

SUBCHAPTER C—AIRCRAFT

PART 21—CERTIFICATION PROCEDURES FOR PRODUCTS AND PARTS

SPECIAL FEDERAL AVIATION REGULATION NO. 88—FUEL TANK SYSTEM FAULT TOLERANCE EVALUATION REQUIREMENTS

Subpart A—General

- Sec.
- 21.1 Applicability.
 - 21.2 Falsification of applications, reports, or records.
 - 21.3 Reporting of failures, malfunctions, and defects.
 - 21.5 Airplane or Rotorcraft Flight Manual.

Subpart B—Type Certificates

- 21.11 Applicability.
- 21.13 Eligibility.
- 21.15 Application for type certificate.
- 21.16 Special conditions.
- 21.17 Designation of applicable regulations.
- 21.19 Changes requiring a new type certificate.
- 21.21 Issue of type certificate: normal, utility, acrobatic, commuter, and transport category aircraft; manned free balloons; special classes of aircraft; aircraft engines; propellers.
- 21.23 [Reserved]
- 21.24 Issuance of type certificate: primary category aircraft.
- 21.25 Issue of type certificate: Restricted category aircraft.
- 21.27 Issue of type certificate: surplus aircraft of the Armed Forces.
- 21.29 Issue of type certificate: import products.
- 21.31 Type design.
- 21.33 Inspection and tests.
- 21.35 Flight tests.
- 21.37 Flight test pilot.
- 21.39 Flight test instrument calibration and correction report.
- 21.41 Type certificate.
- 21.43 Location of manufacturing facilities.
- 21.45 Privileges.
- 21.47 Transferability.
- 21.49 Availability.
- 21.50 Instructions for continued airworthiness and manufacturer's maintenance manuals having airworthiness limitations sections.
- 21.51 Duration.
- 21.53 Statement of conformity.

Subpart C—Provisional Type Certificates

- 21.71 Applicability.

- 21.73 Eligibility.
- 21.75 Application.
- 21.77 Duration.
- 21.79 Transferability.
- 21.81 Requirements for issue and amendment of Class I provisional type certificates.
- 21.83 Requirements for issue and amendment of Class II provisional type certificates.
- 21.85 Provisional amendments to type certificates.

Subpart D—Changes to Type Certificates

- 21.91 Applicability.
- 21.93 Classification of changes in type design.
- 21.95 Approval of minor changes in type design.
- 21.97 Approval of major changes in type design.
- 21.99 Required design changes.
- 21.101 Designation of applicable regulations.

Subpart E—Supplemental Type Certificates

- 21.111 Applicability.
- 21.113 Requirement of supplemental type certificate.
- 21.115 Applicable requirements.
- 21.117 Issue of supplemental type certificates.
- 21.119 Privileges.

Subpart F—Production Under Type Certificate Only

- 21.121 Applicability.
- 21.123 Production under type certificate.
- 21.125 Production inspection system: Materials Review Board.
- 21.127 Tests: aircraft.
- 21.128 Tests: aircraft engines.
- 21.129 Tests: propellers.
- 21.130 Statement of conformity.

Subpart G—Production Certificates

- 21.131 Applicability.
- 21.133 Eligibility.
- 21.135 Requirements for issuance.
- 21.137 Location of manufacturing facilities.
- 21.139 Quality control.
- 21.143 Quality control data requirements; prime manufacturer.
- 21.147 Changes in quality control system.
- 21.149 Multiple products.
- 21.151 Production limitation record.
- 21.153 Amendment of the production certificates.
- 21.155 Transferability.
- 21.157 Inspections and tests.
- 21.159 Duration.

Pt. 21

14 CFR Ch. I (1–1–06 Edition)

- 21.161 Display.
- 21.163 Privileges.
- 21.165 Responsibility of holder.

Subpart H—Airworthiness Certificates

- 21.171 Applicability.
- 21.173 Eligibility.
- 21.175 Airworthiness certificates: classification.
- 21.177 Amendment or modification.
- 21.179 Transferability.
- 21.181 Duration.
- 21.182 Aircraft identification.
- 21.183 Issue of standard airworthiness certificates for normal, utility, acrobatic, commuter, and transport category aircraft; manned free balloons; and special classes of aircraft.
- 21.184 Issue of special airworthiness certificates for primary category aircraft.
- 21.185 Issue of airworthiness certificates for restricted category aircraft.
- 21.187 Issue of multiple airworthiness certification.
- 21.189 Issue of airworthiness certificate for limited category aircraft.
- 21.190 Issue of a special airworthiness certificate for a light-sport category aircraft.
- 21.191 Experimental certificates.
- 21.193 Experimental certificates: general.
- 21.195 Experimental certificates: Aircraft to be used for market surveys, sales demonstrations, and customer crew training.
- 21.197 Special flight permits.
- 21.199 Issue of special flight permits.

