of the links. The commenter states that if no discrepant parts were received then no inspection should be required. Therefore, the commenter suggests including an alternative to permit operators to check shipping records in lieu of performing the inspections.

The FAA does not concur. Discrepant links have the same part number as those links that have chamfers. Therefore, discrepant links would not be identifiable by checking shipping records.

Two commenters request a revision of the 3-month compliance time proposed in paragraphs (a) and (b). One of these commenters requests that the proposed compliance time be extended to 6 months. The other commenter requests that the inspections be allowed to be accomplished during the time of a normally scheduled ''C'' check. This commenter states that adoption of a compliance time that coincides with operators' ''C'' checks would minimize interruptions to the operators' regularly scheduled maintenance.

The FAA does not concur. In developing an appropriate compliance time for this action, the FAA considered not only the degree of urgency associated with addressing the subject unsafe condition, but the practical aspects of accomplishing the inspections within an interval of time that parallels normally scheduled maintenance for the majority of affected operators.

The FAA notes that the driver link and overcenter link assemblies of the thrust reverser are commonly referred to as ''driver link and overcenter link.'' Therefore, for purposes of clarification, paragraph (d) of the final rule has been revised to delete the phrase ''assembly of a thrust reverser'' following the terms ''driver link or overcenter link.''

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 previously described. 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 892 airplanes of the affected design in the worldwide fleet. The FAA estimates that 557 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required inspections and 10 work hours per airplane to accomplish the required replacement/rework, and that the average labor rate is $60 per work hour. Required replacement/rework parts will cost approximately $4,100 per airplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $2,651,320, or $4,760 per airplane.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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. 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:

95–16–03 McDonnell Douglas: Amendment 39–9322. Docket 95–NM–36–AD.

Applicability: Model DC–9–10, –20, –30, –40, and –50 series airplanes, and C–9 (military) airplanes, as listed in McDonnell Douglas DC–9 Alert Service Bulletin A78–67, dated February 27, 1995, certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (e) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent uncommanded opening of the thrust reverser door, which may adversely affect controllability of the airplane, accomplish the following:

(a) Within 3 months after the effective date of this AD, perform a visual inspection of the actuating mechanisms of the upper and lower doors of the thrust reverser on the left and right engines to determine whether the driver links are chamfered, in accordance with McDonnell Douglas DC–9 Alert Service Bulletin A78–67, dated February 27, 1995.

(1) If all the driver links are chamfered, prior to further flight, perform a visual inspection to detect damage of the overcenter links (including the bearings, races, and attaching hardware), in accordance with the alert service bulletin.

(i) If no damage to the overcenter links is detected, no further action is required by this paragraph.

(ii) If any damage to the overcenter links is detected, prior to further flight, replace the damaged overcenter links with new or serviceable overcenter links in accordance with the alert service bulletin.

(iii) If any damage to the bearings, races, or attaching hardware of the overcenter links is detected, prior to further flight, perform a visual inspection to detect damage of the drive mechanism of the thrust reverser, in accordance with the alert service bulletin. If any damage to the drive mechanism is detected, prior to further flight, repair or replace the damaged parts with new or serviceable parts, in accordance with the Chapter 78 of the DC–9 Overhaul Manual.

(2) If any driver link is not chamfered, prior to further flight, remove the driver link and perform dimensional and fluorescent penetrant inspections to determine serviceability of the driver link, in accordance with the alert service bulletin.

(i) If the driver link is serviceable, prior to further flight, machine chamfer the driver link, or replace the driver link with a new or