

Memorandum

U.S. Department of Transportation
Federal Aviation Administration

Subject: INFORMATION: Clarification guidance on implementation of
FAR Section 33.88 Overtemperature Test
From: Acting Manager, Engine and Propeller Standards Staff, ANE-110
To: Managers, ACO's and ECO

Date: Dec. 22, 1988

Reply to
Attn. of:
Policy No.

There has been some confusion and difference of opinion on the interpretation of the existing subject rule's wording "...75°F (42°F) higher than the maximum operating limit." The purpose of this memorandum is to establish the basis for uniformity of implementation of that rule in that the overtemperature test condition should be based on the engine's maximum rating steady-state operating temperature limit, not the transient limit. For example, if an engine's maximum rating is Takeoff with an exhaust gas temperature limit (not transient) of 850°C, the test should be run at 892°C; however, if this same engine also has a 2-1/2 minute OEI rating with a steady-state exhaust gas temperature limit of 900°C, this test should be conducted at 942°C.

Original signed by
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