§ 129.1

10 For A330/A340 series airplanes, resolution = 1.05% (0.250° > 0.120°).
11 For A330/A340 series airplanes, resolution = 1.05% (0.250° > 0.120°) For A330 B2/B4 series airplanes, resolution = 0.92% (0.230° > 0.125°).
12 For A330/A340 series airplanes, resolution = 1.05% (0.250° > 0.120°).
13 For A330/A340 series airplanes, spoiler resolution = 1.406% (0.703° > 0.100°).
14 For A330/A340 series airplanes, resolution = 0.5°C.
15 For Dassault F900C/F900EX airplanes, Radio Altitude resolution = 1.25 ft.
16 For A330/A340 series airplanes, resolution = 0.352 degrees.
17 For A318/A319/A320/A321 series airplanes, resolution = 4.32%. For A330/A340 series airplanes, resolution is 3.27% of full range for throttle lever angle (TLA); for reverse thrust, reverse throttle lever angle (RLA) resolution is nonlinear over the active reverse thrust range, which is 51.54 degrees to 96.14 degrees. The resolved element is 2.8 degrees uniformly over the entire active reverse thrust range, or 2.9% of the full range value of 96.14 degrees.
18 For all aircraft manufactured on or after December 6, 2010, the seconds per sampling interval is 0.125. Each input must be recorded at this rate. Alternately sampling inputs (interleaving) to meet this sampling interval is prohibited.
19 For all 737 model airplanes manufactured between August 19, 2000, and April 6, 2010: The seconds per sampling interval is 0.5 per control input; the remarks regarding the sampling rate do not apply; a single control wheel force transducer installed on the left cable control is acceptable provided the left and right control wheel positions also are recorded.

PART 129—OPERATIONS: FOREIGN AIR CARRIERS AND FOREIGN OPERATORS OF U.S.-REGISTERED AIRCRAFT ENGAGED IN COMMON CARRIAGE

Subpart A—General

129.1 Applicability and definitions.
129.11 Operations specifications.
129.13 Airworthiness and registration certificates.
129.14 Maintenance program and minimum equipment list requirements for U.S.-registered aircraft.
129.15 Flight crewmember certificates.
129.17 Aircraft communication and navigation equipment for operations under IFR or over the top.
129.18 Collision Avoidance System.
129.19 Air traffic rules and procedures.
129.20 Digital flight data recorders.
129.21 Control of traffic.
129.22 Communication and navigation equipment for rotorcraft operations under VFR over routes navigated by pilotage.
129.23 Transport category cargo service airplanes: Increased zero fuel and landing weights.
129.24 Cockpit voice recorders.
129.25 Airplane security.
129.26 Flightdeck security.
129.29 Smoking prohibitions.

Subpart B—Continued Airworthiness and Safety Improvements

129.101 Purpose and definition.
§ 129.11 Operations specifications.

(a) Each foreign air carrier shall conduct its operations within the United States in accordance with operations specifications issued by the Administrator under this part and in accordance with the Standards and Recommended Practices contained in part I (International Commercial Air Transport) of Annex 6 (Operation of Aircraft) to the Convention on International Civil Aviation Organization. Operations specifications shall include:

1. Airports to be used;
2. Routes or airways to be flown, and
3. Such operations rules and practices as are necessary to prevent collisions between foreign aircraft and other aircraft.

(4) Registration markings of each U.S.-registered aircraft.

(5) Registration and markings of each aircraft that meets equipment requirements of §129.28(a).

(b) An application for the issue or amendment of operations specifications must be submitted in duplicate, at least 30 days before beginning operations in the United States, to the Flight Standards District Office in the area where the applicant’s principal business office is located or to the Regional Flight Standards Division Manager having jurisdiction over the area to be served by the operations. If a military airport of the United States is to be used as a regular, alternate, refueling, or provisional airport, the applicant must obtain written permission to do so from the Washington Headquarters of the military organization concerned and submit two copies of that written permission with his application. Detailed requirements governing applications for the issue or amendment of operations specifications are contained in Appendix A.

(c) No person operating under this part may operate or list on its operations specifications any airplane listed on operations specifications issued under part 125.

§ 129.13 Airworthiness and registration certificates.

(a) Except as provided in §129.28(b) of this part, no foreign air carrier may operate any aircraft within the United States unless that aircraft carries current registration and airworthiness certificates issued or validated by the country of registry and displays the nationality and registration markings of that country.

(b) No foreign air carrier may operate a foreign aircraft within the United States except in accordance with the limitations on maximum certificated weights prescribed for that aircraft and that operation by the country of manufacture of the aircraft.

§ 129.14 Maintenance program and
minimum equipment list require-
ments for U.S.-registered aircraft.

(a) Each foreign air carrier and each
foreign person operating a U.S.-reg-
istered aircraft within or outside the
United States in common carriage
shall ensure that each aircraft is main-
tained in accordance with a program
approved by the Administrator.

(b) No foreign air carrier or foreign
person may operate a U.S.-registered
aircraft with inoperable instruments or
equipment unless the following condi-
tions are met:

1. A master minimum equipment list
exists for the aircraft type.

2. The foreign operator submits for
review and approval its aircraft min-
imum equipment list based on the mas-
ter minimum equipment list, to the
FAA Flight Standards District Office
having geographic responsibility for
the operator. The foreign operator
must show, before minimum equip-
ment list approval can be obtained, that
the maintenance procedures used under
its maintenance program are adequate to
support the use of its minimum equip-
ment list.

3. For leased aircraft maintained
and operated under a U.S. operator’s
continuous airworthiness maintenance
program and FAA-approved minimum
equipment list, the foreign operator
submits the U.S. operator’s approved
continuous airworthiness maintenance
program and approved aircraft min-
imum equipment list to the FAA office
prescribed in paragraph (b)(2) of this
section for review and evaluation. The
foreign operator must show that it is
capable of operating under the lessor’s
approved maintenance program and
that it is also capable of meeting the
maintenance and operational require-
ments specified in the lessor’s approved
minimum equipment list.

4. The FAA letter of authorization
permitting the operator to use an ap-
proved minimum equipment list is car-
ried aboard the aircraft. The minimum
equipment list and the letter of author-
ization constitute a supplemental type
certificate for the aircraft.

5. The approved minimum equip-
ment list provides for the operation of
the aircraft with certain instruments
and equipment in an inoperable condi-
tion.

6. The aircraft records available to
the pilot must include an entry de-
scribing the inoperable instruments
and equipment.

7. The aircraft is operated under all
applicable conditions and limitations
contained in the minimum equipment
list and the letter authorizing the use
of the list.

[Doc. No. 24856, 52 FR 20029, May 28, 1987]

§ 129.15 Flight crewmember certifi-
cates.

