

Clearance Record
DOCUMENT COMMENT LOG

Originating Office: AIR-120 POC: Kabbara	Document Description: TSO-C76b: Fuel Drain Valves	Reviewer:	Reviewing Organization:	Date of Review:
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Company & Group	Page & Paragraph	Comment	Rationale for Comment	Recommendation	Disposition
Airbus Stéphane FLORI	Page 6, Appendix 1, paragraph 3.a	The third bullet should be modified to read: <i>“If the fuel drain valve is made of metal, use corrosion and galling resisting metals or metals protected to resist corrosion and galling during the normal service life of the valve.”</i>	As currently proposed, this bullet could be interpreted as a mandate to use metal for the construction of fuel drain valve. For fuel tanks made of composite, the use of metal may be an issue for lightning/ESD, hence fuel drain valves would be constructed from plastic parts for such tanks.		Comment is accepted. Paragraph was changed to read” Construct the fuel drain valve with corrosion and galling resisting metals or metals protected to resist corrosion and galling during the normal service life of the valve.”
Airbus Stéphane FLORI	Page 7, Appendix 1, paragraph 3.d	Test/performance requirement for lightning and icing should be added.	Lightning protection is to be considered for drain valves installed in fuel tanks made of composite. Ice may have a detrimental effect on the valve functioning (risk of leaks).		- Icing test is not included as a separate test requirement; however, the effect of icing of the valve performance is somewhat simulated in the table 2 under “Ambient and test fluid temperature”. - FAA requested from Airbus to provide some data to substantiate the need for lightning test. Airbus provided no such data. However, FAA believes that the lightning test requirement is an installation issue. Paragraph 3.b of the TSO would cover such test if the location/installation of the valve required such test. FAA leaves it at the applicant discretion to impose the lightning test on the valve supplier/manufacturer.

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Embraer Paulo H. Travassos	3. GENERAL REQUIREMENTS.	Why lighting test qualification is not included for this drain valve's TSO?	Sometimes this kind of component is installed in lightning strikes zones on the aircraft.	I'd like to suggest including lighting qualification for this component.	FAA requested from Embraer to provide some data to substantiate the need for lightning test. Embraer provided no such data. However, FAA believes that the lightning test requirement is an installation issue. Paragraph 3.b of the TSO would cover such test if the location/installation of the valve required such test. FAA leaves it at the applicant discretion to impose the lightning test on the valve supplier/manufacturer.
Carlos Ayala CESSNA AIRCRAFT COMPANY	General	Cessna Aircraft Company has no comment on this issue at this time			