

§ 23.1335 Flight director systems.

If a flight director system is installed, means must be provided to indicate to the flight crew its current mode of operation. Selector switch position is not acceptable as a means of indication.

[Amdt. 23-20, 42 FR 36969, July 18, 1977]

§ 23.1337 Powerplant instruments installation.

(a) *Instruments and instrument lines.*

(1) Each powerplant and auxiliary power unit instrument line must meet the requirements of § 23.993.

(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 indication.* There must be a means to indicate to the flightcrew members the quantity of usable fuel in each tank during flight. An indicator calibrated in appropriate units and clearly marked to indicate those units must be used. 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 § 23.959(a);

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

(3) Each sight gauge that forms a trap in which water can collect and freeze must have means to allow drainage on the ground;

(4) There must be a means to indicate the amount of usable fuel in each tank when the airplane is on the ground (such as by a stick gauge);

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

(6) No fuel quantity indicator is required for an auxiliary tank that is used only to transfer fuel to other tanks if the relative size of the tank, the rate of fuel transfer, and operating instructions are adequate to—

(i) Guard against overflow; and

(ii) Give the flight crewmembers prompt warning if transfer is not proceeding as planned.

(c) *Fuel flowmeter system.* If a fuel flowmeter system is installed, each metering component must have a means to by-pass the fuel supply if malfunctioning of that component severely restricts fuel flow.

(d) *Oil quantity indicator.* There must be a means to indicate the quantity of oil in each tank—

(1) On the ground (such as by a stick gauge); and

(2) In flight, to the flight crew members, if there is an oil transfer system or a reserve oil supply system.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-7, 34 FR 13096, Aug. 13, 1969; Amdt. 23-18, 42 FR 15042, Mar. 17, 1977; Amdt. 23-43, 58 FR 18976, Apr. 9, 1993; Amdt. 23-51, 61 FR 5138, Feb. 9, 1996; Amdt. 23-49, 61 FR 5169, Feb. 9, 1996]

ELECTRICAL SYSTEMS AND EQUIPMENT

§ 23.1351 General.

(a) *Electrical system capacity.* Each electrical system must be adequate for the intended use. In addition—

(1) Electric power sources, their transmission cables, and their associated control and protective devices, must be able to furnish the required power at the proper voltage to each load circuit essential for safe operation; and

(2) Compliance with paragraph (a)(1) of this section must be shown as follows—

(i) For normal, utility, and acrobatic category airplanes, by an electrical load analysis or by electrical measurements that account for the electrical loads applied to the electrical system in probable combinations and for probable durations; and

(ii) For commuter category airplanes, by an electrical load analysis that accounts for the electrical loads applied to the electrical system in probable combinations and for probable durations.

(b) *Function.* For each electrical system, the following apply:

(1) Each system, when installed, must be—

(i) Free from hazards in itself, in its method of operation, and in its effects on other parts of the airplane;

(ii) Protected from fuel, oil, water, other detrimental substances, and mechanical damage; and

(iii) So designed that the risk of electrical shock to crew, passengers, and ground personnel is reduced to a minimum.

(2) Electric power sources must function properly when connected in combination or independently.

(3) No failure or malfunction of any electric power source may impair the ability of any remaining source to supply load circuits essential for safe operation.

(4) In addition, for commuter category airplanes, the following apply:

(i) Each system must be designed so that essential load circuits can be supplied in the event of reasonably probable faults or open circuits including faults in heavy current carrying cables;

(ii) A means must be accessible in flight to the flight crewmembers for the individual and collective disconnection of the electrical power sources from the system;

(iii) The system must be designed so that voltage and frequency, if applicable, at the terminals of all essential load equipment can be maintained within the limits for which the equipment is designed during any probable operating conditions;

(iv) If two independent sources of electrical power for particular equipment or systems are required, their electrical energy supply must be ensured by means such as duplicate electrical equipment, throwover switching, or multichannel or loop circuits separately routed; and

(v) For the purpose of complying with paragraph (b)(5) of this section, the distribution system includes the distribution busses, their associated feeders, and each control and protective device.