No person may act as a flight crew-

member unless he holds a current cer-
tificate or license issued or validated
by the country in which that aircraft is
registered, showing his ability to per-
form his duties connected with oper-
ating that aircraft.

[Doc. No. 7084, 30 FR 16074, Dec. 24, 1965]

§ 129.17 Aircraft communication and
navigation equipment for oper-
ations under IFR or over the top.

(a) Aircraft navigation equipment re-
quirements—General. No foreign air car-
er may conduct operations under IFR
or over the top unless—

1. The en route navigation aids nec-
essary for navigating the aircraft along
the route (e.g., ATS routes, arrival and
departure routes, and instrument ap-
proach procedures, including missed
approach procedures if a missed ap-
proach routing is specified in the pro-
cedure) are available and suitable for
use by the aircraft navigation equip-
ment required by this section;

2. The aircraft used in those oper-
ations is equipped with at least the fol-
lowing—

(i) Except as provided in paragraph
(c) of this section, two approved inde-
pendent navigation systems suitable
for navigating the aircraft along the
route to be flown within the degree of
accuracy required for ATC;

(ii) One marker beacon receiver pro-
viding visual and aural signals; and

(iii) One ILS receiver; and

3. Any RNAV system used to meet
the navigation equipment require-
ments of this section is authorized in
the foreign air carrier’s operations
specifications.
§ 129.18  Collision avoidance system.

Effective January 1, 2005, any airplane you, as a foreign air carrier, operate under part 129 must be equipped and operated according to the following table:

<table>
<thead>
<tr>
<th>COLLISION AVOIDANCE SYSTEMS</th>
<th>COLLISION AVOIDANCE SYSTEMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>If you operate in the</td>
<td>Then you must operate that airplane with:</td>
</tr>
<tr>
<td>United States any</td>
<td>(1) An appropriate class of Mode S</td>
</tr>
<tr>
<td>. .</td>
<td>transponder that meets Technical</td>
</tr>
<tr>
<td>. .</td>
<td>Standard Order (TSO) C–112, or a</td>
</tr>
<tr>
<td>. .</td>
<td>later version, and one of the</td>
</tr>
<tr>
<td>. .</td>
<td>following approved units;</td>
</tr>
<tr>
<td>(a) Turbine-powered</td>
<td>(i) TCAS II that meets TSO C–119b</td>
</tr>
<tr>
<td>airplane of more</td>
<td>(version 7.0), or takeoff weight a</td>
</tr>
<tr>
<td>than 33,000 pounds maximum</td>
<td>later version.</td>
</tr>
<tr>
<td>certificated take-off weight.</td>
<td></td>
</tr>
<tr>
<td>(1) TCAS II that meets TSO</td>
<td></td>
</tr>
<tr>
<td>C–119b (version 7.0), or take</td>
<td></td>
</tr>
<tr>
<td>off weight.</td>
<td></td>
</tr>
<tr>
<td>(ii) TCAS II that meets TSO</td>
<td></td>
</tr>
<tr>
<td>C–119a (version 6.04A Enhanced) that was installed in that airplane before May 1, 2003, if that TCAS II version 6.04A Enhanced no longer can be repaired to TSO C–119a standards, it must be replaced with a TCAS II that meets TSO C–119b (version 7.0), or a later version.</td>
<td></td>
</tr>
<tr>
<td>(iii) A collision avoidance system equivalent to TSO C–119b (version 7.0), or a later version, capable of coordinating with units that meet TSO C–119a (version 6.04A Enhanced), or a later version.</td>
<td></td>
</tr>
<tr>
<td>(b) Turbine-powered</td>
<td>(1) TCAS I that meets TSO C–118, or a</td>
</tr>
<tr>
<td>airplane with a passenger-seat configuration, excluding any pilot seat, or 10–30 seats.</td>
<td>later version, or</td>
</tr>
<tr>
<td>(1) TCAS I that meets TSO C–118, or a later version, or</td>
<td></td>
</tr>
<tr>
<td>(2) A collision avoidance system equivalent to excluding any TSO C–118, or a later version, or</td>
<td></td>
</tr>
<tr>
<td>(3) A collision avoidance system and Mode S transponder that meet paragraph (a)(1) of this section.</td>
<td></td>
</tr>
</tbody>
</table>


§ 129.19  Air traffic rules and procedures.

(a) Each pilot must be familiar with the applicable rules, the navigational and communications facilities, and the air traffic control and other procedures, of the areas to be traversed by him within the United States.

(b) Each foreign air carrier shall establish procedures to assure that each of its pilots has the knowledge required by paragraph (a) of this section and shall check the ability of each of its pilots to operate safely according to applicable rules and procedures.

(c) Each foreign air carrier shall conform to the practices, procedures, and other requirements prescribed by the Administrator for U.S. air carriers for the areas to be operated in.

§ 129.20  Digital flight data recorders.

No person may operate an aircraft under this part that is registered in the United States unless it is equipped
§ 129.23 Transport category cargo service airplanes: Increased zero fuel and landing weights.

(a) Notwithstanding the applicable structural provisions of the transport category airworthiness regulations, but subject to paragraphs (b) through (g) of this section, a foreign air carrier may operate (for cargo service only) any of the following transport category airplanes (certificated under part 4b of the Civil Air Regulations effective before March 13, 1956) at increased zero fuel and landing weights—

(1) DC–6A, DC–6B, DC–7B, and DC–7C; and


(b) The zero fuel weight (maximum weight of the airplane with no disposable fuel and oil) and the structural landing weight may be increased beyond the maximum approved in full compliance with applicable rules only if the Administrator finds that—

(1) The increase is not likely to reduce seriously the structural strength;

(2) The probability of sudden fatigue failure is not noticeably increased;

(3) The flutter, deformation, and vibration characteristics do not fall below those required by applicable regulations; and

(4) All other applicable weight limitations will be met.

(c) No zero fuel weight may be increased by more than five percent, and the increase in the structural landing weight may not exceed the amount, in pounds, of the increase in zero fuel weight.
§ 129.24 Cockpit voice recorders.

No person may operate an aircraft under this part that is registered in the United States unless it is equipped with an approved cockpit voice recorder that meets the standards of TSO–C123a, or later revision. The cockpit voice recorder must record the information that would be required to be recorded if the aircraft were operated under part 121, 125, or 135 of this chapter, and must be installed by the compliance times required by that part, as applicable to the aircraft.


§ 129.25 Airplane security.

Foreign air carriers conducting operations under this part must comply with the applicable security requirements in 49 CFR chapter XII.

[67 FR 8150, Feb. 22, 2002]

§ 129.28 Flightdeck security.

