

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 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