FAA SEI list for 14 CFR Part 23 Airplanes, Airships, Gliders, Balloons Products

Revision Log:

Revision 0	Dated March 22, 2018	Initial Issue
Revision 1.0	Dated March 22, 2019	Reformatted, renumbered SEI list.
Revision 2.0	Dated June 10, 2024	Reformatted SEI list with SEI Part 1 and SEI Part 2. SEI number from Revision 1.0 moved to Subject as reference. **Removed:** 1000, 1020, 1280, 1340, 1580, 1700, 1880, 2000, 2080, 2120, 2260, 2280, 2320, 2500, 3040, 3060, 3280, 3320, 3400, 3480, 3940, 3960, 4020, 4040, 4060, 4080, 4140, 4160, 4180, 4220, 4240 **Revised:** 1200, 1240, 1360, 1480, 1780, 1820, 2140, 2250, 2300, 2980, 3780, 3920, 3970 **Added:** Dual Electronic Ignition Systems on Reciprocating Engines (Ref. A-1401), Required Navigational Performance (RNP) with Authorization Required (AR) Operations (Ref. A-1808), Battery - Non-Rechargeable Lithium/Battery Systems (Ref. A-0503), Ballistic Parachute System. **Updated:** FAA organization names, Small Airplane Standards Branch or SASB changed to Policy and Standards Division, and Airplane Evaluation Group or AEG changed to Aircraft Evaluation Division or AED.
Revision 3.0	Dated November 4, 2024	**Removed:** 5 **Revised:** 17, 25, 39 **Added:** 26, 32 Updated: Renumbered list accordingly.

NOTE: If any pre-amendment 23-64 regulations in the certification basis of a project are not adequate or appropriate to address a novel design change, then the applicable amendment 23-64 regulations must be used along with an FAA accepted means of compliance. New special conditions will not be issued unless it is determined that amendment 23-64 is not adequate.

Assumptions.

SSD Lists for 14 CFR Part 23 to CS 23 amendment pairings are published at https://www.faa.gov/aircraft/air_cert/design_approvals/small_airplanes/small_airplanes_regs

Notes:

(1) New VA standards or certain SSDs where the VA or CA has limited past experience with the application to a product, they have an important impact on the whole product or a critical feature, and engineering judgment is required to establish compliance.
(2) Airworthiness standards where the VA's and CA's interpretive, advisory, MOC, or guidance materials differ or are insufficient, to an extent that those differences impact the level of safety required by the VA system and could result in VA required changes to the type design or approved manuals.
(3) Items identified for special emphasis by the VA in a data-driven risk assessment analysis for the product class.
(4) Subjects linked to known safety conditions that the VA has identified, and for which the VA either has taken, or is in the process of taking, airworthiness action.

	Standard	Subject	Description (Describe the difference including any policy or guidance material that applies.)	Safety Emphasis Item (SEI)				
				(1)	(2)	(2) List Part 2	(3)	(4)
1.	14 CFR 23.1581, 23.1583, 23.1585, 23.1587, 23.1589 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2620 at amendment 23-64 and after.	Airplane Flight Manual (AFM) and Pilot Operational Handbook (POH) (Ref. 1200)	The FAA must review every AFM or POH and AFM Supplements (AFMS) for operational acceptability. After the FAA's acceptance of the AFM, including the limitation sections, the FAA will request EASA to approve the limitations on behalf of the FAA. This also includes corresponding changes to these manuals. However, changes deemed minor per the EASA part 21 procedures can be deemed FAA accepted and will not require FAA review. Operational regulations are not harmonized with the EASA or other Foreign Civil Aviation Authorities. It is imperative that the FAA Aircraft Certification Office and Aircraft Evaluation Division (AED) evaluate products seeking U.S. validation to ensure the AFM, AFMS, and corresponding changes to them meet the requirements of the U.S. operational regulations.		Y		Y	Y
2.	14 CFR 21.31, 21.50, and 23.1529 (both pre and post amendment 23-64).	Instructions for Continued Airworthiness (ICA) & ICA Limitations (Ref. 1240)	Instructions for Continued Airworthiness are a Significant Standards Difference (SSD) with EASA. These differences include (but are not limited to): • The FAA part 23.1529 regulation requires ICA be acceptable to the FAA. The FAA acceptance of ICA is the responsibility of the Aircraft Evaluation Division. EASA has no airworthiness standard requirement to review or accept ICA within their certification system. • Unlike EASA, the FAA has no requirement that mechanics are type-rated. Such ICA from EASA (and other FCAAs) often reflect the assumption of type-rating and training which leads to more interpretive ICA compared to the more detailed and stringent interpretation expected by U.S. licensed mechanics. • The ICA ensures successful integration of products into the FAA maintenance and operations systems. ICA implementation post-TC can significantly affect the continued airworthiness and airworthiness certification. In the U.S., ICA corrections cannot be mandated universally to all products without an Airworthiness Directive. The FAA retains the acceptance of the complete Instructions for Continued Airworthiness (ICAs), including the Airworthiness Limitation Section (ALS). After the FAA's acceptance of the ICAs and ALS, the FAA will request EASA to approve the ALS on behalf of the FAA. This also includes corresponding changes to these ICA manuals. However, changes deemed minor per the EASA part 21 procedures can be deemed FAA accepted and will not require FAA review.		Y		Y	Y
3.	14 CFR 61.31	FAA Specialized Flight Training - Flight Standardization Board (FSB) Involvement or Affects Existing FAA FSB (Ref. 1320)	Applicants seeking to create special or specific flight-training programs, or authorization requirements to operate per 14 CFR 61.31, the FAA requires a Flight Standardization Board to determine if there is a need for a type rating, additional or special training, or a need for authorization requirements. The Policy and Standards Division will coordinate with the Aircraft Evaluation Division (AED) for the FSB. If there is a change to a product that has an existing FAA type rating, or special or specific flight training, the Policy and Standards Division and AED will determine their involvement.		Y			
4.	14 CFR 23.929, 23.1416, 23.1419 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2165, 23.2415, 23.2540 at	Flight Into Known Icing (FIKI) (Ref. 1420)	Applicants must coordinate with the Policy and Standards Division if they are:		Y		Y	Y
			• Seeking FIKI approvals (applicant’s first time), or	Y				

