ANM–120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2785; fax (206) 227–1181.

SUPPLEMENTARY INFORMATION: On December 29, 1994, the FAA issued AD 95-01-06, amendment 39-9117 (60 FR 2323, January 9, 1995), applicable to certain Boeing Model 737-200 and -300 series airplanes, to require repetitive visual inspections to detect cracking in the radii on the support angles on the lower jamb of the main deck cargo door, and replacement of cracked parts with new parts. For those operators requesting approval of alternative methods of compliance (AMOC) with the requirements of that AD, that AD requires that those requests be submitted to the Seattle Aircraft Certification Office (ACO)

That AD was prompted by reports of premature fatigue cracking on the support angles on the lower jamb of the main deck cargo door. The actions required by that AD are intended to prevent in-flight separation of the main deck cargo door from the airplane due to fatigue cracking on the support angles on the lower door jamb.

Since the issuance of that AD, the FAA has reviewed the requirement for operators requesting approval of an AMOC to submit those requests to the Seattle ACO. The FAA considered the physical proximity of the supplemental type certificate (STC) holder, Pemco, which is located in Birmingham, Alabama, to the Atlanta ACO, which is located in College Park, Georgia. The FAA has determined that the Atlanta ACO would be more readily accessible to Pemco than the Seattle ACO, which is located in Renton, Washington. Consequently, the FAA finds that revising this AD to change the cognizant ACO for requesting approval of an AMOC, from the Seattle ACO to the Atlanta ACO, would allow the FAA to be more responsive to the needs of its customers. Therefore, the FAA has determined that it is appropriate to take action to revise paragraph (b) of that AD to change the cognizant ACO from Seattle to Atlanta.

Since unsafe condition has been identified that is likely to exist or develop on other airplanes of this same type design, this AD revises AD 95–01– 06 to continue to require repetitive visual inspections to detect cracking in the radii on the support angles on the lower jamb of the main deck cargo door and replacement of cracked parts with new parts. This AD changes the cognizant ACO for requesting approval of an AMOC from the Seattle ACO to the Atlanta ACO.

This AD merely changes, for those operators requesting approval of an AMOC, the cognizant office from the Seattle ACO to the Atlanta ACO. In light of this, the FAA has determined that this AD has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and opportunity for prior public comment 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 that involves requirements affecting flight safety and, thus, was not preceded by notice and an 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 94–NM–247–AD." The 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 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, 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.

§39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–9117 (60 FR 2323, January 9, 1995), and by adding a new airworthiness directive (AD), amendment 39–9449, to read as follows:

95-01-06 R1 Boeing: Amendment 39-9449. Docket 94-NM-247-AD. Revises AD 95-01-06, Amendment 39-9117.

Applicability: Model 737–200 and –300 series airplanes equipped with main deck cargo doors installed in accordance with supplemental type certificate (STC) SA2969SO, 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 (b) 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