

also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11C at NARA, call (202) 741-6030, or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

FOR FURTHER INFORMATION CONTACT:

Walter Tweedy, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5900.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, 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 I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it amends Class E airspace extending upward from 700 feet above the surface at Burlington Municipal Airport, Burlington, WI, to support IFR operations at the airport.

History

The FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) (82 FR 40080; August 24, 2017) for Docket No. FAA-2017-0145 to modify Class E airspace extending upward from 700 feet above the surface at Burlington Municipal Airport, Burlington, WI. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. Two comments were received in support of the proposal.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.11C, dated August 13, 2018, and effective September 15, 2018, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11C, Airspace Designations and Reporting Points, dated August 13, 2018, and effective September 15, 2018. FAA Order 7400.11C is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11C lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 amends Class E airspace area extending upward from 700 feet above the surface to within a 6.4-mile radius (reduced from a 7.4-mile) radius of Burlington Municipal Airport, Burlington, WI. Airspace redesign is necessary due to the decommissioning of the Burbun VOR, and cancellation of the VOR approach, while implementing more efficient area navigation routes within the national airspace system for the safety and management of standard instrument approach procedures for IFR operations at the airport. This action also updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database.

Regulatory Notices and Analyses

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, is non-controversial and unlikely to result in adverse or negative comments. 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 only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5-6.5.a. This airspace action is not expected to cause any potentially

significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

Lists 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, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 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 FAA Order 7400.11C, Airspace Designations and Reporting Points, dated August 13, 2018, and effective September 15, 2018, is amended as follows:

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

* * * * *

AGL WI E5 Burlington, WI [Amended]

Burlington Municipal Airport, WI
(Lat. 42°41'27" N, long. 88°18'17" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Burlington Municipal Airport.

Issued in Fort Worth, Texas, on September 20, 2018.

Walter Tweedy,

Manager (A), Operations Support Group, ATO Central Service Center.

[FR Doc. 2018-21097 Filed 9-28-18; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2018-0770]

Drawbridge Operation Regulation; Youngs Bay and Lewis and Clark River, Astoria, OR

AGENCY: Coast Guard, DHS.

ACTION: Notice of deviation from drawbridge regulation.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating

schedule that governs three bridges at Astoria, OR; they include the US 101 highway bridge (Youngs Bay Bridge) across Youngs Bay, mile 0.7, the Oregon State highway bridge (Old Youngs Bay Bridge) across Youngs Bay, mile 2.4, foot of Fifth Street, and the Oregon State highway bridge (Lewis and Clark River Bridge) across the Lewis and Clark River, mile 1.0. The deviation allows the three subject bridges' owner to remove the bridge operator during the late evening and early morning hours. This deviation allows the bridge to open during weekends and nighttime hours after receiving a 2 hour advance notice.

DATES: This deviation is effective without actual notice from October 1, 2018 to 7 a.m. on March 19, 2019. For the purposes of enforcement, actual notice will be used from 7 a.m. on September 22, 2018, until October 1, 2018.

ADDRESSES: The docket for this deviation, USCG–2018–0770 is available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this deviation.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Mr. Steven Fischer, Bridge Administrator, Thirteenth Coast Guard District; telephone 206–220–7282, email d13-pf-d13bridges@uscg.mil.

SUPPLEMENTARY INFORMATION: Oregon Department of Transportation (ODOT) owns the Youngs Bay Bridge across Youngs Bay, mile 0.7, Old Youngs Bay Bridge across Youngs Bay, mile 2.4, foot of Fifth Street, and the Lewis and Clark River Bridge across the Lewis and Clark River, mile 1.0. ODOT has requested this temporary deviation from the operating schedule while a rule change is being reviewed for approval. The three subject bridges are within one mile of each other, and currently open on signal for the passage of vessels with one half-hour notice by marine radio, telephone, or other suitable means. These three bridges are operated by the Lewis and Clark River bridge operator in accordance with 33 CFR 117.899.

