§ 29.977 Fuel tank outlet.

(a) There must be a fuel strainer for the fuel tank outlet or for the booster pump. This strainer must—
(1) For reciprocating engine powered airplanes, have 8 to 16 meshes per inch; and
(2) For turbine engine powered airplanes, prevent the passage of any object that could restrict fuel flow or damage any fuel system component.
(b) The clear area of each fuel tank outlet strainer must be at least five times the area of the outlet line.
(c) The diameter of each strainer must be at least that of the fuel tank outlet.
(d) Each finger strainer must be accessible for inspection and cleaning.

§ 29.991 Fuel pumps.

(a) Compliance with §29.955 must not be jeopardized by failure of—
(1) Any one pump except pumps that are approved and installed as parts of a type certificated engine; or
(2) Any component required for pump operation except the engine served by that pump.
(b) The following fuel pump installation requirements apply:
(1) When necessary to maintain the proper fuel pressure—
(i) A connection must be provided to transmit the carburetor air intake static pressure to the proper fuel pump relief valve connection; and
(ii) The gauge balance lines must be independently connected to the carburetor inlet pressure to avoid incorrect fuel pressure readings.
(2) The installation of fuel pumps having seals or diaphragms that may leak must have means for draining leaking fuel.
(3) Each drain line must discharge where it will not create a fire hazard.

§ 29.993 Fuel system lines and fittings.

(a) Each fuel line must be installed and supported to prevent excessive vibration and to withstand loads due to fuel pressure, valve actuation, and accelerated flight conditions.
(b) Each fuel line connected to components of the rotorcraft between load that is 2.0 times the load arising from the maximum pressure, including surge, that is likely to occur during fueling. The maximum surge pressure must be established with any combination of tank valves being either intentionally or inadvertently closed.
(d) The rotorcraft defueling system (not including fuel tanks and fuel tank vents) must withstand an ultimate load that is 2.0 times the load arising from the maximum permissible defueling pressure (positive or negative) at the rotorcraft fueling connection.