

(2) Lufthansa Technik Design Change Summary ASN-00-DCS-01, Revision 7, dated August 26, 2020.

(3) Lufthansa Technik Design Change Summary BCP-35-DCS-01, dated January 5, 2021.

(4) Lufthansa Technik Design Change Summary BCQ-35-DCS-01, dated January 7, 2021.

(5) Lufthansa Technik Design Change Summary BCR-35-DCS-01, dated January 7, 2021.

(6) Lufthansa Technik Design Change Summary BCX-35-DCS-01, dated January 7, 2021.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, New York ACO 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or the European Union Aviation Safety Agency (EASA); or Lufthansa Technik AG's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2021-0135, dated June 2, 2021, for related information. This MCAI may be found in the AD docket on the internet at www.regulations.gov by searching for and locating Docket No. FAA-2022-0462.

(2) For more information about this AD, contact Chirayu Gupta, Aerospace Engineer, Mechanical Systems and Administrative Services Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; email 9-avs-nyaco-cos@faa.gov.

(3) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (l)(4) and (5) of this AD.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) 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) Lufthansa Technik Design Change Summary ASN-00-DCS-01, Revision 8, dated November 5, 2020.

(ii) Lufthansa Technik Design Change Summary ATB-25-DCS-01, Revision 10, dated January 7, 2021.

(iii) Lufthansa Technik Design Change Summary ATR-23-DCS-01, Revision 2, dated January 7, 2021.

(iv) Lufthansa Technik Design Change Summary BCM-35-DCS-01, dated January 4, 2021.

(v) Lufthansa Technik Design Change Summary BCP-35-DCS-01, Revision 1, dated April 20, 2021.

(vi) Lufthansa Technik Design Change Summary BCQ-35-DCS-01, Revision 1, dated April 20, 2021.

(vii) Lufthansa Technik Design Change Summary BCR-35-DCS-01, Revision 1, dated April 20, 2021.

(viii) Lufthansa Technik Design Change Summary BCS-35-DCS-01, dated January 5, 2021.

(ix) Lufthansa Technik Design Change Summary BCU-35-DCS-01, dated January 5, 2021.

(x) Lufthansa Technik Design Change Summary BCV-35-DCS-01, dated February 4, 2021.

(xi) Lufthansa Technik Design Change Summary BCW-35-DCS-01, dated January 4, 2021.

(xii) Lufthansa Technik Design Change Summary BCX-35-DCS-01, Revision 1, dated February 4, 2021.

(3) For service information identified in this AD, contact Lufthansa Technik AG, Weg

beim Jäger 193 22335 Hamburg, Germany; telephone 49-40-5070-67428; internet www.lufthansa-technik.com.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(5) You may view this service information 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, or go to: www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on June 17, 2022.

Christina Underwood,
Acting Director, Compliance & Airworthiness
Division, Aircraft Certification Service.

[FR Doc. 2022-16612 Filed 8-10-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2022-0025; Airspace
Docket No. 21-ACE-2]

RIN 2120-AA66

Amendment of Multiple Air Traffic Service (ATS) Routes and Establishment of Area Navigation (RNAV) Routes in the Vicinity of Liberal, KS

Correction

In rule document 2022-13844, appearing on pages 38916-38919, in the issue of Thursday, June 30, 2022, make the following correction.

§ 71.1 [Corrected]

■ On page 38918, beginning in the third column, 2006 United States Area Navigation Routes is corrected to read as follows:

Q-176 Cimarron, NM (CIM) to OTTTO, VA [Amended]

Cimarron, NM (CIM)	VORTAC	(Lat. 36°29'29.03" N, long. 104°52'19.20" W)
KENTO, NM	WP	(Lat. 36°44'19.10" N, long. 103°05'57.13" W)
TOTOE, KS	WP	(Lat. 37°02'40.21" N, long. 100°58'16.87" W)
WRIGL, KS	WP	(Lat. 37°44'42.79" N, long. 097°35'02.52" W)
Butler, MO (BUM)	VORTAC	(Lat. 38°16'19.49" N, long. 094°29'17.74" W)
St Louis, MO (STL)	VORTAC	(Lat. 38°51'38.48" N, long. 090°28'56.52" W)
GBEES, IN	WP	(Lat. 38°41'54.72" N, long. 085°10'13.03" W)
BICKS, KY	WP	(Lat. 38°38'29.92" N, long. 084°25'20.82" W)
Henderson, WV (HNN)	DME	(Lat. 38°45'14.85" N, long. 082°01'34.20" W)
OTTTO, VA	WP	(Lat. 38°51'15.81" N, long. 078°12'20.01" W)

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[FR Doc. C1–2022–13844 Filed 8–10–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 89**

[Docket No. FAA–2022–0859]

**Accepted Means of Compliance;
Remote Identification of Unmanned
Aircraft****AGENCY:** Federal Aviation Administration, Department of Transportation (DOT).**ACTION:** Acceptable means of compliance; notice of availability.

