

vial, or other container can be correlated with the information on the transport radiation shield label.

\* \* \* \* \*

Dated at Rockville, Maryland, this 28th day of December, 1994.

For the Nuclear Regulatory Commission.

**Hugh L. Thompson, Jr.,**

*Acting Executive Director for Operations.*

[FR Doc. 95-00124 Filed 1-3-95; 8:45 am]

BILLING CODE 7590-01-P

## FARM CREDIT ADMINISTRATION

### 12 CFR Parts 607, 614, 615, and 620

RIN 3052-AB44

**Assessment and Apportionment of Administrative Expenses; Loan Policies and Operations; Funding and Fiscal Affairs, Loan Policies and Operations, and Funding Operations; Disclosure to Shareholders; Effective Date**

**AGENCY:** Farm Credit Administration.

**ACTION:** Notice of effective date.

**SUMMARY:** The Farm Credit Administration (FCA) published a final regulation under parts 607, 614, 615, and 620 on July 22, 1994 (59 FR 37400). The final regulation amends 12 CFR parts 607, 614, 615, and 620 to establish requirements for the agreement between a Farm Credit Bank (FCB) and its related direct lender associations specifying where the earnings held by the FCB and allocated to associations may be counted as permanent capital, to specify how their earnings would be counted in the absence of an agreement, to provide a date certain for the exclusion from capital of payments by Farm Credit institutions to the Farm Credit System Financial Assistance Corporation made in connection with the repayment of Treasury-paid interest, and to make other conforming changes to implement the statutory amendments. Technical and conforming changes are made throughout the agency's regulations. In accordance with 12 U.S.C. 2252, the effective date of the final rule is 30 days from the date of publication in the **Federal Register** during which either or both Houses of Congress are in session. Based on the records of the sessions of Congress, the effective date of the regulations is December 31, 1994.

**EFFECTIVE DATE:** The regulation amending 12 CFR parts 607, 614, 615, and 620 published on July 22, 1994 (59 FR 37400) is effective December 31, 1994.

**FOR FURTHER INFORMATION CONTACT:**

Robert S. Child, Policy Analyst,  
Regulation Development, Office of  
Examination, Farm Credit  
Administration, McLean, Virginia  
22102-5090, (703) 883-4498, TDD  
(703) 883-4444, or

Rebecca S. Orlich, Senior Attorney,  
Office of General Counsel, Farm  
Credit Administration, McLean,  
Virginia 22102-5090, (703) 883-4020,  
TDD (703) 883-4444.

(12 U.S.C. 2252(a)(9) and (10))

Dated: December 29, 1994.

**Floyd Fithian,**

*Acting Secretary, Farm Credit Administration  
Board.*

[FR Doc. 95-131 Filed 1-3-95; 8:45 am]

BILLING CODE 6705-01-P

### 12 CFR Part 612

RIN 3052-AB47

**Personnel Administration; Effective Date**

**AGENCY:** Farm Credit Administration.

**ACTION:** Notice of effective date.

**SUMMARY:** The Farm Credit Administration (FCA) published a final regulation under part 612 on May 13, 1994 (59 FR 24889). The final regulation amends 12 CFR part 612 to reflect statutory changes and the change in focus of the FCA's regulatory oversight of personnel matters. In addition, the final rule enhances and clarifies the regulations to ensure that they fulfill the purposes of section 514 of the Farm Credit Banks and Associations Safety and Soundness Act of 1992 relative to the reporting of financial information and potential conflicts of interest. In accordance with 12 U.S.C. 2252, the effective date of the final rule is 30 days from the date of publication in the **Federal Register** during which either or both Houses of Congress are in session. Based on the records of the sessions of Congress, the effective date of the regulations is December 31, 1994.

**EFFECTIVE DATE:** The regulation amending 12 CFR part 612 published on May 13, 1994 (59 FR 24889) is effective December 31, 1994.

**FOR FURTHER INFORMATION CONTACT:**

John J. Hays, Policy Analyst, Policy  
Development and Planning Division,  
Office of Examination, Farm Credit  
Administration, McLean, Virginia  
22102-5090, (703) 883-4498, TDD  
(703) 883-4444, or

Dorothy J. Acosta, Assistant General  
Counsel, Regulatory Operations  
Division, Office of General Counsel,  
Farm Credit Administration, McLean,

Virginia 22102-5090, (703) 883-4020,  
TDD (703) 883-4444.

(12 U.S.C. 2252(a)(9) and (10))

Dated: December 29, 1994.

**Floyd Fithian,**

*Acting Secretary, Farm Credit Administration  
Board.*

[FR Doc. 95-130 Filed 1-3-95; 8:45 am]

BILLING CODE 6705-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 25

[Docket No. NM-104; Special Conditions  
No. 25-ANM-93]

#### Special Conditions: Modified Cessna 550 Series Airplanes, High Intensity Radiated Fields (HIRF)

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

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

**SUMMARY:** These special conditions are issued for the Cessna 550 series airplanes modified by Modern Avionics, Inc., of Eden Prairie, Minnesota. These airplanes are equipped with digital electronic flight instrument systems (EFIS) that perform critical functions. The applicable type certification regulations do not contain adequate or appropriate safety standards for the protection of these systems 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 that these systems perform are maintained when the airplane is exposed to HIRF.

**DATES:** The effective date of these special conditions is December 20, 1994. Comments must be received on or before February 21, 1995.

