

to technical data that are not contained in the body of the AD.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 94-NM-231-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

95-01-05 Boeing: Amendment 39-9116. Docket 94-NM-231-AD.

Applicability: Model 757 series airplanes equipped with Pratt & Whitney Model PW2000 series engines, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

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, accomplish the following:

(a) Within 14 days after the effective date of this AD, revise the Limitations Section, Section 1, page 11, of the FAA-approved Airplane Flight Manual (AFM) to include the following statement. This may be accomplished by inserting a copy of this AD in the AFM.

Ground Operations During Icing Conditions

Periodic engine run-ups must be performed during prolonged ground operation in icing conditions (including time to taxi-in and taxi-out, and ground hold time), when engine anti-ice is required and the outside air

temperature (OAT) is +3 degrees Centigrade (37 degrees Fahrenheit) or less.

These momentary run-ups must be performed to a minimum of 50 percent N_1 in order to shed ice from the first stage of the low pressure compressor (LPC) stator. The run-up interval is established according to either paragraph a. or paragraph b., below:

a. If a visual check of the leading edge of the first stage of the LPC stator has NOT been accomplished prior to engine start, run-ups must be performed at intervals not to exceed 15 minutes (including time to taxi-in and taxi-out, and ground hold time); or

b. If a visual check of the leading edge of the first stage of the LPC stator has been accomplished prior to engine start and it is determined to be free of ice, run-ups must be performed at intervals not to exceed 30 minutes (including time to taxi-in and taxi-out, and ground hold time). Any ice accumulation on the first stage of the LPC must be removed prior to dispatch.

In no case can the engines be operated for more than 30 minutes without either a visual check or an engine run-up.

If either of the time limits in paragraph a. or paragraph b., above, is exceeded without performing a run-up, the aircraft must be taxied to an area where the engines can be shut down, a visual check for ice accumulation must be accomplished, and any ice must be removed prior to the next run-up or takeoff. During taxi to the area for the visual inspection, engine speeds greater than 40 percent N_1 should be avoided to minimize the potential for ice shedding into the engine compressor. If these requirements cannot be met, takeoff is not authorized.

The procedures for accomplishing the visual check of and ice removal from the first stage of the LPC stator are contained in paragraphs (b) and (c) of AD 95-01-05.

(b) Perform visual checks of the engine to detect ice build-up on the first stage of the LPC stator in accordance with the procedures specified in paragraphs (b)(1) and (b)(2) of this AD, at the times specified in the revision to the AFM required by paragraph (a) of this AD. These visual checks may be performed either by the cockpit flight crew or by certificated maintenance personnel.

(1) Use adequate lighting to illuminate the first stage of the LPC stator. This stator can be viewed by standing at ground level, off to the side of the centerline of the engine, and viewing through the opening between the fan blades. (See Appendix 1, Figure 1 of this AD.) If ice is present, it will be seen to build up on the leading edge of the first stage of the LPC stator or the lip of the splitter. (See Appendix 1, Figure 2.)

(2) This visual check is to be performed after engine shutdown. The visual check can be performed on a windmilling engine without bringing the fan rotor to a stop. It will actually become easier to see the first stage of the LPC stator if the rotor is turning. The ice will be visible, if present.

(c) If any ice is detected on the first stage of the LPC stator (see Appendix 1, Figure 2) during the visual check required by paragraph (b) of this AD, it must be removed prior to dispatch of the aircraft, in accordance with the procedures specified in paragraph (c)(1) or (c)(2) of this AD, as applicable.