

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-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

As discussed above, this special condition is applicable to the Boeing Model 727-100 airplane, as modified by AAC. Should AAC apply at a later date for a supplemental type certificate to modify any other model included on Type Certificate No. A3WE to incorporate the same novel or unusual design feature, this special condition would apply to that model as well, under the provisions of § 21.101(a)(1).

**Conclusion**

This action affects only certain design features on the Boeing Model 727-100 airplane. 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 condition for this airplane 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 this special condition immediately.

Therefore, this special condition is 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. app. 1344, 1354(a), 1355, 1421, 1423, 1424, 1425, 1428, 1429, 1430, and 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 Boeing Model 727-100, as modified by Associated Air Center.

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, WA, on September 14, 1995.

Darrell M. Pederson,  
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.  
[FR Doc. 95-23732 Filed 9-22-95; 8:45 am]  
BILLING CODE 4910-13-M

**14 CFR Part 73**

[Airspace Docket No. 95-ACE-8]

**Change Time of Designation for Restricted Areas R-3601A and R-3601B, Brookville, KS**

AGENCY: Federal Aviation Administration (FAA), DOT.  
ACTION: Final rule; correction.

**SUMMARY:** This action corrects an error in the time of designation of a final rule that was published in the Federal Register on August 11, 1995, Airspace Docket No. 95-ACE-8.

**EFFECTIVE DATE:** September 25, 1995.

**FOR FURTHER INFORMATION CONTACT:** Jim Robinson, Military Operations Program Office (ATM-420), Office of Air Traffic System Management, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 493-4050.

**SUPPLEMENTARY INFORMATION:** Federal Register Document 95-19904, Airspace Docket No. 95-ACE-8, published on August 11, 1995 (60 FR 40994), reduced the time of designation for Restricted Areas R-3601A and R-3601B, Brookville, KS. The time of designation was in error. This correction changes the time of designation for R-3601A and R-3601B from "Monday through Friday, 0900 to 1700 local time; other times by NOTAM 6 hours in advance" to read "Monday through Saturday, 0900 to 1700 local time; other times by NOTAM 6 hours in advance."

**Correction of Final Rule**

Accordingly, pursuant to the authority delegated to me, the time of designation for Restricted Areas R-3601A and R-3601B, Brookville, KS, published in the Federal Register on August 11, 1995 (60 FR 40994; Federal Register Document 95-19904, Columns 2 and 3) is corrected as follows:

**§ 73.36 [Corrected]**

\* \* \* \* \*

R-3601A Brookville, KS [Corrected]

By removing the "Time of designation. Monday through Friday, 0900 to 1700 local time; other times by NOTAM 6 hours in advance." and substituting the following: "Time of designation. Monday through Saturday, 0900 to 1700 local time; other times by NOTAM 6 hours in advance."

R-3601B Brookville, KS [Corrected]

By removing the "Time of designation. Monday through Friday, 0900 to 1700 local time; other times by NOTAM 6 hours in advance." and substituting the following: "Time of designation. Monday through Saturday, 0900 to 1700 local time; other times by NOTAM 6 hours in advance."

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Issued in Washington, DC, on September 15, 1995.

Reginald C. Matthews,  
Acting Manager, Airspace-Rules and Aeronautical Information Division.  
[FR Doc. 95-23607 Filed 9-22-95; 8:45 am]  
BILLING CODE 4910-13-U