

Authority: 12 U.S.C. 1752(5), 1755, 1756, 1757, 1758, 1759, 1761a, 1761b, 1766, 1767, 1782, 1784, 1786, 1787, 1789. Section 701.31 is also authorized by 15 U.S.C. 1601, *et seq.*, 42 U.S.C. 1981 and 3601–3610. Section 701.35 is also authorized by 12 U.S.C. 4311–4312.

■ 2. Revise the fifth paragraph of Section V.A.2 of Chapter 2 of Appendix B to part 701 to read as follows:

Appendix B to Part 701—Chartering and Field of Membership Manual

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Chapter 2

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V.A.2—Definition of Well-Defined Local Community and Rural District

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The rural district requirement is met if:

- Rural District—
- The district has well-defined, contiguous geographic boundaries;
- More than 50% of the district's population resides in census blocks or other geographic areas that are designated as rural by the United State Census Bureau; and
- The total population of the district does not exceed the greater of 250,000 people or three percent of the population of the state in which the majority of the district is located; or
- The district has well-defined, contiguous geographic boundaries;
- The district does not have a population density in excess of 100 people per square mile; and
- The total population of the district does not exceed the greater of 250,000 people or three percent of the population of the state in which the majority of the district is located.

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[FR Doc. 2013–04647 Filed 2–27–13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2012–0421; Directorate Identifier 2012–NM–042–AD; Amendment 39–17284; AD 2012–25–03]

RIN 2120–AA64

Airworthiness Directives; The Boeing 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 certain The Boeing Company Model 757 airplanes. That AD incorrectly identified certain actions

that are terminated in another AD. This document corrects that error. In all other respects, the original document remains the same.

DATES: This final rule is effective February 28, 2013. The effective date for AD 2012–25–03 (77 FR 73897, December 12, 2012) remains January 16, 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:

Elias Natsiopoulou, Aerospace Engineer, Systems and Equipment Branch, ANM–130S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057–3356; phone: 425–917–6478; fax: 425–917–6590; email: Elias.Natsiopoulou@faa.gov.

SUPPLEMENTARY INFORMATION: AD 2012–25–03, Amendment 39–17284 (77 FR 73897, December 12, 2012), currently requires repetitive inspections of electrical heat terminals on the left and right windshields for damage, and corrective actions if necessary; and allows replacing an affected windshield with a windshield equipped with different electrical connections, which would terminate the repetitive inspections for that windshield. For certain The Boeing Company Model 757 airplanes, AD 2012–25–03 also specifies that accomplishing the required actions terminates certain requirements of AD 2010–15–01, Amendment 39–16367 (75 FR 39804, July 13, 2010), for that airplane only.

As published, paragraph (l) of AD 2012–25–03, Amendment 39–17284 (77 FR 73897, December 12, 2012), incorrectly identified certain actions that are terminated in AD 2010–15–01, Amendment 39–16367 (75 FR 39804, July 13, 2010).

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 January 16, 2013.

Correction of Regulatory Text

§ 39.13 [Corrected]

■ In the **Federal Register** of December 12, 2012, AD 2012–25–03, Amendment 39–17284 (77 FR 73897, December 12, 2012), on page 73902, in the second column, paragraph (l) of AD 2012–25–03 is corrected to read as follows:

* * * * *

(l) Related AD Termination

Accomplishing the actions required by this AD terminates the requirements of paragraphs (f), (g), and (h) of AD 2010–15–01, Amendment 39–16367 (75 FR 39804, July 13, 2010), for that airplane only.

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Issued in Renton, Washington, on February 15, 2013.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2013–04337 Filed 2–27–13; 8:45 am]

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DEPARTMENT OF COMMERCE

Bureau of Industry and Security

15 CFR Parts 730, 732, 734, 736, 740, 742, 743, 744, 745, 748, 752, 754, 756, 758, 760, 762, 764, and 772

[Docket No. 120320203–2295–03]

RIN 0694–AF63

Editorial Corrections to the Export Administration Regulations

AGENCY: Bureau of Industry and Security, Commerce.

ACTION: Final rule.

SUMMARY: This final rule corrects reference and typographical errors in the Export Administration Regulations (EAR). The corrections are editorial in nature and do not affect license requirements.

DATES: Effective on February 28, 2013.

FOR FURTHER INFORMATION CONTACT:

Robert Monjay, Office of Exporter Services, Bureau of Industry and Security, by telephone (202) 482–2440 or email: Robert.Monjay@bis.doc.gov.

SUPPLEMENTARY INFORMATION:

Background

On November 14, 1994, by Executive Order 12938, the President declared a national emergency with respect to the unusual and extraordinary threat to the national security, foreign policy, and economy of the United States posed by the proliferation of nuclear, biological, and chemical weapons (weapons of