

reference, special conditions are needed for Raytheon Aircraft Company Model HS.125 Series 400A airplane modified by AeroMech Incorporated. These special conditions require that new avionics/electronics and electrical systems that perform critical functions be designed and installed to preclude component damage and interruption of function due to both the direct and indirect effects of HIRF.

High-Intensity Radiated Fields (HIRF)

With the trend toward increased power levels from ground-based transmitters, and the advent of space and satellite communications coupled with electronic command and control of the airplane, the immunity of critical avionics/electronics and electrical systems to HIRF must be established.

It is not possible to precisely define the HIRF to which the airplane will be exposed in service. There is also uncertainty concerning the effectiveness of airframe shielding for HIRF. Furthermore, coupling of electromagnetic energy to cockpit-installed equipment through the cockpit window apertures is undefined. Based 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 paragraph 1 OR 2 below:

1. A minimum threat of 100 volts rms (root-mean-square) per meter 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 field strengths identified in the table below for the frequency ranges indicated. Both peak and average field strength components from the table are to be demonstrated.

Frequency	Field strength (volts per meter)	
	Peak	Average
10 kHz–100 kHz	50	50
100 kHz–500 kHz	50	50
500 kHz–2 MHz	50	50
2 MHz–30 MHz	100	100
30 MHz–70 MHz	50	50
70 MHz–100 MHz	50	50
100 MHz–200 MHz	100	100
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

Frequency	Field strength (volts per meter)	
	Peak	Average
8 GHz–12 GHz	3000	300
12 GHz–18 GHz	2000	200
18 GHz–40 GHz	600	200

The field strengths are expressed in terms of peak 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 a Raytheon Aircraft Company Model HS.125 Series 400A airplane modified by AeroMech Incorporated. Should AeroMech Incorporated apply at a later date for a supplemental type certificate to modify any other model included on Type Certificate No. A3EU to incorporate the same or similar novel or unusual design feature, these special conditions would apply to that model as well under § 21.101.

Conclusion

This action affects only certain novel or unusual design features on a Raytheon Aircraft Company Model HS.125 Series 400A airplane modified by AeroMech Incorporated. 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 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 the Raytheon Aircraft Company Model HS.125 Series 400A airplane modified by AeroMech Incorporated.

1. *Protection from Unwanted Effects of 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 9, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2005–20848; Directorate Identifier 2005–NE–02–AD; Amendment 39–14323; AD 2005–20–26]

RIN 2120–AA64

Airworthiness Directives; Aviointeriors S.p.A. (formerly ALVEN), Series 312 Box Mounted Seats; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2005–20–26. That AD applies to Aviointeriors S.p.A. (formerly ALVEN), series 312 box mounted seats. That AD published in the **Federal Register** on October 12, 2005 (70 FR 59243). This document corrects the AD number in the Ammendatory section. In all other respects, the original document remains the same.

EFFECTIVE DATE: Effective December 19, 2005.

FOR FURTHER INFORMATION CONTACT:

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SUPPLEMENTARY INFORMATION: A final rule AD, FR Doc. 05-19941, that applies to Aviointeriors S.p.A. (formerly ALVEN), series 312 box mounted seats, was published in the **Federal Register** on October 12, 2005 (70 FR 59243). The following correction is needed:

§ 39.13 [Corrected]

■ On page 59243, in the third column, under § 39.13 [Amended], paragraph 2., fourth line, “2005-20-06” is corrected to read “2005-20-26”.

Issued in Burlington, MA, on December 13, 2005.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF ENERGY**Federal Energy Regulatory Commission****18 CFR Part 35**

[Docket No. RM05-4-001; Order No. 661-A]

Interconnection for Wind Energy

Issued December 12, 2005.

AGENCY: Federal Energy Regulatory Commission, DOE.

ACTION: Order on rehearing and clarification.

SUMMARY: The Federal Energy Regulatory Commission is granting in part and denying in part the requests for rehearing and clarification of its Final Rule on Interconnection for Wind Energy, Order No. 661. Order No. 661 requires public utilities that own, control, or operate facilities for transmitting electric energy in interstate commerce to append to their standard large generator interconnection procedures and large generator interconnection agreements in their open access transmission tariffs standard procedures and technical requirements for the interconnection of large wind generation.

DATES: Effective Date: Changes made to Order No. 661 in this order on rehearing and clarification will become effective on January 18, 2006.

