

the service and maintenance instructions submitted in compliance with § 33.4. If the frequency of the service is excessive, or the number of stops due to engine malfunction is excessive, or a major repair, or replacement of a part is found necessary during the block tests or as the result of findings from the teardown inspection, the engine or its parts may be subjected to any additional test the Administrator finds necessary.

(c) Each applicant must furnish all testing facilities, including equipment and competent personnel, to conduct the block tests.

[Doc. No. 3025, 29 FR 7453, June 10, 1964, as amended by Amdt. 33-6, 39 FR 35466, Oct. 1, 1974; Amdt. 33-9, 45 FR 60181, Sept. 11, 1980]

Subpart E—Design and Construction; Turbine Aircraft Engines

§ 33.61 Applicability.

This subpart prescribes additional design and construction requirements for turbine aircraft engines.

§ 33.62 Stress analysis.

A stress analysis must be performed on each turbine engine showing the design safety margin of each turbine engine rotor, spacer, and rotor shaft.

[Amdt. 33-6, 39 FR 35466, Oct. 1, 1974]

§ 33.63 Vibration.

Each engine must be designed and constructed to function throughout its declared flight envelope and operating range of rotational speeds and power/thrust, without inducing excessive stress in any engine part because of vibration and without imparting excessive vibration forces to the aircraft structure.

[Doc. No. 28107, 61 FR 28433, June 4, 1996]

§ 33.65 Surge and stall characteristics.

When the engine is operated in accordance with operating instructions required by § 33.5(b), starting, a change of power or thrust, power or thrust augmentation, limiting inlet air distortion, or inlet air temperature may not cause surge or stall to the extent that flameout, structural failure, over-temperature, or failure of the engine to

recover power or thrust will occur at any point in the operating envelope.

[Amdt. 33-6, 39 FR 35466, Oct. 1, 1974]

§ 33.66 Bleed air system.

The engine must supply bleed air without adverse effect on the engine, excluding reduced thrust or power output, at all conditions up to the discharge flow conditions established as a limitation under § 33.7(c)(11). If bleed air used for engine anti-icing can be controlled, provision must be made for a means to indicate the functioning of the engine ice protection system.

[Amdt. 33-10, 49 FR 6851, Feb. 23, 1984]

§ 33.67 Fuel system.

(a) With fuel supplied to the engine at the flow and pressure specified by the applicant, the engine must function properly under each operating condition required by this part. Each fuel control adjusting means that may 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