

TABLE 1—COMPLIANCE DATES FOR AFFECTED AIRPLANES—Continued

Airplane model (all existing ¹ models)	Compliance date— (months after January 14, 2011)
A319 Series	48
A320 Series	48
A321 Series	48
A330–200, –200 Freighter, –300 Series	48
A340–200, –300, –500, –600 Series	48
A380–800 Series	60
Boeing:	
717	48
727 (all series)	18
737 (Classics): 737–100, –200, –200C, –300, –400, –500	18
737 (NG): 737–600, –700, –700C, –800, –900, –900ER	48
747 (Classics): 747–100, –100B, –100B SUD, –200B, –200C, –200F, –300, 747SP, 747SR	18
747–400: 747–400, –400D, –400F	48
757	48
767	48
777–200, –300	48
777–200LR, 777–300ER, 777F	60
Bombardier:	
CL–600: 2D15 (Regional Jet Series 705), 2D24 (Regional Jet Series 900)	60
Embraer:	
ERJ 170	60
ERJ 190	60
Fokker:	
F.28 Mark 0070, Mark 0100	18
Lockheed:	
L–1011	18
188	18
382 (all series)	18
McDonnell Douglas:	
DC–8, –8F	18
DC–9	18
MD–80 (DC–9–81, –82, –83, –87, MD–88)	18
MD–90	48
DC–10	18
MD–10	48
MD–11, –11F	48
All Other Airplane Models Listed on a Type Certificate as of January 14, 2011	60

¹ Type certificated as of January 14, 2011.

§ 26.23 Extended limit of validity.

(a) *Applicability.* Any person may apply to extend a limit of validity of the engineering data that supports the structural maintenance program (hereafter referred to as LOV) approved under § 25.571 of this subchapter, § 26.21, or this section. Extending an LOV is a major design change. The applicant must comply with the relevant provisions of subparts D or E of part 21 of this subchapter and paragraph (b) of this section.

(b) *Extended limit of validity.* Each person applying for an extended LOV must comply with the following requirements:

(1) Establish an extended LOV that corresponds to the period of time, stated as a number of total accumulated flight cycles or flight hours or both, during which it is demonstrated that

widespread fatigue damage will not occur in the airplane. This demonstration must include an evaluation of airplane structural configurations and be supported by test evidence and analysis at a minimum and, if available, service experience, or service experience and teardown inspection results, of high-time airplanes of similar structural design, accounting for differences in operating conditions and procedures. The airplane structural configurations to be evaluated include—

(i) All model variations and derivatives approved under the type certificate for which approval for an extension is sought; and

(ii) All structural modifications to and replacements for the airplane structural configurations specified in paragraph (b)(1)(i) of this section, mandated by airworthiness directive, up to

the date of approval of the extended LOV.

(2) Establish a revision or supplement, as applicable, to the Airworthiness Limitations section (ALS) of the Instructions for Continued Airworthiness required by §25.1529 of this subchapter, and submit it to the FAA Oversight Office for approval. The revised ALS or supplement to the ALS must include the applicable extended LOV established under paragraph (b)(1) of this section.

(3) Develop the maintenance actions determined by the WFD evaluation performed in paragraph (b)(1) of this section to be necessary to preclude WFD from occurring before the airplane reaches the proposed extended LOV. These maintenance actions must be documented as airworthiness limitation items in the ALS and submitted to the FAA Oversight Office for approval.

Subpart D—Fuel Tank Flammability

SOURCE: Docket No. FAA–2005–22997, 73 FR 42499, July 21, 2008, unless otherwise noted.

§ 26.31 Definitions.

For purposes of this subpart—

(a) *Fleet Average Flammability Exposure* has the meaning defined in Appendix N of part 25 of this chapter.

(b) *Normally Emptied* means a fuel tank other than a Main Fuel Tank. Main Fuel Tank is defined in 14 CFR 25.981(b).

§ 26.33 Holders of type certificates: Fuel tank flammability.

(a) *Applicability*. This section applies to U.S. type certificated transport category, turbine-powered airplanes, other than those designed solely for all-cargo operations, for which the State of Manufacture issued the original certificate of airworthiness or export airworthiness approval on or after January 1, 1992, that, as a result of original type certification or later increase in capacity have:

(1) A maximum type-certificated passenger capacity of 30 or more, or

(2) A maximum payload capacity of 7,500 pounds or more.

(b) *Flammability Exposure Analysis*. (1) *General*. Within 150 days after Decem-

ber 26, 2008, holders of type certificates must submit for approval to the FAA Oversight Office a flammability exposure analysis of all fuel tanks defined in the type design, as well as all design variations approved under the type certificate that affect flammability exposure. This analysis must be conducted in accordance with Appendix N of part 25 of this chapter.

(2) *Exception*. This paragraph (b) does not apply to—

(i) Fuel tanks for which the type certificate holder has notified the FAA under paragraph (g) of this section that it will provide design changes and service instructions for Flammability Reduction Means or an Ignition Mitigation Means (IMM) meeting the requirements of paragraph (c) of this section.

(ii) Fuel tanks substantiated to be conventional unheated aluminum wing tanks.

(c) *Design Changes*. For fuel tanks with a Fleet Average Flammability Exposure exceeding 7 percent, one of the following design changes must be made.

(1) *Flammability Reduction Means (FRM)*. A means must be provided to reduce the fuel tank flammability.

(i) Fuel tanks that are designed to be Normally Emptied must meet the flammability exposure criteria of Appendix M of part 25 of this chapter if any portion of the tank is located within the fuselage contour.

(ii) For all other fuel tanks, the FRM must meet all of the requirements of Appendix M of part 25 of this chapter, except, instead of complying with paragraph M25.1 of this appendix, the Fleet Average Flammability Exposure may not exceed 7 percent.

(2) *Ignition Mitigation Means (IMM)*. A means must be provided to mitigate the effects of an ignition of fuel vapors within the fuel tank such that no damage caused by an ignition will prevent continued safe flight and landing.

(d) *Service Instructions*. No later than December 27, 2010, holders of type certificates required by paragraph (c) of this section to make design changes must meet the requirements specified in either paragraph (d)(1) or (d)(2) of this section. The required service instructions must identify each airplane