

(i) The Director shall be appointed initially for a term not to exceed one calendar year, expiring on December 31 of the year in which the Director takes office;

(ii) A Director may be reappointed to succeeding one-year terms, each expiring on December 31 of the year for which the Director is reappointed;

(iii) By November 1 of each year, the OF Board of Directors shall adopt and submit to the Finance Board a resolution appointing or reappointing its Director for the following year; and

(iv) No appointment or reappointment of a Director shall be effective until approved by the Finance Board;

* * * * *

(c) *Compensation*—(1) *Definitions*. The definitions which appear in § 932.41 of this chapter apply to this paragraph (c).

(2) *The Director*. (i) Subject to prior Finance Board approval, the OF Board of Directors shall establish and pay the base salary of the Director, including any merit increase, in accordance with the provisions of § 932.41(b) of this chapter. For purposes of § 932.41(b) of this chapter, the OF shall be deemed to have total assets of less than \$40 billion. By January 2 of each year, OF must report to the Finance Board the approved base salary of its Director.

(ii) Any incentive payment made to the Director shall be based solely on the performance of the OF during the year in which the incentive payment is earned, and shall be determined in accordance with the requirements of this paragraph (c)(2)(ii), subject to prior Finance Board approval. The OF shall not make any incentive payment to the Director if the most recent examination of OF by the Finance Board identified an unsafe or unsound practice or condition with regard to OF. The Director's incentive payment shall be based upon criteria identified by OF Board of Directors, which must establish reasonable numerical measures and targets for the achievement of such criteria. Performance targets shall be set at such a level as to show an improvement in the performance of OF over the prior year or an extraordinary achievement in attaining the designated target.

(iii) By January 1 of each year, the OF Board of Directors shall adopt and submit to the Finance Board for approval a resolution establishing the performance measures and targets on which any incentive payment will be based.

(iv) The amount of an incentive payment shall be calculated in accordance with the provisions of § 932.41(c)(8) and (9) of this chapter.

(v) By March 1 of each year, the OF Board of Directors shall adopt and submit to the Finance Board a resolution showing the results for the individual performance measures and the amount of the proposed incentive payment to the Director.

(3) *Other OF Employees*. (i) The OF Board of Directors may establish base salaries for employees other than the Director without prior Finance Board approval, provided that such base salaries are reasonable and comparable with the base salaries of employees of the Banks and other similar businesses (including financial institutions) with similar duties and responsibilities. The OF Board of Directors shall maintain documentation supporting the reasonableness and comparability of OF employees' base salaries.

(ii) By January 2 of each year, the OF must report to the Finance Board the approved salary of the highest paid employee other than the Director.

(iii) The OF board of directors may make incentive payments to employees other than the Director without prior Finance Board approval, provided that such incentive payments are reasonable and comparable with incentive payments made to employees of the Banks and other similar businesses (including financial institutions) with similar duties and responsibilities. The OF Board of Directors shall maintain documentation supporting the reasonableness and comparability of their employees' incentive payments.

(4) *Benefits*. The OF may make payments in the nature of benefits to its Director and to other OF employees only pursuant to a benefit plan and a bona fide deferred compensation plan or arrangement, as defined in § 932.41(a) of this chapter.

(5) *Severance plans*. The OF may make payments in the nature of severance to its Director and to other OF employees only pursuant to a severance plan, as defined in § 932.41(a) of this chapter.

(6) *General limits on payments*. (i) The OF shall not make any payment to any OF employee, except as provided in this section.

(ii) The total amount of base salaries, incentive payments, and benefits paid to OF employees shall be within the limit set forth in the OF's approved budget. The OF Board of Directors shall review annually the compensation plan for its employees, including appropriate documentation, prior to approving the OF annual budget.

(7) *Prohibition on bonuses*. The OF shall not pay any employee or other person a bonus. For purposes of this paragraph (c)(7), a bonus is a payment

to an employee, other than base salary, benefits, and severance payments, that is not based on performance.

Dated: August 6, 1996.

By the Board of Directors of the Federal Housing Finance Board.

Bruce A. Morrison,

Chairman.

[FR Doc. 96-20486 Filed 8-15-96; 8:45 am]

BILLING CODE 6725-01-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 25

[Docket No. NM-131, Notice No. SC-96-4-NM]

Special Conditions: LET Aeronautical Works L610G Airplane

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed special conditions.

SUMMARY: This document proposes special conditions for the LET Aeronautical Works Model L610G airplane. This airplane will have a novel or unusual design feature associated with the use of the landing gear fairing as an assist means during an emergency evacuation. This notice contains the additional safety standards which the Administrator considers necessary to establish a level of safety equivalent to that established by the airworthiness standards of part 25 of the Federal Aviation Regulations (FAR).

DATES: Comments must be received on or before September 30, 1996.

ADDRESSES: Comments on this proposal may be mailed in duplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, Attention: Rules Docket (ANM-7), Docket No. NM-131, 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-131. 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:

Frank Tiangsing, Regulations Branch, ANM-114, Transport Airplane Directorate, Aircraft Certification Service, FAA, 1601 Lind Avenue SW, Renton, WA 98055-4056, (206) 227-121.

