with the airplane in the ground attitude.

(c) Each fuel tank sump must have an accessible drain that—
(1) Allows complete drainage of the sump on the ground;
(2) Discharges clear of each part of the airplane; and
(3) Has manual or automatic means for positive locking in the closed position.

§ 25.973 Fuel tank filler connection.
Each fuel tank filler connection must prevent the entrance of fuel into any part of the airplane other than the tank itself. In addition—
(a) [Reserved]
(b) Each recessed filler connection that can retain any appreciable quantity of fuel must have a drain that discharges clear of each part of the airplane;
(c) Each filler cap must provide a fuel-tight seal; and
(d) Each fuel filling point must have a provision for electrically bonding the airplane to ground fueling equipment.

§ 25.977 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) [Reserved]
(c) The clear area of each fuel tank outlet strainer must be at least five times the area of the outlet line.
(d) Each finger strainer must be accessible for inspection and cleaning.

§ 25.979 Pressure fueling system.
For pressure fueling systems, the following apply:
(a) Each pressure fueling system fuel manifold connection must have means to prevent the escape of hazardous quantities of fuel from the system if the fuel entry valve fails.