

Novel or Unusual Design Feature

The BHTI Model 222U helicopter, at the time of the application for modification by Heli-Dyne Systems, Inc., was identified as incorporating one and possibly more electrical, electronic, or combination of electrical and electronic (electrical/electronic) systems that will perform functions critical to the continued safe flight and landing of the helicopter. The electronic flight instrument system performs the attitude display function. The display of attitude, altitude, and airspeed is critical to the continued safe flight and landing of the helicopters for IFR operations in Instrument Meteorological Conditions.

If it is determined that these helicopters will incorporate other electrical/electronic systems performing critical functions, those systems also will be required to comply with the requirements of this special condition.

Discussion of Comments

Notice of Proposed Special Condition No. SC-94-3-SW was published in the **Federal Register** on December 27, 1994 (59 FR 66489). No comments were received. Therefore, the special condition is adopted as proposed.

Conclusion

This action affects only certain unusual or novel design features on one model of helicopter. 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 affected helicopter.

List of Subjects in 14 CFR Part 29

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

The authority citation for this special condition is as follows:

Authority: 49 U.S.C. 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; 49 U.S.C. 106(g).

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 the Bell Helicopter Textron Model 222U helicopter:

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 helicopters are

exposed to high intensity radiated fields external to the helicopters.

Issued in Fort Worth, Texas, on May 10, 1995.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service, ASW-100.

[FR Doc. 95-12386 Filed 5-18-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 95-NM-69-AD; Amendment 39-9208; AD 95-09-05]

Airworthiness Directives; British Aerospace Model Avro 146-RJ Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a typographical error that appeared in the applicability statement of the above-captioned airworthiness directive (AD) that was published in the **Federal Register** on April 28, 1995 (60 FR 20887). The typographical error in the applicability statement of the AD resulted in a reference to an incorrect part number.

DATES: Effective May 15, 1995.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of April 28, 1995 (60 FR 20887).

FOR FURTHER INFORMATION CONTACT: Kirk Baker, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5345; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: Airworthiness Directive (AD) 95-09-05, amendment 39-9208, applicable to certain British Aerospace Model Avro 146-RJ series airplanes equipped with a certain Honeywell Standard Windshear Detection and Recovery Guidance System (WSS), was published in the **Federal Register** on April 28, 1995 (60 FR 20887). As published, that AD contained a typographical error in the applicability statement: the applicability statement indicated that the airplanes subject to the requirements of the AD were those equipped with Honeywell WSS having part number (P/N) 4048300-902; however the correct P/N is 4068300-902.

This document corrects the reference to the P/N cited in the applicability

statement of AD 95-09-05, to read as follows:

“Applicability: Model Avro 146-RJ70A, -RJ85A, and -RJ100A airplanes; equipped with Honeywell Standard Windshear Detection and Recovery Guidance System (WSS), part number 4068300-902; certificated in any category.”

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective date remains May 15, 1995.

Issued in Renton, Washington, on May 12, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-12206 Filed 5-18-95; 8:45 am]

BILLING CODE 4910-13-U

CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Part 1000

Commission Organization and Functions

AGENCY: Consumer Product Safety Commission.

ACTION: Final rule.

SUMMARY: The Commission is amending its statement of organization and functions to reflect the transfer of the telecommunications function from the Directorate for Administration to the Office of Information Systems, and the renaming of the Office of Compliance and Enforcement to the Office of Compliance.

EFFECTIVE DATE: May 19, 1995.

FOR FURTHER INFORMATION CONTACT: Joseph F. Rosenthal, Office of the General Counsel, Consumer Product Safety Commission, Washington, D.C. 20207, telephone 301-504-0980.

SUPPLEMENTARY INFORMATION: The sections describing the Directorate for Administration and the Office of Information Services have been amended to reflect the transfer of the telecommunications function from the Directorate for Administration to the Office of Information Services.

Since this rule relates solely to internal agency management, pursuant to 5 U.S.C. 553(b), notice and other public procedures are not required and it is effective immediately on the specified effective date. Further, this action is not a rule as defined in the Regulatory Flexibility Act, 5 U.S.C. 601-612 and, thus, is exempt from the provisions of the Act.