(a) After August 20, 2002, except for a newly manufactured airplane on a non-revenue delivery flight, no foreign air carrier covered by §129.1(a), may operate:

(1) A passenger carrying transport category airplane within the United States, except for overflights, unless the airplane is equipped with a door between the passenger and pilot compartment that incorporates features to restrict the unwanted entry of persons into the flightdeck that are operable from the flightdeck only; or

(2) A transport category all-cargo airplane within the United States, except for overflights, that has a door installed between the pilot compartment and any other occupied compartment on or after June 21, 2002, unless the door incorporates features to restrict the unwanted entry of persons into the flightdeck that are operable from the flightdeck only.

(b) To the extent necessary to meet the requirements of paragraph (a) of this section, the requirements of §129.13(a) to maintain airworthiness certification are waived until April 9, 2003. After that date, the requirements of §129.13(a) apply in full.

(c) After April 9, 2003, except for a newly manufactured airplane on a non-revenue delivery flight, no foreign air carrier covered by §129.1(a) may operate:

(i) A passenger carrying transport category airplane within the United States, except for overflights, unless the airplane’s flightdeck door installation meets the requirements of paragraphs (c)(1) and(2) of this section or an alternative standard found acceptable to the Administrator.

(ii) After October 1, 2003, a transport category all-cargo airplane that had a...
door installed between the pilot compartment and any other occupied compartment on or after June 21, 2002, within the United States, except on overflights, unless the airplane’s flightdeck door installation meets the requirements of paragraphs (c)(2) and (c)(3) of this section or an alternative standard found acceptable to the Administrator; or the operator must implement a security program approved by the Transportation Security Administration (TSA) for the operation of all airplanes in that operator’s fleet.

(2) The door must resist forcible intrusion by unauthorized persons and be capable of withstanding impacts of 300 joules (221.3 foot-pounds) at the critical locations on the door, as well as a 1,113-newton (250 pounds) constant tensile load on the knob or handle, and

(3) The door must resist penetration by small arms fire and fragmentation devices to a level equivalent to Level IIIa of the National Institute of Justice Standard (NIJ) 0101.04.

(d) After August 20, 2002, no foreign air carrier covered by §129.1 may operate a passenger carrying transport category airplane, or a transport category all-cargo airplane that has a door installed between the pilot compartment and any other occupied compartment on or after June 21, 2002, within the United States, except for overflights, unless the carrier has procedures in place that are acceptable to the civil aviation authority responsible for oversight of the part 129 operator to prevent access to the flightdeck except as authorized as follows:

(1) No person other than a person who is assigned to perform duty on the flight deck may have a key to the flight deck door that will provide access to the flightdeck.

(2) Except when it is necessary to permit access and egress by persons authorized in accordance with paragraph (d)(3) of this section, a pilot in command of an airplane that has a lockable flight deck door in accordance with §129.28(a) and that is carrying passengers shall ensure that the door separating the flight crew compartment from the passenger compartment is closed and locked at all times when the airplane is being operated.

(3) No person may admit any person to the flight deck of an airplane unless the person being admitted is—

(i) A crewmember,

(ii) An inspector of the civil aviation authority responsible for oversight of the part 129 operator, or

(iii) Any other person authorized by the civil aviation authority responsible for oversight of the part 129 operator.

(e) The requirements of paragraph (a) through (d) except (d)(3), do not apply to transport category passenger carrying airplanes originally type certificated with a maximum passenger seating configuration of 19 seats or less, or to all-cargo airplanes with a payload capacity of 7,500 pounds or less.

§129.29 Smoking prohibitions.

(a) No person may smoke and no operator may permit smoking in any aircraft lavatory.

(b) Unless otherwise authorized by the Secretary of Transportation, no person may smoke and no operator may permit smoking anywhere on the aircraft (including the passenger cabin and the flight deck) during scheduled passenger foreign air transportation or during any scheduled passenger interstate or intrastate air transportation.

§129.101 Purpose and definition.

(a) This subpart requires a foreign person or foreign air carrier operating a U.S. registered airplane in common carriage to support the continued airworthiness of each airplane. These requirements may include, but are not limited to, revising the maintenance program, incorporating design changes, and incorporating revisions to Instructions for Continued Airworthiness.

(b) For purposes of this subpart, the “FAA Oversight Office” is the aircraft certification office or office of the Transport Airplane Directorate with
§ 129.103 Oversight responsibility for the relevant type certificate or supplemental type certificate, as determined by the Administrator.

[Amdt. 129–43, 72 FR 63413, Nov. 8, 2007]

§ 129.105 Aging airplane inspections and records reviews for U.S.-registered multiengine aircraft.

(a) Operation after inspection and records review. After the dates specified in this paragraph, a foreign air carrier or foreign person may not operate a U.S.-registered multiengine airplane under this part unless the Administrator has notified the foreign air carrier or foreign person that the Administrator has completed the aging airplane inspection and records review required by this section. During the inspection and records review, the foreign air carrier or foreign person must demonstrate to the Administrator that the maintenance of age sensitive parts and components of the airplane has been adequate and timely enough to ensure the highest degree of safety.

(1) Airplanes exceeding 24 years in service on December 8, 2003; initial and repetitive inspections and records reviews. For an airplane that has exceeded 24 years in service on December 8, 2003, no later than December 5, 2007, and thereafter at intervals not to exceed 7 years.

(2) Airplanes exceeding 14 years in service but not 24 years in service on December 8, 2003; initial and repetitive inspections and records reviews. For an airplane that has exceeded 14 years in service, but not 24 years in service, on December 8, 2003, no later than December 4, 2008, and thereafter at intervals not to exceed 7 years.

(3) Airplanes not exceeding 14 years in service on December 8, 2003; initial and repetitive inspections and records reviews. For an airplane that has not exceeded 14 years in service on December 8, 2003, no later than 5 years after the start of the airplane’s 15th year in service and thereafter at intervals not to exceed 7 years.

(b) Unforeseen schedule conflict. In the event of an unforeseen scheduling conflict, the Administrator may approve an extension of up to 90 days beyond an interval specified in paragraph (b) of this section.

(c) Airplane and records availability. The foreign air carrier or foreign person must make available to the Administrator each U.S.-registered multiengine airplane for which an inspection and records review is required under this section, in a condition for inspection specified by the Administrator, together with the records containing the following information:

(1) Total years in service of the airplane;

(2) Total time in service of the airframe;

(3) Total flight cycles of the airframe;

(4) Date of the last inspection and records review required by this section;

(5) Current status of life-limited parts of the airframe;

(6) Time since the last overhaul of all structural components required to be overhauled on a specific time basis;

(7) Current inspection status of the airplane, including the time since the last inspection required by the inspection program under which the airplane is maintained;

(8) Current status of applicable airworthiness directives, including the date and methods of compliance, and if the airworthiness directive involves recurring action, the time and date when the next action is required;

(9) A list of major structural alterations; and

(10) A report of major structural repairs and the current inspection status for those repairs.

(d) Notification to Administrator. Each foreign air carrier or foreign person must notify the Administrator at least 60 days before the date on which the airplane and airplane records will be made available for the inspection and records review.