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	amendment 23-64 and after.		• Seeking FIKI approvals (applicant has prior experience with an approval from the FAA at Amendment 23-64 with FAA accepted means of compliance), or			Y		
			• Proposing changes that affect or could affect existing FIKI approvals, or	Y	Y			
			• Proposing to modify an aircraft that has icing related airworthiness directives (AD), or				Y	Y
			• Proposing to make autopilot modifications on an airplane certificated for icing prior to Amendment 23-43 to ensure the airplane has adequate low airspeed awareness.	Y	Y		Y	Y
5.	14 CFR part 23.691 at amendment 23-63 and prior. 14 CFR part 23.2010 at amendment 23-64 and after.	Artificial Stall Barrier System (Ref. 3980)	FAA regulation 14 CFR part 23.691 deals with the function of an artificial stall barrier. This is a known SSD between EASA and the FAA. EASA does not have this regulation currently in their CS 23-4 and they have addressed this item inside their EASA Novel & Unusual CRI B-05 "Stick-Pusher". Since the EASA CRI and FAA 23.691 regulation have some differences, applicants complying with EASA CRI B-05 could have non-compliance to the FAA regulation. In addition to a classical stall barrier system like a stick pusher, we are now seeing this being addressed with stand-alone low-speed, envelope protection systems and with stall barrier logic built into the flight control system control laws. If an applicant design requires compliance to 23.691 and or EASA CRI B-05 "Stick-Pusher", the project is non-basic. Note: For example, this affects SSD #32 on the EASA SSD list 23-62 vs CS 23-4		Y			
6.	14 CFR 23.2010 amendment 23-64 and after.	Using FAA 14 CFR part 23 at Amendment 64 or later - 23.2010 (Ref. 1160)	If an applicant is using a means of compliance (MOC) not previously accepted by the FAA Administrator when complying with 14 CFR part 23 at amendment 23-64 or higher (CS 23-5 or higher), this project will be considered Non-Basic. See below link for the MOC accepted by the FAA Administrator for part 23, amendment 23-64 or later. Note 1: Amendment 23-63 provides acceptable MOC to part 23, amendment 23-64 with some exceptions. See link below. Note 2: CS-23, amendment 4 cannot be used as a MOC for 14 CFR part 23, amendment 23-64, unless accepted by the FAA and as of this date this has not been accepted. FAA accepted MOC are located at: https://www.faa.gov/aircraft/air_cert/design_approvals/small_airplanes/small_airplanes_regs/	Y	Y		Y	
7.	14 CFR 23.601, 23.603, 23.605, 23.859, 23.863, 23.903, 23.1013, 23.1091, 23.1121, 23.1123, 23.1141, 23.1182, 23.1183, 23.1189, 23.1191, 23.1192, and 23.1193 at	Composite or Nonmetallic Firewall (Ref. 1640)	If the applicant proposes a firewall constructed with composite materials, then they must obtain and incorporate FAA accepted means of compliance (MOC) to 14 CFR 23.601, 23.603, 23.605, 23.859, 23.863, 23.903, 23.1013, 23.1091, 23.1121, 23.1123, 23.1141, 23.1182, 23.1183, 23.1189, 23.1191, 23.1192, and 23.1193 at amendment 23-63 and prior to ensure their proposed test and evaluation will be adequate. While FAA Advisory Circular AC20-135 is an FAA accepted MOC that contains general guidance about the use of composite firewall materials, specific guidance is necessary to ensure a compliant design. Firewalls constructed with composite materials require consideration of	Y	Y		Y	

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	amendment 23-63 and prior. 14 CFR 23.2010, 23.2440, 23.2250, 23.2260 at amendment 23-64 and after.		unique fire threats, safety concerns and acceptance criteria that differs from those used to address firewalls constructed from traditional metallic materials. Applicants seeking to ensure that proposed test and evaluation will be adequate to show compliance with fire protection requirements for any firewall constructed with composite material should contact the Policy and Standards Division for additional guidance. At amendment 23-64 and after, applicants should incorporate FAA accepted means of compliance (MOC) into their certification planning. Note: This is also Potential Validation Item #9 from the European Aviation Safety Agency Significant Standards Difference list, Part 23-62 to CS23-4.					
8.	14 CFR 23.1047 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2400(c), (e) at amendment 23-64 and after.	Engine Cooling - Climb Speeds (Ref. 2040)	If the applicant is proposing compliance with 14 CFR 23.1047, amendment 23-51, "Cooling test procedures for reciprocating engine powered airplanes", using an airspeed greater than the best rate of climb speed (Vy) or balked landing climb (VREF) speeds, then they may need to obtain an FAA accepted means of compliance (MOC). Section 23.63(a)(2), amendment 23-62, requires §§ 23.65 Climb: All engines operating; and 23.77, Balked landing, to use speeds not less than the speed used to demonstrate compliance with the powerplant cooling requirements (§§ 23.1041, amendment 23-51, through 23.1047). Applicants proposing to use an airspeed greater than those used to show compliance to §§ 23.65 or 23.77 to demonstrate compliance with § 23.1047 should propose a method of compliance that will ensure adequate engine cooling during all expected operating conditions. Applicants should coordinate with the Policy and Standards Division to determine an appropriate MOC and incorporate the FAA accepted MOC into their certification planning.	Y				
9.	14 CFR 23.573 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2240 at amendment 23-64 and after.	Damage Tolerance and Fatigue Evaluation of Structure (Ref. 2160)	Applicants proposing to add 14 CFR 23.573 at amendment 23-63 and prior or 14 CFR 23.2240 at amendment 23-64 and after to the certification basis of a derivative model airplane where either requirement was not previously part of the certification basis will need to coordinate their proposed means of compliance (MOC) with the Policy and Standards Division for evaluation. NOTE: Foreign Civil Aviation Authorities (FCAA) have varying approaches to the application of fatigue requirements to derivative model airplanes when the original model did not have fatigue requirements at initial certification. Fatigue management programs are addressed in FAA advisory circular AC 91-82. In addition, the FAA does not typically allow use of an inspection program in lieu of the safe life design limits already established. Reference AC 21.101-1B, Appendix Table A-2, Example 23, "Conversion from a safe-life design to a damage tolerance-based design". Note: This is Potential Validation Item #2 from the EASA Significant Standards Difference list, Part 23-62 to CS23-4.	Y	Y		Y	

