

For the reasons stated above, the final rule is now effective on March 21, 2025.

Bryan Mercier,

Director, Bureau of Indian Affairs Exercising the delegated authority of the Assistant Secretary—Indian Affairs.

[FR Doc. 2025–02558 Filed 2–12–25; 8:45 am]

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DEPARTMENT OF THE INTERIOR

Office of Surface Mining Reclamation and Enforcement

30 CFR Parts 926 and 950

[SATS No. WY–049–FOR; Docket ID: OSM–2021–0003; SATS No. MT–042–FOR; Docket ID: OSM–2023–0007 S1D1S SS08011000 SX064A000 256S180110; S2D2S SS08011000 SX064A000 25XS501520]

Wyoming Regulatory Program and Montana Regulatory Program

AGENCY: Office of Surface Mining Reclamation and Enforcement, Interior.

ACTION: Final rule; delay of effective dates.

SUMMARY: In accordance with the Presidential Memorandum of January 20, 2025, titled “Regulatory Freeze Pending Review,” this action temporarily delays the effective date of the Wyoming and Montana Regulatory Program amendments.

DATES: The effective date of the rule published on January 13, 2025, at 90 FR 2614 (Wyoming Regulatory Program amendment) is delayed until March 21, 2025, and the rule published on January 15, 2025, at 90 FR 3673 (Montana Regulatory Program amendment) is delayed until March 21, 2025.

FOR FURTHER INFORMATION CONTACT: Jeffrey Fleischman, Field Office Director, Office of Surface Mining Reclamation and Enforcement, 100 East B Street, Casper, Wyoming 82606, Telephone: (307) 261–6550, Email: jfleischman@osmre.gov.

SUPPLEMENTARY INFORMATION:

Wyoming Regulatory Program

On January 13, 2025, OSMRE published a rule approving an amendment to the Wyoming Regulatory Program. The amendment proposed rules that would facilitate the disposal of inert decommission wind turbine blades and towers as backfill in end walls or the final pit voids in surface coal mining operations. The State also made changes to its regulations to provide consistency with the Wyoming Secretary of State’s Rules on Rules, as well as correct grammatical errors.

Montana Regulatory Program

On January 15, 2025, OSMRE published a rule partially approving and partially not approving an amendment to the Montana Regulatory Program. The amendment concerned changes to the definition of material damage and changes to permit requirements related to hydrologic information.

On January 20, 2025, the White House issued a memorandum instructing Federal agencies to consider postponing the effective date of any regulations that have published in the **Federal Register** but not yet taken effect for 60 days from date of the memorandum “for the purpose of reviewing any questions of fact, law, and policy that the rules may arise.” After consideration, OSMRE is delaying the effective date of the Wyoming and Montana Regulatory Program amendments published on January 13, 2025 (90 FR 2614) and January 15, 2025 (90 FR 3673), respectively.

OSMRE is taking this action to extend the effective date without opportunity for public comment and with an immediate effective date based on the good cause exemptions in 5 U.S.C. 553(b)(4)(B). Seeking public comment on the effective date extension is impracticable, unnecessary, and contrary to the public interest. The temporary delay in effective date is necessary to give Department officials the opportunity for further review and consideration of new regulations, consistent with the memorandum of the President, dated January 20, 2025. Given the imminence of the original effective date of these two amendments, seeking prior public comment on this temporary delay is impractical, and contrary to the public interest in the orderly promulgation and implementation of regulations. For the foregoing reasons, the good cause exception in 5 U.S.C. 553(d)(3) also applies to OSMRE’s decision to make this action to extend the effective date effective immediately.

David Berry,

Regional Director, Unified Regions 5, 7–11.

[FR Doc. 2025–02592 Filed 2–11–25; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2025–0128]

RIN 1625–AA00

Safety Zone; Potomac River, District of Columbia

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for waters between the 14th Street Bridge to the north and the Woodrow Wilson Bridge to the south. The safety zone is needed to protect the public and vessels from potential hazards created by an aircraft collision on the Potomac River. Additionally, the safety zone is needed to ensure a safe working environment for the first responders and dive teams from passing traffic. This rule will prohibit persons or vessels from entering this zone unless specifically authorized by the Captain of the Port (COTP) Sector Maryland-National Capital Region (NCR) or a designated representative.

