

(B) Has opened a dedicated savings account with the member participant and established a schedule of savings into the account;

(C) Has enrolled in a homebuyer counseling program established by the member participant that is based on those offered by or in conjunction with a not-for-profit housing agency or other recognized counseling organization; and

(D) Has agreed to obtain mortgage financing from the member participant for the purchase of a home;

(iv) *Establishment of Bank policy on enrollment.* The Bank shall establish a policy that ensures that the Bank enrolls no more households in its initiative than the Bank can fund with the amount of funds set aside by the Bank for the initiative in a given year;

(v) *Bank reservation of matching funds six months after initial enrollment.* The Bank shall reserve, in the name of the household, matching funds as targeted in the household's schedule of savings for a given year, and shall notify the member participant and household of such reservation, if, six months after the initial enrollment of the household (or, in cases of households enrolled after being on a waiting list under paragraph (g)(1)(x)(B)(2) of this section, and who, for a period of at least six months, have contributed to a dedicated savings account with a member participant), the member participant certifies to the Bank that the household is progressing satisfactorily by participating in the homebuyer counseling program and depositing funds to its dedicated savings account consistent with the goals of its agreed schedule of savings;

(vi) *Verification of household progress.* The Bank shall require the member participant to verify, semi-annually, each participating household's satisfactory progress in completing the homebuyer counseling program and making deposits to its dedicated savings account consistent with the goals of its agreed schedule of savings;

(vii) *Approval of matching funds drawdown.* The Bank shall approve a request from a member participant for matching funds, and shall credit such funds to the member participant's account, if the member participant certifies to the Bank that:

(A) The household made deposits to its dedicated savings account consistent with the goals of its agreed schedule of savings for a minimum of ten months;

(B) Closing on the sale of a home to the household is scheduled to occur within two years of the date the Bank reserved matching funds in the name of the household, or a longer period if the

Bank determines that reasonable circumstances (such as unforeseen hardship, inability to locate a suitable home, or delays in closing on the sale) justified extending such time period for the use of the funds;

(C) The household has completed the required homebuyer counseling program;

(D) The household has received the financial or other incentives committed by the member participant pursuant to its first-time homebuyer policy, and the interest rate on the mortgage loan provided by the member to the household does not exceed the market rate for a loan of similar maturity and terms;

(E) A deed restriction, "soft" second mortgage or other legally enforceable mechanism exists on the household's home that entitles the Bank or member participant to recapture of the equivalent amount of the matching funds, as provided in paragraph (g)(1)(xi) of this section;

(viii) *Amount of matching funds.* Each Bank shall determine the amount of matching funds that it will provide to households receiving funds under its initiative, which amount shall not exceed the lesser of three times the amount of a household's savings in its dedicated savings account or \$5,000;

(ix) *Eligible uses of funds.* Households receiving funds under an initiative may use such funds only for the payment of downpayment or closing costs in connection with the household's purchase of a one-to-four family, owner-occupied residential property (including a condominium or cooperative housing unit) to be used as its primary residence;

(x) *Availability of funds.* In making initiative funds available:

(A) The Bank shall make such funds available on a rolling, first-come, first-served basis;

(B) In cases where demand for initiative funds in a given year exceeds the amount of set aside funds available for that year, the Bank may:

(1) Make available up to an additional \$1 million from the next year's set-aside of funds under such initiative; and/or

(2) Establish a waiting list for households meeting the requirements for enrollment, provided that the Bank clearly inform households on the waiting list that there is no guarantee that they will be enrolled;

(xi) *Long-term requirement—recapture of funds upon resale.* The Bank shall require that a home purchased using funds under an initiative be subject to a deed restriction, "soft" second mortgage or other legally enforceable mechanism that requires that, if the home is sold

prior to the end of a period of not less than 5 years (or such longer period as the Bank may determine in establishing its initiative) from the date of purchase by the initial household:

(A) The Bank or its designee be given notice of the sale; and

(B) The seller be required to repay a pro rata share, except for de minimis amounts determined by the Bank, of the funds provided under the initiative, reduced for every year the seller owned the home, to be repaid from any net gain from the sale of the home after deduction for sales expenses, and to be returned to the Bank to be made available to other households under the Initiative or to other Affordable Housing Program projects, except that the Bank in its discretion may waive such repayment requirement if its imposition would cause undue hardship on the seller, as defined by the Bank;

(xii) *Bank implementation procedures.* Each Bank may establish its own procedures for further implementation of the requirements of this paragraph (g)(1).

(2) *Nonconforming homeownership set-aside programs.* A Bank may set aside a portion of its annual required Affordable Housing Program contribution, in an amount approved by the Board, to implement a homeownership program that does not meet the requirements of paragraph (g)(1) of this section, provided the program satisfies the requirements of 12 U.S.C. 1430(j); meets those goals of the National Homeownership Strategy that, in the Board's determination, are consistent with the goals of the AHP; and receives the prior approval of the Board.

