

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 the minimum descent idle rotor speeds achievable in flight, in the icing conditions defined for turbojet, turbofan, and turboprop engines in Appendices C and O of part 25 of this chapter, and Appendix D of this part, and for turboshaft engines in Appendix C of part 29 of this chapter, without the accumulation of ice on the engine components that:

(1) Adversely affects engine operation or that causes an unacceptable permanent loss of power or thrust or unacceptable increase in engine operating temperature; or

(2) Results in unacceptable temporary power loss or engine damage; or

(3) Causes a stall, surge, or flameout or loss of engine controllability. The

applicant must account for in-flight ram effects in any critical point analysis or test demonstration of these flight conditions.

(b) Operate throughout its flight power range, including minimum descent idle rotor speeds achievable in flight, in the icing conditions defined for turbojet, turbofan, and turboprop engines in Appendices C and O of part 25 of this chapter, and for turboshaft engines in Appendix C of part 29 of this chapter. In addition:

(1) It must be shown through Critical Point Analysis (CPA) that the complete ice envelope has been analyzed, and that the most critical points must be demonstrated by engine test, analysis, or a combination of the two to operate acceptably. Extended flight in critical flight conditions such as hold, descent, approach, climb, and cruise, must be addressed, for the ice conditions defined in these appendices.

(2) It must be shown by engine test, analysis, or a combination of the two that the engine can operate acceptably for the following durations:

(i) At engine powers that can sustain level flight: A duration that achieves repetitive, stabilized operation for turbojet, turbofan, and turboprop engines in the icing conditions defined in Appendices C and O of part 25 of this chapter, and for turboshaft engines in the icing conditions defined in Appendix C of part 29 of this chapter.

(ii) At engine power below that which can sustain level flight:

(A) Demonstration in altitude flight simulation test facility: A duration of 10 minutes consistent with a simulated flight descent of 10,000 ft (3 km) in altitude while operating in Continuous Maximum icing conditions defined in Appendix C of part 25 of this chapter for turbojet, turbofan, and turboprop engines, and for turboshaft engines in the icing conditions defined in Appendix C of part 29 of this chapter, plus 40 percent liquid water content margin, at the critical level of airspeed and air temperature; or

(B) Demonstration in ground test facility: A duration of 3 cycles of alternating icing exposure corresponding to the liquid water content levels and standard cloud lengths starting in Intermittent Maximum and then in Continuous Maximum icing conditions defined in Appendix C of part 25 of this chapter for turbojet, turbofan, and turboprop engines, and for turboshaft engines in the icing conditions defined in Appendix C of part 29 of this chapter, at the critical level of air temperature.

(c) In addition to complying with paragraph (b) of this section, the following conditions shown in Table 1 of this section unless replaced by similar CPA test conditions that are more critical or produce an equivalent level of severity, must be demonstrated by an engine test:

TABLE 1—CONDITIONS THAT MUST BE DEMONSTRATED BY AN ENGINE TEST

Condition	Total air temperature	Supercooled water concentrations (minimum)	Median volume drop diameter	Duration
1. Glaze ice conditions.	21 to 25 °F (−6 to −4 °C).	2 g/m ³	25 to 35 microns	(a) 10-minutes for power below sustainable level flight (idle descent). (b) Must show repetitive, stabilized operation for higher powers (50%, 75%, 100%MC).
2. Rime ice conditions	−10 to 0 °F (−23 to −18 °C).	1 g/m ³	15 to 25 microns	(a) 10-minutes for power below sustainable level flight (idle descent). (b) Must show repetitive, stabilized operation for higher powers (50%, 75%, 100%MC).

TABLE 1—CONDITIONS THAT MUST BE DEMONSTRATED BY AN ENGINE TEST—Continued

Condition	Total air temperature	Supercooled water concentrations (minimum)	Median volume drop diameter	Duration
3. Glaze ice holding conditions. (Turbojet, turbofan, and turboprop only).	Turbojet and Turbofan, only: 10 to 18 °F (–12 to –8 °C). Turboprop, only: 2 to 10 °F (–17 to –12 °C).	Alternating cycle: First 1.7 g/m ³ (1 minute), Then 0.3 g/m ³ (6 minute).	20 to 30 microns	Must show repetitive, stabilized operation (or 45 minutes max).
4. Rime ice holding conditions. (Turbojet, turbofan, and turboprop only).	Turbojet and Turbofan, only: –10 to 0 °F (–23 to –18 °C). Turboprop, only: 2 to 10 °F (–17 to –12 °C).	0.25 g/m ³	20 to 30 microns	Must show repetitive, stabilized operation (or 45 minutes max).

(d) Operate at ground idle speed for a minimum of 30 minutes at each of the following icing conditions shown in Table 2 of this section with the available air bleed for icing protection at its critical condition, without adverse effect, followed by acceleration to take-off power or thrust. During the idle operation, the engine may be run up periodically to a moderate power or thrust setting in a manner acceptable to the

Administrator. Analysis may be used to show ambient temperatures below the tested temperature are less critical. The applicant must document any demonstrated run ups and minimum ambient temperature capability in the engine operating manual as mandatory in icing conditions. The applicant must demonstrate, with consideration of expected airport elevations, the following:

TABLE 2—DEMONSTRATION METHODS FOR SPECIFIC ICING CONDITIONS

Condition	Total air temperature	Supercooled water concentrations (minimum)	Mean effective particle diameter	Demonstration
1. Rime ice condition	0 to 15 °F (–18 to –9 °C).	Liquid—0.3 g/m ³	15–25 microns	By engine test.
2. Glaze ice condition	20 to 30 °F (–7 to –1 °C).	Liquid—0.3 g/m ³	15–25 microns	By engine test.
3. Snow ice condition	26 to 32 °F (–3 to 0 °C).	Ice—0.9 g/m ³	100 microns	By test, analysis or combination of the two.
4. Large drop glaze ice condition (Turbojet, turbofan, and turboprop only).	15 to 30 °F (–9 to –1 °C).	Liquid—0.3 g/m ³	100 microns (minimum)	By test, analysis or combination of the two.

(e) Demonstrate by test, analysis, or combination of the two, acceptable operation for turbojet, turbofan, and turboprop engines in mixed phase and ice crystal icing conditions throughout Appendix D of this part, icing envelope throughout its flight power range, including minimum descent idling speeds.

[Amtd. 33–34, 79 FR 66536, Nov. 4, 2014]

§ 33.69 Ignitions system.

Each engine must be equipped with an ignition system for starting the engine on the ground and in flight. An electric ignition system must have at least two igniters and two separate secondary electric circuits, except that only one igniter is required for fuel burning augmentation systems.

[Amtd. 33–6, 39 FR 35466, Oct. 1, 1974]