

DEPARTMENT OF HOMELAND SECURITY**8 CFR Parts 214 and 274a**

[CIS No. 2719–22]

RIN 1615–AC79

DEPARTMENT OF LABOR**Employment and Training Administration****20 CFR Part 655**

[DOL Docket No. ETA–2022–0004]

RIN 1205–AC10

Exercise of Time-Limited Authority To Increase the Numerical Limitation for Second Half of FY 2022 for the H–2B Temporary Nonagricultural Worker Program and Portability Flexibility for H–2B Workers Seeking To Change Employers; Correction

AGENCY: U.S. Citizenship and Immigration Services (USCIS), Department of Homeland Security (DHS), and Employment and Training Administration and Wage and Hour Division, U.S. Department of Labor (DOL).

ACTION: Temporary final rule; correction.

SUMMARY: On May 18, 2022, the Department of Homeland Security and Department of Labor jointly published a temporary final rule titled “Exercise of Time-Limited Authority to Increase the Numerical Limitation for Second Half of FY 2022 for the H–2B Temporary Nonagricultural Worker Program and Portability Flexibility for H–2B Workers Seeking To Change Employers.” The fourth amendatory instruction to the DHS regulatory text contained a typo. This document corrects that typo.

DATES: Effective on May 18, 2022.

FOR FURTHER INFORMATION CONTACT: Samantha Deshommes, Chief, Regulatory Coordination Division, Office of Policy and Strategy, U.S. Citizenship and Immigration Services, Department of Homeland Security, 5900 Capital Gateway Drive, Camp Springs, MD 20746; telephone 240–721–3000 (this is not a toll-free number).

SUPPLEMENTARY INFORMATION: In FR Doc. 2022–10631, appearing in the first column on page 30377 in the **Federal Register** of Wednesday, May 18, 2022, the following correction is made:

§ 274a.12 [Corrected]

■ 1. On page 30377, in the first column, in part 274a, in amendment 4, the instruction “Effective May 18, 2022

through May 18, 2025, amend § 274a.12 by adding paragraph (b)(31) to read as follows” is corrected to read “Effective May 18, 2022 through May 18, 2025, amend § 274a.12 by adding paragraph (b)(32) to read as follows:”.

Christina E. McDonald,

Federal Register Liaison, U.S. Department of Homeland Security.

Laura Dawkins,

Federal Register Liaison, U.S. Department of Labor.

[FR Doc. 2022–11132 Filed 5–20–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA–2022–0021; Project Identifier AD–2020–01283–A; Amendment 39–22060; AD 2022–11–10]

RIN 2120–AA64

Airworthiness Directives; Piper Aircraft, Inc. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Piper Aircraft, Inc. (Piper) Model PA–46–600TP airplanes. This AD was prompted by testing that showed that the wing splice assembly could fail before the assembly reaches its established life limit. This AD requires revising the Airworthiness Limitations section (ALS) of the existing maintenance manual (MM) or instructions for continued airworthiness (ICA) to reduce the life limit of the wing splice assembly. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective June 27, 2022.

ADDRESSES: For service information identified in this final rule, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, FL 32960; phone: (772) 291–2141; website: <https://www.piper.com>. You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222–5110.

Examining the AD Docket

You may examine the AD docket at <https://www.regulations.gov> by

searching for and locating Docket No. FAA–2022–0021; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, any comments received, and other information. The address for Docket Operations is 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: Fred Caplan, Aviation Safety Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474–5507; email: frederick.n.caplan@faa.gov.

SUPPLEMENTARY INFORMATION:**Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain serial-numbered Piper Model PA–46–600TP airplanes. The NPRM published in the **Federal Register** on February 1, 2022 (87 FR 5428). The NPRM was prompted by testing that showed that the wing splice assembly, part number (P/N) 46W57A100–001, could fail before reaching its established life limit on Model PA–46–600TP airplanes. The wing splice assembly was certificated with a life limit of 5,132 hours time-in-service (TIS); however, the failures of the test assembly occurred before reaching that established life limit. The stress levels used in the life limit analysis were not adequate. After a new fatigue test article analysis, Piper reduced the life limit of the wing splice assembly P/N 46W57A100–001 from 5,132 hours TIS to 3,767 hours TIS and revised the Airworthiness Limitations section in the MM accordingly.

In the NPRM, the FAA proposed to require revising the Airworthiness Limitations section of the existing MM or ICA to reduce the life limit of the wing splice assembly. Failure of the wing splice assembly, if not addressed, could result in loss of airplane control. The FAA is issuing this AD to address the unsafe condition on these products.

Discussion of Final Airworthiness Directive**Comments**

The FAA received comments from Piper. The following presents the comments received on the NPRM and the FAA’s response to each comment.