

**FAA Validation of EASA State of Design Turbine Aircraft Engines
 FAA Significant Standards Difference Summary List
 Per FAA-EASA Technical Validation Procedures (TIP) Revision 6**

**14 CFR Part 35 Amendment 9 compared to CS-P Amendment 2
 Dated December 9, 2020**

<i>SSD</i>	<i>Subject</i>	<i>14 CFR Section</i>	<i>Remarks</i>
1	Bird Impact	35.36	1. Requires demonstration that the propeller can withstand the impact of a 4-pound bird for all airplanes, including part 23. Not applicable to fixed-pitch wood propellers of conventional design.
2	Instruction for Continued Airworthiness (ICA)	A35.4	<p>1. 35.4 requires ICA instructions to be complete at type certification unless a program exists to ensure their completion prior to delivery of the first aircraft with the propeller installed, or upon issuance of a standard certificate of airworthiness for the aircraft with the propeller installed, whichever occurs later. EASA requires the same for ICAs in Part 21.A.61 with the allowance that the “availability of some manual or portion of the instructions for continued airworthiness, dealing with overhaul or other forms of heavy maintenance, may be delayed until after the product has entered into service, but shall be available before any of the products reaches the relevant age or flight-hours/cycles”.</p> <p>2. Section A35.3 contents requires the manuals to be in English: a35.3 "The contents of the manual must be prepared in the English language."</p> <p>3. Section A35.4 requires the following statement to be included in Airworthiness Limitation Section of the Instructions for Continued Airworthiness: a35.4 “The Airworthiness Limitations section is FAA approved and specifies maintenance required under §§43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.”</p>

Notes:

- 1) In accordance with Title 14 Code of Federal regulations (14 CFR) 21.29 and the Technical Implementation Procedures for Airworthiness and Environmental Certification between the Federal Aviation Administration of the United States of America and the European Aviation Safety Agency of the European Union, Revision 6, Amendment 2, dated April 2, 2019, (TIP Rev 6.2), the FAA here prescribes additional requirements relative to CS-P to provide a level of safety equivalent to that provided by 14 CFR part 35.
- 2) Reference detail SSD write ups for additional information including guidance material.

Approved by:

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