serviceable part, in accordance with the alert service bulletin.

(ii) If the driver link is not serviceable, prior to further flight, replace it with a new or serviceable driver link, in accordance with the alert service bulletin.

(b) Within 3 months after the effective date of this AD, perform a visual inspection to detect damage of the overcenter links (including the bearings, races, and attaching hardware, in accordance with the McDonnell Douglas DC–9 Alert Service Bulletin A78–67, dated February 27, 1995.

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

(2) 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.

(3) 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.

(c) Within 10 days after accomplishing the visual inspection of the driver links of the thrust reverser door to determine whether the driver links are chamfered, as required by paragraph (a) of this AD, submit a report of the inspection results (both positive and negative findings) to the Manager, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5245; fax (310) 627-5210; Attention: Robert Baitoo. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

(d) As of the effective date of this AD, no person shall install, on any airplane, a driver link or overcenter link that has not been previously inspected, and replaced or reworked, in accordance with McDonnell Douglas DC-9 Alert Service Bulletin A78–67, dated February 27, 1995.

(e) 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 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(f) 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.

(g) Certain actions shall be done in accordance with McDonnell Douglas DC-9 Alert Service Bulletin A78-67, dated February 27, 1995. 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, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on September 5, 1995.

Issued in Renton, Washington, on July 21, 1995.

## Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service. [FR Doc. 95–18436 Filed 8–2–95; 8:45 am] BILLING CODE 4910–13–U

## 14 CFR Part 39

[Docket No. 95-NM-129-AD; Amendment 39-9329; AD 95-16-09]

## Airworthiness Directives; Jetstream Model BAe ATP 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 Jetstream Model BAe ATP airplanes. This action requires modification of the electrical connections at the switches of the scavenge oil filter and pressure oil filter. This amendment is prompted by reports indicating that the electrical connections were miswired at the switches of the scavenge oil filter and pressure oil filter. The actions specified in this AD are intended to prevent the circulation of unfiltered oil through the engine without warning to the flightcrew, due to miswiring of electrical connections. Unfiltered oil containing contaminants could lead to a precautionary shutdown of the engine. DATES: Effective August 18, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 18, 1995. Comments for inclusion in the Rules Docket must be received on or before October 2, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM– 129–AD, 1601 Lind Avenue SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041–6029. 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: Gregory Dunn, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (206) 227-2799; fax (206) 227-1149. SUPPLEMENTARY INFORMATION: The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on certain Jetstream Model BAe ATP airplanes. The CAA advises that it has received reports indicating that the amber light on the central warning panel did not illuminate to warn the flight crew that the engine oil filter would be bypassed. Investigation revealed that the light did not illuminate because the electrical connections were miswired at the switches of the scavenge oil filter of the reduction gearbox (RGB) and of the pressure oil filter. The miswiring configuration was inadvertently included as part of the original wiring design plan for these airplanes and, thus, the miswiring occurred during production. Such miswiring could lead to the circulation of unfiltered oil through the engine without warning to the flightcrew, which could result in a precautionary shutdown of the engine due to contaminants in the unfiltered oil

Jetstream has issued Service Bulletin ATP-79-25-10382A, Revision 1, dated May 25, 1995, which describes procedures for modification of the electrical connections at the switches of the scavenge oil filter of the RGB and of the pressure oil filter, of the left and right engines. The modification entails rerouting of the 28-volt DC. wiring from pin A to pin C of the switches. The CAA classified this service bulletin as mandatory in order to assure the