

180 as well as individual Federal agency suspension and debarment regulations in title 2 of the Code of Federal Regulations.

\* \* \* \*

■ 9. In § 200.318, revise paragraph (e) to read as follows:

**§ 200.318 General Procurement standards.**

\* \* \* \*

(e) To foster greater economy and efficiency, and in accordance with efforts to promote cost-effective use of shared services across the Federal Government, the non-Federal entity is encouraged to enter into state and local intergovernmental agreements or inter-entity agreements where appropriate for procurement or use of common or shared goods and services. Competition requirements will be met with documented procurement actions using strategic sourcing, shared services, and other similar procurement arrangements.

\* \* \* \*

■ 10. In § 200.332, revise paragraph (d)(4) to read as follows:

**§ 200.332 Requirements for pass-through entities.**

\* \* \* \*

(d) \* \* \*

(4) The pass-through entity is responsible for resolving audit findings specifically related to the subaward and not responsible for resolving crosscutting findings. If a subrecipient has a current Single Audit report posted in the Federal Audit Clearinghouse and has not otherwise been excluded from receipt of Federal funding (e.g., has been debarred or suspended), the pass-through entity may rely on the subrecipient's cognizant audit agency or cognizant oversight agency to perform audit follow-up and make management decisions related to cross-cutting findings in accordance with section § 200.513(a)(3)(vii). Such reliance does not eliminate the responsibility of the pass-through entity to issue subawards that conform to agency and award-specific requirements, to manage risk through ongoing subaward monitoring, and to monitor the status of the findings that are specifically related to the subaward.

\* \* \* \*

■ 11. In § 200.416, revise paragraph (c) to read as follows:

**§ 200.416 Cost allocation plans and indirect cost proposals.**

\* \* \* \*

(c) The requirements for development and submission of cost allocation plans (for central service costs and public

assistance programs) and indirect cost rate proposals are contained in appendices V, VI and VII to this part.

\* \* \* \*

■ 12. In § 200.509, revise paragraph (a) to read as follows:

**§ 200.509 Auditor selection.**

(a) *Auditor procurement.* In procuring audit services, the auditee must follow the procurement standards prescribed by the Procurement Standards in §§ 200.317 through 200.327 of subpart D of this part or the FAR (48 CFR part 42), as applicable. In requesting proposals for audit services, the objectives and scope of the audit must be made clear and the non-Federal entity must request a copy of the audit organization's peer review report which the auditor is required to provide under GAGAS. Factors to be considered in evaluating each proposal for audit services include the responsiveness to the request for proposal, relevant experience, availability of staff with professional qualifications and technical abilities, the results of peer and external quality control reviews, and price. Whenever possible, the auditee must make positive efforts to utilize small businesses, minority-owned firms, and women's business enterprises, in procuring audit services as stated in § 200.321, or the FAR (48 CFR part 42), as applicable.

\* \* \* \*

■ 13. In § 200.514, revise paragraph (c)(4) to read as follow:

**§ 200.514 Scope of audit.**

\* \* \* \*

(c) \* \* \*

(4) When internal control over some or all of the compliance requirements for a major program are likely to be ineffective in preventing or detecting noncompliance, the planning and performing of testing described in paragraph (c)(3) of this section are not required for those compliance requirements. However, the auditor must report a significant deficiency or material weakness in accordance with § 200.516, assess the related control risk at the maximum, and consider whether additional compliance tests are required because of ineffective internal control.

\* \* \* \*

■ 14. Revise Appendix IX to Part 200 to read as follows:

**Appendix IX to Part 200—Hospital Cost Principles**

Until such time as revised guidance is proposed and implemented for hospitals, the existing principles located at 45 CFR part 75 Appendix IX, entitled "Principles for Determining Cost

Applicable to Research and Development Under Grants and Contracts with Hospitals," remain in effect.

**Deidre A. Harrison,**

*Deputy Controller (Acting).*

[FR Doc. 2021-02969 Filed 2-19-21; 8:45 am]

**BILLING CODE 3110-01-P**

**DEPARTMENT OF AGRICULTURE**

**Farm Service Agency**

**7 CFR Parts 761**

[Docket ID USDA-2019-0007]

**RIN 0560-AA16**

**Farm Loan Programs, Debt Settlement**

**AGENCY:** Farm Service Agency, USDA.

**ACTION:** Correcting amendments.

**SUMMARY:** The Farm Service Agency (FSA) amended the Farm Loan Programs Debt Settlement regulations in through a final rule published in the **Federal Register** on June 17, 2020. This correction is to remove a certain word that erroneously appeared in the regulation.

**DATES:** *Effective:* February 22, 2021.

**FOR FURTHER INFORMATION CONTACT:** Bill Cobb; telephone (202) 720-4671; email: [Bill.Cobb@usda.gov](mailto:Bill.Cobb@usda.gov). Persons with disabilities who require alternative means for communication should contact the USDA Target Center at (202) 720-2600 (voice).

