

condition and attitude for which compliance with this section is shown, and the appropriate emergency pump must be substituted for each main pump so used.

(4) If there is a fuel flowmeter, it must be blocked and the fuel must flow through the meter or its bypass.

(b) If an engine can be supplied with fuel from more than one tank, the fuel system must—

(1) For each reciprocating engine, supply the full fuel pressure to that engine in not more than 20 seconds after switching to any other fuel tank containing usable fuel when engine malfunctioning becomes apparent due to the depletion of the fuel supply in any tank from which the engine can be fed; and

(2) For each turbine engine, in addition to having appropriate manual switching capability, be designed to prevent interruption of fuel flow to that engine, without attention by the flight crew, when any tank supplying fuel to that engine is depleted of usable fuel during normal operation, and any other tank, that normally supplies fuel to that engine alone, contains usable fuel.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-11, 32 FR 6912, May 5, 1967]

§ 25.957 Flow between interconnected tanks.

If fuel can be pumped from one tank to another in flight, the fuel tank vents and the fuel transfer system must be designed so that no structural damage to the tanks can occur because of overfilling.

§ 25.959 Unusable fuel supply.

The unusable fuel quantity for each fuel tank and its fuel system components must be established at not less than the quantity at which the first evidence of engine malfunction occurs under the most adverse fuel feed condition for all intended operations and flight maneuvers involving fuel feeding from that tank. Fuel system component failures need not be considered.

[Amdt. 25-23, 35 FR 5677, Apr. 8, 1970, as amended by Amdt. 25-40, 42 FR 15043, Mar. 17, 1977]

§ 25.961 Fuel system hot weather operation.

(a) The fuel system must perform satisfactorily in hot weather operation. This must be shown by showing that the fuel system from the tank outlets to each engine is pressurized, under all intended operations, so as to prevent vapor formation, or must be shown by climbing from the altitude of the airport elected by the applicant to the maximum altitude established as an operating limitation under § 25.1527. If a climb test is elected, there may be no evidence of vapor lock or other malfunctioning during the climb test conducted under the following conditions:

(1) For reciprocating engine powered airplanes, the engines must operate at maximum continuous power, except that takeoff power must be used for the altitudes from 1,000 feet below the critical altitude through the critical altitude. The time interval during which takeoff power is used may not be less than the takeoff time limitation.

(2) For turbine engine powered airplanes, the engines must operate at takeoff power for the time interval selected for showing the takeoff flight path, and at maximum continuous power for the rest of the climb.

(3) The weight of the airplane must be the weight with full fuel tanks, minimum crew, and the ballast necessary to maintain the center of gravity within allowable limits.

(4) The climb airspeed may not exceed—

(i) For reciprocating engine powered airplanes, the maximum airspeed established for climbing from takeoff to the maximum operating altitude with the airplane in the following configuration:

(A) Landing gear retracted.

(B) Wing flaps in the most favorable position.

(C) Cowl flaps (or other means of controlling the engine cooling supply) in the position that provides adequate cooling in the hot-day condition.

(D) Engine operating within the maximum continuous power limitations.

(E) Maximum takeoff weight; and

(ii) For turbine engine powered airplanes, the maximum airspeed established for climbing from takeoff to the maximum operating altitude.

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(5) The fuel temperature must be at least 110 °F.

(b) The test prescribed in paragraph (a) of this section may be performed in flight or on the ground under closely simulated flight conditions. If a flight test is performed in weather cold enough to interfere with the proper conduct of the test, the fuel tank surfaces, fuel lines, and other fuel system parts subject to cold air must be insulated to simulate, insofar as practicable, flight in hot weather.

[Amdt. 25-11, 32 FR 6912, May 5, 1967, as amended by Amdt. 25-57, 49 FR 6848, Feb. 23, 1984]

§ 25.963 Fuel tanks: general.

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

(b) Flexible fuel tank liners must be approved or must be shown to be suitable for the particular application.

(c) Integral fuel tanks must have facilities for interior inspection and repair.

(d) Fuel tanks within the fuselage contour must be able to resist rupture and to retain fuel, under the inertia forces prescribed for the emergency landing conditions in § 25.561. In addition, these tanks must be in a protected position so that exposure of the tanks to scraping action with the ground is unlikely.

(e) Fuel tank access covers must comply with the following criteria in order to avoid loss of hazardous quantities of fuel:

(1) All covers located in an area where experience or analysis indicates a strike is likely must be shown by analysis or tests to minimize penetration and deformation by tire fragments, low energy engine debris, or other likely debris.

(2) All covers must be fire resistant as defined in part 1 of this chapter.

(f) For pressurized fuel tanks, a means with fail-safe features must be provided to prevent the buildup of an excessive pressure difference between the inside and the outside of the tank.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-40, 42 FR 15043, Mar. 17, 1977; Amdt. 25-69, 54 FR 40354, Sept. 29, 1989]

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§ 25.965 Fuel tank tests.

(a) It must be shown by tests that the fuel tanks, as mounted in the airplane, can withstand, without failure or leakage, the more critical of the pressures resulting from the conditions specified in paragraphs (a)(1) and (2) of this section. In addition, it must be shown by either analysis or tests, that tank surfaces subjected to more critical pressures resulting from the condition of paragraphs (a)(3) and (4) of this section, are able to withstand the following pressures:

(1) An internal pressure of 3.5 psi.

(2) 125 percent of the maximum air pressure developed in the tank from ram effect.

(3) Fluid pressures developed during maximum limit accelerations, and deflections, of the airplane with a full tank.

(4) Fluid pressures developed during the most adverse combination of airplane roll and fuel load.

(b) Each metallic tank with large unsupported or unstiffened flat surfaces, whose failure or deformation could cause fuel leakage, must be able to withstand the following test, or its equivalent, without leakage or excessive deformation of the tank walls:

(1) Each complete tank assembly and its supports must be vibration tested while mounted to simulate the actual installation.

(2) Except as specified in paragraph (b)(4) of this section, the tank assembly must be vibrated for 25 hours at an amplitude of not less than $\frac{1}{32}$ of an inch (unless another amplitude is substantiated) while $\frac{2}{3}$ filled with water or other suitable test fluid.

(3) The test frequency of vibration must be as follows:

(i) If no frequency of vibration resulting from any r.p.m. within the normal operating range of engine speeds is critical, the test frequency of vibration must be 2,000 cycles per minute.

(ii) If only one frequency of vibration resulting from any r.p.m. within the normal operating range of engine speeds is critical, that frequency of vibration must be the test frequency.