that, with the engines at 60 percent of maximum continuous power, can provide a heat rise of—

(i) 100 °F.; or

(ii) 40 °F., if a fluid deicing system meeting the requirements of §§ 23.1095 through 23.1099 is installed;

(4) Each airplane with sea level engine(s) using fuel metering device tending to prevent icing has a sheltered alternate source of air with a preheat of not less than 60 °F with the engines at 75 percent of maximum continuous power;

(5) Each airplane with sea level or altitude engine(s) using fuel injection systems having metering components on which impact ice may accumulate has a preheater capable of providing a heat rise of 75 °F when the engine is operating at 75 percent of its maximum continuous power; and

(6) Each airplane with sea level or altitude engine(s) using fuel injection systems not having fuel metering components projecting into the airstream on which ice may form, and introducing fuel into the air induction system downstream of any components or other obstruction on which ice produced by fuel evaporation may form, has a sheltered alternate source of air with a preheat of not less than 60 °F with the engines at 75 percent of its maximum continuous power.

(b) *Turbine engines.* (1) Each turbine engine and its air inlet system must operate throughout the flight power range of the engine (including idling), without the accumulation of ice on engine or inlet system components that would adversely affect engine operation or cause a serious loss of power or thrust—

(i) Under the icing conditions specified in appendix C of part 25 of this chapter; and

(ii) In snow, both falling and blowing, within the limitations established for the airplane for such operation.

(2) Each turbine engine must idle for 30 minutes on the ground, with the air bleed available for engine icing protection at its critical condition, without adverse effect, in an atmosphere that is at a temperature between 15° and 30 °F (between −9° and −1 °C) and has a liquid water content not less than 0.3 grams per cubic meter in the form of drops having a mean effective diameter not less than 20 microns, followed by momentary operation at takeoff power or thrust. During the 30 minutes of idle operation, the engine may be run up periodically to a moderate power or thrust setting in a manner acceptable to the Administrator.

(c) *Reciprocating engines with Superchargers.* For airplanes with reciprocating engines having superchargers to pressurize the air before it enters the fuel metering device, the heat rise in the air caused by that supercharging at any altitude may be utilized in determining compliance with paragraph (a) of this section if the heat rise utilized is that which will be available, automatically, for the applicable altitudes and operating condition because of supercharging.

[Amdt. 23-7, 34 FR 13095, Aug. 13, 1969, as amended by Amdt. 23–15, 39 FR 35460, Oct. 1, 1974; Amdt. 23–17, 41 FR 55465, Dec. 20, 1976; Amdt. 23–18, 42 FR 15041, Mar. 17, 1977; Amdt. 23–29, 49 FR 6847, Feb. 23, 1984; Amdt. 23–43, 58 FR 18973, Apr. 9, 1993; Amdt. 23–51, 61 FR 5137, Feb. 9, 1996]

§ 23.1095 Carburetor deicing fluid flow rate.

(a) If a carburetor deicing fluid system is used, it must be able to simultaneously supply each engine with a rate of fluid flow, expressed in pounds per hour, of not less than 2.5 times the square root of the maximum continuous power of the engine.

(b) The fluid must be introduced into the air induction system—

(1) Close to, and upstream of, the carburetor; and

(2) So that it is equally distributed over the entire cross section of the induction system air passages.

§ 23.1097 Carburetor deicing fluid system capacity.

(a) The capacity of each carburetor deicing fluid system—

(1) May not be less than the greater of—

(i) That required to provide fluid at the rate specified in § 23.1095 for a time equal to three percent of the maximum endurance of the airplane; or

(ii) 20 minutes at that flow rate; and

(2) Need not exceed that required for two hours of operation.

(b) If the available preheat exceeds 50 °F. but is less than 100 °F., the capacity of the system may be decreased in proportion to the heat rise available in excess of 50 °F.

§ 23.1099 Carburetor deicing fluid system detail design.

Each carburetor deicing fluid system must meet the applicable requirements for the design of a fuel system, except as specified in §§ 23.1095 and 23.1097.

§ 23.1101 Induction air preheater design.

Each exhaust-heated, induction air preheater must be designed and constructed to—

(a) Ensure ventilation of the preheater when the induction air preheater is not being used during engine operation;

(b) Allow inspection of the exhaust manifold parts that it surrounds; and

(c) Allow inspection of critical parts of the preheater itself.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23–43, 58 FR 18974, Apr. 9, 1993]

§ 23.1103 Induction system ducts.

(a) Each induction system duct must have a drain to prevent the accumulation of fuel or moisture in the normal ground and flight attitudes. No drain may discharge where it will cause a fire hazard.

(b) Each duct connected to components between which relative motion could exist must have means for flexibility.

(c) Each flexible induction system duct must be capable of withstanding the effects of temperature extremes, fuel, oil, water, and solvents to which it is expected to be exposed in service and maintenance without hazardous deterioration or delamination.

(d) For reciprocating engine installations, each induction system duct must be—

(1) Strong enough to prevent induction system failures resulting from normal backfire conditions; and

(2) Fire resistant in any compartment for which a fire extinguishing system is required.

(e) Each inlet system duct for an auxiliary power unit must be—

(1) Fireproof within the auxiliary power unit compartment;

(2) Fireproof for a sufficient distance upstream of the auxiliary power unit compartment to prevent hot gas reverse flow from burning through the duct and entering any other compartment of the airplane in which a hazard would be created by the entry of the hot gases;

(3) Constructed of materials suitable to the environmental conditions expected in service, except in those areas requiring fireproof or fire resistant materials; and

(4) Constructed of materials that will not absorb or trap hazardous quantities of flammable fluids that could be ignited by a surge or reverse-flow condition.

(f) Induction system ducts that supply air to a cabin pressurization system must be suitably constructed of material that will not produce hazardous quantities of toxic gases or isolated to prevent hazardous quantities of toxic gases from entering the cabin during a powerplant fire.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23–7, 34 FR 13095, Aug. 13, 1969; Amdt. 23–43, 58 FR 18974, Apr. 9, 1993]

§ 23.1105 Induction system screens.

If induction system screens are used—

(a) Each screen must be upstream of the carburetor or fuel injection system.

(b) No screen may be in any part of the induction system that is the only passage through which air can reach the engine, unless—

(1) The available preheat is at least 100 °F.; and

(2) The screen can be deiced by heated air;

(c) No screen may be deiced by alcohol alone; and

(d) It must be impossible for fuel to strike any screen.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964; 30 FR 258, Jan. 9, 1996, as amended by Amdt. 23–51, 61 FR 5137, Feb. 9, 1996]

§ 23.1107 Induction system filters.

If an air filter is used to protect the engine against foreign material particles in the induction air supply—