

### § 33.84

compliance can be shown shall be substantiated and defined in the installation instructions required by § 33.5.

[Doc. No. 28107, 61 FR 28433, June 4, 1996, as amended by Amdt. 33-33, 77 FR 39624, July 5, 2012; 77 FR 58301, Sept. 20, 2012]

#### § 33.84 Engine overtorque test.

(a) If approval of a maximum engine overtorque is sought for an engine incorporating a free power turbine, compliance with this section must be demonstrated by testing.

(1) The test may be run as part of the endurance test requirement of § 33.87. Alternatively, tests may be performed on a complete engine or equivalent testing on individual groups of components.

(2) Upon conclusion of tests conducted to show compliance with this section, each engine part or individual groups of components must meet the requirements of § 33.93(a)(1) and (a)(2).

(b) The test conditions must be as follows:

(1) A total of 15 minutes run at the maximum engine overtorque to be approved. This may be done in separate runs, each being of at least 2½ minutes duration.

(2) A power turbine rotational speed equal to the highest speed at which the maximum overtorque can occur in service. The test speed may not be more than the limit speed of take-off or OEI ratings longer than 2 minutes.

(3) For engines incorporating a reduction gearbox, a gearbox oil temperature equal to the maximum temperature when the maximum engine overtorque could occur in service; and for all other engines, an oil temperature within the normal operating range.

(4) A turbine entry gas temperature equal to the maximum steady state temperature approved for use during periods longer than 20 seconds when operating at conditions not associated with 30-second or 2 minutes OEI ratings. The requirement to run the test at the maximum approved steady state temperature may be waived by the FAA if the applicant can demonstrate that other testing provides substantiation of the temperature effects when considered in combination with the other parameters identified in para-

### 14 CFR Ch. I (1-1-22 Edition)

graphs (b)(1), (b)(2) and (b)(3) of this section.

[Doc. No. 2007-28502, 74 FR 45310, Sept. 2, 2009]

#### § 33.85 Calibration tests.

(a) Each engine must be subjected to those calibration tests necessary to establish its power characteristics and the conditions for the endurance test specified § 33.87. The results of the power characteristics calibration tests form the basis for establishing the characteristics of the engine over its entire operating range of speeds, pressures, temperatures, and altitudes. Power ratings are based upon standard atmospheric conditions with no airbleed for aircraft services and with only those accessories installed which are essential for engine functioning.

(b) A power check at sea level conditions must be accomplished on the endurance test engine after the endurance test and any change in power characteristics which occurs during the endurance test must be determined. Measurements taken during the final portion of the endurance test may be used in showing compliance with the requirements of this paragraph.

(c) In showing compliance with this section, each condition must stabilize before measurements are taken, except as permitted by paragraph (d) of this section.

(d) In the case of engines having 30-second OEI, and 2-minute OEI ratings, measurements taken during the applicable endurance test prescribed in § 33.87(f) (1) through (8) may be used in showing compliance with the requirements of this section for these OEI ratings.

[Doc. No. 3025, 29 FR 7453, June 10, 1964, as amended by Amdt. 33-6, 39 FR 35468, Oct. 1, 1974; Amdt. 33-18, 61 FR 31328, June 19, 1996]

#### § 33.87 Endurance test.

(a) *General.* Each engine must be subjected to an endurance test that includes a total of at least 150 hours of operation and, depending upon the type and contemplated use of the engine, consists of one of the series of runs specified in paragraphs (b) through (g) of this section, as applicable. For engines tested under paragraphs (b), (c),

(d), (e) or (g) of this section, the prescribed 6-hour test sequence must be conducted 25 times to complete the required 150 hours of operation. Engines for which the 30-second OEI and 2-minute OEI ratings are desired must be further tested under paragraph (f) of this section. The following test requirements apply:

(1) The runs must be made in the order found appropriate by the FAA for the particular engine being tested.

(2) Any automatic engine control that is part of the engine must control the engine during the endurance test except for operations where automatic control is normally overridden by manual control or where manual control is otherwise specified for a particular test run.

