

CAUTION:

Do not attempt to overpower the autopilot. When the autopilot is engaged, applying force to the column may allow the alternate trim to reposition the stabilizer. If the force is applied long enough, it will result in an out-of-trim condition."

"AUTOTHROTTLER:

If the Autothrottle (A/T) disconnects when either throttle disconnect button is depressed, and re-engages when throttle disconnect button is released, accomplish the following procedures:

PROCEDURE: Use Autothrottle System (as desired)

WHEN A DISCONNECT IS NECESSARY:**AUTOTHROTTLER RELEASE
BUTTON PRESS AND HOLD**

- Press and hold either button until flashing red A/T annunciation is illuminated. Flashing red light indicates autothrottle is disconnected.

- **AUTOTHROTTLER RELEASE BUTTON** may then be released.

- The FMA A/T window will annunciate as though the A/T is engaged.

- The flashing red A/T annunciation of the FMA cannot be extinguished with repeated depression of the autothrottle release button.

- If the throttle levers are retarded to the idle stop, the flashing red A/T annunciation will extinguish, and the A/T system will re-engage.

- If the DFGC is selected to the IAS mode and the A/T SPEED mode is selected, the A/T system will re-engage."

(c) Within 12 months after the effective date of this AD, accomplish the inspection and replacement of the autopilot and autothrottle engage switches in the flight guidance control panel (FGCP), in accordance with the paragraphs 3., 3.A., and 3.B. of the Accomplishment Instructions of McDonnell Douglas Service Bulletin MD80-22-122, dated August 6, 1996 (for Model DC-9-80 series airplanes and Model MD-88 airplanes); and McDonnell Douglas Service Bulletin MD90-22-005, dated August 6, 1996 (for Model MD-90 airplanes). Once these actions are completed, the AFM revision required by paragraphs (a) and (b) of this AD may be removed.

Note 2: The McDonnell Douglas service bulletins referenced in this paragraph refer to Honeywell Incorporated Service Bulletin 4034242-22-13 for additional service instructions.

(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 (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(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 airplane to a location where the requirements of this AD can be accomplished.

(f) The actions shall be done in accordance with McDonnell Douglas Service Bulletin MD80-22-122, dated August 6, 1996 (for Model DC-9-80 series airplanes and Model MD-88 airplanes); and McDonnell Douglas Service Bulletin MD90-22-005, dated August 6, 1996 (for Model MD-90 airplanes). 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 McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on March 28, 1997.

Issued in Renton, Washington, on February 10, 1997.

Darrell M. Pederson,

*Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.*

[FR Doc. 97-3844 Filed 2-20-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-ANE-15; Amendment 39-9927; AD 97-04-04]

RIN 2120-AA64

Airworthiness Directives; AlliedSignal Inc. GTCP85 Series Auxiliary Power Units

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to AlliedSignal Inc. (formerly Garrett Auxiliary Power Division) GTCP85 Series auxiliary power units (APUs), that currently requires removing the existing turbine wheel shroud and installing one constructed of Hastelloy "S" material, or installing a containment augmentation ring. This amendment deletes the option of installing a turbine shroud constructed of Hastelloy "S" material. This amendment is prompted by a report of insufficient APU containment capability with the Hastelloy "S" shroud alone installed. The actions specified by this AD are intended to prevent turbine shroud fragments from exiting the APU

and puncturing the APU compartment, which could result in reduced fire extinguishing capability in the APU compartment.

DATES: Effective March 24, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 24, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from AlliedSignal Aerospace, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA 01803-5299; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Robert Baitoo, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (310) 627-5245; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 93-07-13, Amendment 39-8545 (58 FR 21917, April 26, 1993), which is applicable to AlliedSignal Inc. (formerly Garrett Auxiliary Power Division) GTCP85 Series auxiliary power units (APUs), was published in the Federal Register on August 12, 1996 (61 FR 41751). That action proposed to require installing an improved containment augmentation ring, Part Number (P/N) 3616426-1, or P/N 3616426-3, which is a redesigned containment augmentation ring to allow installation on certain APUs that cannot accept the -1 containment augmentation ring. The containment augmentation rings, P/Ns 3616426-1 and 3616426-3, improve the containment capability of the APU relative to the earlier containment augmentation ring, P/N 3612249-1, by preventing turbine shroud fragments from passing around the containment augmentation ring. The installation must be accomplished within 24 months after the effective date of this AD, for flight operable APUs, and within 36 months after the effective date of this AD, for APUs that are operable on the ground only. The actions would be required to be accomplished in accordance with AlliedSignal Aerospace Alert Service Bulletin (ASB) No.

