

§ 29.1201

§ 29.1201 Fire extinguishing system materials.

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

(b) Each system component in an engine compartment must be fireproof.

§ 29.1203 Fire detector systems.

(a) For each turbine engine powered rotorcraft and Category A reciprocating engine powered rotorcraft, and for each Category B reciprocating engine powered rotorcraft with engines of more than 900 cubic inches displacement, there must be approved, quick-acting fire detectors in designated fire zones and in the combustor, turbine, and tailpipe sections of turbine installations (whether or not such sections are designated fire zones) in numbers and locations ensuring prompt detection of fire in those zones.

(b) Each fire detector must be constructed and installed to withstand any vibration, inertia, and other loads to which it would 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 crewmembers to check, in flight, the functioning of each fire detector system electrical circuit.

(e) The writing and other components of each fire detector system in an engine compartment must be at least fire resistant.

(f) No fire detector system component for any fire zone may pass through another fire zone, unless—

(1) It is protected against the possibility of false warnings resulting from fires in zones through which it passes; or

(2) The zones involved are simultaneously protected by the same detector and extinguishing systems.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-3, 33 FR 970, Jan. 26, 1968]

14 CFR Ch. I (1-1-13 Edition)

Subpart F—Equipment

GENERAL

§ 29.1301 Function and installation.

Each item of installed equipment must—

(a) Be of a kind and design appropriate 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 limitations specified for that equipment; and

(d) Function properly when installed.

§ 29.1303 Flight and navigation instruments.

The following are required flight and navigational instruments:

(a) An airspeed indicator. For Category A rotorcraft with V_{NE} less than a speed at which unmistakable pilot cues provide overspeed warning, a maximum allowable airspeed indicator must be provided. If maximum allowable airspeed varies with weight, altitude, temperature, or r.p.m., the indicator must show that variation.

(b) A sensitive altimeter.

(c) A magnetic direction indicator.

(d) A clock displaying hours, minutes, and seconds with a sweep-second pointer or digital presentation.

(e) A free-air temperature indicator.

(f) A non-tumbling gyroscopic bank and pitch indicator.

(g) A gyroscopic rate-of-turn indicator combined with an integral slip-skid indicator (turn-and-bank indicator) except that only a slip-skid indicator is required on rotorcraft with a third attitude instrument system that—

(1) Is usable through flight attitudes of ± 80 degrees of pitch and ± 120 degrees of roll;

(2) Is powered from a source independent of the electrical generating system;

(3) Continues reliable operation for a minimum of 30 minutes after total failure of the electrical generating system;

(4) Operates independently of any other attitude indicating system;

(5) Is operative without selection after total failure of the electrical generating system;