

(3) The condition of a completely depleted battery with the generator operating at idling speed, if there is only one battery.

(d) There must be means to warn appropriate crewmembers if malfunctioning of any part of the electrical system is causing the continuous discharge of any battery used for engine ignition.

(e) Each turbine engine ignition system must be independent of any electrical circuit that is not used for assisting, controlling, or analyzing the operation of that system.

(f) In addition, for commuter category airplanes, each turbopropeller ignition system must be an essential electrical load.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-17, 41 FR 55465 Dec. 20, 1976; Amdt. 23-34, 52 FR 1833, Jan. 15, 1987]

EFFECTIVE DATE NOTE: By Amdt. 23-62, 76 FR 75759, Dec. 2, 2011, § 23.1165 was amended by revising paragraph (f), effective Jan. 31, 2012. For the convenience of the user, the revised text is set forth as follows:

§ 23.1165 Engine ignition systems.

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(f) In addition, for commuter category airplanes, each turbine engine ignition system must be an essential electrical load.

POWERPLANT FIRE PROTECTION

§ 23.1181 Designated fire zones; regions included.

Designated fire zones are—

(a) For reciprocating engines—

- (1) The power section;
- (2) The accessory section;
- (3) Any complete powerplant compartment in which there is no isolation between the power section and the accessory section.

(b) For turbine engines—

- (1) The compressor and accessory sections;
- (2) The combustor, turbine and tailpipe sections that contain lines or components carrying flammable fluids or gases.
- (3) Any complete powerplant compartment in which there is no isolation between compressor, accessory, combustor, turbine, and tailpipe sections.

(c) Any auxiliary power unit compartment; and

(d) Any fuel-burning heater, and other combustion equipment installation described in § 23.859.

[Doc. No. 26344, 58 FR 18975, Apr. 9, 1993, as amended by Amdt. 23-51, 61 FR 5138, Feb. 9, 1996]

§ 23.1182 Nacelle areas behind firewalls.

Components, lines, and fittings, except those subject to the provisions of § 23.1351(e), located behind the engine-compartment firewall must be constructed of such materials and located at such distances from the firewall that they will not suffer damage sufficient to endanger the airplane if a portion of the engine side of the firewall is subjected to a flame temperature of not less than 2000 °F for 15 minutes.

[Amdt. 23-14, 38 FR 31816, Nov. 19, 1973]

§ 23.1183 Lines, fittings, and components.

(a) Except as provided in paragraph (b) of this section, each component, line, and fitting carrying flammable fluids, gas, or air in any area subject to engine fire conditions must be at least fire resistant, except that flammable fluid tanks and supports which are part of and attached to the engine must be fireproof or be enclosed by a fireproof shield unless damage by fire to any non-fireproof part will not cause leakage or spillage of flammable fluid. Components must be shielded or located so as to safeguard against the ignition of leaking flammable fluid. Flexible hose assemblies (hose and end fittings) must be shown to be suitable for the particular application. An integral oil sump of less than 25-quart capacity on a reciprocating engine need not be fireproof nor be enclosed by a fireproof shield.

(b) Paragraph (a) of this section does not apply to—

- (1) Lines, fittings, and components which are already approved as part of a type certificated engine; and
- (2) Vent and drain lines, and their fittings, whose failure will not result in, or add to, a fire hazard.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-5, 32 FR 6912, May 5, 1967; Amdt. 23-15, 39 FR 35460, Oct. 1, 1974; Amdt. 23-29, 49 FR 6847, Feb. 23, 1984; Amdt. 23-51, 61 FR 5138, Feb. 9, 1996]