

(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 FAA Oversight 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 International Field 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
- (10) Lockheed L-300

[Amdt. 129-43, 72 FR 63413, Nov. 8, 2007]

**§ 129.115 Limit of validity.**

(a) *Applicability.* This section applies to foreign air carriers or foreign persons operating any U.S.-registered transport category, turbine-powered airplane with a maximum takeoff gross weight greater than 75,000 pounds and a type certificate issued after January 1, 1958, regardless of whether the maximum takeoff gross weight is a result of an original type certificate or a later design change. This section also applies to foreign air carriers or foreign persons operating any other U.S.-

registered transport category, turbine-powered airplane with a type certificate issued after January 1, 1958, regardless of the maximum takeoff gross weight, for which a limit of validity of the engineering data that supports the structural maintenance program (hereafter referred to as LOV) is required in accordance with §25.571 or §26.21 of this chapter after January 14, 2011.

(b) *Limit of validity.* No foreign air carrier or foreign person may operate a U.S.-registered airplane identified in paragraph (a) of this section after the applicable date identified in Table 1 of this section, unless an Airworthiness Limitations section (ALS) approved under Appendix H to part 25 or §26.21 of this chapter is incorporated into its maintenance program. The ALS must—

(1) Include an LOV approved under §25.571 or §26.21 of this chapter, as applicable, except as provided in paragraph (f) of this section; and

(2) Be clearly distinguishable within its maintenance program.

(c) *Operation of airplanes excluded from §26.21.* No certificate holder may operate an airplane identified in §26.21(g) of this chapter after July 14, 2013, unless an ALS approved under Appendix H to part 25 or §26.21 of this chapter is incorporated into its maintenance program. The ALS must—

(1) Include an LOV approved under §25.571 or §26.21 of this chapter, as applicable, except as provided in paragraph (f) of this section; and

(2) Be clearly distinguishable within its maintenance program

(d) *Extended limit of validity.* No foreign air carrier or foreign person may operate an airplane beyond the LOV or extended LOV specified in paragraph (b)(1), (c), (d), or (f) of this section, as applicable, unless the following conditions are met:

(1) An ALS must be incorporated into its maintenance program that—

(i) Includes an extended LOV and any widespread fatigue damage airworthiness limitation items (ALIs) approved under §26.23 of this chapter; and

(ii) Is approved under §26.23 of this chapter;

(2) The extended LOV and the airworthiness limitation items pertaining to widespread fatigue damage must be

clearly distinguishable within its maintenance program.

(e) *Principal Maintenance Inspector approval.* Foreign air carriers or foreign persons must submit the maintenance program revisions required by paragraphs (b), (c), and (d) of this section to the Principal Maintenance Inspector or Flight Standards International Field Office for review and approval.

(f) *Exception.* For any airplane for which an LOV has not been approved as of the applicable compliance date specified in paragraph (c) or Table 1 of this section, instead of including an approved LOV in the ALS, an operator must include the applicable default LOV specified in Table 1 or Table 2 of this section, as applicable, in the ALS.

TABLE 1—AIRPLANES SUBJECT TO § 26.21

Airplane model	Compliance date—months after January 14, 2011	Default LOV [flight cycles (FC) or flight hours (FH)]
<b>Airbus—Existing<sup>1</sup> Models Only:</b>		
A300 B2–1A, B2–1C, B2K–3C, B2–203 .....	30 .....	48,000 FC
A300 B4–2C, B4–103 .....	30 .....	40,000 FC
A300 B4–203 .....	30 .....	34,000 FC
A300–600 Series .....	30 .....	30,000 FC/67,500 FH
A310–200 Series .....	30 .....	40,000 FC/60,000 FH
A310–300 Series .....	30 .....	35,000 FC/60,000 FH
A318 Series .....	60 .....	48,000 FC/60,000 FH
A319 Series .....	60 .....	48,000 FC/60,000 FH
A320–100 Series .....	60 .....	48,000 FC/48,000 FH
A320–200 Series .....	60 .....	48,000 FC/60,000 FH
A321 Series .....	60 .....	48,000 FC/60,000 FH
A330–200, –300 Series (except WV050 family) (non enhanced) .....	60 .....	40,000 FC/60,000 FH
A330–200, –300 Series WV050 family (enhanced) .....	60 .....	33,000 FC/100,000 FH
A330–200 Freighter Series .....	60 .....	See NOTE.
A340–200, –300 Series (except WV 027 and WV050 family) (non enhanced) .....	60 .....	20,000 FC/80,000 FH
A340–200, –300 Series WV 027 (non enhanced) .....	60 .....	30,000 FC/60,000 FH
A340–300 Series WV050 family (enhanced) .....	60 .....	20,000 FC/100,000 FH
A340–500, –600 Series .....	60 .....	16,600 FC/100,000 FH
A380–800 Series .....	72 .....	See NOTE.
<b>Boeing—Existing<sup>1</sup> Models Only:</b>		
717 .....	60 .....	60,000 FC/60,000 FH
727 (all series) .....	30 .....	60,000 FC
737 (Classics): 737–100, –200, –200C, –300, –400, –500 .....	30 .....	75,000 FC
737 (NG): 737–600, –700, –700C, –800, –900, –900ER .....	60 .....	75,000 FC
747 (Classics): 747–100, –100B, –100B SUD, –200B, –200C, –200F, –300, 747SP, 747SR .....	30 .....	20,000 FC
747–400: 747–400, –400D, –400F .....	60 .....	20,000 FC
757 .....	60 .....	50,000 FC
767 .....	60 .....	50,000 FC
777–200, –300 .....	60 .....	40,000 FC
777–200LR, 777–300ER .....	72 .....	40,000 FC
777F .....	72 .....	11,000 FC
<b>Bombardier—Existing<sup>1</sup> Models Only:</b>		
CL–600: 2D15 (Regional Jet Series 705), 2D24 (Regional Jet Series 900) .....	72 .....	60,000 FC
<b>Embraer—Existing<sup>1</sup> Models Only:</b>		
ERJ 170 .....	72 .....	See NOTE.
ERJ 190 .....	72 .....	See NOTE.
<b>Fokker—Existing<sup>1</sup> Models Only:</b>		
F.28 Mark 0070, Mark 0100 .....	30 .....	90,000 FC
<b>Lockheed—Existing<sup>1</sup> Models Only:</b>		
L–1011 .....	30 .....	36,000 FC
188 .....	30 .....	26,600 FC
382 (all series) .....	30 .....	20,000 FC/50,000 FH
<b>McDonnell Douglas—Existing<sup>1</sup> Models Only:</b>		
DC–8, –8F .....	30 .....	50,000 FC/50,000 FH
DC–9 (except for MD–80 series) .....	30 .....	100,000 FC/100,000 FH
MD–80 (DC–9–81, –82, –83, –87, MD–88) .....	30 .....	50,000 FC/50,000 FH
MD–90 .....	60 .....	60,000 FC/90,000 FH
DC–10–10, –15 .....	30 .....	42,000 FC/60,000 FH
DC–10–30, –40, –10F, –30F, –40F .....	30 .....	30,000 FC/60,000 FH
MD–10–10F .....	60 .....	42,000 FC/60,000 FH
MD–10–30F .....	60 .....	30,000 FC/60,000 FH
MD–11, MD–11F .....	60 .....	20,000 FC/60,000 FH