DATES: This rule is effective from February 7, 2025, to February 21, 2025. For purposes of enforcement, actual notice will be used.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG–2025–0128 in the search box and click “Search.” Next, in the Document Type column, select “Supporting & Related Material.”

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email LCDR Kate Newkirk, Sector Maryland-NCR, Waterways Management Branch, U.S. Coast Guard; 410–365–8141, MDNCRWaterways@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
COTP Captain of the Port
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 January 29, 2025, at approximately 9:00 p.m., a regional jet collided midair with a Black Hawk helicopter and landed in the Potomac River near

Reagan Washington National Airport. Search and rescue and salvage operations involving first responders began shortly following the accident.

The Coast Guard is issuing this temporary rule under authority in 5 U.S.C. 553(b)(B). This statutory provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” The Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because immediate action is necessary due to the urgency of the emergency situation and the need to protect personnel, vessels, and the marine environment from potential hazards associated with salvage operations including debris, jet fuel, cold temperatures, and response equipment and vessels. It is impracticable to publish an NPRM because we must establish this safety zone immediately on February 7, 2025.

Also, 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**. Delaying the effective date of this rule would be impracticable and contrary to the public interest because immediate action is necessary to ensure the safety of vessels and persons on these navigable waters during the emergency salvage operation.

III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under the authority in 46 U.S.C. 70034. The COTP Sector Maryland-NCR has determined that potential hazards associated with this rescue and salvage operation starting on February 7, 2025, will be a safety concern for anyone between the 14th Street Bridge and the Woodrow Wilson Bridge. This rule is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone from potential hazards while the vessel salvage operations are being conducted.

IV. Discussion of the Rule

This rule establishes a safety zone from February 7, 2025, through February 21, 2025. The safety zone will cover all navigable waters between the 14th Street Bridge, 38°52.45' N, 077°02.6' W to 38°52.62' N, 077°02.28' W and the Woodrow Wilson Bridge, from 38°51.5' N, 077°01.53' W to 38°48.55' N, 077°01.59' W, on the Potomac River. This rule is necessary to protect personnel, vessels, and the marine environment in these navigable

waters during salvage operation. This rule will prohibit persons or vessels from entering this zone unless specifically authorized by the COTP or a designated representative.

The COTP or a designated representative may forbid and control the movement of all vessels in the zone. When hailed or signaled by an official patrol vessel, a vessel shall come to an immediate stop and comply with the directions given. Failure to do so may result in expulsion from the zone, citation for failure to comply, or both.

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 protestors.

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. This rule has not been designated a “significant regulatory action,” under section 3(f) of Executive Order 12866. Accordingly, this rule has not been reviewed by the Office of Management and Budget (OMB).

This regulatory action determination is based on size, location, and duration of the temporary safety zone. This safety zone would take place on a relatively small area of the Potomac River lasting from February 7, 2025, through February 21, 2025. Additionally, the Coast Guard would issue Broadcast Notices to Mariners via VHF-FM marine channel 16 announcing the safety zone so that waterway users may plan accordingly for transits during this restriction, and the rule will allow vessels to seek permission from the COTP Maryland-NCR or a designated representative to enter the zone.

B. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 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 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 safety zone may be small entities, for the reasons stated in section V.A above, this rule will 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 call or email the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

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 will not call for a new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

D. Federalism and Indian Tribal Governments

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 Directive 023–01, Rev. 1, associated implementing instructions, and Environmental Planning COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (42 U.S.C. 4321–4370f), and have determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This rule involves a temporary safety zone on the Potomac River lasting less than 7 days that will prohibit entry into a portion of the Potomac River near Washington, DC. This is necessary to respond to the potential safety hazards associated with the salvage of an aircraft collision. It is categorically excluded from further review under paragraph L60(c) of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1.

