

section 524.11 to permit a FHLBank, with the approval of its board of directors, to make charitable donations not exceeding \$1,000 to one organization, or \$5,000 in total in a calendar year. See 12 CFR 524.11 (1976) (amended). Exceptions to these annual limits required prior approval of the FHLBB's Office of District Banks. *Id.*

Recognizing the effects of inflation on the dollar limits it had set in 1975, the FHLBB in 1987 raised the annual limit on individual donations to \$5,000 and on aggregate donations to \$25,000. See 52 FR 49381 (Dec. 31, 1987).

With the dissolution of the FHLBB and the establishment of the Finance Board in 1989, see Financial Institutions Reform, Recovery, and Enforcement Act of 1989, Public Law 101-73, § 401, 103 Stat. 183 (Aug. 9, 1989) (codified at 12 U.S.C. 1437 note), section 524.11 was redesignated as section 934.11 of the Finance Board's regulations. See 54 FR 36759 (Sept. 5, 1989). In 1990, the Finance Board amended section 934.11 to require prior approval of the Board of Directors of the Finance Board, or its designee, for exceptions to the annual dollar limitations on FHLBank charitable donations. See 55 FR 2229 (Jan. 23, 1990). Since that time, the Finance Board has routinely approved requests from the FHLBanks for exceptions to the annual charitable donations limitation.

II. Analysis of the Proposed Rule

The Finance Board has determined that the general corporate powers granted to the FHLBanks pursuant to section 12(a) of the Federal Home Loan Bank Act (Bank Act), see 12 U.S.C. 1432(a), include the power to make charitable donations. Section 12(a) provides that each FHLBank "shall have all such incidental powers, not inconsistent with the provisions of this chapter, as are customary and usual in corporations generally." *Id.* Under the statutes and common law of most states, corporations generally enjoy the power to make donations for charitable, scientific, or educational purposes. See 18B Am. Jur. 2d *Corporations* Section 2902 (1985). Corporations may support charities important to the welfare of the communities in which they do business. *Id.* Thus, the FHLBanks have statutory authority to make donations to charities in the communities they serve as a "customary and usual" corporate power. See *id.*; 12 U.S.C. 1432(a). There is no statutory provision that otherwise would require Finance Board approval of such donations.

Because the FHLBanks have authority under the Bank Act to make charitable donations and because the Bank Act and

the regulations do not otherwise address the issue, repeal of section 934.11 of the Finance Board's regulations would not prevent the FHLBanks from making such donations. In addition, the repeal of section 934.11 would not affect Finance Board oversight of FHLBank charitable donations. The FHLBank's statutory authority to make charitable donations still would be subject to standards of reasonableness and financial safety and soundness enforced by the Finance Board, as well as any other limitations the Finance Board may decide to impose. See 12 U.S.C. 1422a(a)(3), 1422b(a)(1), 1432(a).

The Finance Board and the FHLBanks have been considering ways to transfer a variety of governance responsibilities from the Finance Board to the FHLBanks since the completion of studies required by the Housing and Community Development Act of 1992, Pub. L. No. 102-550, 106 Stat. 3672 (Oct. 28, 1992), which concluded that the FHLBanks should be allowed broad discretion to manage their corporate affairs as long as they comply with the Bank Act and Finance Board regulations. Finance Board and FHLBank staff have identified approval of all charitable donations as one of the governance responsibilities that should be devolved from the Finance Board to the FHLBanks. Repeal of section 934.11 would effect the devolution of this authority.

Repeal of section 934.11 of the Finance Board's regulations also will be consistent with the goal of the Vice President's National Performance Review to reduce the total number of regulations of executive agencies. See Report of the National Performance Review 32-33 (Sept. 17, 1993); E.O. 12,861, 58 FR 48255 (Sept. 14, 1993).

