

routine matters that will only affect air traffic procedures and air navigation, it does not warrant preparation of a Regulatory Flexibility Analysis because the anticipated impact is so minimal.

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

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

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

#### PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; 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 7400.9G, *Airspace Designations and Reporting Points*, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

*Paragraph 605 Class E airspace areas extending upward from 700 feet or more above the surface of the Earth.*

\* \* \* \* \*

##### ASW OK E5 Tulsa, OK [Revised]

Tulsa International Airport, OK  
(Lat. 36°11'54"N., long. 95°53'18"W.)  
Tulsa, Richard Lloyd Jones Jr. Airport, OK  
(Lat. 36°02'23"N., long. 95°59'05"W.)  
Sand Springs, William R. Pogue Municipal Airport, OK  
(Lat. 36°10'31"N., long. 96°09'07"W.)  
Tulsa VORTAC  
(Lat. 36°11'47"N., long. 95°47'17"W.)  
Glenpool VOR/DME  
(Lat. 35°55'15"N., long. 95°58'07"W.)

That airspace extending upward from 700 feet above the surface within a 8-mile radius of Tulsa International Airport and within 1.6 miles each side of the 089° radial of the Tulsa VORTAC extending from the 8-mile radius to 11.9 miles east of the airport and within a 6.5-mile radius of Richard Lloyd Jones Jr. Airport and within a 7.2-mile radius of William R. Pogue Municipal Airport and within 4.1 miles each side of the 330° radial of the Glenpool VOR/DME extending from the 7.2-mile radius to 8.3 miles northwest of the airport.

\* \* \* \* \*

Issued in Fort Worth, TX, on August 29, 2000.

**Robert N. Stevens**

*Acting Manager, Air Traffic Division,  
Southwest Region*

[FR Doc. 00–23176 Filed 9–11–00; 8:45 am]

BILLING CODE 4910–13–M

#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 2000–ASW–17]

#### Revision of Class E Airspace; Fayetteville, AR

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This amendment revises the Class E airspace at Fayetteville, AR. The decommissioning of the Microwave Landing System (MLS) at Drake Field, Fayetteville, AR has made this rule necessary. This action is intended to provide adequate controlled airspace extending upward from 700 feet or more above the surface for Instrument Flight Rules (IFR) operations in the vicinity of Fayetteville, AR.

**DATES:** Effective 0901 UTC, November 30, 2000. Comments must be received on or before October 27, 2000.

**ADDRESSES:** Send comments on the rule in triplicate to Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Docket No. 2000–ASW–17, Fort Worth, TX 76193–0520. The official docket may be examined in the Office of the Regional Counsel, Southwest Region, Federal Aviation Administration, 2601 Meacham Boulevard, Room 663, Fort Worth, TX, between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the Airspace Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Room 414, Fort Worth, TX.

**FOR FURTHER INFORMATION CONTACT:** Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193–0520, telephone 817–222–5593.

#### SUPPLEMENTARY INFORMATION:

This amendment to 14 CFR part 71 revises the Class E airspace at Fayetteville, AR. The decommissioning of the MLS at Drake Field, Fayetteville, AR

has made this rule necessary. This action is intended to provide adequate controlled airspace extending upward from 700 feet or more above the surface for Instrument Flight Rules (IFR) operations in the vicinity of Fayetteville, AR.

Class E airspace designations are published in Paragraphs 6004 and 6005 of FAA Order 7400.9G, dated September 1, 1999, and effective September 16, 1999, 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.

#### The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and therefore is issuing it as a direct final rule. A substantial number of previous opportunities provided to the public to comment on substantially identical actions have resulted in negligible adverse comments or objections. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

#### Comments Invited

Although this action is in the form of a final rule and was not preceded by a notice of proposed rulemaking, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and

determining whether additional rulemaking action is needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 2000-ASW-17." The postcard will be date stamped and returned to the commenter.

#### Agency Findings

The regulations adopted herein will not have substantial direct effects 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. Therefore, it is determined that this final rule will not have federalism implications under Executive Order 13132.

Further, the FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments and only involves an established body of technical regulations that require frequent and routine amendments to keep them operationally current. Therefore, I certify that this 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) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. Since this rule involves routine matters that will only affect air traffic procedures and air navigation, it does not warrant preparation of a Regulatory Flexibility Analysis because the anticipated impact is so minimal.

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

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

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

### PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; 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 7400.9G, *Airspace Designations and Reporting Points*, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

*Paragraph 6004 Class E airspace areas extending upward from the surface*  
\* \* \* \* \*

#### ASW AR E4 Fayetteville, AR [Revised]

Fayetteville, Drake Field, AR  
(Lat. 36°00'18"N., long. 94°10'12"W.)

Fayetteville LDA

(Lat. 36°00'26"N., long. 94°10'10"W.)

That airspace extending upward from the surface within 3 miles each side of the Fayetteville LDA 354° course inbound extending from the 4.1-mile radius of Drake Field to 12 miles south of the airport.

\* \* \* \* \*

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*  
\* \* \* \* \*

#### ASW AR E4 Fayetteville, AR [Revised]

Point of Origin

(Lat. 36°12'00"N., long. 94°14'01"W.)

That airspace extending upward from 700 feet above the surface within a 23.9-mile radius of the point of origin.

\* \* \* \* \*

Issued in Fort Worth, TX, on August 29, 2000.

**Robert N. Stevens,**

*Acting Manager, Air Traffic Division,  
Southwest Region.*

[FR Doc. 00-23177 Filed 9-11-00; 8:45 am]

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### DEPARTMENT OF TRANSPORTATION

#### Coast Guard

#### 33 CFR Part 117

**[CGD11-00-006]**

**RIN 2115-AE47**

#### Drawbridge Operating Regulations; Honker Cut, San Joaquin County, CA

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary final rule.

**SUMMARY:** The Commander, Eleventh Coast Guard District is temporarily changing the regulation governing the Eight Mile Road Drawbridge over Honker Cut, mile 0.3, San Joaquin County, California. The drawbridge need not open for vessel traffic and may remain in the closed-to-navigation position from 1201 a.m. on September 5 until 1159 p.m. on December 21, 2000. This temporary rule is issued to allow the preventative maintenance, cleaning and painting of the bridge.

**DATES:** This temporary rule is effective from 12:01 a.m. on September 5 until 11:59 p.m. on December 21, 2000.

**ADDRESSES:** The public docket and all documents referred to in this notice will be available for inspection and copying at the office of the Commander (oan-2), Building 50-6, Eleventh Coast Guard District, Coast Guard Island, Alameda, CA 94501-5100, between 7 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

#### FOR FURTHER INFORMATION CONTACT:

David H. Sulouff, Chief, Bridge Section, Eleventh Coast Guard District, Building 50-6 Coast Guard Island, Alameda, CA 94501-5100, telephone 510-437-3516.

#### SUPPLEMENTARY INFORMATION:

#### Regulatory Information

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing an NPRM. This rule is being promulgated without an NPRM due to the short time frame allowed between the submission of the request by the County of San Joaquin and the date of the maintenance. Additionally, extensive preliminary coordination with the waterway users was done and no negative impacts are expected. No negative comments were received and alternative navigational routes are available via Little Connection Slough or King Island Cut. The drawspan will be able to open if necessary, in the event of an emergency. Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. This rule should be made effective in less than 30 days due to the short time frame allowed between the submission of the request by the County of San Joaquin and the date of the maintenance.

#### Background and Purpose

On June 5, 2000, the County of San Joaquin requested a temporary change to