submitted by July 27, 1995. The geographic certification directorates are: Federal Aviation Administration, New England Region, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803, (617) 238–7100

Federal Aviation Administration, Central Region, Small Airplane Directorate, 601 East 12th Street, Kansas City, MO 64106, (816) 426– 6937

Federal Aviation Administration, Northwest Mountain Region, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, WA 98055–4056, (206) 227–2159

Federal Aviation Administration, Southwest Region, Rotorcraft Directorate, 2601 Meacham Boulevard, Ft. Worth, TX 76137– 4298, (817) 222–5100

5. If the FAA is informed through a source other than an application, as discussed in paragraph 2, that an applicant may be producing parts in violation of § 21.303(a), the FAA will investigate and take action as necessary and appropriate to enforce and ensure future compliance with the rule.

6. Nothing in this policy precludes the FAA from taking action for violations of regulations or laws other than § 21.303(a), or referral to another government agency for appropriate action.

Issued in Washington, DC, on February 17, 1995.

Thomas E. McSweeny,

Director, Aircraft Certification Service.

[FR Doc. 95–4760 Filed 2–23–95; 8:45 am]

BILLING CODE 4910–13–M

### 14 CFR Part 25

[Docket No. NM-107; Special Conditions No. 25-ANM-95]

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 Cessna 550 series airplanes modified by Elliott Aviation Technical Products Development, Inc. of Moline Illinois. These airplanes are equipped with digital head-up display (HUD) systems 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 February 13, 1995. Comments must be received on or before April 13, 1995.

ADDRESSES: Comments on these special conditions may be mailed in duplicate to: Federal Aviation Administration, Transport Airplane Directorate (ANM–100), Attn: Docket No. NM–107, 1601 Lind Avenue SW., Renton, WA 98055–4056; or delivered in duplicate to the Transport Airplane Directorate at the above address. Comments must be marked: Docket No. NM–107. Comments may be inspected in the Rules Docket 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 duplicate 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–107." The postcard will be date stamped and returned to the commenter.

#### Background

On October 25, 1994, Elliott Aviation Technical Products Development, Inc. of Moline, Illinois, applied for a supplemental type certificate to modify Cessna 550 series airplanes. The Cessna 550 is a business jet with two aftmounted 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 an altitude of 43,000 feet. The proposed modification incorporates the installation of digital avionics consisting of a head-up display (HUD) system that is potentially vulnerable to HIRF external to the airplane.

Supplemental Type Certification Basis

Under the provisions of § 21.101 of the FAR, Elliott Aviation Technical Products Development, 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 Certificate 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 HUD installation: §§ 25.1303(b) and 25.1322, as amended through Amendment 25-38; §§ 25.1309, 25.1321 (a), (b), (d), and (e), 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).

Special conditions are initially applicable to the model for which they