A300 (excluding –600 series), British Aerospace Model BAC 1–11, Boeing Model 707, 720, 727, or 747, McDonnell Douglas Model DC-8, DC-9/MD-80 or DC-10, Fokker Model F28, or Lockheed Model L-1011 beyond the applicable flight cycle implementation time specified below, or May 25, 2001, whichever occurs later, unless operations specifications have been issued to reference repair assessment guidelines applicable to the fuselage pressure boundary (fuselage skin, door skin, and bulkhead webs), and those guidelines are incorporated in its maintenance program. The repair assessment guidelines must be approved by the FAA Aircraft Certification Office (ACO), or office of the Transport Airplane Directorate, having cognizance over the type certificate for the affected airplane.

(a) Applicability. This section applies to U.S.-registered, transport category, turbine powered airplanes with a type certificate issued after January 1, 1958 that as a result of original type certification or later increase in capacity have—

(1) A maximum type certificated passenger seating capacity of 30 or more; or

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

(b) General requirements. After December 20, 2010, a certificate holder may not operate an airplane under this part unless the following requirements have been met:

(1) Baseline Structure. The certificate holder’s maintenance program for the airplane includes FAA-approved damage-tolerance-based inspections and procedures for airplane structure susceptible to fatigue cracking that could contribute to a catastrophic failure. For the purpose of this section, this structure is termed “fatigue critical structure.”

(2) Adverse effects of repairs, alterations, and modifications. The maintenance program for the airplane includes a means for addressing the adverse effects of repairs, alterations, and modifications which may have on fatigue critical structure and on inspections required by paragraph (b)(1) of this section. The means for addressing these adverse effects must be approved by the FAA Oversight Office.

(3) Changes to maintenance program. The changes made to the maintenance program required by paragraph (b)(1) and (b)(2) of this section, and any later revisions to these changes, must be

§ 129.109 Supplemental inspections for U.S.-registered aircraft.

(1) For the Airbus Model A300 (excluding the –600 series), the flight cycle implementation time is:

(i) Model B2: 36,000 flights.

(ii) Model B4–100 (including Model B4–2C): 30,000 flights above the window line, and 36,000 flights below the window line.

(iii) Model B4–200: 25,500 flights above the window line, and 34,000 flights below the window line.

(2) For all models of the British Aerospace BAC 1–11, the flight cycle implementation time is 60,000 flights.

(3) For all models of the Boeing 707, the flight cycle implementation time is 15,000 flights.

(4) For all models of the Boeing 720, the flight cycle implementation time is 23,000 flights.

(5) For all models of the Boeing 727, the flight cycle implementation time is 45,000 flights.

(6) For all models of the Boeing 737, the flight cycle implementation time is 60,000 flights.

(7) For all models of the Boeing 747, the flight cycle implementation time is 15,000 flights.

(8) For all models of the McDonnell Douglas DC-8, the flight cycle implementation time is 30,000 flights.

(9) For all models of the McDonnell Douglas DC-9/MD-80, the flight cycle implementation time is 60,000 flights.

(10) For all models of the McDonnell Douglas DC-10, the flight cycle implementation time is 30,000 flights.
§ 129.111 Electrical wiring interconnection systems (EWIS) maintenance program.

(a) Except as provided in paragraph (f) of this section, this section applies to transport category, turbine-powered airplanes with a type certificate issued after January 1, 1958, 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 7500 pounds or more.

(b) After March 10, 2011, no foreign person or foreign air carrier may operate a U.S.-registered airplane identified in paragraph (a) of this section unless the maintenance program for that airplane includes inspections and procedures for EWIS.

(c) The proposed EWIS maintenance program changes must be based on EWIS Instructions for Continued Airworthiness (ICA) that have been developed in accordance with the provisions of Appendix H of part 25 of this chapter applicable to each affected airplane (including those ICA developed for supplemental type certificates installed on each airplane) and that have been approved by the FAA Oversight Office.

(1) For airplanes subject to §26.11 of this chapter, the EWIS ICA must comply with paragraphs H25.5(a)(1) and (b).

(2) For airplanes subject to §25.1729 of this chapter, the EWIS ICA must comply with paragraph H25.4 and all of paragraph H25.5.

(d) After March 10, 2011, before returning a U.S.-registered airplane to service after any alterations for which EWIS ICA are developed, the foreign person or foreign air carrier must include in the maintenance program for that airplane inspections and procedures for EWIS based on those ICA.

(e) The EWIS maintenance program changes identified in paragraphs (c) and (d) of this section and any later EWIS revisions must be submitted to the Principal Inspector or Flight Standards International Field Office responsible for review and approval.

(f) This section does not apply to the following airplane models:

(1) Lockheed L–188

(2) Bombardier CL–44

(3) Mitsubishi YS–11

(4) British Aerospace BAC 1–11

(5) Concorde

(6) deHavilland D.H. 106 Comet 4C

(7) VFW–Verenigted Flugtechnische Werk VFW–614

(8) Ilyushin Aviation IL 96T

(9) Bristol Aircraft Britannia 305

(10) Handley Page Herald Type 300

(11) Avions Marcel Dassault—Breguet Aviation Mercure 100C

(12) Airbus Caravelle

(13) Lockheed L–300

(Amdt. 129–43, 72 FR 63413, Nov. 8, 2007)

§ 129.113 Fuel tank system maintenance program.

(a) Except as provided in paragraph (g) of this section, this section applies to transport category, turbine-powered airplanes with a type certificate issued after January 1, 1958, 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 7500 pounds or more.

(b) For each U.S.-registered airplane on which an auxiliary fuel tank is installed under a field approval, before June 16, 2008, the foreign person or foreign air carrier operating the airplane must submit to the FAA Oversight Office proposed maintenance instructions for the tank that meet the requirements of Special Federal Aviation Regulation No. 88 (SFAR 88) of this chapter.

(c) After December 16, 2008, no foreign person or foreign air carrier may operate a U.S.-registered airplane identified in paragraph (a) of this section unless the maintenance program for that airplane has been revised to include applicable inspections, procedures, and limitations for fuel tank systems.

(d) The proposed fuel tank system maintenance program revisions must be based on fuel tank system Instructions for Continued Airworthiness
(ICA) that have been developed in accordance with the applicable provisions of SFAR 88 of this chapter or §25.1529 and part 25, Appendix H, of this chapter, in effect on June 6, 2001 (including those developed for auxiliary fuel tanks, if any, installed under supplemental type certificates or other design approval) and that have been approved by the FAA Oversight Office.

(e) After December 16, 2008, before returning a U.S.-registered airplane to service after any alteration for which fuel tank ICA are developed under SFAR 88, or under §25.1529 in effect on June 6, 2001, the foreign person or foreign air carrier must include in the maintenance program for the airplane inspections and procedures for the fuel tank system based on those ICA.

