

**FOR FURTHER INFORMATION CONTACT:**

Denis C. Burke, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL 60018, telephone: (847) 294-7477.

**SUPPLEMENTARY INFORMATION:****History**

**Federal Register** document 02-256, Airspace Docket No. 00-AGL-29, published on January 4, 2002 (67 FR 515), modified Class E Airspace at Hillsboro, ND. An error in the heading for the Class E airspace for Hillsboro, ND, was published. The word proposed should not have been used. This action corrects that error.

**Correction to Final Rule**

Accordingly, pursuant to the authority delegated to me, the heading for the Class E airspace, Hillsboro, ND, as published in the **Federal Register** January 4, 2002 (67 FR 515), (FR Doc. 02-256), is corrected as follows: On page 515, column 2, in the heading, line 5, remove the word "Proposed".

Issued in Des Plaines, Illinois on February 6, 2002.

**Nancy B. Shelton,**

*Manager, Air Traffic Division, Great Lakes Region.*

[FR Doc. 02-5118 Filed 3-8-02; 8:45 am]

**BILLING CODE 4910-13-M**

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

[Airspace Docket No. 00-AGL-28]

**Establishment of Class E Airspace; Stanley, ND; Correction**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the preamble under the caption "The Rule" of a Final Rule that was published in the **Federal Register** on Friday, January 4, 2002 (67 FR 516), Airspace Docket No. 00-AGL-28. The Final rule established Class E Airspace at Stanley, ND.

**EFFECTIVE DATE:** 0901 UTC February 21, 2002.

**FOR FURTHER INFORMATION CONTACT:**

Denis C. Burke, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

**SUPPLEMENTARY INFORMATION:****History**

**Federal Register** document 02-257, Airspace docket No. 00-AGL-28, published on January 4, 2002 (67 FR 516), established Class E Airspace at Stanley, ND. The following error was contained in the preamble under the caption "The Rule": The city of Kenmare was referred to instead of Stanley. This action corrects this error.

Accordingly, pursuant to the authority delegated to me, the error for the Class E airspace, Stanley, ND, as published in the **Federal Register** January 4, 2002 (67 FR 516), (FR Doc. 02-257), is corrected as follows:

On page 516, column 2, under the caption "The Rule", first sentence, correct "Kenmare" to read "Stanley".

Issued in Des Plaines, Illinois on February 6, 2002.

**Nancy B. Shelton,**

*Manager, Air Traffic Division, Great Lakes Region.*

[FR Doc. 02-5117 Filed 3-8-02; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****14 CFR Part 71**

[Airspace Docket No. 00-AGL-24]

**Modification of Class E Airspace; Youngstown-Warren Regional Airport, OH; Correction**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the **SUMMARY** of a Final Rule that was published in the **Federal Register** on Friday, January 4, 2002 (67 FR 517), Airspace Docket No. 00-AGL-24. The Final Rule modified Class E Airspace at Youngstown-Warren Regional Airport, OH.

**EFFECTIVE DATE:** 0901 UTC, February 21, 2002.

**FOR FURTHER INFORMATION CONTACT:**

Denis C. Burke, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, IL 60018, telephone: (847) 294-7477.

**SUPPLEMENTARY INFORMATION:****History**

**Federal Register** document 02-258, Airspace Docket No. 00-AGL-24, published on January 4, 2002 (67 FR 517), modified class E Airspace at Youngstown-Warren Regional Airport, OH. An error in the **SUMMARY** for the Class E airspace for Youngstown-Warren

Regional Airport, OH, was published. This action corrects that error.

**Correction to Final Rule**

Accordingly, pursuant to the authority delegated to me, the **SUMMARY** for the Class E airspace, Youngstown-Warren Regional Airport, OH, as published in the **Federal Register** January 4, 2002 (67 FR 517), (FR Doc. 02-258), is corrected as follows:

On page 517, column 1, second sentence of the **SUMMARY**, remove the words "to Runway 26".

Issued in Des Plaines, Illinois on January 25, 2002.

**Nancy B. Shelton,**

*Manager, Air Traffic Division, Great Lakes Region.*

[FR Doc. 02-5116 Filed 3-8-02; 8:45 am]

**BILLING CODE 4910-13-M**

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

[Airspace Docket No. 01-AAL-1]

**Revocation of Class E Airspace; Umiat, AK**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action revokes Class E airspace at Umiat, AK. This action is necessary because the Umiat airport no longer meets the requirements for Class E airspace to protect Instrument Flight Rules (IFR) operations at Umiat, AK. This rule results in the removal of controlled airspace at Umiat, AK.

