

Title 14—Aeronautics and Space

CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 13057, Amdt. No. ~~121-118~~]

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

Extension of Compliance Date: Carriage of Weapons and Escorted Persons

The purpose of this amendment to Part 121 of the Federal Aviation Regulations is to extend the effective date of Amendment No. 121-118 for one month.

On April 12, 1975, the FAA issued Amendment 121-118, effective June 20, 1975, to Part 121 of the Federal Aviation Regulations (published in the FEDERAL REGISTER on April 21, 1975; 40 FR 17551) to provide rules for the carriage of deadly or dangerous weapons and persons in the custody of law enforcement personnel aboard aircraft operated by Part 121 certificate holders. The amendment also applies to air travel clubs certificated under Part 123 and to air taxi operators certificated under Part 135, when conducting operations governed by those parts with large airplanes. The amendment was based on a notice of proposed rule making (Notice 73-2) published in the FEDERAL REGISTER on July 27, 1973 (38 FR 20098).

When the FAA adopted Amendment 121-118, it believed that it provided adequate time for compliance. However, since the publication of the amendment, a number of certificate holders have indicated a need for additional time to complete manual revisions that provide guidance to airline employees, including airline security operating personnel, and to effect training of the appropriate personnel. There is also a need for additional time for law enforcement agencies to compete instructions and guidance to be used by their law enforcement personnel.

The FAA has determined that a one-month postponement of the effective date of Amendment No. 121-118 is needed and would provide adequate time for compliance, 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), 601, 604, 902(1), Federal Aviation Act of 1968) (49 U.S.C. 1354(a), 1421, 1424, 1472(1)); sec. 6(c), Department of Transportation Act; (49 U.S.C. 1653(c)))

In consideration of the foregoing, effective June 17, 1975, the effective date of Amendment 121-118 is changed from June 20, 1975, to July 20, 1975.

Issued in Washington, D.C., on June 17, 1975.

JAMES E. Dow,
Acting Administrator.

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