Federal Aviation Administration, DOT

§ 29.963 Fuel tanks: general.

(a) Each fuel tank must be able to withstand, without failure, the vibration, inertia, fluid, and structural loads to which it may be subjected in operation.

(b) Each flexible fuel tank bladder or liner must be approved or shown to be suitable for the particular application to that engine alone contains usable fuel.

[Amendment 29–26, 53 FR 34217, Sept. 2, 1988]

§ 29.965 Flow between interconnected tanks.

(a) Where tank outlets are interconnected and allow fuel to flow between them due to gravity or flight accelerations, it must be impossible for fuel to flow between tanks in quantities great enough to cause overflow from the tank vent in any sustained flight condition.

(b) If fuel can be pumped from one tank to another in flight—

(1) The design of the vents and the fuel transfer system must prevent structural damage to tanks from overfilling; and

(2) There must be means to warn the crew before overflow through the vents occurs.

§ 29.959 Unusable fuel supply.

The unusable fuel supply for each tank must be established as not less than the quantity at which the first evidence of malfunction occurs under the most adverse fuel feed condition occurring under any intended operations and flight maneuvers involving that tank.

§ 29.961 Fuel system hot weather operation.

Each suction lift fuel system and other fuel systems conducive to vapor formation must be shown to operate satisfactorily (within certification limits) when using fuel at the most critical temperature for vapor formation under critical operating conditions including, if applicable, the engine operating conditions defined by § 29.927(b)(1) and (b)(2).

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