

determined that this action is not significant as defined in Department of Transportation Regulatory Policies and Procedures (44 FR 11034, February 26 1979). Under the criteria of the Regulatory Flexibility Act, the FAA certifies that this proposed regulation, if adopted, would not have a significant economic impact, positive or negative, on a substantial number of small entities. A copy of the initial regulatory evaluation prepared for this proposal may be examined in the public docket or obtained from the person identified under the caption, **FOR FURTHER INFORMATION CONTACT.**

List of Subjects

14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

14 CFR Part 121

Air carriers, Aircraft, Airmen, Aviation safety, Charter flights, Reporting and recordkeeping requirements, Safety, Transportation.

14 CFR Part 125

Aircraft, Airmen, Aviation Safety, Reporting and recordkeeping requirements.

14 CFR Part 135

Air taxis, Aircraft, Airmen, Aircraft safety, Reporting and recordkeeping requirements.

The Proposed Amendments

Accordingly, the Federal Aviation Administration (FAA) proposes to amend 14 CFR parts 25, 121, 125, and 135 of the Federal Aviation Regulations (FAR) as follows:

PART 25—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES

1. The authority citation for part 25 continues to read as follows:

Authority: 49 U.S.C. app. 1344, 1354(a), 1355, 1421, 1423, 1424, 1425, 1428, 1429, 1430; 49 U.S.C. 106(g); and 49 CFR 1.47(a).

2. By amending § 25.975 by removing the word “and” at the end of paragraph (a)(5), by removing the period at the end of paragraph (a)(6) and adding “; and” in its place, and by adding a new paragraph (a)(7) to read as follows:

§ 25.975 Fuel tank vents and carburetor vapor vents.

(a) * * *

(7) Each fuel tank vent must be designed to prevent the propagation of flames from external ground fires through the fuel tank vents and any other external openings to fuel tank vapor spaces for a minimum of five minutes after a survivable crash landing, when the fuel tank and the vent system remain intact.

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PART 121—CERTIFICATION AND OPERATIONS: DOMESTIC FLAG, AND SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT

3. The authority citation for part 121 continues to read as follows:

Authority: 49 U.S.C. app. 1354(a), 1355, 1356, 1357, 1401, 1421–1430, 1472, 1485, and 1502; 49 U.S.C. 106(g).

4. By revising § 121.316 to read as follows:

§ 121.316 Fuel systems.

(a) No person may operate a turbine-powered transport category airplane after October 30, 1991, unless it meets the fuel tank access cover criteria of § 25.963(e) of this chapter in effect on October 30, 1989.

(b) After [a date 1 year after the effective date of the amendment], no person may operate a transport category airplane manufactured on or after that date unless it is equipped with a fuel vapor flame suppression device that meets the requirements of § 25.975(a)(7) of this chapter.

(c) After [a date 2 years after the effective date of the amendment], no person may operate any other transport category airplane unless it is equipped with a fuel vapor flame suppression device that meets the requirements of § 25.975(a)(7) of this chapter.

PART 125—CERTIFICATION AND OPERATIONS: AIRPLANES HAVING A SEATING CAPACITY OF 20 OR MORE PASSENGERS OR A MAXIMUM PAYLOAD CAPACITY OF 6,000 POUNDS OR MORE

5. The authority citation for part 125 continues to read as follows:

Authority: 49 U.S.C. 1354, 1421 through 1430, and 1502; 49 U.S.C. 106(g), (Revised Pub. L. 97–449, January 12, 1983).

6. By adding a new § 125.214 to read as follows:

§ 125.214 Fuel systems.

(a) After [a date 1 year after the effective date of the amendment], no person may operate a transport category airplane manufactured on or after that date unless it is equipped with a fuel vapor flame suppression device that meets the requirements of § 25.975(a)(7) of this chapter.

(b) After [a date 2 years after the effective date of the amendment], no person may operate any other transport category airplane unless it is equipped with a fuel vapor flame suppression device that meets the requirements of § 25.975(a)(7) of this chapter.

PART 135—AIR TAXI OPERATORS AND COMMERCIAL OPERATORS

7. The authority citation for part 135 continues to read as follows:

Authority: 49 U.S.C. app. 1354(a), 1355(a), 1421 through 1431, and 1502; 49 U.S.C. 106(g); and 49 CFR 1.47(a).

8. By adding a new § 135.187 to subpart C to read as follows:

§ 135.187 Fuel systems.

(a) After [a date 1 year after the effective date of the amendment], no person may operate a transport category airplane manufactured on or after that date unless it is equipped with a fuel vapor flame suppression device that meets the requirements of § 25.975(a)(7) of this chapter.

(b) After [a date 2 years after the effective date of the amendment], no person may operate any other transport category airplane unless it is equipped with a fuel vapor flame suppression device that meets the requirements of § 25.975(a)(7) of this chapter.

Issued in Washington, D.C., on January 20, 1995.

Elizabeth Yoest,

Acting Director, Aircraft Certification Service.
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