

Federal Aviation Administration, DOT

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container must maintain the proper relationship to tank vent pressures for any expected flight condition.

(c) The location of each tank must meet the requirements of §27.1185 (a) and (c).

(d) No rotorcraft skin immediately adjacent to a major air outlet from the engine compartment may act as the wall of the integral tank.

[Doc. No. 26352, 59 FR 50387, Oct. 3, 1994]

§ 27.969 Fuel tank expansion space.

Each fuel tank or each group of fuel tanks with interconnected vent systems must have an expansion space of not less than 2 percent of the tank capacity. It must be impossible to fill the fuel tank expansion space inadvertently with the rotorcraft in the normal ground attitude.

[Amdt. 27-23, 53 FR 34213, Sept. 2, 1988]

§ 27.971 Fuel tank sump.

(a) Each fuel tank must have a drainable sump with an effective capacity in any ground attitude to be expected in service of 0.25 percent of the tank capacity or 1/16 gallon, whichever is greater, unless—

(1) The fuel system has a sediment bowl or chamber that is accessible for preflight drainage and has a minimum capacity of 1 ounce for every 20 gallons of fuel tank capacity; and

(2) Each fuel tank drain is located so that in any ground attitude to be expected in service, water will drain from all parts of the tank to the sediment bowl or chamber.

(b) Each sump, sediment bowl, and sediment chamber drain required by this section must comply with the drain provisions of §27.999(b).

[Amdt. 27-23, 53 FR 34213, Sept. 2, 1988]

§ 27.973 Fuel tank filler connection.

(a) Each fuel tank filler connection must prevent the entrance of fuel into any part of the rotorcraft other than the tank itself during normal operations and must be crash resistant during a survivable impact in accordance with §27.952(c). In addition—

(1) Each filler must be marked as prescribed in §27.1557(c)(1);

(2) Each recessed filler connection that can retain any appreciable quan-

tity of fuel must have a drain that discharges clear of the entire rotorcraft; and

(3) Each filler cap must provide a fuel-tight seal under the fluid pressure expected in normal operation and in a survivable impact.

(b) Each filler cap or filler cap cover must warn when the cap is not fully locked or seated on the filler connection.

[Doc. No. 26352, 59 FR 50387, Oct. 3, 1994]

§ 27.975 Fuel tank vents.

(a) Each fuel tank must be vented from the top part of the expansion space so that venting is effective under all normal flight conditions. Each vent must minimize the probability of stoppage by dirt or ice.

(b) The venting system must be designed to minimize spillage of fuel through the vents to an ignition source in the event of a rollover during landing, ground operation, or a survivable impact.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-23, 53 FR 34213, Sept. 2, 1988; Amdt. 27-30, 59 FR 50387, Oct. 3, 1994; Amdt. 27-35, 63 FR 43285, Aug. 12, 1998]

§ 27.977 Fuel tank outlet.

(a) There must be a fuel strainer for the fuel tank outlet or for the booster pump. This strainer must—

(1) For reciprocating engine powered rotorcraft, have 8 to 16 meshes per inch; and

(2) For turbine engine powered rotorcraft, prevent the passage of any object that could restrict fuel flow or damage any fuel system component.

(b) The clear area of each fuel tank outlet strainer must be at least five times the area of the outlet line.

(c) The diameter of each strainer must be at least that of the fuel tank outlet.

(d) Each finger strainer must be accessible for inspection and cleaning.

[Amdt. 27-11, 41 FR 55470, Dec. 20, 1976]

FUEL SYSTEM COMPONENTS

§ 27.991 Fuel pumps.

Compliance with §27.955 may not be jeopardized by failure of—

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(a) Any one pump except pumps that are approved and installed as parts of a type certificated engine; or

(b) Any component required for pump operation except, for engine driven pumps, the engine served by that pump.

[Amdt. 27-23, 53 FR 34213, Sept. 2, 1988]

§ 27.993 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 rotorcraft between which relative motion could exist must have provisions for flexibility.

(c) Flexible hose must be approved.

(d) Each flexible connection in fuel lines that may be under pressure or subjected to axial loading must use flexible hose assemblies.

(e) No flexible hose that might be adversely affected by high temperatures may be used where excessive temperatures will exist during operation or after engine shutdown.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-2, 33 FR 964, Jan. 26, 1968]

§ 27.995 Fuel valves.

(a) There must be a positive, quick-acting valve to shut off fuel to each engine individually.

(b) The control for this valve must be within easy reach of appropriate crewmembers.

(c) Where there is more than one source of fuel supply there must be means for independent feeding from each source.

(d) No shutoff valve may be on the engine side of any firewall.

§ 27.997 Fuel strainer or filter.

There must be a fuel strainer or filter between the fuel tank outlet and the inlet of the first fuel system component which is susceptible to fuel contamination, including but not limited to the fuel metering device or an engine positive displacement pump, whichever is nearer the fuel tank outlet. This fuel strainer or filter must—

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(a) Be accessible for draining and cleaning and must incorporate a screen or element which is easily removable;

(b) Have a sediment trap and drain except that it need not have a drain if the strainer or filter is easily removable for drain purposes;

(c) Be mounted so that its weight is not supported by the connecting lines or by the inlet or outlet connections of the strainer or filter itself, unless adequate strength margins under all loading conditions are provided in the lines and connections; and

(d) Provide a means to remove from the fuel any contaminant which would jeopardize the flow of fuel through rotorcraft or engine fuel system components required for proper rotorcraft fuel system or engine fuel system operation.

[Amdt. No. 27-9, 39 FR 35461, Oct. 1, 1974, as amended by Amdt. 27-20, 49 FR 6849, Feb. 23, 1984; Amdt. 27-23, 53 FR 34213, Sept. 2, 1988]

§ 27.999 Fuel system drains.

(a) There must be at least one accessible drain at the lowest point in each fuel system to completely drain the system with the rotorcraft in any ground attitude to be expected in service.

(b) Each drain required by paragraph (a) of this section must—

(1) Discharge clear of all parts of the rotorcraft;

(2) Have manual or automatic means to assure positive closure in the off position; and

(3) Have a drain valve—

(i) That is readily accessible and which can be easily opened and closed; and

(ii) That is either located or protected to prevent fuel spillage in the event of a landing with landing gear retracted.

[Doc. No. 574, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-11, 41 FR 55470, Dec. 20, 1976; Amdt. 27-23, 53 FR 34213, Sept. 2, 1988]

OIL SYSTEM

§ 27.1011 Engines: General.

(a) 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.