

# Federal Register

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Friday  
July 7, 1989

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**Part III**

**Department of  
Transportation**

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**Federal Aviation Administration**

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**14 CFR Part 107  
Airport Security; Delegation of Authority;  
Final Rule**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 107**

[Docket No. 25952; Amdt. No. 107-5]

**Airport Security; Delegation of Authority****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule.

**SUMMARY:** This final rule amends the airport security regulations by removing references to certain obsolete official titles and by adding the current official titles. This amendment is necessary because a recent agencywide reorganization resulted in the adoption of several new official titles and in delegations of authority under those titles. This action makes the airport security regulations consistent with current agency structure and should alleviate confusion regarding the agency's reorganization.

**EFFECTIVE DATE:** July 7, 1989.**FOR FURTHER INFORMATION CONTACT:**

James E. Parker, Office of Civil Aviation Security [ACS-3], Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591. Telephone: (202) 267-9864.

**SUPPLEMENTARY INFORMATION:****Background**

On July 1, 1988, the FAA underwent a far-reaching reorganization that affected both headquarters and regional organizations. The most significant change is that the Regional Offices, which formerly reported directly to the Administrator, are now under "straight line" authority, meaning that certain individual units within each Regional Office must now report to whichever Headquarters office is responsible for the functions of those individual units.

Within Part 107 of the Federal Aviation Regulations (FAR), various elements of the FAA have been delegated decision-making authority by the Administrator. These delegations need to be updated. In addition, throughout the Federal Aviation Regulations references are made to offices that have been renamed or are no longer in existence as a result of the reorganization.

Part 107 must therefore be amended to reflect the reorganizations and changes that have taken place.

**Paperwork Reduction Act**

The paperwork requirements in sections being amended by this document have already been approved. There will be no increase or decrease in paperwork requirements as a result of these amendments, since the changes are completely editorial in nature.

**Good Cause Justification for Immediate Adoption**

Because this amendment is needed immediately to avoid confusion and to effectively implement the agency's reorganization, good cause exists for adopting this amendment in less than 30 days.

**Reason for No Notice**

In view of the fact that this amendment merely makes an editorial change to Part 107, notice and public procedure on this amendment are unnecessary. Moreover, publication for prior comment would not reasonably be expected to result in the receipt of useful information on this minor change in the regulation.

**Federalism Implications**

The regulations herein would not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government. Thus, in accordance with Executive Order 12612, it is determined that this regulation does not have federalism implications requiring the preparation of a Federalism Assessment.

**Conclusion**

The FAA has determined that this action merely involves an editorial amendment that imposes no additional burden on any person. It simply implements the use of new official titles consistent with the agency's reorganization. Accordingly, it has been determined that: The action does not involve a major rule under Executive Order 12291; it is not significant under DOT Regulatory Policies and Procedures (44 FR 10034; February 26, 1979); and its anticipated impact is so minimal that a full regulatory evaluation is not required. In addition, the FAA certifies that this amendment will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 107**

Air carriers, Air safety, Air transportation, Aircraft, Airplanes, Airports, Arms and munitions, Aviation safety, Baggage, Charter flights, Firearms, Foreign air carriers, Guns, Law enforcement officers, Police, Safety, Security measures.

**The Amendment**

In consideration of the foregoing the Federal Aviation Administration amends Part 107 of the Federal Aviation Regulations (14 CFR Part 107) as follows:

**PART 107—AIRPORT SECURITY**

1. The authority for Part 107 continues to read as follows:

**Authority:** 49 U.S.C. 1354, 1356, 1357, 1358, and 1421; 49 U.S.C. 106 (g) (Revised, Pub. L. 97-449, January 12, 1983).

**§ 107.3 [Amended]**

2. Section 107.3 is amended by removing the words "Regional Director" in paragraph (a)(4) and substituting therefore "Director of Civil Aviation Security"; by removing the words "Civil Aviation Security Inspector" in paragraph (d) and substituting therefor "Civil Aviation Security Special Agent"; and by removing the words "Director of the Civil Aviation Security Service" in paragraph (e) and substituting therefor "Director of Civil Aviation Security".

**§ 107.5 [Amended]**

3. Section 107.5 is amended by removing the words "Regional Director" and substituting therefor "Director of Civil Aviation Security" wherever they appear.

**§ 107.9 [Amended]**

4. Section 107.9 is amended by removing the words "Regional Director" and substituting therefor "Director of Civil Aviation Security" wherever they appear.

**§ 107.11 [Amended]**

5. Section 107.11 is amended by removing the words "Regional Director" and substituting therefor "Director of Civil Aviation Security" wherever they appear.

Issued in Washington, DC, on June 28, 1989.

**Robert E. Whittington,**

*Acting Administrator.*

[FR Doc. 89-15923 Filed 7-6-89; 8:45 am]

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