

interim rule as a final rule, without change.

To view the interim rule, go to: <http://www.regulations.gov/#!documentDetail;D=AMS-FV-12-0035-0001>.

This action also affirms information contained in the interim rule concerning Executive Orders 12866 and 12988, and the E-Gov Act (44 U.S.C. 101).

After consideration of all relevant material presented, it is found that finalizing the interim rule, without change, as published in the **Federal Register** (78 FR 1130, January 8, 2013) will tend to effectuate the declared policy of the Act.

List of Subjects in 7 CFR Part 987

Dates, Marketing agreements, Reporting and recordkeeping requirements.

PART 987—DATES PRODUCED OR PACKED IN RIVERSIDE COUNTY, CALIFORNIA

■ Accordingly, the interim rule amending 7 CFR part 987, which was published at 78 FR 1130 on January 8, 2013, is adopted as a final rule, without change.

Dated: April 23, 2013.

David R. Shipman,

Administrator, Agricultural Marketing Service.

[FR Doc. 2013–09999 Filed 4–26–13; 8:45 am]

BILLING CODE 3410–02–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2004–18033; Directorate Identifier 2004–CE–16–AD; Amendment 39–17400; AD 2004–21–08 R1]

RIN 2120–AA64

Airworthiness Directives; Cessna Aircraft Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting an airworthiness directive (AD) that published in the **Federal Register**. That AD applies to all Cessna Aircraft Company (Cessna) Models 190, 195 (L–126A,B,C), 195A, and 195B airplanes that are equipped with certain inboard aileron hinge brackets. The AD docket number in the preamble section and the rule portion of the AD is incorrect. Also, the statement that no comments on the notice of proposed rulemaking (NPRM)

were received is incorrect. This document corrects these errors. In all other respects, the original document remains the same.

DATES: This correction is effective April 29, 2013. The effective date for AD 2004–21–08 R1 remains May 9, 2013.

ADDRESSES: 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: Gary Park, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Wichita, KS 67209; phone: (316) 946–4123; fax: (316) 946–4107; email: gary.park@faa.gov.

SUPPLEMENTARY INFORMATION: AD 2004–21–08 R1, amendment 39–17400 (78 FR 20227, April 4, 2013), currently requires you to repetitively inspect the affected inboard aileron hinge brackets for cracks or corrosion and replace them if cracks or corrosion is found for all Cessna Models 190, 195 (L–126A,B,C), 195A, and 195B airplanes that are equipped with certain inboard aileron hinge brackets. Replacement with aluminum brackets would terminate the need for the repetitive inspections. Future compliance requires following a revised service bulletin that clarifies the casting numbers and part numbers to be inspected.

As published, the AD docket number in the final rule headings and in the headings of the AD is incorrect.

It was incorrectly stated in the comments section that we received no comments on the NPRM (78 FR 1155, January 8, 2013). We received one supportive comment on the NPRM.

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**.

The effective date of this AD remains May 9, 2013.

Correction of Non-Regulatory Text

In the **Federal Register** of April 4, 2013, AD 2004–21–08 R1; Amendment 39–17400 is corrected as follows:

On page 20227, in the first column, on line 4 in the headings of the final rule, change “Docket No. FAA–2012–18033

* * *.” to “Docket No. FAA–2004–18033 * * *.”

On page 20227, in the third column, beginning on the second line under the “Comments” section, change the second sentence from “We received no comments on the NPRM (78 FR 1155, January 8, 2013) or on the determination of the cost to the public.” to “We received one supportive comment on the NPRM (78 FR 1155, January 8, 2013) and no comments on the determination of the cost to the public.”

Correction of Regulatory Text

§ 39.13 [Corrected]

■ In the **Federal Register** of April 4, 2013, on page 20228, in the second column, the AD headings immediately following the second amendatory instruction are corrected to read as follows:

2004–21–08 R1 Cessna Aircraft Company:
Amendment 39–17400; Docket No. FAA–2004–18033; Directorate Identifier 2004–CE–16–AD.

Issued in Kansas City, Missouri, on April 17, 2013.

John Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2013–09496 Filed 4–26–13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA–2013–0371; Airspace Docket No. 12–ANM–14]

RIN 2120–AA66

Amendment of Restricted Areas R–6703A, B, C, D; and Establishment of Restricted Areas R–6703E, F, G, H, I, and J; WA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the internal boundaries of R–6703 by further subdividing the airspace from the current four subareas (A through D) to ten subareas (A through J). This change is totally contained within the current outer boundaries of R–6703. The designated altitudes and time of designation remain as currently published. In addition, the name “Fort Lewis, WA,” in the titles of the restricted areas is changed to “Joint Base Lewis-McChord, WA. The name of the using agency is changed from