

**PART 317—LABELING, MARKING DEVICES, AND CONTAINERS**

1. The authority citation for part 317 continues to read as follows:

Authority: 21 U.S.C. 601–695; 7 CFR 2.18, 2.53.

2. Section 317.2 is amended by removing paragraph (h)(13) and revising paragraph (h)(9)(v) to read as follows:

**§ 317.2 Labels: definition; required features.**

\* \* \* \* \*

(h) \* \* \*

(9) \* \* \*

(v) Sliced shingle packed bacon in rectangular packages is exempt from the requirements of paragraphs (h)(3) and (h)(5) of this section regarding the placement of the statement of the net quantity of contents within the bottom 30 percent of the principal display panel, and that the statement be expressed both in ounces and in pounds, if the statement appears in a conspicuous manner on the principal display panel.

\* \* \* \* \*

Done at Washington, DC, on: August 6, 1996.

Michael R. Taylor,

*Acting Under Secretary for Food Safety.*

[FR Doc. 96–20540 Filed 8–13–96; 8:45 am]

BILLING CODE 3410–DM–M

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 25**

[Docket No. NM–130; Special Conditions No. 25–ANM–120]

**Special Conditions: Cessna Model 550 (Serial Number 550–0801 and on); High-Intensity Radiated Fields**

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

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

**SUMMARY:** These special conditions are issued for the Cessna Model 550 airplane, serial number 550–0801 and on. These airplanes utilize new avionics/electronic systems, such as an Electronic Flight Instrument Systems (EFIS), which perform critical functions. The applicable regulations do not contain adequate or appropriate safety standards for the protection of this system from the effects of high-intensity radiated fields (HIRF). These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level

of safety equivalent to that established by the existing airworthiness standards.

**DATES:** The effective date of these special conditions is August 6, 1996. Comments must be received on or before September 13, 1996.

**ADDRESSES:** Comments on these special conditions may be mailed in duplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, Attn: Rules Docket (ANM–7), Docket No. NM–130, 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–130. 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, ANM–113, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, Washington, 98055–4056; telephone (206) 227–2145; facsimile (206) 227–1149.

**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 condition 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–130.” The postcard will be date stamped and returned to the commenter.

**Background**

On June 30, 1994, Cessna Aircraft Company, One Cessna Boulevard, Wichita, Kansas, applied for a type design change to the Model 550. The

Model 550 airplanes are pressurized, executive transport type airplanes, powered by two fuselage-mounted turboprop engines and approved under Type Certificate No A22CE. As changed, these airplanes will differ from previously approved Model 550 airplanes, in part, by the installation of Pratt & Whitney Canada PW530A engines with thrust reversers; trailing link landing gear; an Electronic Flight Instrument System (EFIS); digital anti-skid system; structural, electrical, and hydraulic modifications to support the engine and landing gear change; and a weight increase. The applicant intends to introduce the changes in production beginning with serial number 550–0801.

**Amended Type Certification Basis**

Under the provisions of § 21.101 of 14 CFR part 21, Cessna Aircraft Company must show that the Model 550, as changed, continues to meet the applicable provisions of the regulations incorporated by reference in Type Certificate A22CE, 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, including those referenced in A22CE, that apply to the Model 550, serial number 550–0801 and on, are as follows:

(1) Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 25–1 through 25–17; with the following exceptions: Section 25.305, as amended by Amendments 25–1 through 25–54. Section 25.1401, as amended by Amendments 25–1 through 25–27. Section 25.1387, as amended by Amendments 25–1 through 25–30. Sections 25.1303(a)(2) and 25.1385(c), as amended by Amendments 25–1 through 25–38.

Sections 25.125, 25.251, 25.337, 25.493, 25.731, 25.733, 25.735, 25.867, 25.869, 25.901, 25.903, 25.933, 25.934, 25.939, 25.943, 25.951, 25.952, 25.1001, 25.1041, 25.1043, 25.1045, 25.1091, 25.1093, 25.1103, 25.1121, 25.1123, 25.1143, 25.1163, 25.1165, 25.1181, 25.1183, 25.1185, 25.1189, 25.1195, 25.1197, 25.1203, 25.1205 (revoked), 25.1207, 25.1305, 25.1316, 25.1322, 25.1326, 25.1337, 25.1351, 25.1438, 25.1521, 25.1549, and 25.1551, as amended by Amendments 25–1 through 25–82.

(2) Part 36 of the Federal Aviation Regulations effective December 1, 1969, plus any amendments in effect at the time of certification.

(3) Part 34 of the Federal Aviation Regulations effective September 10, 1990, plus any amendments in effect at the time of engine manufacture.

(4) For Electronic Flight Instrument Systems only, compliance must be demonstrated for the additional regulations: Sections 25.1301, and 25.1303(b), as amended by Amendments 25-1 through 25-38; 25.1309, 25.132 (a), (b), (d) and (e), 25.1331, 25.1333, and 25.1335, as amended by Amendments 25-1 through 25-41.