(3) Except as provided in paragraph (a)(5) of this section, power or thrust, gas temperature, rotor shaft rotational speed, and, if limited, temperature of external surfaces of the engine must be at least 100 percent of the value associated with the particular engine operation being tested. More than one test may be run if all parameters cannot be held at the 100 percent level simultaneously.

(4) The runs must be made using fuel, lubricants and hydraulic fluid which conform to the specifications specified in complying with § 33.7(c).

(5) Maximum air bleed for engine and aircraft services must be used during at least one-fifth of the runs, except for the test required under paragraph (f) of this section, provided the validity of the test is not compromised. However, for these runs, the power or thrust or the rotor shaft rotational speed may be less than 100 percent of the value associated with the particular operation being tested if the FAA finds that the validity of the endurance test is not compromised.

(6) Each accessory drive and mounting attachment must be loaded in accordance with paragraphs (a)(6)(i) and (ii) of this section, except as permitted by paragraph (a)(6)(iii) of this section for the test required under paragraph (f) of this section.

(i) The load imposed by each accessory used only for aircraft service must be the limit load specified by the applicant for the engine drive and attach-

ment point during rated maximum continuous power or thrust and higher output.

(ii) The endurance test of any accessory drive and mounting attachment under load may be accomplished on a separate rig if the validity of the test is confirmed by an approved analysis.

(iii) The applicant is not required to load the accessory drives and mounting attachments when running the tests under paragraphs (f)(1) through (f)(8) of this section if the applicant can substantiate that there is no significant effect on the durability of any accessory drive or engine component. However, the applicant must add the equivalent engine output power extraction from the power turbine rotor assembly to the engine shaft output.

(7) During the runs at any rated power or thrust the gas temperature and the oil inlet temperature must be maintained at the limiting temperature except where the test periods are not longer than 5 minutes and do not allow stabilization. At least one run must be made with fuel, oil, and hydraulic fluid at the minimum pressure limit and at least one run must be made with fuel, oil, and hydraulic fluid at the maximum pressure limit with fluid temperature reduced as necessary to allow maximum pressure to be attained.

(8) If the number of occurrences of either transient rotor shaft overspeed, transient gas overtemperature or transient engine overtorque is limited, that number of the accelerations required by paragraphs (b) through (g) of this section must be made at the limiting overspeed, overtemperature or overtorque. If the number of occurrences is not limited, half the required accelerations must be made at the limiting overspeed, overtemperature or overtorque.

(9) For each engine type certificated for use on supersonic aircraft the following additional test requirements apply:

(i) To change the thrust setting, the power control lever must be moved from the initial position to the final position in not more than one second except for movements into the fuel

burning thrust augmentor augmentation position if additional time to confirm ignition is necessary.

(ii) During the runs at any rated augmented thrust the hydraulic fluid temperature must be maintained at the limiting temperature except where the test periods are not long enough to allow stabilization.

(iii) During the simulated supersonic runs the fuel temperature and induction air temperature may not be less than the limiting temperature.

(iv) The endurance test must be conducted with the fuel burning thrust augmentor installed, with the primary and secondary exhaust nozzles installed, and with the variable area exhaust nozzles operated during each run according to the methods specified in complying with § 33.5(b).

(v) During the runs at thrust settings for maximum continuous thrust and percentages thereof, the engine must be operated with the inlet air distortion at the limit for those thrust settings.

(b) *Engines other than certain rotorcraft engines.* For each engine except a rotorcraft engine for which a rating is desired under paragraph (c), (d), or (e) of this section, the applicant must conduct the following runs:

(1) *Takeoff and idling.* One hour of alternate five-minute periods at rated takeoff power or thrust and at idling power or thrust. The developed powers or thrusts at takeoff and idling conditions and their corresponding rotor speed and gas temperature conditions must be as established by the power control in accordance with the schedule established by the applicant. The applicant may, during any one period, manually control the rotor speed, power, or thrust while taking data to check performance. For engines with augmented takeoff power ratings that involve increases in turbine inlet temperature, rotor speed, or shaft power, this period of running at takeoff must be at the augmented rating. For engines with augmented takeoff power ratings that do not materially increase operating severity, the amount of running conducted at the augmented rating is determined by the FAA. In changing the power setting after each period, the power-control lever must be

moved in the manner prescribed in paragraph (b)(5) of this section.

