

DATES: This direct final rule is effective on 0901 UTC, November 23, 2006.

FOR FURTHER INFORMATION CONTACT: Gary Rolf, 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. Internet address: <http://www.alaska.faa.gov/at>.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on Monday, July 17, 2006 (71 FR 40394). The FAA uses the direct final rulemaking procedure for non-controversial actions where the FAA believes that there will be no adverse public comment. The direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on November 23, 2006.

One comment was received via telephone, in which the person voiced opposition to the name change. That opinion is not within the scope of this action, in that it does not address any aeronautical effect. His complaint is with the U.S. Army's decision to change the name. This action essentially addresses the title of the airspace annotated in the the FAA Order 7400.8. No other adverse comments were received. This notice confirms that the rule will become effective on that date.

Issued in Anchorage, AK, on August 28, 2006.

Anthony M. Wylie,
Director, Alaska Flight Service Information Office.

[FR Doc. E6-14821 Filed 9-6-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2006-23714; Airspace Docket No. 06-AAL-07]

Revision of Class E Airspace; Barter Island, 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 Wednesday, August

23, 2006 (71 FR 49343). Airspace Docket No. 06-AAL-07.

DATES: *Effective Date:* 0901 UTC, November 23, 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. Internet address: <http://www.alaska.faa.gov/at>.

SUPPLEMENTARY INFORMATION:

History

Federal Register Document E6-13803, Airspace Docket No. 06-AAL-07, published on Wednesday, August 23, 2006 (71 FR 49343), revised Class E airspace at Barter Island, AK. An error was discovered in the airspace description that incorrectly identified the Barter Island Airport by including the name "Edward Burnell Sr. Memorial". 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**, Wednesday, August 23, 2006 (71 FR 49343), (FR Doc E6-13803, page 49344, column 3) is corrected as follows:

§ 71.1 [Corrected]

* * * * *

AAL AK E5 Barter Island, AK [Revised]

Barter Island Airport, AK
(Lat. 70°08'02" N., long. 143°34'55" W.)

That airspace extending upward from 700 feet above the surface within a 4.7-mile radius of the Barter Island Airport; and that airspace extending upward from 1,200 feet above the surface within a 83-mile radius of the Barter Island Airport, excluding that airspace east of 141° West Longitude.

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Issued in Anchorage, AK, on August 23, 2006.

Anthony M. Wylie,
Director, Alaska Flight Service Information Office.

[FR Doc. E6-14830 Filed 9-6-06; 8:45 am]

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DEPARTMENT OF DEFENSE

Department of the Navy

32 CFR Part 706

Certifications and Exemptions Under the International Regulations for Preventing Collisions at Sea, 1972

AGENCY: Department of the Navy, DOD.

ACTION: Final rule.

SUMMARY: The Department of the Navy is amending its certifications and exemptions under the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), to reflect that the Deputy Assistant Judge Advocate General (Admiralty and Maritime Law) has determined that USS NEW ORLEANS (LPD 18) is a vessel of the Navy which, due to its special construction and purpose, cannot fully comply with certain provisions of the 72 COLREGS without interfering with its special function as a naval ship. The intended effect of this rule is to warn mariners in waters where 72 COLREGS apply.

DATES: *Effective Date:* August 18, 2006.

FOR FURTHER INFORMATION CONTACT: Commander Gregg A. Cervi, JAGC, U.S. Navy, Deputy Assistant Judge Advocate General (Admiralty and Maritime Law), Office of the Judge Advocate General, Department of the Navy, 1322 Patterson Ave., SE., Suite 3000, Washington Navy Yard, DC 20374-5066, telephone 202-685-5040.

SUPPLEMENTARY INFORMATION: Pursuant to the authority granted in 33 U.S.C. 1605, the Department of the Navy amends 32 CFR part 706. This amendment provides notice that the Deputy Assistant Judge Advocate General (Admiralty and Maritime Law), under authority delegated by the Secretary of the Navy, has certified that USS NEW ORLEANS (LPD 18) is a vessel of the Navy which, due to its special construction and purpose, cannot fully comply with the following specific provisions of 72 COLREGS without interfering with its special function as a naval ship: Rule 27, pertaining to the placement of all-round task lights in a vertical line; Annex I, paragraph 3(a), pertaining to the horizontal distance between the forward and after masthead lights; and Annex I, paragraph 2(k), pertaining to the vertical separation between anchor lights. The Deputy Assistant Judge Advocate General (Admiralty and Maritime Law) has also certified that the lights involved are located in closest possible compliance with the applicable 72 COLREGS requirements.

Moreover, it has been determined, in accordance with 32 CFR Parts 296 and 701, that publication of this amendment for public comment prior to adoption is impracticable, unnecessary, and contrary to public interest since it is based on technical findings that the placement of lights on this vessel in a manner differently from that prescribed