packboard shell can cause the packboard to flex enough to cause this disengagement. The tolerance stack-up of the components holding the packboard to the door can result in inadequate engagement between the packboard rails, the latch assembly, and the rail adapter attachment. Should the packboard disengage from the door, it may then restrain the door from fully opening. This condition, if not corrected, could prevent the evacuation slide from inflating, thereby making both the slide and the associated door unusable during an emergency evacuation.

The FAA has reviewed and approved BFGoodrich Service Bulletin 5A2917/ 27/63-25-279, dated January 12, 1995, which describes procedures for inspecting the slide and slide/raft packboards (1) to detect cracking in the end panels, (2) to determine if an excessive amount of gap exists between the bottom of the packboard rail and the top of the packboard, and (2) to determine if the chamfered surface on the rail adapter is below the rail (not showing). The service bulletin describes procedures fro replacing the packboard unit if any of these conditions are found.

The FAA also has reviewed and approved BFGoodrich Service Bulletin 5A2917/27/63-25-278, Revision 1, dated July 14, 1995, which describes procedures for modifying the packboard assemblies. This modification entails replacing the latch and anchor block assemblies with new one-piece assemblies; installing new rail adaptors and associated setscrews; removing the portability handles from Type A door units; and reinforcing the packboards of certain Type A doors.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to prevent the packboard from disengaging from the door and restraining the door from fully opening, thereby preventing the evocation slide from inflating and making both the slide and the door unusable during an emergency evacuation. This AD requires a one-time inspection of the packboard unit to detect various discrepancies, and either the replacement or modification of the packboard if any of these conditions exist. This AD also requires that all affected packboards eventually be modified. The actions are required to be accomplished in accordance with the service bulletins described previously.

None of the Model A330 or A340 series airplanes affected by this action is on the U.S. Register. All airplanes included in the applicability of this rule

currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 1 work hour per airplane to accomplish the inspection, at an average labor charge of \$60 per work hour. Based on these figures, the total cost impact of the inspection requirement of this AD would be \$60 per airplane.

The modification required by this AD action would require 2 work hours per slide to accomplish, at an average labor charge of \$60 per work hour. There are 8 affected slides per airplane. Required parts would be provided by BFGoodrich at no cost to operators. Based on these figures, the total cost impact of the modification requirement of this AD would be \$120 per slide, or \$960 per

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the Federal Register.

## Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and 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 95-NM-101-AD." 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.

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 USC 106(g), 40101, 40113, 44701.