G. Protest Activities

The Coast Guard respects the First Amendment rights of protesters. Protesters are asked to call or email 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 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

■ 1. The authority citation for part 165 continues to read as follows:

Authority: 46 U.S.C. 70034, 70051; 33 CFR 1.05–1; 6.04–1, 6.04–6, and 160.5; Department of Homeland Security Delegation No. 0170.1, Revision No. 01.3.

■ 2. Add § 165.T05–0128 to read as follows:

§ 165.T05–0128 Safety Zone Potomac River, District of Columbia.

(a) *Location.* The following area is a safety zone: all navigable waters between the 14th Street Bridge, from 38°52.45' N, 077°02.6' W to 38°52.62' N, 077°02.28' W to the Woodrow Wilson Bridge, from 38°51.5' N, 077°01.53' W to 38°48.55' N, 077°01.59' W, on the Potomac River.

(b) *Enforcement period.* This section is effective from February 7, 2025, through February 21, 2025.

(c) *Regulations.* (1) In accordance with the general regulations in § 165.23, entry into, transiting through, or exiting from this area is prohibited unless authorized by the COTP Maryland-NCR or a designated representative.

(2) Vessels desiring to transit the regulated area may do so only with prior approval of the COTP Maryland-NCR or a designated representative and when so directed will be operated at a minimum safe navigation speed in a manner that will not endanger salvage operations in the zone or any other vessels.

(3) The COTP Maryland-NCR or a designated representative may forbid and control the movement of all vessels in the regulated area. When hailed or signaled by an official patrol vessel, a vessel shall come to an immediate stop and comply with the directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both.

(4) Entry into this zone is prohibited unless authorized by the COTP Maryland-NCR or a designated representative.

(5) Persons or vessels seeking to enter or transit through the zone must request permission from the COTP Maryland-NCR or a designated representative. They may be contacted on VHF-FM channel 16 or by telephone at 410–576–2693.

(6) If permission is granted, all persons and vessels must comply with the instructions of the COTP Maryland-NCR or designated representative.

(d) *Informational broadcasts.* The COTP Maryland-NCR or a designated representative will inform the public through Broadcast Notices to Mariners of the enforcement period for the

temporary safety zone as well as any changes in the planned schedule.

Dated: February 6, 2025.

Patrick C. Burkett,

Captain, U.S. Coast Guard, Captain of the Port, Sector Maryland-National Capital Region.

[FR Doc. 2025–02578 Filed 2–12–25; 8:45 am]

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DEPARTMENT OF THE INTERIOR

National Park Service

36 CFR Part 7

[NPS–GLCA–NPS39540; NPS–2024–0005; PPIMGLCAA0.PPMPSAS1Z.Y00000–255P10361]

RIN 1024–AE91

Glen Canyon National Recreation Area; Motor Vehicles; Delay of Effective Date

AGENCY: National Park Service, Interior.

ACTION: Final rule; delay of effective date.

SUMMARY: In accordance with the memorandum of January 20, 2025, from President Donald J. Trump, entitled “Regulatory Freeze Pending Review,” this action temporarily delays the effective date of a rule published on January 13, 2025, until March 21, 2025.

DATES: As of February 11, 2025, the effective date of the final rule amending 36 CFR part 7 published at 90 FR 2621, January 13, 2025, is delayed to March 21, 2025.

FOR FURTHER INFORMATION CONTACT:

Michelle Kerns, Superintendent, Glen Canyon National Recreation Area, P.O. Box 1507, Page, Arizona 86040, by phone at 928–608–6210, or by email at GLCA_Superintendent@nps.gov. Individuals in the United States who are deaf, deafblind, hard of hearing, or have a speech disability may dial 711 (TTY, TDD, or TeleBraille) to access telecommunications relay services. Individuals outside the United States should use the relay services offered within their country to make international calls to the point-of-contact in the United States.

SUPPLEMENTARY INFORMATION: The National Park Service (NPS) is taking this action in response to the memorandum of January 20, 2025, from the President, entitled “Regulatory Freeze Pending Review.” The memorandum directed the heads of Executive Departments and Agencies to consider postponing for 60 days from the date of the memorandum the effective date for any rules that have