(2) *Rated maximum continuous and takeoff power or thrust.* Thirty minutes at—

(i) Rated maximum continuous power or thrust during fifteen of the twenty-five 6-hour endurance test cycles; and

(ii) Rated takeoff power or thrust during ten of the twenty-five 6-hour endurance test cycles.

(3) *Rated maximum continuous power or thrust.* One hour and 30 minutes at rated maximum continuous power or thrust.

(4) *Incremental cruise power or thrust.* Two hours and 30 minutes at the successive power lever positions corresponding to at least 15 approximately equal speed and time increments between maximum continuous engine rotational speed and ground or minimum idle rotational speed. For engines operating at constant speed, the thrust and power may be varied in place of speed. If there is significant peak vibration anywhere between ground idle and maximum continuous conditions, the number of increments chosen may be changed to increase the amount of running made while subject to the peak vibrations up to not more than 50 percent of the total time spent in incremental running.

(5) *Acceleration and deceleration runs.* 30 minutes of accelerations and decelerations, consisting of six cycles from idling power or thrust to rated takeoff power or thrust and maintained at the takeoff power lever position for 30 seconds and at the idling power lever position for approximately four and one-half minutes. In complying with this paragraph, the power-control lever must be moved from one extreme position to the other in not more than one second, except that, if different regimes of control operations are incorporated necessitating scheduling of the power-control lever motion in going from one extreme position to the other, a longer period of time is acceptable, but not more than two seconds.

(6) *Starts.* One hundred starts must be made, of which 25 starts must be preceded by at least a two-hour engine shutdown. There must be at least 10

false engine starts, pausing for the applicant's specified minimum fuel drainage time, before attempting a normal start. There must be at least 10 normal restarts with not longer than 15 minutes since engine shutdown. The remaining starts may be made after completing the 150 hours of endurance testing.

(c) *Rotorcraft engines for which a 30-minute OEI power rating is desired.* For each rotorcraft engine for which a 30-minute OEI power rating is desired, the applicant must conduct the following series of tests:

(1) *Takeoff and idling.* One hour of alternate 5-minute periods at rated takeoff power and at idling power. The developed powers at takeoff and idling conditions and their corresponding rotor speed and gas temperature conditions must be as established by the power control in accordance with the schedule established by the applicant. During any one period, the rotor speed and power may be controlled manually while taking data to check performance. For engines with augmented takeoff power ratings that involve increases in turbine inlet temperature, rotor speed, or shaft power, this period of running at rated takeoff power must be at the augmented power rating. In changing the power setting after each period, the power control lever must be moved in the manner prescribed in paragraph (c)(6) of this section.

(2) *Rated maximum continuous and takeoff power.* Thirty minutes at—

(i) Rated maximum continuous power during fifteen of the twenty-five 6-hour endurance test cycles; and

(ii) Rated takeoff power during ten of the twenty-five 6-hour endurance test cycles.

(3) *Rated maximum continuous power.* One hour at rated maximum continuous power.

(4) *Rated 30-minute OEI power.* Thirty minutes at rated 30-minute OEI power.

(5) *Incremental cruise power.* Two hours and 30 minutes at the successive power lever positions corresponding with not less than 15 approximately equal speed and time increments between maximum continuous engine rotational speed and ground or minimum idle rotational speed. For engines operating at constant speed, power may be

varied in place of speed. If there are significant peak vibrations anywhere between ground idle and maximum continuous conditions, the number of increments chosen must be changed to increase the amount of running conducted while subject to peak vibrations up to not more than 50 percent of the total time spent in incremental running.

(6) *Acceleration and deceleration runs.* Thirty minutes of accelerations and decelerations, consisting of six cycles from idling power to rated takeoff power and maintained at the takeoff power lever position for 30 seconds and at the idling power lever position for approximately 4½ minutes. In complying with this paragraph, the power control lever must be moved from one extreme position to the other in not more than one second. If, however, different regimes of control operations are incorporated that necessitate scheduling of the power control lever motion from one extreme position to the other, then a longer period of time is acceptable, but not more than two seconds.

