

AIR IMMERSION DAC—Continued

Radio-nuclide	Half-life	( $\mu\text{Ci/mL}$ )	( $\text{Bq/m}^3$ )
Xe-120 .....	40.0 min	1E-05	4E+05
Xe-121 .....	40.1 min	2E-06	8E+04
Xe-122 .....	20.1 h .....	8E-05	3E+06
Xe-123 .....	2.14 h .....	6E-06	2E+05
Xe-125 .....	16.8 h .....	1E-05	6E+05
Xe-127 .....	36.406 d	1E-05	6E+05
Xe-129m ..	8.89 d .....	2E-04	7E+06
Xe-131m ...	11.84 d ...	5E-04	1E+07
Xe-133 .....	5.245 d ...	1E-04	5E+06
Xe-133m ..	2.19 d .....	1E-04	5E+06
Xe-135 .....	9.11 h .....	1E-05	6E+05
Xe-135m ..	15.36 min	1E-05	3E+05
Xe-138 .....	14.13 min	3E-06	1E+05

\* \* \* \* \*

[FR Doc. 2011-8836 Filed 4-12-11; 8:45 am]

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DEPARTMENT OF THE TREASURY

Office of Thrift Supervision

12 CFR Part 563e

Community Reinvestment

CFR Correction

In Title 12 of the Code of Federal Regulations, Parts 500 to 599, revised as of January 1, 2011, on page 278, in § 563e.12, the heading of paragraph (u) and paragraph (u)(1) are corrected to read as follows:

§ 563e.12 Definitions.

\* \* \* \* \*

(u) *Small savings association*—(1) *Definition.* *Small savings association* means a savings association that, as of December 31 of either of the prior two calendar years, had assets of less than \$1.122 billion. *Intermediate small savings association* means a small savings association with assets of at least \$280 million as of December 31 of both of the prior two calendar years and less than \$1.122 billion as of December 31 of either of the prior two calendar years.

\* \* \* \* \*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 27

[Docket No. SW026; Special Conditions No. 27-026-SC]

Special Conditions: Eurocopter France Model AS350B Series, AS350D, and EC130 Helicopters, Installation of a Hoh Aeronautics, Inc. Autopilot/Stabilization Augmentation System (AP/SAS)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions; request for comments.

**SUMMARY:** These special conditions are issued for the modification of the Eurocopter France (Eurocopter) model AS350B series, AS350D, and EC130 helicopters. These model helicopters will have novel or unusual design features when modified by installing the Hoh Aeronautics, Inc. (Hoh) complex autopilot/stabilization augmentation system (AP/SAS) that has potential failure conditions with more severe adverse consequences than those envisioned by the existing applicable airworthiness regulations. These special conditions contain the added safety standards the Administrator considers necessary to ensure the failures and their effects are sufficiently analyzed and contained.

**DATES:** The effective date of these special conditions is March 31, 2011. We must receive your comments by June 13, 2011.

**ADDRESSES:** You may send your comments by e-mail to: [john.vanhoudt@faa.gov](mailto:john.vanhoudt@faa.gov); by mail to: Federal Aviation Administration, Rotorcraft Directorate, Attn: John VanHoudt (ASW-111), Special Conditions Docket No. SW026, 2601 Meacham Blvd., Fort Worth, Texas 76137; or by delivering your comments to the Rotorcraft Directorate at the indicated address. You must mark your comments: Docket No. SW026. You can inspect comments in the special conditions docket on weekdays, except Federal holidays, between 8:30 a.m. and 4 p.m., in the Rotorcraft Directorate.

**FOR FURTHER INFORMATION CONTACT:** John VanHoudt, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group (ASW-111), 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5167; facsimile (817) 222-5961; or e-mail to [john.vanhoudt@faa.gov](mailto:john.vanhoudt@faa.gov).

**SUPPLEMENTARY INFORMATION:**

Reason for No Prior Notice and Comment Before Adoption

The substance of these special conditions has been subjected to the notice and comment period previously and has been derived without substantive change from those previously issued. It is unlikely that prior public comment would result in a significant change from the substance contained herein. Further, a delay in the effective date of these special conditions would significantly delay issuance of the design approval and thus delivery of the helicopter, which is imminent. Therefore, the FAA has determined that prior public notice and comment are unnecessary, impracticable, and contrary to the public interest, and finds good cause exists for adopting these special conditions upon issuance. The FAA is requesting comments to allow interested persons to submit views that may not have been submitted in response to the prior opportunities for comment.

Comments Invited

While we did not precede this with a notice of proposed special conditions, we invite interested people to take part in this action by sending written comments, data, or views. The most helpful comments reference a specific portion of the special conditions, explain the reason for any recommended change, and include supporting data.

We will file in the special conditions docket all comments we receive, as well as a report summarizing each substantive public contact with FAA personnel about these special conditions. You can inspect the docket before and after the comment closing date. If you wish to review the docket in person, go to the address in the **ADDRESSES** section of this document between 8:30 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

We will consider all comments we receive by the closing date for comments. We will consider comments filed late if it is possible to do so without incurring expense or delay. We may change these special conditions based on the comments we receive.

If you want us to let you know we received your mailed comments on these special conditions, send us a pre-addressed, stamped postcard on which the docket number appears. We will stamp the date on the postcard and mail it back to you.

Background

On February 5, 2010, Hoh submitted an application to the FAA's Los Angeles