Issued on August 29, 2022.
Ross Landes,
Deputy Director for Regulatory Operations,
Compliance & Airworthiness Division,
Aircraft Certification Service.
[FR Doc. 2022–20829 Filed 9–19–22; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71
[Docket No. FAA–2020–0874; Airspace
Docket No. 21–AEA–12]
RIN 2120–AA66

Amendment and Revocation of Air
Traffic Service (ATS) Routes; Eastern
United States

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final
rule published by the FAA in the
Federal Register on September 8, 2022,
that amended jet routes J–14, J–24, J–52,
and J–68; and removed jet routes J–165,
and J–585. The final rule inadvertently
re-inserted a segment in J–52 that had
been removed by a previous rulemaking
action. This action makes an editorial
correction to the description of J–52 to
remove the incorrect route segment.

DATES: Effective date 0901 UTC,
November 3, 2022. The Director of the
Federal Register approves this
publication of conforming amendments.

ADDRESS: FAA Order 7400.11G,
Airspace Designations and Reporting
Points, and subsequent amendments can be
viewed online at www.faa.gov/air_ 
traffic/publications/. For further
information, you can contact the Rules
and Regulations Group, Federal
Aviation Administration, 800
Independence Avenue SW, Washington,
DC 20591; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Paul
Gallant, Rules and Regulations Group,
Office of Policy, Federal Aviation
Administration, 800 Independence
Avenue SW, Washington, DC 20591;
telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

History

The FAA published a final rule (87 FR
54880; September 8, 2022) effective on
November 3, 2022, that included an
amendment of jet route J–52. The rule
inadvertently re-inserted the route
segment “Liberal, KS, INT Liberal 137°
and Ardmore, OK 309° radials” in the
J–52 description that had been removed
as published in an earlier action (87 FR
38916; June 30, 2022) which became
effective on September 8, 2022.

This rule corrects that error by
removing the route segment and editing
the J–52 route description accordingly.

Jet routes are published in paragraph
2004 of FAA Order JO 7400.11G, dated
August 19, 2022, and effective September
15, 2022 which is incorporated by
reference in 14 CFR 71.1. The ATS route
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, the
description of jet route J–52, published
in the Federal Register of September 8,
2022 (87 FR 54880), FR Doc. 2022–
19287, is corrected as follows:

1. On page 54882, in the first column,
correct the description of J–52 to read as
follows:

J–52 [Corrected]

From Vancouver, BC, Canada; via
Spokane, WA; Salmon, ID; Dubois, ID; Rock
Springs, WY; Falcon, CO; Hugo, CO; to
Lamar, CO.

From Ardmore, OK; Texarkana, AR; to
Sidon, MS. The portion within Canada is
excluded.

Issued in Washington, DC, on September
13, 2022.

Scott M. Rosenblom,
Manager, Airspace Rules and
Regulations.
[FR Doc. 2022–20202 Filed 9–19–22; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 91
[Docket No. FAA–2020–0874; Amdt. No. 91–
359A]
RIN 2120–AL75

Extension of the Prohibition Against
Certain Flights in the Tehran Flight
Information Region (FIR) (OIIX)

AGENCY: Federal Aviation
Administration (FAA), Department of
Transportation (DOT).

ACTION: Final rule.

SUMMARY: This action extends, for an
additional two years, the prohibition
against certain flight operations in the
Tehran Flight Information Region (FIR)
(OIIX) by all: U.S. air carriers; U.S.
commercial operators; persons
exercising the privileges of an airman
certificate issued by the FAA, except
when such persons are operating U.S.-
registered aircraft for a foreign air
carrier; and operators of U.S.-registered
civil aircraft, except when the operator
of such aircraft is a foreign air carrier.
The FAA finds this action to be
necessary to address continuing hazards
to persons and aircraft engaged in such
flight operations. The FAA also
re-publishes, with minor administrative
revisions, the approval process and
exemption information for this Special
Federal Aviation Regulation (SFAR),
consistent with other recently published
flight prohibition SFARs.

DATES: This final rule is effective on
September 20, 2022.

FOR FURTHER INFORMATION CONTACT: Bill
Petruk, Flight Standards Service,
Federal Aviation Administration, 800
Independence Avenue SW, Washington,
DC 20591; telephone 202–267–8166;
email: bill.petruk@faa.gov.

SUPPLEMENTARY INFORMATION:

I. Executive Summary

This action extends the expiration
date of Special Federal Aviation
Regulation (SFAR) No. 117, title 14
Code of Federal Regulations (CFR),
91.1617, from October 31, 2022, until
October 31, 2024. SFAR No. 117, 14
CFR 91.1617, prohibits certain flight
operations in the Tehran FIR (OIIX) by
all: U.S. air carriers; U.S. commercial
operators: persons exercising the
privileges of an airman certificate issued
by the FAA, except when such persons
are operating U.S.-registered aircraft for
a foreign air carrier; and operators of
U.S.-registered civil aircraft, except
when the operator of such aircraft is a
foreign air carrier. Consistent with other
recently published flight prohibition
SFARs, this action also republishes,
with minor administrative revisions,
the approval process and exemption
information for this SFAR for
consistency with other recently-
published flight prohibition SFARs.

II. Authority and Good Cause

A. Authority

The FAA is responsible for the safety
of flight in the U.S. and for the safety
of U.S. civil operators, U.S.-registered
civil aircraft, and U.S.-certificated
aeroplanes throughout the world. Sections
106(f) and (g) of title 49, U.S. Code
(U.S.C.), subtitle I, establish the FAA
Administrator’s authority to issue rules
on aviation safety. Subtitle VII of title
49, Aviation Programs, describes in
more detail the scope of the agency’s
authority. Section 4413(d)(1) provides
that the Administrator shall consider in
the public interest, among other matters,