

areas to be under tested and requires other areas to have some safety margin when compared to the defined environment. The areas required to have some safety margin are those shown, by past testing, to exhibit greater susceptibility to adverse effects from HIRF; and laboratory tests, in general, do not accurately represent the aircraft installation. Service experience alone will not be acceptable since such experience in normal flight operations may not include an exposure to HIRF. Reliance on a system with similar design features for redundancy, as a means of protection against the effects of external HIRF, is generally insufficient because all elements of a redundant system are likely to be concurrently exposed to the radiated fields.

The modulation that represents the signal most likely to disrupt the operation of the system under test, based on its design characteristics should be selected. For example, flight control systems may be susceptible to 3 Hz square wave modulation. If the worst-case modulation is unknown or cannot be determined, default modulations may be used. Suggested default values are a 1 KHz sine wave with 80 percent depth of modulation in the frequency range from 10 KHz to 400 MHz, and 1 KHz square wave with greater than 90 percent depth of modulation from 400 MHz to 18 GHz. For frequencies where the unmodulated signal would cause deviations from normal operation, several different modulating signals with various waveforms and frequencies should be applied.

Acceptable system performance would be attained by demonstrating that the critical function components of the system under consideration continue to perform their intended function during and after exposure to required electromagnetic fields. Deviations from system specifications may be acceptable but must be independently assessed by the FAA on a case-by-case basis.

TABLE 1.—FIELD STRENGTH VOLTS/  
METER

| Frequency        | Peak | Average |
|------------------|------|---------|
| 10–100 KHz ..... | 150  | 150     |
| 100–500 .....    | 200  | 200     |
| 500–2000 .....   | 200  | 200     |
| 2–30 MHz .....   | 200  | 200     |
| 30–100 .....     | 200  | 200     |
| 100–200 .....    | 200  | 200     |
| 200–400 .....    | 200  | 200     |
| 400–700 .....    | 730  | 200     |
| 700–1000 .....   | 1400 | 240     |
| 1–2 GHz .....    | 5000 | 250     |
| 2–4 .....        | 6000 | 490     |

TABLE 1.—FIELD STRENGTH VOLTS/  
METER—Continued

| Frequency   | Peak | Average |
|-------------|------|---------|
| 4–6 .....   | 7200 | 400     |
| 6–8 .....   | 1100 | 170     |
| 8–12 .....  | 5000 | 330     |
| 12–18 ..... | 2000 | 330     |
| 18–40 ..... | 1000 | 420     |

### Applicability

As discussed above, this special condition is applicable to Supplemental Type Certificate (STC) Project Number ST2017RC–R, for the installation of a Pratt & Whitney PT6–67D turbine engine in GHTI UH–1H military surplus helicopters type certificated under TC R00002RC. Should GHTI apply at a later date for a change to the STC to include another model incorporating the same novel or unusual design feature, the special condition would apply to that STC modification as well under the provisions of § 21.101(a)(1).

### Conclusion

This action affects only certain novel or unusual design features associated with the STC project listed above. 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 helicopter.

The substance of this special condition has been subjected to the notice and comment period 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 helicopter modification which is imminent, the FAA has determined that prior public notice and comment are unnecessary and impracticable, and good cause exists for adopting this special condition 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 Parts 21 and 29

Aircraft, Air transportation, Aviation safety, Rotorcraft, Safety.

The authority citation for this special condition is as follows:

**Authority:** 42 U.S.C. 7572; 49 U.S.C. 106(g), 40105, 40113, 44701–44702, 44704, 44709, 44711, 44713, 44715, 45303.

### The Special Condition

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special condition is issued as part of the type certification basis for STC Project ST2017RC–R, installation of PT6–67D on Global Helicopter Technology, Inc (GHTI), Model UH–1H, Restricted Category Helicopters, type certificated under TC R00002RC.

### Protection for Electrical and Electronic Systems From High Intensity Radiated Fields

Each system that performs critical functions must be designed and installed to ensure that the operation and operational capabilities of these critical functions are not adversely affected when the helicopter is exposed to high intensity radiated fields external to the helicopter.

Issued in Fort Worth, Texas, on January 8, 2003.

