

532–107, constitutes a terminating action for the recurring inspections required by paragraph (g)(1) of this AD.

(4) As of the effective date of this AD, do not install any bellcrank assembly P/N 429–001–523–101, 429–001–523–103, 429–001–532–101, or 429–001–532–103 on any helicopter.

(h) Special Flight Permits

Special flight permits are prohibited.

(i) 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 (j)(1) of this AD. Information may be emailed to: 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.

(j) Related Information

(1) For more information about this AD, contact Andrea Jimenez, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 1600 Stewart Ave., Suite 410, Westbury, NY 11590; telephone (516) 228–7330; email andrea.jimenez@faa.gov.

(2) For service information identified in this AD, contact Bell Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7 1R4, Canada; telephone 1–450–437–2862 or 1–800–363–8023; fax 1–450–433–0272; email productsupport@bellflight.com; or at <https://www.bellflight.com/support/contact-support>. You may view this referenced 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.

(3) The subject of this AD is addressed in Transport Canada AD CF–2016–11R3, dated August 30, 2021. You may view the Transport Canada AD on the internet at <https://www.regulations.gov> in Docket No. FAA–2021–1178.

(k) Material Incorporated by Reference

None.

Issued on March 10, 2022.

Ross Landes,

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

[FR Doc. 2022–05664 Filed 3–21–22; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2021–0816; Airspace Docket No. 21–ANM–27]

RIN 2120–AA66

Modification of Class D and Class E Airspace, and Establishment of Class E Airspace; Southwest Oregon Regional Airport, OR; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting a final rule that appeared in the **Federal Register** on March 3, 2022. The rule modified the Class D and Class E surface airspace, established Class E airspace designated as an extension to Class D & E surface areas, Class E airspace beginning at 700 feet above the surface, removed navigational aids (NAVAIDs) from text headers, and made administrative changes to the legal descriptions at Southwest Oregon Regional Airport, North Bend, OR. The Final Rule did not explain the purposeful removal of Class E airspace beginning at 1,200 feet above the surface, nor did it properly exclude the Sunnyhill Airport cut-out. This action adds verbiage explaining the removal of Class E airspace beginning at 1,200 feet above the surface, and corrects the legal description for the newly established Class E airspace designated as an extension to Class D & E surface areas to properly exclude Sunnyhill Airport, OR.

DATES: Effective 0901 UTC, May 19, 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: Nathan A. Chaffman, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–3460.

SUPPLEMENTARY INFORMATION:

History

The FAA published a final rule in the **Federal Register** (87 FR 11955; March 3, 2022) for Docket FAA–2021–0816, which modified the Class D and Class E surface airspace, established Class E airspace designated as an extension to Class D & E surface areas, modified the Class E airspace beginning at 700 feet

above the surface, removed navigational aids (NAVAIDs) from text headers, and made administrative changes to the legal descriptions at Southwest Oregon Regional Airport, North Bend, OR. Subsequent to publication, the FAA identified that the removal of Class E airspace beginning at 1,200 feet above the surface at the airport was not disclosed. This airspace was removed as it is not needed at Southwest Oregon Regional Airport. The Bend E6 en route domestic airspace area beginning at 1,200 feet above the surface provides sufficient containment to accommodate arriving instrument flight rules (IFR) operations at 1,500 feet and higher above the surface and departing IFR operations from the point they reach 1,200 feet above the surface.

Additionally, it was discovered after publication of the Final Rule that the legal description for the Class E airspace designated as an extension to Class D & E surface areas did not properly exclude the Sunnyhill Airport, OR cut-out. This action corrects those errors.

Class D, Class E2, Class E4, and Class E5 airspace designations are published in paragraphs 5000, 6002, 6004, and 6005, respectively, of FAA Order JO 7400.11F, dated August 10, 2021, and effective September 15, 2021, which is incorporated by reference in 14 CFR 71.1. The Class D and Class E airspace designations listed in this document will be published subsequently in FAA Order JO 7400.11.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, Amendment of Class D and Class E airspace, and Establishment of Class E airspace; Southwest Oregon Regional Airport, North Bend, OR, published in the **Federal Register** of March 3, 2022 (87 FR 11955), FR Doc. 2022–04326, is corrected as follows:

§ 71.1 [Corrected]

■ 1. On page 11957, in the first column, beginning on line 8, the legal description for ANM OR E4 is corrected to read:

ANM OR E4 North Bend, OR [New]

Southwest Oregon Regional Airport, OR
(Lat. 43°25'01" N, long. 124°14'49" W)
Sunnyhill Airport, OR

(Lat. 43°28'59" N, long. 124°12'10" W)

That airspace extending upward from the surface within 3.6 miles north and 3.5 miles south of the 092° bearing from the airport, extending from the Southwest Oregon Regional Airport Class D 4.2-mile radius to 11.7 miles east of the airport, excluding that airspace within a 0.9-mile radius of Sunnyhill Airport, and within 2.0 miles southeast and 2.1 miles northwest of the 242°

bearing from the airport, extending from the Class D 4.2-mile radius to 9.4 miles southwest of the airport.

Issued in Des Moines, Washington, on March 11, 2022.

B.G. Chew,

Acting Group Manager, Operations Support Group, Western Service Center.