(f) The fuel tank system maintenance program changes identified in paragraphs (d) and (e) of this section and any later fuel tank system revisions must be submitted to the Principal Inspector or Flight Standards International Field Office responsible for review and approval.

(g) This section does not apply to the following airplane models:

1. Bombardier CL–44
2. Concorde
3. deHavilland D.H. 106 Comet 4C
4. VPW–Vereinigte Flugtechnische Werk VPW-614
5. Illyushin Aviation IL 96T
6. Bristol Aircraft Britannia 305
7. Handley Page Herald Type 300
8. Avions Marcel Dassault—Breguet Aviation Mercure 100C
9. Airbus Caravelle
10. Lockheed L-300

[Amdt. 129–43, 72 FR 63413, Nov. 8, 2007]

§ 129.115 Limit of validity.

(a) Applicability. This section applies to foreign air carriers or foreign persons operating any U.S.-registered transport category, turbine-powered airplane with a type certificate issued after January 1, 1958, regardless of the maximum takeoff gross weight, for which a limit of validity of the engineering data that supports the structural maintenance program (hereafter referred to as LOV) is required in accordance with §25.571 or §26.21 of this chapter after January 14, 2011.

(b) Limit of validity. No foreign air carrier or foreign person may operate a U.S.-registered airplane identified in paragraph (a) of this section after the applicable date identified in Table 1 of this section, unless an Airworthiness Limitations section (ALS) approved under Appendix H to part 25 or §26.21 of this chapter is incorporated into its maintenance program. The ALS must:

1. Include an LOV approved under §25.571 or §26.21 of this chapter, as applicable, except as provided in paragraph (f) of this section; and
2. Be clearly distinguishable within its maintenance program.

(c) Operation of airplanes excluded from §26.21. No certificate holder may operate an airplane identified in §26.21(g) of this chapter after July 14, 2013, unless an ALS approved under Appendix H to part 25 or §26.21 of this chapter is incorporated into its maintenance program. The ALS must:

1. Include an LOV approved under §25.571 or §26.21 of this chapter, as applicable, except as provided in paragraph (f) of this section; and
2. Be clearly distinguishable within its maintenance program.

(d) Extended limit of validity. No foreign air carrier or foreign person may operate an airplane beyond the LOV or extended LOV specified in paragraph (b)(1), (c), (d), or (f) of this section, as applicable, unless the following conditions are met:

1. An ALS must be incorporated into its maintenance program that—
   (i) Includes an extended LOV and any widespread fatigue damage airworthiness limitation items (ALIs) approved under §26.23 of this chapter; and
   (ii) Is approved under §26.23 of this chapter;
2. The extended LOV and the airworthiness limitation items pertaining to widespread fatigue damage must be
clearly distinguishable within its maintenance program.

(e) Principal Maintenance Inspector approval. Foreign air carriers or foreign persons must submit the maintenance program revisions required by paragraphs (b), (c), and (d) of this section to the Principal Maintenance Inspector or Flight Standards International Field Office for review and approval.

(f) Exception. For any airplane for which an LOV has not been approved as of the applicable compliance date specified in paragraph (c) or Table 1 of this section, instead of including an approved LOV in the ALS, an operator must include the applicable default LOV specified in Table 1 or Table 2 of this section, as applicable, in the ALS.

### Table 1—Airplanes Subject to §26.21

<table>
<thead>
<tr>
<th>Airplane model</th>
<th>Compliance date—months after January 14, 2011</th>
<th>Default LOV [flight cycles (FC) or flight hours (FH)]</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Airbus—Existing 1 Models Only:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A300 B4–2C, B4–103</td>
<td>30</td>
<td>40,000 FC</td>
</tr>
<tr>
<td>A300 B4–203</td>
<td>30</td>
<td>34,000 FC</td>
</tr>
<tr>
<td>A300–600 Series</td>
<td>30</td>
<td>30,000 FC/87,500 FH</td>
</tr>
<tr>
<td>A310–200 Series</td>
<td>30</td>
<td>40,000 FC/60,000 FH</td>
</tr>
<tr>
<td>A310–300 Series</td>
<td>30</td>
<td>35,000 FC/60,000 FH</td>
</tr>
<tr>
<td>A318 Series</td>
<td>60</td>
<td>48,000 FC/80,000 FH</td>
</tr>
<tr>
<td>A319 Series</td>
<td>60</td>
<td>48,000 FC/80,000 FH</td>
</tr>
<tr>
<td>A320–100 Series</td>
<td>60</td>
<td>48,000 FC/48,000 FH</td>
</tr>
<tr>
<td>A320–200 Series</td>
<td>60</td>
<td>48,000 FC/80,000 FH</td>
</tr>
<tr>
<td>A321 Series</td>
<td>60</td>
<td>48,000 FC/60,000 FH</td>
</tr>
<tr>
<td>A330–200, –300 Series (except WV050 family)</td>
<td>60</td>
<td>40,000 FC/60,000 FH</td>
</tr>
<tr>
<td>A330–200, 300 Series WV050 family (enhanced)</td>
<td>60</td>
<td>33,000 FC/100,000 FH</td>
</tr>
<tr>
<td>A330–200 Freighter Series</td>
<td>See NOTE.</td>
<td></td>
</tr>
<tr>
<td>A340–200, –300 Series (except WV 027 and WV050 family)</td>
<td>60</td>
<td>20,000 FC/80,000 FH</td>
</tr>
<tr>
<td>A340–200, –300 Series WV 027 (non enhanced)</td>
<td>60</td>
<td>30,000 FC/60,000 FH</td>
</tr>
<tr>
<td>A340–300 Series WV050 family (enhanced)</td>
<td>60</td>
<td>20,000 FC/100,000 FH</td>
</tr>
<tr>
<td>A340–500, –600 Series</td>
<td>60</td>
<td>16,600 FC/100,000 FH</td>
</tr>
<tr>
<td>A380–800 Series</td>
<td>See NOTE.</td>
<td>72</td>
</tr>
<tr>
<td><strong>Boeing—Existing 1 Models Only:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>717 (all series)</td>
<td>60</td>
<td>60,000 FC/60,000 FH</td>
</tr>
<tr>
<td>727 (Classics): 737–100, –200, –200C, –300, –400, –500</td>
<td>30</td>
<td>60,000 FC</td>
</tr>
<tr>
<td>737 (NG): 737–600, –700, –700C, –800, –900, –900ER</td>
<td>60</td>
<td>75,000 FC</td>
</tr>
<tr>
<td>747–400: 747–400, –400D, –400F</td>
<td>60</td>
<td>20,000 FC</td>
</tr>
<tr>
<td>757</td>
<td>60</td>
<td>50,000 FC</td>
</tr>
<tr>
<td>767</td>
<td>60</td>
<td>50,000 FC</td>
</tr>
<tr>
<td>777–200, –300</td>
<td>60</td>
<td>40,000 FC</td>
</tr>
<tr>
<td>777–200LR, 777–300ER</td>
<td>72</td>
<td>40,000 FC</td>
</tr>
<tr>
<td>777F</td>
<td>72</td>
<td>11,000 FC</td>
</tr>
<tr>
<td><strong>Bombardier—Existing 1 Models Only:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CL–600: 2015 (Regional Jet Series 705), 2024 (Regional Jet Series 900).</td>
<td>72</td>
<td>60,000 FC</td>
</tr>
<tr>
<td><strong>Embraer—Existing 1 Models Only:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ERJ 170</td>
<td></td>
<td>See NOTE.</td>
</tr>
<tr>
<td>ERJ 190</td>
<td></td>
<td>See NOTE.</td>
</tr>
<tr>
<td><strong>Fokker—Existing 1 Models Only:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F.28 Mark 0070, Mark 0100</td>
<td>30</td>
<td>90,000 FC</td>
</tr>
<tr>
<td><strong>Lockheed—Existing 1 Models Only:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L–1011</td>
<td>30</td>
<td>36,000 FC</td>
</tr>
<tr>
<td>188</td>
<td>30</td>
<td>26,600 FC</td>
</tr>
<tr>
<td>382 (all series)</td>
<td>30</td>
<td>20,000 FC/50,000 FH</td>
</tr>
<tr>
<td><strong>McDonnell Douglas—Existing 1 Models Only:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DC–8, –8F</td>
<td>30</td>
<td>50,000 FC/50,000 FH</td>
</tr>
<tr>
<td>DC–9 (except for MD–80 series)</td>
<td>30</td>
<td>100,000 FC/100,000 FH</td>
</tr>
<tr>
<td>MD–80 (DC–9–81, –82, –83, –87, MD–88)</td>
<td>30</td>
<td>50,000 FC/50,000 FH</td>
</tr>
<tr>
<td>MD–90</td>
<td>60</td>
<td>60,000 FC/90,000 FH</td>
</tr>
<tr>
<td>DC–10–10, –15</td>
<td>30</td>
<td>42,000 FC/60,000 FH</td>
</tr>
<tr>
<td>DC–10–30, –40, –60</td>
<td>30</td>
<td>30,000 FC/60,000 FH</td>
</tr>
<tr>
<td>MD–10–10F</td>
<td>60</td>
<td>42,000 FC/60,000 FH</td>
</tr>
<tr>
<td>MD–10–30F</td>
<td>60</td>
<td>30,000 FC/60,000 FH</td>
</tr>
<tr>
<td>MD–11, MD–11F</td>
<td>60</td>
<td>20,000 FC/60,000 FH</td>
</tr>
</tbody>
</table>
### TABLE 1—AIRPLANES SUBJECT TO § 26.21—Continued