Dated: September 14, 1995.

By the Federal Housing Finance Board.

Bruce A. Morrison,

Chairman.

[FR Doc. 95-23390 Filed 9-22-95; 8:45 am]

BILLING CODE 6725-01-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 25

[Docket No. NM-117; Special Condition No. 25-ANM-107]

Special Condition: Boeing Model 727-100, High-Intensity Radiated Fields

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final special condition, request for comments.

SUMMARY: This special condition is issued for the Boeing Model 727-100 airplane. This airplane, as modified by Associated Air Center, utilizes new avionics/electronic systems, such as the electronic flight information systems (EFIS), which perform critical functions. The applicable regulations do not contain adequate or appropriate safety standards for the protection of these systems from the effects of high-intensity radiated fields (HIRF). This special condition contains 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: The effective date of this special condition is September 14, 1995. Comments must be received on or before October 25, 1995.

ADDRESSES: Comments on this special condition may be mailed in duplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, Attn: Rules Docket (ANM-7), Docket No. NM-117, 1601 Lind Avenue SW., Renton, Washington, 98055-4056; or delivered in duplicate to the Office of the Assistant Chief Counsel at the above address. Comments must be marked: Docket No. NM-117. Comments may be inspected in the Rules Docket weekdays, except Federal holidays, between 7:30 a.m. and 4:00 p.m.

FOR FURTHER INFORMATION CONTACT: Tim Backman, FAA, Standardization Branch, ANM-113, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, Washington, 98055-4056; telephone (206) 227-2797; facsimile (206) 227-1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA has determined that good cause exists for making this special condition effective upon issuance; however, interested persons are invited to submit such written data, views, or arguments as they may desire. Communications should identify the regulatory docket and special condition number and be submitted in duplicate to the address specified above. All communications received on or before the closing date for comments will be considered by the Administrator. This special condition may be changed in light of the comments received. All comments submitted will be available in the Rules Docket for examination by interested persons, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerning

this rulemaking will be filed in the docket. Persons wishing the FAA to acknowledge receipt of their comments submitted in response to this request must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. NM-117." The postcard will be date stamped and returned to the commenter.

Background

On May 16, 1995, Associated Air Center (AAC), PO Box 54078, Dallas, Texas 75354, applied for a Supplemental Type Certificate (STC) to incorporate changes to the Boeing Model 727-100 airplane. The proposed modification includes the installation of digital avionics, including an Electronic Flight Instrument System (EFIS), which is vulnerable to high-intensity radiated fields (HIRF) external to the airplane.

Boeing Model 727-100 series airplanes are listed on Type Certificate (TC) A3WE. The airplanes are pressurized, 131 passenger, large commercial transport type airplanes having a maximum operating altitude of 42,000 feet. The airplanes are powered by three aft fuselage-mounted turbojet or turbofan engines, depending on the specific model and airplane configuration.

Type Certification Basis

Under the provision of § 21.101 of 14 CFR part 21, AAC must show that the modified Boeing 727-100 continues to meet the applicable provisions of the regulations incorporated by reference in TC A3WE, 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 "original type certification basis." The regulations incorporated by reference in TC A3WE are as follows: CAR 4b, dated December 31, 1953, including Amendments 4b-1 thru 4b-11, and Special CAR SR-422B. In addition, the certification basis includes § 25.1316, as added by Amendment 25-80, and may also include exemptions and other special conditions that are not relevant to this special condition. This special condition will form an additional part of the type certification basis.

If the Administrator finds that the applicable airworthiness regulations (i.e., CAR 4b or Part 25, as amended) do not contain adequate or appropriate safety standards for the Boeing Model 727-100 series airplanes because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16 to establish a level

of safety equivalent to that established in the regulations.

Special conditions, as appropriate, are issued in accordance with § 11.49 of the FAR after public notice, as required by §§ 11.28 and 11.29, and become part of the type certification basis in accordance with § 21.101(b)(2).

Special conditions are initially applicable to the model for which they are issued. Should the applicant apply for a supplemental type certificate to modify any other model included on the same type certificate to incorporate the same novel or unusual design feature, the special conditions would also apply to the other model under the provisions of § 21.101(a)(1).

Novel or Unusual Design Features

The Boeing Model 727-100 incorporates new avionic/electronic systems, such as the electronic flight instrument system (EFIS), that perform critical functions. These systems may be vulnerable to HIRF external to the airplane.

Discussion

There is no specific regulation that addresses protection requirements for electrical and electronic systems from HIRF. Increased power levels from ground-based radio transmitters and the growing use of sensitive electrical and electronic systems to command and control airplanes have made it necessary to provide adequate protection.

