

or supplemental type certificate, as determined by the Administrator. The certificate holder must include the damage-tolerance-based inspections and procedures in the certificate holder's FAA-approved maintenance program.

[Doc. No. FAA-1999-5401, 70 FR 5532, Feb. 2, 2005. Redesignated by Amdt. 121-336, 72 FR 63412, Nov. 8, 2007]

EFFECTIVE DATE NOTE: At 72 FR 70508, Dec. 12, 2007, §121.1109 was amended by revising paragraph (c), effective Jan. 11, 2008. For the convenience of the user, the revised text is set forth as follows:

**§ 121.1109 Supplemental inspections.**

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(c) *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 repairs, alterations, and modifications may have on fatigue critical structure and on inspections required by paragraph (c)(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 paragraphs (c)(1) and (c)(2) of this section, and any later revisions to these changes, must be submitted to the Principal Maintenance Inspector for review and approval.

**§ 121.1111 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 certificate holder may operate an airplane identified in paragraph (a) of this section unless the maintenance program for that airplane includes inspections and procedures for electrical wiring interconnection systems (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 an airplane to service after any alterations for which EWIS ICA are developed, the certificate holder must include in the airplane's maintenance program 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 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-Vereinigte 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