(7) *Starts.* One hundred starts, of which 25 starts must be preceded by at least a two-hour engine shutdown. There must be at least 10 false engine starts, pausing for the applicant's specified minimum fuel drainage time, before attempting a normal start. There must be at least 10 normal restarts not more than 15 minutes after engine shutdown. The remaining starts may be made after completing the 150 hours of endurance testing.

(d) *Rotorcraft engines for which a continuous OEI rating is desired.* For each rotorcraft engine for which a continuous OEI power rating is desired, the applicant must conduct the following series of tests:

(1) *Takeoff and idling.* One hour of alternate 5-minute periods at rated takeoff power and at idling power. The developed powers at takeoff and idling conditions and their corresponding rotor speed and gas temperature conditions must be as established by the power control in accordance with the schedule established by the applicant. During any one period the rotor speed and power may be controlled manually

while taking data to check performance. For engines with augmented takeoff power ratings that involve increases in turbine inlet temperature, rotor speed, or shaft power, this period of running at rated takeoff power must be at the augmented power rating. In changing the power setting after each period, the power control lever must be moved in the manner prescribed in paragraph (d)(6) of this section.

(2) *Rated maximum continuous and takeoff power.* Thirty minutes at—

(i) Rated maximum continuous power during fifteen of the twenty-five 6-hour endurance test cycles; and

(ii) Rated takeoff power during ten of the twenty-five 6-hour endurance test cycles.

(3) *Rated continuous OEI power.* One hour at rated continuous OEI power.

(4) *Rated maximum continuous power.* One hour at rated maximum continuous power.

(5) *Incremental cruise power.* Two hours at the successive power lever positions corresponding with not less than 12 approximately equal speed and time increments between maximum continuous engine rotational speed and ground or minimum idle rotational speed. For engines operating at constant speed, power may be varied in place of speed. If there are significant peak vibrations anywhere between ground idle and maximum continuous conditions, the number of increments chosen must be changed to increase the amount of running conducted while being subjected to the peak vibrations up to not more than 50 percent of the total time spent in incremental running.

(6) *Acceleration and deceleration runs.* Thirty minutes of accelerations and decelerations, consisting of six cycles from idling power to rated takeoff power and maintained at the takeoff power lever position for 30 seconds and at the idling power lever position for approximately 4½ minutes. In complying with this paragraph, the power control lever must be moved from one extreme position to the other in not more than 1 second, except that if different regimes of control operations are incorporated necessitating scheduling of the power control lever motion in going from one extreme position to

the other, a longer period of time is acceptable, but not more than 2 seconds.

(7) *Starts.* One hundred starts, of which 25 starts must be preceded by at least a 2-hour engine shutdown. There must be at least 10 false engine starts, pausing for the applicant's specified minimum fuel drainage time, before attempting a normal start. There must be at least 10 normal restarts with not longer than 15 minutes since engine shutdown. The remaining starts may be made after completing the 150 hours of endurance testing.

(e) *Rotorcraft engines for which a 2½-minute OEI power rating is desired.* For each rotorcraft engine for which a 2½-minute OEI power rating is desired, the applicant must conduct the following series of tests:

(1) *Takeoff, 2½-minute OEI, and idling.* One hour of alternate 5-minute periods at rated takeoff power and at idling power except that, during the third and sixth takeoff power periods, only 2½ minutes need be conducted at rated takeoff power, and the remaining 2½ minutes must be conducted at rated 2½-minute OEI power. The developed powers at takeoff, 2½-minute OEI, and idling conditions and their corresponding rotor speed and gas temperature conditions must be as established by the power control in accordance with the schedule established by the applicant. The applicant may, during any one period, control manually the rotor speed and power while taking data to check performance. For engines with augmented takeoff power ratings that involve increases in turbine inlet temperature, rotor speed, or shaft power, this period of running at rated takeoff power must be at the augmented rating. In changing the power setting after or during each period, the power control lever must be moved in the manner prescribed in paragraph (b)(5), (c)(6), or (d)(6) of this section, as applicable.

