(f) **Turbine engine fuel systems.** Each turbine engine fuel system must provide at least 100 percent of the fuel flow required by the engine under each intended operation condition and maneuver. The conditions may be simulated in a suitable mockup. This flow must—

1. Be shown with the airplane in the most adverse fuel feed condition (with respect to altitudes, attitudes, and other conditions) that is expected in operation; and

2. For multiengine airplanes, notwithstanding the lower flow rate allowed by paragraph (d) of this section, be automatically uninterrupted with respect to any engine until all the fuel scheduled for use by that engine has been consumed. In addition—

   i. For the purposes of this section, “fuel scheduled for use by that engine” means all fuel in any tank intended for use by a specific engine.

   ii. The fuel system design must clearly indicate the engine for which fuel in any tank is scheduled.

3. For single-engine airplanes, require no pilot action after completion of the engine starting phase of operations.

   (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.

   (d) The total usable capacity of the fuel tanks must be enough for at least one-half hour of operation at maximum continuous power.