

**FAA VALIDATION OF  
EASA STATE OF DESIGN AIRCRAFT ENGINES  
TYPE VALIDATION PRINCIPLES AGREEMENT  
POTENTIAL VALIDATION ITEMS & STANDARDS DIFFERENCE LIST**

**14 CFR Part 33 Amendment 33 compared to CS-E Amendment 3  
Dated January 9, 2013**

<i>Item</i>	<i>Subject</i>	<i>FAR Section</i>	<i>Remarks</i>
<b>SSD</b>			
1	ICA ETOPS Requirements	33.4, App A, A33.3(c)	No corresponding requirement within CSE 25. AMC 20-6 [Chapter II paragraph 7(15)] contains guidance related to this § 33.4 requirement.
2	Early ETOPS Eligibility Design & Test Requirements	33.201	CSE 1040 is not the regulatory equivalent of § 33.201. AMC 20-6 contains guidance that is related to certain sections of § 33.201.
3	ICA ALS FAA Approval Statement	33.4, App A, A33.4(a)(2)	Special requirement needed to support FAA regulatory authority.
<b>Non-SSD</b>			
1	Ignition Systems	33.69	CS-E 500 equivalent, except 500(c) allows one igniter.
2	Hydraulic Systems	33.72	No equivalent requirements.
3	Thrust Augmenter	33.79	No equivalent requirements.
4	Endurance Test	33.87	CS-E 740 equivalent, except for no direct equivalent to 33.87(a)(8) for transient limitations.
5	Overtemperature Test	33.88	No equivalent requirements; CS-E 860/870 related.
6	Initial Maintenance Inspection	33.90	No equivalent requirements.
7	Teardown Inspection	33.93	No equivalent requirements. CS-E 740(h) corresponds, but has different criteria.
8	APU Mode	33.96	No equivalent requirements.
<b>Generic VI</b>			
1	Existing Policies and Emerging Issues	Part 33	Various existing policies and other new and emerging issues may be identified as Generic VI.

Notes:

- 1) The above noted items are generic potential VI's based on regulation text differences between the identified airworthiness codes. Interpretive material differences did not affect these findings, and are therefore not referenced.
- 2) For individual projects, some of these VI's may be deleted or additional VI's may be added dependent upon familiarization with the actual product design, certification basis and specific Methods of Compliance.
- 3) This list can also be applied to projects with certification bases corresponding to Part 33 Amendment 31 and CS-E Amendment 2.
- 4) 14 CFR Part 33 Amendment No. 33-32 is a technical amendment that corrects a number of errors in the airworthiness requirements for 33.87 and results in no change to the above list.
- 5) 14 CFR Part 33 Amendment No. 33-33 is a technical amendment that restores 33.83 to its previous amendment 33-17 and results in no change to the above list.

**Approved by:** Original Signed By Diane Cook, Acting Manager, February 12, 2013  
Manager, Engine and Propeller Standards Staff (ANE-110)