(2) The tests required in paragraphs (b)(2) through (b)(6), or (c)(2) through (c)(7), or (d)(2) through (d)(7) of this section, as applicable, except that in one of the 6-hour test sequences, the last 5 minutes of the 30 minutes at takeoff power test period of paragraph

(b)(2) of this section, or of the 30 minutes at 30-minute OEI power test period of paragraph (c)(4) of this section, or of the 1 hour at continuous OEI power test period of paragraph (d)(3) of this section, must be run at 2½-minute OEI power.

(f) *Rotorcraft Engines for which 30-second OEI and 2-minute OEI ratings are desired.* For each rotorcraft engine for which 30-second OEI and 2-minute OEI power ratings are desired, and following completion of the tests under paragraphs (b), (c), (d), or (e) of this section, the applicant may disassemble the tested engine to the extent necessary to show compliance with the requirements of § 33.93(a). The tested engine must then be reassembled using the same parts used during the test runs of paragraphs (b), (c), (d), or (e) of this section, except those parts described as consumables in the Instructions for Continued Airworthiness. Additionally, the tests required in paragraphs (f)(1) through (f)(8) of this section must be run continuously. If a stop occurs during these tests, the interrupted sequence must be repeated unless the applicant shows that the severity of the test would not be reduced if it were continued. The applicant must conduct the following test sequence four times, for a total time of not less than 120 minutes:

(1) *Takeoff power.* Three minutes at rated takeoff power.

(2) *30-second OEI power.* Thirty seconds at rated 30-second OEI power.

(3) *2-minute OEI power.* Two minutes at rated 2-minute OEI power.

(4) *30-minute OEI power, continuous OEI power, or maximum continuous power.* Five minutes at whichever is the greatest of rated 30-minute OEI power, rated continuous OEI power, or rated maximum continuous power, except that, during the first test sequence, this period shall be 65 minutes. However, where the greatest rated power is 30-minute OEI power, that sixty-five minute period shall consist of 30 minutes at 30-minute OEI power followed by 35 minutes at whichever is the greater of continuous OEI power or maximum continuous power.

(5) *50 percent takeoff power.* One minute at 50 percent takeoff power.

(6) *30-second OEI power.* Thirty seconds at rated 30-second OEI power.

(7) *2-minute OEI power.* Two minutes at rated 2-minute OEI power.

(8) *Idle.* One minute at flight idle.

(g) *Supersonic aircraft engines.* For each engine type certificated for use on supersonic aircraft the applicant must conduct the following:

(1) *Subsonic test under sea level ambient atmospheric conditions.* Thirty runs of one hour each must be made, consisting of—

(i) Two periods of 5 minutes at rated takeoff augmented thrust each followed by 5 minutes at idle thrust;

(ii) One period of 5 minutes at rated takeoff thrust followed by 5 minutes at not more than 15 percent of rated takeoff thrust;

(iii) One period of 10 minutes at rated takeoff augmented thrust followed by 2 minutes at idle thrust, except that if rated maximum continuous augmented thrust is lower than rated takeoff augmented thrust, 5 of the 10-minute periods must be at rated maximum continuous augmented thrust; and

(iv) Six periods of 1 minute at rated takeoff augmented thrust each followed by 2 minutes, including acceleration and deceleration time, at idle thrust.

(2) *Simulated supersonic test.* Each run of the simulated supersonic test must be preceded by changing the inlet air temperature and pressure from that attained at subsonic condition to the temperature and pressure attained at supersonic velocity, and must be followed by a return to the temperature attained at subsonic condition. Thirty runs of 4 hours each must be made, consisting of—

(i) One period of 30 minutes at the thrust obtained with the power control lever set at the position for rated maximum continuous augmented thrust followed by 10 minutes at the thrust obtained with the power control lever set at the position for 90 percent of rated maximum continuous augmented thrust. The end of this period in the first five runs must be made with the induction air temperature at the limiting condition of transient over-temperature, but need not be repeated

