(c) Each valve and fuel system control must be supported so that loads resulting from its operation or from accelerated flight conditions are not transmitted to the lines connected to the valve.

(d) Each valve and fuel system control must be installed so that gravity and vibration will not affect the selected position.

(e) Each fuel valve handle and its connections to the valve mechanism must have design features that minimize the possibility of incorrect installation.

(f) Each check valve must be constructed, or otherwise incorporate provisions, to preclude incorrect assembly or connection of the valve.

(g) Fuel tank selector valves must—
   (1) Require a separate and distinct action to place the selector in the “OFF” position; and
   (2) Have the tank selector positions located in such a manner that it is impossible for the selector to pass through the “OFF” position when changing from one tank to another.

§ 23.999 Fuel system drains.
   (a) There must be at least one drain to allow safe drainage of the entire fuel system with the airplane in its normal ground attitude.
   (b) Each drain required by paragraph (a) of this section and §23.971 must—
      (1) Discharge clear of all parts of the airplane;
      (2) Have a drain valve—
         (i) That has manual or automatic means for positive locking in the closed position;
         (ii) That is readily accessible;
         (iii) That can be easily opened and closed;
         (iv) That allows the fuel to be caught for examination;
         (v) That can be observed for proper closing; and
         (vi) That is either located or protected to prevent fuel spillage in the event of a landing with landing gear retracted.

§ 23.1001 Fuel jettisoning system.
   (a) If the design landing weight is less than that permitted under the requirements of §23.473(b), the airplane must have a fuel jettisoning system installed that is able to jettison enough fuel to bring the maximum weight down to the design landing weight. The average rate of fuel jettisoning must be at least 1 percent of the maximum weight per minute, except that the time required to jettison the fuel need not be less than 10 minutes.