SAFETY EQUIPMENT

§ 23.1411 General.

(a) Required safety equipment to be used by the flight crew in an emergency, such as automatic liferaft releases, must be readily accessible.

(b) Stowage provisions for required safety equipment must be furnished and must—

(1) Be arranged so that the equipment is directly accessible and its location is obvious; and

(2) Protect the safety equipment from damage caused by being subjected to the inertia loads resulting from the ultimate static load factors specified in § 23.561(b)(3) of this part.

[Amdt. 23–17, 41 FR 55465, Dec. 20, 1976, as amended by Amdt. 23–36, 53 FR 30815, Aug. 15, 1988]

§ 23.1415 Ditching equipment.

(a) Emergency flotation and signaling equipment required by any operating rule in this chapter must be installed so that it is readily available to the crew and passengers.

(b) Each raft and each life preserver must be approved.

(c) Each raft released automatically or by the pilot must be attached to the airplane by a line to keep it alongside the airplane. This line must be weak enough to break before submerging the empty raft to which it is attached.

(d) Each signaling device required by any operating rule in this chapter, must be accessible, function satisfactorily, and must be free of any hazard in its operation.

§ 23.1416 Pneumatic de-icer boot system.

If certification with ice protection provisions is desired and a pneumatic de-icer boot system is installed—

(a) The system must meet the requirements specified in § 23.1419.

(b) The system and its components must be designed to perform their intended function under any normal system operating temperature or pressure, and

(c) Means to indicate to the flight crew that the pneumatic de-icer boot system is receiving adequate pressure and is functioning normally must be provided.

[Amdt. 23–23, 43 FR 50593, Oct. 30, 1978]

§ 23.1419 Ice protection.

If certification with ice protection provisions is desired, compliance with the requirements of this section and other applicable sections of this part must be shown:

(a) An analysis must be performed to establish, on the basis of the airplane's operational needs, the adequacy of the ice protection system for the various components of the airplane. In addition, tests of the ice protection system must be conducted to demonstrate that the airplane is capable of operating safely in continuous maximum and intermittent maximum icing conditions, as described in appendix C of part 25 of this chapter. As used in this section, ''Capable of operating safely,'' means that airplane performance, controllability, maneuverability, and stability must not be less than that required in part 23, subpart B.

(b) Except as provided by paragraph (c) of this section, in addition to the analysis and physical evaluation prescribed in paragraph (a) of this section, the effectiveness of the ice protection system and its components must be shown by flight tests of the airplane or its components in measured natural atmospheric icing conditions and by one or more of the following tests, as found necessary to determine the adequacy of the ice protection system—

(1) Laboratory dry air or simulated icing tests, or a combination of both, of the components or models of the components.

(2) Flight dry air tests of the ice protection system as a whole, or its individual components.

(3) Flight test of the airplane or its components in measured simulated icing conditions.

(c) If certification with ice protection has been accomplished on prior type certificated airplanes whose designs include components that are thermodynamically and aerodynamically equivalent to those used on a new airplane design, certification of these equivalent components may be accomplished by reference to previously accomplished tests, required in

§ 23.1419 (a) and (b), provided that the applicant accounts for any differences in installation of these components.

(d) A means must be identified or provided for determining the formation of ice on the critical parts of the airplane. Adequate lighting must be provided for the use of this means during night operation. Also, when monitoring of the external surfaces of the airplane by the flight crew is required for operation of the ice protection equipment, external lighting must be provided that is adequate to enable the monitoring to be done at night. Any illumination that is used must be of a type that will not cause glare or reflection that would handicap crewmembers in the performance of their duties. The Airplane Flight Manual or other approved manual material must describe the means of determining ice formation and must contain information for the safe operation of the airplane in icing conditions.

[Doc. No. 26344, 58 FR 18977, Apr. 9, 1993]

MISCELLANEOUS EQUIPMENT

§ 23.1431 Electronic equipment.

(a) In showing compliance with § 23.1309(b)(1) and (2) with respect to radio and electronic equipment and their installations, critical environmental conditions must be considered.

(b) Radio and electronic equipment, controls, and wiring must be installed so that operation of any unit or system of units will not adversely affect the simultaneous operation of any other radio or electronic unit, or system of units, required by this chapter.

(c) For those airplanes required to have more than one flightcrew member, or whose operation will require more than one flightcrew member, the cockpit must be evaluated to determine if the flightcrew members, when seated at their duty station, can converse without difficulty under the actual cockpit noise conditions when the airplane is being operated. If the airplane design includes provision for the use of communication headsets, the evaluation must also consider conditions where headsets are being used. If the evaluation shows conditions under which it will be difficult to converse, an intercommunication system must be provided.

(d) If installed communication equipment includes transmitter ''off-on'' switching, that switching means must be designed to return from the ''transmit'' to the ''off'' position when it is released and ensure that the transmitter will return to the off (non transmitting) state.

(e) If provisions for the use of communication headsets are provided, it must be demonstrated that the flightcrew members will receive all aural warnings under the actual cockpit noise conditions when the airplane is being operated when any headset is being used.

[Doc. No. 26344, 58 FR 18977, Apr. 9, 1993, as amended by Amdt. 23–49, 61 FR 5169, Feb. 9, 1996]

EFFECTIVE DATE NOTE: By Amdt. 23–62, 76 FR 75761, Dec. 2, 2011, § 23.1431 was amended by revising paragraph (a), effective Jan. 31, 2012. For the convenience of the user, the revised text is set forth as follows:

§ 23.1431 Electronic equipment.

(a) In showing compliance with § 23.1309(a), (b), and (c) with respect to radio and electronic equipment and their installations, critical environmental conditions must be considered.

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§ 23.1435 Hydraulic systems.

(a) *Design*. Each hydraulic system must be designed as follows:

(1) Each hydraulic system and its elements must withstand, without yielding, the structural loads expected in addition to hydraulic loads.

(2) A means to indicate the pressure in each hydraulic system which supplies two or more primary functions must be provided to the flight crew.

(3) There must be means to ensure that the pressure, including transient (surge) pressure, in any part of the system will not exceed the safe limit above design operating pressure and to prevent excessive pressure resulting from fluid volumetric changes in all lines which are likely to remain closed long enough for such changes to occur.

(4) The minimum design burst pressure must be 2.5 times the operating pressure.