

may also serve as the fire wall shutoff valve required if the line between the valve and the engine compartment does not contain more than one quart of fuel (or any greater amount shown to be safe) that can escape into the engine compartment.

(2) At least two vents arranged to minimize the probability of both vents becoming obstructed simultaneously.

(3) Filler caps designed to minimize the probability of incorrect installation or inflight loss.

(4) A fuel system in which those parts of the system from each tank outlet to any engine are independent of each part of the system supplying fuel to any other engine.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-7, 34 FR 13093 Aug. 13, 1969; Amdt. 23-43, 58 FR 18971, Apr. 9, 1993]

§ 23.954 Fuel system lightning protection.

The fuel system must be designed and arranged to prevent the ignition of fuel vapor within the system by—

(a) Direct lightning strikes to areas having a high probability of stroke attachment;

(b) Swept lightning strokes on areas where swept strokes are highly probable; and

(c) Corona or streamering at fuel vent outlets.

[Amdt. 23-7, 34 FR 13093, Aug. 13, 1969]

§ 23.955 Fuel flow.

(a) *General.* The ability of the fuel system to provide fuel at the rates specified in this section and at a pressure sufficient for proper engine operation must be shown in the attitude that is most critical with respect to fuel feed and quantity of unusable fuel. These conditions may be simulated in a suitable mockup. In addition—

(1) The quantity of fuel in the tank may not exceed the amount established as the unusable fuel supply for that tank under § 23.959(a) plus that quantity necessary to show compliance with this section.

(2) If there is a fuel flowmeter, it must be blocked during the flow test and the fuel must flow through the meter or its bypass.

(3) If there is a flowmeter without a bypass, it must not have any probable

failure mode that would restrict fuel flow below the level required for this fuel demonstration.

(4) The fuel flow must include that flow necessary for vapor return flow, jet pump drive flow, and for all other purposes for which fuel is used.

(b) *Gravity systems.* The fuel flow rate for gravity systems (main and reserve supply) must be 150 percent of the takeoff fuel consumption of the engine.

(c) *Pump systems.* The fuel flow rate for each pump system (main and reserve supply) for each reciprocating engine must be 125 percent of the fuel flow required by the engine at the maximum takeoff power approved under this part.

(1) This flow rate is required for each main pump and each emergency pump, and must be available when the pump is operating as it would during takeoff;

(2) For each hand-operated pump, this rate must occur at not more than 60 complete cycles (120 single strokes) per minute.

(3) The fuel pressure, with main and emergency pumps operating simultaneously, must not exceed the fuel inlet pressure limits of the engine unless it can be shown that no adverse effect occurs.

(d) *Auxiliary fuel systems and fuel transfer systems.* Paragraphs (b), (c), and (f) of this section apply to each auxiliary and transfer system, except that—

(1) The required fuel flow rate must be established upon the basis of maximum continuous power and engine rotational speed, instead of takeoff power and fuel consumption; and

(2) If there is a placard providing operating instructions, a lesser flow rate may be used for transferring fuel from any auxiliary tank into a larger main tank. This lesser flow rate must be adequate to maintain engine maximum continuous power but the flow rate must not overfill the main tank at lower engine powers.

(e) *Multiple fuel tanks.* For reciprocating engines that are supplied with fuel from more than one tank, if engine power loss becomes apparent due to fuel depletion from the tank selected, it must be possible after switching to any full tank, in level flight, to obtain 75 percent maximum continuous power on that engine in not more than—