

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 121, 127, 135, and 145

[Docket No. 17551; SFAR No. 36-1;
Operations Review Program Amdt. No. 28]

Development of Major Repair Data

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment extends the effectivity of a current Special Federal Aviation Regulation (SFAR) which provides for the use of data for accomplishing major repairs that have been developed by repair stations, air carriers, air taxis, and commercial operators of large aircraft but which have not been specifically approved by the FAA.

EFFECTIVE DATE: January 23, 1980.

FOR FURTHER INFORMATION CONTACT:
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SUPPLEMENTARY INFORMATION: SFAR 36, which became effective January 23, 1978, was issued to relieve qualifying certificated air carriers, operators, and repair stations of the burden of

obtaining FAA approval of data developed by them for major repairs on a case-by-case basis. The certificate holders eligible for authorization under the SFAR are those employing adequately trained personnel and complying with specified procedural requirements.

SFAR 36 was adopted as an interim rulemaking action to obtain information upon which to base a permanent rule change. The termination date for SFAR 36 is January 23, 1980, and authorizations issued to date under SFAR 36 are effective for a period of 2 years.

At the time the termination date of SFAR 36 was established, it was anticipated that sufficient experience would be accumulated in 2 years and the termination date for SFAR 36 and each authorization issued under this SFAR was so established. However, most of the affected certificate holders did not utilize the provisions of this SFAR until recently and the FAA, therefore, does not currently have sufficient information upon which to base a permanent rule change. The reasons which justified the adoption of SFAR 36 still exist, and in order to gain the necessary experience it is in the public interest to extend the termination date of SFAR 36 from January 23, 1980, to January 23, 1982. So that previously authorized certificate holders will not be subjected to the unnecessary burden of requalifying upon expiration of the initial 2-year period, the amendment provides that each authorization issued under this SFAR has an effective period from the date of issuance until January 23, 1982. This rule extension should

provide ample time for an effective evaluation of the need for, and provisions to be incorporated into, a permanent rule change.

Since this amendment continues in effect the provisions of a currently effective SFAR and imposes no additional burden on any person, I find that notice and public procedure hereon are unnecessary and it may be made effective in less than 30 days.

In consideration of the foregoing, effective January 23, 1980, Special Federal Aviation No. 36 is amended by changing the termination date from "January 23, 1980" to "January 23, 1982", and by revising paragraph 5. to read as follows:

5. *Duration of Authorization.* Each authorization issued under this Special Federal Aviation Regulations is effective from the date of issuance until January 23, 1982, unless it is surrendered or the Administrator suspends, revokes, or otherwise terminates it at an earlier date.

* * * * *

(Secs. 313(a), 601, 604 and 607, Federal Aviation Act of 1958 as amended (49 U.S.C. 1354(a), 1421, 1424, and 1427); Sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)))

Note.—The FAA has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979).

Issued in Washington, D.C., on January 18, 1980.

Langhorne Bond,
Administrator.

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(As published in the Federal Register (45 F.R. 5678) on January 24, 1980)

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