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10.	14 CFR 23.574 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2240 at amendment 23-64 and after.	Metallic Damage Tolerance (DTA) and Fatigue Evaluation of Commuter Category or (Level 4 at Amendment 23-64 or Higher) Airplanes (Ref. 2200)	Applicants proposing product changes where they also propose to add damage tolerance requirements by inclusion of 14 CFR 23.574 at amendment 23-63 or prior or 14 CFR part 23.2240 at amendment 23-64 or after into their certification basis, will need to coordinate their proposed means of compliance (MOC) with the Policy and Standards Division for evaluation. NOTE: Foreign Civil Aviation Authorities (FCAA) have varying approaches to the application of fatigue requirements to derivative model airplanes when the original model did not have fatigue requirements at initial certification. Note: This is also Potential Validation Item #3 from the EASA Significant Standards Difference list, Part 23-62 to CS23-4.	Y	Y			
11.	14 CFR 23 at any amendment.	Fatigue Management Programs (Ref. 2240)	If the applicant is proposing to incorporate a Fatigue Management Program (FMP) into an existing product, then the FAA may need to be consulted to determine the certification basis and the accepted means of compliance (MOC). FMPs cannot be mandated on existing products in the U.S. except through an Airworthiness Directive. FAA Advisory Circular AC 91-82 is considered an accepted MOC. There are varying approaches to the application of fatigue requirements to derivative model airplanes when the original model did not have fatigue requirements at initial certification. The Policy and Standards Division may be involved with these projects. In addition, the FAA does not typically allow use of an inspection program in lieu of the safe life design limits already established. Reference AC 21.101-1B, Appendix Table A-2, Example 23, "Conversion from a safe-life design to a damage tolerance-based design".	Y	Y		Y	
12.	14 CFR 23.671, 23.771, 23.777, 23.1301, 23.1311, 23.1309, 23.1322, 23.1381, 23.1523 and 23.1555 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2250(a), 23.2300, 23.2320, 23.2500(a), 23.2500, 23.2505, 23.2510, 23.2600, 23.2605, 23.2610, 23.2615 at amendment 23-64 and after.	Touch Screens (Ref. 2640)	If the applicant is seeking to install touch screens (multi-function controls), then they should follow the FAA accepted means of compliance (MOC) contained in the applicable chapters of FAA Advisory Circular AC 20-175, "Controls for Flight Deck Systems." If the touchscreen has not previously evaluated by the FAA, then the FAA will evaluate their level of involvement in the project.		Y		Y	
13.	14 CFR 23.561, 23.771, 23.773, 23.777, 23.807, 23.1301, 23.1311,	Vision Systems - Night Vision Imaging Systems (Ref. 2760)	If the applicant is seeking to install night vision compatible lighting systems into part 23 airplanes, then they must obtain an FAA accepted means of compliance (MOC) at all amendment levels.		Y			

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	23.1321, 23.1322, 23.1351, 23.1381, 23.1383, 23.1401, 23.1501, 23.1523, 23.1525, 23.1543, 23.1581, 23.1583, 23.1585 and any amendment 23-63 and prior. 14 CFR 23.2010, 23.2250, 23.2270, 23.2315, 23.2320, 23.2325, 23.2500, 23.2505, 23.2510, 23.2525, 23.2530, 23.2540, 23.2600, 23.2605, 23.2610, 23.2615, 23.2620 at amendment 23-64 and after.		The FAA accepted NVIS MOC is currently available as a Project Specific Policy Memo that may be obtained from the Policy and Standards Division. This MOC defines an acceptable MOC for aided flight operations and aided takeoff and landing operations. This MOC does not address operational authorization.					
14.	14 CFR 23.1545 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2610 at amendment 23-64 and after.	Airspeed Indicator Markings (Ref. 2840)	If the applicant is installing digital avionics (glass cockpit), then they may require an Equivalent Level Of Safety (ELOS) finding when complying with 14 CFR 23.1545 Airspeed Indicator at amendment 23-63 and prior. At amendment 23-64 and after, applicants should incorporate FAA accepted means of compliance (MOC) into their certification planning in lieu of an ELOS finding.		Y		Y	
15.	14 CFR 23.1301, 23.1309 at amendment 23-63 and prior. 14 CFR 23.2010 at amendment 23-64 and after.	Databuses and Wireless Security (Ref. 2940)	EASA has been issuing GM CRIs F-78 (Databuses) and F-15 (wireless security) that has guidance that has not been harmonized with FAA AC 20-156 "Aviation databus assurance". Until the guidance is harmonized, applicants need to ensure that they also meet AC 20-156 as required for US products.		Y			
16.	14 CFR 23.1309 at amendment 23-63 and prior. 14 CFR 23.2500, 23.2505 and 23.2510 at amendment 23-64 and after.	Security Considerations (Cybersecurity) (Ref. 2960)	If the applicant proposes to use wireless connectivity for data transfers to onboard avionics, then they may need to obtain an FAA accepted means of compliance (MOC). At amendment 23-64 and after, applicants should incorporate FAA accepted means of compliance (MOC) into their certification planning. Policy Statement PS-AIR-21.16-02 Rev 2 is an FAA accepted MOC.		Y		Y	
17.	14 CFR 23.2010, 23.2525 at amendment 23-64 and after.	Battery - Rechargeable Lithium/Battery Systems (Ref. 2980)	If the applicant is installing rechargeable lithium batteries and/or battery systems, applicants must use applicable amendment 23-64 regulations and coordinate with the Policy and Standards Division to establish adequate requirements and means of compliance. This installation would be considered basic if the applicant complies with the safety objectives called out in the Draft AC 20-184A. The method of compliance must meet the appendix G of the Draft AC 20-184A dated MM/DD/YYYY (using RTCA DO-311A in its entirety by test and	Y	Y	Y	Y	

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			validation). No deviation is allowed. If there is any deviation or alternate method of compliance this item will be considered non-basic and an Issue Paper will be required and would need to be evaluated by the FAA Policy and Standards Division. This includes both mainship and non mainship Lithium batteries.					
18.	14 CFR 23.1301, 23.1309, 23.1529, 23.1581 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2500, 23.2610 at amendment 23-64 and after.	Laser Installation (Ref. 3360)	If the applicant is seeking to install laser technology in an aircraft, then they may require an FAA accepted means of compliance (MOC) if the technology they propose to install is not addressed in FAA AC 20-183, "Laser Airworthiness Installation Guidance". Local, State, and Federal law enforcement agencies use forward looking infrared (FLIR) equipment with laser illuminators, pointers, and range finders for nighttime, covert surveillance. A LIDAR uses a laser to perform ranging by measuring the reflected return of a projected laser beam. LIDAR devices can be used in mapping terrain elevation, obstacles, and vegetation; or atmospheric measuring (for example, particulate tracking or turbulence monitoring). At amendment 23-64 and after, applicants should incorporate FAA accepted Means of Compliance into their certification planning.		Y			
19.	14 CFR 23.851, 23.855, 23.863, 23.1195, 23.1197, 23.1201, at amendment 23-63 and prior. 14 CFR 23.2010, 23.2325, 23.2440 at amendment 23-64 and after.	Fire Extinguishing/Suppression Agent (Ref. 3420)	If the applicant proposes the use of non-Halon fire extinguishing/suppression agents for use in lavatory trash receptacle bottles, handheld fire extinguishers, engine/APU fire extinguishing, cargo compartment fire suppression, etc., then they may need to obtain an FAA accepted means of compliance (MOC) to 14 CFR 23.851, 23.855, 23.863, 23.1195, 23.1197, 23.1201, at amendment 23-63 and prior. Halon is being phased out of airplane applications per ICAO deadlines. At amendment 23-64 and after, applicants should incorporate FAA accepted means of compliance (MOC) into their certification planning.	Y	Y			
20.	14 CFR 23.773 at amendment 23-63 and prior. 14 CFR 23.2600(a) at amendment 23-64 and after.	Nonconformal Heads up Display (Ref. 3460)	If the applicant is seeking to install a nonconformal heads up display, then they must obtain an accepted means of compliance(MOC). Nonconformal heads-up displays do not take into account external reference information. They act as a repeater to the electrical flight instrument system. They are not considered required equipment but have safety enhancing capability.	Y	Y			

