be given to the avoidance of misunderstanding and conflicts arising from cultural differences e.g. in communication practices, traditions, or thought process. Potential technical disagreements should be resolved efficiently, in an amicable manner and escalation to higher hierarchical levels should only take place if this is inevitable. When involving the next hierarchical level, the parties need to duly justify why the position of the other party is considered unacceptable.

6. ENTRY INTO FORCE, AMENDMENT, DURATION AND TERMINATION

6.1 Entry Into Force

This Supplemental Technical Arrangement shall enter into force at the date of signature by the Authorities. Any disagreement regarding the interpretation or application of this Supplemental Technical Arrangement will be resolved by consultation between the EASA and the CAAC.

6.2 Amendment

This Supplemental Technical Arrangement may be amended by mutual consent between the EASA and the CAAC. Such amendments will be written and made effective by the signatures of the duly authorized representatives or their designees.

6.3 Duration and Termination

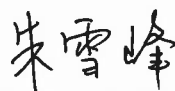
Either Authority may at any time give written notice to the other Authority of its decision to terminate this Supplemental Technical Arrangement. This Supplemental Technical Arrangement shall terminate twelve months following the date of receipt of the notice by the other Authority, unless the said notice of termination has been withdrawn by mutual agreement before the expiry of this period.

This Supplemental Technical Arrangement will be terminated if the Technical Arrangement on Airbus Product Certification between the CAAC and the EASA signed on 16/2/2006 is terminated.

7. AUTHORITIES

The Authorities agree to the provisions of this Supplemental Technical Arrangement as indicated by the signature of their duly authorised representatives or executive agents. Signed in Beijing on 19 November 2018 on behalf of:

Aircraft Airworthiness Certification Department
Civil Aviation Administration of China (CAAC)

 Zhu Xuefeng, Director Assistant, Aircraft
Certification Division
Signed in Beijing on 19 November 2018 on behalf of:



LUDOVIC ARON
HEAD OF LARGE AERoplanes DEPARTMENT

European Aviation Safety Agency (EASA)