FOR FURTHER INFORMATION CONTACT:

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SUPPLEMENTARY INFORMATION:**Order No. 661-A; Order on Rehearing and Clarification**

1. On June 2, 2005, the Commission issued Order No. 661, the Final Rule on Interconnection for Wind Energy (Final Rule).¹ Several entities have filed timely requests for rehearing and clarification of the Final Rule.² In this order, the Commission grants in part and denies in part the requests for rehearing and clarification.

I. Background

2. In Order No. 2003,³ the Commission adopted standard procedures and a standard agreement for the interconnection of large

¹ *Interconnection for Wind Energy*, Order No. 661, 70 FR 34993 (June 16, 2005), FERC Stats. & Regs. ¶ 31,186 (2005) (Final Rule); *see also* Order Granting Extension of Effective Date and Extending Compliance Date, 70 FR 47093 (Aug. 12, 2005), 112 FERC ¶ 61,173 (2005).

² Those entities requesting rehearing and/or clarification, and the acronyms used to refer to them in this order, are listed in Appendix A to this order.

³ *Standardization of Generator Interconnection Agreements and Procedures*, Order No. 2003, 68 FR 49845 (Aug. 19, 2003), FERC Stats. & Regs., Regulations Preambles ¶ 31,146 (2003) (Order No. 2003), *order on reh'g*, 69 FR 15,932 (Mar. 24, 2004), FERC Stats. & Regs., Regulations Preambles ¶ 31,160 (2004) (Order No. 2003-A), *order on reh'g*, 70 FR 265 (January 4, 2005), FERC Stats. & Regs., Regulations Preambles ¶ 31,171 (2004) (Order No. 2003-B), *order on reh'g*, 70 FR 37661 (June 30, 2005), FERC Stats. & Regs. ¶ 31,190 (2005) (Order No. 2003-C); *see also* Notice Clarifying Compliance Procedures, 106 FERC ¶ 61,009 (2004).

generation facilities. The Commission required public utilities that own, control, or operate facilities for transmitting electric energy in interstate commerce to file revised Open Access Transmission Tariffs (OATTs) containing these standard provisions, and use them to provide interconnection service to generating facilities having a capacity of more than 20 megawatts.

3. In Order No. 2003-A, on rehearing, the Commission noted that the standard interconnection procedures and agreement were based on the needs of traditional generation facilities and that a different approach might be more appropriate for generators relying on other technologies, such as wind plants.⁴ Accordingly, the Commission granted certain clarifications, and also added a blank Appendix G to the standard Large Generation Interconnection Agreement (LGIA) for future adoption of requirements specific to other technologies.⁵

4. The Commission issued a Notice of Proposed Rulemaking (NOPR) that proposed technical standards applicable to the interconnection of large wind generating plants⁶ to be included in Appendix G of the LGIA.⁷ We proposed the standards in light of our findings in Order No. 2003-A noted above and in response to a petition submitted by the American Wind Energy Association (AWEA).⁸ Specifically, the Commission proposed to establish uniform standards in Appendix G that would require large wind plants seeking to interconnect to the grid to: (1) Demonstrate low voltage ride-through capability; in other words, show that the plant can remain on line during voltage disturbances up to specified time periods and associated voltage levels; (2) have supervisory control and data acquisition (SCADA) capability to transmit data and receive instructions from the Transmission Provider; and (3) maintain a power factor within the range of 0.95 leading

⁴ Order No. 2003-A at P 407, n.85.

⁵ *Id.*

⁶ Large wind generating plants are those with an output rated at more than 20 MW at the point of interconnection. The interconnection requirements for small generators rated at 20 MW or less are set forth in *Standardization of Small Generator Interconnection Agreements and Procedures*, Order No. 2006, 70 FR 34190 (June 13, 2005), FERC Stats. & Regs. ¶ 31,180 (2005), *reh'g pending*.

⁷ *See Interconnection for Wind Energy and Other Alternative Technologies*, Notice of Proposed Rulemaking, 70 FR 4791 (Jan. 31, 2005), 110 FERC ¶ 61,036 (2005) (NOPR).

⁸ *See* Petition for Rulemaking or, in the Alternative, Request for Clarification of Order No. 2003-A, and Request for Technical Conference of the American Wind Energy Association (May 20, 2004), filed in Docket Nos. RM02-1-005 and PL04-15-000 (AWEA Petition).