

**SUMMARY:** This document corrects an effective date in Airworthiness Directive (AD) 2002-05-06. That AD applies to Sikorsky Aircraft Corporation Model S-76A helicopters and was published in the **Federal Register** on March 18, 2002 (67 FR 11893). The effective date as stated in paragraph (g) of the AD is incorrect, and this document corrects that effective date. In all other respects, the original document remains the same.

**DATES:** Effective April 22, 2002.

**FOR FURTHER INFORMATION CONTACT:** Richard Noll, Aviation Safety Engineer, Boston Aircraft Certification Office, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7160, fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:** The FAA issued a final rule AD 2002-05-06, on March 5, 2002 (67 FR 11893, March 18, 2002). The following correction is needed:

The effective date given in paragraph (g) of the AD was intended to be the same effective date of April 22, 2002 as stated in the "Effective Date" line. Therefore, the date in paragraph (g) needs correcting.

Since no other part of the regulatory information has been revised, the final rule is not being republished.

#### Correction of the Publication

Accordingly, the publication on March 18, 2002 of the final rule (AD 2002-05-06) which was the subject of FR Doc. 02-6330 is corrected as follows:

#### § 39.13 [Corrected]

On page 11895, in the second column, in AD 2002-05-06, paragraph (g), correct "April 2, 2002" to read "April 22, 2002".

Issued in Fort Worth, Texas, on April 29, 2002.

**David A. Downey,**  
Manager, Rotorcraft Directorate, Aircraft Certification Service.  
[FR Doc. 02-11806 Filed 5-10-02; 8:45 am]  
BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 02-AWP-2]

#### Establishment of Class D Surface Area at Indian Springs Air Force Auxiliary Field; Indian Springs, NV

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

**ACTION:** Direct final rule, confirmation of effective date.

**SUMMARY:** This document confirms the effective date of a direct final rule that establishes a Class D Surface Area at Indian Springs Air Force Auxiliary Field in Indian Springs, NV.

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

**FOR FURTHER INFORMATION CONTACT:** Jeri Carson, Air Traffic Division, Airspace Branch, AWP-520.11, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261; telephone (310) 725-6611.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on February 27, 2002 (67 FR 8859). The FAA uses the direct final rulemaking procedure for a non-controversial rule when FAA believes that there will be no adverse public comment. This direct final rule advised the public that adverse comments were not anticipated, and that unless written adverse comments or written notice of intent to submit such adverse comments, were received within the comment period, the regulation would become effective on March 21, 2002. No adverse comments were received. Thus, this action confirms the direct final rule will become effective on that date.

Issued in Los Angeles, California, on April 5, 2002.

**John Clancy,**  
Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 02-10500 Filed 5-10-02; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 01-ANM-19]

#### Establishment of Class E Airspace, St. George, UT

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at the surface at St. George Municipal Airport, St. George, UT. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at St. George Municipal Airport, St. George, UT.

**EFFECTIVE DATE:** 0901 UTC, August 8, 2002.

**FOR FURTHER INFORMATION CONTACT:** Brian Durham, ANM-520.7, Federal Aviation Administration, Docket No. 01-ANM-19, 1601 Lind Avenue SW, Renton, Washington 98055-4056; telephone number: (425) 227-2527.

#### SUPPLEMENTARY INFORMATION:

#### History

On February 21, 2002, the FAA proposed to amend Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by establishing Class E surface area airspace at St. George, UT, in order to provide a safer IFR environment at St. George Municipal Airport, St. George, UT (67 FR 7980). This amendment provides additional Class E2 Surface Area controlled airspace at St. George, UT, to contain aircraft conducting instrument flight operations at St. George Municipal Airport. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received.

#### The Rule

This amendment to Title 14 Code of Federal Regulations, part 71 (14 CFR part 71) establishes Class E airspace at St. George, UT in order to provide adequate controlled airspace for IFR operations at St. George Municipal Airport, St. George, UT. This amendment establishes Class E2 Surface Area airspace at St. George, UT to enhance safety and efficiency of IFR flight operations in the St. George, UT terminal area. The FAA establishes Class E airspace where necessary to contain aircraft transitioning between the terminal and en route environments. This rule is designed to provide for the safe and efficient use of the navigable airspace and to promote safe flight operations under IFR at the St. George Municipal Airport and between the terminal and en route transition stages.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designated as surface areas for an airport, are published in Paragraph 6002, of FAA Order 7400.9J 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 published subsequently in the Order.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are