

member institutions, by virtue of their limited asset size, would be incapable of increasing or unwilling to increase their borrowings (due to the increased cost of borrowing resulting from investing in additional Bank stock) just to receive "preferred treatment" under an AHP subsidy limits policy.

Another possible reason for limiting access to AHP subsidies based on a member's level of mortgage-related assets may be to encourage members to do more home financing, consistent with the provisions of the Bank Act that impose less burdensome advances and stock requirements on institutions that devote a greater percentage of their assets to housing finance (qualified thrift lenders). See *id.* sec. 1430(e)(1), (2); 12 CFR 935.13. However, such a limit may defeat this goal since members with lower levels of mortgage-related assets would have limited access to AHP subsidies which they could use for such housing finance purposes.

IV. Regulatory Flexibility Act

The proposed rule applies only to the Banks, which do not come within the meaning of "small entities," as defined in the Regulatory Flexibility Act. See 5 U.S.C. 601(6). Therefore, in accordance with 5 U.S.C. 605(b), the Board hereby certifies that this proposed rule, if promulgated as a final rule, will not have a significant economic impact on a substantial number of small entities.

List of Subjects for 12 CFR Part 960

Banks, banking, Credit, Federal home loan banks, Housing.

Accordingly, part 960 of title 12 of its Code of Federal Regulations is hereby proposed to be amended as follows:

SUBCHAPTER E—AFFORDABLE HOUSING

PART 960—AFFORDABLE HOUSING PROGRAM

1. The authority citation for part 960 continues to read as follows:

Authority: 12 U.S.C. 1422a, 1422b, 1430(j).

2. Paragraph (b) of § 960.4 is revised to read as follows:

960.4 Applications for funding.

* * * * *

(b)(1) Each Bank shall notify its members of the approximate amount of annual program funds available for the District, the approximate amount to be offered in each funding period, and the applicability of any subsidy limits or other application requirements established pursuant to this paragraph (b). The amount of funds made available in each offering should be comparable.

(2) A Bank, after consultation with its Advisory Council, may limit the

maximum dollar amount of subsidy, or the maximum percentage of total available subsidy, that may be requested in a given funding period in the following ways:

- (i) A uniform limit per member;
 - (ii) A limit per project application, including limits varying according to project size;
 - (iii) A limit per project unit; or
 - (iv) A limit on the amount of direct subsidy per project application.
- (3) A Bank, after consultation with its Advisory Council, may establish any other subsidy limit or substantive application requirement not specifically provided for in this paragraph (b) or § 960.5(a)(2), only if such subsidy limit or substantive application requirement has received the prior approval of the Board.
- (4) Any subsidy limit or application requirement established by a Bank pursuant to this paragraph (b) must apply equally to all members.

* * * * *
 Dated: October 25, 1995.
 By the Federal Housing Finance Board.
 Bruce A. Morrison,
Chairman.
 [FR Doc. 95-27023 Filed 10-31-95; 8:45 am]
BILLING CODE 6725-01-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 23

[Docket No. 27316 Notice No. 93-5]

RIN 2120-AE86

Accelerated Stalls in Commuter Category Airplanes

AGENCY: Federal Aviation Administration, DOT.
ACTION: Notice of Proposed Rulemaking (NPRM); Withdrawal.

SUMMARY: The FAA is withdrawing a previously published Notice of Proposed Rulemaking (NPRM) that proposed to eliminate the certification requirement to demonstrate an accelerated entry stall for commuter category airplanes. The proposed rule would have removed an unwarranted hazard during flight demonstrations required for airplane type certification, and would not compromise passenger safety. This hazard was a direct result of the high power-to-weight ratios of new commuter airplanes. The FAA has proposed a similar requirement in the Airworthiness Standards; Flight Proposals Based on European Joint Aviation Requirements, Docket No.

27807, Notice No. 94-22 (59 FR 37878), published July 25, 1994.

FOR FURTHER INFORMATION CONTACT: Lowell Foster, Standards Office (ACE-111), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone (816) 426-5688.

SUPPLEMENTARY INFORMATION: On June 7, 1993, the FAA published Notice of Proposed Rulemaking No. 93-5 (58 FR 32034), Docket No. 27316, to announce its intention to amend 14 CFR part 23. Concurrent with publication of that notice, the FAA published notice of availability of a proposed change to AC 23-8A.

The FAA proposed a similar requirement in Notice No. 94-22 (59 FR 37878; July 25, 1994), Docket No. 27807, which covers the accelerated stall demonstration and would harmonize it with the Joint Aviation Requirements. The proposed requirement, based on the European rules, provides relief from high power settings for the accelerated stall demonstration, removing the condition that created the hazard that was the subject of the petition for rulemaking. Therefore the FAA considers that Notice No. 94-22 addresses the petitioner's original concerns for hazardous flight demonstrations, even though it is not identical to the original rule change proposed by the petitioner. Accordingly, the Accelerated Stalls Notice of Proposed Rulemaking and the draft advisory circular, published in the Federal Register on June 7, 1993 (58 FR 32034), are withdrawn.

Comments submitted to Docket No. 27316 are being reviewed, and will be disposed of as part of Docket No. 27807.

Issued in Washington, DC on October 25, 1995.

Daniel P. Salvano,
Acting Director, Aircraft Certification Service.
 [FR Doc. 95-26993 Filed 10-31-95; 8:45 am]
BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 95-SW-04-AD]

Airworthiness Directives; Societe Nationale Industrielle Aerospatiale and Eurocopter France Model AS 350B, BA, B1, B2, and D, and Model AS 355E, F, F1, F2, and N Helicopters

AGENCY: Federal Aviation Administration, DOT.
ACTION: Notice of proposed rulemaking (NPRM).