(2) Require the engine to be shutdown.

(d) For an engine that incorporates a protection device, compliance with this section need not be demonstrated with respect to ice formed forward of the protection device if it is shown that—

(1) Such ice is of a size that will not pass through the protective device;

(2) The protective device will withstand the impact of the ice; and

(3) The ice stopped by the protective device will not obstruct the flow of induction air into the engine with a resultant sustained reduction in power or thrust greater than those values defined by paragraph (c) of this section.

(e) Compliance with the requirements of this section must be demonstrated by engine ice ingestion test under the following ingestion conditions or by validated analysis showing equivalence of other means for demonstrating soft body damage tolerance.

(1) The minimum ice quantity and dimensions will be established by the engine size as defined in Table 1 of this section.

(2) The ingested ice dimensions are determined by linear interpolation between table values, and are based on the actual engine's inlet hilite area.

(3) The ingestion velocity will simulate ice from the inlet being sucked into the engine.

(4) Engine operation will be at the maximum cruise power or thrust unless lower power is more critical.

TABLE 1—MINIMUM ICE SLAB DIMENSIONS BASED ON ENGINE INLET SIZE

Engine Inlet Hilite area (sq. inch)	Thickness (inch)	Width (inch)	Length (inch)
0	0.25	0	3.6
80	0.25	6	3.6
300	0.25	12	3.6
700	0.25	12	4.8
2800	0.35	12	8.5
5000	0.43	12	11.0
7000	0.50	12	12.7
7900	0.50	12	13.4
9500	0.50	12	14.6
11300	0.50	12	15.9
13300	0.50	12	17.1
16500	0.5	12	18.9
20000	0.5	12	20.0

[Doc. No. 16919, 49 FR 6852, Feb. 23, 1984, as amended by Amdt. 33–19, 63 FR 14798, Mar. 26, 1998; 63 FR 53278, Oct. 5, 1998; Amdt. 33–20, 65 FR 55856, Sept. 14, 2000; Amdt. 33–34, 79 FR 65537, Nov. 4, 2014]

§ 33.78 Rain and hail ingestion.

(a) *All engines.* (1) The ingestion of large hailstones (0.8 to 0.9 specific gravity) at the maximum true air speed, up to 15,000 feet (4,500 meters), associated with a representative aircraft operating in rough air, with the engine at maximum continuous power, may not cause unacceptable mechanical damage or unacceptable power or thrust loss after the ingestion, or require the engine to be shut down. One-half the number of hailstones shall be aimed randomly over the inlet face area and the other half aimed at the critical inlet face area. The hailstones shall be ingested in a rapid sequence to simulate a hailstone encounter and the number and size of the hailstones shall be determined as follows:

(i) One 1-inch (25 millimeters) diameter hailstone for engines with inlet areas of not more than 100 square inches (0.0645 square meters).

(ii) One 1-inch (25 millimeters) diameter and one 2-inch (50 millimeters) diameter hailstone for each 150 square inches (0.0968 square meters) of inlet area, or fraction thereof, for engines with inlet areas of more than 100 square inches (0.0645 square meters).

(2) In addition to complying with paragraph (a)(1) of this section and except as provided in paragraph (b) of this section, it must be shown that each engine is capable of acceptable operation throughout its specified operating envelope when subjected to sudden encounters with the certification standard concentrations of rain and