

# Rules and Regulations

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This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

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## MERIT SYSTEMS PROTECTION BOARD

### 5 CFR Part 1201

#### Final Regulatory Changes Designating the Dallas Field Office as the Dallas Regional Office

**AGENCY:** Merit Systems Protection Board.

**ACTION:** Final rule.

**SUMMARY:** The Merit Systems Protection Board (MSPB or Board) is amending Appendix II and Appendix III of this part to rename the Dallas Field Office as the Dallas Regional Office. This change is being made to eliminate an unnecessary layer of supervision and achieve parity with other regional offices in the supervision of the administrative judges and support staff. This change will better reflect the actual workload and size of the Board's Dallas office.

**EFFECTIVE DATE:** October 22, 2004.

**FOR FURTHER INFORMATION CONTACT:** Timothy L. Korb, Information Services, Merit Systems Protection Board, 1615 M Street, NW., Washington, DC 20419; (202) 653-7200; fax: (202) 653-7130; e-mail: [mspb@mspb.gov](mailto:mspb@mspb.gov).

**SUPPLEMENTARY INFORMATION:** The Board is amending Appendix II and Appendix III of this part to rename the Dallas Field Office as the Dallas Regional Office. This change is being made to better reflect the actual status of the office. Specifically, the workload, at 821 case receipts in fiscal year 2003, was similar to that of the regional offices, and well in excess of that of the other field offices. In fact, this has been the trend in all fiscal years since 1999. Further, the staffing level of the office is comparable to that of the regional offices, and again, greater than that of the other field offices. This, too, has consistently been the case in recent years. Finally, the Dallas office, alone

among the current field offices, was a Regional Office even after the Board created a field office structure, and lost that designation only as a result of the retirement of the Regional Director.

The Board is publishing this rule as a final rule pursuant to 5 CFR part 1201.

#### List of Subjects in Part 1201

Administrative Practice and Procedure.

### PART 1201—PRACTICES AND PROCEDURES

■ 1. The authority citation for part 1201 continues to read as follows:

**Authority:** 5 U.S.C. 1204 and 7701, unless otherwise noted.

#### Appendix II [Amended]

■ 2. Amend Appendix II to Part 1201 at paragraph 2a by removing the word "Field" and adding in its place the word "Regional," and redesignating paragraph 2a as paragraph 6.

#### Appendix III [Amended]

■ 3. Amend Appendix III to Part 1201 by removing the term "Dallas Field Office" and by adding in its place "Dallas Regional Office".

Dated: October 18, 2004.

**Bentley M. Roberts, Jr.,**

*Clerk of the Board.*

[FR Doc. 04-23644 Filed 10-21-04; 8:45 am]

**BILLING CODE 7400-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 25

[Docket No. NM292, Special Conditions No. 25-275-SC]

#### Special Conditions: Dassault-Breguet Model Falcon 10 Airplanes; High Intensity Radiated Fields (HIRF)

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

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

**SUMMARY:** These special conditions are issued for Dassault-Breguet Model Falcon 10 airplanes modified by Flight Test Associates Incorporated, of Mojave, California. The modified airplanes will have novel and unusual design features

when compared to the state of technology envisioned in the airworthiness standards for transport category airplanes. The modification incorporates the installation of Honeywell Model AM-250 Altimeters. The applicable airworthiness 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 contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that provided by the existing airworthiness standards.

**DATES:** The effective date of these special conditions is October 22, 2004. Comments must be received on or before November 22, 2004.

**ADDRESSES:** Comments on these special conditions may be mailed in duplicate to: Federal Aviation Administration, Transport Airplane Directorate, Attn: Rules Docket (ANM-113), Docket No. NM292, 1601 Lind Avenue SW., Renton, Washington 98055-4056; or delivered in duplicate to the Transport Airplane Directorate at the above address. All comments must be marked: Docket No. NM292.

**FOR FURTHER INFORMATION CONTACT:** Greg Dunn, FAA, Airplane and Flight Crew Interface Branch, ANM-111, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (425) 227-2799; facsimile (425) 227-1320.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

The FAA has determined that notice and opportunity for prior public comment is impracticable, because these procedures would significantly delay certification of the airplane and thus delivery of the affected aircraft. In addition, the substance of these special conditions has been subject to the public comment process in several prior instances with no substantive comments received. The FAA, therefore, finds that good cause exists for making these special conditions effective upon issuance; however, the FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. The most helpful comments reference a specific portion of the special conditions,