

Federal Aviation Administration, DOT

§ 25.1457

equipment must have the oxygen dispensing unit connected to the portable oxygen supply.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-41, 42 FR 36971, July 18, 1977; Amdt. 25-87, 61 FR 28696, June 5, 1996; Amdt. 25-116, 69 FR 62789, Oct. 27, 2004]

§ 25.1449 Means for determining use of oxygen.

There must be a means to allow the crew to determine whether oxygen is being delivered to the dispensing equipment.

§ 25.1450 Chemical oxygen generators.

(a) For the purpose of this section, a chemical oxygen generator is defined as a device which produces oxygen by chemical reaction.

(b) Each chemical oxygen generator must be designed and installed in accordance with the following requirements:

(1) Surface temperature developed by the generator during operation may not create a hazard to the airplane or to its occupants.

(2) Means must be provided to relieve any internal pressure that may be hazardous.

(3) Except as provided in SFAR 109, each chemical oxygen generator installation must meet the requirements of § 25.795(d).

(c) In addition to meeting the requirements in paragraph (b) of this section, each portable chemical oxygen generator that is capable of sustained operation by successive replacement of a generator element must be placarded to show—

(1) The rate of oxygen flow, in liters per minute;

(2) The duration of oxygen flow, in minutes, for the replaceable generator element; and

(3) A warning that the replaceable generator element may be hot, unless the element construction is such that the surface temperature cannot exceed 100 degrees F.

[Amdt. 25-41, 42 FR 36971, July 18, 1977, as amended at 79 FR 13519, Mar. 11, 2014]

§ 25.1453 Protection of oxygen equipment from rupture.

Oxygen pressure tanks, and lines between tanks and the shutoff means, must be—

(a) Protected from unsafe temperatures; and

(b) Located where the probability and hazards of rupture in a crash landing are minimized.

§ 25.1455 Draining of fluids subject to freezing.

If fluids subject to freezing may be drained overboard in flight or during ground operation, the drains must be designed and located to prevent the formation of hazardous quantities of ice on the airplane as a result of the drainage.

[Amdt. 25-23, 35 FR 5680, Apr. 8, 1970]

§ 25.1457 Cockpit voice recorders.

(a) Each cockpit voice recorder required by the operating rules of this chapter must be approved and must be installed so that it will record the following:

(1) Voice communications transmitted from or received in the airplane by radio.

(2) Voice communications of flight crewmembers on the flight deck.

(3) Voice communications of flight crewmembers on the flight deck, using the airplane's interphone system.

(4) Voice or audio signals identifying navigation or approach aids introduced into a headset or speaker.

(5) Voice communications of flight crewmembers using the passenger loudspeaker system, if there is such a system and if the fourth channel is available in accordance with the requirements of paragraph (c)(4)(ii) of this section.

(6) If datalink communication equipment is installed, all datalink communications, using an approved data message set. Datalink messages must be recorded as the output signal from the communications unit that translates the signal into usable data.

(b) The recording requirements of paragraph (a)(2) of this section must be met by installing a cockpit-mounted area microphone, located in the best