GTCP85-49-A7189, Revision 2, dated October 8, 1996, AlliedSignal Aerospace ASB No. GTCP85-49-A7189, Revision 1, dated July 19, 1996, or AlliedSignal Aerospace ASB No. GTCP85-49-A7189, Original, dated March 29, 1996; and AlliedSignal Aerospace ASB No. GTCP85-49-A6706, Revision 2, dated November 28, 1994, AlliedSignal Aerospace ASB No. GTCP85-49-A6706, Revision 1, dated November 12, 1993, or Garrett ASB No. GTCP85-49-A6706, Original, dated December 7, 1992.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter states that the AD should apply only to APUs with one-piece cast turbine wheels made of MAR-M-247 material, as only these type turbine wheels have failed in the commenter's experience. The FAA concurs in part. The proposed rule as written applies to APUs with one-piece cast turbine wheels with the listed P/Ns, which are made of MAR-M-247 material, but also Inconel, which have failed as well.

Two commenters state that the AD should add an additional method of compliance by replacing the one-piece cast turbine wheels with two-piece wheels. The FAA does not concur. The proposed AD does not apply to APUs with two-piece turbine wheels.

One commenter (the manufacturer) states that the economic analysis provides figures for the number of APUs in service domestically and worldwide that are too low. The FAA concurs and revised the economic analysis of this final rule accordingly.

One commenter states that the proposed AD should be more clear in stating that compliance is acceptable with either ASB stated in paragraphs (a)(1) and (a)(2) and (b)(1) and (b)(2) of the compliance section. The FAA concurs and has put the "or" between the appropriate paragraphs in bold type to highlight its significance.

Two commenters concur with the AD as proposed.

Since publication of the proposed rule, AlliedSignal Aerospace has issued Revision 2 to ASB No. GTCP85-49-A7189, dated October 8, 1996, which is referenced in this final rule along with Revision 1, dated July 19, 1996, and Original, dated March 29, 1996. These revisions of that ASB are all approved methods of compliance for the appropriate paragraphs of this AD.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the

adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

There are approximately 4,100 APUs of the affected design in the worldwide fleet. The FAA estimates that 1,300 APUs installed on aircraft of U.S. registry will be affected by this AD, that it will take no additional work hours if the required actions are accomplished when the APU is already disassembled in the shop. Required parts will cost approximately \$1,550 per APU. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$2,015,000.

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.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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, Incorporation by reference, 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. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39-8545 (52 FR 45163, November 25, 1987) and by adding a new airworthiness directive, Amendment 39-9927, to read as follows:

97-04-04 AlliedSignal Inc.: Amendment 39-9927. Docket 96-ANE-15.

Supersedes AD 93-07-13, Amendment 39-8545.

Applicability: AlliedSignal Inc. (formerly Garrett Auxiliary Power Division) GTCP85 series auxiliary power units (APUs), incorporating a one-piece cast turbine wheel, Part Numbers (P/Ns) 968095-X, 3604604-X, 3606982-1, or 3842072-X (where "X" denotes any number). These APUs are installed on but not limited to the following aircraft: British Aerospace BAC 1-11 series; Boeing 707, 727, and 737 series; Lockheed L382 series; and McDonnell Douglas DC-8-70, DC-9, and MD-88 series aircraft.

