High-Intensity Radiated Fields (HIRF)

With the trend toward increased power levels from ground-based transmitters, and the advent of space and satellite communications coupled with electronic command and control of the airplane, the immunity of critical avionics/electronics and electrical systems 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 paragraph 1 or 2 below:

1. A minimum threat of 100 volts rms (root-mean-square) per meter 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 field strengths identified in the table below for the frequency ranges indicated. Both peak and average field strength components from the table are to be demonstrated.

Frequency	Field strength (volts per meter)	
	Peak	Average
10 kHz–100 kHz	50	50
100 kHz–500 kHz	50	50
500 kHz–2 MHz	50	50
2 MHz–30 MHz	100	100
30 MHz–70 MHz	50	50
70 MHz–100 MHz	50	50
100 MHz–200 MHz	100	100
200 MHz–400 MHz	100	100
400 MHz–700 MHz	700	50
700 MHz–1 GHz	700	100
1 GHz–2 GHz	2000	200
2 GHz–4 GHz	3000	200
4 GHz–6 GHz	3000	200
6 GHz–8 GHz	1000	200
8 GHz–12 GHz	3000	300
12 GHz–18 GHz	2000	200
18 GHz–40 GHz	600	200

The field strengths are expressed in terms of peak of the root-mean-square (rms) over the complete modulation period.

The threat levels identified above are the result of an FAA review of existing studies on the subject of HIRF, in light of the ongoing work of the Electromagnetic Effects Harmonization Working Group of the Aviation Rulemaking Advisory Committee.

Applicability

As discussed above, these special conditions are applicable to Dassault-Aviation Mystere-Falcon 50 airplanes modified by Chippewa Aerospace, Inc. Should Chippewa Aerospace, Inc. apply at a later date for a STC to modify any other model included on Type Certificate No. A46EU to incorporate the same or similar novel or unusual design feature, these special conditions would apply to that model as well under the provisions of § 21.101.

Conclusion

This action affects only certain novel or unusual design features on Dassault-Aviation Mystere-Falcon 50 airplanes modified by Chippewa Aerospace, Inc. 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 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. 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 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. 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 supplemental type certification basis for the Dassault-Aviation Mystere-Falcon 50 airplanes modified by Chippewa Aerospace, Inc.

1. *Protection from Unwanted Effects of 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 these special conditions, 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 October 4, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05–20629 Filed 10–13–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–20322; Airspace Docket No. 05–ANM–1]

RIN 2120–AA66

Establishment and Revision of Area Navigation (RNAV) Routes; Western United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes three area navigation (RNAV) routes and revises one existing RNAV route in the Western United States (U.S.) in support of the High Altitude Redesign (HAR) program. The FAA originally proposed to revise two area navigation routes as part of this action, but one revised route (Q–11) was deleted because the proposed change provided limited benefit. The FAA is taking this action to enhance safety and to improve the efficient use of the navigable airspace in the Western U.S.

EFFECTIVE DATE: 0901 UTC, December 22, 2005.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

History

On May 25, 2005, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish three and revise two ''Q'' routes in the Western U.S. Interested

parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received in response the NPRM.

In reviewing the configuration of the proposed revision to Q–11, the FAA determined that revision of this route as proposed was not required. The proposed revision to Q–11 is withdrawn. With the exception of editorial changes, and the change discussed above, this amendment is the same as that proposed in the notice.

The Rule

The FAA is amending Title 14 Code of Federal Regulations (14 CFR) part 71 by establishing three RNAV routes and revising one existing route in the Western United States within the airspace assigned to the Seattle and Los Angeles Air Route Traffic Control Centers (ARTCC). These routes were developed as part of the HAR program to allow more efficient routings. They are being established to enhance safety, and to facilitate the more flexible and efficient use of the navigable airspace for en route instrument flight rules (IFR) operations within the Los Angeles and Seattle ARTCC area of responsibility.

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 Department of Transportation (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, when promulgated, 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).

The Amendment

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

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 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.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.9N, Airspace Designations and Reporting Points, dated September 1, 2005, and effective September 15, 2005, is amended as follows:

Paragraph 2006 Area Navigation Routes

* * * * *

Q–13 PAWLI to PRFUM [Revised]

PRFUM	WP	(Lat. 35°30′24″N., long. 113°56′35″W.)
CENIT	WP	(Lat. 36°41′02″N., long. 116°26′31″W.)
TUMBE	WP	(Lat. 36°48′20″N., long. 116°40′03″W.)
TACUS	WP	(Lat. 37°05′16″N., long. 116°54′12″W.)
WODIN	WP	(Lat. 37°19′20″N., long. 117°05′25″W.)
LEAHI	WP	(Lat. 37°28′58″N., long. 117°14′57″W.)
LOMIA	WP	(Lat. 39°13′12″N., long. 119°06′23″W.)
RUFUS	WP	(Lat. 41°26′00″N., long. 120°00′00″W.)
PAWLI	WP	(Lat. 43°10′48″N., long. 120°55′50″W.)

