Frequency	Field strength (volts per meter)	
	Peak	Average
200 MHz–400 MHz	100	100
400 MHz–700 MHz	700	50
700 MHz–1 GHz	700	100
1 GHz– 2 GHz	2000	200
2 GHz–4 GHz	3000	200
4 GHz–6 GHz	3000	200
6 GHz–8 GHz	1000	200
8 GHz–12 GHz	3000	300
12 GHz–18 GHz	2000	200
18 GHz–40 GHz	600	200

Note.—The field strengths are expressed in terms of peak of the root-mean-square (rms) over the complete modulation period.

The threat levels identified above are the result of an FAA review of existing studies on the subject of HIRF, in light of the ongoing work of the Electromagnetic Effects Harmonization Working Group of the Aviation Rulemaking Advisory Committee.

Applicability

As discussed above, these special conditions are applicable to McDonnell Douglas Model DC–9–14, DC–9–15, DC–9–31, DC–9–32, DC–9–32F, DC–9–33F, and DC–9–41 airplanes modified by ABX Air Inc. Should ABX Air Inc. apply at a later date for a Supplemental Type Certificate to modify any other model included on Type Certificate A6WE to incorporate the same or similar novel or unusual design feature, these special conditions would apply to that model as well under the provisions of § 21.101(a)(1), Amendment 21–69, effective September 16, 1991.

Conclusion

This action affects only certain novel or unusual design features on McDonnell Douglas Model DC–9–14, DC–9–15, DC–9–31, DC–9–32, DC–9–32F, DC–9–33F, and DC–9–41 airplanes modified by ABX Air Inc. It is not a rule of general applicability and affects only the applicant who applied to the FAA for approval of these features on these airplanes.

The substance of these special conditions has been subjected to the notice and comment procedure in several prior instances and has been derived without substantive change from those previously issued. 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 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 these special conditions is as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

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 McDonnell Douglas Model DC–9–14, DC–9–15, DC–9–31, DC–9–32, DC–9–32F, DC–9–33F, and DC–9–41 airplanes modified by ABX Air Inc.

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 these special conditions, 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, Washington, on December 10, 2002.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02–32786 Filed 12–26–02; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002–NM–114–AD; Amendment 39–12902; AD 2002–20–06]

RIN 2120–AA64

Airworthiness Directives; Gulfstream Aerospace LP Model Astra SPX and 1125 Westwind Astra Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Gulfstream Aerospace LP Model Astra SPX and 1125 Westwind Astra series airplanes, that requires revising the Airplane Flight Manual to advise the flightcrew to don oxygen masks as a first and immediate step following a cabin altitude alert. This action is necessary to prevent incapacitation of the flightcrew due to lack of oxygen. This action is intended to address the identified unsafe condition.

DATES: Effective January 31, 2003.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 31, 2003.

ADDRESSES: The service information referenced in this AD may be obtained from Gulfstream Aerospace Corporation, P.O. Box 2206, Mail Station D25, Savannah, Georgia 31402. 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 Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Tim Dulin, Aerospace Engineer, International Branch, ANM–116, FAA,

Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2141; fax (425) 227–1149.

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 all Gulfstream Aerospace LP Model Astra SPX and 1125 Westwind Astra series airplanes was published in the **Federal Register** on July 9, 2002 (67 FR 45410). That action proposed to require revising the Airplane Flight Manual to advise the flightcrew to don oxygen masks as a first and immediate step following a cabin altitude alert.

Comments

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 the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 90 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required actions, and that the average labor rate is $60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be $5,400 or $60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include incidental costs, such as the time required to gain access and close up, planning time, or time necessitated by other administrative actions.

Regulatory Impact

The regulations adopted herein will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this action (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

2002–20–06 Gulfstream Aerospace LP (Formerly Israel Aircraft Industries, Ltd.): Amendment 39–12902. Docket 2002–NM–114–AD.

Applicability: All Gulfstream Aerospace LP Model Astra SPX and 1125 Westwind Astra series airplanes, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent incapacitation of the flightcrew due to lack of oxygen, accomplish the following:

Revision of Airplane Flight Manual (AFM)

(a) Within 1 month after the effective date of this AD, revise the Emergency Procedures section of the FAA-approved AFM to include the following information; and operate the airplane in accordance with those procedures.

(1) For Model Astra SPX series airplanes: Include page II–2 of Israel Aircraft Industries Astra SPX AFM, Revision No. 17, dated July 25, 2000.

(2) For Model 1125 Westwind Astra series airplanes: Include Temporary Revision (TR) No. 12 of the Israel Aircraft Industries Astra AFM, dated October 18, 2001. This may be accomplished by inserting a copy of TR No. 12 into the AFM. When the TR has been incorporated into the general revisions of the AFM, the general revisions may be inserted into the AFM, provided the information contained in the general revisions is identical to that specified in TR No. 12.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA. Operators shall submit their requests through an appropriate FAA Principal Operations Inspector, who may add comments and then send it to the Manager, International Branch, ANM–116.

Note 1: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM–116.

