in accordance with the tasks defined in the proposed Instructions for Continued Airworthiness to establish its condition for continued safe operation. Each engine must also undergo a gas path inspection. These inspections must be conducted in a manner to identify abnormal conditions that could result in an IFSD or diversion. The applicant must identify, track and resolve any abnormal conditions in accordance with the problem tracking and resolution system specified in section K25.3.2(e) of this appendix.

(e) *Problem tracking and resolution system.* (1) The applicant must establish and maintain a problem tracking and resolution system. The system must:

(i) Contain a process for prompt reporting to the FAA office responsible for the design approval of each occurrence reportable under §21.4(a)(6) encountered during the phases of airplane and engine development used to assess Early ETOPS eligibility.

(ii) Contain a process for notifying the FAA office responsible for the design approval of each proposed corrective action that the applicant determines necessary for each problem identified from the occurrences reported under section K25.3.2(h)(1)(i) of this appendix. The timing of the notification must permit appropriate FAA review before taking the proposed corrective action.

(2) If the applicant is seeking ETOPS type design approval of a change to an airplane-engine combination previously approved for ETOPS, the problem tracking and resolution system need only address those problems specified in the following table, provided the applicant obtains prior authorization from the FAA:

| If the change does not require a new airplane type certificate and . . . | Then the Problem Tracking and Resolution System must address . . . |
|---|---|
| (i) Requires a new engine type certificate | All problems applicable to the new engine installation, and for the remainder of the airplane, problems in changed systems only. |
| (ii) Does not require a new engine type certificate | Problems in changed systems only. |

(f) *Acceptance criteria.* The type and frequency of failures and malfunctions on ETOPS significant systems that occur during the airplane flight test program and the airplane demonstration flight test program specified in section K25.3.2(d) of this appendix must be consistent with the type and frequency of failures and malfunctions that would be expected to occur on currently certificated airplanes approved for ETOPS.

K25.3.3 *Combined service experience and Early ETOPS method.*

An applicant for ETOPS type design approval using the Early ETOPS method must comply with the following requirements:

(a) A service experience requirement of less than 15,000 engine-hours for the world fleet of the candidate airplane-engine combination;

(b) The Early ETOPS requirements of section K25.3.2 of this appendix, except for the airplane demonstration specified in section K25.3.2(d) of this appendix; and

(c) The flight test requirement of section K25.3.1(c) of this appendix.

[Doc. No. FAA–2002–6717, 72 FR 1873, Jan. 16, 2007, as amended by Doc. No. FAA–2018–0119, Amdt. 25–145, 83 FR 9169, Mar. 5, 2018]

## APPENDIX L TO PART 25—HIRF ENVIRONMENTS AND EQUIPMENT HIRF TEST LEVELS

This appendix specifies the HIRF environments and equipment HIRF test levels for electrical and electronic systems under §25.1317. The field strength values for the HIRF environments and equipment HIRF test levels are expressed in root-mean-square units measured during the peak of the modulation cycle.

(a) HIRF environment I is specified in the following table:

TABLE I.—HIRF ENVIRONMENT I

| Frequency | Field strength (volts/meter) | |
|---|---|---|
| | Peak | Average |
| 10 kHz–2 MHz | 50 | 50 |
| 2 MHz–30 MHz | 100 | 100 |
| 30 MHz–100 MHz | 50 | 50 |
| 100 MHz–400 MHz | 100 | 100 |
| 400 MHz–700 MHz | 700 | 50 |
| 700 MHz–1 GHz | 700 | 100 |
| 1 GHz–2 GHz | 2,000 | 200 |
| 2 GHz–6 GHz | 3,000 | 200 |
| 6 GHz–8 GHz | 1,000 | 200 |
| 8 GHz–12 GHz | 3,000 | 300 |
| 12 GHz–18 GHz | 2,000 | 200 |
| 18 GHz–40 GHz | 600 | 200 |

In this table, the higher field strength applies at the frequency band edges.

(b) HIRF environment II is specified in the following table:

TABLE II.–HIRF ENVIRONMENT II

| Frequency | Field strength (volts/meter) | |
|---|---|---|
| | Peak | Average |
| 10 kHz–500 kHz | 20 | 20 |
| 500 kHz–2 MHz | 30 | 30 |
| 2 MHz–30 MHz | 100 | 100 |