<table>
<thead>
<tr>
<th>Airplane model</th>
<th>Compliance date—months after January 14, 2011</th>
<th>Default LOV [flight cycles (FC) or flight hours (FH)]</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximum Takeoff Gross Weight Changes</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All airplanes whose maximum takeoff gross weight has been decreased to 75,000 pounds or below after January 14, 2011 or increased to greater than 75,000 pounds at any time by an amended type certificate or supplemental type certificate.</td>
<td>30, or within 12 months after the LOV is approved, or before operating the airplane, whichever occurs latest.</td>
<td>Not applicable.</td>
</tr>
<tr>
<td>All Other Airplane Models (TCs and amended TCs) not Listed in Table 2.</td>
<td>72, or within 12 months after the LOV is approved, or before operating the airplane, whichever occurs latest.</td>
<td>Not applicable.</td>
</tr>
</tbody>
</table>

1 Type certificated as of January 14, 2011.

NOTE: Airplane operation limitation is stated in the Airworthiness Limitation section.

### TABLE 2—AIRPLANES EXCLUDED FROM § 26.21

<table>
<thead>
<tr>
<th>Airplane model</th>
<th>Default LOV flight cycles (FC) or flight hours (FH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airbus: Caravelle</td>
<td>15,000 FC/24,000 FH</td>
</tr>
<tr>
<td>Avions Marcel Dassault: Breguet Aviation Mercure 100C</td>
<td>20,000 FC/16,000 FH</td>
</tr>
<tr>
<td>Boeing: Boeing 707 (–100 Series and –200 Series)</td>
<td>20,000 FC</td>
</tr>
<tr>
<td>Boeing 707 (–300 Series and –400 Series)</td>
<td>20,000 FC</td>
</tr>
<tr>
<td>Boeing 720</td>
<td>30,000 FC</td>
</tr>
<tr>
<td>Bombardier: CL–44D4 and CL–44J</td>
<td>20,000 FC</td>
</tr>
<tr>
<td>BD–700</td>
<td>15,000 FH</td>
</tr>
<tr>
<td>Bristol Aeroplane Company: Britannia 305</td>
<td>10,000 FC</td>
</tr>
<tr>
<td>British Aerospace Airbus, Ltd.: BAC 1–11 (all models)</td>
<td>85,000 FC</td>
</tr>
<tr>
<td>British Aerospace (Commercial Aircraft) Ltd.: Armstrong Whitworth Argosy A.W. 650 Series 101</td>
<td>20,000 FC</td>
</tr>
<tr>
<td>BAE Systems (Operations) Ltd.: BAe 146–100A (all models)</td>
<td>50,000 FC</td>
</tr>
<tr>
<td>BAe 146–200–07 Dev</td>
<td>50,000 FC</td>
</tr>
<tr>
<td>BAe 146–200–11</td>
<td>50,000 FC</td>
</tr>
<tr>
<td>BAe 146–200–07A</td>
<td>47,000 FC</td>
</tr>
<tr>
<td>BAe 146–200–11 Dev</td>
<td>43,000 FC</td>
</tr>
<tr>
<td>BAe 146–300 (all models)</td>
<td>40,000 FC</td>
</tr>
<tr>
<td>Avro 146–RU70A (all models)</td>
<td>40,000 FC</td>
</tr>
<tr>
<td>Avro 146–RU85A and 146–RJ100A (all models)</td>
<td>50,000 FC</td>
</tr>
<tr>
<td>D &amp; R Nevada, LLC: Convair Model 22</td>
<td>1,000 FC/1,000 FH</td>
</tr>
<tr>
<td>Convair Model 23M</td>
<td>1,000 FC/1,000 FH</td>
</tr>
<tr>
<td>deHaviland Aircraft Company, Ltd.: D.H. 106 Comet 4C</td>
<td>8,000 FH</td>
</tr>
<tr>
<td>Gulfstream: GV</td>
<td>40,000 FH</td>
</tr>
<tr>
<td>GV–SP</td>
<td>40,000 FH</td>
</tr>
<tr>
<td>Ilyushin Aviation Complex: IL–96T</td>
<td>10,000 FC/30,000 FH</td>
</tr>
<tr>
<td>Lockheed: 300–50A01 (USAF C–141A)</td>
<td>20,000 FC</td>
</tr>
</tbody>
</table>


§ 129.117  Flammability reduction means.