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21.	14 CFR 23.613 at amendment 23-63 and prior. 14 CFR 23.2010 at amendment 23-64 and after.	Material Design Values (Ref. 3580)	If the applicant proposes to use material that does not meet 14 CFR 23.613 at amendment 23-63 or prior, then they may require an Equivalent Level of Safety (ELOS) finding. The use of S-Basis design values (material allowables) do not comply with probability requirements of 14 CFR 23.613(a), (b), and (e), amendment 23-45. This requires that material strength properties be based on a sufficient number of tests to establish a statistical basis for the design values. For single load path structure, 14 CFR 23.613 further requires the design values must be established with a 99 % probability and 95 % confidence ("A"basis) value. For multiple load path structure, the design values must be established with a 90 % probability and a 95 % confidence ("B" basis) value. However, S-Basis design values have an unknown statistical assurance. Currently, there is no alternate allowed for structure to use statistically determined minimum design values other than"A" or "B" basis. In addition, there is no option to utilize a procurement specification value as a design value verified with receiving inspection test sampling processes. At amendment 23-64 and after, applicants should incorporate FAA accepted means of compliance (MOC) into their certification planning in lieu of an ELOS finding.		Y			
22.	14 CFR part 23.2010 at amendment 23-64 and after.	Airbags (Ref. 3920)	If the applicant is seeking to install airbags on the airframe, applicants must use applicable amendment 23-64 regulations and coordinate with the Policy and Standards Division to establish adequate requirements and means of compliance.	Y	Y		Y	
23.	14 CFR 23.2010, 23.2145 at amendment 23-64 and after.	Compliance to Stability Regulations (Ref. 3970)	If the applicant is seeking to show compliance to stability regulations for unlimited acrobatic airplanes, applicants must use applicable amendment 23-64 regulations and coordinate with the Policy and Standards Division to establish adequate requirements and means of compliance.	Y	Y		Y	
24.	14 CFR 21.17(b), 21.21(b)(3) 14 CFR §23.207, 23.672, 23.691 , 23.1301, 23.1309, 23.1322, 23.1329, 23.1335 and 23.1541 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2150, 23.2250, 23.2300, 23.2500, 23.2505, 23.2510, 23.2600, 23.2605, 23.2610, 23.2510, at amendment 23-64 and after.	Envelope Protection and Emergency Descent Mode (Ref. 4000)	If the applicant is proposing to install new control functions within the autopilot on a new or existing avionics system which provides automatic stability augmentation and envelope protection or the addition of an emergency descent mode, then they must obtain an FAA accepted means of compliance (MOC). At amendment 23-64 and after, applicants should incorporate FAA accepted means of compliance (MOC) into their certification planning.	Y	Y			

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25.	14 CFR 23.571, 23.572, 23.573, 23.574, 23.575, 23.603, 23.613, 23.605, 23.1309 at 14 CFR 23 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2240, 23.2250, 23.2260, 23.2510 at amendment 23-64 and after.	Additive Manufacturing - Structures (Ref. 1360)	If Additive Manufacturing (AM) is used for principle structural elements, primary structure, and/or structure whose failure may prevent continued safe flight and landing; proposals must be coordinated with the Policy and Standards Division to determine the level of FAA involvement required with respect to policy or guidance or means of compliance. Non-Basic Project is triggered when the following occurs: 1) The applicant is using an AM process that has not been previously coordinated with the FAA; OR 2) The AM process is being applied to principle structural elements and primary structure, and structure whose failure may prevent continued safe flight and landing; AND any of the following is true: • Material design values in compliance with 23.613 or 23.2260(d) will be developed; or • Compliance will be shown with 23.603, 23.2250, 23.605, 23.2260(a) (b); or • Fatigue tolerance, fail-safe, or damage tolerance evaluations will be performed in compliance with 23.571, 23.572, 23.573, 23.574, 23.575, 23.2240; OR 3) The AM process is being applied to aircraft parts with a failure condition of major or above per AC 23.1309, 23.2510; or parts the failure of which could adversely impact occupant protection or emergency egress.	Y	Y			
26.	14 CFR 23.853 and 23.855 at amendment 23-63 and prior. 14 CFR 23.2325 at amendment 23-64 and later.	Additive Manufacturing – Flammability of Parts	Additive Manufacturing (also known as 3D printing) may allow for variability in the production process that, while still producing the same part in accordance with the drawings, might not control flammability characteristics. You may need a method of compliance issue paper for additive manufactured parts that must meet part 23 flammability requirements. FAA involvement and an issue paper is not needed for parts that must only meet a Bunsen burner test(s) and either are constructed with Ultem 9085 or produce a Fire Growth Capacity (FGC) less than 70 J/gk in a microscale combustion calorimeter test conducted per ASTM D7309-21.	Y	Y	Y		
27.	14 CFR 23.2010, 23.2500, 23.2505, 23.2510, 23.2605 at amendment 23-64 and after.	Autothrust System (Ref. 1780)	If the applicant is seeking to install an autothrust (autothrottle) system, applicants must use applicable amendment 23-64 regulations and coordinate with the Policy and Standards Division to establish adequate requirements and means of compliance.		Y			
28.	14 CFR 21.17(b), 14 CFR 23 at any amendment.	Fuel- Approval of New Fuel (Ref. 1980)	If the applicant is seeking approval to use a new fuel type, then they must coordinate their proposal with the Policy and Standards Division (and AIR-650 GA Alternative Fuels Program Office) to determine the level of FAA involvement with respect to policy or guidance. There is considerable activity across the aviation industry; therefore, energy behind the introduction of new aviation fuels is high. These efforts are highly visible and potentially controversial. NOTE: This is intended for fuels new to aviation where there is no existing FAA accepted standard for that fuel, not the approval of an existing aviation fuel for use on a specific model.	Y	Y			
29.	14 CFR 23.2010 at amendment 23-34 and after.	Load Relief/Alleviation Systems (Ref. 2250)	If the applicant proposes to use load relief or load alleviation systems for aircraft structure, applicants must use applicable amendment 23-64 regulations and coordinate with the Policy and Standards Division to establish adequate requirements and means of compliance.	Y	Y		Y	Y

