§ 23.1365 Electric cables and equipment.

(a) Each electric connecting cable must be of adequate capacity.

(b) Any equipment that is associated with any electrical cable installation and that would overheat in the event of circuit overload or fault must be flame resistant. That equipment and the electrical cables must not emit dangerous quantities of toxic fumes.

(c) Main power cables (including generator cables) in the fuselage must be designed to allow a reasonable degree of deformation and stretching without failure and must—

(1) Be separated from flammable fluid lines; or

(2) Be shrouded by means of electrically insulated flexible conduit, or equivalent, which is in addition to the normal cable insulation.

(d) Means of identification must be provided for electrical cables, terminals, and connectors.

(e) Electrical cables must be installed such that the risk of mechanical damage and/or damage caused by fluids, vapors, or sources of heat, is minimized.

(f) Where a cable cannot be protected by a circuit protection device or other overload protection, it must not cause a fire hazard under fault conditions.

§ 23.1367 Switches.

Each switch must be—

(a) Able to carry its rated current;

(b) Constructed with enough distance or insulating material between current carrying parts and the housing so that vibration in flight will not cause shorting;

(c) Accessible to appropriate flight crewmembers; and

(d) Labeled as to operation and the circuit controlled.

§ 23.1381 Instrument lights.

The instrument lights must—

(a) Make each instrument and control easily readable and discernible;

(b) Be installed so that their direct rays, and rays reflected from the windshield or other surface, are shielded from the pilot’s eyes; and

(c) Have enough distance or insulating material between current carrying parts and the housing so that vibration in flight will not cause shorting.

A cabin dome light is not an instrument light.

§ 23.1383 Taxi and landing lights.

Each taxi and landing light must be designed and installed so that:

(a) No dangerous glare is visible to the pilots.

(b) The pilot is not seriously affected by halation.

(c) It provides enough light for night operations.