(a) Applicability. Except as provided in paragraph (o) of this section, this section applies to U.S.-registered transport category, turbine-powered airplanes with a type certificate issued after January 1, 1958, 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) New Production Airplanes. Except in accordance with §129.14, no foreign air carrier or foreign person may operate an airplane identified in Table 1 of this section (including all-cargo airplanes) for which application is made for original certificate of airworthiness or export airworthiness approval after December 27, 2010 unless an Ignition Mitigation Means (IMM) or Flammability Reduction Means (FRM) meeting the requirements of §26.33 of this chapter is operational.

<table>
<thead>
<tr>
<th>Model—Boeing</th>
<th>Model—Airbus</th>
</tr>
</thead>
<tbody>
<tr>
<td>747 Series</td>
<td>A318, A319, A320, A321 Series</td>
</tr>
<tr>
<td>737 Series</td>
<td>A330, A340 Series</td>
</tr>
<tr>
<td>777 Series</td>
<td></td>
</tr>
<tr>
<td>767 Series</td>
<td></td>
</tr>
</tbody>
</table>

(c) Auxiliary Fuel Tanks. After the applicable date stated in paragraph (e) of this section, no foreign air carrier or foreign person may operate any airplane subject §26.33 of this chapter that has an Auxiliary Fuel Tank installed pursuant to a field approval, unless the following requirements are met:

(1) The foreign air carrier or foreign person complies with 14 CFR 26.35 by the applicable date stated in that section.

(2) The foreign air carrier or foreign person installs Flammability Impact Mitigation Means (FIMM), if applicable, that are approved by the FAA Oversight Office.

(3) Except in accordance with §129.14, the FIMM, if applicable, are operational.

(d) Retrofit. After the dates specified in paragraph (e) of this section, no foreign air carrier or foreign person may operate an airplane to which this section applies unless the requirements of paragraphs (d)(1) and (d)(2) of this section are met.

(1) IMM, FRM or FIMM, if required by §§26.33, 26.35, or 26.37 of this chapter, that are approved by the FAA Oversight Office, are installed within the compliance times specified in paragraph (e) of this section.

(2) Except in accordance with §129.14, the IMM, FRM or FIMM, as applicable, are operational.

(e) Compliance Times. Except as provided in paragraphs (k) and (l) of this section, the installations required by paragraph (d) of this section must be accomplished no later than the applicable dates specified in paragraph (e)(1) or (e)(2) of this section.

(1) Fifty percent of each foreign air carrier or foreign person’s fleet identified in paragraph (d)(1) of this section must be modified no later than December 26, 2014.

(2) One hundred percent of each foreign air carrier or foreign person’s fleet of airplanes subject to paragraph (d)(1) or this section must be modified no later than December 26, 2017.

(3) For those foreign air carriers or foreign persons that have only one airplane for a model identified in Table 1, the airplane must be modified no later than December 26, 2017.

(f) Compliance after Installation. Except in accordance with §129.14, no person may—

(1) Operate an airplane on which IMM or FRM has been installed before the dates specified in paragraph (e) of this section unless the IMM or FRM is operational.

(2) Deactivate or remove an IMM or FRM once installed unless it is replaced by a means that complies with paragraph (d) of this section.

(g) Maintenance Program Revisions. No foreign air carrier or foreign person may operate an airplane for which airworthiness limitations have been approved by the FAA Oversight Office in accordance with §§26.33, 26.35, or 26.37 of this chapter after the airplane is modified in accordance with paragraph (d) of this section unless the maintenance program for that airplane is revised to include those applicable airworthiness limitations.
(h) After the maintenance program is revised as required by paragraph (g) of this section, before returning an airplane to service after any alteration for which airworthiness limitations are required by §§25.981, 26.33, 26.35, or 26.37 of this chapter, the foreign person or foreign air carrier must revise the maintenance program for the airplane to include those airworthiness limitations.

(i) The maintenance program changes identified in paragraphs (g) and (h) of this section must be submitted to the operator’s assigned Flight Standards Office or Principal Inspector for review and approval prior to incorporation.

(j) The requirements of paragraph (d) of this section do not apply to airplanes operated in all-cargo service, but those airplanes are subject to paragraph (f) of this section.

(k) The compliance dates specified in paragraph (e) of this section may be extended by one year, provided that—

(1) No later than March 26, 2009, the foreign air carrier or foreign person notifies its assigned Flight Standards Office or Principal Inspector that it intends to comply with this paragraph;

(2) No later than June 24, 2009, the foreign air carrier or foreign person applies for an amendment to its operations specifications in accordance with §129.11 to include a requirement for the airplane models specified in Table 2 of this section to use ground air conditioning systems for actual gate times of more than 30 minutes, when available at the gate and operational, whenever the ambient temperature exceeds 60 degrees Fahrenheit; and

(3) Thereafter, the certificate holder uses ground air conditioning systems as described in paragraph (k)(2) of this section on each airplane subject to the extension.

TABLE 2

<table>
<thead>
<tr>
<th>Model—Boeing</th>
<th>Model—Airbus</th>
</tr>
</thead>
<tbody>
<tr>
<td>747 Series</td>
<td>A318, A319, A320, A321 Series</td>
</tr>
<tr>
<td>737 Series</td>
<td>A300, A310 Series</td>
</tr>
<tr>
<td>777 Series</td>
<td>A330, A340 Series</td>
</tr>
<tr>
<td>767 Series</td>
<td></td>
</tr>
<tr>
<td>757 Series</td>
<td></td>
</tr>
</tbody>
</table>

(l) For any foreign air carrier or foreign person for which the operating certificate is issued after December 26, 2008, the compliance date specified in paragraph (e) of this section may be extended by one year, provided that the foreign air carrier or foreign person meets the requirements of paragraph (k)(2) of this section when its initial operations specifications are issued and, thereafter, uses ground air conditioning systems as described in paragraph (k)(2) of this section on each airplane subject to the extension.

(m) After the date by which any person is required by this section to modify 100 percent of the affected fleet, no person may operate in passenger service any airplane model specified in Table 2 of this section unless the airplane has been modified to comply with §26.33(c) of this chapter.

