

visual inspection to detect damage of the drive mechanism of the thrust reverser, in accordance with the alert service bulletin. If any damage to the drive mechanism is detected, prior to further flight, repair or replace the damaged parts with new or serviceable parts, in accordance with the Chapter 78 of the DC-9 Overhaul Manual.

(c) Within 10 days after accomplishing the visual inspection of the driver links of the thrust reverser door to determine whether the driver links are chamfered, as required by paragraph (a) of this AD, submit a report of the inspection results (both positive and negative findings) to the Manager, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5245; fax (310) 627-5210; Attention: Robert Baitoo. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(d) As of the effective date of this AD, no person shall install, on any airplane, a driver link or overcenter link assembly of a thrust reverser that has not been previously inspected, and replaced or reworked, in accordance with McDonnell Douglas DC-9 Alert Service Bulletin A78-67, dated February 27, 1995.

(e) 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, Los Angeles ACO, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(f) 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.

Issued in Renton, Washington, on April 10, 1995.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 95-9351 Filed 4-14-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 94-AWP-28]

Proposed Establishment of VOR Federal Airway V-514; CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposed rule would establish Federal Airway V-514 from the Mission Bay, CA, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) to the Boulder City, NV, VORTAC. Pilots are presently issued several airway segments between the Mission Bay, CA, VORTAC and the Boulder City, NV, VORTAC. The establishment of this airway would provide pilots with one airway segment between these two points. This action would improve traffic flow and reduce pilot/controller workload.

DATES: Comments must be received on or before June 2, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Air Traffic Division, AWP-500, Docket No. 94-AWP-28, Federal Aviation Administration, P.O. Box 92007, Worldway Postal Center, Los Angeles, CA 90009.

The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916, 800 Independence Avenue, SW., Washington, DC, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m.

An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division.

FOR FURTHER INFORMATION CONTACT:

Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace—Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9230.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the

following statement is made:

"Comments to Airspace Docket No. 94-AWP-28." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-220, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3485. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Federal Airway V-514 from the Mission Bay, CA, VORTAC to the Boulder City, NV, VORTAC. The establishment of this airway would improve the efficiency of the system because pilots are routinely issued several airway segments along this route. To reduce communications and eliminate potential confusion between pilots and controllers, only one airway segment would be issued between the Mission Bay, CA, VORTAC and the Boulder City, NV, VORTAC. This action would improve traffic flow and reduce pilot/controller workload. Domestic VOR Federal airways are published in paragraph 6010(a) of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The airway listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It,

therefore—(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) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for part 71 continue to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp. p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 6010(a)—Domestic VOR Federal Airways

* * * * *

V-514 [New]

From Mission Bay, CA; INT Mission Bay 091°T(076°M) and Julian, CA, 185°T(170°M) radials; Julian; Thermal, CA; Twentynine Palms, CA; INT Twentynine Palms 043°T(028°M) and Goffs, CA, 200°T(185°M) radials; Goffs; INT Goffs 033°T(018°M) and Boulder City, NV, 165°T(150°M) radials; Boulder City.

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Issued in Washington, DC, on April 7, 1995.

Nancy B. Kalinowski,

Acting Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 95–9402 Filed 4–14–95; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Office of the Assistant Secretary for Fair Housing and Equal Opportunity

24 CFR Part 120

[Docket No. R–95–1726; FR–3593–P–01]

RIN 2529–AA71

Community Housing Resource Board Program

AGENCY: Office of the Assistant Secretary for Fair Housing and Equal Opportunity, HUD.

ACTION: Proposed rule.

SUMMARY: This proposed rule would end the Community Housing Resource Board (CHRB) Program at 24 CFR part 120. The purpose of the proposed rule is to eliminate a program determined to be duplicative and unnecessary.

DATES: Comments due date: June 16, 1995.

ADDRESSES: Interested persons are invited to submit comments regarding this proposed rulemaking to the Rules Docket Clerk, Office of General Counsel, Room 10278, Department of Housing and Urban Development, 451 Seventh Street, S.W., Washington, D.C. 20410. Communications should refer to the above docket number and title. A copy of each communication submitted will be available for public inspection and copying between 7:30 a.m. and 5:30 p.m. weekdays at the above address. Facimile (FAX) comments are not acceptable.

FOR FURTHER INFORMATION CONTACT: Maxine Cunningham, Acting Director, Office of Fair Housing Assistance and Voluntary Programs, Room 5234, 451 Seventh Street, S.W., Washington, D.C. 20410–2000. Telephone number (202) 708–0800. A telecommunications device (TDD) for hearing and speech impaired persons is available at (202) 708–0455. (These are not toll-free numbers.)

SUPPLEMENTARY INFORMATION: The CHRB Program was established in 1982 at 24 CFR part 120, under authority of Title VIII of the Civil Rights Act of 1968 (42 U.S.C. 3601). The purpose of the program is stated, at 24 CFR 120.5, as:

The purpose of the Community Housing Resource Board Program is to provide funding to Community Housing Resource Boards (Resource Boards) that have the responsibility of providing program implementation assistance to housing industry groups that have signed Voluntary Affirmative Marketing Agreements (VAMA) with HUD. The intent of the program is to fulfill HUD's contractual agreement to provide technical assistance to local real

estate boards in achieving VAMA goals by supporting projects that improve Resource Board performance and increase their ability to effectively plan, finance, and carry out activities to assist signatory real estate boards in fully implementing the provisions of the VAMA.

Through Fiscal Year 1990, \$15.274 million was appropriated and disbursed to CHRBs under a competitive grant process. Approximately 25–50 CHRBs were funded each year. In order to be eligible, projects must have been directed at one or more of the following areas:

- (1) Making information public regarding the goals of fair housing and the VAMA;
- (2) Assessing community fair housing needs;
- (3) Assessing the effectiveness of the VAMA;
- (4) Expanding minority involvement in the industry;
- (5) Expanding public awareness of housing opportunities in the community; and
- (6) Developing cooperative solutions to problems associated with the implementation of the VAMA.

CHRB projects include developing brochures, videos, and other outreach materials; conducting fair housing seminars and conferences to inform realtors and other housing industry professionals as well as the general public of their rights and responsibilities under the Fair Housing Law; school poster contests where children's art work depicts “Fair Housing for All”; and scholarship programs to attract minorities into the real estate profession.

However, no funds have been appropriated for the Community Housing Resource Board (CHRB) Program since Fiscal Year (FY) 1990. There are several reasons for this. One reason is that another source of funding for the same activities was made available. The Fair Housing Initiatives Program (FHIP), established in 1987, includes an Education and Outreach Initiative. This Initiative funds education and outreach projects designed to inform members of the public concerning their rights and obligations under the provisions of fair housing laws. As private, non-profit organizations, CHRBs are eligible for funding under the FHIP.

Another reason concerns modifications to VAMAs since the initiation of the CHRB Program. In 1991 HUD began negotiations with the National Association of Realtors (NAR) for a revised VAMA. One of the major changes proposed by NAR was the elimination of the requirement to utilize