Federal Aviation Administration, DOT

§ 25.955 Fuel flow.  

(a) Each fuel system must be constructed and arranged to ensure a flow of fuel at a rate and pressure established for proper engine and auxiliary power unit functioning under each likely operating condition, including any maneuver for which certification is requested and during which the engine or auxiliary power unit is permitted to be in operation.  

(b) Each fuel system must be arranged so that any air which is introduced into the system will not result in—  

(1) Power interruption for more than 20 seconds for reciprocating engines; or  

(2) Flameout for turbine engines.  

(c) Each fuel system for a turbine engine must be capable of sustained operation throughout its flow and pressure range with fuel initially saturated with water at 80 °F and having 0.75cc of free water per gallon added and cooled to the most critical condition for icing likely to be encountered in operation.  

(d) Each fuel system for a turbine engine powered airplane must meet the applicable fuel venting requirements of part 34 of this chapter.  


§ 25.952 Fuel system analysis and test.  

(a) Proper fuel system functioning under all probable operating conditions must be shown by analysis and those tests found necessary by the Administrator. Tests, if required, must be made using the airplane fuel system or a test article that reproduces the operating characteristics of the portion of the fuel system to be tested.  

(b) The likely failure of any heat exchanger using fuel as one of its fluids may not result in a hazardous condition.  

[Amendment 25–40, 42 FR 15043, March 17, 1977]  

§ 25.953 Fuel system independence.  

Each fuel system must meet the requirements of §25.903(b) by—  

(a) Allowing the supply of fuel to each engine through a system independent of each part of the system supplying fuel to any other engine; or  

(b) Any other acceptable method.  

§ 25.954 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; and  

(c) Corona and streamerization at fuel vent outlets.  

[Amendment 25–14, 32 FR 11629, August 11, 1967]  

§ 25.955 Fuel flow.  

(a) Each fuel system must provide at least 100 percent of the fuel flow required under each intended operating condition and maneuver. Compliance must be shown as follows:  

(d) Each fuel system for a turbine engine powered airplane must meet the applicable fuel venting requirements of part 34 of this chapter.  