

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Parts 121, 125, 135, and 145**

[Docket No. 28293 (FAA-2000-7952);
Amendment No. 121-284, 125-37, 135-81
and 145-26]

RIN 2120-AF71

Service Difficulty Reports

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Final rule; delay of effective
date.

SUMMARY: The Federal Aviation
Administration (FAA) is further
delaying the effective date of a final rule
that amends the reporting requirements
for air carriers and certificated domestic
and foreign repair station operators
concerning failures, malfunctions, and
defects of aircraft, aircraft engines,
systems, and components. This action
was prompted by questions being raised
by industry on the reporting in the new
requirements.

DATES: The effective date of the rule
amending 14 CFR parts 121, 125, 135,
and 145 published at 65 FR 56192,
September 15, 2000, is delayed until
January 16, 2002.

FOR FURTHER INFORMATION CONTACT: Jose
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SW., Washington, DC 20591, 202-267-
3797.

SUPPLEMENTARY INFORMATION:**Background**

The FAA requested that comments on
the information collection requirements
of the Service Difficulty Reporting (SDR)
final rule (65 FR 56192, September 15,
2000) be submitted by November 14,
2000. The FAA has received extensive
written comments on the SDR reporting
requirements and duplicate reporting of
certain failures, malfunctions, and
defects. On November 30, 2000 (65 FR
71247), the FAA announced that a
public meeting on this rulemaking
would be held on December 11, 2000.
As a result of this public meeting, novel
issues were presented that the FAA was
not aware of during the comment period

to the supplemental notice of proposed
rulemaking.

The SDR final rule, as published, had
an effective date of January 16, 2001. On
December 22, 2000, (65 FR 80743), the
FAA published a notice of delay of the
effective date of the final rule. In that
notice, the effective date of the final rule
was delayed until July 16, 2001.

The FAA has determined that it will
need more time to further evaluate the
commenter's concerns. Therefore, the
FAA is delaying the effective date of the
final rule until January 16, 2002. The
existing rules will remain in effect until
the new effective date.

Since this delay of the effective date
is not a new requirement and does not
impose any additional burden, I find
that notice and public procedures
thereon are unnecessary and that good
cause exists for extending the effective
date on less than 30 days notice.

Issued in Washington DC, on April 24,
2001.

Jane F. Garvey,
Administrator.

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