(g) In addition, for commuter category airplanes, the airplane must be designed so that no fire originating in any engine compartment can enter, either through openings or by burnthrough, any other region where it would create additional hazards.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964; 30 FR 258, Jan. 9, 1965, as amended by Amdt. 23–18, 42 FR 15042, Mar. 17, 1977; Amdt. 23–34, 52 FR 1833, Jan. 15, 1987; 58 FR 18975, Apr. 9, 1993]

§ 23.1195 Fire extinguishing systems.

(a) For commuter category airplanes, fire extinguishing systems must be installed and compliance shown with the following:

(1) Except for combustor, turbine, and tailpipe sections of turbine-engine installations that contain lines or components carrying flammable fluids or gases for which a fire originating in these sections is shown to be controllable, a fire extinguisher system must serve each engine compartment;

(2) The fire extinguishing system, the quantity of the extinguishing agent, the rate of discharge, and the discharge distribution must be adequate to extinguish fires. An individual ''one shot'' system may be used.

(3) The fire extinguishing system for a nacelle must be able to simultaneously protect each compartment of the nacelle for which protection is provided.

(b) If an auxiliary power unit is installed in any airplane certificated to this part, that auxiliary power unit compartment must be served by a fire extinguishing system meeting the requirements of paragraph (a)(2) of this section.

[Amdt. 23–34, 52 FR 1833, Jan. 15, 1987, as amended by Amdt. 23–43, 58 FR 18975, Apr. 9, 1993]

§ 23.1197 Fire extinguishing agents.

For commuter category airplanes, the following applies:

(a) Fire extinguishing agents must—

(1) Be capable of extinguishing flames emanating from any burning of fluids or other combustible materials in the area protected by the fire extinguishing system; and

(2) Have thermal stability over the temperature range likely to be experienced in the compartment in which they are stored.

(b) If any toxic extinguishing agent is used, provisions must be made to prevent harmful concentrations of fluid or fluid vapors (from leakage during normal operation of the airplane or as a result of discharging the fire extinguisher on the ground or in flight) from entering any personnel compartment, even though a defect may exist in the extinguishing system. This must be shown by test except for built-in carbon dioxide fuselage compartment fire extinguishing systems for which—

(1) Five pounds or less of carbon dioxide will be discharged, under established fire control procedures, into any fuselage compartment; or

(2) Protective breathing equipment is available for each flight crewmember on flight deck duty.

[Amdt. 23–34, 52 FR 1833, Jan. 15, 1987]

§ 23.1199 Extinguishing agent containers.

For commuter category airplanes, the following applies:

(a) Each extinguishing agent container must have a pressure relief to prevent bursting of the container by excessive internal pressures.

(b) The discharge end of each discharge line from a pressure relief connection must be located so that discharge of the fire extinguishing agent would not damage the airplane. The line must also be located or protected to prevent clogging caused by ice or other foreign matter.

(c) A means must be provided for each fire extinguishing agent container to indicate that the container has discharged or that the charging pressure is below the established minimum necessary for proper functioning.

(d) The temperature of each container must be maintained, under intended operating conditions, to prevent the pressure in the container from—

(1) Falling below that necessary to provide an adequate rate of discharge; or

(2) Rising high enough to cause premature discharge.

(e) If a pyrotechnic capsule is used to discharge the extinguishing agent, each container must be installed so that temperature conditions will not

cause hazardous deterioration of the pyrotechnic capsule.

[Amdt. 23–34, 52 FR 1833, Jan. 15, 1987; 52 FR 34745, Sept. 14, 1987]

§ 23.1201 Fire extinguishing systems materials.

For commuter category airplanes, the following apply:

(a) No material in any fire extinguishing system may react chemically with any extinguishing agent so as to create a hazard.

(b) Each system component in an engine compartment must be fireproof.

[Amdt. 23–34, 52 FR 1833, Jan. 15, 1987; 52 FR 7262, Mar. 9, 1987]

§ 23.1203 Fire detector system.

(a) There must be means that ensure the prompt detection of a fire in—

(1) An engine compartment of—

(i) Multiengine turbine powered airplanes;

(ii) Multiengine reciprocating engine powered airplanes incorporating turbochargers;

(iii) Airplanes with engine(s) located where they are not readily visible from the cockpit; and

(iv) All commuter category airplanes.

(2) The auxiliary power unit compartment of any airplane incorporating an auxiliary power unit.

(b) Each fire detector must be constructed and installed to withstand the vibration, inertia, and other loads to which it may be subjected in operation.

(c) No fire detector may be affected by any oil, water, other fluids, or fumes that might be present.

(d) There must be means to allow the crew to check, in flight, the functioning of each fire detector electric circuit.

(e) Wiring and other components of each fire detector system in a designated fire zone must be at least fire resistant.

[Amdt. 23–18, 42 FR 15042, Mar. 17, 1977, as amended by Amdt. 23–34, 52 FR 1833, Jan. 15, 1987; Amdt. 23–43, 58 FR 18975, Apr. 9, 1993; Amdt. 23–51, 61 FR 5138, Feb. 9, 1996]

Subpart F—Equipment

GENERAL

§ 23.1301 Function and installation.

Each item of installed equipment must—

(a) Be of a kind and design appropriate to its intended function.

(b) Be labeled as to its identification, function, or operating limitations, or any applicable combination of these factors;

(c) Be installed according to limitations specified for that equipment; and

(d) Function properly when installed.

[Amdt. 23–20, 42 FR 36968, July 18, 1977]

§ 23.1303 Flight and navigation instruments.

The following are the minimum required flight and navigation instruments:

(a) An airspeed indicator.

(b) An altimeter.

(c) A direction indicator (nonstabilized magnetic compass).

(d) For reciprocating engine-powered airplanes of more than 6,000 pounds maximum weight and turbine engine powered airplanes, a free air temperature indicator or an air-temperature indicator which provides indications that are convertible to free-air.

(e) A speed warning device for—

(1) Turbine engine powered airplanes; and

(2) Other airplanes for which V_{MO}/M_{MO} and V_D/M_D are established under §§ 23.335(b)(4) and 23.1505(c) if V_{MO}/M_{MO} is greater than 0.8 V_D/M_D.

The speed warning device must give effective aural warning (differing distinctively from aural warnings used for other purposes) to the pilots whenever the speed exceeds V_{MO} plus 6 knots or M_{MO}+0.01. The upper limit of the production tolerance for the warning device may not exceed the prescribed warning speed. The lower limit of the warning device must be set to minimize nuisance warning;

(f) When an attitude display is installed, the instrument design must not provide any means, accessible to the flightcrew, of adjusting the relative positions of the attitude reference symbol and the horizon line beyond that necessary for parallax correction.