

This rulemaking is promulgated under the authority described in subtitle VII, part A, subpart 1, section 40103, Sovereignty and use of airspace. Under that section, the FAA is charged with prescribing regulations to ensure the safe and efficient use of the navigable airspace. This regulation is within the scope of that authority because it follows the U.S. Army's actions in renaming Wainwright AAF to Ladd AAF and thereby changes the Class E airspace description in FAA Order 7400.9D and represents the FAA's continuing effort to safely and efficiently use the navigable airspace.

#### 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 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 7400.9N, *Airspace Designations and Reporting Points*, dated September 1, 2005, and effective September 15, 2005, is amended as follows:

##### Paragraph 5000 General

\* \* \* \* \*

##### AAL AK D Fairbanks, Fort Wainwright, AK [Amended]

Ladd AAF, AK

(Lat. 64°50'11" N., long. 147°37'01" W.)  
That airspace extending upward from the surface within a 5.3-mile radius of the Ladd AAF airport, excluding the portion north and west of a line from lat. 64°45'14" N., long. 147°41'16" W.; to lat. 64°51'10" N., long. 147°44'09" W.; to lat. 64°54'48" N., long. 147°30'57" W. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Alaska Supplement (Airport/Facility Directory).

\* \* \* \* \*

##### Paragraph 6005 Class E Airspace Areas Extending Upward From 700 feet or More Above the Surface of the Earth

\* \* \* \* \*

##### AAL AK E5 Fairbanks, Fort Wainwright, AK [Amended]

Ladd AAF, AK

(Lat. 64°50'11" N., long. 147°37'01" W.)

Fairbanks VORTAC

(Lat. 64°48'00" N., long. 148°00'43" W.)

Chena NDB

(Lat. 64°50'17" N., long. 147°29'24" W.)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of the Ladd AAF airport and within 3.9 miles each side of the 089° bearing from Chena NDB extending from the 6.8-mile radius to 12.9 miles east of the airport and within 3.8 miles north of the 078° radial from the Fairbanks VORTAC extending from the 6.8-mile radius to 9.9 miles east of the airport.

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Issued in Anchorage, AK, on June 8, 2006.

**Anthony M. Wylie,**

*Director, Flight Service Information Office (AK).*

[FR Doc. 06–5512 Filed 6–16–06; 8:45 am]

BILLING CODE 4910–13–P

#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2006–23713; Airspace Docket No. 06–AAL–06]

#### Revision of Class E Airspace; Togiak Village, AK

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

**ACTION:** Final Rule; correction.

**SUMMARY:** This action corrects an error in the airspace description contained in a Final Rule that was published in the **Federal Register** on Monday, April 24, 2006 (71 FR 20871). Airspace Docket No. 06–AAL–06.

**DATES:** *Effective Date:* 0901 UTC, August 8, 2006.

**FOR FURTHER INFORMATION CONTACT:** Gary Rolf, AAL–538G, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587; telephone number (907) 271–5898; fax: (907) 271–2850; e-mail: [gary.ctr.rolf@faa.gov](mailto:gary.ctr.rolf@faa.gov); Internet address: <http://www.alaska.faa.gov/at>.

#### SUPPLEMENTARY INFORMATION:

#### History

**Federal Register** Document 06–3860, Airspace Docket No. 06–AAL–06, published on Monday, April 24, 2006 (71 FR 20871), revised Class E airspace

at Arctic Village, AK. An error was discovered in the airspace description that misidentified the navigation aid location. The Non Directional Beacon location was listed at Latitude 59°03'50" Longitude 160°22'27". The correct Latitude should have read; Lat. 59°03'51". This action corrects that error.

#### Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, the airspace description of the Class E airspace published in the **Federal Register**, Monday, April 24, 2006 (71 FR 20871), (FR Doc 06–3860, page 20872, column 2) is corrected as follows:

##### § 71.1 [Corrected]

\* \* \* \* \*

##### AAL AK E5 Togiak Village, AK [Corrected]

Togiak Airport, AK

(Lat. 59°03'10" N., long. 160°23'49" W.)

