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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 25

[Docket No. NM268, Special Conditions No. 25-252-SC]

#### Special Conditions: Cessna Aircraft Company Cessna Model 500 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 Cessna Aircraft Company Cessna Model 500 airplanes modified by Honeywell International, Inc. These 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 dual Honeywell RVSM (reduced vertical separation minimum)-capable AM-250 electronic barometric 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 14, 2003. Comments must be received on or before November 21, 2003.

**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. NM268, 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. NM268.

**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:** The FAA has determined that notice and opportunity for prior public comment are 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, explain the reason for any recommended change, and include supporting data. We ask that you send us two copies of written comments.

We will file in the docket all comments we receive, as well as a report summarizing each substantive public contact with FAA personnel concerning these special conditions. The docket is available for public inspection before and after the comment closing date. If you wish to review the docket in person, go to the address in the **ADDRESSES** section of this preamble between 7:30 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

We will consider all comments we receive on or before the closing date for comments. We will consider comments filed late if it is possible to do so without incurring expense or delay. We may change these special conditions based on the comments we receive.

If you want the FAA to acknowledge receipt of your comments on this proposal, include with your comments a pre-addressed, stamped postcard on which the docket number appears. We

will stamp the date on the postcard and mail it back to you.

#### Background

On June 12, 2003, Honeywell International, Inc., 23500 W. 105th St., Olathe, KS 66061, applied for a supplemental type certificate (STC) to modify Cessna (Citation) Model 500 airplanes. This model is currently approved under Type Certificate No. A22CE. The Cessna Model 500 airplanes are executive type transports that have two aft mounted turbine engines, a minimum passenger load of 9 passengers, and a maximum operating speed of 260 to 287 knots, depending on altitude. The modification, under one supplemental type certificate (STC) project, incorporates the installation of dual Honeywell RVSM-capable AM-250 electronic barometric altimeters.

The dual Honeywell AM-250 barometric altimeters provide the aircraft baro-corrected altitude information, also corrected for static source error (SSE), which enables the aircraft to be capable of RVSM operations. The dual AM-250 barometric altimeters replace the existing pilot and copilot pneumatic altimeters. Since the AM-250 altimeters use electronics to transmit altimeter data to the pilots, as well as to other equipment, they may be susceptible to electrical and magnetic interference caused by high-intensity radiated fields (HIRF). This disruption of signals could result in misleading altimeter information to the pilots or loss of altimeter information.

#### Type of Certification Basis

Under the provisions of 14 CFR 21.101, Honeywell International, Inc. must show that the Cessna Model 500 airplanes, as changed, 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 "the original type certification basis." The certification basis for the modified Cessna Model 500 airplanes includes Part 25 of the Federal Aviation Regulations effective February 1, 1965, as amended by Amendments 25-1 through 25-17. Other applicable amendments, Federal aviation regulations, and special conditions are