

dated August 31, 2001 and effective September 16, 2001, is amended as follows:

Paragraph 5000 Class D airspace areas extending upward from the surface of the earth.

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AEA NY D Rome, NY [NEW]

Griffiss Airpark, Rome, NY

(Lat. 43°14'02"N. long. 75°24'25"W.)

Oneida County Airport, Utica, NY

(Lat. 43°08'43"N. long. 75°23'02"W.)

That airspace extending upward from the surface to and including 3,200 feet MSL within a 4-mile radius of Griffiss Airpark excluding the portion within the 4.2-mile radius of Oneida County Airport Class D airspace area. This Class D airspace area is effective during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Jamaica, New York on September 5, 2002.

F.D. Hatfield,

Manager, Air Traffic Division, Eastern Region.

[FR Doc. 02-24128 Filed 9-26-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 02-ACE-7]

Proposed Modification of Class D Airspace; Knob Noster, Whiteman AFB, MO; and modification of Class E Airspace; Knob Noster, Whiteman AFB, MO; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking; correction.

SUMMARY: This action corrects an error in the airspace classification of a notice of proposed rulemaking that was published in the **Federal Register** on Wednesday, August 28, 2002 (67 FR 55180). The proposal was to modify Class D and Class E airspace at Knob Noster, Whiteman AFB, MO.

FOR FURTHER INFORMATION CONTACT: Brenda Mumper, Air Traffic Division, Airspace Branch, ACE-520A, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329-2524.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document 02-21136 published on Wednesday, August 28, 2002 (67 FR 55180), proposed to modify Class D, Class E2, and ZE5 Airspace at Knob Noster, Whiteman AFB, MO. Class E5 Airspace was incorrectly labeled as Class E2 Airspace thereby proposing two conflicting legal descriptions of Class E2 Airspace and omitting any legal description of Class E5 Airspace.

Accordingly, pursuant to the authority delegated to me, the error for the proposed Class E5 Airspace misidentified as Class E2 Airspace, Knob Noster, Whiteman AFB, MO, as published in the **Federal Register** Wednesday, August 28, 2002 (67 FR 55180) (FR Doc. 01-21136), is corrected as follows:

§ 71.1 [Corrected]

On page 55181, Column 3, first line, correct the heading "ACE MO E2 Knob Noster, MO" to read "ACE MO E5 Knob Noster, MO".

Issued in Kansas City, MO, on September 3, 2002.

Herman J. Lyons, Jr.,

Manager, Air Traffic Division, Central Region.

[FR Doc. 02-23827 Filed 9-26-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 02-AAL-6]

Proposed Revision of Class E Airspace; Point Hope, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This action proposes to revise Class E airspace at Point Hope, AK. Two new Standard Instrument Approach Procedures (SIAP) are being established for the Point Hope Airport. In addition, the Non Directional Beacon (NDB) Runway 1 and NDB Runway 19 SIAPs are being amended. The existing Class E airspace at Point Hope is insufficient to contain aircraft executing the new and revised SIAPs and thus needs to be increased. Adoption of this proposal would result in the addition and revision of Class E airspace at Point Hope, AK.

DATES: Comments must be received on or before November 12, 2002.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Operations Branch, AAL-530, Docket

No. 02-AAL-6, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587.

The official docket may be examined in the Office of the Regional Counsel for the Alaskan Region at the same address.

An informal docket may also be examined during normal business hours in the Office of the Manager, Operations Branch, Air Traffic Division, at the address shown above and on the Internet at Alaskan Region's home page at <http://www.alaska.faa.gov/at> or at address <http://162.58.28.41/at>.

FOR FURTHER INFORMATION CONTACT:

Derril 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:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made:

"Comments to Airspace Docket No. 02-AAL-6." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the Operations Branch, Air Traffic Division, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.