

in advance by the Administrator or the Administrator of the EPA.

[Doc. No. 25613, 55 FR 32861, Aug. 10, 1990, as amended by Amdt. 34-3, 64 FR 5559, Feb. 3, 1999]

§ 34.61 Turbine fuel specifications.

For exhaust emission testing, fuel that meets the specifications listed in this section shall be used. Additives used for the purpose of smoke suppression (such as organometallic compounds) shall not be present.

SPECIFICATION FOR FUEL TO BE USED IN AIRCRAFT TURBINE ENGINE EMISSION TESTING

Property	Allowable range of values
Density at 15 °C	780-820.
Distillation Temperature, °C 10% Boiling Point	155-201.
Final Boiling Point	235-285.
Net Heat of Combustion, MJ/Kg	42.86-43.50.
Aromatics, Volume %	15-23.
Naphthalenes, Volume %	1.0-3.5.
Smoke point, mm	20-28.
Hydrogen, Mass %	13.4-14.1.
Sulfur Mass %	Less than 0.3%.
Kinematic viscosity at -20 °C, mm ² /sec.	2.5-6.5.

[Doc. No. FAA-1999-5018, 64 FR 5559, Feb. 3, 1999]

§ 34.62 Test procedure (propulsion engines).

(a)(1) The engine shall be tested in each of the following engine operating modes which simulate aircraft operation to determine its mass emission rates. The actual power setting, when corrected to standard day conditions, should correspond to the following percentages of rated output. Analytical correction for variations from reference day conditions and minor variations in actual power setting should be specified and/or approved by the Administrator:

Mode	Class		
	TP	TF, T3, T8	TSS
Taxi/idle	(*)	(*)	(*)
Takeoff	100	100	100
Climbout	90	85	65
Descent	NA	NA	15
Approach	30	30	34

*See paragraph (a) of this section.

(2) The taxi/idle operating modes shall be carried out at a power setting of 7% rated thrust unless the Adminis-

trator determines that the unique characteristics of an engine model undergoing certification testing at 7% would result in substantially different HC and CO emissions than if the engine model were tested at the manufacturers recommended idle power setting. In such cases the Administrator shall specify an alternative test condition.

(3) The times in mode (TIM) shall be as specified below:

Mode	Class		
	TP	TF, T3, T8	TSS
Taxi/idle	26.0 Min.	26.0 Min.	26.0 Min.
Takeoff	0.5	0.7	1.2
Climbout	2.5	2.2	2.0
Descent	N/A	N/A	1.2
Approach	4.5	4.0	2.3

(b) Emissions testing shall be conducted on warmed-up engines which have achieved a steady operating temperature.

[Doc. No. 25613, 55 FR 32861, Aug. 10, 1990; 55 FR 37287, Sept. 10, 1990, as amended by Amdt. 34-3, 64 FR 5559, Feb. 3, 1999]

§ 34.63 [Reserved]

§ 34.64 Sampling and analytical procedures for measuring gaseous exhaust emissions.

The system and procedures for sampling and measurement of gaseous emissions shall be as specified in Appendices 3 and 5 to the International Civil Aviation Organization (ICAO) Annex 16, Environmental Protection, Volume II, Aircraft Engine Emissions, Second Edition, July 1993, effective March 20, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. This document can be obtained from the International Civil Aviation Organization (ICAO), Document Sales Unit, P.O. Box 400, Succursale: Place de L'Aviation Internationale, 1000 Sherbrooke Street West, Suite 400, Montreal, Quebec, Canada H3A 2R2. Copies may be reviewed at the FAA Office of the Chief Counsel, Rules Docket, Room 916, Federal Aviation Administration Headquarters Building, 800 Independence Avenue, SW., Washington, DC, or at the FAA New England Regional Office, 12 New England Executive Park, Burlington, Massachusetts,

§§ 34.65–34.70

or at the Office of Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

[Doc. No. FAA–1999–5018, 64 FR 5559, Feb. 3, 1999; Amdt. 34–3, 64 FR 60336, Nov. 5, 1999]

§§ 34.65–34.70 [Reserved]

§ 34.71 Compliance with gaseous emission standards.

Compliance with each gaseous emission standard by an aircraft engine shall be determined by comparing the pollutant level in grams/kilonewton/thrust/cycle or grams/kilowatt/cycle as calculated in §34.64 with the applicable emission standard under this part. An acceptable alternative to testing every engine is described in Appendix 6 to ICAO Annex 16, Environmental Protection, Volume II, Aircraft Engine Emissions, Second Edition, July 1993, effective July 26, 1993. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. This document can be obtained from, and copies may be reviewed at, the respective addresses listed in §34.64. Other methods of demonstrating compliance may be approved by the FAA Administrator with the concurrence of the Administrator of the EPA.

[Doc. No. FAA–1999–5018, 64 FR 5559, Feb. 3, 1999; Amdt. 34–3, 64 FR 60336, Nov. 5, 1999]

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

§ 34.80 Introduction.

Except as provided under §34.5, the procedures described in this subpart shall constitute the test program to be used 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 §§34.60–34.62, 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 Administrator of the EPA.

14 CFR Ch. I (1–1–03 Edition)

§ 34.81 Fuel specifications.

Fuel having specifications as provided in §34.61 shall be used in smoke emission testing.

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

The system and procedures for sampling and measurement of smoke emissions shall be as specified in Appendix 2 to ICAO Annex 16, Volume II, Environmental Protection, Aircraft Engine Emissions, Second Edition, July 1993, effective July 26, 1993. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. This document can be obtained from, and copies may be reviewed at, the respective addresses listed in §34.64.

[Doc. No. FAA–1999–5018, 64 FR 5560, Feb. 3, 1999; Amdt. 34–3, 64 FR 60336, Nov. 5, 1999]

§§ 34.83–34.88 [Reserved]

§ 34.89 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, Environmental Protection, Volume II, Aircraft Engine Emissions, Second Edition, July 1993, effective July 26, 1993. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. This document can be obtained from the address listed in §34.64. Other methods of demonstrating compliance may be approved by the Administrator with the concurrence of the Administrator of the EPA.

[Doc. No. FAA–1999–5018, 64 FR 5560, Feb. 3, 1999; Amdt. 34–3, 64 FR 60336, Nov. 5, 1999]