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## DEPARTMENT OF AGRICULTURE

### Natural Resources Conservation Service

#### 7 CFR Part 663

#### Wellton-Mohawk Irrigation Improvement Program

**AGENCY:** Natural Resources Conservation Service.

**ACTION:** Final rule.

**SUMMARY:** This final rule removes obsolete regulations pertaining to the Wellton-Mohawk Irrigation Improvement program. The Wellton-Mohawk Irrigation Improvement program has not been in effect since 1987. The Colorado River Salinity Control Program (CRSCP), which has been funded since 1987, addresses the issue of salinity control in the entire Colorado River Basin on agricultural lands. This approach replaced the need to address salinity control in only the Wellton-Mohawk project area by broadening efforts throughout the entire Colorado River basin.

Additionally, after review of this inactive program, this action is being taken as part of the National Performance Review program to eliminate unnecessary regulations and improve those that remain in force.

**EFFECTIVE DATE:** August 13, 1996.

**FOR FURTHER INFORMATION CONTACT:** Dave Mason, United States Department of Agriculture, Natural Resources Conservation Service, Room 6032-S, P.O. Box 2890, Washington, D.C. 20013-2415, telephone (202) 720-1845.

#### SUPPLEMENTARY INFORMATION:

Executive Order 12866

This rule has been determined to be not significant for the purposes of Executive Order 12866, and, therefore, has not been reviewed by the Office of Management and Budget (OMB).

### Regulatory Flexibility Act

It has been determined that the Regulatory Flexibility Act is not applicable to this final rule since NRCS is not required by 5 U.S.C. 553 or any other provision of law to publish a notice of final rulemaking with respect to the subject matter of these determinations.

### Environmental Evaluation

It has been determined by an environmental evaluation that this action will not have a significant impact on the quality of the human environment. Therefore, neither an Environmental Assessment nor an Environmental Impact Statement is needed.

#### Executive Order 12778

This final rule has been reviewed in accordance with Executive Order 12778. The provisions of the final rule do not preempt State laws, are not retroactive, and do not involve administrative appeals.

#### Executive Order 12372

This program/activity is not subject to the provisions of Executive Order 12372, which requires intergovernmental consultation with State and local officials. See notice related to 7 CFR part 3015, subpart V, published at 48 FR 29115 (June 24, 1983).

### Paperwork Reduction Act

The amendments to 7 CFR part 1443 set forth in this final rule do not contain information collections that require clearance by the Office of Management and Budget under the provisions of 44 U.S.C. 35.

### Background

This final rule removes 7 CFR part 663, pertaining to the Wellton-Mohawk Irrigation Improvement program. The Wellton-Mohawk Irrigation Improvement program has not been in effect since 1987 and the regulations are obsolete.

#### List of Subjects in 7 CFR Part 663

Grant programs—natural resources, Irrigation, Soil conservation.

Accordingly, under the authority of 7 U.S.C. 2202 and 7 CFR 2.65(a)(14), 7 CFR part 663 is removed.

Signed at Washington, D.C. on August 6, 1996.

Pearlie S. Reed,

*Associate Chief, Natural Resources Conservation Service.*

[FR Doc. 96-20622 Filed 8-12-96; 8:45 am]

BILLING CODE 3410-16-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 25

[Docket No. NM-129; Special Conditions No. 25-ANM-119]

**Special Conditions: Modified Avions Marcel Dassault—Breguet Aviation Mystere-Falcon Model Fan Jet Falcon (Basic), Fan Jet Falcon Series D, E, and Mystere-Falcon 20-C5, 20-D5 and 20-E5 Airplanes; High Intensity Radiated Fields (HIRF)**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final special conditions; request for comments.

