Federal Aviation Administration /European Aviation Safety Agency
List of Significant Standards Differences
14 CFR, part 23 vs. CS-23

1. 14 CFR, part 23, Section 23.49, Stalling speed: Per Paragraph 23.49(d), If stalling speed is greater than 61 knots for single engine airplanes, they must comply with 23.562(d); and those multiengine airplanes greater than 6000 pounds (2730 kg) that do not comply with 23.67(a)(1), Climb: One engine inoperative, must comply with 23.562(d). EASA CS-23 has no requirement corresponding to 14 CFR, part 23, Section 23.49(d).

2. 14 CFR, part 23, Section 23.55, Accelerate-stop distance: Per 23.55(b)(3), means other than wheel brakes may be used for accelerate-stop distance determination if exceptional skill is not required to control the airplane. EASA CS-23 has no corresponding requirement.

3. 14 CFR, part 23, Section 23.221, Spinning: Spin resistant airplanes are permitted under Paragraph 23.221(a)(2). EASA CS-23 has no corresponding requirement.

4. 14 CFR, part 23, Section 23.691, Artificial stall barrier system: EASA CS-23 has no corresponding requirement.

5. 14 CFR, part 23, Section 23.785, Seats, berths, litters, safety belts, and shoulder harnesses: Per Paragraph 23.785(c), seat restraint systems must protect occupants per the load factors in 23.561(b)(2). EASA CS-23 is more stringent in requiring seat/restraint system meet CS 23.562.

6. 14 CFR, part 23, Section 23.785, Seats, berths, litters, safety belts, and shoulder harnesses: Per Paragraph 23.785(m), berths or litters parallel to the longitudinal axis must withstand 9g's forward. EASA CS-23 is more stringent in requiring berths and seats parallel to the longitudinal axis to withstand 18g's forward.

7. 14 CFR, part 23, Section 23.901, General: Installation: Per Paragraph 23.901(d)(2), turbine engine inlet capability to withstand rain, hail, ice, and birds ingestion not less than in 14 CFR, part 33, is required. EASA CS-23 has requirements for water ingestion at maximum takeoff and flight idle power, but no corresponding requirements for birds, hail or ice.

8. 14 CFR, part 23, Section 23.933, Reversing systems: there is no paragraph corresponding to EASA CS-23, Paragraph 23.933(b)(3). EASA CS-23, Paragraph 23.933(b)(3) is more stringent in that it has this turbopropeller, commuter category rule not in 14 CFR, part 23.

9. 14 CFR, part 23, Section 23.953, Fuel system independence: permits there be only 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). EASA CS-23, Section

23.53, has no rule for single fuel tanks or series of interconnected fuel tanks used in a multiengine airplane as in 14 CFR, Part 23.

10. 14 CFR, part 23, Section 23.1093, Induction system icing protection: Per paragraphs 23.1093(a)(4) and (a)(5), protection is required for all airplanes with sea level engines and a fuel metering device and all airplanes with sea level or altitude engines with fuel injection. EASA CS-23 Paragraph 23.1093(a)(4) is for single engine airplanes with a sea level engine and carburetor while Paragraph (a)(5) is for twin engine airplanes with sea level engines using a carburetor.

11. 14 CFR, part 23, Section 23.1307, Miscellaneous equipment: has requirement that equipment needed to operate at maximum approved altitude and in kinds of operation and meteorological conditions for which certification is requested be included in the type design. EASA CS-23 has no corresponding requirement.

12. 14 CFR, part 23, Section 23.1419, Ice protection: 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 Section 23.1419 and has no corresponding requirement to 14 CFR, Part 23, Paragraph 23.1419(b).

> 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.
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> Note: 14 CFR Part 23 is based on Amendment 23-55, dated 3/1/2002, and CS-23 is dated 7/15/2002.