§ 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.

(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.