**EFFECTIVE DATE:** 0901 UTC, June 13, 2002.

**FOR FURTHER INFORMATION CONTACT:**

Derril D. Bergt, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-2796; fax: (907) 271-2850; e-mail: Derril.CTR.Bergt@faa.gov. Internet address: <http://www.alaska.faa.gov/at> or at address <http://162.58.28.41/at>.

**SUPPLEMENTARY INFORMATION:****History**

On November 7, 2001, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revoke the Class E airspace at Umiat, AK, was published in the **Federal Register** (66 FR 56257). The Umiat airport does not have a standard instrument approach procedure, it is unattended, and does not meet the requirements to be used as

an IFR alternate. The Colored Federal Airway Amber 4 (A-4) was realigned and Colored Federal Airway Amber 6 (A-6) was revoked on December 3, 1998 (63 FR 53279, 5 Oct 1998, Airspace Docket 98-AAL-6) in conjunction with the removal of the Umiat Nondirectional Radio Beacon (NDB). The Umiat NDB was decommissioned in October 1999 resulting in the loss of the instrument approach procedure. With the subsequent cancellation of the A-Paid weather observer contract, there are now no aviation weather sources at Umiat, AK. Furthermore, the Umiat airport is not included in the National Plan of Integrated Airport Systems. Thus, the Umiat airport does not qualify for Class E airspace. This rule revokes the Class E controlled airspace intended for IFR operations at Umiat, AK.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments have been received, thus, the rule is adopted as written.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9J, *Airspace Designations and Reporting Points*, dated August 31, 2001, and effective September 16, 2001, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be revoked and revised subsequently in the Order.

The FAA has determined that this proposed 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 “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, when promulgated, 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

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

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

#### PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

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

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

##### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9J, *Airspace Designations and Reporting Points*, dated August 31, 2001, and effective September 16, 2001, is amended as follows:

\* \* \* \* \*

*Paragraph 6005 Class E airspace extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

**AAL AK E5 Umiat, AK [REVOKED]**

\* \* \* \* \*

Issued in Anchorage, AK, on February 21, 2002.

**Stephen P. Creamer,**

*Assistant Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 02–5114 Filed 3–8–02; 8:45 am]

**BILLING CODE 4910–13–U**

#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 01–AGL–21]

#### Modification of Class E Airspace; Zanesville, OH

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This document modifies Class E airspace at Zanesville, OH. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) 160° helicopter point in space approach, has been developed for Bethesda Hospital, Zanesville, OH. Controlled airspace extending upward from 700 feet above the surface is needed to contain aircraft executing the approach. This action modifies existing controlled

airspace for Zanesville, OH, in order to include the point in space approach serving Bethesda Hospital.

**EFFECTIVE DATE:** Effective 0901 UTC, August 8, 2002. Comments must be received on or before April 22, 2002.

**ADDRESSES:** Send comments on the rule in triplicate to: Federal Aviation Administration, Office of the Regional Counsel, AGL–7, Rules Docket No. 01–AGL–21, 2300 East Devon Avenue, Des Plaines, Illinois 60018. The official docket may be examined in the Office of the Regional Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois. An informal docket may also be examined during normal business hours at the Air Traffic Division, Airspace Branch, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois.

**FOR FURTHER INFORMATION CONTACT:** Denis C. Burke, Airspace Branch, AGL–520, Air Traffic Division, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294–7568.

**SUPPLEMENTARY INFORMATION:** This amendment to 14 CFR part 71 modifies Class E airspace at Zanesville, Ohio, to accommodate aircraft executing the proposed GPS SIAP 160° helicopter point in space approach for Bethesda Hospital by modifying existing controlled airspace. The area will be depicted on appropriate aeronautical charts. Class E airspace designations are published in Paragraph 6005 of FAA Order 7400.9J, dated August 31, 2002, and effective September 16, 2001, which is incorporated by reference in 14 CFR Sec. 71.1. The Class E airspace designation listed in this document will be published subsequently in the order.

#### The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and therefore is issuing it as a direct final rule. A substantial number of previous opportunities provided to the public to comment on substantially identical actions have resulted in negligible adverse comments or objections. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA