Federal Aviation Administration, DOT § 23.963

(1) 10 seconds for naturally aspirated single-engine airplanes;
(2) 20 seconds for turbocharged single-engine airplanes, provided that 75 percent maximum continuous naturally aspirated power is regained within 10 seconds; or
(3) 20 seconds for multiengine airplanes.

§ 23.957 Flow between interconnected tanks.

(a) It must be impossible, in a gravity feed system with interconnected tank outlets, for enough fuel to flow between the tanks to cause an overflow of fuel from any tank vent under the conditions in §23.959, except that full tanks must be used.
(b) If fuel can be pumped from one tank to another in flight, the fuel tank vents and the fuel transfer system must be designed so that no structural damage to any airplane component can occur because of overfilling of any tank.


§ 23.959 Unusable fuel supply.

(a) The unusable fuel supply for each tank must be established as not less than that quantity at which the first evidence of malfunctioning occurs under the most adverse fuel feed condition occurring under each intended operation and flight maneuver involving that tank. Fuel system component failures need not be considered.
(b) The effect on the usable fuel quantity as a result of a failure of any pump shall be determined.


§ 23.961 Fuel system hot weather operation.

Each fuel system must be free from vapor lock when using fuel at its critical temperature, with respect to vapor formation, when operating the airplane in all critical operating and environmental conditions for which approval is requested. For turbine fuel, the initial temperature must be 110 °F, -5 °F or the maximum outside air temperature for which approval is requested, whichever is more critical.

[Doc. No. 28344, 58 FR 18972, Apr. 9, 1993; 58 FR 27060, May 6, 1993]

§ 23.963 Fuel tanks: General.

(a) Each fuel tank must be able to withstand, without failure, the vibration, inertia, fluid, and structural loads