after engine power loss, can move the propeller blades toward the feather position to reduce windmilling drag to a safe level.

[Amdt. 23–7, 34 FR 13093, Aug. 13, 1969, as amended by Amdt. 23–43, 58 FR 18971, Apr. 9, 1993]

§ 23.939 Powerplant operating characteristics.

(a) Turbine engine powerplant operating characteristics must be investigated in flight to determine that no adverse characteristics (such as stall, surge, or flameout) are present, to a hazardous degree, during normal and emergency operation within the range of operating limitations of the airplane and of the engine.

(b) Turbocharged reciprocating engine operating characteristics must be investigated in flight to assure that no adverse characteristics, as a result of an inadvertent overboost, surge, flooding, or vapor lock, are present during normal or emergency operation of the engine(s) throughout the range of operating limitations of both airplane and engine.

(c) For turbine engines, the air inlet system must not, as a result of airflow distortion during normal operation, cause vibration harmful to the engine.

[Amdt. 23–7, 34 FR 13093 Aug. 13, 1969, as amended by Amdt. 23–14, 38 FR 31823, Nov. 19, 1973; Amdt. 23–18, 42 FR 15041, Mar. 17, 1977; Amdt. 23–42, 56 FR 354, Jan. 3, 1991]

§ 23.943 Negative acceleration.

No hazardous malfunction of an engine, an auxiliary power unit approved for use in flight, or any component or system associated with the powerplant or auxiliary power unit may occur when the airplane is operated at the negative accelerations within the flight envelopes prescribed in § 23.333. This must be shown for the greatest value and duration of the acceleration expected in service.

[Amdt. 23–18, 42 FR 15041, Mar. 17, 1977, as amended by Amdt. 23–43, 58 FR 18971, Apr. 9, 1993]

FUEL SYSTEM

§ 23.951 General.

(a) Each fuel system must be constructed and arranged to ensure fuel flow at a rate and pressure established for proper engine and auxiliary power unit functioning under each likely operating condition, including any maneuver for which certification is requested and during which the engine or auxiliary power unit is permitted to be in operation.

(b) Each fuel system must be arranged so that—

(1) No fuel pump can draw fuel from more than one tank at a time; or

(2) There are means to prevent introducing air into the system.

(c) Each fuel system for a turbine engine must be capable of sustained operation throughout its flow and pressure range with fuel initially saturated with water at 80 °F and having 0.75cc of free water per gallon added and cooled to the most critical condition for icing likely to be encountered in operation.

(d) Each fuel system for a turbine engine powered airplane must meet the applicable fuel venting requirements of part 34 of this chapter.

[Amdt. 23–15, 39 FR 35459, Oct. 1, 1974, as amended by Amdt. 23–40, 55 FR 32861, Aug. 10, 1990; Amdt. 23–43, 58 FR 18971, Apr. 9, 1993]

§ 23.953 Fuel system independence.

(a) Each fuel system for a multiengine airplane must be arranged so that, in at least one system configuration, the failure of any one component (other than a fuel tank) will not result in the loss of power of more than one engine or require immediate action by the pilot to prevent the loss of power of more than one engine.

(b) If a single fuel tank (or series of fuel tanks interconnected to function as a single fuel tank) is used on a multiengine airplane, the following must be provided:

(1) Independent tank outlets for each engine, each incorporating a shut-off valve at the tank. This shutoff valve may also serve as the fire wall shutoff valve required if the line between the valve and the engine compartment does not contain more than one quart of fuel (or any greater amount shown to be safe) that can escape into the engine compartment.

(2) At least two vents arranged to minimize the probability of both vents becoming obstructed simultaneously.