§ 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. 4980, 29 FR 17935, Dec. 18, 1964, as amended by Amdt. 23–43, 58 FR 18973, Apr. 9, 1993]
(including oil tank supports) is fire-proof.

(f) Flexible liners. Each flexible oil tank liner must be of an acceptable kind.

(g) Each oil tank filler cap of an oil tank that is used with an engine must provide an oiltight seal.

§ 23.1015 Oil tank tests.

Each oil tank must be tested under § 23.965, except that—

(a) The applied pressure must be five p.s.i. for the tank construction instead of the pressures specified in § 23.965(a);

(b) For a tank with a nonmetallic liner the test fluid must be oil rather than fuel as specified in § 23.965(d), and the slosh test on a specimen liner must be conducted with the oil at 250 °F.; and

(c) For pressurized tanks used with a turbine engine, the test pressure may not be less than 5 p.s.i. plus the maximum operating pressure of the tank.

§ 23.1017 Oil lines and fittings.

(a) Oil lines. Oil lines must meet § 23.993 and must accommodate a flow of oil at a rate and pressure adequate for proper engine functioning under any normal operating condition.

(b) Breather lines. Breather lines must be arranged so that—

(1) Condensed water vapor or oil that might freeze and obstruct the line cannot accumulate at any point;

(2) The breather discharge will not constitute a fire hazard if foaming occurs, or cause emitted oil to strike the pilot’s windshield;

(3) The breather does not discharge into the engine air induction system; and

(4) For acrobatic category airplanes, there is no excessive loss of oil from the breather during acrobatic maneuvers, including short periods of inverted flight.

(5) The breather outlet is protected against blockage by ice or foreign matter.

§ 23.1019 Oil strainer or filter.

(a) Each turbine engine installation must incorporate an oil strainer or filter through which all of the engine oil flows and which meets the following requirements:

(1) Each oil strainer or filter that has a bypass, must be constructed and installed so that oil will flow through the rest of the system with the strainer or filter completely blocked.

(2) The oil strainer or filter must have the capacity (with respect to operating limitations established for the engine) to ensure that engine oil system functioning is not impaired when the oil is contaminated to a degree (with respect to particle size and density) that is greater than that established for the engine for its type certification.

(3) The oil strainer or filter, unless it is installed at an oil tank outlet, must incorporate a means to indicate contamination before it reaches the capacity established in accordance with paragraph (a)(2) of this section.

(4) The bypass of a strainer or filter must be constructed and installed so that the release of collected contaminants is minimized by appropriate location of the bypass to ensure that collected contaminants are not in the bypass flow path.

(5) An oil strainer or filter that has no bypass, except one that is installed at an oil tank outlet, must have a means to connect it to the warning system required in § 23.1305(c)(9).

(b) Each oil strainer or filter in a powerplant installation using reciprocating engines must be constructed and installed so that oil will flow at the normal rate through the rest of the system with the strainer or filter element completely blocked.