§ 25.967 Fuel tank installations.

(a) Each fuel tank must be supported so that tank loads (resulting from the weight of the fuel in the tanks) are not concentrated on unsupported tank surfaces. In addition—

(i) There must be pads, if necessary, to prevent chafing between the tank and its supports;

(ii) Padding must be nonabsorbent or treated to prevent the absorption of fluids;

(iii) If a flexible tank liner is used, it must be supported so that it is not required to withstand fluid loads; and

(iv) Each interior surface of the tank compartment must be smooth and free of projections that could cause wear of the liner unless—

(1) Provisions are made for protection of the liner at these points; or

(ii) The construction of the liner itself provides that protection.

(b) Spaces adjacent to tank surfaces must be ventilated to avoid fume accumulation due to minor leakage. If the tank is in a sealed compartment, ventilation may be limited to drain holes large enough to prevent excessive pressure resulting from altitude changes.

(c) The location of each tank must meet the requirements of § 25.1185(a).

(d) No engine nacelle skin immediately behind a major air outlet from the engine compartment may act as the wall of an integral tank.

(e) Each fuel tank must be isolated from personnel compartments by a fumeproof and fuelproof enclosure.

§ 25.969 Fuel tank expansion space.

Each fuel tank must have an expansion space of not less than 2 percent of the tank capacity. It must be impossible to fill the expansion space inadvertently with the airplane in the normal ground attitude. For pressure fueling systems, compliance with this section may be shown with the means provided to comply with § 25.979(b). [Amdt. 25–11, 32 FR 6913, May 5, 1967]

§ 25.971 Fuel tank sump.

(a) Each fuel tank must have a sump with an effective capacity, in the normal ground attitude, of not less than the greater of 0.10 percent of the tank capacity or one-sixteenth of a gallon unless operating limitations are established to ensure that the accumulation of water in service will not exceed the sump capacity.

(b) Each fuel tank must allow drainage of any hazardous quantity of water from any part of the tank to its sump.