For the foregoing reasons, the Finance Board has determined that section 934.11 of its regulations is no longer necessary. Accordingly, the Finance Board has decided to repeal section 934.11 of its regulations, pursuant to its general rulemaking authority under section 2B(a)(1) of the Bank Act. See 12 U.S.C. 1422b(a)(1).

III. Administrative Procedure Act

Because this final rule merely repeals a provision of the Finance Board's regulations that is burdensome to the FHLBanks and will have no adverse affect on the public, the Finance Board, for good cause, finds that the notice and public comment procedure is unnecessary in this instance. Therefore, for good cause shown under 5 U.S.C. 553(b)(B), this rule is exempt from the notice and comment requirements of the Administrative Procedure Act, as well

as from the 30-day delay in the effective date under 5 U.S.C. 553(d)(3).

IV. Regulatory Flexibility Act

Because this final rule repeals a restrictive provision of the Board's regulations, it will not impose any regulatory requirements on small entities. Therefore, in accordance with the provisions of the Regulatory Flexibility Act, 5 U.S.C. 601, et seq., the Finance Board hereby certifies that this final rule will not have a significant economic impact on a substantial number of small entities. *Id.* section 605(b).

List of Subjects in 12 CFR Part 934

Federal home loan banks, securities, surety bonds.

Accordingly, the Federal Housing Finance Board hereby amends Chapter IX, Title 12, Code of Federal Regulations, as set forth below.

PART 934—OPERATIONS OF THE BANKS

1. The authority citation for Part 934 is revised to read as follows:

Authority: 12 U.S.C. 1422b, 1442.

§ 934.11 [Removed]

2. Section 934.11 is removed.

§§ 934.12 through 934.15 [Redesignated as §§ 934.11 through 934.14]

3. Sections 934.12 through 934.15 are redesignated as §§ 934.11 through 934.14, respectively.

Dated: December 8, 1995.

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

Bruce A. Morrison,

Chairman.

[FR Doc. 95-30517 Filed 12-19-95; 8:45 am]

BILLING CODE 6725-01-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-SW-28-AD; Amendment 39-9467; AD 95-26-09]

Airworthiness Directives; Sikorsky Aircraft-manufactured Model CH-34A, CH-34C, H-34A, HH-34J, HSS-1, HSS-1N, HUS-1, SH-34J, UH-34D, UH-34E, and UH-34J Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is

applicable to Sikorsky Aircraft-manufactured Model CH-34A, CH-34C, H-34A, HH-34J, HSS-1, HSS-1N, HUS-1, SH-34J, UH-34D, UH-34E, and UH-34J helicopters. This action requires initial and repetitive magnetic particle inspections of the main rotor shaft (shaft) for cracks, and defines power limitations for certain helicopter operations. This amendment is prompted by a recent accident in which a shaft failed, resulting in loss of power. Subsequent inspections on other aircraft of the same type revealed cracks in four additional shafts. The actions specified in this AD are intended to prevent failure of the shaft, loss of power to the rotor system, and subsequent loss of control of the helicopter.

DATES: Effective January 4, 1996.

Comments for inclusion in the Rules Docket must be received on or before February 20, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-SW-28-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Mr. Francis X. Walsh, Aerospace Engineer, FAA, Boston Aircraft Certification Office, 12 New England Executive Park, Burlington, Massachusetts 01803-5299, telephone (617) 238-7158, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: This amendment adopts a new AD that is applicable to Sikorsky Aircraft-manufactured Model CH-34A, CH-34C, H-34A, HH-34J, HSS-1, HSS-1N, HUS-1, SH-34J, UH-34D, UH-34E, and UH-34J helicopters with shaft assembly, part number (P/N) S1635-20059-2, installed. This AD is prompted by an accident in which the failure of a shaft resulted in the crash of a helicopter. Since that accident, inspections have revealed cracks in four additional shafts. The shaft transmits power to the main rotor system to provide lift for the helicopter. Failure of this shaft results in loss of power to the main rotor system and subsequent loss of control of the helicopter. Due to the criticality of the shaft, this AD must be issued immediately to correct an unsafe condition in the affected helicopters.

