

(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.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-17, 41 FR 55465, Dec. 20, 1976; Amdt. 23-43, 58 FR 18973, Apr. 9, 1993]

§ 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.

(b) Fuel jettisoning must be demonstrated at maximum weight with flaps and landing gear up and in—

(1) A power-off glide at $1.4 V_{S1}$;

(2) A climb, at the speed at which the one-engine-inoperative enroute climb data have been established in accordance with § 23.69(b), with the critical engine inoperative and the remaining engines at maximum continuous power; and

(3) Level flight at $1.4 V_{S1}$, if the results of the tests in the conditions specified in paragraphs (b)(1) and (2) of this section show that this condition could be critical.

(c) During the flight tests prescribed in paragraph (b) of this section, it must be shown that—

(1) The fuel jettisoning system and its operation are free from fire hazard;

(2) The fuel discharges clear of any part of the airplane;

(3) Fuel or fumes do not enter any parts of the airplane; and

(4) The jettisoning operation does not adversely affect the controllability of the airplane.

(d) For reciprocating engine powered airplanes, the jettisoning system must be designed so that it is not possible to jettison the fuel in the tanks used for takeoff and landing below the level allowing 45 minutes flight at 75 percent maximum continuous power. However, if there is an auxiliary control independent of the main jettisoning control, the system may be designed to jettison all the fuel.

(e) For turbine engine powered airplanes, the jettisoning system must be designed so that it is not possible to jettison fuel in the tanks used for takeoff and landing below the level allowing climb from sea level to 10,000 feet and thereafter allowing 45 minutes cruise at a speed for maximum range.

(f) The fuel jettisoning valve must be designed to allow flight crewmembers to close the valve during any part of the jettisoning operation.

(g) Unless it is shown that using any means (including flaps, slots, and slats) for changing the airflow across or around the wings does not adversely affect fuel jettisoning, there must be a placard, adjacent to the jettisoning control, to warn flight crewmembers against jettisoning fuel while the means that change the airflow are being used.

(h) The fuel jettisoning system must be designed so that any reasonably probable single malfunction in the system will not result in a hazardous condition due to unsymmetrical jettisoning of, or inability to jettison, fuel.

[Amdt. 23-7, 34 FR 13094, Aug. 13, 1969, as amended by Amdt. 23-43, 58 FR 18973, Apr. 9, 1993; Amdt. 23-51, 61 FR 5137, Feb. 9, 1996]

OIL SYSTEM

§ 23.1011 General.

(a) For oil systems and components that have been approved under the engine airworthiness requirements and where those requirements are equal to or more severe than the corresponding requirements of subpart E of this part, that approval need not be duplicated. Where the requirements of subpart E of

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this part are more severe, substantiation must be shown to the requirements of subpart E of this part.

(b) Each engine must have an independent oil system that can supply it with an appropriate quantity of oil at a temperature not above that safe for continuous operation.

(c) The usable oil tank capacity may not be less than the product of the endurance of the airplane under critical operating conditions and the maximum oil consumption of the engine under the same conditions, plus a suitable margin to ensure adequate circulation and cooling.

(d) For an oil system without an oil transfer system, only the usable oil tank capacity may be considered. The amount of oil in the engine oil lines, the oil radiator, and the feathering reserve, may not be considered.

(e) If an oil transfer system is used, and the transfer pump can pump some of the oil in the transfer lines into the main engine oil tanks, the amount of oil in these lines that can be pumped by the transfer pump may be included in the oil capacity.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-43, 58 FR 18973, Apr. 9, 1993]

§ 23.1013 Oil tanks.

(a) *Installation.* Each oil tank must be installed to—

(1) Meet the requirements of § 23.967 (a) and (b); and

(2) Withstand any vibration, inertia, and fluid loads expected in operation.

(b) *Expansion space.* Oil tank expansion space must be provided so that—

(1) Each oil tank used with a reciprocating engine has an expansion space of not less than the greater of 10 percent of the tank capacity or 0.5 gallon, and each oil tank used with a turbine engine has an expansion space of not less than 10 percent of the tank capacity; and

(2) It is impossible to fill the expansion space inadvertently with the airplane in the normal ground attitude.

(c) *Filler connection.* Each oil tank filler connection must be marked as specified in § 23.1557(c). Each recessed oil tank filler connection of an oil tank used with a turbine engine, that can retain any appreciable quantity of oil,

must have provisions for fitting a drain.

(d) *Vent.* Oil tanks must be vented as follows:

(1) Each oil tank must be vented to the engine from the top part of the expansion space so that the vent connection is not covered by oil under any normal flight condition.

(2) Oil tank vents must be arranged so that condensed water vapor that might freeze and obstruct the line cannot accumulate at any point.

(3) For acrobatic category airplanes, there must be means to prevent hazardous loss of oil during acrobatic maneuvers, including short periods of inverted flight.

(e) *Outlet.* No oil tank outlet may be enclosed by any screen or guard that would reduce the flow of oil below a safe value at any operating temperature. No oil tank outlet diameter may be less than the diameter of the engine oil pump inlet. Each oil tank used with a turbine engine must have means to prevent entrance into the tank itself, or into the tank outlet, of any object that might obstruct the flow of oil through the system. There must be a shutoff valve at the outlet of each oil tank used with a turbine engine, unless the external portion of the oil system (including oil tank supports) is fireproof.

(f) *Flexible liners.* Each flexible oil tank liner must be of an acceptable kind.

(g) Each oil tank filler cap of an oil tank that is used with an engine must provide an oiltight seal.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-15, 39 FR 35459 Oct. 1, 1974; Amdt. 23-43, 58 FR 18973, Apr. 9, 1993; Amdt. 23-51, 61 FR 5137, Feb. 9, 1996]

§ 23.1015 Oil tank tests.

Each oil tank must be tested under § 23.965, except that—

(a) The applied pressure must be five p.s.i. for the tank construction instead of the pressures specified in § 23.965(a);

(b) For a tank with a nonmetallic liner the test fluid must be oil rather than fuel as specified in § 23.965(d), and the slosh test on a specimen liner must be conducted with the oil at 250 °F.; and