Subpart I—Provisional Airworthiness Certificates

- 21.211 Applicability.
- 21.213 Eligibility.
- 21.215 Application.
- 21.217 Duration.
- 21.219 Transferability.
- 21.221 Class I provisional airworthiness certificates.
- 21.223 Class II provisional airworthiness certificates.
- 21.225 Provisional airworthiness certificates corresponding with provisional amendments to type certificates.

Subpart J—Delegation Option Authorization Procedures

- 21.231 Applicability.
- 21.235 Application.
- 21.239 Eligibility.
- 21.243 Duration.
- 21.245 Maintenance of eligibility.
- 21.247 Transferability.
- 21.249 Inspections.
- 21.251 Limits of applicability.
- 21.253 Type certificates: application.
- 21.257 Type certificates: issue.

- 21.261 Equivalent safety provisions.
- 21.267 Production certificates.
- 21.269 Export airworthiness approvals.
- 21.271 Airworthiness approval tags.
- 21.273 Airworthiness certificates other than experimental.
- 21.275 Experimental certificates.
- 21.277 Data review and service experience.
- 21.289 Major repairs, rebuilding and alteration.
- 21.293 Current records.

Subpart K—Approval of Materials, Parts, Processes, and Appliances

- 21.301 Applicability.
- 21.303 Replacement and modification parts.
- 21.305 Approval of materials, parts, processes, and appliances.

Subpart L—Export Airworthiness Approvals

- 21.321 Applicability.
- 21.323 Eligibility.
- 21.325 Export airworthiness approvals.
- 21.327 Application.
- 21.329 Issue of export certificates of airworthiness for Class I products.
- 21.331 Issue of airworthiness approval tags for Class II products.
- 21.333 Issue of export airworthiness approval tags for Class III products.
- 21.335 Responsibilities of exporters.
- 21.337 Performance of inspections and overhauls.
- 21.339 Special export airworthiness approval for aircraft.

Subpart M—Designated Alteration Station Authorization Procedures

- 21.431 Applicability.
- 21.435 Application.
- 21.439 Eligibility.
- 21.441 Procedure manual.
- 21.443 Duration.
- 21.445 Maintenance of eligibility.
- 21.447 Transferability.
- 21.449 Inspections.
- 21.451 Limits of applicability.
- 21.461 Equivalent safety provisions.
- 21.463 Supplemental type certificates.
- 21.473 Airworthiness certificates other than experimental.
- 21.475 Experimental certificates.
- 21.477 Data review and service experience.
- 21.493 Current records.

Subpart N—Approval of Engines, Propellers, Materials, Parts, and Appliances: Import

- 21.500 Approval of engines and propellers.
- 21.502 Approval of materials, parts, and appliances.

Federal Aviation Administration, DOT

§ 21.1

Subpart O—Technical Standard Order Authorizations

- 21.601 Applicability.
- 21.603 TSO marking and privileges.
- 21.605 Application and issue.
- 21.607 General rules governing holders of TSO authorizations.
- 21.609 Approval for deviation.
- 21.611 Design changes.
- 21.613 Recordkeeping requirements.
- 21.615 FAA inspection.
- 21.617 Issue of letters of TSO design approval: import appliances.
- 21.619 Noncompliance.
- 21.621 Transferability and duration.

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SPECIAL FEDERAL AVIATION REGULATION NO. 88—FUEL TANK SYSTEM FAULT TOLERANCE EVALUATION REQUIREMENTS

1. *Applicability.* This SFAR applies to the holders of type certificates, and supplemental type certificates that may affect the airplane fuel tank system, for turbine-powered transport category airplanes, provided the type certificate was issued after January 1, 1958, and the airplane has either a maximum type certificated passenger capacity of 30 or more, or a maximum type certificated payload capacity of 7,500 pounds or more. This SFAR also applies to applicants for type certificates, amendments to a type certificate, and supplemental type certificates affecting the fuel tank systems for those airplanes identified above, if the application was filed before June 6, 2001, the effective date of this SFAR, and the certificate was not issued before June 6, 2001.

2. *Compliance:* Each type certificate holder, and each supplemental type certificate holder of a modification affecting the airplane fuel tank system, must accomplish the following within the compliance times specified in paragraph (e) of this section:

(a) Conduct a safety review of the airplane fuel tank system to determine that the design meets the requirements of §§ 25.901 and 25.981(a) and (b) of this chapter. If the current design does not meet these requirements, develop all design changes to the fuel tank system that are necessary to meet these requirements. The FAA (Aircraft Certification Office (ACO), or office of the Transport Airplane Directorate, having cognizance over the type certificate for the affected airplane) may grant an extension of the 18-month compliance time for development of design changes if:

(1) The safety review is completed within the compliance time;

(2) Necessary design changes are identified within the compliance time; and

(3) Additional time can be justified, based on the holder's demonstrated aggressiveness in performing the safety review, the complexity of the necessary design changes, the availability of interim actions to provide an acceptable level of safety, and the resulting level of safety.

(b) Develop all maintenance and inspection instructions necessary to maintain the design features required to preclude the existence or development of an ignition source within the fuel tank system of the airplane.

