

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 97-ASW-13]

RIN 2120-AA66

**Realignment of VOR Federal Airway;  
Dallas/Fort Worth, TX**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; correction; delay of effective date.

**SUMMARY:** This action delays the effective date for the realignment of Federal Airway 369 (V-369) located in the Dallas/Fort Worth, TX, area until April 23, 1998. The original effective date, February 28, 1998, was published in error and does not reflect the coordinated date established by the FAA's Southwest Region and the Headquarters FAA. Additionally, the routing will change slightly (1°) from what was published in the direct final rule to include Bilee intersection in the legal description. Lastly, this action serves as the confirmation document that the direct final rule which realigns V-369 will become effective on April 23, 1998.

**DATES:** The effective date of 0901 UTC, February 26, 1998, for the direct final rule published at 62 FR 67553 is delayed until 0901 UTC, April 23, 1998. The effective date of the correction in this document is 0901 UTC, April 23, 1998.

**FOR FURTHER INFORMATION CONTACT:** Steve Brown, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on December 29, 1997 (62 FR 67553). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective. No adverse comments were received, and thus this notice confirms that this final rule will become effective. The original effective date, published in the

December 29, 1997, **Federal Register**, was February 28, 1998. However, this effective date was published in error and does not reflect the coordinated date established by the FAA's Southwest Region and the Headquarters FAA. The effective date is April 23, 1998.

Additionally, the routing will change slightly (1°) between the Navasota Very High Frequency Omnidirectional Range/Tactical Air Navigation and the Groesbeck Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME). The FAA's Southwest Region intended for the legal description to include Bilee intersection to keep departure and approach procedures unaffected by the addition of the Groesbeck VOR/DME. This change is considered to be extremely minor and does not alter the intent of the final rule.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule 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 71**

Airspace, Incorporation by reference, Navigation (air).

**Delay of Effective Date**

The effective date of the direct final rule, Airspace Docket No. 97-ASW-13, as published in the **Federal Register** on December 29, 1997, (62 FR 67553), is hereby delayed until April 23, 1998.

**Correction**

In rule FR Doc. 97-33760 published in the **Federal Register** on December 29, 1997, 62 FR 67553, make the following correction to the V-369 airspace designation incorporated by reference in 14 CFR 71.1:

**§ 71.1 [Corrected]**

On page 67554, in the third column, three lines up from the bottom of the column, correct "From Navasota, TX; via Groesbeck, TX; to" to read "From

Navasota, TX; via INT Navasota 342° and Groesbeck, TX, 161° radials; Groesbeck; to".

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR 1959-1963 Comp., p. 389.

Issued in Washington, DC, on February 6, 1998.

**Reginald C. Matthews,**

*Acting Program Director for Air Traffic Airspace Management.*

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**DEPARTMENT OF COMMERCE****Bureau of Export Administration**

**15 CFR Parts 732, 740, 742, 743, 744, 746, 762 and 774**

[Docket No. 971006239-7239-01]

RIN 0694-AB35

**Implementation of the Wassenaar Arrangement List of Dual-Use Items: Revisions to the Commerce Control List and Reporting Under the Wassenaar Arrangement**

AGENCY: Bureau of Export Administration, Commerce.

ACTION: Interim final rule; conforming saving clause dates.

**SUMMARY:** The Bureau of Export Administration (BXA) is conforming the dates identified in the savings clause of the interim rule implementing the Wassenaar Arrangement published in the **Federal Register** on January 15, 1998 (63 FR 2452). Shipments of items removed from eligibility for export or reexport under a particular License Exception authorization or the designator NLR may now be exported or reexported under that License Exception authorization or designator until (and including) April 15, 1998. This action should minimize industry's concerns about implementing the new licensing requirement provisions of the interim rule by the original date of February 17, 1998. Note that this rule does not affect the reporting requirements of Section 743.1 of the Export Administration Regulations, and any item removed from License Exception or NLR eligibility as a result of the January 15 rule may be subject to reporting requirements. As this rule conforms the saving clause dates, the April 15 date concerning submission of license applications identifying the new Export Control Classification Numbers (ECCNs) as a result of revisions to the numbering and structure of certain entries on the