

§ 29.995

subjected to axial loading must use flexible hose assemblies.

(d) Flexible hose must be approved.

(e) No flexible hose that might be adversely affected by high temperatures may be used where excessive temperatures will exist during operation or after engine shutdown.

§ 29.995 Fuel valves.

In addition to meeting the requirements of § 29.1189, each fuel valve must—

(a) [Reserved]

(b) Be supported so that no loads resulting from their operation or from accelerated flight conditions are transmitted to the lines attached to the valve.

(Secs. 313(a), 601, and 603, 72 Stat. 759, 775, 49 U.S.C. 1354(a), 1421, and 1423; sec. 6(c), 49 U.S.C. 1655 (c))

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-13, 42 FR 15046, Mar. 17, 1977]

§ 29.997 Fuel strainer or filter.

There must be a fuel strainer or filter between the fuel tank outlet and the inlet of the first fuel system component which is susceptible to fuel contamination, including but not limited to the fuel metering device or an engine positive displacement pump, whichever is nearer the fuel tank outlet. This fuel strainer or filter must—

(a) Be accessible for draining and cleaning and must incorporate a screen or element which is easily removable;

(b) Have a sediment trap and drain, except that it need not have a drain if the strainer or filter is easily removable for drain purposes;

(c) Be mounted so that its weight is not supported by the connecting lines or by the inlet or outlet connections of the strainer or filter itself, unless adequate strength margins under all loading conditions are provided in the lines and connections; and

(d) Provide a means to remove from the fuel any contaminant which would jeopardize the flow of fuel through rotorcraft or engine fuel system components required for proper rotorcraft or engine fuel system operation.

[Amdt. No. 29-10, 39 FR 35462, Oct. 1, 1974, as amended by Amdt. 29-22, 49 FR 6850, Feb. 23, 1984; Amdt. 29-26, 53 FR 34217, Sept. 2, 1988]

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§ 29.999 Fuel system drains.

(a) There must be at least one accessible drain at the lowest point in each fuel system to completely drain the system with the rotorcraft in any ground attitude to be expected in service.

(b) Each drain required by paragraph (a) of this section including the drains prescribed in § 29.971 must—

(1) Discharge clear of all parts of the rotorcraft;

(2) Have manual or automatic means to ensure positive closure in the off position; and

(3) Have a drain valve—

(i) That is readily accessible and which can be easily opened and closed; and

(ii) That is either located or protected to prevent fuel spillage in the event of a landing with landing gear retracted.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-12, 41 FR 55473, Dec. 20, 1976; Amdt. 29-26, 53 FR 34218, Sept. 2, 1988]

§ 29.1001 Fuel jettisoning.

If a fuel jettisoning system is installed, the following apply:

(a) Fuel jettisoning must be safe during all flight regimes for which jettisoning is to be authorized.

(b) In showing compliance with paragraph (a) of this section, it must be shown that—

(1) The fuel jettisoning system and its operation are free from fire hazard;

(2) No hazard results from fuel or fuel vapors which impinge on any part of the rotorcraft during fuel jettisoning; and

(3) Controllability of the rotorcraft remains satisfactory throughout the fuel jettisoning operation.

(c) Means must be provided to automatically prevent jettisoning fuel below the level required for an all-engine climb at maximum continuous power from sea level to 5,000 feet altitude and cruise thereafter for 30 minutes at maximum range engine power.

(d) The controls for any fuel jettisoning system must be designed to allow flight personnel (minimum crew) to safely interrupt fuel jettisoning during any part of the jettisoning operation.

(e) The fuel jettisoning system must be designed to comply with the powerplant installation requirements of § 29.901(c).

(f) An auxiliary fuel jettisoning system which meets the requirements of paragraphs (a), (b), (d), and (e) of this section may be installed to jettison additional fuel provided it has separate and independent controls.

[Amdt. 29-26, 53 FR 34218, Sept. 2, 1988]

OIL SYSTEM

§ 29.1011 Engines: general.

(a) 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.

(b) The usable oil capacity of each system may not be less than the product of the endurance of the rotorcraft under critical operating conditions and the maximum allowable oil consumption of the engine under the same conditions, plus a suitable margin to ensure adequate circulation and cooling. Instead of a rational analysis of endurance and consumption, a usable oil capacity of one gallon for each 40 gallons of usable fuel may be used for reciprocating engine installations.

(c) Oil-fuel ratios lower than those prescribed in paragraph (c) of this section may be used if they are substantiated by data on the oil consumption of the engine.

(d) The ability of the engine and oil cooling provisions to maintain the oil temperature at or below the maximum established value must be shown under the applicable requirements of §§ 29.1041 through 29.1049.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-26, 53 FR 34218, Sept. 2, 1988]

§ 29.1013 Oil tanks.

(a) *Installation.* Each oil tank installation must meet the requirements of § 29.967.

(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 en-

gine has an expansion space of not less than 10 percent of the tank capacity;

(2) Each reserve oil tank not directly connected to any engine has an expansion space of not less than two percent of the tank capacity; and

(3) It is impossible to fill the expansion space inadvertently with the rotorcraft in the normal ground attitude.

(c) *Filler connections.* Each recessed oil tank filler connection that can retain any appreciable quantity of oil must have a drain that discharges clear of the entire rotorcraft. In addition—

(1) Each oil tank filler cap must provide an oil-tight seal under the pressure expected in operation;

(2) For category A rotorcraft, each oil tank filler cap or filler cap cover must incorporate features that provide a warning when caps are not fully locked or seated on the filler connection; and

(3) Each oil filler must be marked under § 29.1557(c)(2).

(d) *Vent.* Oil tanks must be vented as follows:

(1) Each oil tank must be vented from the top part of the expansion space to that venting is effective under all normal flight conditions.

(2) Oil tank vents must be arranged so that condensed water vapor that might freeze and obstruct the line cannot accumulate at any point;

(e) *Outlet.* There must be 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. No oil tank outlet may be enclosed by a screen or guard that would reduce the flow of oil below a safe value at any operating temperature. 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 (including oil tank supports) is fireproof.

(f) *Flexible liners.* Each flexible oil tank liner must be approved or shown to be suitable for the particular installation.

[Doc. No. 5084, 29 FR 16150, Dec. 3, 1964, as amended by Amdt. 29-10, 39 FR 35462, Oct. 1, 1974]