

Mountain Village Airport. The new approaches are (1) Area Navigation (Global Positioning System) (RNAV (GPS)) Runway (RWY) 02, Original and (2) RNAV (GPS) RWY 20, Original. The DP is unnamed and will be listed in the front of the U.S. Terminal Procedures publication for Alaska. Class E controlled airspace extending upward from 700 ft. above the surface in the Mountain Village 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 7400.9P, *Airspace Designations and Reporting Points*, dated September 1, 2006, and effective September 15, 2006, 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 Mountain Village Airport, Alaska. This Class E airspace is revised to accommodate aircraft executing two new SIAPs and one new DP, 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 Mountain Village Airport, Mountain Village, 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 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.

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 Mountain Village 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 7400.9P, *Airspace Designations and Reporting Points*, dated September 1, 2006, and effective September 15, 2006, 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 Mountain Village, AK [Revised]

Mountain Village Airport, AK  
(Lat. 62°05’41” N., long. 163°40’58” W.)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Mountain Village Airport.

\* \* \* \* \*

Issued in Anchorage, AK, on September 26, 2006.

**Anthony M. Wylie,**

*Director, Alaska Flight Service Information Office.*

[FR Doc. E6–16496 Filed 10–5–06; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF DEFENSE

### Office of the Secretary

#### 32 CFR Part 283

[DOD–2006–OS–133; RIN 0790–AG90]

#### Waiver of Debts Resulting From Erroneous Payments of Pay and Allowances

**AGENCY:** Department of Defense.

**ACTION:** Final rule; correcting amendment.

**SUMMARY:** This rule corrects the final rule published on Friday, September 29, 2006 (71 FR 57427) regarding the authority citation. All other information remains unchanged.

**EFFECTIVE DATE:** September 29, 2006.

**FOR FURTHER INFORMATION CONTACT:** Michael Hipple, 703–696–8510.

As published, the final rule published at 71 FR 57427 did not cite the authority for the rule which is required for all rulemaking documents.

#### List of Subjects in 32 CFR Part 283

Administrative practice and procedure, Armed Forces, Waivers.

■ According, 32 CFR part 283 is corrected by making the following correcting amendment:

#### PART 283—WAIVER OF DEBTS RESULTING FROM ERRONEOUS PAYMENTS OF PAY AND ALLOWANCES

■ The authority citation for part 283 is added to read as follows:

**Authority:** 10 U.S.C. 2575, 2771, 4712, 9712; 24 U.S.C. 420; 31 U.S.C. 3529, 3702; 32 U.S.C. 714; 37 U.S.C. 554.

Dated: October 2, 2006.

**L.M. Bynum,**

*OSD Federal Register Liaison Officer, DoD.*

[FR Doc. 06–8531 Filed 10–5–06; 8:45 am]

**BILLING CODE 5001–06–M**