Since an unsafe condition has been identified that is likely to exist or develop on other Sikorsky Aircraft-manufactured Model CH-34A, CH-34C, H-34A, HH-34J, HSS-1, HSS-1N, HUS-1, SH-34J, UH-34D, UH-34E, and UH-34J helicopters of the same type design, this AD is being issued to prevent failure of the shaft, loss of

power to the rotor system, and subsequent loss of control of the helicopter. This AD requires determining the operational cycles-per-hour on the helicopter, removing the shaft assembly from the main gear box, and inspecting the shaft for cracks using a magnetic particle inspection method within the next 50 hours time-in-service (TIS). Following this initial inspection, repetitive magnetic particle inspections are required. Additionally, this AD prescribes operating limitations for certain helicopter operations.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 95-SW-28-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

AD 95-26-09 Federico Helicopters; Invest in Opportunities, Inc.; Orlando Helicopter Airways; Consolidated Air Crane, Inc.; and Pacific Aviation, Inc.: Amendment 39-9467. Docket No. 95-SW-28-AD

Applicability: Sikorsky Aircraft-manufactured Model CH-34A, CH-34C, H-34A, HH-34J, HSS-1, HSS-1N, HUS-1, SH-34J, UH-34D, UH-34E, and UH-34J helicopters with main rotor shaft assembly (shaft assembly), part number (P/N) S1635-20059-2, installed, certificated in any category.

Note 1: The shaft assembly consists of a main rotor shaft, P/N S1635-20059; an upper end plug, P/N S1635-20153; and a lower end plug, P/N S1635-20154. The shaft assembly P/N (S1635-20059-2) is marked on the edge of the main rotor shaft lower flange.

Note 2: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (j) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the main rotor shaft (shaft), loss of power to the rotor system, and subsequent loss of control of the helicopter, accomplish the following:

(a) From available helicopter records, determine the maximum number of actual operational cycles-per-hour of the current shaft assembly since installation. An operational cycle is defined as one turnaround (external lift cycle) for external load operations, and as one takeoff and one landing for internal load operations. A turnaround is defined as picking up an external load, transporting that load to a drop-off point, releasing the load, and flying to the next load pickup point. If the maximum number of actual operational cycles-per-hour cannot be determined, use 25-operational cycles-per-hour as the maximum operational cycles-per-hour for purposes of this AD. Record the determined number of operational usage cycles-per-hour of the shaft assembly in the appropriate aircraft maintenance records.

(1) If the maximum operational cycles-per-hour has ever equaled or exceeded 20 cycles-per-hour, inspect in accordance with paragraph (b) of this AD within the next 50 hours time-in-service (TIS), unless previously accomplished within the last 200 hours TIS.

(2) If the maximum operational cycles-per-hour has never exceeded 19 cycles-per-hour, inspect the shaft in accordance with paragraph (b) of this AD within the next 50 hours TIS, unless previously accomplished.

(b) Remove the shaft assembly, P/N S1635-20059-2, from the main gear box. Remove the upper end plug, P/N S1635-20153, and lower end plug, P/N S1635-20154, from the shaft assembly, and conduct a magnetic particle inspection (MPI) of the shaft for cracks in accordance with MIL-STD-1949 or ASTM E-1444. Pay particular attention to the inside diameter of the 0.7515 - 0.7510-inch diameter dowel pin holes in the flange and adjacent flange surfaces.

Note 3: Section 2D of Sikorsky Aircraft Alert Service Bulletin 58B35-34, dated June

9, 1995, contains a procedure for conducting a MPI of the shaft (in agreement with MIL-STD-1949 or ASTM E-1444).

(c) Conduct repetitive MPI's of the shaft for cracks as follows:

(1) If the maximum operational cycles-per-hour has ever equaled or exceeded 20 cycles-per-hour, repeat the MPI at intervals not to exceed 250 hours TIS from the date of the last inspection.