**Eric Bries,**

*Acting Manager, Aircraft Certification Service, Rotorcraft Directorate.*

[FR Doc. 03–1010 Filed 1–15–03; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2002–13997; Airspace Docket No. 02–AEA–20]

### Amendment of Class D Airspace; White Plains, NY

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

**ACTION:** Final rule.

**SUMMARY:** This action amends Class D airspace at Westchester County Airport, White Plains, NY. this action is necessary to insure continuous altitude coverage for Instrument Flight Rules (IFR) operations to the airport. The area would be depicted on aeronautical charts for pilot reference.

**EFFECTIVE DATE:** 0901 UTC May 15, 2003.

**FOR FURTHER INFORMATION CONTACT:** Mr. Francis Jordan, Airspace Specialist, Airspace Branch, AEA–520, Air Traffic Division, Eastern Region, Federal Aviation Administration, 1 Aviation Plaza, Jamaica, New York 11434–4809, telephone: (718) 553–4521.

**SUPPLEMENTARY INFORMATION:**

## History

On November 25, 2002 a notice proposing to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by providing additional Class D airspace extending two miles along the southeast and northwest localizer courses for Westchester County Airport up to but not including 3,000 feet mean sea level (MSL) was published in the **Federal Register** (67 FR 70564–70565). Interested parties were invited to participate in this rulemaking proceedings by submitting written comments on the proposal to the FAA. No comments to the proposal were received. The rule is adopted as proposed. The coordinates for this airspace document are based on North American Datum 83. Class D airspace area designations for airspace extending upward from the surface are published in paragraph 5000 of FAA Order 7400.9K, dated August 30, 2002, and effective September 16, 2002. The Class D airspace designation listed in this document will be published in the order.

## The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) extends Class D airspace from the surface of the earth up to but not including 3,000 feet MSL an additional two miles along the southeast and northwest localizer courses for Westchester County Airport, White Plains, NY. The extension of Class D airspace will provide coverage for aircraft conducting IFR operations to the airport.

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 11034; 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 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:** U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9K, Airspace Designations and Reporting Points, dated August 30, 2002, and effective September 16, 2002, is amended as follows:

*Paragraph 5000 Class D airspace areas extending upward from the surface of the earth.*

\* \* \* \* \*

### AEA NY D White Plains, NY [Revised]

Westchester County airport, White Plains, NY

(lat. 41°04′01″ N., long. 73°42′27″ W.)  
Westchester County ILS Localizer Northwest  
(lat. 41°03′27″ N., long. 73°41′58″ W.)  
Westchester County ILS Localizer Southeast  
(lat. 41°04′37″ N., long. 73°42′52″ W.)

That airspace extending upward from the surface to but not including 3,000 feet MSL within a 4.1-mile radius of Westchester County Airport and within 1.5 miles each side of the Westchester County ILS northwest localizer course extending from the 4.1-mile radius to 6.1 miles northwest of the airport and within 1.5 miles each side of the Westchester County ILS southeast localizer course extending from the 4.1-mile radius to 6.1 miles southeast of the airport. This Class D airspace is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the airport/Facility Director.

\* \* \* \* \*

Dated: Issued in Jamaica, New York on January 8, 2003,

**Richard J. Ducharme,**

*Assistant Manager, Air Traffic Division, Eastern Region.*

[FR Doc. 03–1011 Filed 1–15–03; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 02–ACE–11]

#### Amendment to Class E Airspace; Ulysses, KS

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

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of the direct final rule which revises Class E airspace at Ulysses, KS.

**EFFECTIVE DATE:** 0901 UTC, February 20, 2003.

#### FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329–2525.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on November 13, 2002 (67 FR 68757). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on February 20, 2003. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO, on December 23, 2002.

**Paul J. Sheridan,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 03–921 Filed 1–15–03; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2002–13996; Airspace Docket No. 02–AEA–21]

#### Establishment of Class E Airspace; Lock Haven, PA

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Lock Haven, PA. Controlled airspace extending upward from 700 feet above ground level (AGL) is needed to contain aircraft operating into William T. Piper Memorial Airport, Lock Haven, PA under Instrument Flight Rules (IFR).

**EFFECTIVE DATE:** 0901 UTC April 17, 2003.