(1) *Takeoff power*. Three minutes at rated takeoff power.

(2) 30-second OEI power. Thirty
seconds at rated 30-second OEI power.
(3) 2-minute OEI power. Two minutes

at rated 2-minute OEI power. (4) 30-minute OEI power, continuous OEI power, or maximum continuous power. Five minutes at rated 30-minute OEI power, rated continuous OEI power, or rated maximum continuous power, whichever is greatest, except that, during the first test sequence, this period shall be sixty-five minutes.

(5) 50 percent takeoff power. One minute at 50 percent takeoff power.
(6) 30-second OEI power. Thirty

seconds at rated 30-second OEI power. (7) 2-minute OEI power. Two minutes

at rated 2-minute OEI power.

(8) *Idle.* One minute at idle.

\* \* \* \* \*

10. Section 33.88 is revised to read as follows:

## § 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 30second OEI and 2-minute OEI ratings. Following this run, the turbine assembly must be within serviceable limits.

(b) Each engine for which 30-second OEI and 2-minute OEI ratings are desired, that does not incorporate a means to limit temperature, must be run for a period of 5 minutes at the maximum power-on rpm with the gas temperature at least 75 °F (42 °C) higher than the 30-second OEI ratings operating limit. 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 Administrator, to maintain the integrity of the turbine assembly.

(c) Each engine for which 30-second OEI and 2-minute OEI ratings are desired, that incorporates a means to limit temperature, must be run for a period of 4 minutes at the maximum power-on rpm with the gas temperature at least 35 °F (20 °C) higher than the maximum operating limit. 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 Administrator, to maintain the integrity of the turbine assembly.

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

11. Section 33.93 is revised to read as follows:

## § 33.93 Teardown inspection.

(a) After completing the endurance testing of § 33.87 (b), (c), (d), (e), or (g), each engine must be completely disassembled; and—

(1) Each component having an adjustment setting and a functioning characteristic that can be established independent of installation on the engine must retain each setting and functioning characteristic within the limits that were established and recorded at the beginning of the test; and

(2) Each engine part must conform to the type design and be eligible for incorporation into an engine for continued operation, in accordance with information submitted in compliance with § 33.4.

(b) After completing the endurance testing of  $\S$  33.87(f), each engine must be completely disassembled; and

(1) Each component having an adjustment setting and a functioning characteristic that can be established independent of installation on the engine must retain each setting and functioning characteristic within the limits that were established and recorded at the beginning of the test; and

(2) Each engine may exhibit deterioration in excess of that permitted in paragraph (a)(2) of this section, including some engine parts or components that may be unsuitable for further use. The applicant must show by analysis and/or test, as found necessary by the Administrator, that structural integrity of the engine including mounts, cases, bearing supports, shafts, and rotors, is maintained; or

(c) In lieu of compliance with paragraph (b) of this section, each engine for which the 30-second OEI and 2-minute OEI ratings are desired, may be subjected to the endurance testing of § 33.87 (b), (c), (d), or (e) of this part, and followed by the testing of § 33.87(f), without intervening disassembly and inspection. However, the engine must comply with paragraph (a) of this section after completing the endurance testing of § 33.87(f). Issued in Washington, DC, on January 24, 1995.

## Elizabeth Yoest,

Acting Director, Aircraft Certification Service. [FR Doc. 95–2730 Filed 2–6–95; 8:45 am] BILLING CODE 4910–13–M