

(ii) For a covered savings and loan holding company that was not subject to the annual supervisory stress tests in the previous calendar year, a covered savings and loan holding company's stress capital buffer requirement is equal to the greater of:

(A) The following calculation:

(1) The stress capital decline of the current capital plan cycle; plus

(2) The ratio of:

(i) The sum of the covered savings and loan holding company's planned common stock dividends (expressed as a dollar amount) for each of the fifth through eighth quarters of the current planning horizon; to

(ii) The risk-weighted assets of the covered savings and loan holding company in the quarter in which the covered savings and loan holding company had its lowest projected ratio of common equity tier 1 capital to risk-weighted assets, as calculated under 12 CFR part 217, subpart D, in any quarter of the planning horizon under a supervisory stress test conducted in the current capital plan cycle; and

(B) 2.5 percent.

* * * * *

(4) *Adjustment of stress capital buffer requirement.* In each calendar year in which the Board does not calculate a Category IV savings and loan holding company's stress capital buffer requirement pursuant to paragraph (f)(1) of this section, the Board will adjust the Category IV savings and loan holding company's stress capital buffer requirement to be equal to the result of the calculation set forth in paragraph (f)(2) of this section, using the same values that were used to calculate the stress capital buffer requirement most recently provided to the covered savings and loan holding company, except that the value used in paragraph (f)(2)(i)(A)(2)(i) or paragraph (f)(2)(ii)(A)(2)(i) of this section, as applicable, will be equal to the covered savings and loan holding company's planned common stock dividends (expressed as a dollar amount) for each of the fifth through eighth quarters of the planning horizon as set forth in the capital plan submitted by the covered savings and loan holding company in the calendar year in which the Board adjusts the covered savings and loan holding company's stress capital buffer requirement.

* * * * *

(h) * * *

(4) * * *

(ii) * * *

(A) Be effective on January 1 of the year immediately following the calendar year in which a capital plan was

submitted pursuant to paragraph (e)(1)(ii) of this section; and

* * * * *

(i) * * *

(1) *General.* To request reconsideration of a stress capital buffer requirement, provided under paragraph (h) of this section, (specifically, the stress capital decline of the current capital plan cycle) a covered savings and loan holding company must submit a written request for reconsideration.

* * * * *

(3) * * *

(i) A request for reconsideration must include a detailed explanation of why reconsideration should be granted (that is, why the stress capital decline of the current capital plan cycle should be reconsidered). With respect to any information that was not previously provided to the Federal Reserve in the covered savings and loan holding company's capital plan, the request should include an explanation of why the information should be considered.

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PART 252—ENHANCED PRUDENTIAL STANDARDS (REGULATION YY)

■ 5. The authority citation for part 252 continues to read as follows:

Authority: 12 U.S.C. 321–338a, 481–486, 1467a, 1818, 1828, 1831n, 1831o, 1831p–1, 1831w, 1835, 1844(b), 1844(c), 3101 *et seq.*, 3101 note, 3904, 3906–3909, 4808, 5361, 5362, 5365, 5366, 5367, 5368, 5371.

Appendix B to Part 252—Stress Testing Policy Statement

6. Amend appendix B to part 252 by removing and reserving section 2.3.

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By order of the Board of Governors of the Federal Reserve System.

Ann E. Misback,

Secretary of the Board.

[FR Doc. 2025–06863 Filed 4–18–25; 11:15 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2025–0466; **Airspace**
Docket No. 25–AWP–138]

RIN 2120–AA66

Withdrawal of NPRM: Establishment of Class E Airspace; Wickenburg, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: This action withdraws the NPRM published in the **Federal Register** on March 20, 2025, proposing to establish Class E airspace at Wickenburg, AZ. The FAA has determined that withdrawal of that NPRM is warranted as new airspace data has been received which significantly changes the proposed airspace. The FAA anticipates that a new NPRM will be issued separately to establish the Class E airspace at Wickenburg, AZ.

DATES: Effective as of 0901 UTC, April 22, 2025, the proposed rule published March 20, 2025 (90 FR 13111), is withdrawn.

FOR FURTHER INFORMATION CONTACT: Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5711.

SUPPLEMENTARY INFORMATION:

History

An NPRM was published in the **Federal Register** on March 20, 2025 (90 FR 13111) under Docket No. FAA–2025–0466, which proposed to amend 14 CFR part 71 by establishing Class E airspace extending upward from 700 feet above the surface at Wickenburg Municipal Airport, Wickenburg, AZ. Subsequent to publication, new airspace data was received changing the airspace requirements and therefore necessitating a substantial change to the proposed airspace modifications. Therefore, the FAA is withdrawing the NPRM. The FAA anticipates separately issuing a new NPRM to establish the Class E airspace extending upward from 700 feet above the surface at Wickenburg Municipal Airport to support the new instrument procedures being developed.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Withdrawal

Accordingly, pursuant to the authority delegated to me, the NPRM published in the **Federal Register** on March 20, 2025 (90 FR 13111), FR Doc. 2025–04396, is hereby withdrawn.

Issued in Fort Worth, TX, on April 15, 2025.

Wayne L. Eckenrode,

Acting Manager, Operations Support Group, ATO Central Service Center.

[FR Doc. 2025–06690 Filed 4–21–25; 8:45 am]

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