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				(1)	(2)	(2) List Part 2	(3)	(4)
30.	14 CFR 23.1301 and 23.1309 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2500, 23.2505, and 23.2510 at any amendment 23-64 and after.	Speech Recognition or Voice Activated Technology (Ref. 2600)	If the applicant proposes to install speech recognition or voice activated technology for avionics data entry, then they may need to obtain an FAA accepted means of compliance (MOC) to 14 CFR 23.1301 and 23.1309 at amendment 23-63 and prior. At amendment 23-64 and after, applicants should incorporate FAA accepted means of compliance (MOC) in their certification planning.	Y	Y			
31.	14 CFR 23. 697, 23.729, 23.777, 23.779, 23.991, 23.1141, 23.1155, 23.1189, 23.1301, 23.1303, 23.1305, 23.1309, 23.1311, 23.1321, 23.1322, 23.1337, 23.1555 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2405, 23.2410, 23.2500, 23.2505, 23.2510, 23.2600, 23.2605, 23.2610, 23.2615 at amendment 23-64 and after.	Emergency Use Only Autoland Systems (Ref. 4120)	If the applicant proposes to add emergency use only functionality that provides for automatic landing of the airplane, then the Policy and Standards Division will be involved in the project. Note: This functionality is not to be confused with ""normal"" autoland capability. This functionality provides for autonomous control and landing of the airplane to a system-determined suitable airport. The need for equivalent level of safety (ELOS) findings and corresponding means of compliance (MOC) must be determined on a case-by-case basis for each installation. The FAA has developed draft policy. The applicant should define the specific intended functions for § 23.1301 compliance, and provide a definition of appropriate failure conditions and classifications for § 23.1309 compliance. The FAA has developed an issue paper template (S-1) to address MOC for these two regulations, up to and including amendment 23-63. Certain aspects of the emergency use autoland may not be able to be shown to comply with existing pilot-centric 14 CFR part 23 regulations. The applicant should identify the affected regulations and the compensating features that provide for an equivalent level of safety intended by the regulations and request an ELOS finding by the FAA for those aspects. The FAA has developed an issue paper template (S-2) to address the potential regulatory requirements that may need an ELOS. At amendment 23-64 and after, applicants, applicants should incorporate FAA accepted means of compliance (MOC) into their certification planning in lieu of an ELOS finding.	Y	Y			

	Standard	Subject	Description (Describe the difference including any policy or guidance material that applies.)	Safety Emphasis Item (SEI)				
				(1)	(2)	(2) List Part 2	(3)	(4)
32.	At amendment 23-63 and prior: 14 CFR 23.45, 23.51, 23.53, 23.55, 23.27, 23.59, 23.61, 23.73, 23.75, 23.77, 23.141, 23.153, 23.231, 23.233, 23.235, 23.1301, 23.1309, 23.1329, 23.1583, 23.1585, and 23.1587. At amendment 23-64 and after: 14 CFR 23.2105, 23.2115, 23.2130, 23.2135, 23.2155, 23.2500, 23.2505, 23.2600, 23.2605 and 23.2620.	Auto-taxi/auto-takeoff/auto-land systems (normal operations)	If the applicant proposes to add normal use functionality that provides for automatic taxi, take-off or landing of a piloted airplane, then the Policy and Standards Division will be involved in the project. Remotely piloted or nearly autonomous vehicle designs with this functionality are not covered in this SEI. Note: This functionality is not to be confused with ""emergency"" auto-land capability (SEI # 31). This functionality provides for autonomous control of taxiing, take-offs and/or landing of the airplane in normal operations. The FAA has started to develop draft policy. The applicant should define the specific intended functions for § 23.1301 compliance and provide a definition of appropriate failure conditions and classifications for § 23.1309 compliance.	Y	Y			
33.	14 CFR 23.1301, 23.1306, 23.1308, 23.1309, 23.1311 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2500, 23.2505 at amendment 23-64 and after.	Non-TSO Electronic Flight Instrument Systems and Avionics (Ref. 2400)	If the applicant is seeking to install non-TSO avionics, then they may need to verify the level of FAA involvement in their project. Many avionics manufacturers have developed lower cost integrated display systems specifically for the Experimental and Amateur-built airplane markets. Although these systems have many or all of the same functions, they generally do not follow the design assurance processes specified in the TSOs. The TSOs only specify a minimum performance, and they often outline the design assurance requirements as well as environmental standards in addition to general operating requirements. TSO authorization indicates that the article manufacturer has provided a statement of compliance with the TSO requirements and the article is produced under an FAA approved quality system. For non-TSO equipment, the installer bears responsibility for supplier control of the type design and the production of the article. The FAA has issued several project-by-project policies that support the integration of such EFIS into part 23 airplanes. The FAA will determine their involvement for any EFIS that has not been certificated before.	Y	Y			
34.	14 CFR part 21.29, 14 CFR part 31	SSDs - Manned Free Balloons - 14 CFR part 31 (Ref. 1060)	The Policy and Standards Division has not developed a list of Significant Standards Differences (SSDs) for manned free balloons (14 CFR part 31, any amendment) with any Foreign Civil Aviation Authority (FCAA). We are currently evaluating SSDs for manned free balloons with EASA but have not published these SSDs yet. The Policy and Standards Division, using an issue paper, will develop an SSD list applicable to the product for FCCAs not using part 31 as their certification basis for a manned free balloon.	Y	Y			

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				(1)	(2)	(2) List Part 2	(3)	(4)
35.	14 CFR 21.17(b) FAA Advisory Circulars 21.17-1A, 21.17-2A, and 21.17-3	Special Class Products (Ref. 1080)	Airships, Gliders (Sailplanes), and Very Light Airplanes are certificated by the FAA under 14 CFR 21.17(b) as ""special class"" products. These special class products use airworthiness design criteria as their certification basis rather than the airworthiness standards under Title 14, Code of Federal Regulations (14 CFR), part 23 etc. The FAA has published accepted means of compliance (MOC) that establish the airworthiness criteria for Gliders (Sailplanes), Very Light Airplanes, and Airships. The FAA published Advisory Circulars (AC) are: AC 21.17-2A, Type Certification-Fixed Wing Gliders (Sailplanes) establishes EASA CS-22 and Joint Airworthiness Requirements (JAR-22) sailplane regulations as acceptable airworthiness criteria, AC 21.17-3, Type Certification of Very Light Airplanes under FAR 21.17(b), establishes EASA CS-Very Light Airplanes (CS-VLA) and JAR-VLA regulations as acceptable airworthiness criteria, AC 21.17-1A, Type Certification—Airships, and FAA-P-8110-2, Airship Design Criteria and additional policy memos. The FAA must provide a public notice and respond to public comments when changes to airworthiness criteria are proposed or when newly established airworthiness criteria are proposed to be applied to a new product. Any new products proposed to be certificated under 14 CFR 21.17 (b) special class and any changes to existing special class products that modify the established airworthiness criteria or deviate from the FAA accepted MOC will require Policy and Standards Division involvement.	Y	Y		Y	
36.	14 CFR 21.21(b), 14 CFR part 23, at amendment 23-62.	Amendment 23-62 Errors (Ref. 1140)	If an applicant is using part 23, amendment 23-62, for new products or product changes including STCs, then the Policy and Standards Division must determine whether an equivalent level of safety (ELOS) finding is necessary due to 14 CFR part 23, amendment 23-62 containing various errors. The FAA develops/issues ELOS findings per 14 CFR 21.21(b). However, the FAA will likely delegate the compliance finding to the Foreign Civil Aviation Authority for the part 23, amendment 23-62, errors ELOS finding memorandum. A copy of these errors and their corrections is available upon request. Applicants using part 23 amendment 23-62 as the Means of Compliance (MOC) to Amdt 23-64 must also address these errors. ACOs and applicants should review the Project Specific Policy Memo for the most accurate list of regulations with errors. As of 3/13/18, the known errors exist in the following regulations: 23.45, amendment 23-62 General (Performance) 23.51, amendment 23-62 Takeoff speeds 23.63, amendment 23-62 Climb:General 23.67, amendment 23-62 Climb:One engine inoperative 23.73, amendment 23-62 Reference landing approach speed		Y		Y	

