

§ 33.88

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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.

(iii) An intermediate value for bleed air and power extraction representative of that which might be used as a maximum for aircraft during approach to a landing.

(4) If testing facilities are not available, the determination of power extraction required in paragraph (a)(3)(ii) and (iii) of this section may be accomplished through appropriate analytical means.

(b) The operation test must include all testing found necessary by the Administrator to demonstrate that the engine has safe operating characteristics throughout its specified operating envelope.

[Amdt. 33-4, 36 FR 5493, Mar. 24, 1971, as amended by Amdt. 33-6, 39 FR 35469, Oct. 1, 1974; Amdt. 33-10, 49 FR 6853, Feb. 23, 1984]

§ 33.90 Initial maintenance inspection test.

Each applicant, except an applicant for an engine being type certificated through amendment of an existing type certificate or through supplemental type certification procedures, must complete one of the following tests on an engine that substantially conforms to the type design to establish when the initial maintenance inspection is required:

(a) An approved engine test that simulates the conditions in which the engine is expected to operate in service, including typical start-stop cycles.

(b) An approved engine test conducted in accordance with § 33.201 (c) through (f).

[Doc. No. FAA-2002-6717, 72 FR 1877, Jan. 16, 2007]

§ 33.91 Engine system and component tests.

(a) For those systems or components that cannot be adequately substantiated in accordance with endurance testing of § 33.87, the applicant must conduct additional tests to demonstrate that the systems or components are able to perform the intended functions in all declared environmental and operating conditions.

(b) Temperature limits must be established for those components that require temperature controlling provisions in the aircraft installation to as-

sure satisfactory functioning, reliability, and durability.

(c) Each unpressurized hydraulic fluid tank may not fail or leak when subjected to a maximum operating temperature and an internal pressure of 5 p.s.i., and each pressurized hydraulic fluid tank must meet the requirements of § 33.64.

(d) For an engine type certificated for use in supersonic aircraft, the systems, safety devices, and external components that may fail because of operation at maximum and minimum operating temperatures must be identified and tested at maximum and minimum operating temperatures and while temperature and other operating conditions are cycled between maximum and minimum operating values.

[Doc. No. 3025, 29 FR 7453, June 10, 1964, as amended by Amdt. 33-6, 39 FR 35469, Oct. 1, 1974; Amdt. 33-26, 73 FR 48285, Aug. 19, 2008; Amdt. 33-27, 73 FR 55437, Sept. 25, 2008; Amdt. 33-27, 73 FR 57235, Oct. 2, 2008]

§ 33.92 Rotor locking tests.

If continued rotation is prevented by a means to lock the rotor(s), the engine must be subjected to a test that includes 25 operations of this means under the following conditions:

(a) The engine must be shut down from rated maximum continuous thrust or power; and

(b) The means for stopping and locking the rotor(s) must be operated as specified in the engine operating instructions while being subjected to the maximum torque that could result from continued flight in this condition; and

(c) Following rotor locking, the rotor(s) must be held stationary under these conditions for five minutes for each of the 25 operations.

[Doc. No. 28107, 61 FR 28433, June 4, 1996]

§ 33.93 Teardown inspection.

(a) After completing the endurance testing of § 33.87 (b), (c), (d), (e), or (g) of this part, each engine must be completely disassembled, and

(1) Each component having an adjustment setting and a functioning characteristic that can be established independent of installation on the engine must retain each setting and functioning characteristic within the limits