TABLE 1—AIRPLANES SUBJECT TO § 26.21—Continued

Airplane model	Compliance date—months after January 14, 2011	Default LOV [flight cycles (FC) or flight hours (FH)]
Maximum Takeoff Gross Weight Changes .....	30, or within 12 months after the LOV is approved, or before operating the airplane, whichever occurs latest.	Not applicable.
All airplanes whose maximum takeoff gross weight has been decreased to 75,000 pounds or below after January 14, 2011 or increased to greater than 75,000 pounds at any time by an amended type certificate or supplemental type certificate. All Other Airplane Models (TCs and amended TCs) not Listed in Table 2.	72, or within 12 months after the LOV is approved, or before operating the airplane, whichever occurs latest.	Not applicable.

<sup>1</sup>Type certificated as of January 14, 2011.

NOTE: Airplane operation limitation is stated in the Airworthiness Limitation section.

TABLE 2—AIRPLANES EXCLUDED FROM § 26.21

Airplane model	Default LOV [flight cycles (FC) or flight hours (FH)]
Airbus:	
Caravelle .....	15,000 FC/24,000 FH
Avions Marcel Dassault:	
Breguet Aviation Mercure 100C .....	20,000 FC/16,000 FH
Boeing:	
Boeing 707 (–100 Series and –200 Series) .....	20,000 FC
Boeing 707 (–300 Series and –400 Series) .....	20,000 FC
Boeing 720 .....	30,000 FC
Bombardier:	
CL–44D4 and CL–44J .....	20,000 FC
BD–700 .....	15,000 FH
Bristol Aeroplane Company:	
Britannia 305 .....	10,000 FC
British Aerospace Airbus, Ltd.:	
BAC 1–11 (all models) .....	85,000 FC
British Aerospace (Commercial Aircraft) Ltd.:	
Armstrong Whitworth Argosy A.W. 650 Series 101 .....	20,000 FC
BAE Systems (Operations) Ltd.:	
BAe 146–100A (all models) .....	50,000 FC
BAe 146–200–07 .....	50,000 FC
BAe 146–200–07 Dev .....	50,000 FC
BAe 146–200–11 .....	50,000 FC
BAe 146–200–07A .....	47,000 FC
BAe 146–200–11 Dev .....	43,000 FC
BAe 146–300 (all models) .....	40,000 FC
Avro 146–RJ70A (all models) .....	40,000 FC
Avro 146–RJ85A and 146–RJ100A (all models) .....	50,000 FC
D & R Nevada, LLC:	
Convair Model 22 .....	1,000 FC/1,000 FH
Convair Model 23M .....	1,000 FC/1,000 FH
deHavilland Aircraft Company, Ltd.:	
D.H. 106 Comet 4C .....	8,000 FH
Gulfstream:	
GV .....	40,000 FH
GV–SP .....	40,000 FH
Ilyushin Aviation Complex:	
IL–96T .....	10,000 FC/30,000 FH
Lockheed:	
300–50A01 (USAF C 141A) .....	20,000 FC

[Doc. No. FAA–2006–24281, 75 FR 69787, Nov. 15, 2010]

EFFECTIVE DATE NOTE: By Amdt. 129–48, 75 FR 69787, Nov. 15, 2010, § 129.115 was added, effective Jan. 14, 2011.