Togiak NDB

(Lat. 59°03'51" N., long. 160°22'27" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Togiak Airport, and within 4 miles west and 8 miles east of the 218° bearing of the Togiak NDB extending from the 6.5-mile radius to 20 miles southwest of the Togiak NDB, and within 4 miles west and 8 miles east of the 019° bearing of the Togiak NDB extending from the 6.5-mile radius to 16 miles northeast of the Togiak NDB.

\* \* \* \* \*

Issued in Anchorage, AK, on June 8, 2006.

**Anthony M. Wylie,**

*Director, Flight Service Information Office (AK).*

[FR Doc. 06–5513 Filed 6–16–06; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2006–24004; Airspace Docket No. 06–AAL–13]

#### Revision of Class E Airspace; Huslia, AK

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace at Huslia, AK to provide adequate controlled airspace to contain aircraft executing one new and two amended Standard Instrument Approach Procedures (SIAPs). This rule results in revised Class E airspace revised upward from 700 feet (ft.) and 1,200 ft. above the surface at Huslia, AK.

**DATES:** *Effective Date:* 0901 UTC, September 28, 2006.

**FOR FURTHER INFORMATION CONTACT:** Gary Rolf, AAL-538G, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5898; fax: (907) 271-2850; e-mail: [gary.ctr.rolf@faa.gov](mailto:gary.ctr.rolf@faa.gov). Internet address: <http://www.alaska.faa.gov/at>.

**SUPPLEMENTARY INFORMATION:**

**History**

On Wednesday, April 5, 2006, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise Class E airspace upward from 700 ft. and 1,200 ft. above the surface at Huslia, AK (71 FR 17039). The action was proposed in order to create Class E airspace sufficient in size to contain aircraft while executing one new and two amended SIAPs for the Huslia Airport. The new approach is the Very High Frequency Omni-directional Range (VOR)/Distance Measuring Equipment (DME) RWY 03. The amended approaches are (1) Area Navigation (Global Positioning System) (RNAV (GPS)) RWY 03, Amendment (Amdt.) One and (2) RNAV (GPS) RWY 21, Amdt. One. Class E controlled airspace extending upward from 700 ft. and 1,200 ft. above the surface in the Huslia Airport area is revised by this action. 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 proposed.

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 designated as 700/1,200 ft. transition areas are published in paragraph 6005 of FAA Order 7400.9N, *Airspace Designations and Reporting Points*, dated September 1, 2005, and effective September 15, 2005, 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 Rule**

This amendment to 14 CFR part 71 revises Class E airspace at the Huslia Airport, Alaska. This Class E airspace is revised to accommodate aircraft executing one new and two revised SIAPs, and will be depicted on aeronautical charts for pilot reference. The intended effect of this rule is to provide adequate controlled airspace for

Instrument Flight Rule (IFR) operations at Huslia Airport, Alaska.

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 “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 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.

The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle 1, section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency’s authority.

This rulemaking is promulgated under the authority described in subtitle VII, part A, subpart 1, section 40103, Sovereignty and use of airspace. Under that section, the FAA is charged with prescribing regulations to ensure the safe and efficient use of the navigable airspace. This regulation is within the scope of that authority because it creates Class E airspace sufficient in size to contain aircraft executing instrument procedures for the Huslia Airport and represents the FAA’s continuing effort to safely and efficiently use the navigable airspace.

**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 7400.9N, *Airspace Designations and Reporting Points*, dated September 1, 2005, and effective September 15, 2005, 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 Huslia, AK [Revised]**

Huslia Airport, AK

(Lat. 65°41’52” N., long. 156°21’05” W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Huslia Airport, and that airspace extending upward from 1,200 feet above the surface within a 72-mile radius of the Huslia Airport.

\* \* \* \* \*

Issued in Anchorage, AK, on June 8, 2006.

**Anthony M. Wylie,**

*Director, Flight Service Information Office, (AK).*

[FR Doc. 06–5514 Filed 6–16–06; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2006–24370; Airspace Docket No. 06–ACE–3]

**Modification of Class E Airspace; Mason City, IA**

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

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

**SUMMARY:** This document confirms the effective date of the direct final rule which revises Class E airspace at Mason City, IA.

**DATES:** *Effective Date:* 0901 UTC, August 3, 2006.

**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:** The FAA published this direct final rule with a request for comments in the **Federal Register** on April 18, 2006 (71 FR 19813). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA