EASA VALIDATION OF USA
SMALL AIRPLANES
TYPE VALIDATION PRINCIPLES AGREEMENT
NON-SSD POTENTIAL VALIDATION ITEMS

14 CFR Part 23 AMENDMENT 57 ***compared to*** CS-23 effective November 14, 2003
(Decision No. 2003/14/RM)

Note: All of these VIs have been imposed by EASA on one or more jet airplanes.

VI	Potential items	Rule	Export USA aircraft into EASA
1	Artificial stall barrier system	23.691	CS-23 has no corresponding rule so a stall barrier needed to comply with wings level stall will have special conditions.
2	Required secondary instruments	23.1311	If non-electronic standby displays are installed, CS 23.1311 requires an independent magnetic direction indicator and an independent secondary mechanical magnetic direction indicator.
3	Special Condition: Human Factors for Integrated Displays		EASA requires special conditions from JAR 25 and has proposed rulemaking in NPA 15/2004.
4	Performance data	JAR-OPS 1	JAR-OPS 1 is EASA's operational rule for transports. EASA considers all jets should be treated like transports and thus all jets must operate the same way and manufacturers must provide all the same data. There are safety issues surrounding this issue because of the differences in published landing performance between US and Europe and part 121 and part 91.
5	Braking performance	Safety finding 23.735	They are applying a commuter category requirement in our special conditions to airplanes under 6000 lbs.
6	Landing in Abnormal conditions		Part 23 only requires consideration of other surfaces besides dry, hard surface. Typically this is done by adding factors to the dry, hard surface condition.

7	Birdstrike		Birdstrike on leading edge of wing resulting in possible fuel spillage
8	Engine	23.901/903 Potential issue	Engine unbalance loads (one blade out)
9	Engine	ELOS 23.777/781	Engine shut-off means
10	Engine	Special Condition 23.1195	Firex system
11	Engine	Special Condition 23.1309	FADEC Integration
12	Electrical System	Special Condition 23.1357	Electronic circuit breakers
13	Brakes	Special Condition	Worn brake performance per Part 25
14	Structures	MOC	Bonding of aluminum
15	Electrical	23.1309	Wiring per Part 25 guidance
16	Electronic Flight manual	Potential issue	FAA Flight Standards recently issued guidance on this issue.
17	Engine validation	Part 33 MOC	
18	Arrangements for engine/aircraft certification	23.901 MOC	
19	Fire extinguisher agent	23.851 MOC	
20	Generator cooling inlet	23.901 MOC	
21	Safety assessment aircraft classification	23.1309 MOC	
22	Liquid crystal displays	MOC	Viewing angles and symbology

23	Flap system interconnection	Special condition	Unusual feature
24	Sidestick forces	Special conditions	FAA took the position that we would issue special conditions if stick forces were found to be too high by FAA pilots. To date, the control forces and harmony have been acceptable.
25	Main Door	Special conditions	EASA has applied Part 25 door latching rules to jets.
26	Battery endurance	Special conditions	
27	Starting and generating system	Special condition	
28	GPS as primary	MOC	CRI requires compliance to EASA AMC 20-5, issue 1: "Airworthiness Approval and Operational Criteria for the Use of Navstar Global Positioning System (GPS)."
29	Solid State Power Controllers	Special conditions	Our special conditions apply to electronic issues while EASA considers Human Factors, smoke and fire drills, and one applicant had to address physical damage caused by bird strikes, fires, rotorburst, etc.
30	Thickness of bonded fuel tank skins, lightning protection	Special condition	Considers than skins less than 0.080 inches are subject to pinholes from lightning and thus fuel tank explosion.
31	Database and configuration files	23.1309	CRI is based on JAR 25.1309 and CRI F-01.
32	Electrical load shedding	23.1309	EASA expects a 5 second recognition time.
33	Master switch color		EASA required the master switch be Red.
34	Laminar flow	Special condition	FAA stopped consideration of laminar flow airfoils because we found that normal flight testing identifies poor flight characteristics.
35	Speedbrakes		EASA applies CS 25.253(a)(5).

36	Safe flyaway characteristics		EASA is applying CS 25/part 25 requirements.