**SUMMARY:** These special conditions are issued for the Avions Marcel Dassault—Breguet Aviation Mystere-Falcon Model Fan Jet Falcon (Basic), Fan Jet Falcon Series D, E, and Mystere-Falcon 20-C5, 20-D5 and 20-E5 airplanes modified by Rockwell Collins of Cedar Rapids, Iowa. These airplanes will be equipped with a digital Electronic Flight Instrument System (EFIS) that will perform critical functions. The applicable regulations do not contain adequate or appropriate safety standards for the protection of the EFIS from the effects of high-intensity radiated fields (HIRF). These special conditions provide the additional safety standards that the Administrator considers necessary to ensure that the critical functions performed by this system are maintained when the airplane is exposed to HIRF.

**DATES:** The effective date of these special conditions is August 6, 1996. Comments must be received on or before September 27, 1996.

**ADDRESSES:** Comments on these final special conditions, request for comments, may be mailed in duplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, Attn: Rules Docket (ANM-7), Docket No. NM-129, 1601 Lind Avenue SW.,

Renton, Washington, 98055-4056; or delivered in duplicate to the Office of the Assistant Chief Counsel at the above address. Comments must be marked "Docket No. NM-129." Comments may be inspected in the Rules Docket weekdays, except Federal holidays, between 7:30 a.m. and 4:00 p.m.

**FOR FURTHER INFORMATION CONTACT:**

Mark Quam, FAA, Standardization Branch, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (206) 227-2145.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

The FAA has determined that good cause exists for making these special conditions effective upon issuance; however, interested persons are invited to submit such written data, views, or arguments as they may desire. Communications should identify the regulatory docket and special conditions number and be submitted in duplicate to the address specified above. All communications received on or before the closing date for comments will be considered by the Administrator. These special conditions may be changed in light of the comments received. All comments submitted will be available in the Rules Docket for examination by interested persons, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerning this rulemaking will be filed in the docket. Persons wishing the FAA to acknowledge receipt of their comments submitted in response to this request must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. NM-129." The postcard will be date stamped and returned to the commenter.

**Background**

On January 16, 1996, Rockwell Collins of Cedar Rapids, Iowa, applied for an amendment to a supplemental type certificate to modify the Avopms Marcel Dassault-Breguet Aviation Mystere-Falcon Model Fan Jet Falcon (Basic), Fan Jet Falcon Series D, E, and Mystere-Falcon 20-C5, 20-D5 and 20-E5 airplanes. The proposed amendment adds EFIS-86C(14) (Electronic Flight Instrument System) applicability for the above listed airplanes. The EFIS displays required flight critical information and critical functions. The installation of the EFIS system displaying critical functions is potentially vulnerable to high-intensity

radiated fields (HIRF) external to the airplane.

**Supplemental Type Certification Basis**

Under the provisions of § 21.101 of the Federal Aviation Regulations (FAR), Rockwell Collins, must show that the altered Avions Marcel Dassault-Breguet Aviation Mystere-Falcon Model Fan Jet Falcon (Basic), Fan Jet Falcon Series D, E, and Mystere-Falcon 20-C5, 20-D5 and 20-E5 airplanes continue to meet the applicable provisions of the regulations incorporated by reference in Type Certificate No. A7EU, or the applicable regulations in effect on the date of application for the change. The regulations incorporated by reference in the type certificate are commonly referred to as the "original type certification basis."

The regulations incorporated by reference in Type Certificate No. A7EU include the following for the Model Fan Jet Falcon (Basic), Fan Jet Falcon Series D, E, and Mystere-Falcon 20-C5, 20-D5 and 20-E5 airplanes: Civil Aviation Regulations (CAR) 4b dated December 31, 1953, including Amendments 4b-1 through 4b-12 and Special Regulation SR422B. In addition, under § 21.101(b)(1), the following sections of the FAR apply to the EFIS installation: §§ 25.1301(d), 25.1303 and 25.1322, as amended by Amendment 25-38; and §§ 25.1309, 25.1321 (a) (b) (d), and (e), 25.1331, 25.1333, and 25.1335, as amended by Amendment 25-41. These special conditions will form an additional part of the supplemental type certification basis.