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 on this proposal is taken. The proposals contained in this notice may be changed in light of the comments received. All comments received will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested parties. A report summarizing each substantive public contact with FAA personnel concerning this rulemaking will be filed in the docket. Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must include a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. NM-131." The postcard will be date/time stamped and returned to the commenter.

Background

On April 25, 1990, LET Aeronautical Works applied for a type certificate for the Model L610G airplane. On March 28, 1995, they applied for an extension of the original application in accordance with § 21.17(d)(2). The L610G is a twin-engine, 40 passenger, high-wing airplane with a passenger emergency exit configuration consisting of one pair of Type I exits located at the aft end of the cabin and a pair of Type III exits under the wing near the middle of the cabin.

Type III exits are typically installed over the wings of the airplane. They are allowed by part 25 of the FAR to have a 27-inch step-down from the exit sill to the wing. Additionally, if the escape route on the wing terminates at a point more than six feet above the ground, means must be provided to assist evacuees to reach the ground. If the termination point is less than six feet above the ground, then the assist means is not required.

Since this airplane is of a high-wing configuration, it is not practicable to incorporate overwing Type III exits. Part 25 of the FAR permits non-overwing, non-floor level exits when certain conditions are satisfied. Included in these conditions is the requirement for an assist means for passengers and crew

to egress from the airplane to the ground when the exit sill height is more than six feet. This assist means must be an automatically erected escape slide or equivalent, and must be self-supporting on the ground. The sill of the Type III exits on the L610G will be more than six feet above the ground; therefore, an assist means will be necessary.

LET has positioned the Type III exits above the landing gear fairing such that the fairing will form a surface for evacuees to use in lieu of what would be provided by a wing. The evacuees would then slide or jump off the fairing to the ground in much the same manner as they would off a wing trailing edge.

LET's use of the landing gear fairing as an assist means results in features which are characteristic of both escape slides and overwing evacuation routes; therefore, the requirements for either configuration are insufficient by themselves to assure that minimum standards are established.

These special conditions will include requirements pertinent to both overwing and non-overwing exits, as well as additional criteria for this specific exit.

Type Certification Basis

Under the provisions of § 21.17, LET must show that the Model L610G meets the applicable provisions of part 25 as amended by Amendments 15-1 through 25-70 thereto, except as follows:

§ 25.365	Amendment 25-71
§ 25.571(e)(2)	Amendment 25-72
§ 25.729	Amendment 25-75
§ 25.905(d)	Amendment 25-72

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 LET 610G because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16.

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(b), and become part of the type certification basis in accordance with § 21.17(a)(2).

In addition to the applicable airworthiness regulations and special conditions, the Model L610G must comply with the fuel vent and exhaust emission requirements of part 34 and the noise certification requirements of part 36; and the FAA must issue a finding of regulatory adequacy pursuant to § 611 of Public Law 92-574, the "Noise Control Act of 1972."

Special conditions are initially applicable to the model for which they

are issued. Should the type certificate for that model be amended later to include any other model that incorporates 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 Model L610G will incorporate the following novel or unusual design feature: a Type III exit will be located under each wing such that an evacuee using the exit would step out onto the main landing fairing. The evacuee would then slide or jump from the landing gear fairing to the ground.

Section 25.809(f) requires all non-overwing exits more than six feet above the ground to be equipped with an approved means to assist occupants in descending to the ground.

Special 25.809(h) similarly requires all overwing exits having an escape route which terminates at a point more than six feet above the ground to be equipped with an assist means. The exit for the Model L610G will be more than six feet from the ground; however, the landing gear fairing surface will be within 27 inches of the lower exit sill. This distance corresponds to the allowable step-down for an overwing Type III exit. The distance from the landing gear fairing to the ground is less than six feet.

Section 25.809(f) also requires that assist means be automatically erected during exit opening. Strictly speaking, the landing gear fairing does not satisfy this requirement since opening the exit is not correlated to the availability of the assist means; however, since the fairing is a fixed piece of airplane structure it is always available for use.

The regulations also require that an assist means be self-supporting on the ground. This requirement has been interpreted to mean that the assist means rests on the ground when in use such that an evacuee does not have to jump to the ground from the bottom of the assist means. In the case of an overwing exit where the terminating edge of the escape route is less than six feet from the ground, it is likely that evacuees might have to jump a short distance from the wing to the ground. The Model L610G incorporates aspects of both of these exit arrangements, which are addressed in these special conditions.

Other features of the exit arrangement which involve both overwing and non-overwing exit considerations include marking, visibility, and width of the escape route. For the purposes of these special conditions, this exit will be

treated as an overwing exit with respect to these requirements.

Other areas which are of particular concern for this unusual exit arrangement are the effectiveness of the exit in the event of landing gear collapse and the proximity of the escape route to the engines and wheel wells. Since a collapse of the landing gear could result in some form of collapse of the landing gear fairing, the exit must be demonstrated to be usable and provide for safe evacuation, considering all conditions of landing gear collapse.

