

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—

(a) Each air filter must be capable of withstanding the effects of temperature extremes, rain, fuel, oil, and solvents to which it is expected to be exposed in service and maintenance; and

(b) Each air filter shall have a design feature to prevent material separated from the filter media from interfering with proper fuel metering operation.

[Doc. No. 26344, 58 FR 18974, Apr. 9, 1993, as amended by Amdt. 23-51, 61 FR 5137, Feb. 9, 1996]

§23.1109 Turbocharger bleed air system.

The following applies to turbocharged bleed air systems used for cabin pressurization:

(a) The cabin air system may not be subject to hazardous contamination following any probable failure of the turbocharger or its lubrication system.

(b) The turbocharger supply air must be taken from a source where it cannot be contaminated by harmful or hazardous gases or vapors following any probable failure or malfunction of the engine exhaust, hydraulic, fuel, or oil system.

[Amdt. 23-42, 56 FR 354, Jan. 3, 1991]

§23.1111 Turbine engine bleed air system.

For turbine engine bleed air systems, the following apply: