

shall be determined by comparing the pollutant level in grams/kilonewton/thrust/cycle or grams/kilowatt/cycle as calculated in §87.64 with the applicable emission standard under this part. An acceptable alternative to testing every engine is described in Appendix 6 to ICAO Annex 16 (incorporated by reference in §87.8). Other methods of demonstrating compliance may be approved by the Secretary with the concurrence of the Administrator.

[70 FR 69686, Nov. 17, 2005]

EFFECTIVE DATE NOTE: At 77 FR 36386, June 18, 2012, §87.71 was removed, effective July 18, 2012.

Subpart H—Test Procedures for Engine Smoke Emissions (Aircraft Gas Turbine Engines)

EFFECTIVE DATE NOTE: At 77 FR 36386, June 18, 2012, subpart H was removed, effective July 18, 2012.

§ 87.80 Introduction.

Except as provided under §87.5, the procedures described in this subpart shall be the test program to determine the conformity of new and in-use gas turbine engines with the applicable standards set forth in this part. The test is essentially the same as that described in §§87.60 through 87.62, except that the test is designed to determine the smoke emission level at various operating points representative of engine usage in aircraft. Other smoke measurement systems may be used if shown to yield equivalent results and if approved in advance by the Administrator or the Secretary.

§ 87.81 Fuel specifications.

Fuel having specifications as provided in §87.61 shall be used in smoke emission testing.

§ 87.82 Sampling and analytical procedures for measuring smoke exhaust emissions.

The system and procedures for sampling and measurement of smoke emissions shall be as specified by Appendix 2 to ICAO Annex 16 (incorporated by reference in §87.8).

[70 FR 69687, Nov. 17, 2005]

§§ 87.83–87.88 [Reserved]

§ 87.89 Compliance with smoke emission standards.

Compliance with each smoke emission standard shall be determined by comparing the plot of SN as a function of power setting with the applicable emission standard under this part. The SN at every power setting must be such that there is a high degree of confidence that the standard will not be exceeded by any engine of the model being tested. An acceptable alternative to testing every engine is described in Appendix 6 to ICAO Annex 16 (incorporated by reference in §87.8).

[70 FR 69687, Nov. 17, 2005]

PART 88—CLEAN-FUEL VEHICLES

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- 88.302–94 Definitions.
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