### § 33.88

### 14 CFR Ch. I (1–1–22 Edition)

during the periods specified in paragraphs (g)(2)(ii) through (iv) of this section;

(ii) One period repeating the run specified in paragraph (g)(2)(i) of this section, except that it must be followed by 10 minutes at the thrust obtained with the power control lever set at the position for 80 percent of rated maximum continuous augmented thrust;

(iii) One period repeating the run specified in paragraph (g)(2)(i) of this section, except that it must be followed by 10 minutes at the thrust obtained with the power control lever set at the position for 60 percent of rated maximum continuous augmented thrust and then 10 minutes at not more than 15 percent of rated takeoff thrust;

(iv) One period repeating the runs specified in paragraphs (g)(2)(i) and (ii) of this section; and

(v) One period of 30 minutes with 25 of the runs made at the thrust obtained with the power control lever set at the position for rated maximum continuous augmented thrust, each followed by idle thrust and with the remaining 5 runs at the thrust obtained with the power control lever set at the position for rated maximum continuous augmented thrust for 25 minutes each, followed by subsonic operation at not more than 15 percent or rated takeoff thrust and accelerated to rated takeoff thrust for 5 minutes using hot fuel.

(3) *Starts.* One hundred starts must be made, of which 25 starts must be preceded by an engine shutdown of at least 2 hours. There must be at least 10 false engine starts, pausing for the applicant's specified minimum fuel drainage time before attempting a normal start. At least 10 starts must be normal restarts, each made no later than 15 minutes after engine shutdown. The starts may be made at any time, including the period of endurance testing.

[Doc. No. 3025, 29 FR 7453, June 10, 1964, as amended by Amdt. 33-3, 32 FR 3737, Mar. 4, 1967; Amdt. 33-6, 39 FR 35468, Oct. 1, 1974; Amdt. 33-10, 49 FR 6853, Feb. 23, 1984; Amdt. 33-12, 53 FR 34220, Sept. 2, 1988; Amdt. 33-18, 61 FR 31328, June 19, 1996; Amdt. 33-25, 73 FR 48123, Aug. 18, 2008; Amdt. 33-30, 74 FR 45311, Sept. 2, 2009; Amdt. 33-32, 77 FR 22187, Apr. 13, 2012]

### § 33.88 Engine overtemperature test.

(a) Each engine must run for 5 minutes at maximum permissible rpm with the gas temperature at least 75 °F (42 °C) higher than the maximum rating's steady-state operating limit, excluding maximum values of rpm and gas temperature associated with the 30-second OEI and 2-minute OEI ratings. Following this run, the turbine assembly must be within serviceable limits.

(b) In addition to the test requirements in paragraph (a) of this section, each engine for which 30-second OEI and 2-minute OEI ratings are desired, that incorporates a means for automatic temperature control within its operating limitations in accordance with § 33.28(k), must run for a period of 4 minutes at the maximum power-on rpm with the gas temperature at least 35 °F (19 °C) higher than the maximum operating limit at 30-second OEI rating. Following this run, the turbine assembly may exhibit distress beyond the limits for an overtemperature condition provided the engine is shown by analysis or test, as found necessary by the FAA, to maintain the integrity of the turbine assembly.

(c) A separate test vehicle may be used for each test condition.

[Doc. No. 26019, 61 FR 31329, June 19, 1996, as amended by Amdt. 33-25, 73 FR 48124, Aug. 18, 2008; Amdt. 33-26, 73 FR 48285, Aug. 19, 2008]

### § 33.89 Operation test.

(a) The operation test must include testing found necessary by the Administrator to demonstrate—

(1) Starting, idling, acceleration, overspeeding, ignition, functioning of the propeller (if the engine is designated to operate with a propeller);

(2) Compliance with the engine response requirements of § 33.73; and

(3) The minimum power or thrust response time to 95 percent rated takeoff power or thrust, from power lever positions representative of minimum idle and of minimum flight idle, starting from stabilized idle operation, under the following engine load conditions:

(i) No bleed air and power extraction for aircraft use.

(ii) Maximum allowable bleed air and power extraction for aircraft use.