§ 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.

4. A fuel system in which those parts of the system from each tank outlet to any engine are independent of each part of each system supplying fuel to other engines.

§ 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.
(2) The fuel level in the tank may not exceed that established as the unusable fuel supply for that tank under § 27.959, plus the minimum additional fuel necessary to conduct the test.

(3) The fuel head between the tank outlet and the engine inlet must be critical with respect to rotorcraft flight attitudes.

(4) The critical fuel pump (for pump-fed systems) is installed to produce (by actual or simulated failure) the critical restriction to fuel flow to be expected from pump failure.

(5) Critical values of engine rotation speed, electrical power, or other sources of fuel pump motive power must be applied.

(6) Critical values of fuel properties which adversely affect fuel flow must be applied.

(7) The fuel filter required by § 27.997 must be blocked to the degree necessary to simulate the accumulation of fuel contamination required to activate the indicator required by § 27.1305(q).

(b) Fuel transfer systems. If normal operation of the fuel system requires fuel to be transferred to an engine feed tank, the transfer must occur automatically via a system which has been shown to maintain the fuel level in the engine feed tank within acceptable limits during flight or surface operation of the rotorcraft.

(c) Multiple fuel tanks. If an engine can be supplied with fuel from more than one tank, the fuel systems must, in addition to having appropriate manual switching capability, be designed to prevent interruption of fuel flow to that engine, without attention by the flight crew, when any tank supplying fuel to that engine is depleted of usable fuel during normal operation, and any other tank that normally supplies fuel to the engine alone contains usable fuel.

(d) Spaces adjacent to the surfaces of fuel tanks must be ventilated so that fumes cannot accumulate in the tank compartment in case of leakage. If two or more tanks have interconnected outlets, they must be considered as one tank, and the airspaces in those tanks must be interconnected to prevent the flow of fuel from one tank to another as a result of a difference in pressure between those airspaces.

(e) The maximum exposed surface temperature of any component in the fuel tank must be less, by a safe margin as determined by the Administrator, than the lowest expected autoignition temperature of the fuel or fuel vapor in the tank. Compliance with this requirement must be shown under all operating conditions and under all failure or malfunction conditions of all components inside the tank.

(f) Each fuel tank installed in personnel compartments must be isolated by fume-proof and fuel-proof enclosures that are drained and vented to the exterior of the rotorcraft. The design and