	Standard	Subject	Description (Describe the difference including any policy or guidance material that applies.)	Safety Emphasis Item (SEI)				
				(1)	(2)	(2) List Part 2	(3)	(4)
			23.77, amendment 23-62 Balked landing 23.161, amendment 23-50 Trim 23.181, amendment 23-62 Dynamic Stability 23.221, amendment 23-50 Spinning 23.251, amendment 23-62 Vibration and buffeting 23.253, amendment 23-62 High speed characteristics 23.571, amendment 23-62 Metallic pressurized cabin structures 23.785, amendment 23-49 Seats, berths, litters, safety belts, and shoulder harnesses 23.831, amendment 23-62 Ventilation 23.1195, amendment 23-62 Fire extinguishing systems 23.1197, amendment 23-62 Fire extinguishing agents 23.1199, amendment 23-62 Fire extinguishing characteristics 23.1201, amendment 23-62 Fire extinguishing materials 23.1445, amendment 23-62 Oxygen distribution system 23.1527, amendment 23-45 Maximum Operating Altitude 23.1545, amendment 23-62 Airspeed indicator 23.1583, amendment 23-62 Operating limitations					
37.	14 CFR 23.1165 and 23.903(c) at amendment 23-63 and prior, 23.2410 at amendment 23-64 or later	Dual Electronic Ignition Systems on Reciprocating Engines (Ref. A-1401)	If the applicant is seeking to replace both traditional magnetos with a dual electronic ignition system, then they may be required to address the relevant topics in Policy Memo PS-ACE100-2004-10024.	Y	Y			
38.	14 CFR 23.1301, 23.1309, 23.1322 at amendment 23-63 and prior, 23.2500, 23.2505, 23.2605 at amendment 23-64 or later.	Required Navigational Performance (RNP) with Authorization Required (AR) Operations (Ref. A-1808)	This SEI includes RNP AR Approach (RNP AR APCH) and RNP AR Departure Procedures (RNP AR DP). Operators must include RNP AR requirements in the AFM. The FAA's technical involvement is required to ensure that any FCAA limitations or denials related to RNP AR do not compromise a manufacturer's compliance with the FAA's alternative methods of compliance (AMOCs) for RNP AR eligibility.	Y	Y		Y	
39.	23.1353 at 14 CFR 23 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2525 at amendment 23-64 and after.	Battery - Non-Rechargeable Lithium/Battery Systems (Ref. A-0503)	If the applicant is installing non-rechargeable lithium batteries and/or battery systems, the applicants must use applicable amendment 23-64 regulations and coordinate with the Policy and Standards Division to establish adequate requirements and means of compliance. This installation would be considered basic if the applicant complies with the safety objectives called out in the appendix F of Draft AC 20-192. The method of compliance must meet the appendix F of the Draft AC 20-192 MM/DD/YYYY (using RTCA DO-227A in its entirety by test and validation). No deviation is allowed. If there is any deviation or alternate method of compliance, this item will be considered non-basic and an Issue Paper issued and would need to be evaluated by the FAA Policy and Standards Division.	Y	Y	Y	Y	
40.	14 CFR 23.1529, 2010, 23.2200, 23.2205, 23.2210, 23.2230, 23.2235, 23.2250, 23.2255,	Ballistic Parachute Systems	If the applicant is installing a ballistic parachute system, applicants must follow appropriate 23-64 regulations. ASTM Standard F3408-21 identifies the appropriate regulations and requirements consistent with installation per previous established methods and special conditions. Applicants deviating from this standard should coordinate with the Policy and Standards Division to establish alternative means of compliance.		Y	Y		

	Standard	Subject	Description (Describe the difference including any policy or guidance material that applies.)	Safety Emphasis Item (SEI)				
				(1)	(2)	(2) List Part 2	(3)	(4)
	23.2260, 23.2270, 23.2325, 23.2500, 23.2505, 23.2510, 23.2600, 23.2605, 23.2610, 23.2620 at amendment 23-64 and after.							
41.	14 CFR 23.143, 23.251, 23.1529, 23.1581, 23.1585, 23.1587 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2135, 23.2160, 23.2620 at amendment 23-64 and after.	Use of Type II, III, and IV Deicing/Anti-Icing Fluids (Ref. 1460)	If the applicant is including the use of Type II, III, or IV deicing/anti-icing fluids as part of their type design, then they must assess the impact of these fluids before operational use of such fluids is authorized. Policy Statement, PS-ACE-23-05, provides an FAA accepted means of compliance (MOC) for using Type II, III, or IV deicing/anti-icing fluids.		Y	Y	Y	
42.	14 CFR 23.954, 23.961 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2430 at amendment 23-64 and after.	Fuel System - Lightning Protection and Hot Weather Operation (Ref. 2130)	If the applicant does not use the below means of compliance, the FAA will need to be involved. Acceptable methods of compliance for fuel system lightning protection and fuel system hot weather operations have been problematic in the past and need to be coordinated with the Policy and Standards Division. For compliance with the fuel system hot weather requirements, if methods other than FAA Advisory Circular (AC) 23-16A, Powerplant Guide for Certification of Part 23 Airplanes and Airships, or EASA Acceptable Means of Compliance (AMC) Subpart E, section 23.961 are used/proposed, the Policy and Standards Division involvement is required. For compliance with the fuel system lightning protection requirements, if any method of compliance other than FAA AC 20-53B, Protection of Aircraft Fuel Systems Against Fuel Vapor Ignition Caused by Lightning, is used/proposed, FAA involvement will be required.		Y	Y	Y	
43.	14 CFR 23.1311 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2500, 23.2615 at amendment 23-64 and after.	Replacement of Vacuum Driven Attitude Indicators (Ref. 2360)	If the applicant proposes to replace vacuum-driven attitude instruments with electronically-driven indicators in CAR 3 and Part 23 airplanes, then they must use FAA accepted means of compliance (MOC). Policy Statement, PS-ACE-23-08-R1, is an FAA accepted MOC. Electronically-driven attitude indicators include indicators that use electrical power in place of vacuum to (1) excite an internal gyro, or (2) replace the operation of the gyro with microelectronics. Electronically-driven attitude indicators may replace the existing attitude indicators in airplanes including those approved for IFR operations.		Y	Y		

