

## Title 14—AERONAUTICS AND SPACE

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

[Docket No. 11573; Amdt. 121-81]

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

##### Flight and Navigational Equipment

The purpose of this amendment to § 121.305(c) of the Federal Aviation Regulations is to provide for the approval of an equivalent timing device to be used in lieu of a "sweep-second hand clock."

Manufacturers are presently developing and producing digital clocks with readouts in seconds. These clocks do not meet the requirement in § 121.305(c) for a "sweep-second hand clock" and that section does not provide for approval by the Federal Aviation Administration of an equivalent timing device.

The development of the digital clock is the result of advanced technology and that technology is likely to produce different kinds of timing devices in the future that the Federal Aviation Administration would approve as being equivalent to a "sweep-second hand clock." To promote safety of flight, the FAA believes the Federal Aviation Regulations should be sufficiently flexible to permit the use of more advanced timing devices that are equivalent to "sweep-second hand clocks." Section 21.21(b)(1) provides that needed flexibility for airworthiness certification purposes by permitting the use

of an equivalent instrument approved by the Federal Aviation Administration in lieu of the requirement in § 25.1303(a)(2) for a clock with a "sweep-second pointer." Similarly, § 91.33(a) presently permits the use of an approved equivalent in meeting the requirement in § 91.33(d)(6) for a "clock with sweep-second hand."

Under the circumstances, the Federal Aviation Administration has determined that § 121.305(c) should be amended to achieve consistency with similar provisions of Parts 25 and 91 of the Federal Aviation Regulations and promote safety of flight, by providing for the use of a timing device that the Federal Aviation Administration approves as being equivalent to a "sweep-second hand clock."

Since this amendment is necessary to achieve regulatory consistency, imposes no additional burden on any person, and relieves a restriction, I find that notice and public procedure thereon are unnecessary and that good cause exists for making it effective on less than 30 days' notice.

In consideration of the foregoing, § 121.305(c) of the Federal Aviation Regulations is amended to read as follows, effective January 3, 1972:

##### § 121.305 Flight and navigational equipment.

(c) A sweep-second hand clock (or approved equivalent).

(Secs. 313(a), 601, 604, Federal Aviation Act of 1958, 72 Stat. 752, 775, 778; 49 U.S.C. 1354 (a), 1421, 1424; sec. 9(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on November 24, 1971.

J. H. SHAFFER,  
Administrator.

(As published in the Federal Register 36 F.R. 23050 on December 3, 1971)

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