[FR Doc. 2022-05620 Filed 3-21-22; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF VETERANS AFFAIRS

38 CFR Part 78

RIN 2900-AR16

Staff Sergeant Parker Gordon Fox Suicide Prevention Grant Program

AGENCY: Department of Veterans Affairs.

ACTION: Interim final rule; correction.

SUMMARY: On March 10, 2022, the Department of Veterans Affairs published in the **Federal Register** an interim final rule to implement a new authority requiring VA to implement a three-year community-based grant program to award grants to eligible entities to provide or coordinate the provision of suicide prevention services to eligible individuals and their families for the purpose of reducing veteran suicide. This correction addresses minor technical and inadvertent errors in the published interim final rule.

DATES: This correction is effective April 11, 2022.

ADDRESSES: Comments must be submitted through www.Regulations.gov. Comments received will be available at regulations.gov for public viewing, inspection or copies.

FOR FURTHER INFORMATION CONTACT: Sandra Foley, Supervisory Grants Manager—Suicide Prevention Program, Office of Mental Health and Suicide Prevention, 11MHSP, 810 Vermont Avenue NW, Washington, DC 20420, 202-502-0002 (This is not a toll-free telephone number), VASSGFoxGrants@va.gov.

SUPPLEMENTARY INFORMATION: VA is correcting technical and inadvertent errors in its interim final rule on the Staff Sergeant Parker Gordon Fox Suicide Prevention Grant Program published on March 10, 2022, in the **Federal Register** (FR) at 87 FR 13806.

In FR Rule Doc. No. 2022-04477, beginning on page 13806 in the March 10, 2022 issue, make the following corrections:

Corrections

1. On page 13836, column 1, line 14, in § 78.5, remove “veterans” and add “veteran” in its place.

2. On page 13836, column 2, line 35, in § 78.15(a)(3)(ii), remove “coordination the” and add “coordination of the” in its place.

3. On page 13837, column 2, line 68 through column 3, line 2, in § 78.25(b)(2)(iii), remove “, including language assistance needs of limited English proficient individuals”.

4. On page 13839, column 2, line 24, § 78.50(b), remove “is” and add “are” in its place.

5. On page 13839, column 2, line 37, § 78.50(c), remove “is” and add “are” in its place.

6. On page 13839, column 2, line 45, § 78.50(d), remove “is” and add “are” in its place.

7. On page 13839, column 3, line 20, § 78.60(b), remove “is” and add “are” in its place.

8. On page 13839, column 3, line 40, § 78.60(c), remove “is” and add “are” in its place.

Date: March 15, 2022.

Consuela Benjamin,

Regulations Development Coordinator, Office of Regulation Policy & Management, Office of General Counsel, Department of Veterans Affairs.

[FR Doc. 2022-05849 Filed 3-21-22; 8:45 am]

BILLING CODE 8320-01-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA-R03-OAR-2021-0834; FRL-9382-02-R3]

Air Plan Approval; Maryland; Philadelphia Area Base Year Inventory for the 2015 Ozone National Ambient Air Quality Standards

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving a state implementation plan (SIP) revision formally submitted by the State of Maryland. This revision consists of the base year inventory for the Maryland portion of the Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE marginal nonattainment area (Philadelphia Area) for the 2015 ozone national ambient air quality standards (NAAQS). This action is being taken under the Clean Air Act (CAA).

DATES: This final rule is effective on April 21, 2022.

ADDRESSES: EPA has established a docket for this action under Docket ID Number EPA-R03-OAR-2021-0834. All documents in the docket are listed on the <https://www.regulations.gov> website. Although listed in the index, some information is not publicly available, e.g., confidential business information (CBI) or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available through <https://www.regulations.gov>, or please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section for additional availability information.

FOR FURTHER INFORMATION CONTACT:

Adam Yarina, Planning & Implementation Branch (3AD30), Air & Radiation Division, U.S. Environmental Protection Agency, Region III, 1650 Arch Street, Philadelphia, Pennsylvania 19103. The telephone number is (215) 814-2103. Mr. Yarina can also be reached via electronic mail at Yarina.Adam@epa.gov.

SUPPLEMENTARY INFORMATION: On July 30, 2020, the Maryland Department of the Environment (MDE), on behalf of the State of Maryland, submitted a revision to the Maryland SIP entitled, “2015 8-Hour Ozone NAAQS (0.070 ppm) Marginal Area State Implementation Plan for the Cecil County, MD Nonattainment Area, SIP # 20-09.” Cecil County comprises the Maryland portion of the Philadelphia Area. This SIP revision, referred to in this rule action as the “Cecil County base year inventory SIP,” addresses the base year inventory requirement for the 2015 ozone NAAQS.

I. Background

On October 1, 2015, EPA strengthened the 8-hour ozone NAAQS, lowering the level of the NAAQS from 0.075 parts per million (ppm) to 0.070 ppm. 80 FR 65292 (October 26, 2015). Effective August 3, 2018, EPA designated the Philadelphia Area, which consists of Cecil County in Maryland and counties in Delaware, New Jersey, and Pennsylvania, as marginal nonattainment for the 2015 ozone NAAQS. 83 FR 25776 (June 4, 2018). CAA section 182(a)(1) requires ozone nonattainment areas classified as marginal or above to submit a comprehensive, accurate, current inventory of actual emissions from all emissions sources in the nonattainment area, known as a “base year inventory.” The Cecil County base year inventory