(c) Submit a report for approval to the FAA Aircraft Certification Office (ACO), or office of the Transport Airplane Directorate, having cognizance over the type certificate for the affected airplane, that:

(1) Provides substantiation that the airplane fuel tank system design, including all necessary design changes, meets the requirements of §§ 25.901 and 25.981(a) and (b) of this chapter; and

(2) Contains all maintenance and inspection instructions necessary to maintain the design features required to preclude the existence or development of an ignition source within the fuel tank system throughout the operational life of the airplane.

(d) The Aircraft Certification Office (ACO), or office of the Transport Airplane Directorate, having cognizance over the type certificate for the affected airplane, may approve a report submitted in accordance with paragraph 2(c) if it determines that any provisions of this SFAR not complied with are compensated for by factors that provide an equivalent level of safety.

(e) Each type certificate holder must comply no later than December 6, 2002, or within 18 months after the issuance of a type certificate for which application was filed before June 6, 2001, whichever is later; and each supplemental type certificate holder of a modification affecting the airplane fuel tank system must comply no later than June 6, 2003, or within 18 months after the issuance of a supplemental type certificate for which application was filed before June 6, 2001, whichever is later.

[Doc. No. 1999–6411, 66 FR 23129, May 7, 2001, as amended by Amdt. 21–82, 67 FR 57493, Sept. 10, 2002; 67 FR 70809, Nov. 26, 2002; Amdt. 21–83, 67 FR 72833, Dec. 9, 2002]

Subpart A—General

§ 21.1 Applicability.

(a) This part prescribes—

(1) Procedural requirements for the issue of type certificates and changes

§21.2

14 CFR Ch. I (1-1-06 Edition)

to those certificates; the issue of production certificates; the issue of airworthiness certificates; and the issue of export airworthiness approvals.

(2) Rules governing the holders of any certificate specified in paragraph (a)(1) of this section; and

(3) Procedural requirements for the approval of certain materials, parts, processes, and appliances.

(b) For the purposes of this part, the word "product" means an aircraft, aircraft engine, or propeller. In addition, for the purposes of Subpart L only, it includes components and parts of aircraft, of aircraft engines, and of propellers; also parts, materials, and appliances, approved under the Technical Standard Order system.

[Doc. No. 5085, 29 FR 14563, Oct. 24, 1964, as amended by Amdt. 21-2, 30 FR 8465, July 2, 1965; Amdt. 21-6, 30 FR 11379, Sept. 8, 1965]

§21.2 Falsification of applications, reports, or records.

(a) No person shall make or cause to be made—

(1) Any fraudulent or intentionally false statement on any application for a certificate or approval under this part;

(2) Any fraudulent or intentionally false entry in any record or report that is required to be kept, made, or used to show compliance with any requirement for the issuance or the exercise of the privileges of any certificate or approval issued under this part;

(3) Any reproduction for a fraudulent purpose of any certificate or approval issued under this part.

(4) Any alteration of any certificate or approval issued under this part.

(b) The commission by any person of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking any certificate or approval issued under this part and held by that person.

[Doc. No. 23345, 57 FR 41367, Sept. 9, 1992]

§21.3 Reporting of failures, malfunctions, and defects.

(a) Except as provided in paragraph (d) of this section, the holder of a Type Certificate (including a Supplemental Type Certificate), a Parts Manufacturer Approval (PMA), or a TSO authorization, or the licensee of a Type

Certificate shall report any failure, malfunction, or defect in any product, part, process, or article manufactured by it that it determines has resulted in any of the occurrences listed in paragraph (c) of this section.

(b) The holder of a Type Certificate (including a Supplemental Type Certificate), a Parts Manufacturer Approval (PMA), or a TSO authorization, or the licensee of a Type of Certificate shall report any defect in any product, part, or article manufactured by it that has left its quality control system and that it determines could result in any of the occurrences listed in paragraph (c) of this section.

(c) The following occurrences must be reported as provided in paragraphs (a) and (b) of this section:

(1) Fires caused by a system or equipment failure, malfunction, or defect.

(2) An engine exhaust system failure, malfunction, or defect which causes damage to the engine, adjacent aircraft structure, equipment, or components.

(3) The accumulation or circulation of toxic or noxious gases in the crew compartment or passenger cabin.

(4) A malfunction, failure, or defect of a propeller control system.

(5) A propeller or rotorcraft hub or blade structural failure.

(6) Flammable fluid leakage in areas where an ignition source normally exists.

(7) A brake system failure caused by structural or material failure during operation.

(8) A significant aircraft primary structural defect or failure caused by any autogenous condition (fatigue, understrength, corrosion, etc.).

(9) Any abnormal vibration or buffeting caused by a structural or system malfunction, defect, or failure.

(10) An engine failure.

(11) Any structural or flight control system malfunction, defect, or failure which causes an interference with normal control of the aircraft for which derogates the flying qualities.

(12) A complete loss of more than one electrical power generating system or hydraulic power system during a given operation of the aircraft.

(13) A failure or malfunction of more than one attitude, airspeed, or altitude