If the Administrator finds that the applicable airworthiness regulations (i.e., part 25, as amended) do not contain adequate or appropriate safety standards for the Avions Marcel Dassault-Breguet Aviation Model Fan Jet Falcon (Basic), Fan Jet Falcon Series D, E, and Mystere-Falcon 20-C5, 20-D5 and 20-E5 airplane because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16 to establish a level of safety equivalent to that established in the regulations.

Special conditions, as appropriate, are issued in accordance with § 11.49 of the FAR after public notice, as required by §§ 11.28 and 11.29, and become part of the type certification basis in accordance with § 21.101(b)(2).

Special conditions are initially applicable to the model for which they are issued. Should the applicant apply for a supplemental type certificate to modify any other model included on the same type certificate to incorporate the same novel or unusual design feature, the special conditions would also apply

to the other model under the provisions of § 21.101(a)(1).

**Discussion**

There is no specific regulation that addresses protection requirements for electrical and electronic systems from high-intensity radiated fields (HIRF). Increased power levels from ground-based radio transmitters, and the growing use of sensitive electrical and electronic systems to command and control airplanes, have made it necessary to provide adequate protection.

To ensure that a level of safety is achieved equivalent to that intended by the regulations incorporated by reference, special conditions are needed for the modified Model Fan Jet Falcon (Basic), Fan Jet Falcon Series D, E, and Mystere-Falcon 20-C5, 20-D5 and 20-E5 airplanes that would require that the EFIS be designed and installed to preclude component damage and interruption of function due to the effects of HIRF.

**High-Intensity Radiated Fields (HIRF)**

With the trend toward increased power levels from ground-based transmitters, plus the advent of space and satellite communications, coupled with electronic command and control of the airplane, the immunity of critical digital avionics systems, such as the EFIS, to HIRF must be established.

It is not possible to precisely define the HIRF to which the airplanes will be exposed in service. There is also uncertainty concerning the effectiveness of airframe shielding for HIRF. Furthermore, coupling of electromagnetic energy to cockpit-installed equipment through the cockpit window apertures is undefined. Based on surveys and analysis of existing HIRF emitters, an adequate level of protection exists when compliance with the HIRF protection special condition is shown with either paragraphs 1 or 2 below:

1. A minimum threat of 100 volts per meter peak electric field strength from 10 KHz to 18 GHz.

a. The threat must be applied to the system elements and their associated wiring harnesses without the benefit of airframe shielding.

b. Demonstration of this level of protection is established through systems tests and analysis.

2. A threat external to the airframe of the following field strengths for the frequency ranges indicated:

Frequency	Peak (V/M)	Average (V/M)
10 KHz-100 KHz .....	50	50

Frequency	Peak (V/M)	Average (V/M)
100 KHz–500 KHz .....	60	60
500 KHz–2000 KHz .....	70	70
2 MHz–30 MHz .....	200	200
30 MHz–70 MHz .....	30	30
70 MHz–100 MHz .....	30	30
100 MHz–200 MHz .....	150	33
200 MHz–400 MHz .....	70	70
400 MHz–700 MHz .....	4,020	935
700 MHz–1000 MHz .....	1,700	170
1 GHz–2 GHz .....	5,000	990
2 GHz–4 GHz .....	6,680	840
4 GHz–6 GHz .....	6,850	310
6 GHz–8 GHz .....	3,600	670
8 GHz–12 GHz .....	3,500	1,270
12 GHz–18 GHz .....	3,500	360
18 GHz–40 GHz .....	2,100	750

As discussed above, these special conditions are applicable to the Avions Marcel Dassault—Breguet Aviation Model Fan Jet Falcon (Basic), Fan Jet Falcon Series D, E, and Mystere-Falcon 20–C5, 20–D5 and 20–E5 airplane, modified by Rockwell Collins. Should Rockwell Collins apply at a later date for a supplemental type certificate to modify any other model included on Type Certificate No. A7EU to incorporate the same novel or unusual design feature, the special conditions would apply to that model as well, under the provisions of § 21.101(a)(1).

