

PART 35 TYPE VALIDATION COMPLIANCE

THE FAA IS THE VALIDATING AUTHORITY

Part 35 Amendment 8 vs. CS-P Amendment 1

December 15, 2008

STANDARD DIFFERENCES:

Significant Standard Differences:

35.36 Bird impact.

The applicant must demonstrate, by tests or analysis based on tests or experience on similar designs, that the propeller can withstand the impact of a 4-pound bird at the critical location(s) and critical flight condition(s) of a typical installation without causing a major or hazardous propeller effect. This section does not apply to fixed-pitch wood propellers of conventional design.

EASA does not have a 4-pound bird requirement for propellers on Part 23 airplanes.

Non-Significant Standard Differences:

35.19 Durability.

Each part of the propeller must be designed and constructed to minimize the development of any unsafe condition of the propeller between overhaul periods.

EASA does not have a durability requirement. Compliance with CS-P 150 and 160 is adequate.

GENERIC VALIDATION ITEMS:

No Generic Validation Items have been identified.

STANDARDS OF EQUIVALENCE:

Below is a list of the Standards of Equivalence

Part 35 Requirements

EASA CS-P Requirements

35.1 Applicability.

Compliance with CS-P 10 Applicability is adequate.

35.2 Propeller configuration.

Compliance with CS-P 20 Propeller Configuration and Identification is adequate.

35.3 Instructions for propeller

Compliance with CS-P 30 Instructions for Propeller

installation and operation.	Installation and Operation is adequate.
35.4 Instructions for continued airworthiness.	Compliance with CS-P 40 Instructions for Continued Airworthiness is adequate.
35.5 Propeller ratings and operating limitations.	Compliance with CS-P 50 Propeller Ratings and Operating Limitations is adequate.
35.7 Features and characteristics.	Compliance with CS-P 70 Test History is adequate.
35.15 Safety analysis.	Compliance with CS-P 150 Safety Analysis is adequate.
35.17 Materials and manufacturing methods.	Compliance with CS-P 170 Materials and Manufacturing Methods is adequate.
35.19 Durability	Compliance with CS-P 150 and CS-P 160 is adequate.
35.21 Variable and reversible pitch propellers.	Compliance with CS-P 210 Variable and Reversible Pitch Propellers is adequate.
35.22 Feathering propellers.	Compliance with CS-P 220 Feathering Propellers is adequate.
35.23 Propeller control system.	Compliance with CS-P 230 Propeller Control System is adequate.
35.24 Strength.	Compliance with CS-P 240 Strength is adequate.
35.33 General.	Compliance with CS-P 330 General and CS-P 440 Propeller Systems and Components is adequate.
35.34 Inspections, adjustments and repairs.	Compliance with CS-P 340 Inspections, Adjustments and Repairs is adequate.
35.35 Centrifugal load tests.	Compliance with CS-P 350 Centrifugal Load Tests is adequate.
35.37 Fatigue limits and evaluation.	Compliance with CS-P 370 Fatigue Characteristics is adequate.
35.38 Lightning strike.	Compliance with CS-P 380 Lightning Strike is adequate.
35.39 Endurance test.	Compliance with CS-P 390 Endurance Test is adequate.

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| 35.40 Functional test. | Compliance with CS-P 400 Functional Test is adequate. |
| 35.41 Overspeed and overtorque. | Compliance with CS-P 410 Over-speed and Over-torque is adequate. |
| 35.42 Components of the propeller control system. | Compliance with CS-P 420 Components of the Propeller Control System is adequate. |
| 35.43 Propeller hydraulic components. | Compliance with CS-P 430 Propeller Hydraulic Components is adequate. |

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