SUMMARY: This document announces the acceptance of a means of compliance (MOC) in accordance with a rule issued by the FAA on January 21, 2021, that went into effect on April 21, 2021. The Administrator accepts ASTM, International (ASTM) F3586–22, with additions identified in this document as an acceptable means, but not the only means, of demonstrating compliance with the requirements for producing standard remote identification unmanned aircraft and remote identification broadcast modules.

DATES: August 11, 2022.**FOR FURTHER INFORMATION CONTACT:**

FAA Contact: Avi Acharya, Communications, Surveillance & Traffic, AIR–622, Technical Innovation Policy Branch, Policy and Innovation Division, Aircraft Certification Service, Federal Aviation Administration, AIR–600: 800 Independence Ave. SW, Washington, DC 20591; telephone 1–844–FLY–MY–UA; email: UASHelp@faa.gov.

ASTM Contact: Gabriel Cox, Chair, ASTM Remote ID Workgroup, 2610 NE 9th Drive, Hillsboro, OR 97124; telephone: 503–941–0099; email: gabriel.c.cox@intel.com.

SUPPLEMENTARY INFORMATION:**Background**

Title 14 Code of Federal Regulations, part 89 establishes remote identification requirements for unmanned aircraft operated in the airspace of the United States. With a few exceptions, unmanned aircraft produced for operation in the airspace of the United States are subject to the production requirements of part 89. A person producing a standard remote identification unmanned aircraft or remote identification broadcast module for operation in the United States must

show that the unmanned aircraft or broadcast module meets the requirements of subpart D of part 89 by following an FAA-accepted means of compliance (MOC).

An FAA-accepted MOC describes one means by which a person may comply with the minimum performance requirements for remote identification in subpart D of part 89. To be accepted by the FAA, an MOC must meet the requirements of both subparts D and E of part 89. An MOC must address the minimum performance requirements, as well as the testing and validation necessary to demonstrate compliance with the part 89 subpart D requirements. The FAA indicates its acceptance of an MOC by publishing a Notice of Availability in the **Federal Register** identifying the MOC as accepted and informing the applicant of its acceptance.¹

Means of Compliance Accepted in This Policy

On May 13, 2022, ASTM submitted “Standard Practice for Remote ID Means of Compliance to Federal Aviation Administration Regulation 14 CFR part 89”, ASTM Reference Number F3586–22, to the FAA for acceptance. To be accepted, ASTM F3586–22 must adequately address all of the requirements of subparts D and E of part 89 so that any standard remote identification unmanned aircraft or remote identification broadcast module designed and produced in accordance with ASTM F3586–22 would meet the performance requirements of subpart D.

The FAA has reviewed, and accepts ASTM F3586–22 as an MOC to the requirements of part 89, subpart D with additions. The FAA has determined additions to be necessary because Section 7.5.2 of ASTM F3586–22, requiring specific items to be masked from user input, does not adequately ensure compliance with the tamper resistance requirement of §§ 89.310 and 89.320. The FAA-accepted MOC provided in this policy therefore is comprised of ASTM F3586–22 with the following additions:

1. The remote identification system shall protect the part 89-required broadcasted message from being altered or disabled by any person.

2. The remote identification system shall incorporate techniques or methods that reduce the ability of any person to physically and functionally modify or disable any aspect or component of the remote identification system that could impact compliance with the remote identification rule.

3. In applying Section 7.5.2 of ASTM F3586–22, the applicant shall determine whether masking the specified items from user input adequately provides the functional tamper resistance protection specified by this means of compliance, and if it does not, shall incorporate additional functional tamper resistance techniques or methods in accordance with this means of compliance.

Tracking Number

Producers submitting a Declaration of Compliance to the FAA declaring the standard remote identification unmanned aircraft or remote identification broadcast module meets the requirements of this FAA-accepted MOC which includes all provisions of ASTM F3586–22 and the additions identified in this document, must include the following tracking number: RID–ASTM–F3586–22–NOA–22–01.

Availability

ASTM F3586–22, “Standard Practice for Remote ID Means of Compliance to Federal Aviation Administration Regulation 14 CFR part 89”, is available online at <https://www.astm.org/f3586-22.html>. ASTM copyrights these consensus standards and charges the public a fee for service. Individual downloads or reprints of a standard (single or multiple copies, or special compilations and other related technical information) may be obtained through www.astm.org. The FAA maintains a list of accepted means of compliance on the FAA website at <https://uasdoc.faa.gov/listMOC>. This document serves as acceptance by the Federal Aviation Administration of the ASTM Remote Identification Standard F3586–22 with additions specified in this document as a means of compliance for meeting the requirements of part 89, subpart D.

Issued in Kansas City, Missouri, on August 3, 2022.

Patrick R. Mullen,

Manager, Technical Innovation Policy Branch, Policy and Innovation Division, Aircraft Certification Service.

[FR Doc. 2022–16997 Filed 8–10–22; 8:45 am]

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¹ 14 CFR part 89, subpart D.