during the periods specified in paragraphs (g)(2)(ii) through (iv) of this section;

(ii) One period repeating the run specified in paragraph (g)(2)(i) of this section, except that it must be followed by 10 minutes at the thrust obtained with the power control lever set at the position for 80 percent of rated maximum continuous augmented thrust;

(iii) One period repeating the run specified in paragraph (g)(2)(i) of this section, except that it must be followed by 10 minutes at the thrust obtained with the power control lever set at the position for 60 percent of rated maximum continuous augmented thrust and then 10 minutes at not more than 15 percent of rated takeoff thrust;

(iv) One period repeating the runs specified in paragraphs (g)(2)(i) and (ii) of this section; and

(v) One period of 30 minutes with 25 of the runs made at the thrust obtained with the power control lever set at the position for rated maximum continuous augmented thrust, each followed by idle thrust and with the remaining 5 runs at the thrust obtained with the power control lever set at the position for rated maximum continuous augmented thrust for 25 minutes each, followed by subsonic operation at not more than 15 percent or rated takeoff thrust and accelerated to rated takeoff thrust for 5 minutes using hot fuel.

(3) *Starts.* One hundred starts must be made, of which 25 starts must be preceded by an engine shutdown of at least 2 hours. There must be at least 10 false engine starts, pausing for the applicant's specified minimum fuel drainage time before attempting a normal start. At least 10 starts must be normal restarts, each made no later than 15 minutes after engine shutdown. The starts may be made at any time, including the period of endurance testing.

[Doc. No. 3025, 29 FR 7453, June 10, 1964, as amended by Amdt. 33–3, 32 FR 3737, Mar. 4, 1967; Amdt. 33–6, 39 FR 35468, Oct. 1, 1974; Amdt. 33–10, 49 FR 6853, Feb. 23, 1984; Amdt. 33–12, 53 FR 34220, Sept. 2, 1988; Amdt. 33–18, 61 FR 31328, June 19, 1996; Amdt. 33–25, 73 FR 48123, Aug. 18, 2008; Amdt. 33–30, 74 FR 45311, Sept. 2, 2009; Amdt. 33–32, 77 FR 22187, Apr. 13, 2012]

§ 33.88 Engine overtemperature test.

(a) Each engine must run for 5 minutes at maximum permissible rpm with the gas temperature at least 75 °F (42 °C) higher than the maximum rating's steady-state operating limit, excluding maximum values of rpm and gas temperature associated with the 30-second OEI and 2-minute OEI ratings. Following this run, the turbine assembly must be within serviceable limits.

(b) In addition to the test requirements in paragraph (a) of this section, each engine for which 30-second OEI and 2-minute OEI ratings are desired, that incorporates a means for automatic temperature control within its operating limitations in accordance with § 33.28(k), must run for a period of 4 minutes at the maximum power-on rpm with the gas temperature at least 35 °F (19 °C) higher than the maximum operating limit at 30-second OEI rating. Following this run, the turbine assembly may exhibit distress beyond the limits for an overtemperature condition provided the engine is shown by analysis or test, as found necessary by the FAA, to maintain the integrity of the turbine assembly.

(c) A separate test vehicle may be used for each test condition.

[Doc. No. 26019, 61 FR 31329, June 19, 1996, as amended by Amdt. 33–25, 73 FR 48124, Aug. 18, 2008; Amdt. 33–26, 73 FR 48285, Aug. 19, 2008]

§ 33.89 Operation test.

(a) The operation test must include testing found necessary by the Administrator to demonstrate—

(1) Starting, idling, acceleration, overspeeding, ignition, functioning of the propeller (if the engine is designated to operate with a propeller);

(2) Compliance with the engine response requirements of § 33.73; and

(3) The minimum power or thrust response time to 95 percent rated takeoff power or thrust, from power lever positions representative of minimum idle and of minimum flight idle, starting from stabilized idle operation, under the following engine load conditions:

(i) No bleed air and power extraction for aircraft use.

(ii) Maximum allowable bleed air and power extraction for aircraft use.