

FAA Significant Standards Differences
Amendment Pair: 14 CFR Part 25 Amendment 25-144
and CCAR 25 4th Revision Nov. 7, 2011

General Comments and Assumptions:

This following list of SSD regulations which require direct 14 CFR Part 25 compliance is based on the 14 CFR Part 25/CCAR 25 Amendment pair noted in the header.

1. This SSD list includes only regulations where compliance with the CCAR 25 minimum standard would not be accepted by the FAA. (NOTE: The SSD list is identified as the “FAA-SSD” list to clarify that it is only intended for FAA validations of P.R.C. products).
2. 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).
3. 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.”
4. The CCAR 25 4th Revision is identical to 14 CFR part 25, including Amendments 25-1 through 25-125, plus Amendment 25-128. Therefore, the assessment of FAA SSDs is based on evaluation of Amendments 25-126 and 25-127, plus Amendments 25-129 and later.
5. For initial implementation of the FAA-CAAC IPA revision 0, dated X, the FAA SSD are identified as the standards introduced or modified with the 14 CFR part 25 amendment levels not included in the CCAR 25 4th Revision. This includes Amendments 25-126 and 25-127, plus Amendments 25-129 through 25-144. These affected 14 CR part 25 standards are identified in the FAA regulatory and guidance library at:
http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgFAR.nsf/MainFrame?OpenFrameset