

AIRAC date	State	City	Airport	FDC number	FDC date	Subject
8–Nov–18	AS	Pago Pago	Pago Pago Intl	8/1802	10/1/18	ILS OR LOC RWY 5, Amdt 14.
8–Nov–18	AS	Pago Pago	Pago Pago Intl	8/1803	10/1/18	RNAV (GPS) RWY 5, Orig.
8–Nov–18	AS	Pago Pago	Pago Pago Intl	8/1804	10/1/18	RNAV (GPS) RWY 23, Orig.
8–Nov–18	AS	Pago Pago	Pago Pago Intl	8/1805	10/1/18	VOR/DME OR TACAN–A, Amdt 4A.
8–Nov–18	AS	Pago Pago	Pago Pago Intl	8/1806	10/1/18	NDB–C, Amdt 6B.
8–Nov–18	AS	Pago Pago	Pago Pago Intl	8/1821	10/1/18	VOR–D, Amdt 6A.
8–Nov–18	GA	Atlanta	Hartsfield—Jackson Atlanta Intl	8/1834	9/19/18	RNAV (GPS) RWY 8R, Amdt 4.
8–Nov–18	GA	Atlanta	Hartsfield—Jackson Atlanta Intl	8/1837	9/19/18	RNAV (GPS) PRM RWY 8R (Simultaneous Close Parallel), Orig.
8–Nov–18	AZ	Goodyear	Phoenix Goodyear	8/2535	9/27/18	RNAV (GPS) RWY 3, Amdt 1.
8–Nov–18	WI	Rice Lake	Rice Lake Rgnl—Carl's Field	8/4583	9/24/18	Takeoff Minimums and Obstacle DP, Orig.
8–Nov–18	CO	Denver	Centennial	8/5680	9/19/18	RNAV (GPS) RWY 28, Amdt 1B.
8–Nov–18	DE	Dover/Cheswold	Delaware Airpark	8/5855	9/24/18	RNAV (GPS) RWY 27, Orig.
8–Nov–18	MI	Sault Ste Marie	Sault Ste Marie Muni/Sanderson Field.	8/6503	9/19/18	RNAV (GPS) RWY 32, Orig-A.
8–Nov–18	MI	Sault Ste Marie	Sault Ste Marie Muni/Sanderson Field.	8/6505	9/19/18	RNAV (GPS) RWY 14, Orig-A.
8–Nov–18	MI	Sault Ste Marie	Sault Ste Marie Muni/Sanderson Field.	8/6506	9/19/18	VOR RWY 32, Amdt 3A.
8–Nov–18	AZ	Casa Grande	Casa Grande Muni	8/6795	9/24/18	RNAV (GPS) RWY 5, Amdt 1.
8–Nov–18	TX	Laredo	Laredo Intl	8/7275	9/27/18	Takeoff Minimums and Obstacle DP, Amdt 4A.
8–Nov–18	ME	Fryeburg	Eastern Slopes Rgnl	8/8037	9/27/18	RNAV (GPS) RWY 32, Amdt 1.
8–Nov–18	AR	Mountain Home	Baxter County	8/8475	9/19/18	RNAV (GPS) RWY 5, Orig-B.
8–Nov–18	AR	Mountain Home	Baxter County	8/8478	9/19/18	RNAV (GPS) RWY 23, Orig.
8–Nov–18	MN	Fosston	Fosston Muni	8/8483	9/19/18	RNAV (GPS) RWY 16, Orig-C.

[FR Doc. 2018–23142 Filed 10–26–18; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2018–0181]

RIN 1625–AA09

Drawbridge Operation Regulation; Duluth Ship Canal, Duluth-Superior Harbor, MN

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard is modifying the operating schedule that governs Duluth Aerial Lift Bridge for vessels under 300 gross tons. The City of Duluth has requested that the current summer bridge schedule (Memorial Day to Labor Day) be extended to include the spring and fall.

DATES: This rule is effective November 28, 2018.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>. Type USCG–2018–0181 in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this rulemaking.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or

email Mr. Lee D. Soule, Bridge Management Specialist, Ninth Coast Guard District; telephone 216–902–6085, email Lee.D.Soule@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
IGLD85 International Great Lakes Datum of 1985
LWD Low Water Datum based on IGLD85
OMB Office of Management and Budget
NPRM Notice of Proposed Rulemaking
§ Section
U.S.C. United States Code

II. Background Information and Regulatory History

On August 3, 2018, we published a Notice of Proposed Rulemaking entitled Drawbridge Operation Regulation; Duluth Ship Canal, Duluth-Superior Harbor, MN in the *Federal Register* (83 FR 38099). We did not receive any comments on this rule.