	Standard	Subject	Description (Describe the difference including any policy or guidance material that applies.)	Safety Emphasis Item (SEI)				
				(1)	(2)	(2) List Part 2	(3)	(4)
44.	14 CFR 23.1306, 23.1308 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2515, 23.2520 at amendment 23-64 and after.	HIRF and Lightning (Ref. 2420)	If the applicant is proposing alternate methods of compliance for HIRF/lightning test levels and compliance, then they must incorporate FAA accepted means of compliance (MOC) (PS-ACE-23-10). PS-ACE-23-10, is an FAA accepted MOC that may be used in lieu of the MOC described in AC 20-136B, Aircraft Electrical and Electronic System Lightning Protection, and AC 20-158A, The Certification of Aircraft Electrical and Electronic Systems for Operation in the High-intensity Radiate Fields (HIRF) Environment, to show compliance to 14 CFR 23.1306 and 23.1308 (§§23.2515 and 23.2520) for level A systems. PS-ACE-23-10 defines an alternate means of demonstrating compliance with level A systems for HIRF and the indirect effects of lightning requirements for small airplanes without the need to perform full airplane test. At all amendment levels, applicants should incorporate FAA accepted means of compliance (MOC) into their certification planning and coordinate with the Policy and Standards Division when incorporating alternate FAA accepted MOC into their certification planning.		Y	Y		
45.	14 CFR 23.1301 and 23.1309 at amendment 23-63 and prior. 14 CFR Part 23.2010, 23.2500, 23.2505, 23.2510 at amendment 23-64 and after.	System Level Verification (Ref. 2460)	If the applicant is proposing alternative means of compliance (MOC) for system level verification in place of RTCA/DO-178B/C for level 1 and 2 (class I and II) part 23 airplanes, then they may incorporate FAA accepted means of compliance PS-AIR-23-09 or request an alternative MOC. Applicants should incorporate FAA accepted means of compliance (MOC) into their certification planning and coordinate with the Policy and Standards Division when incorporating alternate FAA accepted MOC into their certification planning. NOTE: Project applications after October 11, 2018 who apply this policy, are restricted to class I and II airplanes. Previously, on some projects the FAA, during the developmental policy phases, allowed some approvals using this policy for class III airplanes. This PS-AIR-23-09 policy statement must be used in lieu of project specific policy memos for new applications dated October 11, 2018 and after.		Y	Y		

	Standard	Subject	Description (Describe the difference including any policy or guidance material that applies.)	Safety Emphasis Item (SEI)				
				(1)	(2)	(2) List Part 2	(3)	(4)
46.	14 CFR 23.773, 23.1301, 23.1309, 23.1311 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2600 at amendment 23-64 and after.	Vision Systems - Synthetic and Enhanced (Ref. 2680)	If the applicant is seeking to install Synthetic Vision Systems (SVS) or Enhanced Vision Systems (EVS), then they must incorporate FAA accepted means of compliance (MOC). FAA Advisory Circulars AC 20-167A,"Airworthiness Approval of Enhanced Vision System, Synthetic Vision System, Combined Vision System, and Enhanced Flight Vision System Equipment", and AC 20-138D, "Airworthiness Approval of Positioning and Navigation Systems", are FAA accepted MOCs. SVS typically uses terrain data from a database to display "synthetic vision" information to the pilot. EVS is an electronic means to provide a display of the forward external scene topography through the use of imaging sensors, such as forward looking infrared (FLIR), millimeter wave (MMW) radiometry, MMW radar, and/or low-light-level image intensifying. At amendment 23-64 and after, applicants should incorporate FAA accepted means of compliance (MOC) into their certification planning.		Y	Y		
47.	14 CFR 23.1301(a) at amendment 23-63 and prior. 14 CFR 23.2010, 23.2505 at amendment 23-64 and after.	Data Link System supporting Air Traffic Services (ATS) Communications (NEXTGEN) (Ref. 2860)	If the applicant is seeking to install aircraft data communication systems used for air traffic services (ATS), then they must incorporate FAA accepted means of compliance (MOC). Advisory Circular AC 20-140C,"Guidelines for Design Approval of Aircraft Data Link Communication Systems Supporting Air Traffic Services (ATS)", covers different types of data link systems and interoperability criteria, respectively, is an FAA accepted MOC. Additionally, policy memorandum, AIR-6B0-17-6B0-DM281, AC 20-140C General Memo, dated December 08, 2017, provides clarification on FANS 1/A+, associated viable sub-networks, and use of operating limitations in the Airplane Flight Manual. Examples of ATS data communication systems are controller pilot data link communications, Automatic Dependent Surveillance-Contract, and Aircraft Communications Addressing and Reporting System. AC 20-140C covers different types of data link systems and interoperability criteria respectively. Applicants should incorporate FAA accepted means of compliance (MOC) into their certification planning and coordinate with the Policy and Standards Division of their intent to propose an alternative FAA accepted MOC in accordance with AC 23.2010-1, FAA Accepted Means of Compliance Process for 14 CFR Part 23, that can be incorporated into their certification planning.		Y	Y		
48.	14 CFR 23.903(a)(2) at amendment 23-63 and prior. 14 CFR 23.2010, 23.2400 at amendment 23-64 and after.	Engine Operation in Ice Crystal Conditions (Ref. 1480)	If the applicant is installing a turbine engine that has not complied with 14 CFR 33.68 effective January 5, 2015/CS-E amendment 4, or as subsequently amended, then the Policy and Standards Division will be involved in the project to ensure to icing conditions covered by Appendix D of part 33 are adequately addressed. Blockage of engine Tt0 probes in ice crystal environments have resulted in engine roll back events. Note: This is also Potential Validation Item #6 from the EASA Significant Standards Difference list, Part 23-62 to CS23-4.		Y	Y	Y	Y

