

pounds; turkeys and all other poultry—
3 pounds.

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Dated: September 13, 2012.

David R. Shipman,
*Administrator, Agricultural Marketing
Service.*

[FR Doc. 2012-23083 Filed 9-18-12; 8:45 am]

BILLING CODE 3410-02-P

**NATIONAL CREDIT UNION
ADMINISTRATION**

12 CFR Part 741

RIN 3133-AD66

Interest Rate Risk Policy and Program

Correction

In rule document 2012-02091, appearing on pages 55155-5167 in the issue of Thursday, February 2, 2012, make the following corrections:

1. On page 5157, in the second column, in the first line, the text entry “by asset size cohort at year-end 2010, as depicted in Table 1:” is deleted.

2. On page 5164, in the second column, under the heading “Account Attributes” on the second line, “P\principal” should read “Principal”.

[FR Doc. C1-2012-2091 Filed 9-18-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2012-0645; Directorate Identifier 2011-NM-052-AD; Amendment 39-17190; AD 2012-18-13]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are superseding an existing airworthiness directive (AD) for all The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500

series airplanes. That AD currently requires repetitive inspections to detect cracking in the web of the aft pressure bulkhead at body station 1016 at the aft fastener row attachment to the “Y” chord, and corrective actions if necessary. This new AD adds various inspections for discrepancies at the aft pressure bulkhead, and related investigative and corrective actions if necessary. This AD was prompted by several reports of fatigue cracking at that location. We are issuing this AD to detect and correct such fatigue cracking, which could result in rapid decompression of the fuselage.

DATES: This AD is effective October 24, 2012.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of October 24, 2012.

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of May 10, 1999 (64 FR 19879, April 23, 1999).

ADDRESSES: For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, Washington 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; Internet <https://www.myboeingfleet.com>. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200

New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Alan Pohl, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: (425) 917-6450; fax: (425) 917-6590; email: alan.pohl@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 99-08-23, Amendment 39-11132 (64 FR 19879, April 23, 1999). That AD applies to the specified products. The NPRM published in the **Federal Register** on June 28, 2012 (77 FR 38547). That NPRM proposed to continue to require repetitive inspections to detect cracking in the web of the aft pressure bulkhead at body station 1016 at the aft fastener row attachment to the “Y” chord, and corrective actions if necessary. That NPRM also proposed to require adding various inspections for discrepancies at the aft pressure bulkhead, and related investigative and corrective actions if necessary.

Comments

We gave the public the opportunity to participate in developing this AD. We have considered the comments received. Boeing supports the NPRM (77 FR 38547, June 28, 2012). Aviation Partners Boeing stated that it has reviewed the NPRM and has determined that the installation of winglets per supplemental type certificate ST01219SE does not affect the NPRM.

Conclusion

We reviewed the relevant data, considered the comments received, and determined that air safety and the public interest require adopting the AD as proposed.

Costs of Compliance

We estimate that this AD affects 566 airplanes of U.S. registry.

We estimate the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Low frequency eddy current (LFEC) inspection [retained actions from AD 99-08-23, Amendment 39-11132 (64 FR 19879, April 23, 1999)].	8 work-hours × \$85 per hour = \$680	\$0	\$680	\$384,880.