enter the heater system under any operating condition—
(1) During normal operation; or
(2) As a result of the malfunction of any other component.

(g) Heater exhaust. Each heater exhaust system must meet the requirements of §§29.1121 and 29.1123. In addition—
(1) Each exhaust shroud must be sealed so that no flammable fluids or hazardous quantities of vapors can reach the exhaust systems through joints; and
(2) No exhaust system may restrict the prompt relief of any backfire that, if so restricted, could cause heater failure.

(h) Heater fuel systems. Each heater fuel system must meet the powerplant fuel system requirements affecting safe heater operation. Each heater fuel system component in the ventilating airstream must be protected by shrouds so that no leakage from those components can enter the ventilating airstream.

(i) Drains. There must be means for safe drainage of any fuel that might accumulate in the combustion chamber or the heat exchanger. In addition—
(1) Each part of any drain that operates at high temperatures must be protected in the same manner as heater exhausts; and
(2) Each drain must be protected against hazardous ice accumulation under any operating condition.

§ 29.863 Flammable fluid fire protection.

(a) In each area where flammable fluids or vapors might escape by leakage of a fluid system, there must be means to minimize the probability of ignition of the fluids and vapors, and the resultant hazards if ignition does occur.

(b) Compliance with paragraph (a) of this section must be shown by analysis or tests, and the following factors must be considered:
(1) Possible sources and paths of fluid leakage, and means of detecting leakage.
(2) Flammability characteristics of fluids, including effects of any combustible or absorbing materials.
(3) Possible ignition sources, including electrical faults, overheating of equipment, and malfunctioning of protective devices.
(4) Means available for controlling or extinguishing a fire, such as stopping flow of fluids, shutting down equipment, fireproof containment, or use of extinguishing agents.
(5) Ability of rotorcraft components that are critical to safety of flight to withstand fire and heat.

(c) If action by the flight crew is required to prevent or counteract a fluid fire (e.g. equipment shutdown or activation of a fire extinguisher), quick acting means must be provided to alert the crew.

(d) Each area where flammable fluids or vapors might escape by leakage of a fluid system must be identified and defined.

§ 29.861 Fire protection of structure, controls, and other parts.

Each part of the structure, controls, and the rotor mechanism, and other parts essential to controlled landing and (for category A) flight that would be affected by powerplant fires must be isolated under §29.1191, or must be—
(a) For category A rotorcraft, fireproof; and
(b) For Category B rotorcraft, fireproof or protected so that they can perform their essential functions for at least 5 minutes under any foreseeable powerplant fire conditions.