paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on September 23, 2012.


(4) The following service information was approved for IBR on September 9, 2010 (75 FR 52238, August 25, 2010).


(6) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

(7) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call 202–741–6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on July 31, 2012.

Michael Kaszycyki,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2012–10936 Filed 8–16–12; 8:45 am]
BILLING CODE 4910–13–P
DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 39
RIN 2120–AA64
Airworthiness Directives; Airbus Airplanes
AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).
ACTION: Final rule.
SUMMARY: We are adopting a new airworthiness directive (AD) for certain Airbus Model A318–112 and –121 airplanes; Model A319–111, –112, –115, –132, and –133 airplanes; Model A320–214, –232, and –233 airplanes; and Model A321–211, –212, –213, and –231 airplanes. This AD was prompted by reports that some nuts installed on the wing, including on primary structural elements, were found cracked. This AD requires inspecting to determine if certain nuts are installed or cracked, and replacing the affected nuts if necessary. We are issuing this AD to detect and correct missing and cracked nuts, which could result in the structural integrity of the airplane wings being impaired.

DATES: This AD becomes effective September 21, 2012. The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 21, 2012.
FOR FURTHER INFORMATION CONTACT: George Schwab, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Safety Management Group, 2601 Meacham Blvd., Fort Worth, TX 76137, telephone (817) 222–5110, email: george.schwab@faa.gov.
SUPPLEMENTARY INFORMATION: Airworthiness Directive 2012–12–21, Amendment 39–17101 (77 FR 37777, June 25, 2012), currently includes the following paragraph [0(1)[i] in the Required Actions section:

“(i) “Emergency and Malfunction Procedures”: pages 3–3 and 3–4, and”

As published, the reference to page 3–4 is incorrect. The correct reference is to page 3–3a.

No other part of the preamble or regulatory information has been changed; therefore, only the changed portion of the final rule is being published in the Federal Register.

Correction of Regulatory Text
§39.13 [Corrected]
In the Federal Register of June 25, 2012, on page 37779 in the second column, paragraph [0(1)[i] of AD 2012–12–21 is corrected to read as follows:

* * * * * *(i) “Emergency and Malfunction Procedures”: pages 3–3 and 3–3a, and
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