(2) If the maximum operational cycles-per-hour exceeds 6 cycles-per-hour, but has always been less than 20 cycles-per-hour, repeat the MPI at 1,250 hours TIS, and thereafter at intervals not to exceed 250 hours TIS from the date of the last inspection. If the last inspection was accomplished between 1,000 hours TIS and 1,250 hours TIS, begin the repetitive inspections within 250 hours TIS from the date of the last inspection instead of at 1,250 hours TIS.

(3) If the maximum operational cycles-per-hour has never exceeded 6 cycles-per-hour, repeat the MPI at 1,250 hours TIS. If the last inspection was accomplished between 1,000 hours TIS and 1,250 hours TIS, repeat the MPI within 250 hours TIS from the date of the last inspection instead of at 1,250 hours TIS.

(d) Report all inspection results to the Manager, Boston Aircraft Certification Office, using the Attachment provided later in this AD. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120-0056.

(e) If no crack is discovered, replace the upper and lower end plugs into the shaft and reinstall the shaft assembly into the main gearbox.

(f) If any crack is discovered or on or before the shaft assembly reaches 2,500 hours TIS, replace the shaft assembly with an airworthy shaft assembly, P/N S1635-20059-2. If the replacement shaft has previously been in service, determine the maximum operational cycles-per-hour in accordance with paragraph (a) and inspect in accordance with this AD.

Note 4: In accordance with the applicable maintenance manual, 2,500 hours TIS is the mandatory retirement life for the shaft assembly, P/N S1635-20059-2.

(g) If the main rotor shaft assembly installed on the helicopter has ever equaled or exceeded 20 or more operational cycles-per-hour, insert the following restrictions into the Limitations section of the Rotorcraft Flight Manual:

(1) For turbine engine installations: "The main rotor shaft assembly installed on this helicopter has been operated at 20 or more cycles-per-hour. Engine power is restricted to maximum continuous power at 93% N_f . Takeoff power operations are prohibited."

(2) For reciprocating engine installations: "The main rotor shaft assembly installed on this helicopter has been operated at 20 or more cycles-per-hour. Engine power is restricted to maximum continuous power at 2,500 RPM. Takeoff power operations are prohibited."

(h) If the main rotor shaft assembly installed on the helicopter has ever equaled or exceeded 20 or more operational cycles-per-hour, install on the instrument panel,

adjacent to the pilot's engine (N_f or RPM) tachometer, torquemeter, or manifold pressure gauges, a placard made of material that is not easily erased, disfigured, or obscured that contains the following statement in lettering of 0.2 inch minimum height and stated in one or two lines:

(1) For turbine engine installations: "MAX PWR: 101% Q AT 93% N_f "

(2) For reciprocating engine installations: "MAX PWR: 47.5 IN. HG AT 2,500 RPM"

(i) Continue to record operational cycles-per-hour of the shaft assembly in the appropriate maintenance records. If operational cycles-per-hour increases on an affected shaft assembly to the extent that it places the shaft assembly into a higher cycles-per-hour usage group, the applicable requirements and limitations contained in this AD for the higher usage group apply to that shaft assembly. A replacement shaft assembly must comply with all requirements and limitations of this AD as applicable. If the number of operational cycles-per-hour determined for a replacement shaft assembly does not equal or exceed 20 cycles-per-hour, the Rotorcraft Flight Manual limitation specified in paragraph (g) and the placard required by paragraph (h) may be removed.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Boston Aircraft Certification Office.

(j) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Boston Aircraft Certification Office, FAA, New England Region. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Boston Aircraft Certification Office.

(k) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(l) This amendment becomes effective on January 4, 1996.

