

Issued in Kansas City, Missouri, on September 8, 2016.

**Pat Mullen,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

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## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

#### 21 CFR Part 73

[Docket No. FDA–2016–C–2570]

#### McCormick & Company, Inc.; Filing of Color Additive Petition

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Notice of petition.

**SUMMARY:** The Food and Drug Administration (FDA or we) is announcing that we have filed a petition, submitted by McCormick & Company, Inc., proposing that the color additive regulations be amended to provide for the safe use of spirulina extract to color shell eggs at levels consistent with good manufacturing practice.

**DATES:** The color additive petition was filed on August 24, 2016.

**FOR FURTHER INFORMATION CONTACT:** Celeste Johnston, Center for Food Safety and Applied Nutrition (HFS–265), Food and Drug Administration, 5001 Campus Dr., College Park, MD 20740–3835, 240–402–1282.

**SUPPLEMENTARY INFORMATION:** Under section 721(d)(1) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 379e(d)(1)), we are giving notice that we have filed a color additive petition (CAP 6C0306), submitted by McCormick & Company, Inc., c/o Exponent, 1150 Connecticut Ave. NW., Suite 1100, Washington, DC 20036. The petition proposes to amend the color additive regulations in § 73.530 (21 CFR 73.530) *Spirulina extract* to provide for the safe use of spirulina extract prepared by a water extraction and filtration of the dried biomass of *Arthrospira platensis* to color shell eggs.

We have determined under 21 CFR 25.32(r) that this action is of a type that does not individually or cumulatively have a significant effect on the human environment. Therefore, neither an environmental assessment nor an environmental impact statement is required.

Dated: September 13, 2016.

**Dennis M. Keefe,**

*Director, Office of Food Additive Safety, Center for Food Safety and Applied Nutrition.*

[FR Doc. 2016–22289 Filed 9–15–16; 8:45 am]

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 165

[Docket Number USCG–2016–0327]

RIN 1625–AA87

#### Security Zones; Port of Palm Beach, Port Everglades, Miami, and Key West, Florida

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard proposes to update and modify security zones in the Port of Palm Beach, Port Everglades, Port of Miami, and the Port of Key West, Florida. The revisions create a new section for the Sector Key West security zones that previously were annotated as belonging to Sector Miami; clarify when the Port Everglades fixed security zones will be in effect; modify and lengthen a portion of the Port Everglades fixed security zone; and update language and definitions throughout the regulation. The proposed amendments are largely administrative in nature, but the clarification of terms and geographic application of security zones between Sector Key West and Sector Miami ports will allow for more effective implementation of these regulations to protect the public and ports from potential subversive acts.

**DATES:** Comments and related material must be received by the Coast Guard on or before November 15, 2016.

**ADDRESSES:** You may submit comments identified by docket number USCG–2016–0327 using the Federal eRulemaking Portal at <http://www.regulations.gov>. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this proposed rulemaking, call or email Lieutenant Ruth Sadowitz, Sector Miami Waterways Management Division, U.S. Coast Guard; telephone (305) 535–4307, email [Ruth.A.Sadowitz@uscg.mil](mailto:Ruth.A.Sadowitz@uscg.mil); or BMC Jason Herbert, Sector Key West

Waterways Management Division, U.S. Coast Guard; telephone (305) 292–8772, email [Jason.D.Herbert@uscg.mil](mailto:Jason.D.Herbert@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  
Pub. L. Public Law  
§ Section  
U.S.C. United States Code

#### II. Background, Purpose, and Legal Basis

On January 23, 2003, Captain of the Port Miami published a final rule entitled “Security Zones; Port of Palm Beach, Port Everglades, Port of Miami, and Port of Key West, Florida” in the **Federal Register** (68 FR 3189) to protect the public, ports, and waterways of the United States against potential subversive acts. Since the implementation of that rule, Sector Key West was delegated separate Captain of the Port authority (69 FR 47168) and the demands of commercial vessels in Sector Miami ports call for amendments to the standing security zone regulations.

The purpose of these proposed amendments is to protect the public and Ports from potential subversive acts. The amendments establish separate regulatory authority for Sector Key West, clarify when the Port Everglades fixed security zones will be in effect, modify and lengthen a portion of one of the Port Everglades fixed security zones, and update language throughout the regulation.

The legal basis for the proposed amendments is the Coast Guard’s authority to establish regulated navigation areas and other limited access areas: 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Department of Homeland Security Delegation No. 0170.1.

#### III. Discussion of Proposed Rule

The fixed security zone from Mid-Port to North-Port (Pier 7 to the northernmost section of the Port) including all waters westward at Port Everglades would be an established permanent fixed security zone that will be in effect at all times. Berthing from Pier 7 to North-Port Port Everglades regularly serves passenger vessels, vessels carrying cargoes of particular hazards, and vessels carrying liquefied hazardous gas. This permanent fixed security zone, which parallels the Intracoastal Waterway, would not limit persons or vessels from using the main entrance channel (Bar Cut) or from using the