Federal Aviation Administration, DOT § 25.995

or more engines and holds required fuel reserves continually throughout each flight.
(c) Paragraph (b) of this section does not apply to a fuel tank if means are provided to mitigate the effects of an ignition of fuel vapors within that fuel tank such that no damage caused by an ignition will prevent continued safe flight and landing.
(d) Critical design configuration control limitations (CDCCL), inspections, or other procedures must be established, as necessary, to prevent development of ignition sources within the fuel tank system pursuant to paragraph (a) of this section, to prevent increasing the flammability exposure of the tanks above that permitted under paragraph (b) of this section, and to prevent degradation of the performance and reliability of any means provided according to paragraphs (a) or (c) of this section. These CDCCL, inspections, and procedures must be included in the Airworthiness Limitations section of the instructions for continued airworthiness required by §25.1529.


§ 25.994 Fuel system components.
Fuel system components in an engine nacelle or in the fuselage must be protected from damage which could result in spillage of enough fuel to constitute a fire hazard as a result of a wheels-up landing on a paved runway.

[Amdt. 25–57, 49 FR 6848, Feb. 23, 1984]

§ 25.995 Fuel valves.
In addition to the requirements of §25.1189 for shutoff means, each fuel valve must—
(a) [Reserved]
(b) Be supported so that no loads resulting from their operation or from