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SMALL BUSINESS ADMINISTRATION

13 CFR Part 121

RIN 3245–AG47

Small Business Size Standards; Manufacturing; Correction

AGENCY: U.S. Small Business Administration.

ACTION: Correcting amendment.

SUMMARY: This document corrects an error in the U.S. Small Business Administration's (SBA) interim final rule that appeared in the **Federal Register**, which adopted North American Industry Classification System 2012 (NAICS 2012) for small business size standards. This document also removes the entry for NAICS 315192 in its entirety. These corrections do not affect small business size standards.

DATES: Effective November 27, 2013, and applicable beginning October 1, 2012.

FOR FURTHER INFORMATION CONTACT: Khem Sharma, Chief, Office of Size Standards, U.S. Small Business Administration, 409 Third Street SW., Washington, DC 20416.

SUPPLEMENTARY INFORMATION: This correction removes an errant typographical character, which inadvertently appeared before the NAICS 339910 entry in the table in § 121.201. This document also removes the entry for NAICS 315192 in its entirety. These corrections do not affect small business size standards.

In FR Doc. 2012–19973 appearing on page 49991 of the August 20, 2012 issue of the **Federal Register**, a correction is necessary on page 50011. Specifically, it is necessary to remove the less-than-or-equal-to (≤) symbol that precedes NAICS 339910 that was not included in SBA's submission for publication. This document removes the unintended character that derived from a coding error in the publication process.

In addition, the entry for NAICS 315192, Underwear and Nightwear Knitting Mills, should be deleted from the CFR. On page 49994 of the August 20, 2012 issue of the **Federal Register**, Table 2 indicates that NAICS 315192 was consolidated with another industry to create a new one, namely NAICS 315190, Other Apparel Knitting Mills. That is, under NAICS 2012, NAICS 315192 is no longer a valid industry. In addition, on page 50008, the rule states ''y. remove . . . 315192 . . .'' The revised table, ''Small Business Size Standards by NAICS Industry'' correctly includes NAICS 315190. However, NAICS 315192 was not removed from the table.

Need for Correction

The purpose of this action is to correct the CFR by removing an erroneous character from the entry for NAICS 339910.

This correction also removes the entire entry for NAICS 315192 from the ''Small Business Size Standards by NAICS Industry'' (13 CFR 121.201), because the industry does not exist in NAICS 2012. The activities that NAICS 2007 had included in NAICS 315192 are now in NAICS 315190.

List of Subjects in 13 CFR Part 121

Administrative practice and procedure, Government procurement, Government property, Grant programs—business, Individuals with disabilities, Loan programs—business, Reporting and recordkeeping requirements, Small businesses.

For the reasons set forth in the preamble, SBA amends 13 CFR part 121 by making the following correcting amendment:

PART 121—SMALL BUSINESS SIZE REGULATIONS

■ 1. The authority citation for part 121 continues to read as follows:

Authority: 15 U.S.C. 632, 634(b)(6), 662, 694a(9).

■ 2. In § 121.201, in the table:

■ a. Remove entry 315192, ''Underwear and Nightwear Knitting Mills''; and

■ b. Revise entry ''339910'' to read as follows:

§ 121.201 What size standards has SBA identified by North American Industry Classification System codes?

* * * * *

SMALL BUSINESS SIZE STANDARDS BY NAICS INDUSTRY

NAICS Code	NAICS U.S. industry title	Size standards in millions of dollars	Size standards in number of employees
*	* * * * *	*	*
339910	Jewelry and Silverware Manufacturing		500
*	* * * * *	*	*

Dated: November 11, 2013.

Calvin Jenkins,

Deputy Associate Administrator, for Government Contracting and Business Development.

[FR Doc. 2013–26762 Filed 11–26–13; 8:45 am]

BILLING CODE 8205–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 25

[Docket No. FAA–2013–1000; Special Conditions No. 25–505–SC]

Special Conditions: Boeing Model 777–200, –300, and –300ER Series Airplanes; Aircraft Electronic System Security Protection From Unauthorized External Access.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions.

SUMMARY: These special conditions are issued for the Boeing Model 777–200, –300, and –300ER series airplanes. These airplanes, as modified by ARINC Aerospace Company, will have novel or unusual design features associated with Class 3 Electronic Flight Bags (EFB) and wireless local area data networks (LAN) associated with the EFB architecture and existing airplane network systems. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

DATES: *Effective Date:* The effective date of these special conditions is November 27, 2013.

