

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:

95-07-03 AlliedSignal Aerospace:

Amendment 39-9182. Docket 94-ANE-17.

Applicability: AlliedSignal Aerospace (formerly Garrett Auxiliary Power Division and Garrett Turbine Engine Co.) GTCP85 series auxiliary power units (APU's) with model numbers listed in AlliedSignal Aerospace Service Bulletin (SB) No. GTCP85-49-6919, Revision 1, dated January

15, 1995, except those APU's installed on Boeing 737 and British Aerospace BAC 1-11 series aircraft; and Alert Service Bulletin (ASB) No. GTCP85-49-A6831, Revision 1, dated January 15, 1995, having a one-piece cast turbine rotor with part numbers (P/N) 3842072-1, -2, -3, and P/N 3604604-1, -2, -3, P/N 3606982-1, and P/N 96895-1 through -8. These APU's are installed on but not limited to Boeing 707 series and 727 series aircraft; Lockheed L382 series aircraft; and McDonnell Douglas DC-8-70 series and DC-9/MD-80 series aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent an axially uncontained APU failure and damage to the aircraft, accomplish the following:

(a) For flight-operable APU's, within 24 months after the effective date of this airworthiness directive (AD), install an exhaust centerbody in accordance with AlliedSignal Aerospace ASB No. GTCP85-49-A6831, Revision 1, dated January 15, 1995, or ASB No. GTCP85-49-A6831, dated March 17, 1994; or SB No. GTCP85-49-6919, Revision 1, dated January 15, 1995, or SB No. GTCP85-49-6919, dated May 17, 1994, as applicable.

(b) For APU's that are ground-operable only, within 36 months after the effective date of this AD, install an exhaust centerbody in accordance with AlliedSignal Aerospace

SB No. GTCP85-49-6919, Revision 1, dated January 15, 1995, or SB No. GTCP85-49-6919, dated May 17, 1994.

(c) No action is required if the APU is installed on a Boeing 737 or British Aerospace BAC 1-11 series aircraft until the APU is removed and installed on a different type aircraft.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(f) The installation of the exhaust center body shall be done in accordance with the following service documents:

Document No.	Pages	Revision	Date
ASB No. GTCP85-49-A6831	1	1	January 15, 1995.
Revision Transmittal Sheet	1	1	January 15, 1995.
	2-5	Original	May 17, 1994.
	6	1	January 15, 1995.
	7-8	Original	May 17, 1994.
	9-10	1	January 15, 1995.
Total pages: 11.			
SB No. GTCP85-49-6919	1	1	January 15, 1995.
	2	Original	May 17, 1994.
	3	1	January 15, 1995.
	4	Original	May 17, 1994.
	5	1	January 15, 1995.
	6	Original	May 17, 1994.
	7-10	1	January 15, 1995.
Total Pages: 10.			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AlliedSignal Aerospace Services, P.O. Box 52170, Phoenix, AZ 85072-2170, Attn: Dept. 65-71, Mailstop 1802-AA. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(g) This amendment becomes effective on May 3, 1995.

Issued in Burlington, Massachusetts, on March 23, 1995.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 95-7682 Filed 3-31-95; 8:45 am]
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14 CFR Part 39

[Docket No. 94-ANE-46; Amendment 39-9178; AD 94-26-07]

Airworthiness Directives; AlliedSignal Inc. TPE331 Series Turboprop Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule, request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 94-26-07 that was sent previously to all known U.S. owners and operators of AlliedSignal Inc. TPE331 series turboprop engines by individual letters. This AD requires an amendment to the Emergency Procedures section of the applicable FAA Approved Airplane Flight Manual (AFM) for each applicable engine installation in an aircraft, and initial and repetitive dimensional inspections of the fuel control drive shaft splines for wear, or replacing the affected fuel controls with