

	AVS Quality Management System	QPM # AIR-001-007-F1	Revision 0
		Title: Document Review Log	

1. Document No.: DRAFT AC 33-2C General Type Certification Guidelines for Turbine Engines		2. Project Manager: Marc Bouthillier	3. Reviewing Office: General Electric	4. Date of Review: March 7, 2013	5. Date of Disposition: April 9, 2013
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Item No:	Page and Paragraph No:	Comment:	Reason:	Recommendation:	Disposition:
1.	14 CFR section 33.19-Durability.	<p>"..... In the event of rotor blade failure, the resultant cracks in major engine structural parts should not affect their containment capability. Containment casings must retain their integrity throughout their useable life."</p> <p>These last 2 sentences are new material not in the rule or current AC.</p>	<p>The sentence "In the event of rotor blade failure, the resultant cracks in major engine structural parts should not affect their containment capability." is confusing /ambiguous. Not sure what "resultant cracks" means or is referring to- clarification of this requested. There is no FAA definition of "major engine structural parts" that I can find.</p>	<p>Clarification / definition of this term is requested.</p>	<p>Concur. Text revised for better clarity.</p>

	<h1>AVS</h1> <h2>Quality Management System</h2>	QPM # AIR-001-007-F1	Revision 0
Title: Document Review Log		Date: June 19, 2009	Page 2 of 3

2.	14 CFR section 33.19-Durability.	The sentence "Containment casings must retain their integrity throughout their useable life." is also ambiguous.	The term "retain their integrity" could have multiple meanings and be interpreted differently by various individuals / organizations - clarification / expansion of this term requested to provide a specific meaning of FAA intent. There is no known FAA definition of "useable life".	Clarification / definition of this term is requested.	Concur. Text revised for better clarity.
3.	14 CFR section 33.88-Engine Overtemperature Test	The temperature in the AC is misquoted as "75 oF / 35 OF" vs. the regulation value of "75oF {42oC}"			Not concur. The proposed text is accurate.

	<h1>AVS</h1> <h2>Quality Management System</h2>	QPM # AIR-001-007-F1	Revision 0
Title: Document Review Log		Date: June 19, 2009	Page 3 of 3

4.	14 CFR section 33.89 - Operation test	The AC states "{4) Demonstrate the ability of the engine to withstand takeoff surge without damage." 14 CFR section 33.89 states the engine has to comply with the engine response requirements of 33.73 which requires capability to accelerate 'without...surge, stall or other detrimental factors...'		Since the rule requires demonstration acceleration without surge/stall, we suggest that this sentence be deleted. If there is a need to include this provision the following would be a better option. "{4) If a surge/stall is encountered during the demonstration of response requirements of 33.73, then the engine must withstand the surge/stall event without damage."	Concur. Text revised for better clarity.
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Check The Master List To Verify That This Is The Correct Revision Before Use /s/ NMB 6/19/09