Attachment

Inspection Results Report

The following information must be reported as soon as possible, but no later than 7 days after inspection, to: Manager, Boston Aircraft Certification Office, Engine and Propeller Directorate, Aircraft Certification Service, Federal Aviation Administration, 12 New England Executive Park, Burlington, MA 01803-5299, FAX: (617) 238-7199.

Operator/Repair Station _____
 Aircraft Model No. _____
 Aircraft Serial No. _____
 Date of Inspection _____
 Main Rotor Part No. _____
 Main Rotor Serial No. _____

Type of Aircraft Utilization:

Passenger Carry _____
 Firefighting _____
 Utility/Construction _____
 Logging _____
 Other _____

Identify Operational Usage Cycles-Per-Hour:
 1-6 Operational Cycles-Per-Hour _____
 7-19 Operational Cycles-Per-Hour _____
 20-Above Operational Cycles-Per-Hour _____

Next Inspection Date (Estimated): _____
 and Flight Hours (Estimated): _____

Magnetic Particle Inspection (MPI) Results (this inspection): Passed _____
 Failed _____

If a crack is found, indicate the approximate location on the part and the length of the crack in inches: _____

Total Time-In-Service (TIS) (Hours):
 Estimated _____
 Actual _____
 Unknown _____
 At Retirement _____

Inspection results at retirement (if known):
 MPI Passed _____ Failed _____
 Visual Passed _____ Failed _____

Log Book Entry for Part No. _____,
 Serial No. _____, is (date) _____,
 at Retirement Hours _____. This
 part's Serial No. has been marked
 unairworthy and unfit for further service on
 (date) _____, 199 ____.

Issued in Fort Worth, Texas, on December
 13, 1995.

Daniel P. Salvano,
*Manager, Rotorcraft Directorate, Aircraft
 Certification Service.*

[FR Doc. 95-30771 Filed 12-19-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-SW-21-AD; Amendment
 39-9466; AD 95-26-08]

**Airworthiness Directives; Sikorsky
 Aircraft Model S-58A, S-58B, S-58C,
 S-58D, S-58E, S-58F, S-58G, S-58H,
 S-58J, S-58BT, S-58DT, S-58ET, S-
 58FT, S-58HT, and S-58JT Helicopters**

AGENCY: Federal Aviation
 Administration, DOT.

ACTION: Final rule; request for
 comments.

SUMMARY: This amendment adopts a
 new airworthiness directive (AD) that is
 applicable to Sikorsky Aircraft Model
 S-58A, S-58B, S-58C, S-58D, S-58E,
 S-58F, S-58G, S-58H, S-58J, S-58BT,
 S-58DT, S-58ET, S-58FT, S-58HT, and
 S-58JT helicopters. This action requires
 initial and repetitive magnetic particle
 inspections of the main rotor shaft
 (shaft) for cracks, and defines power
 limitations for certain helicopter
 operations. This amendment is
 prompted by a recent accident in which
 a shaft failed, resulting in loss of power.
 Subsequent inspections on other aircraft
 of the same type revealed cracks in four
 additional shafts. The actions specified
 in this AD are intended to prevent

failure of the shaft, loss of power to the
 rotor system, and subsequent loss of
 control of the helicopter.

DATES: Effective January 4, 1996.
 Comments for inclusion in the Rules
 Docket must be received on or before
 February 20, 1996.

ADDRESSES: Submit comments in
 triplicate to the Federal Aviation
 Administration (FAA), Office of the
 Assistant Chief Counsel, Attention:
 Rules Docket No. 95-SW-21-AD, 2601
 Meacham Blvd., Room 663, Fort Worth,
 Texas 76137.

FOR FURTHER INFORMATION CONTACT: Mr.
 Francis X. Walsh, Aerospace Engineer,
 FAA, Boston Aircraft Certification
 Office, 12 New England Executive Park,
 Burlington, Massachusetts 01803-5299,
 telephone (617) 238-7158, fax (617)
 238-7199.

