

is certified that this proposed rule, when promulgated, would not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

#### PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE 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 part 71.1 of the FAA 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 areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

##### ANM WY E5 Saratoga, WY [Revised]

Saratoga/Shively Field, WY  
(Lat. 41°26'41" N., long. 106°49'25" W.)  
Saratoga NDB  
(Lat. 41°26'42" N., long. 106°49'56" W.)  
Cherokee VOR/DME  
(Lat. 41°45'21" N., long. 107°34'55" W.)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of the Shively Field Airport and within 3.1 miles each side of the 342° bearing from the Saratoga NDB extending from the 6.9-mile radius to 10 miles northwest of the NDB; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 41°54'45" N., long. 106°47'15" W.; to lat. 41°17'00" N., long. 106°32'30" W.; to lat. 41°00'00" N., long. 107°44'00" W.; to the Cherokee VOR/DME; to the point of beginning.

\* \* \* \* \*

Issued in Seattle, Washington, on July 19, 2006.

**John Warner,**

*Manager, Planning and Requirements,  
Western Service Area.*

[FR Doc. E6–13170 Filed 8–10–06; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2005–23270; Airspace Docket No. 05–ANM–16]

#### Proposed Revision to Class E Airspace; Laramie, WY

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This proposal would revise Class E airspace at Laramie, WY. Additional controlled airspace is necessary to accommodate aircraft executing a procedure turn (PT) maneuver as part of the instrument approach procedure (IAP) at Laramie Regional Airport. Additional airspace also is necessary to accommodate aircraft executing a new holding pattern published at Laramie Regional Airport, Laramie, WY. This action would improve the safety of Instrument Flight Rules (IFR) aircraft executing this new procedure at Laramie Regional Airport. Additionally, this action reflects a change in the airport name from General Brees Field to Laramie Regional Airport.

**DATES:** Comments must be received on or before September 25, 2006.

**ADDRESSES:** Send comments on this proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590–0001. You must identify FAA Docket No. FAA–2005–23270 and Airspace Docket No. 05–ANM–16, at the beginning of your comments. You may also submit comments through the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Ed Haeseker, Federal Aviation Administration, Air Traffic Organization, Western En Route and Oceanic Service Area Office, 1601 Lind Avenue, SW., Renton, WA 98057; telephone 425 227–2527.

#### 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 both docket numbers (FAA Docket No. FAA–2005–23270 and Airspace Docket No. 05–ANM–16) and be submitted in triplicate to the Docket Management System (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at <http://dms.dot.gov>.

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 FAA Docket No. FAA–2005–23270 and Airspace Docket No. 05–ANM–16.” 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 public docket 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 file in the docket.

#### Availability of NPRM's

An electronic copy of this document may be downloaded through the Internet at <http://dms.dot.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at <http://www.faa.gov> or the Federal Register's Web page at <http://www.gpoaccess.gov/fr/index.html>.

You may review the public docket containing the proposal, any comments received, and any final dispositions in person in the Dockets Office (see **ADDRESSES** section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division, Federal Aviation Administration, Air Traffic Organization, Western En Route and Oceanic Service Area Office, Airspace Branch, 1601 Lind Avenue, SW., Renton, WA 98057.

Persons interested in being placed on a mailing list for future NPRM's should contact the FAA's Office of Rulemaking, 202–267–9677, for a copy of Advisory Circular No. 11–2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedures.

## The Proposal

The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 by revising Class E airspace at Laramie Regional Airport, Laramie, WY. Additional controlled airspace is necessary to accommodate aircraft executing a PT maneuver as part of the IAP at Laramie Regional Airport. Additional controlled airspace also is necessary to accommodate aircraft executing a new holding pattern published at Laramie Regional Airport, Laramie, WY. Controlled airspace is necessary where there is a requirement for IFR services, which include arrival, departure, and transitioning to/from the terminal or en route environment. Also, on December 30, 1992, Brees Field Airport (aka General Brees Field) was officially changed to Laramie Regional Airport, Laramie, WY. This action would reflect that change.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9N, 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 this Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation: (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 proposed rule, when promulgated, would not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

## PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE 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 the 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 areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

### ANM WY E5 Laramie, WY [Revised]

Laramie Regional Airport, WY  
(Lat. 41°18'43" N., long. 105°40'30" W.)

Laramie VORTAC  
(Lat. 41°20'16" N., long. 105°43'15" W.)

Medicine Bow VOR/DME  
(Lat. 41°50'44" N., long. 106°00'15" W.)

That airspace extending upward from 700 feet above the surface within a 7.9-mile radius of Laramie Regional Airport, and within 4.8 miles south and 8.3 miles north of the Laramie VORTAC 301° radial extending from the 7.9-mile radius to 16.1 miles northwest of the VORTAC, and within 4.3 miles each side of the Laramie VORTAC 126° radial extending from the 7.9-mile radius to 18.3 miles southeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at the Medicine Bow VOR/DME southwest to lat. 41°30'00" N., long. 106°27'00" W., thence southeast to lat. 41°00'00" N., long. 105°30'00" W., thence east along lat. 41°00'00" N., to long. 105°15'00" W., thence north to 41°30'00" N., long. 105°15'00" W., thence to point of beginning.

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Issued in Seattle, Washington, on July 19, 2006.

**John Warner,**

*Manager, Planning and Requirements,  
Western Service Area.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 71

[Docket No. FAA–2005–20381; Airspace Docket No. 05–ANM–3]

### Proposed Revision of Class E Airspace; Gillette, WY

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This proposal would revise Class E airspace at Gillette, WY. Additional Class E airspace is necessary to accommodate aircraft using a new Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) at Gillette-Campbell County Airport. This change is proposed to improve the safety of Instrument Flight Rules (IFR) aircraft executing the new RNAV GPS SIAP at Gillette-Campbell County Airport, Gillette, WY.

**DATES:** Comments must be received on or before September 25, 2006.

**ADDRESSES:** Send comments on this proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590–0001. You must identify FAA Docket No. FAA–2005–20381 and Airspace Docket No. 05–ANM–3, at the beginning of your comments. You may also submit comments through the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Ed Haeseker, Federal Aviation Administration, Air Traffic Organization, Western En Route and Oceanic Service Area Office, 1601 Lind Avenue, SW., Renton, WA 98057; telephone 425–227–2527.

### 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 both docket numbers (FAA Docket No. FAA–2005–20381 and Airspace Docket No.