

Burlington, Massachusetts, Telephone 781-238-7624.

FOR FURTHER INFORMATION CONTACT:

Donna R. Witte at the Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803, Telephone 781-238-7624.

SUPPLEMENTARY INFORMATION: Section 125 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21) requires the FAA to provide an opportunity for public notice and comment to the "waiver" or "modification" of a sponsor's Federal obligation to use certain airport property for aeronautical purposes.

Issued in Burlington, Massachusetts, on August 21, 2006.

LaVerne F. Reid,

Manager, Airports Division, New England Region.

[FR Doc. 06-7461 Filed 9-5-06; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2006-25694]

Notice Concerning Airport Advisory Service at Certain Airports in the Continental United States, Excluding Alaska

AGENCY: Federal Aviation Administration (FAA).

ACTION: Request for public comment.

SUMMARY: The FAA is requesting public comment on the Airport Advisory Service provided at twenty (20) airports in the continental United States, excluding Alaska.

The Airport Advisory Service, Local or Remote, is an optional service provided by Automated Flight Service Stations for pilots of landing or departing aircraft at airports either without air traffic control towers or with part-time control towers. The Airport Advisory Service information includes weather updates, wind and altimeter information, runway usage, aeronautical data, and any known air traffic in the area.

Since Airport Advisory Service is provided full-time at many of the affected airports and part-time at others, with varying degrees of usage by the pilot community, it is important to obtain feedback from individual users and from user groups in order to ascertain the value of the service provided to the aviation community at those airports. The FAA is particularly interested in comments concerning the necessity of the service, the availability of the service, the importance of the

service, and how often the service is used. Users are also welcome to include comments concerning any other aspect of your experience with Airport Advisory Service.

The request for comments includes Airport Advisory Service at the following airports: Altoona-Blair County Airport (AOO), Altoona, Pennsylvania; Anderson Regional Airport (AND), Anderson, South Carolina; Anniston Metropolitan Airport (ANB), Anniston, Alabama; Casper-Natrona County International Airport (CPR), Casper, Wyoming; Cedar City Regional Airport (CDC), Cedar City, Utah; Columbia Regional Airport (COU), Columbia, Missouri; Elkins-Randolph Airport (EKN), Elkins, West Virginia; Gainesville Regional Airport (GNV), Gainesville, Florida; Grand Forks International Airport (GFK), Grand Forks, North Dakota; Greenwood-Leflore Airport (GWO), Greenwood, Mississippi; Huron Regional Airport (HON), Huron, South Dakota; Jackson-McKellar-Sipes Regional Airport (MKL), Jackson, Tennessee; Jonesboro Municipal Airport (JBR), Jonesboro, Arkansas; Louisville-Bowman Field Airport (LOU), Louisville, Kentucky; Macon-Middle Georgia Regional Airport (MCN), Macon, Georgia; Millville Municipal Airport (MIV), Millville, New Jersey; Prescott-Ernest A. Love Field Airport (PRC), Prescott, Arizona; St. Louis-Spirit of St. Louis Airport (SUS), St. Louis, Missouri; St. Petersburg-Clearwater International Airport (PIE), St. Petersburg, Florida; Miami-Kendall-Tamiami Executive Airport (TMB), Miami, Florida.

DATES: Comments must be received by October 6, 2006.

ADDRESSES: Written comments may be submitted [identified by Docket Number FAA-2006-25694] using any of the following methods:

- *DOT Docket Web site:* Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- *Mail:* Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590.

- *Fax:* 1-202-493-2251.

- *Hand Delivery:* Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: All comments received will be posted, without change, to <http://dms.dot.gov>, including any personal information you provide (such as signatures on behalf of an association, business, labor union, or any other group). You may review DOT's complete Privacy Act Statement in the

Federal Register published on April 11, 2000 (65 FR 19477-78) or by visiting <http://dms.dot.gov>.

Docket: To read the comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Jeanne Giering, Manager, Flight Services Operations Procedures and Safety; Mail Drop: 1575 Eye Street, NW., Room 9400; 800 Independence Avenue, SW.; Washington, DC 20591; telephone (202) 385-7627; fax (202) 385-7617; e-mail Jeanne.Giering@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites interested persons or organizations to submit written comments or views concerning this proposal. Please reference the Docket Number at the beginning of your comments. Comments should be specific and should explain the reason for your concurrence or non-concurrence with the proposal, including supporting data.

Please send two (2) copies of your comments to one of the addresses listed in the **ADDRESSES** section of this document.

All comments submitted will be available for public viewing either in person or online, including any personal information you provide. Please refer to the *Privacy* section of this document.

Issued in Washington, DC on August 31, 2006.

John T. Staples,

Director of Flight Services Program Operations.

[FR Doc. 06-7456 Filed 9-5-06; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Request To Release Airport Property at the Blair Municipal Airport, Blair, NE

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

ACTION: Notice of request to release airport property.

SUMMARY: The FAA proposes to rule and invites public comment on the release of land at the Blair Municipal Airport

under the provisions of Section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21).

