

(2) For airplanes subject to § 25.1729 of this chapter, the EWIS ICA must comply with paragraph H25.4 and all of paragraph H25.5.

(d) After March 10, 2011, before returning a U.S.-registered airplane to service after any alterations for which EWIS ICA are developed, the foreign person or foreign air carrier must include in the maintenance program for that airplane inspections and procedures for EWIS based on those ICA.

(e) The EWIS maintenance program changes identified in paragraphs (c) and (d) of this section and any later EWIS revisions must be submitted to the Principal Inspector or Flight Standards office responsible for review and approval.

(f) This section does not apply to the following airplane models:

- (1) Lockheed L-188
- (2) Bombardier CL-44
- (3) Mitsubishi YS-11
- (4) British Aerospace BAC 1-11
- (5) Concorde
- (6) deHavilland D.H. 106 Comet 4C
- (7) VFW-Vereinigte Flugtechnische Werk VFW-614
- (8) Ilyushin Aviation IL 96T
- (9) Bristol Aircraft Britannia 305
- (10) Handley Page Herald Type 300
- (11) Avions Marcel Dassault—Breguet Aviation Mercure 100C
- (12) Airbus Caravelle
- (13) Lockheed L-300

[Amdt. 129-43, 72 FR 63413, Nov. 8, 2007, as amended by Docket FAA-2018-0119, Amdt. 129-53, 83 FR 9174, Mar. 5, 2018]

§ 129.113 Fuel tank system maintenance program.

(a) Except as provided in paragraph (g) of this section, this section applies to transport category, turbine-powered airplanes with a type certificate issued after January 1, 1958, that, as a result of original type certification or later increase in capacity, have—

- (1) A maximum type-certificated passenger capacity of 30 or more, or
- (2) A maximum payload capacity of 7500 pounds or more.

(b) For each U.S.-registered airplane on which an auxiliary fuel tank is installed under a field approval, before June 16, 2008, the foreign person or foreign air carrier operating the airplane must submit to the responsible Air-

craft Certification Service office proposed maintenance instructions for the tank that meet the requirements of Special Federal Aviation Regulation No. 88 (SFAR 88) of this chapter.

(c) After December 16, 2008, no foreign person or foreign air carrier may operate a U.S.-registered airplane identified in paragraph (a) of this section unless the maintenance program for that airplane has been revised to include applicable inspections, procedures, and limitations for fuel tank systems.

(d) The proposed fuel tank system maintenance program revisions must be based on fuel tank system Instructions for Continued Airworthiness (ICA) that have been developed in accordance with the applicable provisions of SFAR 88 of this chapter or § 25.1529 and part 25, Appendix H, of this chapter, in effect on June 6, 2001 (including those developed for auxiliary fuel tanks, if any, installed under supplemental type certificates or other design approval) and that have been approved by the responsible Aircraft Certification Service office.

(e) After December 16, 2008, before returning a U.S.-registered airplane to service after any alteration for which fuel tank ICA are developed under SFAR 88, or under § 25.1529 in effect on June 6, 2001, the foreign person or foreign air carrier must include in the maintenance program for the airplane inspections and procedures for the fuel tank system based on those ICA.

(f) The fuel tank system maintenance program changes identified in paragraphs (d) and (e) of this section and any later fuel tank system revisions must be submitted to the Principal Inspector or Flight Standards office responsible for review and approval.

(g) This section does not apply to the following airplane models:

- (1) Bombardier CL-44
- (2) Concorde
- (3) deHavilland D.H. 106 Comet 4C
- (4) VFW-Vereinigte Flugtechnische Werk VFW-614
- (5) Ilyushin Aviation IL 96T
- (6) Bristol Aircraft Britannia 305
- (7) Handley Page Herald Type 300
- (8) Avions Marcel Dassault—Breguet Aviation Mercure 100C
- (9) Airbus Caravelle