

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket Nos. 7438, 7685; Amdt. 121-23]

PART 121—CERTIFICATION AND OPERATIONS: DOMESTIC, FLAG AND SUPPLEMENTAL AIR CAR- RIERS AND COMMERCIAL OPER- ATORS OF LARGE AIRCRAFT

Authorization for Extension of Com- pliance Date for Installation of Cockpit Voice Recorders

The purpose of this amendment is to authorize FAA Air Carrier District Offices to extend the compliance dates for installation of cockpit voice recorders on airplanes operated under Part 121 of the Federal Aviation Regulations.

On June 26, 1964, the Agency adopted amendments to former Civil Air Regulations Parts 40, 41, and 42 (29 F.R. 8401) requiring each air carrier and commercial operator to install cockpit voice recorders on certain large airplanes to be operated under those parts after specified compliance dates. For large turbine engine powered airplanes, the compliance date was to be July 1, 1966, and for large pressurized airplanes with four reciprocating engines, the compliance date was to be January 1, 1967. On June 23, 1966, the Agency adopted an amendment (Amdt. 121-20, 31 F.R. 8911) that postponed the compliance date for turbine engine powered airplanes to September 15, 1966, and that authorized further extension to December 1, 1966, if a certificate holder was able to show the appropriate FAA Air Carrier District Office that due to circumstances beyond its control it could not comply with the earlier date. The reasons for that amendment were because of problems that developed relating to the automatic means to stop the erasure feature from functioning and also because the manufacturer of one type recorder that had been sold to many Part 121 certificate holders advised the Agency that it would require at least 60 days beyond the then July 1, 1966, compliance date to complete certain necessary repair work on a large number of recorders that had al-

ready been delivered. This manufacturer has now informed the Agency that it was unable to make the necessary modifications on all of the affected recorders within the time period it originally estimated and that it now estimates that it will not be able to complete delivery until approximately December 15, 1966. The Agency has also been informed by several certificate holders that they have encountered additional unanticipated installation problems not within their control that will cause delays. Thus, some Part 121 operators will be unable to meet even the extended December 1, 1966, compliance date for turbine engine powered airplanes and in some cases the January 1, 1967, compliance date for large pressurized airplanes with four reciprocating engines. Therefore, the Agency believes that further extensions of the applicable compliance dates may be justified in certain cases and that the responsible FAA District Offices should be empowered to grant extensions up to March 1, 1967, in those cases.

In view of the imminence of the effective dates in the affected section, 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 on less than 30 days' notice.

In consideration of the foregoing, the flush sentence at the end of § 121.359(a) is amended, effective December 1, 1966, to read as follows:

§ 121.359 Cockpit voice recorders.

(a) * * *

A certificate holder may obtain an extension for compliance with the requirements of this paragraph beyond the required compliance date, but not beyond March 1, 1967, from the FAA Air Carrier District Office charged with the overall inspection of its operations, if it shows that due to circumstances beyond its control it cannot comply by the earlier date.

(Secs. 313(a), 601, Federal Aviation Act of 1958; 49 U.S.C. 1354 and 1421)

Issued in Washington, D.C., on November 30, 1966.

WILLIAM F. McKEE,
Administrator.

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