

§ 29.1337

mode of operation. Selector switch position is not acceptable as a means of indication.

(Secs. 313(a), 601, 603, 604, and 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425); and sec. 6(c), Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Amdt. 29-14, 42 FR 36973, July 18, 1977]

§ 29.1337 Powerplant instruments.

(a) *Instruments and instrument lines.*

(1) Each powerplant and auxiliary power unit instrument line must meet the requirements of §§ 29.993 and 29.1183.

(2) Each line carrying flammable fluids under pressure must—

(i) Have restricting orifices or other safety devices at the source of pressure to prevent the escape of excessive fluid if the line fails; and

(ii) Be installed and located so that the escape of fluids would not create a hazard.

(3) Each powerplant and auxiliary power unit instrument that utilizes flammable fluids must be installed and located so that the escape of fluid would not create a hazard.

(b) *Fuel quantity indicator.* There must be means to indicate to the flight crew members the quantity, in gallons or equivalent units, of usable fuel in each tank during flight. In addition—

(1) Each fuel quantity indicator must be calibrated to read “zero” during level flight when the quantity of fuel remaining in the tank is equal to the unusable fuel supply determined under § 29.959;

(2) When two or more tanks are closely interconnected by a gravity feed system and vented, and when it is impossible to feed from each tank separately, at least one fuel quantity indicator must be installed;

(3) Tanks with interconnected outlets and airspaces may be treated as one tank and need not have separate indicators; and

(4) Each exposed sight gauge used as a fuel quantity indicator must be protected against damage.

(c) *Fuel flowmeter system.* If a fuel flowmeter system is installed, each metering component must have a means for bypassing the fuel supply if malfunction of that component severely restricts fuel flow.

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(d) *Oil quantity indicator.* There must be a stick gauge or equivalent means to indicate the quantity of oil—

(1) In each tank; and

(2) In each transmission gearbox.

(e) Rotor drive system transmissions and gearboxes utilizing ferromagnetic materials must be equipped with chip detectors designed to indicate the presence of ferromagnetic particles resulting from damage or excessive wear within the transmission or gearbox. Each chip detector must—

(1) Be designed to provide a signal to the indicator required by § 29.1305(a)(22); and

(2) Be provided with a means to allow crewmembers to check, in flight, the function of each detector electrical circuit and signal.

(Secs. 313(a), 601, and 603, 72 Stat. 759, 775, 49 U.S.C. 1354(a), 1421, and 1423; sec. 6(c), 49 U.S.C. 1655(c))

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-13, 42 FR 15047, Mar. 17, 1977; Amdt. 29-26, 53 FR 34219, Sept. 2, 1988]

ELECTRICAL SYSTEMS AND EQUIPMENT

§ 29.1351 General.

(a) *Electrical system capacity.* The required generating capacity and the number and kind of power sources must—

(1) Be determined by an electrical load analysis; and

(2) Meet the requirements of § 29.1309.

(b) *Generating system.* The generating system includes electrical power sources, main power busses, transmission cables, and associated control, regulation, and protective devices. It must be designed so that—

(1) Power sources function properly when independent and when connected in combination;

(2) No failure or malfunction of any power source can create a hazard or impair the ability of remaining sources to supply essential loads;

(3) The system voltage and frequency (as applicable) at the terminals of essential load equipment can be maintained within the limits for which the equipment is designed, during any probable operating condition;

(4) System transients due to switching, fault clearing, or other causes do not make essential loads inoperative,

and do not cause a smoke or fire hazard;

(5) There are means accessible in flight to appropriate crewmembers for the individual and collective disconnection of the electrical power sources from the main bus; and

(6) There are means to indicate to appropriate crewmembers the generating system quantities essential for the safe operation of the system, such as the voltage and current supplied by each generator.

(c) *External power.* If provisions are made for connecting external power to the rotorcraft, and that external power can be electrically connected to equipment other than that used for engine starting, means must be provided to ensure that no external power supply having a reverse polarity, or a reverse phase sequence, can supply power to the rotorcraft's electrical system.

(d) Operation with the normal electrical power generating system inoperative.

(1) It must be shown by analysis, tests, or both, that the rotorcraft can be operated safely in VFR conditions for a period of not less than 5 minutes, with the normal electrical power generating system (electrical power sources excluding the battery) inoperative, with critical type fuel (from the standpoint of flameout and restart capability), and with the rotorcraft initially at the maximum certificated altitude. Parts of the electrical system may remain on if—

(i) A single malfunction, including a wire bundle or junction box fire, cannot result in loss of the part turned off and the part turned on;

(ii) The parts turned on are electrically and mechanically isolated from the parts turned off; and

(2) Additional requirements for Category A Rotorcraft.

(i) Unless it can be shown that the loss of the normal electrical power generating system is extremely improbable, an emergency electrical power system, independent of the normal electrical power generating system, must be provided, with sufficient capacity to power all systems necessary for continued safe flight and landing.

(ii) Failures, including junction box, control panel, or wire bundle fires,

which would result in the loss of the normal and emergency systems, must be shown to be extremely improbable.

(iii) Systems necessary for immediate safety must continue to operate following the loss of the normal electrical power generating system, without the need for flight crew action.

(Secs. 313(a), 601, 603, 604, and 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425); and sec. 6(c), Dept. of Transportation Act (49 U.S.C. 1655(c)))

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-14, 42 FR 36973, July 18, 1977; Amdt. 29-40, 61 FR 21908, May 10, 1996; Amdt. 29-42, 63 FR 43285, Aug. 12, 1998]

§ 29.1353 Electrical equipment and installations.

(a) Electrical equipment, controls, and wiring must be installed so that operation of any one unit or system of units will not adversely affect the simultaneous operation of any other electrical unit or system essential to safe operation.

(b) Cables must be grouped, routed, and spaced so that damage to essential circuits will be minimized if there are faults in heavy current-carrying cables.

(c) Storage batteries must be designed and installed as follows:

(1) Safe cell temperatures and pressures must be maintained during any probable charging and discharging condition. No uncontrolled increase in cell temperature may result when the battery is recharged (after previous complete discharge)—

(i) At maximum regulated voltage or power;

(ii) During a flight of maximum duration; and

(iii) Under the most adverse cooling condition likely in service.

(2) Compliance with paragraph (a)(1) of this section must be shown by test unless experience with similar batteries and installations has shown that maintaining safe cell temperatures and pressures presents no problem.

(3) No explosive or toxic gases emitted by any battery in normal operation, or as the result of any probable malfunction in the charging system or battery installation, may accumulate in hazardous quantities within the rotorcraft.