Since the Type III exists are directly above the main landing gear, it is possible that a fire originating in the landing gear assembly could render such an exit unusable. Due to the design of the Model L610G, it is considered necessary to address the possibility that a fire on one side of the airplane could also render the opposite side unusable.

These special conditions are intended to provide requirements which result in an evacuation system that is as effective and safe as those envisioned by the regulations. Where appropriate, requirements have been drawn from existing regulations. In other cases, new requirements have been developed to preserve the level of safety which is inherent in the design of more conventional exit arrangements or assist means.

Conclusion

This action affects only certain novel or unusual design features on one model of airplanes. It is not a rule of general applicability, and it affects only the manufacturer who applied to the FAA for approval of these features on the airplane.

List of Subjects in 14 CFR Part 25

Air transportation, Aircraft, Aviation safety, Safety.

The authority citation for these proposed special conditions is as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

The Proposed Special Conditions

Accordingly, the FAA proposes the following special conditions as part of the type certification bases for the LET L610G airplanes.

1. The landing gear fairing must be established as an escape route in accordance with the dimensional, reflectance, and slip resistant surface requirements of § 25.803(e).

2. The step-down distance from the exit sill to the surface of the landing gear fairing, where an evacuee would make first contact, shall not exceed 27 inches (ref. § 25.807(a)(3)).

3. The assist means must provide for safe evacuation of occupants, considering all conditions of landing gear collapse. In addition, safe evacuation must be afforded via the Type III exit in the event of main landing gear non-deployment.

4. Exterior emergency lighting must be provided for the assist means and all areas of likely ground contact in accordance with § 25.812(g)(1)(i), and (ii), and § 25.812(h)(1), as amended through Amendments 25-58.

5. The assist means must be demonstrated to provide an adequate egress rate for the number of passengers requested. The passenger capacity, as permitted by § 25.807(c)(1), Table 1, may be reduced if satisfactory Type III exit performance cannot be demonstrated.

6. It must be shown that a landing gear fire occurring on one side of the airplane is unlikely to render the opposite exit unusable.

7. The assist means must be shown to be as reliable as an escape slide following exposure to the emergency landing conditions that may be encountered in service. In addition, safe evacuation from the airplane must be afforded following the crash conditions specified in § 25.561(b).

Issued in Renton, Washington, on August 8, 1996.

Darrell M. Pederson,
*Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service,
ANM-100*

[FR Doc. 96-20968 Filed 8-15-96; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

43 CFR Subpart 1862

[WO-350-1220-00-24 1A]

RIN 1004-AC88

Patent Preparation and Issuance

AGENCY: Bureau of Land Management, Interior.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Bureau of Land Management (BLM) proposes to remove in its entirety Subpart 1862 of Title 43 of the Code of Federal Regulations (CFR). This subpart is unnecessary because it has no requirements with which the public must comply. Rather, it contains internal instructions on preparing and issuing patents, which properly should be in manuals and handbooks. BLM plans to place these

procedures in manuals and handbooks, as appropriate, and they will be available for public review.

DATES: Submit comments by September 16, 1996. BLM may not consider comments received or postmarked after this date in preparing the final rule.

ADDRESSES: Commenters may hand-deliver comments to the Bureau of Land Management, Administrative Record, Room 401, 1620 L St., NW, Washington, DC, or mail comments to the Bureau of Land Management, Administrative Record, Room 401LS, 1849 C Street, NW, Washington, DC 20240.

Commenters may transmit comments electronically via the Internet to: WOCComment@WO0033wp.wo.blm.gov. [For Internet, please include "Attn: AC88", your name, and return address in your message].

Comments will be available for public review at the L Street address during regular business hours from 7:45 a.m. to 4:15 p.m., Monday through Friday, except Holidays.

FOR FURTHER INFORMATION CONTACT: Vanessa Engle, (202) 452-7776.

SUPPLEMENTARY INFORMATION:

- I. Public Comment Procedures
- II. Discussion of Proposed Rule
- III. Procedural Matters

I. Public Comment Procedures

Written comments on the proposed rule should be specific, focus on issues pertinent to the proposed rule, and explain the reason for any recommended change. BLM may not necessarily consider or include in the Administrative Record for the final rule comments received after the close of the comment period (see **DATES**) or delivered to an address other than the one listed above (see **ADDRESSES**).

II. Discussion of Proposed Rule

The existing regulations at 43 CFR 1862 provide procedures for preparing and issuing patents. There are no requirements in this subpart with which the public must comply. The procedures are strictly internal instructions which are appropriate for manuals and handbooks. For this reason, BLM proposes to remove Subpart 1862 from 43 CFR and place the material in handbooks and manuals. This action is part of BLM's continuing effort to eliminate unnecessary and inappropriate regulations.

III. Procedural Matters

We have determined that the proposed rule is not a major Federal action significantly affecting the quality of the human environment and, therefore, an environmental impact