These special conditions form an additional part of the 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 Cessna Model 550, serial number 550-0801 and on, 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 14 CFR 11.49 after public notice, as required by §§ 11.28 and 11.29(b), 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 an amended type certificate to include a new model or to modify any other model included on the same type certificate to incorporate the same novel or unusual design feature, these special conditions would also apply to the other model under the provisions of § 21.101(a)(1). Similarly, these special conditions would also apply to Model 550 airplanes with serial numbers earlier than 550-0801, if those airplanes are modified to incorporate the same novel or unusual design feature.

#### Novel or Unusual Design Features

The Cessna Model 550, serial number 550-0801 and on, incorporates new avionics/electronic systems, such as an electronic flight instrument system (EFIS), that perform critical functions. These systems may be vulnerable to high-intensity radiated fields (HIRF) external to the airplane.

#### Discussion

There is no specific regulation that addresses protection requirements for electrical and electronic systems from 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, a special condition is needed for the Cessna Model 550, serial number 550-0801 and on, as modified by Cessna Aircraft Company, which requires that new electrical and electronic systems, such as the EFIS, that perform critical functions be designed and installed to preclude component damage and interruption of function due to both the direct and indirect 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 airplane 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 system 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
100 KHz-500 KHz .....	60	60
500 KHz-2 MHz .....	70	70
2 MHz-30 MHz .....	200	200
30 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-1 GHz .....	1,700	170
1 GHz-2GHz .....	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

Frequency	Peak (V/M)	(Average (V/M))
12 GHz-18 GHz .....	3,500	360
18 GHz-40 GHz .....	2,100	750

As discussed above, these special conditions are applicable to those Cessna Model 550 airplanes that utilize avionics/electronics systems which perform critical functions. Should Cessna apply at a later date for an amended type certificate to include a new model or to modify any other model included on type Certificate No. A22CE to incorporate the same novel or unusual design feature, these special conditions would apply to that model as well, under the provisions of § 21.101(a)(1). Although the manufacturer intends to introduce these changes in production beginning with serial number 550-0801, the special conditions would be equally applicable to earlier airplanes if those airplanes are modified to incorporate the same novel or unusual design features.

#### Conclusion

This action affects only certain design features on Cessna Model 550 airplanes, serial number 550-0801 and on. It is not a rule of general applicability and affects only the applicant who applied to the FAA for approval of these features on the airplane.

The substance of the special conditions for this airplane has been subject 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 this special condition is as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

## The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for the Cessna Model 550, when equipped with avionics/electronics systems which perform critical functions.

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.

2. For the purpose of this special condition, the following definition applies: *Critical functions*. 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. 96-20756 Filed 8-13-96; 8:45 am]

BILLING CODE 4910-13-M

## 14 CFR Part 71

[Airspace Docket No. 95-AWP-40]

### Establishment of Class E Airspace; Coolidge, AZ

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes a Class E airspace area at Coolidge, AZ. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 23 and a VHF Ominidirectional Range/Distance Measuring Equipment (VOR/DME) approach to RWY 05 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Coolidge Municipal Airport, Coolidge, AZ.

**EFFECTIVE DATE:** 0901 UTC October 10, 1996.

**FOR FURTHER INFORMATION CONTACT:** William Buck, Airspace Specialist, Operations Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation

Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6556.

## SUPPLEMENTARY INFORMATION:

### History

On June 27, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing a Class E airspace area at Coolidge, AZ (61 FR 33390). This action will provide adequate controlled airspace to accommodate a GPS RWY 23 and a VOR/DME RWY 05 SIAP at Coolidge Municipal Airport, Coolidge, AZ.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposals to the FAA. No comments to the proposals were received. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The E airspace designations listed in this document will be published subsequently in this Order.

### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes a Class E airspace area at Coolidge, AZ. The development of a GPS SIAP to RWY 23 and a VOR/DME SIAP to RWY 05 has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the GPS RWY 23 and VOR/DME RWY 05 SIAP at Coolidge Municipal Airport, Coolidge, AZ.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 10034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

## Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

## PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

### §71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AWP AZ E5 Coolidge, AZ [New]

Coolidge Municipal Airport, AZ  
(Lat. 32°56'00" N, long. 111°25'32" W)

That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 32°19'55" N, long. 111°24'00" W; thence west to lat. 32°17'20", long. 111°44'30" N; thence north to lat. 32°58'50" N, long. 111°46'00" W; thence northeast to lat. 33°08'10" N, long. 111°10'20" W; thence southwest to lat. 32°58'50" N, long. 111°04'15" W, thence southwest to the point of beginning.

\* \* \* \* \*

Issued in Los Angeles, California, on August 1, 1996.

Harvey R. Riebel,  
*Acting Manager, Air Traffic Division,  
Western-Pacific Region.*

[FR Doc. 96-20761 Filed 8-13-96; 8:45 am]

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## COMMODITY FUTURES TRADING COMMISSION

### 17 CFR Part 4

### Interpretation Regarding Use of Electronic Media by Commodity Pool Operators and Commodity Trading Advisors

**AGENCY:** Commodity Futures Trading Commission.

**ACTION:** Interpretation; Solicitation of comment.

**SUMMARY:** The Commodity Futures Trading Commission (the “Commission” or “CFTC”) is publishing its views with respect to the use of electronic media for transmission and delivery of Disclosure Documents,