Federal Aviation Administration, DOT

\[ I_e = \frac{\int_{t_1}^{t_2} I(t) \, dt}{0.2 + (t_2 - t_1)} \]

where:
- \( I_e \) = effective intensity (candles).
- \( I(t) \) = instantaneous intensity as a function of time.
- \( t_2 - t_1 \) = flash time interval (seconds).

Normally, the maximum value of effective intensity is obtained when \( t_2 \) and \( t_1 \) are chosen so that the effective intensity is equal to the instantaneous intensity at \( t_2 \) and \( t_1 \).

(f) Minimum effective intensities for anticollision lights. Each anticollision light effective intensity must equal or exceed the applicable values in the following table.

<table>
<thead>
<tr>
<th>Angle above or below the horizontal plane</th>
<th>Effective intensity (candles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0° to 5°</td>
<td>400</td>
</tr>
<tr>
<td>5° to 10°</td>
<td>240</td>
</tr>
<tr>
<td>10° to 20°</td>
<td>80</td>
</tr>
<tr>
<td>20° to 30°</td>
<td>40</td>
</tr>
<tr>
<td>30° to 75°</td>
<td>20</td>
</tr>
</tbody>
</table>

§ 23.1419 Ice protection.

If certification with ice protection provisions is desired, compliance with the requirements of this section and other applicable sections of this part must be shown:

(a) An analysis must be performed to establish, on the basis of the airplane’s operational needs, the adequacy of the ice protection system for the various components of the airplane. In addition, tests of the ice protection system must be conducted to demonstrate that the airplane is capable of operating safely in continuous maximum and intermittent maximum icing conditions, as described in appendix C of part 25 of this chapter. As used in this section, “Capable of operating safely,” means that airplane performance, controllability, maneuverability, and stability must not be less than that required in part 23, subpart B.

§ 23.1411 General.

(a) Required safety equipment to be used by the flight crew in an emergency, such as automatic liferaft releases, must be readily accessible.

(b) Stowage provisions for required safety equipment must be furnished and must—

(1) Be arranged so that the equipment is directly accessible and its location is obvious; and

(2) Protect the safety equipment from damage caused by being subjected to the inertia loads resulting from the ultimate static load factors specified in § 23.561(b)(3) of this part.

§ 23.1415 Ditching equipment.

(a) Emergency flotation and signaling equipment required by any operating rule in this chapter must be installed so that it is readily available to the crew and passengers.

(b) Each raft and each life preserver must be approved.

(c) Each raft released automatically or by the pilot must be attached to the airplane by a line to keep it alongside the airplane. This line must be weak enough to break before submerging the empty raft to which it is attached.

(d) Each signaling device required by any operating rule in this chapter, must be accessible, function satisfactorily, and must be free of any hazard in its operation.

§ 23.1416 Pneumatic de-icer boot system.

If certification with ice protection provisions is desired and a pneumatic de-icer boot system is installed—

(a) The system must meet the requirements specified in § 23.1419.

(b) The system and its components must be designed to perform their intended function under any normal system operating temperature or pressure, and

(c) Means to indicate to the flight crew that the pneumatic de-icer boot system is receiving adequate pressure and is functioning normally must be provided.

§ 23.1419 Ice protection.

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§ 23.1415 Ditching equipment.

(a) Emergency flotation and signaling equipment required by any oper-
(b) Except as provided by paragraph (c) of this section, in addition to the analysis and physical evaluation prescribed in paragraph (a) of this section, the effectiveness of the ice protection system and its components must be shown by flight tests of the airplane or its components in measured natural atmospheric icing conditions and by one or more of the following tests, as found necessary to determine the adequacy of the ice protection system—

(1) Laboratory dry air or simulated icing tests, or a combination of both, of the components or models of the components.

(2) Flight dry air tests of the ice protection system as a whole, or its individual components.

(3) Flight test of the airplane or its components in measured simulated icing conditions.

(c) If certification with ice protection has been accomplished on prior type certificated airplanes whose designs include components that are thermodynamically and aerodynamically equivalent to those used on a new airplane design, certification of these equivalent components may be accomplished by reference to previously accomplished tests, required in §23.1419 (a) and (b), provided that the applicant accounts for any differences in installation of these components.

(d) A means must be identified or provided for determining the formation of ice on the critical parts of the airplane. Adequate lighting must be provided for the use of this means during night operation. Also, when monitoring of the external surfaces of the airplane by the flight crew is required for operation of the ice protection equipment, external lighting must be provided that is adequate to enable the monitoring to be done at night. Any illumination that is used must be of a type that will not cause glare or reflection that would handicap crewmembers in the performance of their duties. The Airplane Flight Manual or other approved manual material must describe the means of determining ice formation and must contain information for the safe operation of the airplane in icing conditions.

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