§ 23.953 Fuel system independence.

(a) Each fuel system for a multieengine airplane must be arranged so that, in at least one system configuration, the failure of any one component (other than a fuel tank) will not result in the loss of power of more than one engine or require immediate action by the pilot to prevent the loss of power of more than one engine.

(b) If a single fuel tank (or series of fuel tanks interconnected to function as a single fuel tank) is used on a multiengine airplane, the following must be provided:

(1) Independent tank outlets for each engine, each incorporating a shut-off valve at the tank. This shut-off valve

§ 23.333 Negative accelerations.

No hazardous malfunction of an engine, an auxiliary power unit approved for use in flight, or any component or system associated with the powerplant or auxiliary power unit may occur when the airplane is operated at the negative accelerations within the flight envelopes prescribed in §23.333. This must be shown for the greatest value and duration of the acceleration expected in service.

[Amdt. 23–18, 42 FR 15041, Mar. 17, 1977, as amended by Amdt. 23–43, 58 FR 18971, Apr. 9, 1993]