Federal Aviation Administration, DOT

§ 33.82 General.

Before each endurance test required by this subpart, the adjustment setting and functioning characteristic of each engine, as required in paragraphs (a), (b), and (c) of this section, may be waived wholly or in part by the Administrator if the applicant shows that:

1. The subject rain and hail constituents are of a size that will not pass through the protection device;
2. The protection device will withstand the impact of the subject rain and hail constituents; and
3. The subject of rain and hail constituents, stopped by the protection device, will not obstruct the flow of induction air into the engine, resulting in damage, power or thrust loss, or other adverse engine anomalies in excess of what would be accepted in paragraphs (a), (b), and (c) of this section.

[Doc. No. 28652, 63 FR 14799, Mar. 26, 1998]

§ 33.79 Fuel burning thrust augmentor.

Each fuel burning thrust augmentor, including the nozzle, must—

(a) Provide cutoff of the fuel burning thrust augmentor;

(b) Permit on-off cycling;

(c) Be controllable within the intended range of operation;

(d) Upon a failure or malfunction of augmentor combustion, not cause the engine to lose thrust other than that provided by the augmentor; and

(e) Have controls that function compatibly with the other engine controls and automatically shut off augmentor fuel flow if the engine rotor speed drops below the minimum rotational speed at which the augmentor is intended to function.

[Amtd. 33–6, 39 FR 35468, Oct. 1, 1974]

Subpart F—Block Tests; Turbine Aircraft Engines

§ 33.81 Applicability.

This subpart prescribes the block tests and inspections for turbine engines.


§ 33.82 General.

Before each endurance test required by this subpart, the adjustment setting and functioning characteristic of each engine, as required in paragraphs (a), (b), and (c) of this section, may be waived wholly or in part by the Administrator if the applicant shows that:

1. The subject rain and hail constituents are of a size that will not pass through the protection device;
2. The protection device will withstand the impact of the subject rain and hail constituents; and
3. The subject of rain and hail constituents, stopped by the protection device, will not obstruct the flow of induction air into the engine, resulting in damage, power or thrust loss, or other adverse engine anomalies in excess of what would be accepted in paragraphs (a), (b), and (c) of this section.

[Doc. No. 28652, 63 FR 14799, Mar. 26, 1998]