

§25.1101

14 CFR Ch. I (1-1-07 Edition)

(2) Carburetors tending to reduce the probability of ice formation has a preheater that can provide a heat rise of 100 °F. with the engine at 60 percent of maximum continuous power.

(b) *Turbine engines.* (1) Each turbine engine must operate throughout the flight power range of the engine (including idling), without the accumulation of ice on the engine, inlet system components, or airframe 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, and

(ii) In falling and blowing snow 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) *Supercharged reciprocating engines.* For each engine having a supercharger to pressurize the air before it enters the carburetor, 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 altitude and operating condition because of supercharging.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-38, 41 FR 55467, Dec. 20, 1976; Amdt. 25-40, 42 FR 15043, Mar. 17, 1977; Amdt. 25-57, 49 FR 6849, Feb. 23, 1984; Amdt. 25-72, 55 FR 29785, July 20, 1990]

§25.1101 Carburetor air preheater design.

Each carburetor air preheater must be designed and constructed to—

(a) Ensure ventilation of the preheater when the engine is operated in cold air;

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

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

§25.1103 Induction system ducts and air duct systems.

(a) Each induction system duct upstream of the first stage of the engine supercharger and of the auxiliary power unit compressor must have a drain to prevent the hazardous accumulation of fuel and moisture in the ground attitude. No drain may discharge where it might cause a fire hazard.

(b) Each induction system duct must be—

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

(2) Fire-resistant if it is in any fire zone for which a fire-extinguishing system is required, except that ducts for auxiliary power units must be fireproof within the auxiliary power unit fire zone.

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

(d) For turbine engine and auxiliary power unit bleed air duct systems, no hazard may result if a duct failure occurs at any point between the air duct source and the airplane unit served by the air.

(e) Each auxiliary power unit induction system duct must be fireproof for a sufficient distance upstream of the auxiliary power unit compartment to prevent hot gas reverse flow from burning through auxiliary power unit ducts and entering any other compartment or area of the airplane in which a hazard would be created resulting from the entry of hot gases. The materials used to form the remainder of the induction system duct and plenum chamber of the auxiliary power unit must be capable of resisting the maximum heat conditions likely to occur.

(f) Each auxiliary power unit induction system duct must be constructed of materials that will not absorb or trap hazardous quantities of flammable

fluids that could be ignited in the event of a surge or reverse flow condition.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-46, 43 FR 50597, Oct. 30, 1978]

§ 25.1105 Induction system screens.

If induction system screens are used—

(a) Each screen must be upstream of the carburetor;

(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 it 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.

§ 25.1107 Inter-coolers and after-coolers.

Each inter-cooler and after-cooler must be able to withstand any vibration, inertia, and air pressure load to which it would be subjected in operation.

EXHAUST SYSTEM

§ 25.1121 General.

For powerplant and auxiliary power unit installations the following apply:

(a) Each exhaust system must ensure safe disposal of exhaust gases without fire hazard or carbon monoxide contamination in any personnel compartment. For test purposes, any acceptable carbon monoxide detection method may be used to show the absence of carbon monoxide.

(b) Each exhaust system part with a surface hot enough to ignite flammable fluids or vapors must be located or shielded so that leakage from any system carrying flammable fluids or vapors will not result in a fire caused by impingement of the fluids or vapors on any part of the exhaust system including shields for the exhaust system.

(c) Each component that hot exhaust gases could strike, or that could be subjected to high temperatures from exhaust system parts, must be fireproof. All exhaust system components must be separated by fireproof shields from adjacent parts of the airplane

that are outside the engine and auxiliary power unit compartments.

(d) No exhaust gases may discharge so as to cause a fire hazard with respect to any flammable fluid vent or drain.

(e) No exhaust gases may discharge where they will cause a glare seriously affecting pilot vision at night.

(f) Each exhaust system component must be ventilated to prevent points of excessively high temperature.

(g) Each exhaust shroud must be ventilated or insulated to avoid, during normal operation, a temperature high enough to ignite any flammable fluids or vapors external to the shroud.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-40, 42 FR 15043, Mar. 17, 1977]

§ 25.1123 Exhaust piping.

For powerplant and auxiliary power unit installations, the following apply:

(a) Exhaust piping must be heat and corrosion resistant, and must have provisions to prevent failure due to expansion by operating temperatures.

(b) Piping must be supported to withstand any vibration and inertia loads to which it would be subjected in operation; and

(c) Piping connected to components between which relative motion could exist must have means for flexibility.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-40, 42 FR 15044, Mar. 17, 1977]

§ 25.1125 Exhaust heat exchangers.

For reciprocating engine powered airplanes, the following apply:

(a) Each exhaust heat exchanger must be constructed and installed to withstand each vibration, inertia, and other load to which it would be subjected in operation. In addition—

(1) Each exchanger must be suitable for continued operation at high temperatures and resistant to corrosion from exhaust gases;

(2) There must be means for the inspection of the critical parts of each exchanger;

(3) Each exchanger must have cooling provisions wherever it is subject to contact with exhaust gases; and

(4) No exhaust heat exchanger or muff may have any stagnant areas or