Note 1: This airworthiness directive (AD) applies to each APU identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For APUs that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent turbine shroud fragments from exiting the APU and puncturing the APU compartment, which could result in reduced fire extinguishing capability in the APU compartment, accomplish the following:

(a) For flight operable APUs, within 24 months after the effective date of this AD, accomplish either of the following:

(1) Install a containment augmentation ring, P/N 3616426-3, in accordance with AlliedSignal Aerospace Alert Service Bulletin (ASB) No. GTCP85-49-A7189, Revision 2, dated October 8, 1996, Revision 1, dated July 19, 1996, or Original, dated March 29, 1996; or

(2) Install a containment augmentation ring, P/N 3616426-1, in accordance with AlliedSignal Aerospace ASB No. GTCP85-49-A6706, Revision 2, dated November 28, 1994, AlliedSignal Aerospace ASB No. GTCP85-49-A6706, Revision 1, dated November 12, 1993, or Garrett ASB No. GTCP85-49-A6706, Original, dated December 7, 1992.

(b) For APUs that are operable on the ground only, within 36 months after the effective date of this AD, accomplish either of the following:

(1) Install a containment augmentation ring, P/N 3616426-3, in accordance with AlliedSignal Aerospace ASB No. GTCP85-

49-A7189, Revision 2, dated October 8, 1996, Revision 1, dated July 19, 1996, or Original, dated March 29, 1996; or

(2) Install a containment augmentation ring, P/N 3616426-1, in accordance with AlliedSignal Aerospace ASB No. GTCP85-49-A6706, Revision 2, dated November 28, 1994, AlliedSignal Aerospace ASB No. GTCP85-49-A6706, Revision 1, dated November 12, 1993, or Garrett ASB No. GTCP85-49-A6706, Original, dated December 7, 1992.

(c) 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 2: Information concerning the existence of approved alternative method of

compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(d) 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.

(e) The actions required by this AD shall be done in accordance with the following ASBs:

Document No.	Pages	Revision	Date
AlliedSignal Aerospace, GTCP85-49-A7189 Total pages: 14.	1-14	2	Oct. 8, 1996.
AlliedSignal Aerospace, GTCP85-49-A7189 Total pages: 12.	1-12	1	July 19, 1996.
AlliedSignal Aerospace, GTCP85-49-A7189 Total pages: 10.	1-10	Original	Mar. 29, 1996.
AlliedSignal Aerospace, GTCP85-49-A6706	1 2, 3 4 5-8 9, 10	2 1 2 1 2	Nov. 28, 1994. Nov. 12, 1993. Nov. 28, 1994. Nov. 12, 1993. Nov. 28, 1994.
Total pages: 10.			
AlliedSignal Aerospace GTCP85-49-A6706 Total pages: 10.	1-10	1	Nov. 12, 1993
Garrett GTCP85-49-A6706	1, 2 4-10	Original Original	Dec. 7, 1992 Dec. 7, 1992.
Total pages: 9.			

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, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. 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.

(f) This amendment becomes effective on March 24, 1997.

Issued in Burlington, Massachusetts, on February 4, 1997.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 97-4098 Filed 2-20-97; 8:45 am]

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14 CFR Part 39

[Docket No. 97-NM-30-AD; Amendment 39-9939; AD 97-04-14]

RIN 2120-AA64

Airworthiness Directives; Aerospatiale Model ATR42-200, -300, and -320 Series Airplanes

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 Aerospatiale Model ATR42-200, -300, and -320 series airplanes. This action requires modification of the electrical wiring of the stick pusher/shaker test function to reinforce system protection. This amendment is prompted by a report of at least one occurrence when the stick pusher self-activated during flight. The actions specified in this AD are intended to prevent inadvertent activation of the stick pusher, which could cause reduced controllability of the airplane, especially during takeoff or landing.

DATES: Effective March 10, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 10, 1997.

Comments for inclusion in the Rules Docket must be received on or before April 22, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-30-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Gary Lium, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-1112; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION: The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on certain Model ATR42-200, -300, and -320 series airplanes. The DGAC advises of at least one occurrence of the inadvertent activation of the stick pusher test function. An electrical fault could be the cause of this anomaly; however, at this time, the exact cause is not known. This condition, if not corrected, could result in self-activation of the stick pusher during flight, which would cause reduced controllability of the airplane, especially during takeoff or landing.