Special Flight Permits

(c) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) The actions required by this AD shall be accomplished in accordance with page II–2 of the Israel Aircraft Industries Astra SPX Airplane Flight Manual, Revision 17, dated July 25, 2000; and Temporary Revision 12, dated October 18, 2001, to the Israel Aircraft Industries Astra Airplane Flight Manual; as applicable. Israel Aircraft Industries Astra SPX Airplane Flight Manual, Revision No. 17, including page II–2, contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
Log of Effective Pages—Page xvii	17	July 25, 2000

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Gulfstream Aerospace Corporation, P.O. Box 2206, Mail Station D25, Savannah, Georgia 31402. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 2: The subject of this AD is addressed in Israeli airworthiness directive 21–00–11–18, dated November 27, 2000.

Effective Date

(e) This amendment becomes effective on January 31, 2003.

Issued in Renton, Washington, on December 16, 2002.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02–32300 Filed 12–26–02; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 92–ANE–56–AD; Amendment 39–12986; AD 2002–26–01]

RIN 2120–AA64

Airworthiness Directives; Textron Lycoming Division, AVCO Corporation Fuel Injected Reciprocating Engines.

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes two existing airworthiness directives (AD's), that are applicable to certain Textron Lycoming fuel injected reciprocating engines. These AD's currently require inspection, and replacement if necessary, of externally mounted fuel injector fuel lines. These amendments require adding engine series to the applicability that have been identified with the potential for the same problem and necessitate being included in the list of Textron Lycoming fuel injected reciprocating engine series. This amendment is prompted by the need to ensure that the additional Textron Lycoming fuel injected engine series listed in this final rule receive the same inspections as series covered by the current AD's. The actions specified by this AD are intended to prevent failure of the fuel injector fuel lines allowing fuel to spray into the engine compartment, resulting in an engine fire.

DATES: Effective January 31, 2003. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 31, 2003.

ADDRESSES: The service information referenced in this AD may be obtained from Textron Lycoming, 652 Oliver Street, Williamsport, PA 17701, telephone (570) 323–6181; fax (570) 327–7101. This information may be examined, by appointment, at the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Norm Perenson, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine and Propeller Directorate, 10 Fifth Street, 3rd floor, Valley Stream, NY 11581–1200; telephone (516) 256–7537; fax (516) 568–2716.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 93–02–05, Amendment 39–8487 (58 FR 26056, April 30, 1993), which is applicable to certain Textron Lycoming fuel injected reciprocating engines that currently require inspection, and replacement if necessary, of externally mounted fuel injector fuel lines, was published in the **Federal Register** on March 11, 2002 (67 FR 10859). Because of the requests of two commenters, this AD has been expanded and will also supersede AD 93–05–22, Amendment 39–8525, (58 FR 19768, April 16, 1993), which is only applicable to Lycoming TIO–540–S1AD. This dual supersedure will eliminate duplication and provide proper inspection and replacement instructions for the TIO–540–S1AD engines. The NPRM supersedure proposed to require that additional engine series that have been identified with the potential for the same problem, be included in the list of Textron Lycoming fuel injected reciprocating engine series listed in the AD applicability, in accordance with Textron Lycoming Mandatory Service Bulletin (MSB) No. 342D, dated July 10, 2001.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

AD Not Necessary and Duplicates another AD

Two commenters point out that the current AD does not apply to the TIO–540–S1AD engines and the same unsafe condition in those engines is covered by a separate action, AD 93–05–22, Amendment 39–8525. The commenters request that either this action also supersede AD 93–05–22 or that this action not apply to the TIO–540–S1AD engines.

The FAA agrees. AD 93–05–22, Amendment 39–8525, is also superseded by this AD, and the TIO–540–S1AD engines have been included in the Applicability.

Clamps Installed On Factory Shipped Engines

One commenter states that engines shipped from the factory have all of the fuel line clamps installed, and no action is required until a maintenance action is performed in the field that disturbs the clamping. The commenter states that exempting engines shipped from the factory would avoid an unnecessary inspection after an engine has been delivered after purchase or overhaul.

The FAA disagrees. The current AD and this superseding AD already account for new and newly overhauled engines by allowing those engines 50 hours after the effective date before an initial inspection is required, as opposed to 10 hours for engines that have been maintained since new or since overhaul. The FAA has determined that inspections are necessary even before maintenance is performed to ensure that the fuel injector lines remain properly clamped. Therefore, the FAA made no changes to the rule with respect to this request. Engines shipped from the factory (new or overhauled) will have passed one or more inspections that will satisfy the requirements of this AD.

Engines That Have Been Previously Inspected

One commenter states that Textron Lycoming Mandatory Service Bulletin (MSB) No. 342D should also be included in the proposal's paragraph (a) listing after MSB No. 342C under the section titled ''Engines That Have Been Previously Inspected''. The commenter states there will be engines that have already been inspected to Textron Lycoming MSB No. 342D. This would allow an operator to take credit for a previously completed inspection.

The FAA agrees. Reference to Textron Lycoming MSB No. 342D has been added to paragraph (a) in the final rule.