

which relative motion could exist must have provisions for flexibility.

(c) Each flexible connection in fuel lines that may be under pressure or subjected to axial loading must use flexible hose assemblies.

(d) Flexible hose must be approved.

(e) No flexible hose that might be adversely affected by high temperatures may be used where excessive temperatures will exist during operation or after engine shutdown.

§ 29.995 Fuel valves.

In addition to meeting the requirements of § 29.1189, each fuel valve must—

(a) [Reserved]

(b) Be supported so that no loads resulting from their operation or from accelerated flight conditions are transmitted to the lines attached to the valve.

(Secs. 313(a), 601, and 603, 72 Stat. 759, 775, 49 U.S.C. 1354(a), 1421, and 1423; sec. 6(c), 49 U.S.C. 1655 (c))

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-13, 42 FR 15046, Mar. 17, 1977]

§ 29.997 Fuel strainer or filter.

There must be a fuel strainer or filter between the fuel tank outlet and the inlet of the first fuel system component which is susceptible to fuel contamination, including but not limited to the fuel metering device or an engine positive displacement pump, whichever is nearer the fuel tank outlet. This fuel strainer or filter must—

(a) Be accessible for draining and cleaning and must incorporate a screen or element which is easily removable;

(b) Have a sediment trap and drain, except that it need not have a drain if the strainer or filter is easily removable for drain purposes;

(c) Be mounted so that its weight is not supported by the connecting lines or by the inlet or outlet connections of the strainer or filter itself, unless adequate strength margins under all loading conditions are provided in the lines and connections; and

(d) Provide a means to remove from the fuel any contaminant which would jeopardize the flow of fuel through rotorcraft or engine fuel system com-

ponents required for proper rotorcraft or engine fuel system operation.

[Amdt. No. 29-10, 39 FR 35462, Oct. 1, 1974, as amended by Amdt. 29-22, 49 FR 6850, Feb. 23, 1984; Amdt. 29-26, 53 FR 34217, Sept. 2, 1988]

§ 29.999 Fuel system drains.

(a) There must be at least one accessible drain at the lowest point in each fuel system to completely drain the system with the rotorcraft in any ground attitude to be expected in service.

(b) Each drain required by paragraph (a) of this section including the drains prescribed in § 29.971 must—

(1) Discharge clear of all parts of the rotorcraft;

(2) Have manual or automatic means to ensure positive closure in the off position; and

(3) Have a drain valve—

(i) That is readily accessible and which can be easily opened and closed; and

(ii) That is either located or protected to prevent fuel spillage in the event of a landing with landing gear retracted.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-12, 41 FR 55473, Dec. 20, 1976; Amdt. 29-26, 53 FR 34218, Sept. 2, 1988]

§ 29.1001 Fuel jettisoning.

If a fuel jettisoning system is installed, the following apply:

(a) Fuel jettisoning must be safe during all flight regimes for which jettisoning is to be authorized.

(b) In showing compliance with paragraph (a) of this section, it must be shown that—

(1) The fuel jettisoning system and its operation are free from fire hazard;

(2) No hazard results from fuel or fuel vapors which impinge on any part of the rotorcraft during fuel jettisoning; and

(3) Controllability of the rotorcraft remains satisfactory throughout the fuel jettisoning operation.

(c) Means must be provided to automatically prevent jettisoning fuel below the level required for an all-engine climb at maximum continuous power from sea level to 5,000 feet altitude and cruise thereafter for 30 minutes at maximum range engine power.