

# CAAC-FAA Significant Standards Differences (SSD)

First Edition, July 5, 2018

According to the FAA-CAAC IPA, only regulations that have a regulatory difference will be included in the SSD list. Identical regulations that have differences in guidance/interpretive material will be addressed, if required, as Special Emphasis Items (SEI) or other Safety Elements (SE). The definition of SSD is provided in the FAA-CAAC IPA 3.5.3.3(k) as: "Airworthiness standards differences where the standards are substantively different and may result in type design changes (including approved manuals) to meet the airworthiness standards of the VA. SSDs will be identified by the VA based on a comparison of applicable VA and CA standards."

1. For small airplane, the CCAR-23-R3 is identical to 14 CFR Part 23, including Amendments 23-1 through 23-55 except the contents of instructions for continued airworthiness which must be prepared in the Chinese language as required by paragraph G23.3 of CCAR-23.
2. For transport airplane, the CCAR-25-R4 is identical to 14 CFR Part 25, including Amendments 25-1 through 25-125, plus Amendment 25-128, except the contents of instructions for continued airworthiness which must be prepared in the Chinese language as required by paragraph H25.3 of CCAR-25 and Emergency exit marking with the Chinese word "开" in red letters at least 40 mm high required by paragraph 25.811(e)(4)(iii) of the CCAR-25.
3. For small rotorcraft, the CCAR-27-R2 is identical to 14 CFR Part 27, including Amendments 27-1 through 27-47, except the contents of instructions for continued airworthiness which must be prepared in the Chinese language as required by paragraph A27.3 of CCAR-27.
4. For transport rotorcraft, the CCAR-29-R2 is identical to 14 CFR Part 29, including Amendments 29-1 through 29-55, except the contents of instructions for continued airworthiness which must be prepared in the Chinese language as required by paragraph A29.3 of CCAR-29.
5. For engine, the CCAR-33-R2 is identical to 14 CFR Part 33, including Amendments 33-1 through 33-30, except the contents of instructions for continued airworthiness which must be prepared in the Chinese language as required by paragraph A33.3 of CCAR-33.
6. For propeller, the CCAR-35 is identical to 14 CFR Part 35, including Amendments 35-1 through 35-5, except the contents of instructions for continued airworthiness which must be prepared in the Chinese language as required by paragraph A35.3 of CCAR-35.

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7. For all products, all the literal markings and placards of reminders, warnings and notifications for passengers, all the literal markings and placards of the position and opening instructions of the emergency exits and doors for passengers or rescuer out of the aircraft, and all the operation instructions of emergency equipment for passengers must be in Chinese language as required by paragraph 21.29 (e) of CCAR-21.

The information of Requirements and Guidance are available on the CAAC / FAA website at:

[http://www.caac.gov.cn/XXGK/XXGK/index\\_172.html?fl=13](http://www.caac.gov.cn/XXGK/XXGK/index_172.html?fl=13), and

[http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgFAR.nsf/MainFrame?OpenFrameset](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgFAR.nsf/MainFrame?OpenFrameset)