

(2) No later than June 24, 2009, the foreign air carrier or foreign person applies for an amendment to its operations specifications in accordance with § 129.11 to include a requirement for the airplane models specified in Table 2 of this section to use ground air conditioning systems for actual gate times of more than 30 minutes, when available at the gate and operational, whenever the ambient temperature exceeds 60 degrees Fahrenheit; and

(3) Thereafter, the certificate holder uses ground air conditioning systems as described in paragraph (k)(2) of this section on each airplane subject to the extension.

TABLE 2

Model—Boeing	Model—Airbus
747 Series 737 Series 777 Series 767 Series 757 Series	A318, A319, A320, A321 Series A300, A310 Series A330, A340 Series

(1) For any foreign air carrier or foreign person for which the operating certificate is issued after December 26, 2008, the compliance date specified in paragraph (e) of this section may be extended by one year, provided that the foreign air carrier or foreign person meets the requirements of paragraph (k)(2) of this section when its initial operations specifications are issued and, thereafter, uses ground air conditioning systems as described in paragraph (k)(2) of this section on each airplane subject to the extension.

(m) After the date by which any person is required by this section to modify 100 percent of the affected fleet, no person may operate in passenger service any airplane model specified in Table 2 of this section unless the airplane has been modified to comply with § 26.33(c) of this chapter.

TABLE 3

Model—Boeing	Model—Airbus
747 Series 737 Series 777 Series 767 Series 757 Series	A318, A319, A320, A321 Series A300, A310 Series A330, A340 Series

(n) No foreign air carrier or foreign person may operate any airplane on

which an auxiliary fuel tank is installed after December 26, 2017 unless the FAA has certified the tank as compliant with § 25.981 of this chapter, in effect on December 26, 2008.

(o) *Exclusions.* The requirements of this section do not apply to the following airplane models:

- (1) Convair CV-240, 340, 440, including turbine powered conversions.
- (2) Lockheed L-188 Electra.
- (3) Vickers VC-10.
- (4) Douglas DC-3, including turbine powered conversions.
- (5) Bombardier CL-44.
- (6) Mitsubishi YS-11.
- (7) BAC 1-11.
- (8) Concorde.
- (9) deHavilland D.H. 106 Comet 4C.
- (10) VFW—Vereinigte Flugtechnische VFW-614.
- (11) Ilyushin Aviation IL 96T.
- (12) Bristol Aircraft Britannia 305.
- (13) Handley Page Herald Type 300.
- (14) Avions Marcel Dassault—Breguet Aviation Mercure 100C.
- (15) Airbus Caravelle.
- (16) Fokker F-27/Fairchild Hiller FH-227.
- (17) Lockheed L-300.

[Doc. No. FAA-2005-22997, 73 FR 42503, July 21, 2008, as amended by Amdt. 129-47, 74 FR 31620, July 2, 2009; Docket FAA-2018-0119, Amdt. 129-53, 83 FR 9174, Mar. 5, 2018]

#### § 129.119 Fuel tank vent explosion protection.

(a) *Applicability.* This section applies to transport category, turbine-powered airplanes with a type certificate issued after January 1, 1958, that have:

- (1) A maximum type-certificated passenger capacity of 30 or more; or
- (2) A maximum payload capacity of 7,500 pounds or more.

(b) *New production airplanes.* No certificate holder may operate an airplane for which the State of Manufacture issued the original certificate of airworthiness or export airworthiness approval after August 23, 2018 unless means, approved by the Administrator, to prevent fuel tank explosions caused by propagation of flames from outside the fuel tank vents into the fuel tank vapor spaces are installed and operational.

[Docket FAA-2014-0500, Amdt. 129-52, 81 FR 41208, June 24, 2016]