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Title 14—Aeronautics and Space
CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 13569; Amendment No. 121-111]

PART 121—CERTIFICATION AND OPERATIONS: DOMESTIC, FLAG, AND SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT

Stowage of Containers for Transport of Animals Aboard Aircraft; Extension of Compliance Date

The purpose of this amendment to Part 121 of the Federal Aviation Regulations is to extend the time for compliance with new § 121.288 for four months.

On August 9, 1974, the FAA issued Amendment 121-111, effective October 18, 1974, to Part 121 of the Federal Aviation Regulations (published in the Federal Register on August 19, 1974; 39 FR 29917) to require that cargo containers housing large animals for carriage by air in the cargo compartments of aircraft be secured in the cargo compartment in such a fashion as to prevent shifting and be protected from the hazards of shifting of other cargo, and to assure that ventilation areas of the container are not obstructed. That amendment was based on a Notice of Proposed Rule Making (Notice 74-10) published in the Federal Register on March 11, 1974 (39 FR 9456). The FAA has received petitions from the Air Transport Association of America and Southern Airways, Inc., petitioning for an extension of the effective date of Amendment 121-111 to allow for obtaining and installing necessary equipment. In addition, the FAA has received a num-

ber of letters from members of the medical profession engaged in research using live animals, requesting that the effective date be extended to assure uninterrupted delivery of animals for research purposes.

None of the comments received in response to Notice 74-10 indicated that extensive aircraft modifications would be necessary to comply with the proposed rule. When the FAA adopted Amendment 121-111, it believed that it provided adequate time for compliance with new § 121.288. However, after further consideration in light of the petitions received and comments from the medical profession, the FAA has determined that a four-month postponement of the effective date of Amendment 121-111 is needed and would provide adequate time for compliance with § 121.288 and that the postponement would be in the public interest.

In view of the imminence of the present effective date and since this amendment imposes no additional burden on any person, I find that notice and public procedure thereon are impractical and that good cause exists for making this amendment effective in less than 30 days.

(Secs. 313(a) and 601(a) of the Federal Aviation Act of 1958; 49 U.S.C. 1354(a) and 1421(a), sec. 6(c) of the Department of Transportation Act; 49 U.S.C. 1555(c))

In consideration of the foregoing, effective October 11, 1974, the effective date of Amendment 121-111 is changed from October 18, 1974, to February 18, 1975.

Issued in Washington, D.C., on October 9, 1974.

ALEXANDER P. BUTTERFIELD,
Administrator.

(As published in the Federal Register 39 F.R. 36576 on Oct. 11, 1974)