

Advance copy pending issuance of
Changes to FAR Parts 21, 37, 121,
127, 135, and 145

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Adminis- tration, Department of Transportation

[Docket No. 9846; Amdt. Nos. 21-30; 37-20;
121-59; 127-16; 135-16; 145-10]

PART 21—CERTIFICATION PROCE- DURES FOR PRODUCTS AND PARTS

PART 37—TECHNICAL STANDARD ORDER AUTHORIZATIONS

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

PART 127—CERTIFICATION AND OP- ERATIONS OF SCHEDULED AIR CARRIERS WITH HELICOPTERS

PART 135—AIR TAXI OPERATORS AND COMMERCIAL OPERATORS OF SMALL AIRCRAFT

PART 145—REPAIR STATIONS

Reporting Requirements for Manufac- turers; Failures, Malfunctions, and Defects; Extension of Effective Date

The purpose of this amendment is to extend to July 2, 1970, the effective date of the recently adopted regulation requiring manufacturers to report certain failures, malfunctions, or defects in the products or articles which they manufacture.

On February 11, 1970, the FAA adopted

Amendments 21-29; 37-19; 121-58; 127-15; 135-15; and 145-9 and these amendments were published in the **FEDERAL REGISTER** on February 19, 1970, to become effective April 2, 1970. However, by letter dated March 4, 1970, the General Aviation Manufacturers Association, Inc. (GAMA), has requested a postponement of the effective date for at least 90 days. GAMA states that while the effect of the rule is still being studied and plans to meet the reporting requirements are being processed, such cannot be completed within the 28 working days allotted. The FAA agrees that some manufacturers may not be able to establish the necessary procedures and to assemble the necessary staff by April 2, 1970, and that justification exists for extending the effective date to July 2, 1970.

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, the effective date of Amendments 21-29; 37-19; 121-58; 127-15; 135-15; and 145-9 published in the **FEDERAL REGISTER** (35 F.R. 3154) on February 19, 1970, is extended to July 2, 1970.

(Secs. 313(a), 803, 804, and 807, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on
March 24, 1970.

J. H. SHAFFER,
Administrator.

(As published in the Federal Register
/35 F.R. 53127 on March 31, 1970)