(c) *Generating system.* There must be at least one generator/alternator if the electrical system supplies power to

load circuits essential for safe operation. In addition—

(1) Each generator/alternator must be able to deliver its continuous rated power, or such power as is limited by its regulation system.

(2) Generator/alternator voltage control equipment must be able to dependably regulate the generator/alternator output within rated limits.

(3) Automatic means must be provided to prevent damage to any generator/alternator and adverse effects on the airplane electrical system due to reverse current. A means must also be provided to disconnect each generator/alternator from the battery and other generators/alternators.

(4) There must be a means to give immediate warning to the flight crew of a failure of any generator/alternator.

(5) Each generator/alternator must have an overvoltage control designed and installed to prevent damage to the electrical system, or to equipment supplied by the electrical system that could result if that generator/alternator were to develop an overvoltage condition.

(d) *Instruments.* A means must exist to indicate to appropriate flight crewmembers the electric power system quantities essential for safe operation.

(1) For normal, utility, and acrobatic category airplanes with direct current systems, an ammeter that can be switched into each generator feeder may be used and, if only one generator exists, the ammeter may be in the battery feeder.

(2) For commuter category airplanes, the essential electric power system quantities include the voltage and current supplied by each generator.

(e) *Fire resistance.* Electrical equipment must be so designed and installed that in the event of a fire in the engine compartment, during which the surface of the firewall adjacent to the fire is heated to 2,000 °F for 5 minutes or to a lesser temperature substantiated by the applicant, the equipment essential to continued safe operation and located behind the firewall will function satisfactorily and will not create an additional fire hazard.

(f) *External power.* If provisions are made for connecting external power to the airplane, 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 airplane's electrical system. The external power connection must be located so that its use will not result in a hazard to the airplane or ground personnel.

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

(1) 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; and

(2) The parts turned on are electrically and mechanically isolated from the parts turned off.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-7, 34 FR 13096, Aug. 13, 1969; Amdt. 23-14, 38 FR 31824, Nov. 19, 1973; Amdt. 23-17, 41 FR 55465, Dec. 20, 1976; Amdt. 23-20, 42 FR 36969, July 18, 1977; Amdt. 23-34, 52 FR 1834, Jan. 15, 1987; 52 FR 34745, Sept. 14, 1987; Amdt. 23-43, 58 FR 18976, Apr. 9, 1993; Amdt. 23-49, 61 FR 5169, Feb. 9, 1996]

§ 23.1353 Storage battery design and installation.

(a) Each storage battery must be designed and installed as prescribed in this section.

(b) 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)—

(1) At maximum regulated voltage or power;

(2) During a flight of maximum duration; and

(3) Under the most adverse cooling condition likely to occur in service.

(c) Compliance with paragraph (b) of this section must be shown by tests un-

less experience with similar batteries and installations has shown that maintaining safe cell temperatures and pressures presents no problem.

(d) 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 airplane.

(e) No corrosive fluids or gases that may escape from the battery may damage surrounding structures or adjacent essential equipment.

(f) Each nickel cadmium battery installation capable of being used to start an engine or auxiliary power unit must have provisions to prevent any hazardous effect on structure or essential systems that may be caused by the maximum amount of heat the battery can generate during a short circuit of the battery or of its individual cells.

(g) Nickel cadmium battery installations capable of being used to start an engine or auxiliary power unit must have—

(1) A system to control the charging rate of the battery automatically so as to prevent battery overheating;

(2) A battery temperature sensing and over-temperature warning system with a means for disconnecting the battery from its charging source in the event of an over-temperature condition; or

(3) A battery failure sensing and warning system with a means for disconnecting the battery from its charging source in the event of battery failure.

(h) In the event of a complete loss of the primary electrical power generating system, the battery must be capable of providing at least 30 minutes of electrical power to those loads that are essential to continued safe flight and landing. The 30 minute time period includes the time needed for the pilots to recognize the loss of generated power and take appropriate load shedding action.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964; 30 FR 258, Jan. 9, 1965, as amended by Amdt. 23-20, 42 FR 36969, July 18, 1977; Amdt. 23-21, 43 FR 2319, Jan. 16, 1978; Amdt. 23-49, 61 FR 5169, Feb. 9, 1996]