FAA VALIDATION OF EASA COUNTRY
SMALL AIRPLANES
TYPE VALIDATION PRINCIPLES AGREEMENT
POTENTIAL VALIDATION ITEMS

Significant Standard Differences (SSD)

14 CFR Part 23 AMENDMENT 61 ***compared to*** CS-23, Amdt. 2
Revised March 14, 2018

Item	Title	FAR Section	Remarks
SSD			
1	Takeoff climb, one engine inoperative	23.67	Part 23 has exceptions for planes that comply with Section 23.562(d).
2	Spinning	23.221	Spin resistant airplanes are permitted under Paragraph 23.221(a)(2). EASA has no rules for Spin resistant airplanes
3	Artificial stall barrier system	23.691	All airplanes that use 23.691 for 23.201, Wings level stall, compliance. EASA CS-23 has no corresponding requirement.
4	Seats, berths, litters, safety belts and shoulder harnesses	23.785(c)	Per Paragraph 23.785(c), seat restraint systems must protect occupants per the load factors in 23.561(b)(2). EASA is more stringent in requiring seat/restraint system meet CS 23.562 in CS 23.785(c).
5	Seats, berths, litters, safety belts and shoulder harnesses	23.785(m)	Per Paragraph 23.785(m), berths or litters parallel to the longitudinal axis must withstand 9g's forward. EASA is more stringent in requiring berths and seats parallel to the longitudinal axis to withstand 18g's forward in CS 23.785(m).

6	Cargo and baggage compartment fire protection	23.855	CS allows flame resistant flammability for normal, utility and acrobatic airplanes while Part 23 requires self-extinguishing.
7	Installation	23.901	Turbine engine inlet capability to withstand rain, hail, ice, and bird ingestion not less than part 33 in 14 CFR, but CS-23 has specific requirements for rain into inlets of 4% by weight but no corresponding requirements for birds, hail or ice.
7-100	Propellers	23.905(d)	CS-23.905(d) does not capture the requirements of 35.23, 35.42 and 35.43 for installed propeller control systems as required by 23.905(d).
8	Reversing systems	23.933	EASA is more stringent in that CS-23 has turbopropeller, commuter category rule not in 14 CFR, part 23.
9	Fuel system independence	23.953	14 CFR, part 23, Section 23.953, Fuel system independence: permits one fuel tank in multiengine airplanes in Paragraph 23.953(a) and gives requirements for a single fuel tank in multiengine airplanes in Paragraph 23.953(b). CS-23 has no rule for single fuel tanks or series of interconnected fuel tanks used in a multiengine airplane as in Paragraph (b).
10	Induction system icing protection	23.1093	To ensure compliance to US methods, for icing protection.
11	Electrical and electronic system lightning protection	23.1306(b)	IFR approval requires function recovers in a timely manner.
12	Ice protection	23.1419	Paragraph 23.1419(a) defines “Capable of operating

			safely" and Paragraph 23.1419(b) requires natural icing flight tests unless similarity per 23.1419(c) is appropriate. EASA CS-23 does not define "Capable of operating safely" in CS 23.1419 and has no corresponding requirement to 14 CFR, Part 23, Paragraph 23.1419(b). To ensure use of most recent US compliance methods.
13	Airworthiness Limitations	23.1529	Per Order 8110.52, approved manual changes are SSDs.
14	AFM	23.1581	Per Order 8110.52, approved manual changes are SSDs

Note: 14 CFR, part 23, has rules in Sections 23.57, 23.61, and 23.1309 for more than two engines airplanes that are not in EASA CS-23. These are standards differences but are not considered Significant.

Revision History	
March 14, 2018	Added SSD Number 7-100 for 23.905(d).