(3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

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:
■ a. Removing Airworthiness Directive AD 2000–20–15, Amendment 39–11926 (65 FR 60349, October 11, 2000) (AD 2000–20–15); and
■ b. Adding the following new airworthiness directive:

2022–21–02 Airbus SAS: Amendment 39–22201; Docket No. FAA–2022–0986; Project Identifier MCAI–2021–01440–T.

(a) Effective Date

This airworthiness directive (AD) is effective December 14, 2022.

(b) Affected ADs

This AD replaces AD 2000–20–15, Amendment 39–11926 (65 FR 60349, October 11, 2000) (AD 2000–20–15).

(c) Applicability

This AD applies to Airbus SAS airplanes identified in paragraphs (c)(1) through (4) of this AD, certificated in any category, as specified in European Union Aviation Safety Agency (EASA) AD 2021–0288, dated December 21, 2021 (EASA AD 2021–0288).

(1) Model A300 B2–1C, B2K–3C, B2–203, B4–2C, B4–103, and B4–203 airplanes.

(2) Model A300 B4–603 and B4–622 airplanes.

(3) Model A300 B4–605R and B4–622R airplanes.

(4) Model A300 F4–605R airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Unsafe Condition

This AD was prompted by cracking of the rear fittings of fuselage frame FR40 at stringer 27, and a determination that reduced compliance times are necessary. The FAA is issuing this AD to address fatigue cracking of the rear fittings of fuselage frame FR40 at stringer 27, which could result in reduced structural integrity of the airplane.

(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, EASA AD 2021–0288.

(h) Exceptions to EASA AD 2021–0288

(1) Where paragraph (1) of EASA AD 2021–0288 specifies, for certain conditions, using the compliance time and repetitive intervals ''in the applicable SB,'' and where ''the applicable SB'' specifies that the ''1st inspection will be done within [a specified number of flight cycles] after receipt of the Service Bulletin,'' this AD requires compliance within the specified number of flight cycles after the effective date of this AD.

(2) Where EASA AD 2021–0288 refers to its effective date, this AD requires using the effective date of this AD.

(3) The ''Remarks'' section of EASA AD 2021–0288 does not apply to this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2021–0288 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Additional FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Large Aircraft Section, 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 responsible Flight Standards Office, as appropriate. If sending information directly to the Large Aircraft Section, 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.*

(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 EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(k) Additional Information

For more information about this AD, contact Dan Rodina, Aerospace Engineer, Large Aircraft Section, FAA, International Validation Branch, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206–231–3225; email *dan.rodina@faa.gov.*

(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.

(3) The following service information was approved for IBR on December 14, 2022.

(i) European Union Aviation Safety Agency (EASA) AD 2021–0288, dated December 21, 2021.

(ii) [Reserved]

(4) For EASA AD 2021–0288, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu;* website *easa.europa.eu.* You may find this EASA AD on the EASA website at *ad.easa.europa.eu.*

(5) You may view this material 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.

(6) 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,* or go to: *www.archives.gov/federal-register/cfr/ibr-locations.html.*

Issued on September 28, 2022.

Christina Underwood,

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

[FR Doc. 2022–24310 Filed 11–8–22; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2022–0243; Airspace Docket No. 22–AGL–5]

RIN 2120–AA66

Amendment of VOR Federal Airways V–26 and V–63; Establishment of Area Navigation (RNAV) Route T–464; and Revocation of the Wausau, WI, Low Altitude Reporting Point; in the Vicinity of Wausau, WI

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 October 31, 2022, that amends VHF Omnidirectional Range (VOR) Federal airways V–26 and V–63; establishes Area Navigation (RNAV) route T–464; and revokes the Wausau, WI, Low Altitude Reporting Point in the vicinity of Wausau, WI. In the new RNAV route T–464, the final rule identified the TONOC, WI, route

point as a waypoint (WP), in error. This action makes editorial corrections to the reference of the TONOC, WI, WP to change it to be reflected as a Fix. This correction is necessary to match the FAA National Airspace System Resource (NASR) database information.

DATES: Effective date 0901 UTC, December 29, 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.

ADDRESSES: 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: Colby Abbott, 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 in the **Federal Register** (87 FR 65521; October 31, 2022), amending VOR Federal airways V–26 and V–63; establishing RNAV route T–464; and revoking the Wausau, WI, Low Altitude Reporting Point in the vicinity of Wausau, WI. Subsequent to publication, the FAA determined that the TONOC, WI, route point was inadvertently identified as a WP, in error. The correct route point reference is the TONOC, WI, Fix. This rule corrects that error by changing the reference of the TONOC, WI, WP to the TONOC, WI, Fix.

