

**§ 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 Administrator 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, 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