§ 27.953 Fuel system independence.

(a) Each fuel system for multiengine rotorcraft must allow fuel to be supplied to each engine through a system independent of those parts of each system supplying fuel to other engines. However, separate fuel tanks need not be provided for each engine.

(b) If a single fuel tank is used on a multiengine rotorcraft, the following must be provided:
   (1) Independent tank outlets for each engine, each incorporating a shutoff valve at the tank. This shutoff valve may also serve as the firewall shutoff valve required by §27.995 if the line between the valve and the engine compartment does not contain a hazardous amount of fuel that can drain into the engine compartment.
   (2) At least two vents arranged to minimize the probability of both vents becoming obstructed simultaneously.
   (3) Filler caps designed to minimize the probability of incorrect installation or inflight loss.

§ 27.954 Fuel system lightning protection.

The fuel system must be designed and arranged to prevent the ignition of fuel vapor within the system by—
   (a) Direct lightning strikes to areas having a high probability of stroke attachment;
   (b) Swept lightning strokes to areas where swept strokes are highly probable; or
   (c) Corona and streamering at fuel vent outlets.

§ 27.955 Fuel flow.

(a) General. The fuel system for each engine must be shown to provide the engine with at least 100 percent of the fuel required under each operating and maneuvering condition to be approved for the rotorcraft including, as applicable, the fuel required to operate the engine(s) under the test conditions required by §27.927. Unless equivalent methods are used, compliance must be shown by test during which the following provisions are met except that combinations of conditions which are shown to be improbable need not be considered.
   (1) The fuel pressure, corrected for critical accelerations, must be within the limits specified by the engine type certificate data sheet.