§ 23.1199  Protective breathing equipment is
available for each flight crewmember
on flight deck duty.

[Amdt. 23–34, 52 FR 1833, Jan. 15, 1987]

§ 23.1199  Extinguishing agent con-
tainers.

For commuter category airplanes, the following applies:

(a) Each extinguishing agent con-
tainer must have a pressure relief to
prevent bursting of the container by
excessive internal pressures.

(b) The discharge end of each dis-
charge line from a pressure relief con-
nection must be located so that dis-
charge of the fire extinguishing agent
would not damage the airplane. The
line must also be located or protected
to prevent clogging caused by ice or
other foreign matter.

(c) A means must be provided for
each fire extinguishing agent container
to indicate that the container has dis-
charged or that the charging pressure
is below the established minimum nec-
essary for proper functioning.

(d) The temperature of each con-
tainer must be maintained, under in-
tended operating conditions, to prevent
the pressure in the container from—

(1) Falling below that necessary to
provide an adequate rate of discharge; or

(2) Rising high enough to cause pre-
mature discharge.

(e) If a pyrotechnic capsule is used to
discharge the extinguishing agent,
each container must be installed so
that temperature conditions will not
cause hazardous deterioration of the
pyrotechnic capsule.

[Amdt. 23–34, 52 FR 1833, Jan. 15, 1987; 52 FR
94745, Sept. 14, 1987]

§ 23.1201  Fire extinguishing systems
materials.

For commuter category airplanes, the following apply:

(a) No material in any fire extin-
guishing system may react chemically
with any extinguishing agent so as to
create a hazard.

(b) Each system component in an en-
gine compartment must be fireproof.

[Amdt. 23–34, 52 FR 1833, Jan. 15, 1987; 52 FR
7262, Mar. 9, 1987]

§ 23.1203  Fire detector system.

(a) There must be means that ensure
the prompt detection of a fire in—

(1) An engine compartment of—

(ii) Multiengine reciprocating engine
powered airplanes incorporating
turbochargers;

(iii) Airplanes with engine(s) located
where they are not readily visible from
the cockpit; and

(iv) All commuter category air-
planes.

(2) The auxiliary power unit compart-
ment of any airplane incorporating an
auxiliary power unit.

(b) Each fire detector must be con-
structed and installed to withstand the
vibration, inertia, and other loads to
which it may be subjected in operation.

(c) No fire detector may be affected
by any oil, water, other fluids, or
fumes that might be present.

(d) There must be means to allow the
crew to check, in flight, the func-
tioning of each fire detector electric
circuit.

(e) Wiring and other components of
each fire detector system in a des-
ignated fire zone must be at least fire
resistant.

[Amdt. 23–18, 42 FR 15042, Mar. 17, 1977, as
amended by Amdt. 23–34, 52 FR 1833, Jan. 15,
1987; Amdt. 23–43, 58 FR 18975, Apr. 9, 1993;
Amdt. 23–51, 61 FR 5138, Feb. 9, 1996]

Subpart F—Equipment

GENERAL

§ 23.1301  Function and installation.

Each item of installed equipment must—

(a) Be of a kind and design appro-
priate to its intended function.

(b) Be labeled as to its identification,
function, or operating limitations, or
any applicable combination of these
factors;

(c) Be installed according to limita-
tions specified for that equipment; and

(d) Function properly when installed.

[Amdt. 23–20, 42 FR 36968, July 18, 1977]