§ 23.863 Flammable fluid fire protection.

(a) In each area where flammable fluids or vapors might escape by leakage of a fluid system, there must be means to minimize the probability of ignition of the fluids and vapors, and the resultant hazard if ignition does occur.

(b) Compliance with paragraph (a) of this section must be shown by analysis or tests, and the following factors must be considered:

1. Possible sources and paths of fluid leakage, and means of detecting leakage.

2. Flammability characteristics of fluids, including effects of any combustible or absorbing materials.

3. Possible ignition sources, including electrical faults, overheating of equipment, and malfunctioning of protective devices.

4. Means available for controlling or extinguishing a fire, such as stopping flow of fluids, shutting down equipment, fireproof containment, or use of extinguishing agents.

5. Ability of airplane components that are critical to safety of flight to withstand fire and heat.

(c) If action by the flight crew is required to prevent or counteract a fluid fire (e.g., equipment shutdown or actuation of a fire extinguisher), quick acting means must be provided to alert the crew.

(d) Each area where flammable fluids or vapors might escape by leakage of a fluid system must be identified and defined.

[Amdt. 23-23, 34 FR 13092, Aug. 13, 1969]

§ 23.865 Fire protection of flight controls, engine mounts, and other flight structure.

Flight controls, engine mounts, and other flight structure located in designated fire zones, or in adjacent areas that would be subjected to the effects of fire in the designated fire zones, must be constructed of fireproof material or be shielded so that they are capable of withstanding the effects of a fire. Engine vibration isolators must incorporate suitable features to ensure that the engine is retained if the non-fireproof portions of the isolators deteriorate from the effects of a fire.

[Doc. No. 27805, 61 FR 5148, Feb. 9, 1996]