

(4) It must be demonstrated in flight that when restarting engines following a false start, all fuel or vapor is discharged in such a way that it does not constitute a fire hazard.

(f) *Restart envelope.* An altitude and airspeed envelope must be established for the airplane for in-flight engine restarting and each installed engine must have a restart capability within that envelope.

(g) *Restart capability.* For turbine engine powered airplanes, if the minimum windmilling speed of the engines, following the in-flight shutdown of all engines, is insufficient to provide the necessary electrical power for engine ignition, a power source independent of the engine-driven electrical power generating system must be provided to permit in-flight engine ignition for restarting.

[Amdt. 23-14, 38 FR 31822, Nov. 19, 1973]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting § 23.903, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and on GPO Access.

§ 23.904 Automatic power reserve system.

If installed, an automatic power reserve (APR) system that automatically advances the power or thrust on the operating engine(s), when any engine fails during takeoff, must comply with appendix H of this part.

[Doc. No. 26344, 58 FR 18970, Apr. 9, 1993]

§ 23.905 Propellers.

(a) Each propeller must have a type certificate.

(b) Engine power and propeller shaft rotational speed may not exceed the limits for which the propeller is certificated.

(c) Each featherable propeller must have a means to unfeather it in flight.

(d) The propeller blade pitch control system must meet the requirements of §§ 35.21, 35.23, 35.42 and 35.43 of this chapter.

(e) All areas of the airplane forward of the pusher propeller that are likely to accumulate and shed ice into the propeller disc during any operating condition must be suitably protected to prevent ice formation, or it must be

shown that any ice shed into the propeller disc will not create a hazardous condition.

(f) Each pusher propeller must be marked so that the disc is conspicuous under normal daylight ground conditions.

(g) If the engine exhaust gases are discharged into the pusher propeller disc, it must be shown by tests, or analysis supported by tests, that the propeller is capable of continuous safe operation.

(h) All engine cowling, access doors, and other removable items must be designed to ensure that they will not separate from the airplane and contact the pusher propeller.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-26, 45 FR 60171, Sept. 11, 1980; Amdt. 23-29, 49 FR 6847, Feb. 23, 1984; Amdt. 23-43, 58 FR 18970, Apr. 9, 1993; Amdt. No. 23-59, 73 FR 63345, Oct. 24, 2008]

§ 23.907 Propeller vibration and fatigue.

This section does not apply to fixed-pitch wood propellers of conventional design.

(a) The applicant must determine the magnitude of the propeller vibration stresses or loads, including any stress peaks and resonant conditions, throughout the operational envelope of the airplane by either:

(1) Measurement of stresses or loads through direct testing or analysis based on direct testing of the propeller on the airplane and engine installation for which approval is sought; or

(2) Comparison of the propeller to similar propellers installed on similar airplane installations for which these measurements have been made.

(b) The applicant must demonstrate by tests, analysis based on tests, or previous experience on similar designs that the propeller does not experience harmful effects of flutter throughout the operational envelope of the airplane.

(c) The applicant must perform an evaluation of the propeller to show that failure due to fatigue will be avoided throughout the operational life of the propeller using the fatigue and structural data obtained in accordance with part 35 of this chapter and the vibration data obtained from compliance

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with paragraph (a) of this section. For the purpose of this paragraph, the propeller includes the hub, blades, blade retention component and any other propeller component whose failure due to fatigue could be catastrophic to the airplane. This evaluation must include:

(1) The intended loading spectra including all reasonably foreseeable propeller vibration and cyclic load patterns, identified emergency conditions, allowable overspeeds and overtorques, and the effects of temperatures and humidity expected in service.

(2) The effects of airplane and propeller operating and airworthiness limitations.

[Amdt. No. 23-59, 73 FR 63345, Oct. 24, 2008]

§ 23.909 Turbocharger systems.

(a) Each turbocharger must be approved under the engine type certificate or it must be shown that the turbocharger system, while in its normal engine installation and operating in the engine environment—

(1) Can withstand, without defect, an endurance test of 150 hours that meets the applicable requirements of § 33.49 of this subchapter; and

(2) Will have no adverse effect upon the engine.

(b) Control system malfunctions, vibrations, and abnormal speeds and temperatures expected in service may not damage the turbocharger compressor or turbine.

(c) Each turbocharger case must be able to contain fragments of a compressor or turbine that fails at the highest speed that is obtainable with normal speed control devices inoperative.

(d) Each intercooler installation, where provided, must comply with the following—

(1) The mounting provisions of the intercooler must be designed to withstand the loads imposed on the system;

(2) It must be shown that, under the installed vibration environment, the intercooler will not fail in a manner allowing portions of the intercooler to be ingested by the engine; and

(3) Airflow through the intercooler must not discharge directly on any airplane component (e.g., windshield) unless such discharge is shown to cause

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no hazard to the airplane under all operating conditions.

(e) Engine power, cooling characteristics, operating limits, and procedures affected by the turbocharger system installations must be evaluated. Turbocharger operating procedures and limitations must be included in the Airplane Flight Manual in accordance with § 23.1581.

[Amdt. 23-7, 34 FR 13092, Aug. 13, 1969, as amended by Amdt. 23-43, 58 FR 18970, Apr. 9, 1993]

§ 23.925 Propeller clearance.

Unless smaller clearances are substantiated, propeller clearances, with the airplane at the most adverse combination of weight and center of gravity, and with the propeller in the most adverse pitch position, may not be less than the following:

(a) *Ground clearance.* There must be a clearance of at least seven inches (for each airplane with nose wheel landing gear) or nine inches (for each airplane with tail wheel landing gear) between each propeller and the ground with the landing gear statically deflected and in the level, normal takeoff, or taxiing attitude, whichever is most critical. In addition, for each airplane with conventional landing gear struts using fluid or mechanical means for absorbing landing shocks, there must be positive clearance between the propeller and the ground in the level takeoff attitude with the critical tire completely deflated and the corresponding landing gear strut bottomed. Positive clearance for airplanes using leaf spring struts is shown with a deflection corresponding to 1.5g.

(b) *Aft-mounted propellers.* In addition to the clearances specified in paragraph (a) of this section, an airplane with an aft mounted propeller must be designed such that the propeller will not contact the runway surface when the airplane is in the maximum pitch attitude attainable during normal takeoffs and landings.

(c) *Water clearance.* There must be a clearance of at least 18 inches between each propeller and the water, unless compliance with § 23.239 can be shown with a lesser clearance.

(d) *Structural clearance.* There must be—