**SUPPLEMENTARY INFORMATION:** This document corrects the regulations in 7 CFR part 761, which was implemented in the final rule that was published in the **Federal Register** on June 17, 2020 (85 FR 36670-36714). This correction is to remove the word "or" at the end of the sentence and to end the sentence with a period in 7 CFR 761.403(c)(3).

**List of Subjects in 7 CFR Part 761**

Accounting, Administrative practice and procedure, Loan programs-agriculture, Reporting and recordkeeping requirements, Rural areas.

Accordingly, 7 CFR part 761 is corrected by making the following correcting amendment:

**PART 761—FARM LOAN PROGRAMS; GENERAL PROGRAM ADMINISTRATION**

■ 1. The authority citation for part 761 continues to read as follows:

**Authority:** 5 U.S.C. 301 and 7 U.S.C. 1989.

**Subpart F—Farm Loan Programs Debt Settlement**

■ 2. Amend § 761.403 by revising paragraph (c)(3) to read as follows:

**§ 761.403 General.**

\* \* \* \* \*

(c) \* \* \*

(3) The debtor's account is involved in a fiscal irregularity investigation in which final action has not been taken or the account shows evidence that a shortage may exist and an investigation will be requested.

\* \* \* \* \*

**Steven Peterson,**

*Acting Administrator, Farm Service Agency.*

[FR Doc. 2021-03186 Filed 2-19-21; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2020-0459; Product Identifier 2020-NM-049-AD; Amendment 39-21380; AD 2021-01-04]

RIN 2120-AA64

**Airworthiness Directives; The Boeing Company Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 737 series airplanes, excluding Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. This AD was prompted by reports of cracked or completely severed lugs in the upper aft corner stop fitting assembly of the forward entry door. This AD requires an inspection, a measurement, or a records check of that assembly to determine the part number, and replacement if a certain part is found. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective March 29, 2021.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of March 29, 2021.

**ADDRESSES:** For service information identified in this final rule, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110-SK57, Seal Beach, CA 90740-5600;

telephone 562-797-1717; internet <https://www.myboeingfleet.com>. You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0459.

**Examining the AD Docket**

You may examine the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0459; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:**

Michael Bumbaugh, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3522; email: [michael.bumbaugh@faa.gov](mailto:michael.bumbaugh@faa.gov).

**SUPPLEMENTARY INFORMATION:****Discussion**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all The Boeing Company Model 737 series airplanes, excluding Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. The NPRM published in the **Federal Register** on June 3, 2020 (85 FR 34136). The NPRM was prompted by reports of cracked or completely severed lugs in the upper aft corner stop fitting assembly of the forward entry door. Analysis of the design of the stop fitting assembly revealed that undersized wall thickness of the lug made it susceptible to fatigue cracking, which may result in the forward entry door being unable to sustain limit load. In the NPRM, the FAA proposed to require an inspection, a measurement, or a records check of that assembly to determine the part number, and replacement if a certain part-numbered assembly is installed.

The FAA is issuing this AD to address cracked or completely severed lugs, which could result in reduced structural integrity of the forward entry door and consequent rapid decompression of the airplane.

**Discussion of Final Airworthiness Directive****Comments**

The FAA received comments from four commenters. The following presents the comments received on the NPRM and the FAA's response to each comment.

**Effect of Winglets on Accomplishment of the Proposed Actions**

Aviation Partners Boeing stated that the installation of winglets per Supplemental Type Certificate (STC) ST00830SE does not affect compliance with the proposed actions.

The FAA agrees that the installation of winglets per STC ST00830SE would not affect the ability to replace the affected stop fitting assembly with a newly designed stop fitting assembly as required by this AD. Operators of airplanes with these winglets do not need to request a "change in product" alternative method of compliance (AMOC) approval as specified in 14 CFR 39.17. The FAA has redesignated paragraph (c) of the proposed AD as paragraph (c)(1) of this AD, and added paragraph (c)(2) accordingly.

**Request for Compliance Actions at the Component Level**

Southwest Airlines (SWA) asked that the compliance actions be reported at the component level due to the interchangeability of the forward entry doors between the Model 737 NG and 737 MAX fleets.

The FAA infers that the commenter is requesting that the AD's applicability point towards the component parts, rather than the airplane. The FAA acknowledges that the component most likely to be rotated is the forward entry door because doors are likely removed with the stop fittings intact. However, the FAA disagrees with changing the applicability of this AD because the unsafe condition is related to the stop fitting assembly and an affected stop fitting assembly may be installed on a forward entry door of any airplane identified in paragraph (c) of this AD. In addition, paragraph (i) of this AD, "Parts Installation Prohibition," states that no person may install a forward entry door that has a stop fitting assembly with part number (P/N) 141A6104-3 on any airplane. The FAA used this language because doors are often rotated among aircraft with the stop fitting assembly already installed. The FAA has therefore determined that an airplane-level applicability is appropriate and has not changed this AD in this regard.