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				(1)	(2)	(2) List Part 2	(3)	(4)
49.	14 CFR 23.865 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2330 at amendment 23-64 and after.	Fire Protection of Flight Controls, Engine Mounts, and Other Flight Structure (Ref. 1600)	If the applicant proposes to use materials not previously accepted as fire proof, such as composite materials, then they may need to obtain an FAA accepted means of compliance (MOC) to 14 CFR 23.865 at amendment 23-63 and prior. At Amdt 23-64 and after, the applicant should incorporate FAA accepted means of compliance (MOC) into their certification planning. Testing is usually required to validate the performance of these materials. Note: This is also Potential Validation Item #5 from the EASA Significant Standards Difference list, Part 23-62 to CS23-4.	Y	Y	Y		
50.	14 CFR 23.2010 at amendment 23-64 and after.	Engine Control System (Ref. 1820)	If the applicant is seeking to install a full authority or supervisory engine control system (EEC/FADEC), applicants must use applicable amendment 23-64 regulations and coordinate with the Policy and Standards Division to establish adequate requirements and means of compliance. The required DDS have been captured in ASTM F3064/F3064M-24. If the applicant uses F3064/F3064M-24 or later for compliance, then the items is addressed.		Y	Y	Y	
51.	14 CFR 23.1141(e) at amendment 23-63 and prior. 14 CFR 23.2010 and 23.2410(a) at amendment 23-64 and after.	Turbine Engines Shutdown (Ref. 1960)	If the applicants turbine engine control system only includes a single means to shutdown the engine, then the applicant may require an FAA accepted means of compliance (MOC) to 14 CFR 23.1141(e) at amendment 23-63 and prior. The installation requirements of § 23.1141(e) require that no single failure of a turbine-engine control system causes failure of any powerplant function necessary for safety. Most engine control systems provide a redundant means for engine shutdown. For example, if the installed engine control system only provides a single means for shutting off fuel to the engine, then redundant means for engine shutdown must be provided to ensure a simple, quick, and safe shutdown if the primary means of shutdown fails. At amendment 23-64 and after, applicants should coordinate 23.2410(a) with the Policy and Standards Division to incorporate an FAA accepted MOC into their certification planning.	Y	Y	Y	Y	
52.	14 CFR 23.961 and 23.965(d) at amendment 23-63 and prior. 14 CFR 23.2010 and 23.2430(a)(3) and (b)(1) at amendment 23-64 and after.	Fuel System – Temperature (Ref. 2140)	If the applicant is seeking to establish the minimum level of safety expected for the effect of elevated fuel system temperatures on the airplane, applicants must use applicable amendment 23-64 regulations and coordinate with the Policy and Standards Division to establish adequate requirements and means of compliance. Fuel systems configured to reject engine heat through the airplane fuel tanks by use of an engine oil/fuel heat exchanger or other means may result in fuel tank temperatures above the critical temperature test requirements of 14CFR 23.961 and 23.965(d). The required DDS have been captured in ASTM F3063/F3063M-21 and Practice F3397/F3397M-21. If the applicant uses F3063/F3063M-21 and F3397/F3397M-21 or later for compliance, then the items is addressed.	Y	Y	Y		

	Standard	Subject	Description (Describe the difference including any policy or guidance material that applies.)	Safety Emphasis Item (SEI)				
				(1)	(2)	(2) List Part 2	(3)	(4)
53.	14 CFR 23.573, 23.603, 23.609, 23.613 at amendment 23-63 and prior 14 CFR 23.2010, 23.2240 at amendment 23-64 and after.	Composite Floats (Ref. 2300)	The addition of floats is deemed a significant change per §21.101 and therefore requires applicants to apply §23.573 (pre amendment 23-64) requirements unless they can show that compliance with a later requirement does not materially improve the level of safety or is impractical. (See FAA AC 21.101-1B). The FAA is recommending that the applicant does not need to comply with §23.573 for the composite floats themselves as long as they comply with §23.603 using the guidance of AC 23-19A sections 201 through 207. The guidance in AC-23-19A closely approximates requirements per §23.573. The applicant should also comply with §23.613 for their composite float design. In order to substantiate the certification approach in the guidance of the AC, the FAA will likely require material testing or other testing. If the applicant's design are not adequately addressed by the above regulations at amendment 23-63 or earlier, applicants must use applicable amendment 23-64 regulations and coordinate with the Policy and Standards Division to establish adequate requirements and means of compliance.	Y		Y		
54.	14 CFR 23.1309(d), 23.1311, 23.1321, 23.1322 at any amendment 23-63 and prior. 14 CFR 23.2010, 23.2500, 23.2605, 23.2610, 23.2615 at amendment 23-64 and after.	Electronic Flight Instrument Systems (Ref. 2520)	If the applicant is proposing to install an electronic flight instrument system (EFIS) that has not been previously evaluated by the Policy and Standards Division, then the FAA may require a multi-pilot usability and human factors evaluation. This evaluation (on past EFIS) have resulted in the need for Equivalent Level of Safety (ELOS) finding(s) or additional FAA accepted means of compliance (MOC) to 14 CFR 23.1309(d), 23.1311, 23.1321 and 23.1322 at amendment 23-63 and prior. At amendment 23-64 and after, applicants should incorporate FAA accepted means of compliance (MOC) into their certification planning in lieu of an ELOS finding.		Y	Y	Y	
55.	14 CFR 23.1301 at amendment 23-63 and prior. 14 CFR 23.2010, 23.2505, 23.2510 at amendment 23-64 and after. 14 CFR 91.227, amendment 91-314 14 CFR part 91.225	NEXTGEN: ADS-B Out System (Ref. 2800)	If the applicant proposes to use ADS-B Out System and the ADS-B Out pairing is not already on the list of approved sources, then they may need to obtain an FAA accepted means of compliance (MOC) for initial airworthiness approval. This link below has the list of previously approved sources: https://www.faa.gov/nextgen/equipadsb/installation/equipment/ FAA Advisory Circular 20-165B is an FAA accepted MOC. At amendment 23-64 and after, applicants should incorporate FAA accepted means of compliance (MOC) into their certification planning.		Y	Y		
56.	14 CFR 23.831, 23.1301, 23.1309, 23.1351, 23.1353, 23.1357, 23.1359, 23.1431, 23.1529, 23.1581 at amendment 23-63 and prior.	Wireless Local Area Network (Ref. 2900)	If the applicant is incorporating wireless local area network (LAN) in their design, then they must incorporate FAA accepted means of compliance (MOC). Policy Statement, PS-ACE-23-2 is an FAA accepted MOC, however, use AC 20-164A in lieu of AC 20-164 cited. Applicants should coordinate with the Policy and Standards Division in order to obtain the latest guidance. At amendment 23-64 and after, applicants should incorporate FAA accepted means of compliance (MOC) into their certification planning.		Y	Y		

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				(1)	(2)	(2) List Part 2	(3)	(4)
	14 CFR 23.2010, 23.2505, 23.2510 at amendment 23-64 and after.							
57.	14 CFR 23.2010 at amendment 23-64 and after.	Seats - Side Facing (Ref. 3780)	If the applicant is seeking approval and implementation of single-place or multiple place side facing seats, applicants must use applicable amendment 23-64 regulations and coordinate with the Policy and Standards Division to establish adequate requirements and means of compliance. The FAA has developed a policy statement, PS-ANM-25-03-R1 that identifies areas of regulatory compliance.	Y	Y	Y	Y	
58.	No rule at 14 CFR 23 amendment 23-63 and prior. 14 CFR 23.2010 at amendment 23-64 and after.	Diesel Engine Evaluation (Ref. 1740)	If the applicant is proposing installation of a diesel engine, then they may require special conditions or may require an Equivalent Level of Safety (ELOS) finding. All part 23 diesel engine installations must be evaluated per FAA Policy PS-ACE100-2002-004, Diesel Engine Installation. This policy statement identifies areas of regulatory compliance. The need for any specific ELOS findings or SCs must be determined on a case-by-case basis for each installation. Installations being certificated to amendment 23-64 and after must include the evaluations contained in FAA Policy PS-ACE100-2002-004. At amendment 23-64 and after, applicants should incorporate the requirements of the special condition into their certification planning as FAA accepted means of compliance (MOC) in lieu of a special condition or incorporate FAA accepted means of compliance (MOC) into their certification planning in lieu of an ELOS finding.	Y	Y	Y		