

(12) The number of start-stop stress cycles approved for each rotor disc and spacer.

(13) Inlet air distortion at the engine inlet.

(14) Transient rotor shaft overspeed r.p.m., and number of overspeed occurrences.

(15) Transient gas overtemperature, and number of overtemperature occurrences.

(16) For engines to be used in supersonic aircraft, engine rotor windmilling rotational r.p.m.

[Amdt. 33-6, 39 FR 35463, Oct. 1, 1974, as amended by Amdt. 33-10, 49 FR 6850, Feb. 23, 1984; Amdt. 33-11, 51 FR 10346, Mar. 25, 1986; Amdt. 33-12, 53 FR 34220, Sept. 2, 1988; Amdt. 33-18, 61 FR 31328, June 19, 1996]

### § 33.8 Selection of engine power and thrust ratings.

(a) Requested engine power and thrust ratings must be selected by the applicant.

(b) Each selected rating must be for the lowest power or thrust that all engines of the same type may be expected to produce under the conditions used to determine that rating.

[Amdt. 33-3, 32 FR 3736, Mar. 4, 1967]

## Subpart B—Design and Construction; General

### § 33.11 Applicability.

This subpart prescribes the general design and construction requirements for reciprocating and turbine aircraft engines.

### § 33.13 [Reserved]

### § 33.14 Start-stop cyclic stress (low-cycle fatigue).

By a procedure approved by the FAA, operating limitations must be established which specify the maximum allowable number of start-stop stress cycles for each rotor structural part (such as discs, spacers, hubs, and shafts of the compressors and turbines), the failure of which could produce a hazard to the aircraft. A start-stop stress cycle consists of a flight cycle profile or an equivalent representation of engine usage. It includes starting the engine, accelerating to maximum rated power or thrust, decelerating, and stop-

ping. For each cycle, the rotor structural parts must reach stabilized temperature during engine operation at a maximum rate power or thrust and after engine shutdown, unless it is shown that the parts undergo the same stress range without temperature stabilization.

[Amdt. 33-10, 49 FR 6850, Feb. 23, 1984]

### § 33.15 Materials.

The suitability and durability of materials used in the engine must—

(a) Be established on the basis of experience or tests; and

(b) Conform to approved specifications (such as industry or military specifications) that ensure their having the strength and other properties assumed in the design data.

Secs. 313(a), 601, and 603, 72 Stat. 759, 775, 49 U.S.C. 1354(a), 1421, and 1423; sec. 6(c), 49 U.S.C. 1655(c)

[Amdt. 33-8, 42 FR 15047, Mar. 17, 1977, as amended by Amdt. 33-10, 49 FR 6850, Feb. 23, 1984]

### § 33.17 Fire prevention.

(a) The design and construction of the engine and the materials used must minimize the probability of the occurrence and spread of fire. In addition, the design and construction of turbine engines must minimize the probability of the occurrence of an internal fire that could result in structural failure, overheating, or other hazardous conditions.

(b) Except as provided in paragraphs (c), (d), and (e) of this section, each external line, fitting, and other component, which contains or conveys flammable fluid must be fire resistant. Components must be shielded or located to safeguard against the ignition of leaking flammable fluid.

(c) Flammable fluid tanks and supports which are part of and attached to the engine must be fireproof or be enclosed by a fireproof shield unless damage by fire to any non-fireproof part will not cause leakage or spillage of flammable fluid. For a reciprocating engine having an integral oil sump of less than 25-quart capacity, the oil sump need not be fireproof nor be enclosed by fireproof shield.