

§ 33.61

and competent personnel, to conduct the block tests.

[Doc. No. 3025, 29 FR 7453, June 10, 1964, as amended by Amdt. 33-6, 39 FR 35466, Oct. 1, 1974; Amdt. 33-9, 45 FR 60181, Sept. 11, 1980]

Subpart E—Design and Construction; Turbine Aircraft Engines

§ 33.61 Applicability.

This subpart prescribes additional design and construction requirements for turbine aircraft engines.

§ 33.62 Stress analysis.

A stress analysis must be performed on each turbine engine showing the design safety margin of each turbine engine rotor, spacer, and rotor shaft.

[Amdt. 33-6, 39 FR 35466, Oct. 1, 1974]

§ 33.63 Vibration.

Each engine must be designed and constructed to function throughout its declared flight envelope and operating range of rotational speeds and power/thrust, without inducing excessive stress in any engine part because of vibration and without imparting excessive vibration forces to the aircraft structure.

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

§ 33.64 Pressurized engine static parts.

(a) Strength. The applicant must establish by test, validated analysis, or a combination of both, that all static parts subject to significant gas or liquid pressure loads for a stabilized period of one minute will not:

(1) Exhibit permanent distortion beyond serviceable limits or exhibit leakage that could create a hazardous condition when subjected to the greater of the following pressures:

- (i) 1.1 times the maximum working pressure;
- (ii) 1.33 times the normal working pressure; or
- (iii) 35 kPa (5 p.s.i.) above the normal working pressure.

(2) Exhibit fracture or burst when subjected to the greater of the following pressures:

- (i) 1.15 times the maximum possible pressure;

14 CFR Ch. I (1-1-13 Edition)

(ii) 1.5 times the maximum working pressure; or

(iii) 35 kPa (5 p.s.i.) above the maximum possible pressure.

(b) Compliance with this section must take into account:

(1) The operating temperature of the part;

(2) Any other significant static loads in addition to pressure loads;

(3) Minimum properties representative of both the material and the processes used in the construction of the part; and

(4) Any adverse geometry conditions allowed by the type design.

[Amdt. 33-27; 73 FR 55437, Sept. 25, 2008; Amdt. 33-27, 73 FR 57235, Oct. 2, 2008]

§ 33.65 Surge and stall characteristics.

When the engine is operated in accordance with operating instructions required by § 33.5(b), starting, a change of power or thrust, power or thrust augmentation, limiting inlet air distortion, or inlet air temperature may not cause surge or stall to the extent that flameout, structural failure, over-temperature, or failure of the engine to recover power or thrust will occur at any point in the operating envelope.

[Amdt. 33-6, 39 FR 35466, Oct. 1, 1974]

§ 33.66 Bleed air system.

The engine must supply bleed air without adverse effect on the engine, excluding reduced thrust or power output, at all conditions up to the discharge flow conditions established as a limitation under § 33.7(c)(11). If bleed air used for engine anti-icing can be controlled, provision must be made for a means to indicate the functioning of the engine ice protection system.

[Amdt. 33-10, 49 FR 6851, Feb. 23, 1984]

§ 33.67 Fuel system.

(a) With fuel supplied to the engine at the flow and pressure specified by the applicant, the engine must function properly under each operating condition required by this part. Each fuel control adjusting means that may not be manipulated while the fuel control device is mounted on the engine must be secured by a locking device and sealed, or otherwise be inaccessible. All other fuel control adjusting

means must be accessible and marked to indicate the function of the adjustment unless the function is obvious.

(b) There must be a fuel strainer or filter between the engine fuel inlet opening and the inlet of either the fuel metering device or the engine-driven positive displacement pump whichever is nearer the engine fuel inlet. In addition, the following provisions apply to each strainer or filter required by this paragraph (b):

(1) It must be accessible for draining and cleaning and must incorporate a screen or element that is easily removable.

(2) It must have a sediment trap and drain except that it need not have a drain if the strainer or filter is easily removable for drain purposes.

(3) It must be mounted so that its weight is not supported by the connecting lines or by the inlet or outlet connections of the strainer or filter, unless adequate strength margins under all loading conditions are provided in the lines and connections.

(4) It must have the type and degree of fuel filtering specified as necessary for protection of the engine fuel system against foreign particles in the fuel. The applicant must show:

(i) That foreign particles passing through the specified filtering means do not impair the engine fuel system functioning; and

(ii) That the fuel system is capable of sustained operation throughout its flow and pressure range with the fuel initially saturated with water at 80 °F (27 °C) and having 0.025 fluid ounces per gallon (0.20 milliliters per liter) of free water added and cooled to the most critical condition for icing likely to be encountered in operation. However, this requirement may be met by demonstrating the effectiveness of specified approved fuel anti-icing additives, or that the fuel system incorporates a fuel heater which maintains the fuel temperature at the fuel strainer or fuel inlet above 32 °F (0 °C) under the most critical conditions.

(5) The applicant must demonstrate that the filtering means has the capacity (with respect to engine operating limitations) to ensure that the engine will continue to operate within approved limits, with fuel contaminated

to the maximum degree of particle size and density likely to be encountered in service. Operation under these conditions must be demonstrated for a period acceptable to the Administrator, beginning when indication of impending filter blockage is first given by either:

(i) Existing engine instrumentation; or

(ii) Additional means incorporated into the engine fuel system.

(6) Any strainer or filter bypass must be designed and constructed 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.

(c) If provided as part of the engine, the applicant must show for each fluid injection (other than fuel) system and its controls that the flow of the injected fluid is adequately controlled.

[Amdt. 33-6, 39 FR 35466, Oct. 1, 1974, as amended by Amdt. 33-10, 49 FR 6851, Feb. 23, 1984; Amdt. 33-18, 61 FR 31328, June 19, 1996; Amdt. 33-25, 73 FR 48123, Aug. 18, 2008; Amdt. 33-26, 73 FR 48285, Aug. 19, 2008]

§ 33.68 Induction system icing.

Each engine, with all icing protection systems operating, must—

(a) Operate throughout its flight power range (including idling) without the accumulation of ice on the engine components that adversely affects engine operation or that causes a serious loss of power or thrust in continuous maximum and intermittent maximum icing conditions as defined in appendix C of Part 25 of this chapter; and

(b) Idle for 30 minutes on the ground, with the available air bleed for icing protection at its critical condition, without adverse effect, in an atmosphere that is at a temperature between 15° and 30 °F (between -9° and -1 °C) and has a liquid water content not less than 0.3 grams per cubic meter in the form of drops having a mean effective diameter not less than 20 microns, followed by a momentary operation at takeoff power or thrust. During the 30 minutes of idle operation the engine