DATES: Comments must be received on or before October 6, 2006.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Federal Aviation Administration, Central Region, Airports Division, 901 Locust, Kansas City, Missouri 64106-2325.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Anna Lannin, Engineering Division, Nebraska Department of Aeronautics, P.O. Box 82088, Lincoln, NE 68501.

FOR FURTHER INFORMATION CONTACT: Nicoletta Oliver, Airports Compliance Specialist, FAA, Central Region, 901 Locust, Kansas City, MO 64106-2325, (816) 329-2642.

The request to release property may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the request to release property at the Blair Municipal Airport under the provisions of AIR21.

On August 24, 2006, the FAA determined that the request to release property at the Blair Municipal Airport, submitted by the Nebraska Department of Aeronautics, as agent for the Blair Airport Authority, met the procedural requirements of the Federal Aviation Administration. The FAA will approve or disapprove the request, in whole or in part, no later than November 30, 2006.

The following is a brief overview of the request.

The Blair Airport Authority requests the release of approximately 13.97 acres of airport property. The land is currently not being used for aeronautical purposes. The purpose of this release is to sell the land to the Nebraska Department of Roads (NDR) for improvements to U.S. Highway 133.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents that are relevant to the request, in person at the Nebraska Department of Aeronautics, Lincoln, Nebraska.

Issued in Kansas City, Missouri, on August 24, 2006.

George A. Hendon,

Manager, Airports Division, Central Region.

[FR Doc. 06-7459 Filed 9-5-06; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Finding of No Significant Impact

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Finding of no significant impact.

SUMMARY: The Federal Aviation Administration (FAA) prepared an Environmental Assessment (EA) to evaluate the proposal from Blue Origin, LLC (Blue Origin) to construct and operate a commercial space launch site to be located on privately-owned property in Culberson County, Texas. Blue Origin proposes to develop this commercial space launch site to launch vertical reusable launch vehicles (RLVs) carrying space flight participants¹ on suborbital, ballistic trajectories to altitudes in excess of 99,060 meters (325,000 feet) above sea level. The EA evaluated the potential environmental impacts of issuing experimental permits and/or licenses to Blue Origin authorizing vertical launches and landings of RLVs and/or operation of a launch site for same. Blue Origin may seek experimental permits to conduct early developmental and test flights. Blue Origin may also seek a launch site operator license, RLV mission-specific licenses, and RLV operator licenses, as appropriate. After reviewing and analyzing currently available data and information on existing conditions, project impacts, and measures to mitigate those impacts, the FAA, Office of Commercial Space Transportation (AST) has determined that issuing the experimental permits and/or licenses analyzed in the EA to Blue Origin would not significantly affect the quality of the human environment within the meaning of the National Environmental Policy Act (NEPA). Therefore the preparation of an

¹ Space flight participant means an individual, who is not crew, carried within a launch vehicle or reentry vehicle. 49 United States Code (U.S.C.) 70102(17) Flight crew means any employee of a licensee or transferee, or of a contractor or subcontractor of a licensee or transferee, who is on board a launch or reentry vehicle and performs activities in the course of that employment directly relating to the launch, reentry, or other operation of the launch vehicle or reentry vehicle. See 49 U.S.C. 70102(2) (defining crew).

Environmental Impact Statement (EIS) is not required and AST is issuing a Finding of No Significant Impact (FONSI). The FAA made this determination in accordance with all applicable environmental laws.

For a copy of the Environmental Assessment: Visit the following internet address: <http://ast.faa.gov> or contact Mr. Doug Graham, FAA Environmental Specialist, 800 Independence Avenue SW., Room 331, Washington, DC 20591. You may also send requests via e-mail to doug.graham@faa.gov or by telephone at (202) 267-8568.

DATES: The Draft EA was released for public comment on June 28, 2006. The FAA held a public meeting on the Draft EA on July 25, 2006 in Van Horn, Texas to collect comments from the public. All comments received before July 27, 2006 were considered in the preparation of the Final EA.

Proposed action: Under Title 49 United States Code (U.S.C.), Subtitle IX, Sections 70101-70121, Commercial Space Launch Act, the FAA regulates launches and reentries of launch and reentry vehicles, and the operation of launch and reentry sites when carried out by U.S. citizens or within the United States. (49 U.S.C. 70104, 70105) Chapter 701 directs the FAA to exercise this responsibility consistent with public health and safety, safety of property, and the national security and foreign policy interests of the United States, and to encourage, facilitate, and promote commercial space launch and reentry by the private sector. (49 U.S.C. 70103, 70105)

The Commercial Space Launch Amendments Act of 2004 (CSLAA) promotes the development of the emerging commercial/human space flight industry and establishes an experimental permit regime for developmental reusable suborbital rockets. This newly established experiment permit regime provides an alternative mechanism to regulate the launch and reentry of reusable suborbital rockets (49 U.S.C. 70105a). To conduct commercial launch operations, Blue Origin must obtain the required experimental permit(s) and/or license(s) from the FAA. Under the proposed action the FAA would issue experimental permits, a launch site operator license, RLV mission-specific licenses, and/or RLV operator licenses, as appropriate.

Experimental permits differ from launch licenses in a number of ways.

- Unlike a licensed operator, no person may launch a reusable suborbital rocket under an experimental permit for carrying any property or human being for compensation or hire.