TABLE 3

<table>
<thead>
<tr>
<th>Model—Boeing</th>
<th>Model—Airbus</th>
</tr>
</thead>
<tbody>
<tr>
<td>747 Series</td>
<td>A318, A319, A320, A321 Series</td>
</tr>
<tr>
<td>737 Series</td>
<td>A300, A310 Series</td>
</tr>
<tr>
<td>777 Series</td>
<td>A330, A340 Series</td>
</tr>
<tr>
<td>767 Series</td>
<td></td>
</tr>
<tr>
<td>757 Series</td>
<td></td>
</tr>
</tbody>
</table>

(n) No foreign air carrier or foreign person may operate any airplane on which an auxiliary fuel tank is installed after December 26, 2017 unless the FAA has certified the tank as compliant with §25.981 of this chapter, in effect on December 26, 2008.

(o) Exclusions. The requirements of this section do not apply to the following airplane models:

(1) Convair CV–240, 340, 440, including turbine powered conversions.

(2) Lockheed L–188 Electra.

(3) Vickers VC–10.

(4) Douglas DC–3, including turbine powered conversions.

(5) Bombardier CL–44.

(6) Mitsubishi YS–11.

(7) BAC 1–11.

(8) Concorde.

(9) deHavilland D.H. 106 Comet 4C.

(10) VFW—Vereinigte Flugtechnische VFW–614.

(11) Illyushin Aviation IL 96T.

(12) Bristol Aircraft Britannia 305.

(13) Handley Page Herald Type 300.

(14) Avions Marcel Dassault—Breguet Aviation Mercure 100C.

(15) Airbus Caravelle.
APPENDIX A TO PART 129—APPLICATION FOR OPERATIONS SPECIFICATIONS BY FOREIGN AIR CARRIERS

(a) General. Each application must be executed by an authorized officer or employee of the applicant having knowledge of the matter set forth therein, and must have attached thereto two copies of the appropriate written authority issued to that officer or employee by the applicant. Negotiations for permission to use airports under U.S. military jurisdiction is effected through the respective embassy of the foreign government and the United States Department of State.

(b) Format of application. The following outline must be followed in completing the information to be submitted in the application.

APPLICATION FOR FOREIGN AIR CARRIER OPERATIONS SPECIFICATIONS

(OUTLINE)

In accordance with the Federal Aviation Act of 1958 (49 U.S.C. 1372) and part 129 of the Federal Air Regulations, application is hereby made for the issuance of Foreign Operations Specifications.

Give the name, title, and post office address of applicant.

Give the name, title, and post office address (within the United States if possible) of the official or employee to whom correspondence in regard to the application is to be addressed.

Unless otherwise specified, the applicant must submit the following information only with respect to those parts of his proposed operations that will be conducted within the United States.

SECTION I. Operations. State whether the operation proposed is day or night, visual flight rules, instrument flight rules, or a particular combination thereof.

Sec. II. Operational plans. State the route by which entry will be made into the United States, and the route to be flown therein.

Sec. III. A. Route. Submit a map suitable for aerial navigation upon which is indicated the exact geographical track of the proposed route from the last point of foreign departure to the United States terminal, showing the regular terminal, and alternate airports, and radio navigational facilities. This material will be indicated in a manner that will facilitate identification. The applicant may use any method that will clearly distinguish the information, such as different colors, different types of lines, etc. For example, if different colors are used, the identification will be accomplished as follows:

1. Regular route: Black.
2. Regular terminal airport: Green circle.
3. Alternate airports: Orange circle.
4. The location of radio navigational facilities which will be used in connection with the proposed operation, indicating the type of facility to be used, such as radio range ADF, VOR, etc.

B. Airports. Submit the following information with regard to each regular terminal and alternate to be used in the conduct of the proposed operation:

1. Name of airport or landing area.
2. Location (direction distance to and name of nearest city or town).

C. Airmen. State whether pilot personnel are able to speak and understand the English language to a degree necessary to enable them to properly communicate with Airport Traffic Control Towers and Airway Radio Communication Stations using radiotelephone communications.
Federal Aviation Administration, DOT

SEC. VII. Dispatchers.
A. Describe briefly the dispatch organization which you propose to set up for air carrier operations within the United States.
B. State whether or not the dispatching personnel are familiar with the rules and regulations prescribed by the Federal Air Regulations governing air carrier operations.
C. Are dispatching personnel able to read and write the English language to a degree necessary to properly dispatch flights within the United States?

SEC. VIII. Additional Data.
A. Furnish such additional information and substantiating data as may serve to expedite the issuance of the operations specifications.
B. Each application shall be concluded with a statement as follows:
I certify that the above statements are true.
Signed this ______ day of ___________ 19_____.
(Name of Applicant)
By
(Name of person duly authorized to execute this application on behalf of the applicant.)

PART 133—ROTORCRAFT EXTERNAL-LOAD OPERATIONS

Subpart A—Applicability

Sec. 133.1 Applicability.

Subpart B—Certification Rules

133.11 Certificate required.
133.13 Duration of certificate.
133.14 Carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances.
133.15 Application for certificate issuance or renewal.
133.17 Requirements for issuance of a rotorcraft external-load operator certificate.
133.19 Rotorcraft.
133.21 Personnel.
133.23 Knowledge and skill.
133.25 Amendment of certificate.
133.27 Availability, transfer, and surrender of certificate.

Subpart C—Operating Rules and Related Requirements

133.31 Emergency operations.

§ 133.1

133.33 Operating rules.
133.35 Carriage of persons.
133.37 Crewmember training, currency, and testing requirements.
133.39 Inspection authority.

Subpart D—Airworthiness Requirements

133.41 Flight characteristics requirements.
133.43 Structures and design.
133.45 Operating limitations.
133.47 Rotorcraft-load combination flight manual.
133.49 Markings and placards.
133.51 Airworthiness certification.

AUTHORITY: 49 U.S.C. 106(g), 40113, 44701–44702.

SOURCE: Docket No. 1529, 29 FR 603, Jan. 24, 1964, unless otherwise noted.

Subpart A—Applicability

§ 133.1 Applicability.

This part prescribes—
(a) Airworthiness certification rules for rotorcraft used in; and
(b) Operating and certification rules governing the conduct of rotorcraft external-load operations in the United States by any person.
(c) The certification rules of this part do not apply to—
(1) Rotorcraft manufacturers when developing external-load attaching means;
(2) Rotorcraft manufacturers demonstrating compliance of equipment utilized under this part or appropriate portions of part 27 or 29 of this chapter;
(3) Operations conducted by a person demonstrating compliance for the issuance of a certificate or authorization under this part;
(4) Training flights conducted in preparation for the demonstration of compliance with this part; or
(5) A Federal, State, or local government conducting operations with public aircraft.
(d) For the purpose of this part, a person other than a crewmember or a person who is essential and directly connected with the external-load operation may be carried only in approved Class D rotorcraft-load combinations.

[Doc. No. 15176, 42 FR 24198, May 12, 1977, as amended by Amdt. 133–9, 51 FR 40707, Nov. 7, 1986]