§ 23.991 Fuel system components.
(d) All parts of the fuel system up to the tank which are subjected to fueling pressures must have a proof pressure of 1.33 times, and an ultimate pressure of at least 2.0 times, the surge pressure likely to occur during fueling.


The following parts of the fuel system, up to the tank, must be designed to meet the following pressures:

1.33 times the surge pressure likely to occur during fueling.

2.0 times the surge pressure likely to occur during fueling.

§ 23.993 Fuel system lines and fittings.
(a) Each fuel line must be installed and supported to prevent excessive vibration and to withstand loads due to fuel pressure and accelerated flight conditions.
(b) Each fuel line connected to components of the airplane between which relative motion could exist must have provisions for flexibility.
(c) Each flexible connection in fuel lines that may be under pressure and subjected to axial loading must use flexible hose assemblies.
(d) Each flexible hose must be shown to be suitable for the particular application.
(e) No flexible hose that might be adversely affected by exposure to high temperatures may be used where excessive temperatures will exist during operation or after engine shutdown.


§ 23.994 Fuel system components.
Fuel system components in an engine nacelle or in the fuselage must be protected from damage which could result in spillage of enough fuel to constitute a fire hazard as a result of a wheels-up landing on a paved runway.

[Amdt. 23–29, 49 FR 6847, Feb. 23, 1984]

§ 23.995 Fuel valves and controls.
(a) There must be a means to allow appropriate flight crew members to rapidly shut off, in flight, the fuel to each engine individually.
(b) No shutoff valve may be on the engine side of any firewall. In addition, there must be means to—
(1) Guard against inadvertent operation of each shutoff valve; and
(2) Allow appropriate flight crew members to reopen each valve rapidly after it has been closed.