**ADDRESSES:** Comments on these special conditions may be mailed in triplicate to: Federal Aviation Administration, Transport Airplane Directorate (ANM-100), Attn: Docket No. NM-104, 1601 Lind Avenue SW, Renton, WA 98055-4056; or delivered in triplicate to the Transport Airplane Directorate at the above address. Comments must be marked; Docket No. NM-104. Comments may be inspected weekdays, except Federal holidays, between 7:30 a.m. and 4:00 p.m.

**FOR FURTHER INFORMATION CONTACT:**

Michael Zielinski, FAA,  
Standardization Branch, ANM-113,  
Transport Airplane Directorate, Aircraft

Certification Service, 1601 Lind Avenue SW, Renton, WA 98055-4056; telephone (206) 227-2279.

#### 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 or special conditions number and be submitted in triplicate 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 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-104." The postcard will be date stamped, and returned to the commenter.

##### Background

On November 9, 1994, Modern Avionics, Inc., of Eden Prairie, Minnesota, applied for a supplemental type certificate to modify the Cessna 550 series airplanes. The Cessna 550 is a business jet with two aft-mounted turbofan engines. The airplane can carry two pilots and up to 11 passengers, depending on the exit and interior configuration, and is capable of operating to 43,000 feet altitude. The proposed modification incorporates the installation of digital avionics consisting of an electronic flight instrument system (EFIS) that is potentially vulnerable to HIRF external to the airplane.

##### Supplemental Type Certification Basis

Under the provisions of § 21.101 of the FAR, Modern Avionics, Inc., must show that the modified Cessna 550 series airplanes continue to meet the applicable provisions of the regulations incorporated by reference in Type Certificate No. 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 incorporated by reference in Type Certification No. A22CE include the following: Part 25 of the Federal Aviation Regulations (FAR), dated February 1, 1965, including Amendments 25-1 through 25-17. In addition the following sections of the FAR apply to the EFIS installation: §§ 25.1303(b) and 25.1322, as amended through Amendment 25-38; §§ 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 Cessna 550 series airplanes 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).

##### Discussion

There is no special 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, special conditions are needed for the Cessna 550 series airplanes that would require that new technology electrical and electronic systems, such as EFIS and digital avionics systems be designed and installed to preclude component damage and interruption of function due to both the direct and indirect effects of HIRF.

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).

##### 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 paragraph 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-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-1 GHz .....  | 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           |

The envelope given in paragraph 2 above is a revision to the envelope used in previously issued special conditions in other certification projects. It is based on new data and SAE AE4R subcommittee recommendations. This revised envelope includes data from Western Europe and the U.S. It will also be adopted by the European Joint Aviation Authorities.

As discussed above, these special conditions are applicable to the Cessna 550 series airplanes, modified by

Modern Avionics, Inc., of Eden Prairie, Minnesota. Should Modern Avionics, Inc., apply at a later date for a supplemental type certificate to modify any other model included on Type Certificate No. A22CE 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 the Cessna 550 series airplanes modified by Modern Avionics, Inc., of Eden Prairie, Minnesota. It is not a rule of general applicability and affects only the manufacturer who applied to the FAA for approval of these features on the Cessna 550 series airplanes modified by Modern Avionics, Inc., of Eden Prairie, Minnesota.

The substance of the special conditions for these airplanes 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 have not been submitted in response to the prior opportunities for comment described above.

### List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Federal Aviation Administration, 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. 1875f-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 Cessna 550 series airplanes modified by Modern Avionics, Inc., of Eden Prairie, Minnesota.

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 definitions apply with respect to these special conditions: *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 December 20, 1994.

**Darrell M. Pederson,**

*Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-74 Filed 1-3-95; 8:45 am]

BILLING CODE 4910-13-M

### 14 CFR Part 39

[Docket No. 94-NM-88-AD; Amendment 39-9110; AD 94-26-15]

### Airworthiness Directives; Lockheed Model 382 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Lockheed Model 382 series airplanes, that requires inspection of a kingpin riser on the lower surface of the outer wing to determine fastener placement. This AD would also require repetitive inspections for fatigue cracks in the kingpin riser if the fasteners are positioned outside certain limits, and repair, if necessary. This amendment is prompted by reports of insufficient distance between the center of the outermost fastener on the kingpin riser and the edge of the riser, which can adversely affect the fatigue resistance of the outer wing assembly. The actions specified by this AD are intended to prevent structural failure of the lower surface of the outer wing due to fatigue cracks in the kingpin riser.

**DATES:** Effective on February 3, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 3, 1995.

**ADDRESSES:** The service information referenced in this AD may be obtained

from Lockheed Aeronautical Systems Support Company, Field Support Department, Department 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

### FOR FURTHER INFORMATION CONTACT:

Thomas Peters, Aerospace Engineer, Flight Test Branch, ACE-160A, FAA, Small Airplane Directorate, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-3915; fax (404) 305-7348.

### SUPPLEMENTARY INFORMATION: A

proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Lockheed Model 382 series airplanes was published in the **Federal Register** on September 19, 1994 (59 FR 47823). That action proposed to require an inspection of a kingpin riser on the lower surface of the outer wing to determine fastener placement; and repetitive inspections for fatigue cracks in the kingpin riser if the fasteners are positioned outside certain limits, and repair, if necessary.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of cost to the public.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has