This deviation will allow ODOT to operate without a bridge operator attending the three subject bridges until an opening request has been received. This deviation authorizes ODOT's bridge operator to open the subject bridges within two hours after receiving a request for an opening from 5 p.m. on Friday to 7 a.m. on Monday, including all Federal holidays, starting at 7 a.m. on September 22, 2018, through 7 a.m. on March 19, 2019. The Youngs Bay

Bridge provides a vertical clearance approximately 37 feet above mean high water when in the closed-to-navigation position. The Old Youngs Bay Bridge provides a vertical clearance approximately 19 feet above mean high water when in the closed-to-navigation position. The Lewis and Clark River Bridge provides a vertical clearance of 17 feet above mean high water when in the closed-to-navigation position. Vessels operating on Youngs Bay and the Lewis and Clark River range from small recreational vessels, sailboats, tribal fishing boats and small commercial fishing vessels.

Vessels able to pass through the subject bridges in the closed-to-navigation position may do so at any time. The bridges will not be able to open for emergencies from 5 p.m. on Friday to 7 a.m. on Monday unless a two hour notice is given, and there is no immediate alternate route for vessels to pass. The Coast Guard will inform the users of the waterway, through our Local and Broadcast Notices to Mariners, of the change in operating schedule for the bridge so that vessel operators can arrange their transits to minimize any impact caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridges must return to their regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: September 21, 2018.

Steven M. Fischer,

Bridge Administrator, Thirteenth Coast Guard District.

[FR Doc. 2018–20985 Filed 9–28–18; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2018–0428]

Drawbridge Operation Regulation; Snohomish River and Steamboat Slough, Everett and Marysville, WA

AGENCY: Coast Guard, DHS.

ACTION: Notice of deviation from drawbridge regulation; modification.

SUMMARY: The Coast Guard has modified a temporary deviation from the operating schedule that governs the SR 529 Highway Bridge, north bound, across Steamboat Slough, mile 1.2, near Marysville, WA. The deviation is

necessary to accommodate painting and preservation. This modified deviation changes the period the subject bridge is authorized to remain in the closed-to-navigation position.

DATES: This deviation is effective from 12:01 a.m. on October 1, 2018 to 11:59 p.m. on October 31, 2018.

ADDRESSES: The docket for this deviation, USCG–2018–0428 is available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this deviation.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Mr. Steven Fischer, Bridge Administrator, Thirteenth Coast Guard District; telephone 206–220–7282, email d13-pf-d13bridges@uscg.mil.

SUPPLEMENTARY INFORMATION: On June 7, 2018, we published a temporary deviation entitled Drawbridge Operation Regulation; Snohomish River and Steamboat Slough, Everett and Marysville, WA, in the **Federal Register** (83 FR 26365). That temporary deviation allowed the SR 529 Highway Bridge, north bound, to not open to marine vessels from 12:01 a.m. on July 2, 2018 to 11:59 p.m. on September 30, 2018. While performing initial repairs, the bridge owner, Washington State Department of Transportation (WSDOT), discovered additional damage and corrosion. This modification is required so that WSDOT can perform repairs, painting, and preservation related to the newly discovered damage and corrosion. WSDOT has requested an extension to the current published temporary deviation to make required repairs.

The SR 529 Highway Bridge, north bound, across Steamboat Slough, mile 1.2, provides 10 feet of vertical clearance above mean high water elevation while in the closed-to-navigation position; and this bridge operates in accordance with 33 CFR 117.1059(f). The subject bridge is authorized to remain in the closed-to-navigation position, and need not open for maritime traffic from 12:01 a.m. on October 1, 2018 to 11:59 p.m. on October 31, 2018. The subject bridge's lift span vertical clearance is also authorized to be reduced from ten feet to seven feet except for a 50 foot wide section that shall not be reduced for maritime passage. The bridge shall operate in accordance to 33 CFR 117.1059(f) at all other times.

Waterway usage on this part of the Snohomish River and Steamboat Slough includes vessels ranging from