

## § 23.991

(d) All parts of the fuel system up to the tank which are subjected to fueling pressures must have a proof pressure of 1.33 times, and an ultimate pressure of at least 2.0 times, the surge pressure likely to occur during fueling.

[Amdt. 23-14, 38 FR 31823, Nov. 19, 1973, as amended by Amdt. 23-51, 61 FR 5137, Feb. 9, 1996]

### FUEL SYSTEM COMPONENTS

#### § 23.991 Fuel pumps.

(a) *Main pumps.* For main pumps, the following apply:

(1) For reciprocating engine installations having fuel pumps to supply fuel to the engine, at least one pump for each engine must be directly driven by the engine and must meet § 23.955. This pump is a main pump.

(2) For turbine engine installations, each fuel pump required for proper engine operation, or required to meet the fuel system requirements of this subpart (other than those in paragraph (b) of this section), is a main pump. In addition—

(i) There must be at least one main pump for each turbine engine;

(ii) The power supply for the main pump for each engine must be independent of the power supply for each main pump for any other engine; and

(iii) For each main pump, provision must be made to allow the bypass of each positive displacement fuel pump other than a fuel injection pump approved as part of the engine.

(b) *Emergency pumps.* There must be an emergency pump immediately available to supply fuel to the engine if any main pump (other than a fuel injection pump approved as part of an engine) fails. The power supply for each emergency pump must be independent of the power supply for each corresponding main pump.

(c) *Warning means.* If both the main pump and emergency pump operate continuously, there must be a means to indicate to the appropriate flight crewmembers a malfunction of either pump.

(d) Operation of any fuel pump may not affect engine operation so as to create a hazard, regardless of the engine power or thrust setting or the

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

functional status of any other fuel pump.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-7, 34 FR 13093, Aug. 13, 1969; Amdt. 23-26, 45 FR 60171, Sept. 11, 1980; Amdt. 23-43, 58 FR 18973, Apr. 9, 1993]

#### § 23.993 Fuel system lines and fittings.

(a) Each fuel line must be installed and supported to prevent excessive vibration and to withstand loads due to fuel pressure and accelerated flight conditions.

(b) Each fuel line connected to components of the airplane between which relative motion could exist must have provisions for flexibility.

(c) Each flexible connection in fuel lines that may be under pressure and subjected to axial loading must use flexible hose assemblies.

(d) Each flexible hose must be shown to be suitable for the particular application.

(e) No flexible hose that might be adversely affected by exposure to high temperatures may be used where excessive temperatures will exist during operation or after engine shutdown.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-43, 58 FR 18973, Apr. 9, 1993]

#### § 23.994 Fuel system components.

Fuel system components in an engine nacelle or in the fuselage must be protected from damage which could result in spillage of enough fuel to constitute a fire hazard as a result of a wheels-up landing on a paved runway.

[Amdt. 23-29, 49 FR 6847, Feb. 23, 1984]

#### § 23.995 Fuel valves and controls.

(a) There must be a means to allow appropriate flight crew members to rapidly shut off, in flight, the fuel to each engine individually.

(b) No shutoff valve may be on the engine side of any firewall. In addition, there must be means to—

(1) Guard against inadvertent operation of each shutoff valve; and

(2) Allow appropriate flight crew members to reopen each valve rapidly after it has been closed.