

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Admin- istration, Department of Trans- portation

[Docket No. 7522; Amdt. 121-38]

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

Additional Emergency Exits; Extension of Effective Date

The purpose of this amendment is to further extend, to February 1, 1969, the effective date of the requirement in § 121.310(j) that excess approved emergency exits must meet all of the emergency exit requirements (with minor exceptions) contained in § 121.310 of the Federal Aviation Regulations.

On September 15, 1967, the FAA adopted Amendment 121-30, Crashworthiness and Passenger Evacuation Standards; Transport Category Airplanes, which included a new requirement with respect to approved emergency exits that are in excess of the number required for the passenger seating capacity of the airplane. This new provision requires all such exits in the passenger compartment to meet all of the applicable provisions of § 121.310 (marking, lighting, etc.) except that they must be readily accessible in lieu of meeting the specific access requirements. The Air Transport Association of America requested a two year extension of the effective date of this amendment. After reviewing the facts submitted by ATA, the FAA agreed that some additional time was required for design and installation of the necessary equipment. However, the FAA did not believe that a 2-year extension was warranted and

granted an extension only to February 1, 1968.

By letter dated December 29, 1967, the ATA petitioned for a further extension of the February 1, 1968, compliance date. While the ATA contends that the rationale supporting its previous petition for a 2-year extension is still valid it limited its latest request to a postponement to February 1, 1969. In support of this latest request, ATA pointed out that the equipment necessary to meet the February 1, 1968 date, particularly the slides, are not available at this time. ATA maintains that a reasonable postponement of the effective date of § 121.310(j) is necessary to allow the industry adequate time in which to procure the required equipment, obtain FAA approval of, and make, the necessary modifications.

After reviewing all of the available facts, the FAA has determined that the present unavailability of certain equipment needed to accomplish the modifications to activate the affected excess exits justifies an extension of the compliance date in § 121.310(j) to February 1, 1969.

Since this amendment is an extension of the effective date of a new requirement and imposes no additional burden on any person, I find that notice and public procedure thereon are unnecessary and that good cause exists for making this amendment effective on less than 30 days notice.

In consideration of the foregoing, § 121.310(j) of the Federal Aviation Regulations is amended, effective January 31, 1968, by changing the date therein to read "January 31, 1969."

(Secs. 313(a), 601, 603, 604, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423, 1424)

Issued in Washington, D.C., on
January 29, 1968.

WILLIAM F. McKEE,
Administrator.

(As published in the Federal Register
/33 F.R. 2440/ on February 1, 1968)