

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 91

[Docket No. 14607; Amendment No. 91-160]

**General Operating and Flight Rules;
Suspension of Amendment 91-157;
Minimum Equipment List (MEL)**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: Amendment No. 91-157 was originally issued July 18, 1979, to become effective November 1, 1979. That amendment provides a regulatory mechanism by which general aviation operators may obtain approval to operate, under certain conditions, their multiengine aircraft with certain

instruments and equipment inoperable that are not necessary for safe operation. This amendment suspends the effectiveness of Amendment No. 91-157 to enable the FAA to consider more fully certain changes to the rule which a petitioner for rule making contends should be made before Amendment No. 91-157 becomes effective.

EFFECTIVE DATE: November 1, 1979.

FOR FURTHER INFORMATION CONTACT:
Raymond E. Ramakis, Regulatory
Project Branch, AVS-24, Safety
Regulations Staff, Federal Aviation
Administration, 800 Independence
Avenue SW., Washington, D.C. 20591,
Telephone (202) 755-8716.

Discussion

The FAA issued Amendment No. 91-157 on July 18, 1979, to become effective on November 1, 1979. This amendment would have permitted general aviation operators to obtain the use of an MEL.

The National Business Aircraft Association, Inc. (NBAA) submitted a petition requesting delay of the effective date of Amendment No. 91-157 to enable the agency to revise § 91.30 to provide for proper and timely development of adequate MEL's and to avoid confusion among aircraft operators.

Upon further consideration, and in light of the NBAA petition, the FAA recognizes that certain clarifying and necessary changes in Amendment No. 91-157 are necessary and should be made before it becomes effective.

Accordingly, the FAA has determined that the public interest justifies a stay of the effective date of Amendment No. 91-157 to enable the FAA to propose certain clarifying and necessary changes. Since this action is necessary

to correct certain deficiencies in Amendment No. 91-157 which could burden and confuse the public if it became effective, I find that notice and public procedure hereon are impracticable and contrary to the public interest and that good cause exists for making this amendment effective on less than 30 days notice.

§ 91.30 [Effective Date Suspended]

In consideration of the foregoing, Part 91 of the Federal Aviation Regulations is amended, effective November 1, 1979, by suspending the effective date of Amendment No. 91-157 published in the Federal Register July 28, 1979 (44 FR 43714).

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), and 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c))

Note.—The FAA has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by Department of Transportation Regulatory Policies and Procedures (44 FR 11034); February 26, 1979. Issued in Washington, D.C., on October 26, 1979.

Langhorne Bond,
Administrator.

[FR Doc. 79-33685 Filed 10-31-79; 8:45 am]
BILLING CODE 4910-13-M

(As published in the Federal Register (44 F.R. 62884) on November 1, 1979.)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Washington, D.C. 20591
Official Business
PENALTY FOR PRIVATE USE, \$300

FORWARD AND FEE PAID
FEDERAL AVIATION
ADMINISTRATION
DOT-515
FIRST CLASS