SUPPLEMENTARY INFORMATION: This
 amendment adopts a new AD that is
 applicable to Sikorsky Aircraft Model
 S-58A, S-58B, S-58C, S-58D, S-58E,
 S-58F, S-58G, S-58H, S-58J, S-58BT,
 S-58DT, S-58ET, S-58FT, S-58HT, and
 S-58JT helicopters with shaft assembly,
 part number (P/N) S1635-20059-2,
 installed. This AD is prompted by an
 accident in which the failure of a shaft
 resulted in the crash of a helicopter.
 Since that accident, inspections have
 revealed cracks in four additional shafts.
 The shaft transmits power to the main
 rotor system to provide lift for the
 helicopter. Failure of this shaft results
 in loss of power to the main rotor
 system and subsequent loss of control of
 the helicopter. Due to the criticality of
 the shaft, this AD must be issued
 immediately to correct an unsafe
 condition in the affected helicopters.

Since an unsafe condition has been
 identified that is likely to exist or
 develop on other Sikorsky Aircraft
 Model S-58A, S-58B, S-58C, S-58D, S-
 58E, S-58F, S-58G, S-58H, S-58J, S-
 58BT, S-58DT, S-58ET, S-58FT, S-
 58HT, and S-58JT helicopters of the
 same type design, this AD is being
 issued to prevent failure of the shaft,
 loss of power to the rotor system, and
 subsequent loss of control of the
 helicopter. This AD requires
 determining the operational cycles-per-
 hour on the helicopters, removing the
 shaft assembly from the main gear box,
 and inspecting the shaft for cracks using
 a magnetic particle inspection method
 within the next 50 hours time-in-service
 (TIS). Following this initial inspection,
 repetitive magnetic particle inspections
 are required. Additionally, this AD
 prescribes operating limitations for
 certain helicopter operations.

Since a situation exists that requires
 the immediate adoption of this

regulation, it is found that notice and
 opportunity for prior public comment
 hereon are impracticable, and that good
 cause exists for making this amendment
 effective in less than 30 days.

Comments Invited

Although this action is in the form of
 a final rule that involves requirements
 affecting flight safety and, thus, was not
 preceded by notice and an opportunity
 for public comment, comments are
 invited on this rule. Interested persons
 are invited to comment on this rule by
 submitting such written data, views, or
 arguments as they may desire.
 Communications should identify the
 Rules Docket number and be submitted
 in triplicate to the address specified
 under the caption **ADDRESSES**. All
 communications received on or before
 the closing date for comments will be
 considered, and this rule may be
 amended in light of the comments
 received. Factual information that
 supports the commenter's ideas and
 suggestions is extremely helpful in
 evaluating the effectiveness of the AD
 action and determining whether
 additional rulemaking action would be
 needed.

Comments are specifically invited on
 the overall regulatory, economic,
 environmental, and energy aspects of
 the rule that might suggest a need to
 modify the rule. All comments
 submitted will be available, both before
 and after the closing date for comments,
 in the Rules Docket for examination by
 interested persons. A report that
 summarizes each FAA-public contact
 concerned with the substance of this AD
 will be filed in the Rules Docket.

Commenters wishing the FAA to
 acknowledge receipt of their comments
 submitted in response to this rule must
 submit a self-addressed, stamped
 postcard on which the following
 statement is made: "Comments to
 Docket No. 95-SW-21-AD." The
 postcard will be date stamped and
 returned to the commenter.

The regulations adopted herein will
 not have substantial direct effects on the
 States, on the relationship between the
 national government and the States, or
 on the distribution of power and
 responsibilities among the various
 levels of government. Therefore, in
 accordance with Executive Order 12612,
 it is determined that this final rule does
 not have sufficient federalism
 implications to warrant the preparation
 of a Federalism Assessment.

The FAA has determined that this
 regulation is an emergency regulation
 that must be issued immediately to
 correct an unsafe condition in aircraft,
 and that it is not a "significant