§ 23.1121 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.

(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 exhaust system must be separated by fireproof shields from adjacent flammable parts of the airplane that are outside of the engine and auxiliary power unit compartments.

(d) No exhaust gases may discharge dangerously near any fuel or oil system drain.

(e) No exhaust gases may be discharged where they will cause a glare 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.

[Doc. No. 26344, 58 FR 18974, Apr. 9, 1993, as amended by Amdt. 23–17, 41 FR 55465, Dec. 20, 1976]

EXHAUST SYSTEM

§ 23.1121 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.

(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 exhaust system must be separated by fireproof shields from adjacent flammable parts of the airplane that are outside of the engine and auxiliary power unit compartments.

(d) No exhaust gases may discharge dangerously near any fuel or oil system drain.

(e) No exhaust gases may be discharged where they will cause a glare 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.

[Doc. No. 26344, 58 FR 18974, Apr. 9, 1993, as amended by Amdt. 23–17, 41 FR 55465, Dec. 20, 1976]