III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority 33 U.S.C. 499. The Duluth Aerial Bridge is located 0.25 miles from Duluth Harbor North Pier Light at the lakeward end of the Duluth Ship Canal. It is a vertical lift type bridge that provides 15 feet of vertical clearance in the down position and up to 141 feet in the open position. Currently the bridge opens on signal except that, from the Friday before Memorial Day through the Tuesday after Labor Day each year, between the hours

of 7 a.m. and 9 p.m., seven days a week, the drawbridge opens on the hour and half-hour for vessels under 300 gross tons, if needed; and the bridge will open on signal for all vessels from 9 p.m. to 7 a.m., seven days a week, and at all times for Federal, state, and local government vessels, vessels in distress, commercial vessels engaged in rescue or emergency salvage operations, commercial-assist towing vessels engaged in towing or port operations, vessels engaged in pilot duties, vessels seeking shelter from severe weather, and all commercial vessels 300 gross tons or greater. From January 1 through March 15, the draw opens on signal if at least 12 hour notice is given.

The City of Duluth, operator of the Duluth Aerial Lift Bridge, has requested that the current schedule be extended to include the spring and fall. This is due to increased traffic and community growth in the region.

IV. Discussion of Comments, Changes and the Final Rule

The Coast Guard provided a comment period of 30 days and no comments were received. The regulation only affects recreational vessels and commercial vessels under 300 gross tons. The drawbridge will continue to open at all times for commercial vessels over 300 gross tons. The only change to the regulation will be to extend the dates of the scheduled bridge openings from the Friday before Memorial Day through the Tuesday after Labor Day to March 16 through December 31 each year.

V. Regulatory Analyses

We developed this rule after considering numerous statutes and Executive Orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and Executive Orders, and we discuss First Amendment rights of protesters.

A. Regulatory Planning and Review

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. Executive Order 13771 directs agencies to control regulatory costs through a budgeting process. This rule has not been designated a “significant regulatory action,” under Executive Order 12866. Accordingly, it has not been reviewed by the Office of Management and Budget (OMB) and pursuant to OMB guidance it is exempt from the requirements of Executive Order 13771.

This regulatory action determination is based on the expected improvement to all modes of traffic using the drawbridge, and the proven improvement realized by the previous change to the bridge schedule implemented in the last rulemaking.

B. Impact on Small Entities

The Regulatory Flexibility Act of 1980 (RFA), 5 U.S.C. 601–612, as amended, requires federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard did not receive any comments from the Small Business Administration on this rule. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities. While some owners or operators of vessels intending to transit the bridge may be small entities, for the reasons stated in section IV.A above this final rule would not have a significant economic impact on any vessel owner or operator.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this rule. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions

concerning its provisions or options for compliance, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT**, above.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1–888–REG–FAIR (1–888–734–3247). The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

C. Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

D. Federalism and Indian Tribal Government

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

Also, this rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

E. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this rule will not result in such an expenditure,

we do discuss the effects of this rule elsewhere in this preamble.

F. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01 and Commandant Instruction M16475.1D, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f), and have made a determination that this action is one of a category of actions which do not individually or cumulatively have a significant effect on the human environment. This rule simply promulgates the operating regulations or procedures for drawbridges. This action is categorically excluded from further review, under figure 2–1, paragraph (32)(e), of the Instruction.

A Record of Environmental Consideration and a Memorandum for the Record are not required for this rule.

G. Protest Activities

The Coast Guard respects the First Amendment rights of protesters. Protesters are asked to contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to coordinate protest activities so that your message can be received without jeopardizing the safety or security of people, places or vessels.

List of Subjects in 33 CFR Part 117

Bridges.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 117 as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

- 1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 33 CFR 1.05–1; Department of Homeland Security Delegation No. 0170.1.

- 2. Revise § 117.661 to read as follows:

§ 117.661 Duluth Ship Canal (Duluth-Superior Harbor).

The draw of the Duluth Ship Canal Aerial bridge, mile 0.25 at Duluth, shall open on signal; except that, from March 16 through December 31, between the hours of 7 a.m. and 9 p.m., seven days a week, the drawbridge shall open on the hour and half-hour for vessels under 300 gross tons, if needed; and the bridge will open on signal for all vessels from 9 p.m. to 7 a.m., seven days a week, and at all times for Federal, state, and local government vessels, vessels in distress, commercial vessels engaged in rescue or

emergency salvage operations, commercial-assist towing vessels engaged in towing or port operations, vessels engaged in pilot duties, vessels seeking shelter from severe weather, and all commercial vessels 300 gross tons or greater. From January 1 through March 15, the draw shall open on signal if at least 12 hour notice is given. The opening signal is one prolonged blast, one short blast, one prolonged blast, one short blast. If the drawbridge is disabled, the bridge authorities shall give incoming and outgoing vessels timely and dependable notice, by tug service if necessary, so that the vessels do not attempt to enter the canal.