This is an editorial change only to match the FAA NASR database information and does not alter the alignment of the affected T–464 route.

United States Area Navigation Routes are published in paragraph 6011 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 RNAV T-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, references to the TONOC, WI, WP that is reflected in Docket No. FAA–2022–0243, as published in the **Federal Register** of October 31, 2022 (87 FR 65521), FR Doc. 2022–22165, is corrected as follows:

■ 1. On page 65523, correct the table for T–464 CUSAY, WI to CHURP, WI [New] to read:

T–464 CUSAY, WI TO CHURP, WI [NEW]

CUSAY, WI	WP	(Lat. 46°01′07.84″ N, long. 091°26′47.14″ W)
TONOC, WI	FIX	(Lat. 45°03′47.56 ″ N, long. 091°38′11.87″ W)
EDGRR, WI	WP	(Lat. 44°51′31.83″ N, long. 089°56′43.06″ W)
HEVAV, WI	WP	(Lat. 44°50′48.43″ N, long. 089°35′12.51″ W)
CHURP, WI	FIX	(Lat. 44°42′54.82″ N, long. 088°56′48.69″ W)

* * * * *

Issued in Washington, DC, on November 3, 2022.

Scott M. Rosenbloom,

Manager, Airspace Rules and Regulations.

[FR Doc. 2022–24387 Filed 11–8–22; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF JUSTICE

Drug Enforcement Administration

21 CFR Part 1308

[Docket No. DEA–990]

Schedules of Controlled Substances: Placement of Ganaxolone in Schedule V

AGENCY: Drug Enforcement Administration, Department of Justice.

ACTION: Final rule.

SUMMARY: This final rule adopts, without change, an interim final rule with request for comments published in the **Federal Register** on June 1, 2022, placing ganaxolone (3α-hydroxy-3β-methyl-5α-pregnan-20-one) and its salts in schedule V of the Controlled Substances Act. With the issuance of this final rule, the Drug Enforcement Administration maintains ganaxolone, including its salts, in schedule V of the Controlled Substances Act.

DATES: The effective date of this rule is December 9, 2022.

FOR FURTHER INFORMATION CONTACT: Terrence L. Boos, Ph.D., Chief, Drug and Chemical Evaluation Section, Diversion Control Division, Drug Enforcement Administration; Telephone: (571) 362–3249.

SUPPLEMENTARY INFORMATION:

Background and Legal Authority

Under the Controlled Substances Act (CSA), as amended in 2015 by the Improving Regulatory Transparency for New Medical Therapies Act (Pub. L. 114–89), when the Drug Enforcement Administration (DEA) receives notification from the Department of Health and Human Services (HHS) that the Secretary has approved a certain new drug and HHS recommends control in the CSA schedule II–V, DEA is required to issue an interim final rule (IFR), with opportunity for public comment and to request a hearing, controlling the drug within a specified 90-day timeframe and subsequently to issue a final rule. 21 U.S.C. 811(j). When controlling a drug pursuant to subsection (j), DEA must apply the scheduling criteria of 21 U.S.C. 811 (b) through (d) and 812(b). 21 U.S.C. 811(j)(3).

On March 18, 2022, DEA received notification that FDA approved, on that same date, a new drug application for ZTALMY (ganaxolone oral suspension) for the treatment of seizures associated with cyclin-dependent kinase-like 5 deficiency disorder in patients two years or older. In addition, on March 14, 2022, HHS recommended that DEA place ganaxolone and its salts in schedule V of the CSA. On June 1, 2022, DEA, pursuant to 21 U.S.C. 811(j), published an IFR in the **Federal Register** to make ganaxolone (including its salts) a schedule V controlled substance. 87 FR 32991.

The IFR referenced two supporting documents and stated they were available for viewing on the electronic docket. Specifically, the two documents cited are as follows: (1) HHS's March 2022 scientific and medical evaluation and scheduling recommendation (HHS Eight-Factor analysis), and (2) DEA's May 2022 Eight-Factor analysis. DEA has discovered that these documents were not posted to the electronic docket. However, they were available for viewing at DEA headquarters. Upon publication of this final rule, DEA will post to the docket DEA's and HHS's analyses that should have accompanied the IFR.

The IFR provided an opportunity for interested persons to submit comments, as well as file a request for a hearing or waiver of a hearing, on or before July 1, 2022. DEA did not receive any comments or requests for a hearing or