

List of FAA Part 23 Validation Items for Import of EASA CS-23 Aircraft
Into the US

Part	Common Topic	Reason	Typically applicable to:
23.2, Special retroactive requirements	Retroactive requirement with respect to restraint systems	Some amended type models are older designs that must be upgraded.	Derived models with older original certification basis.
21.29, Issue of type certificate: import products	Validation flight	To evaluate aircraft handling, human factors (cockpit) and to qualitatively evaluate.	All EASA CS-23 Airplanes into the US.
23.49, Stalling speed	Stalling speed	Significant Standards Difference (SSD) , A critical parameter in determining dynamic seat criteria.	All EASA CS-23 Airplanes into the US.
23.55, Accelerate-stop distance	Rejected takeoff	SSD	Commuter category
23.221, Spinning	Spin resistant airplanes	SSD	All Spin resistant airplanes
23.561, Emergency Landing Conditions, General; 23.562, Emergency landing dynamic conditions;	Dynamic seats	To ensure U.S. compliance methods, appropriate approved facilities utilized.	All EASA CS-23 Airplanes into the US.
23.571, Metallic pressurized cabin structures; and/or 23.573, Damage tolerance and fatigue evaluation of structure; and/or 23.574, Metallic damage tolerance and fatigue evaluation of commuter category airplanes	Fatigue evaluation	Differing national approaches to the applicability of fatigue rule to derivative model airplanes that may not have been subject to fatigue requirements when initially certificated.	All EASA CS-23 Airplanes into the US
23.691, Artificial stall barrier system	Stick pusher	SSD	All airplanes that use 23.691 for 23.201(c) compliance

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23.729(g), Landing gear extension and retraction system, equipment located in the landing gear bay	Protection of equipment located in landing gear bay.	Different requirements of protection considered appropriate for landing gear bay mounted components.	Retractable gear airplanes.
23.865, Fire protection of flight controls, engine mounts, and other flight structure; 23.1182, Nacelle area behind firewalls	Protection of components and structure from fire	Specific means of compliance for composites airplanes, testing usually required. Compliance particular to design, specific compliance required for composite firewalls and structure.	Typically composites.
23.867, Electrical bonding and protection against lightning and static electricity; 23.954, Fuel system lightning protection 23.1309, Equipment, systems, and installations	Direct and indirect lightning protection	To ensure U.S. compliance methods used.	Composites, but generally applied and also Full Authority Digital Engine Control (FADEC) equipped airplanes.
23.901, General: Installation	Installation	SSD , 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 the inlets.	Turbine engine powered airplanes.
23.903(a), Engines, engine type certificate	Engines	Engine must have part 34 certification	Turbine engine powered airplanes.
23.903(b), Engines, turbine engine installations	Rotorburst	To ensure US compliance methods are used.	Turbine.

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Part	Common Topic	Reason	Typically applicable to:
23.929, Engine installation ice protection	Engine installation	To ensure compliance to US methods, especially for icing protection and Foreign Object Damage (FOD) resistance.	Icing approvals.
23.953, Fuel system independence	Single Fuel tank or interconnected fuel tanks	SSD , CS-23 has no rule for single fuel tanks or series of interconnected fuel tanks used in a multiengine airplane as in Paragraph (b).	Multiengine airplanes
23.961, Fuel system hot weather operation	Fuel system hot weather operation	Lack of confidence in analytical analysis, FAA believes that hot fuel test is essential for compliance.	All EASA CS-23 Airplanes into the US.
23.1093, Induction system icing protection	Inlet icing	SSD , To ensure compliance to US methods, especially for icing protection.	All EASA CS-23 Airplanes into the US.
23.1307, Miscellaneous equipment	Maximum altitude and kinds of operation	SSD	All EASA CS-23 Airplanes into the US
23.1309, Equipment, systems, and installations	Safety Analyses, Complex Hardware Design Assurance, Data Bus, Software, and Human Factors	To ensure compliance to US compliance methods, with respect to specific systems (icing, avionics, electrical, etc.),	All EASA CS-23 Airplanes into the US.
23.1331, Instruments using a power source	Electrical/vacuum powered flight instruments	To ensure all flight instruments using electrical or vacuum power sources have two sources of power. EASA CS 23.1331 is only applicable to gyroscopic instruments.	All EASA CS-23 Airplanes into the US.
3.1419, Ice protection	Icing approval	SSD , To ensure use of most recent US compliance methods.	Icing approvals.
23.1419, Ice protection, Supercooled liquid droplets [21.16, 21.21]	Icing approval	To ensure use of specific US compliance methods (memoranda) that requires evaluation of roll control in large supercooled droplets.	Icing approvals.
23.1505(c), Airspeed limitations,	V _{mo}	Different approaches converting a piston powered airplane to turboprop and structural speed limitations	Reciprocating to turbine conversions or upgrades.

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23.1529, Instructions for Continue Airworthiness	ICA	To ensure ICA meets US standards of use and content. AEG review involved.	All EASA CS-23 Airplanes into the US.
23.1581, General; 23.1583, Operating limitations; 23.1585, Operating procedures, 23.1587, Performance information, 23.1589, Loading information	Airplane flight manual	Differences in normal, abnormal and emergency information procedures and additional rules for engine restart procedures in 14 CFR, part 23.	All EASA CS-23 Airplanes into the US.
Part 34.11, Standard for fuel venting emissions	Fuel draining	Fuel system must comply with 34.11 by design; Foreign Civil Aviation Authority (FCAA) test witnessing is not delegated unless specific bilateral agreement provisions have been implemented regarding environmental approvals.	All turbine powered.
Part 36 Noise Standards: Aircraft Type and Airworthiness Certification	Noise	FCAA test witnessing is not delegated unless specific bilateral agreement provisions have been implemented regarding noise approvals.	All EASA CS-23 Airplanes into the US.
Special Condition: High Intensity Radiated Fields (HIRF) (See 23.1309)	HIRF	JAA versus FAA special conditions hazard analyses are different, resulting in differing testing levels.	IFR with essential flight data displayed by electronic indicators, FADEC equipped airplanes.

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

List of FAA Part 23 Validation Items for Export of EASA CS-23 Aircraft
Into the US

Part	Common Topic	Reason	Typically applicable to:
23.49, Stalling speed	Stalling speed	SSD , A critical parameter in determining dynamic seat criteria.	EASA has no single engine airplanes with stall speed over 61 knots
23.785, Seats, berths, litters, safety belts and shoulder harnesses	23.561 and 23.562 differences	SSD	EASA is more stringent
23.933, Reversing systems	Requirement for turbopropeller airplanes	SSD , CS-23 has turbopropeller, commuter category rule not in 14 CFR.	Commuter Category airplanes rule not found in 14 CFR, part 23

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