

71-16

administered pursuant to the attorney disciplinary procedures of the Department of Justice.

Dated: March 21, 1992.
William P. Barr,
Attorney General.
 [FR Doc. 92-7537 Filed 4-3-92; 8:45 am]
 BILLING CODE 1531-26-GF

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 1, 11, 45, 61, 65, 71, 75, 91, 93, 101, 103, 105, 121, 127, 135, 137, 139, and 171

[Docket No. 24456; Amendment Nos. 1-38, 11-35, 45-21, 61-92, 65-36, 71-14, 75-5, 91-227, 93-64, 101-5, 103-4, 105-10, 121-226, 127-44, 135-41, 137-14, 139-18, and 171-16]

RIN 2120-AB95

Airspace Reclassification

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Correction to final rule.

SUMMARY: This action corrects an error in two amendment numbers of a final rule on airspace reclassification that was published on December 17, 1991 (56 FR 65638). This action corrects that error.

EFFECTIVE DATE: September 16, 1993.

FOR FURTHER INFORMATION CONTACT: Mr. William M. Mosley, Air Traffic Rules Branch, ATP-230, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-9251.

SUPPLEMENTARY INFORMATION: The document was published December 17, 1991, (56 FR 65638). In the heading, in the agency docket information, change Amendment "135-40", to read "135-41", and "93-63" to read "93-64". As corrected, the agency docket information reads as set forth above.

Denise Castaldo,
Manager, Program Management Staff.
 [FR Doc. 92-7829 Filed 4-3-92; 8:45 am]
 BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 91-AGL-6]

Alteration of Federal Airways; IL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment alters the descriptions of Federal Airways V-69, V-116, and V-262 located in Illinois. This action is the result of an airspace utilization improvement study and the implementation of standard terminal arrival routes in the Chicago area. These alterations will enhance the flow of arrival traffic in the Chicago O'Hare terminal environment, improve controller workload, and reduce aeronautical chart clutter.

EFFECTIVE DATE: 0901 u.t.c., June 25, 1992.

FOR FURTHER INFORMATION CONTACT: Patricia P. Crawford, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-9255.

SUPPLEMENTARY INFORMATION:

History

On October 2, 1991, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to alter the descriptions of V-69, V-116, and V-262 located in Illinois (56 FR 49855). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Except for editorial changes, this amendment is the same as that proposed in the notice. The VOR Federal airways listed in this document are published in § 71.123 of Handbook 7400.7 effective November 1, 1991, which is incorporated by reference in 14 CFR 71.1.

The Rule

This amendment to part 71 of the Federal Aviation Regulations alters V-69, V-116, and V-262 located in Illinois. This action alters segments of the airways in the vicinity of Chicago, IL, to implement standard terminal arrival routes serving the Chicago O'Hare terminal environment.

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. It, therefore—(1) is not a "major rule" under Executive Order 12291; (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 on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Aviation safety, VOR Federal airways, Incorporation by reference.

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.7, Compilation of Regulations, published April 30, 1991, and effective November 1, 1991, is amended as follows:

Section 71.123 Domestic VOR Federal Airways

* * * * *

V-69

From Shreveport, LA, via INT Shreveport 084° and El Dorado, AR, 218° radials; El Dorado; Pine Bluff, AR; INT Pine Bluff 038° and Walnut Ridge, AR, 187° radials; Walnut Ridge; Farmington, MO; Troy, IL; Capital, IL; Pontiac, IL; Joliet, IL.

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V-116

From INT Kansas City, MO, 076° and Napoleon, MO, 005° radials via Macon, MO; Quincy, IL; Peoria, IL; Pontiac, IL; Joliet, IL. From INT Chicago O'Hare, IL, 092° and Chicago Heights, IL, 013° radials; INT Chicago O'Hare 092° and Keeler, MI, 256° radials; Keeler; Jackson, MI; INT Jackson 089° and Salem, MI, 251° radials; Salem; Windsor, ON, Canada; INT Windsor 092° and Erie, PA, 281° radials; Erie; Bradford, PA; Stonyfork, PA; INT Stonyfork 098° and Wilkes-Barre, PA, 310° radials; Wilkes-Barre; INT Wilkes-Barre 084° and Sparta, NJ, 300° radials; to Sparta. The airspace within Canada is excluded.