Dated: October 22, 2018.

J.M. Nunan,

*Rear Admiral, U.S. Coast Guard, Commander,
Ninth Coast Guard District.*

[FR Doc. 2018-23504 Filed 10-26-18; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG 2018-0473]

RIN 1625-AA09

Drawbridge Operation Regulation; Anacostia River, Washington, DC

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard is modifying the existing drawbridge operating regulation for the Frederick Douglass Memorial Bridge across Anacostia River, mile 1.2, in Washington, DC. The modified rule allows the existing drawbridge to remain in the closed-to-navigation position, and is necessary to accommodate the construction of a new fixed bridge on an alignment 18 feet south of the existing drawbridge, and the removal of the existing drawbridge.

DATES: This rule is effective November 28, 2018.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>. Type USCG-2018-0473 in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this rulemaking.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email Mr. Martin A. Bridges, Fifth Coast Guard District (dpb), at (757) 398-6422, email Martin.A.Bridges@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background Information and Regulatory History

On February 2, 2018, we published a notice of temporary deviation from drawbridge regulation entitled "Drawbridge Operation Regulation; Anacostia River, Washington, DC," in the **Federal Register** (83 FR 4845). The temporary deviation was necessary to accommodate the construction and replacement of the existing Frederick Douglass Memorial Bridge with a fixed bridge on an alignment 18 feet south of the existing drawbridge. This temporary deviation allowed the existing drawbridge to remain in the closed-to-navigation position during construction of the new fixed bridge and was effective from 6 a.m. on February 2, 2018, through 6 a.m. on August 1, 2018.

On June 25, 2018, the Coast Guard published a notice of public rule making entitled Drawbridge Regulation, Anacostia River, Washington, DC, in the **Federal Register** (83 FR 32602). We received no comments on this rule.

III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority 33 U.S.C 499. The Frederick Douglass Memorial Bridge across the Anacostia River, mile 1.2, in Washington, DC has a vertical clearance of 40 feet above mean high water in the closed-to-navigation position and unlimited clearance in the open-to-navigation position. The current operating regulation is published in 33 CFR 117.253 (a).

On December 4, 2017, the Coast Guard signed Bridge Permit (2-17-5) authorizing the replacement of the existing drawbridge with a fixed bridge with a vertical clearance of 42 feet above mean high water on an alignment 18 feet south of the existing drawbridge. Issuance of the bridge permit followed a multi-year process involving completion of an environmental impact statement, Coast Guard Record of Decision, and a navigation impact report; public meetings held on March 4, 2008, April 28, 2011, July 30, 2013, May 5, 2014, and January 22, 2015; publishing of a preliminary public notice for navigation on November 4, 2013, and public notice for the bridge permit application on October 20, 2017.

This modification of the operating regulation of the existing drawbridge is

designed to mitigate vehicular congestion, maintain public safety, and provide for safe and effective bridge construction and removal, while also meeting the existing and future needs of navigation. The District Department of Transportation, owner and operator of the Frederick Douglass Memorial Bridge, requested this change in the operating regulation. Given the small difference in vertical clearances above mean high water between the existing drawbridge at 40 feet and new fixed bridge at 42 feet, placing the existing drawbridge in the closed-to-navigation position will not restrict present navigation from transiting through the bridge. There have been no requests for an opening of the existing drawbridge aside from vessels engaged in bridge construction and removal since the temporary deviation published on February 2, 2018.

IV. Discussion of Comments, Changes and the Final Rule

The Coast Guard provided a comment period of 30 days and no comments were received. No changes were made in the regulatory text between the NPRM and this final rule.

V. Regulatory Analysis

We developed this rule after considering numerous statutes and Executive Orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and Executive Orders, and we discuss First Amendment rights of protesters.

A. Regulatory Planning and Review

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. Executive Order 13771 directs agencies to control regulatory costs through a budgeting process. This rule has not been designated a "significant regulatory action," under Executive Order 12866. Accordingly, it has not been reviewed by the Office of Management and Budget (OMB) and pursuant to OMB guidance it is exempt from the requirements of Executive Order 13771.

This is not considered a significant regulatory action. This determination is based on the findings that: (1) The potential impact is small, given the limited number of vessels that required a bridge opening over the past 10 years, including zero requests since 2013; (2) the small difference in vertical clearances above mean high water between the existing drawbridge at 40