§ 33.94 Blade containment and rotor unbalance tests.

(a) Except as provided in paragraph (b) of this section, it must be demonstrated by engine tests that the engine is capable of containing damage without catching fire and without failure of its mounting attachments when operated for at least 15 seconds, unless the resulting engine damage induces a self shutdown, after each of the following events:

(1) Failure of the most critical compressor or fan blade while operating at maximum permissible r.p.m. The blade failure must occur at the outermost retention groove or, for integrally-bladed rotor discs, at least 80 percent of the blade must fail.

(2) Failure of the most critical turbine blade while operating at maximum permissible r.p.m. The blade failure must occur at the outermost retention groove or, for integrally-bladed rotor discs, at least 80 percent of the blade must fail.

(b) Analysis based on rig testing, component testing, or service experience may be substitute for one of the engine tests prescribed in paragraphs (a)(1) and (a)(2) of this section if—

(1) That test, of the two prescribed, produces the least rotor unbalance; and

(2) The analysis is shown to be equivalent to the test.

§ 33.95 Engine-propeller systems tests.

If the engine is designed to operate with a propeller, the following tests must be made with a representative propeller installed by either including the tests in the endurance run or otherwise performing them in a manner acceptable to the Administrator:

(a) Feathering operation: 25 cycles.

(b) Negative torque and thrust system operation: 25 cycles from rated maximum continuous power.

(c) Automatic decoupler operation: 25 cycles from the flight-idle position to full reverse and 25 cycles at rated maximum continuous power from full forward to full reverse thrust. At the end of each cycle the propeller must be operated in reverse pitch for a period of 30 seconds at the maximum rotational speed and power specified by the applicant for reverse pitch operation.

§ 33.96 Engine tests in auxiliary power unit (APU) mode.

If the engine is designed with a propeller brake which will allow the propeller to be brought to a stop while the gas generator portion of the engine remains in operation, and remain stopped during operation of the engine as an auxiliary power unit (“APU mode”), in addition to the requirements of §33.87, the applicant must conduct the following tests:

(a) Ground locking: A total of 45 hours with the propeller brake engaged in a manner which clearly demonstrates its ability to function without adverse effects on the complete engine while the engine is operating in the APU mode under the maximum conditions of engine speed, torque, temperature, air bleed, and power extraction as specified by the applicant.

(b) Dynamic braking: A total of 400 application-release cycles of brake engagements must be made in a manner which clearly demonstrates its ability to function without adverse effects on
§ 33.201 Design and test requirements for Early ETOPS eligibility.

An applicant seeking type design approval for an engine to be installed on a two-engine airplane approved for ETOPS without the service experience specified in part 25, Appendix K, K25.2.1 of this chapter, must comply with the following:

(a) The engine must be designed using a design quality process acceptable to the FAA, that ensures the design features of the engine minimize the occurrence of failures, malfunctions, defects, and maintenance errors that could result in an IFSD, loss of thrust control, or other power loss.

(b) The design features of the engine must address problems shown to result in vibration, calibration, endurance, and operation tests, except that, if a separate engine is used for the endurance test it must be subjected to a calibration check before starting the endurance test.

(c) Each applicant may service and make minor repairs to the engine during the block tests in accordance with the service and maintenance instructions submitted in compliance with §33.4. If the frequency of the service is excessive, or the number of stops due to engine malfunction is excessive, or a major repair, or replacement of a part is found necessary during the block tests or as the result of findings from the teardown inspection, the engine or its parts must be subjected to any additional tests the Administrator finds necessary.


Subpart G—Special Requirements: Turbine Aircraft Engines


§ 33.201 Design and test requirements for Early ETOPS eligibility.

An applicant seeking type design approval for an engine to be installed on a two-engine airplane approved for ETOPS without the service experience specified in part 25, Appendix K, K25.2.1 of this chapter, must comply with the following:

(a) The engine must be designed using a design quality process acceptable to the FAA, that ensures the design features of the engine minimize the occurrence of failures, malfunctions, defects, and maintenance errors that could result in an IFSD, loss of thrust control, or other power loss.

(b) The design features of the engine must address problems shown to result