

§ 23.1121

(a) No hazard may result if duct rupture or failure occurs anywhere between the engine port and the airplane unit served by the bleed air.

(b) The effect on airplane and engine performance of using maximum bleed air must be established.

(c) Hazardous contamination of cabin air systems may not result from failures of the engine lubricating system.

[Amdt. 23-7, 34 FR 13095, Aug. 13, 1969, as amended by Amdt. 23-17, 41 FR 55465, Dec. 20, 1976]

EXHAUST SYSTEM

§ 23.1121 General.

For powerplant and auxiliary power unit installations, the following apply—

(a) Each exhaust system must ensure safe disposal of exhaust gases without fire hazard or carbon monoxide contamination in any personnel compartment.

(b) Each exhaust system part with a surface hot enough to ignite flammable fluids or vapors must be located or shielded so that leakage from any system carrying flammable fluids or vapors will not result in a fire caused by impingement of the fluids or vapors on any part of the exhaust system including shields for the exhaust system.

(c) Each exhaust system must be separated by fireproof shields from adjacent flammable parts of the airplane that are outside of the engine and auxiliary power unit compartments.

(d) No exhaust gases may discharge dangerously near any fuel or oil system drain.

(e) No exhaust gases may be discharged where they will cause a glare seriously affecting pilot vision at night.

(f) Each exhaust system component must be ventilated to prevent points of excessively high temperature.

(g) If significant traps exist, each turbine engine and auxiliary power unit exhaust system must have drains discharging clear of the airplane, in any normal ground and flight attitude, to prevent fuel accumulation after the failure of an attempted engine or auxiliary power unit start.

(h) Each exhaust heat exchanger must incorporate means to prevent

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blockage of the exhaust port after any internal heat exchanger failure.

(i) For the purpose of compliance with § 23.603, the failure of any part of the exhaust system will be considered to adversely affect safety.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-7, 34 FR 13095, Aug. 13, 1969; Amdt. 23-18, 42 FR 15042, Mar. 17, 1977; Amdt. 23-43, 58 FR 18974, Apr. 9, 1993; Amdt. 23-51, 61 FR 5137, Feb. 9, 1996]

§ 23.1123 Exhaust system.

(a) Each exhaust system must be fireproof and corrosion-resistant, and must have means to prevent failure due to expansion by operating temperatures.

(b) Each exhaust system must be supported to withstand the vibration and inertia loads to which it may be subjected in operation.

(c) Parts of the system connected to components between which relative motion could exist must have means for flexibility.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-43, 58 FR 18974, Apr. 9, 1993]

§ 23.1125 Exhaust heat exchangers.

For reciprocating engine powered airplanes the following apply:

(a) Each exhaust heat exchanger must be constructed and installed to withstand the vibration, inertia, and other loads that it may be subjected to in normal operation. In addition—

(1) Each exchanger must be suitable for continued operation at high temperatures and resistant to corrosion from exhaust gases;

(2) There must be means for inspection of critical parts of each exchanger; and

(3) Each exchanger must have cooling provisions wherever it is subject to contact with exhaust gases.

(b) Each heat exchanger used for heating ventilating air must be constructed so that exhaust gases may not enter the ventilating air.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-17, 41 FR 55465, Dec. 20, 1976]

POWERPLANT CONTROLS AND
ACCESSORIES**§ 23.1141 Powerplant controls: General.**

(a) Powerplant controls must be located and arranged under § 23.777 and marked under § 23.1555(a).

(b) Each flexible control must be shown to be suitable for the particular application.

(c) Each control must be able to maintain any necessary position without—

(1) Constant attention by flight crew members; or

(2) Tendency to creep due to control loads or vibration.

(d) Each control must be able to withstand operating loads without failure or excessive deflection.

(e) For turbine engine powered airplanes, no single failure or malfunction, or probable combination thereof, in any powerplant control system may cause the failure of any powerplant function necessary for safety.

(f) The portion of each powerplant control located in the engine compartment that is required to be operated in the event of fire must be at least fire resistant.

(g) Powerplant valve controls located in the cockpit must have—

(1) For manual valves, positive stops or in the case of fuel valves suitable index provisions, in the open and closed position; and

(2) For power-assisted valves, a means to indicate to the flight crew when the valve—

(i) Is in the fully open or fully closed position; or

(ii) Is moving between the fully open and fully closed position.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-7, 34 FR 13095, Aug. 13, 1969; Amdt. 23-14, 38 FR 31823, Nov. 19, 1973; Amdt. 23-18, 42 FR 15042, Mar. 17, 1977; Amdt. 23-51, 61 FR 5137, Feb. 9, 1996]

§ 23.1142 Auxiliary power unit controls.

Means must be provided on the flight deck for the starting, stopping, monitoring, and emergency shutdown of each installed auxiliary power unit.

[Doc. No. 26344, 58 FR 18974, Apr. 9, 1993]

§ 23.1143 Engine controls.

(a) There must be a separate power or thrust control for each engine and a separate control for each supercharger that requires a control.

(b) Power, thrust, and supercharger controls must be arranged to allow—

(1) Separate control of each engine and each supercharger; and

(2) Simultaneous control of all engines and all superchargers.

(c) Each power, thrust, or supercharger control must give a positive and immediate responsive means of controlling its engine or supercharger.

(d) The power, thrust, or supercharger controls for each engine or supercharger must be independent of those for every other engine or supercharger.

(e) For each fluid injection (other than fuel) system and its controls not provided and approved as part of the engine, the applicant must show that the flow of the injection fluid is adequately controlled.

(f) If a power, thrust, or a fuel control (other than a mixture control) incorporates a fuel shutoff feature, the control must have a means to prevent the inadvertent movement of the control into the off position. The means must—

(1) Have a positive lock or stop at the idle position; and

(2) Require a separate and distinct operation to place the control in the shutoff position.

(g) For reciprocating single-engine airplanes, each power or thrust control must be designed so that if the control separates at the engine fuel metering device, the airplane is capable of continued safe flight and landing.

[Amdt. 23-7, 34 FR 13095, Aug. 13, 1969, as amended by Amdt. 23-17, 41 FR 55465, Dec. 20, 1976; Amdt. 23-29, 49 FR 6847, Feb. 23, 1984; Amdt. 23-43, 58 FR 18974, Apr. 9, 1993; Amdt. 23-51, 61 FR 5137, Feb. 9, 1996]

§ 23.1145 Ignition switches.

(a) Ignition switches must control and shut off each ignition circuit on each engine.

(b) There must be means to quickly shut off all ignition on multiengine airplanes by the grouping of switches or by a master ignition control.