#### Conclusion

OFHEO has identified and highlighted many of the significant issues that must be addressed in connection with development of the stress test and the associated risk-based capital regulation. OFHEO seeks comment on these and any additional issues that may be identified.

The development of the stress test and the risk-based capital regulation is one of the critical statutory responsibilities of OFHEO. In carrying out this responsibility, OFHEO is committed to a regulatory process that will provide the broadest possible range of opinions from the widest array of information sources for consideration during the regulatory process. The development of the stress test and the implementation of the risk-based capital regulation will provide regulatory and analytical standards and tools that will safeguard the financial safety and soundness of the Enterprises and in turn will ensure that the Enterprises continue to accomplish their public missions. Given the significance of this undertaking OFHEO encourages all interested parties to analyze the issues raised in this ANPR and submit comments on the specific questions. OFHEO will thoroughly analyze and carefully consider all comments during the course of the development of the stress test and risk-based capital regulation.

Dated: February 2, 1995.

### Aida Alvarez.

Director, Office of Federal Housing, Enterprise, Oversight.

[FR Doc. 95-3076 Filed 2-7-95; 8:45 am]

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### DEPARTMENT OF TRANSPORTATION

### **Federal Aviation Administration**

# 14 CFR Part 25

[Docket No. ANM-106; Notice No. SC-95-2-NM]

Special Conditions: Raytheon Corporate Jets, Inc., Model Hawker 800 Airplanes, High-Intensity Radiated Fields

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed special

conditions.

**SUMMARY:** This notice proposes special conditions for the Raytheon Corporate Jets, Inc., Model Hawker 800 airplanes equipped with modifications that install Garrett TFE731-5BR-1H engines and a mach trim system. The configuration of

these airplanes will utilize new and revised electronic systems that perform functions critical to the safety of the airplane. The applicable regulations do not contain adequate or appropriate safety standards for the protection of these systems from the effects of highintensity radiated fields. These proposed 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:** Comments must be received on or before March 27, 1995.

ADDRESSES: Comments on this proposal may be mailed in duplicate to: Federal Aviation Administration, Transport Airplane Directorate (ANM-100), Attn: Docket No. NM-106, 1601 Lind Avenue SW., Renton, Washington, 98055-4056; or delivered in duplicate to the Transport Airplane Directorate at the above address. Comments must be marked: Docket No. NM-106. Comments may be inspected in the Rules Docket weekdays, except Federal holidays, between 7:30 a.m. and 4:00

## FOR FURTHER INFORMATION CONTACT:

William Schroeder, FAA, Standardization Branch, ANM-113, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, Washington, 98055-4056.

### SUPPLEMENTARY INFORMATION:

### Comments Invited

Interested persons are invited to participate in the making of these proposed special conditions by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice 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 before further rulemaking action is taken on these proposals. The proposals contained in this notice may be changed in light of 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 notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made:

"Comments to Docket No. NM-106." The postcard will be date stamped and returned to the commenter.

## **Background**

On February 7, 1994, Raytheon Corporate Jets, Inc., 3 Bishop Square, St. Albans Road West, Hatfield, Hertfordshire AL10 9NE, England, applied for a revision to type certificate number A3EU to add new engines and a mach trim system to the model Hawker 800 series airplanes currently included on that TC. This revised model Hawker 800 is a crusifix tail, low wing. 15 passenger business jet powered by two Garrett TFE 731-5BR-1H turbofan engines mounted on pylons extending from the aft fuselage. The engines will be capable of delivering 4,634 lbs. of max continuous thrust each and 4750 pounds of thrust on the operating engine for up to 5 minutes at automatic power reserve (APR) power.

### **Type Certification Basis**

Under the provisions of § 21.29 of the FAR, Raytheon must show, except as provided in § 25.2, that the revised Model Hawker 800 complies with the certification basis of record shown on TC Data Sheet A3EU for model Hawker 800 airplanes plus, for the engine and mach trim system installations, § 25.1316 as amended by Amendment 25-80, § 25.933 as amended by Amendment 25-40, § 25.934 as amended through Amendment 25-23, § 25.1309 as amended through Amendment 25-23, parts 34 and 36 of the FAR as amended through the latest amendment in effect at the time of certification of this revision to the TC and any additional equivalent safety findings made for this revision of the TC. The special conditions that may be developed as a result of this notice will form an additional part of the type certification basis.

If the Administrator finds that the applicable airworthiness regulations (i.e., part 25, as amended) do not contain adequate or appropriate safety standards for the model Hawker 800 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

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 § 21.29(a)(1)(ii) and § 21.17(a)(2).

Special conditions are initially applicable to the model for which they