FOR FURTHER INFORMATION CONTACT: Varun Khanna, FAA, Airplane and Flight Crew Interface Branch, ANM–111, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, Washington 98057–3356; telephone 425–227–1298; facsimile 425–227–1149.

SUPPLEMENTARY INFORMATION:

Background

On August 21, 2012, ARINC Aerospace Company applied for a change to Type Certificate No. T00001SE Rev. 30 dated June 6, 2012 for installation of Class 3 EFBs and related LANs in the Boeing Model 777–200, –300, and –300ER Series Airplanes. The Boeing Model 777–200 airplanes are long-range, wide-body, twin-engine jet airplanes with a maximum capacity of 440 passengers. The Boeing Model 777–300 and 777–300ER series airplanes have a maximum capacity of 550 passengers. The Model 777–200, –300, and –300ER series airplanes have fly-by-wire controls, software-configurable avionics, and fiber-optic avionics networks.

The proposed Class 3 EFB architecture is novel or unusual for commercial transport airplanes by allowing connection to previously isolated data networks connected to systems that perform functions required for the safe operation of the airplane. This proposed data network and design integration may result in security vulnerabilities from intentional or unintentional corruption of data and systems critical to the safety and maintenance of the airplane. The existing regulations and guidance material did not anticipate this type of system architecture or electronic access to aircraft systems. Furthermore, regulations and current system safety assessment policy and techniques do not address potential security vulnerabilities, which could be caused by unauthorized access to aircraft data buses and servers.

Type Certification Basis

Under Title 14, Code of Federal Regulations (14 CFR) 21.17, ARINC Aerospace Company must show that the Boeing Model 777–200, –300, and –300ER series airplanes meet the applicable provisions of 14 CFR part 25, as amended by the following for each model airplane:

For Model 777–200 airplanes—Title 14 CFR part 25, as amended by Amendment 25–1 through Amendment 25–82.

For Model 777–300 airplanes—Title 14 CFR part 25, as amended by Amendment 25–1 through Amendment 25–86.

For Model 777–300ER airplanes—Title 14 CFR part 25, as amended by Amendment 25–1 through Amendment 25–98.

In addition, the certification basis includes certain special conditions, exemptions, or later amended sections of the applicable part that are not relevant to these special conditions. Special conditions, as defined in Sec. 11.19, are issued in accordance with Sec. 11.38 and become part of the type certification basis in accordance with Sec. 21.101.

If the Administrator finds that the applicable airworthiness regulations (i.e., 14 CFR part 25) do not contain adequate or appropriate safety standards for the Boeing Model 777–200, –300, and –300ER series airplanes because of a novel or unusual design feature, special conditions are prescribed under § 21.16.

Special conditions are initially applicable to the model for which they are issued. Should the type certificate for that model be amended later to include any other model that incorporates the same novel or unusual design feature, the proposed special conditions would also apply to the other model under § 21.101.

In addition to the applicable airworthiness regulations and proposed special conditions, the Boeing Model 777–200, –300, and –300ER series airplanes must comply with the fuel vent and exhaust emission requirements of 14 CFR part 34 and the noise certification requirements of 14 CFR part 36 and the FAA must issue a finding of regulatory adequacy under § 611 of Public Law 92–574, the ''Noise Control Act of 1972.''

The FAA issues special conditions, as defined in 14 CFR 11.19, under § 11.38, and they become part of the type-certification basis under § 21.17(a)(2).

Novel or Unusual Design Features

The Boeing Model 777–200, –300, –300ER series airplanes will incorporate the following novel or unusual design features:

Multiple Electronic Flight Bags (EFBs) and several connected networks that will interface to existing aircraft systems. The proposed network architecture is used for a diverse set of functions, providing data connectivity between systems, including:

1. Flight-safety related control and navigation systems,
2. Operator business and administrative support (operator information services),
3. Passenger information systems, and,
4. Access by systems external to the airplane.

Discussion

The architecture and network configuration in the Boeing Model 777–200, –300, and –300ER series airplanes may allow increased connectivity to, or access by, external airplane sources, airline operations, and maintenance systems to the aircraft control functions and airline information services. The aircraft control functions and airline information services perform functions required for the safe operation and maintenance of the airplane. Previously these functions and services had very limited connectivity with external sources. The architecture and network