

FAA Non-Significant Regulatory Differences

Amendment Pair: 14 CFR Part 25 Amendment 25-108
JAR 25 Change 15

General Comments and Assumptions:

This following list of non-SRD regulations which require direct FAR compliance is based on the FAR/JAR 25 Amendment pair noted in the header. This non-SRD list combined with the SRD list together define the regulatory differences that must be accounted for in the validation.

The following guidelines were used to limit the identification of differences to those that had a particular bearing on the standards for type certification of turbopropeller and turbojet powered transport category airplanes:

1. There are a number of standard editorial differences between JAR and FAR, such as reference to “Administrator” in FAR vs. “Authorities” in JAR, and differences in spelling. These differences were not considered regulatory differences, unless they had a particular bearing on the standards for type certification.
2. JAR 25 does not provide standards for reciprocating-powered airplanes, skiplanes, amphibians, flying boats, or airplanes with standby rocket engines. Differences concerning standards for those airplanes are not reflected in this list.
3. Various paragraphs of JAR-25 refer to ACJ’s or AMJ’s. Regulations that are otherwise identical were not addressed in the regulatory differences comparison that produced this list, as this study only addressed regulatory differences, and did not address differences in advisory material. Differences in interpretive/advisory material will be addressed with separate Validation Items (VI), if needed.

FAA Non-Significant Regulatory Differences

Amendment Pair: 14 CFR Part 25 Amendment 25-108
JAR 25 Change 15

FAR Sections	Remarks
Subpart A	
25.2	JAR does not specify any retroactive requirements
Subpart B	
25.149(e)	Difference between the 2 codes concerning the extent to which lateral control may be used in determining Vmcg. Compliance with JAR may not assure compliance with FAR. A lower Vmcg may be obtained under JAR than under FAR
25.177(c)	FAR more severe. FAR (c) requires positive stability down to 1.2 Vs1 in all configurations, and applies to the full speed range specified for all sideslip angles.
Subpart C	
25.305(a)	Compliance with JAR 25.683(b) and (c) may result in a non-compliance with FAR 25.305(a). FAR 25.305(a) requires that for any load up to limit load, deformation must not interfere with safe operation.
25.305(e)	No corresponding JAR
25.305(f)	No corresponding JAR
25.571(a)	In (a)(3), FAA includes requirements for certain inspection thresholds to be included in instructions for continued airworthiness.
Subpart D	
25.605	JAR limits applicability to primary structure. FAR requires approved process specification.
25.619	Additional JAR reservation to seek “other appropriate measures” may result in FAR non-compliance.

25.729(b)	JAR allows no locks if not hazardous, FAR does not.
25.731(d)	FAR adds requirement for overpressure burst prevention
25.731(e)	FAR adds requirement for braked wheels
25.735(a) through (h)	FAR is updated extensively
25.777(e)	FAR specifies minimum spacing between gear and flap levers; compliance with JAR does not assure compliance with FAR
25.785(h)	In (h)(1) adjacent flight attendant seat requirement extended to type B doors in FAR.
25.785(g)	FAR includes requirement for single point release, and accessibility of controls when seated and strapped in. FAR also requires means to secure restraint system when not in use.
25.791(d)	Required locations of placard differ FAR/JAR.
25.809(h)	Specific to FAR (tailcone exit).
25.812(g)	In (g)(1)(ii) FAR includes exit path widths for type B and C doors.
25.832	Specific to FAR (ozone concentration).

FAA Non-Significant Regulatory Differences

Amendment Pair: 14 CFR Part 25 Amendment 25-108

JAR 25 Change 15

FAR Sections	Remarks
Subpart E	
25.901(b)	JAR references JAR E vs. FAR reference to FAR Part 33.
25.903(a)	FAR includes reference to FAR 33.78 for rain and hail ingestion. JAR references JAR E vs. FAR reference to FAR Part 33.
25.904	This section and JAR 25X20 both refer to Appendix I. FAR Appendix I does not permit performance credit for power settings less than 90 percent of maximum takeoff thrust. FAR Appendix I requires that means other than thrust lever to increase power must be located on or forward of the thrust or power levers and that it meet the requirements of 25.777(a), (b), and (c).
25.997(d)	FAR compliance must be based on installed configuration; JAR does not apply to strainers or filters already approved under JAR-E
25.1013	FAR compliance must be based on installed configuration; JAR does not apply to oil tanks already approved under JAR-E
25.1015	FAR compliance must be based on installed configuration; JAR does not apply to oil tanks already approved under JAR-E
25.1019	FAR compliance must be based on installed configuration; JAR does not apply to oil strainers or filters already approved under JAR-E.
25.1019(a)	JAR 25.1019 lacks the provision of FAR 25.1019 (a)(5) which requires that an oil filter or strainer with no bypass must have a means to connect it to the warning system called out in 25.1305(c)(7).
25.1091(e)	JAR references JAR E vs. FAR reference to FAR Part 33.
25.1103(a)	JAR does not contain the induction system drainage requirements of FAR 25.1103(a). While this section applies primarily to reciprocating engine installations, it does apply to turbine APU installations.
25.1103(e),(f)	JAR does not include FAR 25.1103 (e) and (f) APU induction system fireproofing requirements.
25.1141(f)	In (f)(2) JAR pertains to valves controlled from cockpit while FAR pertains to power assisted valves. JAR applicability limited to valves essential to safe operation of airplane.
25.1167	JAR references JAR E vs. FAR reference to FAR Part 33.
Subpart F	
25.1303(b)	In (b)(4), by reference to section 121.305(k), FAR requires third attitude indicating system, when installed, to be independent of other attitude indicators, and operative without selection after total failure of electrical generating system.
25.1305(c)	In (c)(5) JAR states that an indicator to indicate the functioning of the powerplant ice protection system is required only for a system that is selectable or contains some means of regulation. Thus JAR limits the applicability of the rule. In (c)(6)&(7) JAR lacks requirements concerning indication of fuel and oil strainer or filter contamination contained in FAR. In (c)(8) JAR allows an equivalent means for compliance, which may result in non-compliance with FAR
25.1321(b)	JAR does not apply to instruments required by 25.1303(a), while FAR does.

FAA Non-Significant Regulatory Differences

Amendment Pair:

14 CFR Part 25 Amendment 25-108

JAR 25 Change 15

FAR Sections	Remarks
25.1353(c)	In (c)(6) JAR limits applicability to batteries without low energy charging means.
25.1415(c)	FAR requires survival equipment to be attached to liferaft
25.1441(a)	JAR may limit number of occupants provided oxygen
Subpart G	
25.1513	Specific to FAR. Vmc must be established as an operating limitation.
25.1547(c)	Specific to FAR, which requires calibration card to state whether calibration was made with radios on or off.
25.1581	JAR 25x1591 is a specific JAR requirement, that if complied with will result in FAR non-compliance. Such information, if provided in the FAA AFM, must be in an unapproved section.
25.1585(c)	FAR requirement for AFM information on fuel system is not contained in JAR.