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V-262

From Peoria, IL; Bradford, IL; to INT Bradford 085° and Joliet, IL, 204° radials; Joliet.

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Issued in Washington, DC, on March 16, 1992.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 92-7830 Filed 4-3-92; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 91-ANM-2]

Establishment of VOR Federal Airway V-595; OR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes Federal Airway V-595 between Medford, OR, and Redmond, OR. The establishment of this route will provide a direct route between Medford and Redmond. This action will improve traffic flow, as well as reduce flying time and controller workload.

EFFECTIVE DATE: 0901 u.t.c., June 25, 1992.

FOR FURTHER INFORMATION CONTACT:

Lewis W. Still, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-9252.

SUPPLEMENTARY INFORMATION:

History

On March 7, 1991, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish V-595 located between Medford, OR, and Redmond, OR (56 FR 9663). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Except for editorial changes, this amendment is the same as that proposed in the notice. The VOR Federal airway listed in this document is published in § 71.123 of Handbook 7400.7 effective November 1, 1991, which is incorporated by reference in 14 CFR 71.1.

The Rule

This amendment to part 71 of the Federal Aviation Regulations establishes V-595 between Medford, OR, and Redmond, OR. The establishment of this route will improve the flow of traffic by providing a direct

route between Medford and Redmond. Controllers routinely transmit radar vectors to aircraft between these points. This action will reduce pilot/controller communications, and also reduce fuel cost and flying time by providing a more direct route.

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. It, therefore—(1) is not a "major rule" under Executive Order 12291; (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 on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Aviation safety, VOR Federal airways, Incorporation by reference.

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.7, Compilation of Regulations, published April 30, 1991, and effective November 1, 1991, is amended as follows:

Section 71.123 Domestic VOR Federal Airways

* * * * *

V-595

From Medford, OR; to Redmond, OR.

* * * * *

Issued in Washington, DC, on March 18, 1992.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 92-7831 Filed 4-3-92; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF COMMERCE

Bureau of Export Administration

15 CFR Parts 770 and 785

[Docket No. 920379-2079]

Exports to Cambodia and Laos; Country Group Y

AGENCY: Bureau of Export Administration, Commerce.

ACTION: Final rule.

SUMMARY: In support of the comprehensive political settlement of the Cambodian conflict and the President's recent directive to lift the trade embargo on Cambodia, the Bureau of Export Administration (BXA) is amending the Export Administration Regulations (EAR) (15 CFR parts 730-799) by removing Cambodia from the Country Group Z list of embargoed countries, placing Cambodia in Country Group Y, and by revising certain licensing policies and procedures for Cambodia. Since Laos and Cambodia are not COCOM proscribed destinations, they will share a separate licensing policy from the other Group Y countries.

This rule establishes a policy of approval on a case-by-case basis for license applications for the export of commodities and technical data for authorized use in Cambodia or Laos.

EFFECTIVE DATE: This rule is effective April 6, 1992.

FOR FURTHER INFORMATION CONTACT:

David Schlechty, Country Policy Branch, Office of Technology and Policy Analysis, Bureau of Export Administration, Telephone: (202) 377-4252.

SUPPLEMENTARY INFORMATION:

Rulemaking Requirements

1. This rule is consistent with Executive Orders 12291 and 12661.

2. This rule involves collections of information subject to the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*). These collections have been approved by the Office of Management and Budget under control numbers 0694-0005 and 0694-0010.

3. This rule does not contain policies with Federalism implications sufficient to warrant preparation of a Federalism assessment under Executive Order 12612.

4. Because a notice of proposed rulemaking and an opportunity for public comment are not required to be given for this rule by section 553 of the Administrative Procedure Act (5 U.S.C. 553) or by any other law, under sections