#### Conclusion

This action affects only certain unusual or novel design features on Avions Marcel Dassault—Breguet Aviation Model Fan Jet Falcon (Basic), Fan Jet Falcon Series D, E, and Mystere-Falcon 20–C5, 20–D5 and 20–E5 airplanes modified by Rockwell Collins. It is not a rule of general applicability and affects only the applicant who applied to the FAA for approval of this feature on this airplane.

The substance of these special conditions has been subjected to the notice and comment procedure in several prior instances and has been derived without substantive change from those previously issued. It is unlikely that prior public comment would result in a significant change from the substance contained herein. For this reason, and because a delay would significantly affect the certification of the airplane, which is imminent, the FAA has determined that prior public notice and comment are unnecessary and impracticable, and good cause exists for adopting these special conditions immediately. Therefore, these special conditions are being made effective upon issuance. The FAA is requesting comments to allow interested persons to submit views that may not have been submitted in

response to the prior opportunities for comment described above.

#### List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. app. 1344, 1348(c), 1352, 1354(a), 1355, 1421 through 1431, 1502, 1651(b)(2), 42 U.S.C. 1857f–10, 4321 et seq.; E.O. 11514; and 49 U.S.C. (106)(g).

#### The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the supplemental type certification basis for the Avions Marcel Dassault—Breguet Aviation Model Fan Jet Falcon (Basic), Fan Jet Falcon Series D, E, and Mystere-Falcon 20–C5, 20–D5 and 20–E5 airplane, as modified by Rockwell Collins.

1. *Protection from Unwanted Effects of High-Intensity Radiated Fields (HIRF)*. Each electrical and electronic system that performs critical functions must be designed and installed to ensure that the operation and operational capability of these systems to perform critical functions are not adversely affected when the airplane is exposed to high intensity radiated fields external to the airplane.

2. The following definition applies with respect to this special condition: *Critical Function*. Functions whose failure would contribute to or cause a failure condition that would prevent the continued safe flight and landing of the airplane.

Issued in Renton, Washington, on August 6, 1996.

Darrell M. Pederson,  
Acting Manager, Transport Airplane  
Directorate, Aircraft Certification Service,  
ANM–100.

[FR Doc. 96–20628 Filed 8–12–96; 8:45 am]

BILLING CODE 4910–13–M

#### 14 CFR Part 39

[Docket No. 96–ANE–16; Amendment 39–9707, AD 96–16–07]

RIN 2120–AA64

#### Airworthiness Directives; General Electric Company (GE) CF6–80C2 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is

applicable to General Electric Company (GE) CF6–80C2 series turbofan engines. This action supersedes priority letter AD 96–09–01 that currently requires borescope inspections of the rear right hand mount link to determine if the serial number matches those listed in applicable service bulletins as improperly manufactured, and replacement, if necessary, with a serviceable part. This action references a newly revised service bulletin and bases the compliance time on the effective date of this superseding AD for engines installed on McDonnell Douglas MD–11 series aircraft. This amendment is prompted by the availability of the newly revised service bulletin. The actions specified by this AD are intended to prevent rear right hand mount link failure, which could result in engine separation from the aircraft.

DATES: Effective August 28, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 28, 1996.

Comments for inclusion in the Rules Docket must be received on or before October 15, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96–ANE–16, 12 New England Executive Park, Burlington, MA 01803–5299. Comments may also be submitted to the Rules Docket by using the following Internet address: “epd-adcomments@mail.hq.faa.gov”. All comments must contain the Docket No. in the subject line of the comment.

The service information referenced in this AD may be obtained from General Electric Technical Services, Attn: Leader for Distribution/Microfilm, 10525 Chester Road, Cincinnati, OH 45215; phone (513) 672–8400 ext. 114, fax (513) 672–8422. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Richard Woldan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7136, fax (617) 238–7199.

SUPPLEMENTARY INFORMATION: On April 15, 1996, the Federal Aviation Administration (FAA) issued priority