

Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed, I certify that this AD:

(1) Is not a “significant regulatory action” under Executive Order 12866, and

(2) Will not affect intrastate aviation in Alaska.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

**2022–14–03 Leonardo S.p.a.:** Amendment 39–22108; Docket No. FAA–2022–0806; Project Identifier MCAI–2022–00377–R.

#### (a) Effective Date

This airworthiness directive (AD) is effective July 28, 2022.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to all Leonardo S.p.a. Model AB412 and AB412 EP helicopters.

#### (d) Subject

Joint Aircraft System Component (JASC) Code: 5302, Rotorcraft Tail Boom.

#### (e) Unsafe Condition

This AD was prompted by reports of cracked tailboom attachment bolts and barrel nuts. The FAA is issuing this AD to address fatigue cracking of tailboom attachment bolts and barrel nuts. The unsafe condition, if not addressed, could result in separation of the tailboom from the helicopter and subsequent loss of control of the helicopter.

#### (f) Compliance

Comply with this AD within the compliance times specified, unless already done.

#### (g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union

Aviation Safety Agency (EASA) AD 2022–0046, dated March 17, 2022 (EASA AD 2022–0046).

#### (h) Exceptions to EASA AD 2022–0046

(1) Where EASA AD 2022–0046 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2022–0046 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where EASA AD refers to March 14, 2022, the effective date of EASA AD 2022–0035 dated March 7, 2022, this AD requires using the effective date of this AD.

(4) Where the service information referenced in EASA AD 2022–0046 specifies contacting Leonardo S.p.a. for disposition instructions if a part is found damaged, this AD instead requires removing the part from service.

(5) Where the service information referenced in EASA AD 2022–0046 specifies discarding a certain part, this AD instead requires removing that part from service.

(6) This AD does not mandate compliance with the “Remarks” section of EASA AD 2022–0046.

#### (i) No Reporting Requirement

Although the service information referenced in EASA AD 2022–0046 specifies submitting certain information to the manufacturer, this AD does not include that requirement.

#### (j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: [9-AVS-AIR-730-AMOC@faa.gov](mailto:9-AVS-AIR-730-AMOC@faa.gov).

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

#### (k) Related Information

For more information about this AD, contact Jacob Fitch, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222–4130; email [9-AVS-AIR-730-AMOC@faa.gov](mailto:9-AVS-AIR-730-AMOC@faa.gov).

#### (l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this 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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2022–0046, dated March 17, 2022.

(ii) [Reserved]

(3) For EASA AD 2022–0046, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu); internet [www.easa.europa.eu](http://www.easa.europa.eu). You may find the EASA material on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N–321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222–5110. This material may be found in the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2022–0806.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov), or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on June 23, 2022.

**Ross Landes,**

*Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2022–14817 Filed 7–12–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2021–0169; Airspace Docket No. 21–ASO–3]

RIN 2120–AA66

#### Amendment Class D and Class E Airspace; South Florida; Correction

**AGENCY:** Federal Aviation Administration (FAA), DOT.  
**ACTION:** Final rule; correction.

**SUMMARY:** The Federal Aviation Administration (FAA) is correcting a final rule that appeared in the **Federal Register** on March 4, 2022, amending airspace for several airports in the south Florida area. This action corrects the legal description of Miami Executive Airport (formerly Kendall-Tamiami Executive Airport), by including the erroneously omitted surface E airspace description.

**DATES:** Effective 0901 UTC, September 8, 2022. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone (404) 305-6364.

**SUPPLEMENTARY INFORMATION:**

**History**

The FAA published a final rule in the **Federal Register** for Docket No. FAA 2021-0169 (86 FR 50245, September 8, 2021), amending Class D and Class E airspace for eight airports in the south Florida area. Subsequent to publication, the FAA found that the surface E airspace for Miami Executive Airport (formerly Kendall-Tamiami Executive Airport), required updating to mirror the airport's Class D airspace, and was inadvertently omitted from the action. This action corrects this error by amending the surface E airspace for this airport by updating the airport's name and geographic coordinates, as well as removing unnecessary verbiage referencing the Miami Class B airspace.

**Good Cause for No Notice and Comment**

Section 553(b)(3)(B) of Title 5, United States Code, (the Administrative Procedure Act) authorizes agencies to dispense with notice and comment procedures for rules when the agency for "good cause" finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." Under this section, an agency, upon finding good cause, may issue a final rule without seeking comment prior to the rulemaking. The FAA finds that prior notice and public comment to this final rule is unnecessary due to the fact that there is no substantive change to the rule.

**Availability and Summary of Documents for Incorporation by Reference**

This document amends FAA Order JO 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021. FAA Order JO 7400.11F is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO 7400.11F lists Class A, B, C, D, and E airspace areas, air traffic routes, and reporting points.

**Correction to Final Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by adding the amended descriptor for the surface E airspace for Miami Executive Airport to the final rule of Amendment Class D and Class E Airspace; South Florida.

**Regulatory Notices and Analyses**

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5-6.5.a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

**Lists of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

**PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS**

- 1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

*Paragraph 6002 Class E Surface Area Airspace.*

\* \* \* \* \*

**ASO FL E2 Miami Executive Airport, FL [Amended]**

Miami Executive Airport, FL  
(Lat. 25°38'51" N, long. 80°26'00" W)

That airspace extending upward from the surface within a 3.5-mile radius of the Miami Executive Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to

Air Missions. The effective date and time will thereafter be continuously published in the Chart Supplement.

Issued in College Park, Georgia, on July 7, 2022.

**Andreese C. Davis,**

*Manager, Airspace & Procedures Team South, Eastern Service Center, Air Traffic Organization.*

[FR Doc. 2022-14829 Filed 7-12-22; 8:45 am]

**BILLING CODE 4910-13-P**

**COURT SERVICES AND OFFENDER SUPERVISION AGENCY**

**28 CFR Part 814**

**RIN 3225-AA18**

**Collection by Offset From Indebted Government Employees**

**AGENCY:** Court Services and Offender Supervision Agency (CSOSA).

**ACTION:** Direct final rule.

**SUMMARY:** This direct final rule codifies internal procedural requirements for the offset to employees' salaries by the Court Services and Offender Supervision Agency for the District of Columbia as required by the Office of Personnel Management regulations. The OMB regulations require review and approval of this rulemaking by the Office of Personnel Management prior to its publication, CSOSA is publishing this rule as a direct final rule.

**DATES:** This direct final rule is effective October 11, 2022 without further action, unless an adverse comment is received by August 12, 2022. If an adverse comment is received, CSOSA will publish a timely withdrawal of the rule in the **Federal Register**.

**ADDRESSES:** Paul Girardo, Associate Director, Office of Financial Management, Court Services and Offender Supervision Agency, 633 Indiana Ave. NW, Washington, DC 20004.

**FOR FURTHER INFORMATION CONTACT:** Paul Girardo, Associate Director, Office of Financial Management, Court Services and Offender Supervision Agency, 633 Indiana Ave. NW, Washington, DC 20004; telephone: 202-220-5718; email: [Paul.Girardo@csosa.gov](mailto:Paul.Girardo@csosa.gov).

**SUPPLEMENTARY INFORMATION:** The Office of Personnel Management, in its regulations at 5 CFR 550.1104, requires agencies to issue regulations governing the collection of a debt by salary offset. The Court Services and Offender Supervision Agency (CSOSA) has developed a new regulation in compliance with 5 CFR 550.1104.