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**Federal Aviation  
Administration**

# InFO

Information for Operators

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*An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.*

**Subject:** Compliance Plans for Retrofit of Flammability Reduction Means (FRM) to Transport Airplane Fuel Tanks

**Purpose:** This InFO reminds operators of Airbus and Boeing airplanes (series listed below) retrofitting FRM to submit compliance plans developed in accordance with the guidance contained in Advisory Circular (AC) 120-98 (current edition), Operator Information for Incorporating Fuel Tank Flammability Reduction Requirements to a Maintenance or Inspection Program.

**Background:** The Fuel Tank Flammability Reduction (FTFR) rule of 2008 requires certificate holders conducting operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 121, 125, or 129, to retrofit FRM to their fleet of applicable passenger airplanes. The applicable models are:

- Airbus: A300, A310 series, A318, A319, A320, A321 series, A330, and A340 series.
- Boeing: 737 series, 747 series, 757 series, 767 series, and 777 series passenger airplanes.

Sections 121.1117(d) and (e), 125.509(d) and (e), and 129.117(d) and (e) require operators to retrofit FRM to 50% of their affected fleet of passenger airplanes produced after 1991 by December 26, 2014. These regulations also require operators to retrofit FRM to the remainder of their affected fleet of passenger airplanes, regardless of their date of production, by December 26, 2017. Sections 121.1117(k) and 129.117(k) provide a one-year extension of these deadlines to operators that began using ground air conditioning systems by 2009.

The FTFR rule does not require the retrofit of FRM to airplanes in all-cargo operation or airplanes operated under 14 CFR parts 91 or 135.

Note: Boeing refers to its FRM as a nitrogen generating system (NGS). Airbus refers to its FRM as a flammability reduction system (FRS).

**Discussion:** To support timely compliance, AC 120-98, paragraph 2-8(d) advises each affected operator to provide a compliance plan for achieving the 50% and 100% retrofit requirements to its Federal Aviation Administration (FAA) certificate management office (CMO) or FAA principal inspector (PI). AC 120-98 specifies that the compliance plan should contain the following information:

- A complete list of airplanes that require retrofit,
- A schedule for ordering retrofit kits,

- The kit delivery dates quoted by the manufacturer, and
- A schedule for retrofitting each airplane (as coordinated with maintenance providers).

AC 120-98 also indicates that operators should update their compliance plan as airplanes are retrofitted or added/removed from the affected fleet.

**Recommended Action:** The FAA encourages each operator to update its compliance plan if it encounters any delays or changes to its affected fleet. Developing and coordinating a compliance plan, updating it as appropriate, and discussing its status with the FAA regularly (e.g., every three to six months) will enable both the operator and the FAA to foresee and prepare for needed actions to comply with the retrofit requirements.

**Contact:** Questions or comments regarding this InFO should be directed to Victor Wicklund, Propulsion & Mechanical Systems, ANM-112, at (425) 227-2192 or the Aircraft Maintenance Division, Air Carrier Maintenance Branch, AFS-330, at (202) 267-1675.