Q–15 CHILY to LOMIA [New]

CHILY	WP	(Lat. 34°42′49″N., long. 112°45′42″W.)
DOVEE	WP	(Lat. 35°26′51″N., long. 114°48′01″W.)
BIKKR	WP	(Lat. 36°34′00″N., long. 116°45′00″W.)
DOBNE	WP	(Lat. 37°14′23″N., long. 117°15′04″W.)
RUSME	WP	(Lat. 37°29′39″N., long. 117°31′12″W.)
LOMIA	WP	(Lat. 39°13′12″N., long. 119°06′23″W.)

Q–2 BOILE to EWM [New]

BOILE	WP	(Lat. 34°25′21″N., long. 118°01′33″W.)
HEDVI	WP	(Lat. 33°32′23″N., long. 114°28′14″W.)
HOBOL	WP	(Lat. 33°11′30″N., long. 112°20′00″W.)
ITUCO	WP	(Lat. 32°26′30″N., long. 109°46′26″W.)
EWM	VORTAC	(Lat. 31°57′06″N., long. 106°16′21″W.)

Q–4 BOILE to ELP [New]

BOILE	WP	(Lat. 34°25′21″N., long. 118°01′33″W.)
HEDVI	WP	(Lat. 33°32′23″N., long. 114°28′14″W.)
SCOLE	WP	(Lat. 33°27′46″N., long. 114°04′54″W.)
SPTFR	WP	(Lat. 33°23′49″N., long. 113°43′29″W.)
ZEBOL	WP	(Lat. 33°03′30″N., long. 112°31′00″W.)
SKTTR	WP	(Lat. 32°17′38″N., long. 109°50′44″W.)
ELP	VORTAC	(Lat. 31°48′57″N., long. 106°16′55″W.)

* * * * *

Issued in Washington, DC, on October 6, 2005.

Edith V. Parish,

Acting Manager, Airspace and Rules.

[FR Doc. 05–20627 Filed 10–13–05; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2005–21874; Airspace Docket No. 05–ACE–28]

Modification of Class E Airspace; Dodge City Regional Airport, KS; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments; correction.

SUMMARY: This action corrects an error in the legal description of a direct final rule, request for comments that was published in the **Federal Register** on Friday, July 29, 2005 (70 FR 43744).

DATES: This direct final rule is effective on 0901 UTC, October 27, 2005.

FOR FURTHER INFORMATION CONTACT: Brenda Mumper, Air Traffic Division, Airspace Branch, ACE–520A, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329–2524.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 2005–21874 published on Friday, July 29, 2005 (70 FR 43744), modified Class E Airspace at Dodge City, KS. The latitude and longitude used in the airport reference point was incorrect. This action corrects that error.

■ Accordingly, pursuant to the authority delegated to me, the errors for Class E Airspace, Dodge City, KS as published in the **Federal Register** Friday, July 29, 2005 (70 FR 43744), (FR Doc. 2005–21874), are corrected as follows:

§ 71.1 [Corrected]

■ On page 43745, Column 2, change the latitude and longitude of Dodge City Regional Airport, KS to (Lat. 37°45′48″ N., long 99°57′56″ W.) for ACE KS E2 and ACE KS E5.

Issued in Kansas City, MO, on September 28, 2005.

Elizabeth S. Wallis,

Acting Area Director, Western Flight Services Operations.

[FR Doc. 05–20628 Filed 10–13–05; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2002–13994; Airspace Docket No. 02–AAL–10]

RIN 2120–AA66

Establishment of Colored Federal Airways; AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes two colored Federal airways, Amber-5 (A–5) and Blue 1 (B–1), in Alaska. This action adds to the instrument flight rules (IFR) airway and route structure in Alaska. The FAA is taking this action to enhance safety and the management of aircraft operations in Alaska.

EFFECTIVE DATE: 0901 UTC, December 22, 2005.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

History

On January 30, 2003, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish Colored Federal Airways (68 FR 4741). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received. With the exception of editorial changes, this amendment is the same as that proposed in the notice.

Colored Federal airways are published in paragraph 6009 of FAA Order 7400.9N dated September 1, 2005, and effective September 15, 2005, which is incorporated by reference in 14 CFR 71.1. The colored Federal airways listed in this document would be published subsequently in the order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by establishing two colored Federal airways, A–5 and B–1, in Alaska. Presently there are several uncharted non-regulatory routes that use the same routing as the new colored Federal airways. These uncharted non-regulatory routes are used daily by commercial and general aviation aircraft. However, the air traffic control (ATC) management of aircraft operations is limited on these routes. The FAA is converting these uncharted non-regulatory routes to the colored Federal airways. This action adds to the IFR airway and route structure in Alaska.

Additionally, adoption of these Federal airways: (1) Provide pilots with minimum en route altitudes and minimum obstruction clearance altitudes information; (2) establishes controlled airspace thus eliminating some of the commercial IFR operations in uncontrolled airspace; and (3) improves the management of air traffic operations and thereby enhances safety.

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 proposed regulation: (1) Is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under Department of Transportation (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, when promulgated, 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—DESIGNATION OF CLASS A, B, C, D, AND CLASS E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 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.