To ensure that a level of safety is achieved equivalent to that intended by the regulations incorporated by reference, a special condition is needed for the Boeing Model 727-100, as modified by AAC, which requires that new electrical and electronic 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, plus the advent of space and satellite communications, coupled with electronic command and control of the airplane, the immunity of critical digital avionics 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 paragraphs 1 or 2 below:

1. A minimum threat of 100 volts per meter peak 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 following field strengths for the frequency ranges indicated:

Frequency	Peak (V/M)	Average (V/M)
10 KHz-100 KHz	50	50
100 KHz-500 KHz	60	60
500 KHz-2 MHz	70	70
2 MHz-30 MHz	200	200
30 MHz-100 MHz	30	30
100 MHz-200 MHz	150	33
200 MHz-400 MHz	70	70
400 MHz-700 MHz	4,020	935
700 MHz-1 GHz	1,700	170
1 GHz-2 GHz	5,000	990
2 GHz-4 GHz	6,680	840
4 GHz-6 GHz	6,850	310
6 GHz-8 GHz	3,600	670
8 GHz-12 GHz	3,500	1,270
12 GHz-18 GHz	3,500	360
18 GHz-40 GHz	2,100	750

As discussed above, this special condition is applicable to the Boeing Model 727-100 airplane, as modified by AAC. Should AAC apply at a later date for a supplemental type certificate to modify any other model included on Type Certificate No. A3WE to incorporate the same novel or unusual design feature, this special condition would apply to that model as well, under the provisions of § 21.101(a)(1).

Conclusion

This action affects only certain design features on the Boeing Model 727-100 airplane. 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 the special condition for this airplane has been subjected to the notice and comment procedure in several prior instances and has been derived without substantive change from those previously issued. It is unlikely that prior public comment would result in a significant change from the substance contained herein. For this reason, and 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 this special condition immediately.

Therefore, this special condition is being made effective 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 this special condition is as follows:

Authority: 49 U.S.C. app. 1344, 1354(a), 1355, 1421, 1423, 1424, 1425, 1428, 1429, 1430, and 49 U.S.C. 106(g).

The Special Condition

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special condition is issued as part of the type certification basis for the Boeing Model 727-100, as modified by Associated Air Center.

1. *Protection from Unwanted Effects of High-Intensity Radiated Fields (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 this special condition, 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, WA, on September 14, 1995.

Darrell M. Pederson,
Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.
[FR Doc. 95-23732 Filed 9-22-95; 8:45 am]
BILLING CODE 4910-13-M

14 CFR Part 73

[Airspace Docket No. 95-ACE-8]

Change Time of Designation for Restricted Areas R-3601A and R-3601B, Brookville, KS

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Final rule; correction.

SUMMARY: This action corrects an error in the time of designation of a final rule that was published in the Federal Register on August 11, 1995, Airspace Docket No. 95-ACE-8.

EFFECTIVE DATE: September 25, 1995.

FOR FURTHER INFORMATION CONTACT: Jim Robinson, Military Operations Program Office (ATM-420), Office of Air Traffic System Management, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 493-4050.

SUPPLEMENTARY INFORMATION: Federal Register Document 95-19904, Airspace Docket No. 95-ACE-8, published on August 11, 1995 (60 FR 40994), reduced the time of designation for Restricted Areas R-3601A and R-3601B, Brookville, KS. The time of designation was in error. This correction changes the time of designation for R-3601A and R-3601B from "Monday through Friday, 0900 to 1700 local time; other times by NOTAM 6 hours in advance" to read "Monday through Saturday, 0900 to 1700 local time; other times by NOTAM 6 hours in advance."

Correction of Final Rule

Accordingly, pursuant to the authority delegated to me, the time of designation for Restricted Areas R-3601A and R-3601B, Brookville, KS, published in the Federal Register on August 11, 1995 (60 FR 40994; Federal Register Document 95-19904, Columns 2 and 3) is corrected as follows:

§ 73.36 [Corrected]

* * * * *

R-3601A Brookville, KS [Corrected]

By removing the "Time of designation. Monday through Friday, 0900 to 1700 local time; other times by NOTAM 6 hours in advance." and substituting the following: "Time of designation. Monday through Saturday, 0900 to 1700 local time; other times by NOTAM 6 hours in advance."

R-3601B Brookville, KS [Corrected]

By removing the "Time of designation. Monday through Friday, 0900 to 1700 local time; other times by NOTAM 6 hours in advance." and substituting the following: "Time of designation. Monday through Saturday, 0900 to 1700 local time; other times by NOTAM 6 hours in advance."

* * * * *

Issued in Washington, DC, on September 15, 1995.

Reginald C. Matthews,
Acting Manager, Airspace-Rules and
Aeronautical Information Division.
[FR Doc. 95-23607 Filed 9-22-95; 8:45 am]
BILLING CODE 4910-13-U