

2. Section 1755.98 is amended by adding in numerical order new entries to the table to read as follows:

§ 1755.98 List of telephone standards and specifications included in other 7 CFR parts.

| Section | Issue date | Title |
|-------------|------------|--|
| 1755.390 .. | 6-21-93 | RUS Specification for Filled Telephone Cables. |
| 1755.522 .. | 6-28-93 | RUS General Specification for Digital, Stored Program Controlled Central Office Equipment. |
| 1755.525 .. | 7-18-94 | RUS Form 525, Central Office Equipment Contract (Including Installation). |
| 1755.860 .. | 12-20-93 | RUS Specification for Filled Buried Wires. |
| 1755.870 .. | 7-14-94 | RUS Specification for Terminating Cables. |
| 1755.890 .. | 6-21-93 | RUS Specification for Filled Telephone Cables with Expanded Insulation. |
| 1755.900 .. | 8-4-94 | RUS Specification for Filled Fiber Optic Cables. |

Dated: December 6, 1994.

Bob J. Nash,

Under Secretary, Rural Economic and Community Development.

[FR Doc. 95-244 Filed 1-4-95; 8:45 am]

BILLING CODE 3410-15-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-NM-231-AD; Amendment 39-9116; AD 95-01-05]

Airworthiness Directives; Boeing Model 757 Equipped With Pratt & Whitney Model PW2000 Series Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is

applicable to certain Boeing Model 757 series airplanes. This action requires a revision to the FAA-approved Airplane Flight Manual to include procedures to perform periodic engine run-ups during ground operation in icing conditions in order to shed ice before it accumulates, sheds, and is ingested into the engine, which could cause damage to the core of the engine. This action provides procedures for a visual check to detect ice build-up on the first stage of the low pressure compressor (LPC) stator and removal of any ice, as necessary. This amendment is prompted by reports of damage to the high pressure compressor of the engines due to ice ingestion. The actions specified in this AD are intended to prevent damage to engines due to the ingestion of ice into the compressor, which can result in the loss of power from the affected engine.

DATES: Effective January 20, 1995.

Comments for inclusion in the Rules Docket must be received on or before March 6, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 94-NM-231-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Information concerning this amendment may be obtained from or examined at the FAA, Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

FOR FURTHER INFORMATION CONTACT: Tamra J. Elkins, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2669; fax (206) 227-1181; or John Fisher, Aerospace Engineer, Engine Certification Branch, ANE-141, FAA, Engine and Propeller Directorate, Engine Certification Office, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone (617) 238-7149; fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: Recently, the FAA has received reports of damage to the high pressure compressor (HPC) of the engines on several Boeing Model 757 series airplanes equipped with Pratt & Whitney Model PW2000 series engines. Investigation into the cause of this damage revealed that, during prolonged ground operation in icing conditions, ice can accumulate on the first stage of the low pressure compressor (LPC) stator. Subsequent acceleration to high thrust levels releases this ice, which travels through

the LPC and into the HPC, where blade damage may occur.

During ground operation in icing conditions, ice may build up on the first stage of the LPC stator of the engines. The engine anti-ice system will not remove or prevent the formation of ice on this component; it only protects the inlet cowl. Ice accumulation on the first stage of the LPC stator is an urgent safety concern since it may be ingested into the core of the compressor, which can cause damage to the engine. If the ice accumulation is sufficiently large and is subsequently shed and ingested, the resulting damage to the engine may lead to surges in or loss of power from the affected engine.

The FAA has determined that periodic engine run-ups will shed the ice from the first stage of the LPC stator before it accumulates in sufficiently large quantities that, when shed, may result in damage to the engine. Ice shedding occurs when the air loads exceed the adhesion force between the ice and the stator. However, the quantity of ice that is shed is not proportional to rotor speed. The FAA finds that a minimum of 50 percent rotation speed of the engine fan (N₁) is necessary to shed ice; power settings below 50 percent N₁ are ineffective for ice removal. In addition, the FAA has determined that these engine run-ups should be based on temperature and visible moisture, rather than on icing indications on the airframe of the airplane.

Ice accumulation, if not detected and removed, can be ingested into the compressor and cause damage to the engine, which could result in the loss of power from the affected engine.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to prevent damage to these engines due to ice ingestion into the compressor, which may result in the loss of power from the affected engine. This AD requires revising the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include procedures that will ensure that during inclement weather, periodic engine run-ups will shed ice before it accumulates and causes damage to the engine.

This action also provides procedures for a visual check to detect ice build-up on the first stage of the LPC stator and removal of any ice, if necessary. The FAA has determined that these visual checks may be properly performed by pilots because the checks do not require the use of tools, precision measuring equipment, training, pilot logbook endorsements, or the use of or reference