

Advance copy pending issuance of revised pages for FAR Parts 21, 37, 121, 127, 135, and 145

## **Title 14—AERONAUTICS AND SPACE**

### **Chapter I—Federal Aviation Administration, Department of Transportation**

[Docket No. 8486; Admt. Nos. 21-35, 37-25, 121-63, 127-20, 135-21, 145-12]

#### **PART 21—CERTIFICATION PROCEDURES FOR PRODUCTS AND PARTS**

#### **PART 37—TECHNICAL STANDARD ORDER AUTHORIZATIONS**

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

#### **PART 127—CERTIFICATION AND OPERATIONS OF SCHEDULED AIR CARRIERS WITH HELICOPTERS**

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

#### **PART 145—REPAIR STATIONS**

#### **Reporting Requirements for Manufacturers; Failures, Malfunctions, and Defects; Extension of Effective Date**

The purpose of these amendments is to further extend the effective date of Amendments 21-29, 37-19, 121-58, 127-15, 135-15, and 145-9 to the Federal Aviation Regulations which require manufacturers to notify the FAA of any failure, malfunction, or defect in any product, part, or article manufactured by them that could result in a hazard to flight.

Amendments 21-29, 37-19, 121-58, 127-15, 135-15, and 145-9 were published in the FEDERAL REGISTER on February 19, 1970 (35 F.R. 3154) to become effective April 2, 1970. The effective date was first

extended to July 2, 1970, by Amendments 21-30, 37-20, 121-59, 127-16, 135-16, and 145-10 (35 F.R. 5319, Mar. 31, 1970) and later extended to October 2, 1970 by Amendments 21-33, 33-22, 121-63, 127-18, 135-19, 145-11 (35 F.R. 10653, July 1, 1970).

Subsequently, however, it has come to the attention of the FAA that some of the reporting requirements set forth in Amendments 21-29, 37-19, 121-58, 127-15, 135-15, and 145-9, are ambiguous and may also require duplicate reporting of certain failures, malfunctions and defects. For these reasons, the FAA considers it necessary to clarify the reporting requirements and to remove any requirement that could result in duplicate reporting. It is contemplated that the amendments necessary to accomplish the foregoing will be issued in the very near future.

In view of the foregoing and the imminence of the October 2, 1970, effective date, the FAA has determined that there is a need for a further extension of the effective date of the new regulations.

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 November 30, 1970.

(Secs. 313(a), 603, 604, and 607 of the Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, 1423, 1424, and 1425; sec. 6(c) of the Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on September 28, 1970.

**K. M. SMITH,**  
*Acting Administrator.*

(As published in the Federal Register  
/35 F.R. 15288/ on Oct. 1, 1970)