

Differences From the NPRM

In the NPRM for this action, the FAA had proposed to replace the term Notice to Airmen with Notice to Air Missions in the Class E description. However, since that time, Executive Order 14172, Restoring Names that Honor American Greatness, was issued, which mandates a return to the term “Notice to Airmen”. As such, that aspect of the proposal from the NPRM is now rescinded.

Incorporation by Reference

Class E airspace designations are published in paragraphs 6002 and 6005 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. These amendments will be published in the next update to FAA Order JO 7400.11. FAA order JO 7400.11J, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

The Rule

This amendment to 14 CFR part 71 modifies the Class E surface airspace to within a 4.3 mile (increase from a 4.0-mile) radius of Mineral Wells Regional Airport, Mineral Wells, TX; removing the Mineral Wells NDB and associated extensions from the airspace legal description; and updating the name of the airport (previously Mineral Wells Airport) to coincide with the FAA’s aeronautical database; and replacing the outdated terms and “Airport/Facility Directory” with “Chart Supplement”.

This action also modifies the Class E surface airspace at Mineral Wells Regional Airport by updating the name of the airport (previously Mineral Wells Airport) to coincide with the FAA’s aeronautical database.

This action also amends the Class E airspace extending upward from 700 feet above the surface to within a 6.8 mile-radius (increased from 6.5 mile) radius of the airport removes the Mineral Wells NDB and associated extensions from the airspace legal description as it is no longer required; adds an extension 2.5 miles each side of the 138° bearing from the Millsap VORTAC extending from the 6.8-mile radius to 7.0 miles southeast from the Millsap VORTAC and updates the geographic coordinates of the airport and VORTAC to coincide with the FAA’s aeronautical database.

This action is the result of an airspace review conducted as part of the

decommissioning of the Mineral Wells NDB and supports IFR operations at this airport.

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. 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 71

Airspace, Incorporation by reference, Navigation (air).

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 14 CFR 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 JO 7400.11J, Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

Paragraph 6002 Class E Airspace Areas Designated as a Surface Area.

* * * * *

ASW TX E2 Mineral Wells, TX [Amended]

Mineral Wells Regional Airport, TX
(Lat 32°46′54″ N, long 98°03′37″ W)

Within a 4.3-mile radius of Mineral Wells Regional Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Chart Supplement.

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

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ASW TX E5 Mineral Wells, TX [Amended]

Mineral Wells Regional Airport, TX
(Lat 32°46′54″ N, long 98°03′37″ W)

Millsap VORTAC
(Lat 32°43′34″ N, long 97°59′51″ W)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Mineral Wells Regional Airport; and within 2.5 miles each side of the 316° bearing from the Millsap VORTAC extending from the 6.8-mile radius to 7.0 miles southeast from the Millsap VORTAC.

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Issued in Fort Worth, Texas, on May 29, 2025.

Dallas W. Lantz,

*Acting Manager, Operations Support Group,
ATO Central Service Center.*

[FR Doc. 2025–10102 Filed 6–3–25; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket No. USCG–2025–0485]

RIN 1625–AA08

Special Local Regulation; Wyandotte Regatta; Detroit River, Wyandotte, MI

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a special local regulation for certain waters of the Detroit River, Wyandotte, MI. This action is necessary to protect safety of life on navigable waters immediately prior to, during, and after the Wyandotte Regatta. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port Detroit or a designated representative.

DATES: This rule is effective from 7 a.m. through 4 p.m. on June 28, 2025.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type USCG–2025–0485 in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this rule.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary rule, call or email Tracy Girard, Prevention Department, Sector Detroit, Coast Guard; telephone (313) 568–9564, or email Tracy.M.Girard@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

The Coast Guard is issuing this temporary rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)(B)). This 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.” Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because doing so would be impracticable. The Coast Guard did not receive the final details of this rowing event until there was insufficient time remaining before the event to publish an NPRM, allow for a reasonable comment period, and publish a final rule, given that the rule must be in force by June 28, 2025. Thus, delaying the effective date of this rule to wait for a comment period to run would be impracticable because it would inhibit the Coast Guard’s ability to protect participants, mariners, and vessels from the hazards associated with this event.

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 inhibit the Coast Guard’s ability to protect participants, mariners, and vessels from the hazards associated with this event.

III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority in 46 U.S.C. 70041 and 33 CFR 1.05–1. The Captain of the Port (COTP) Detroit has determined that the likely combination of recreation vessels, commercial vessels, and an unknown number of spectators in close proximity to the rowers along the water poses extra and unusual hazards to public safety and property. Therefore, the COTP Detroit is establishing a special local regulation around the event location to help minimize risks to safety of life and property during this event.

IV. Discussion of the Rule

This rule establishes a temporary special local regulation from 7 a.m. until 4 p.m. on June 28, 2025. The special local regulation will cover all navigable waters of the Detroit River, Trenton Channel, from Point Hennepin to the Grosse Ile toll bridge. No vessel or person will be permitted to enter the safety zone without obtaining permission from the COTP Detroit or a designated representative.

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.

A. Regulatory Planning and Review

Executive Orders 12866 (Regulatory Planning and Review) and 13563 (Improving Regulation and Regulatory Review) 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 13563 emphasizes the importance of quantifying both costs and benefits, of reducing costs, of harmonizing rules, and of promoting flexibility.

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

This regulatory action determination is based on the size, location, duration, and time of year of the special local regulation. Vessel traffic will be able to safely transit around this special local regulation which will impact a small designated area of the Detroit River from 7 a.m. until 4 p.m. Moreover, the Coast Guard will issue a Broadcast Notice to Mariners via VHF–FM Ch 16 about the special local regulation and the rule allows vessels to seek permission to enter the area.

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 special local regulation 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 contact 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 special local regulation lasting almost 9 hours that will prohibit entry into a designated area. It is categorically excluded from further review under paragraph L61 of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1. A Record of Environmental Consideration supporting this determination is available in the docket. For instructions on locating the docket, see the **ADDRESSES** section of this preamble.

List of Subjects in 33 CFR Part 100

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

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 100 as follows:

PART 100—SAFETY OF LIFE ON NAVIGABLE WATERS

■ 1. The authority citation for part 100 continues to read as follows:

Authority: 46 U.S.C. 70041; 33 CFR 1.05–1. Inserting required closing tag for E.

■ 2. Add § 100.T999–0485 to read as follows:

§ 100.T999–0485 Special Local Regulation; Wyandotte Regatta; Detroit River; Wyandotte, MI.

(a) *Regulated Area.* The regulations in this section apply to the following area: All waters of the Detroit River, Trenton channel, from Pt. Hennepin to the Grosse Ile toll bridge encompassed within the following corner points: from 42°10.433' N, 083°9.817' W; a line drawn north to point 42°11.917' N, 083°8.917' W; a line drawn south east to point 42°11.883' N, 083°08.81' W; a line drawn south to point 42°10.383' N, 083°09.633' W; then back west to the beginning point. These coordinates are based on the 1984 World Geodetic System (WGS 84).

(b) *Definitions.* As used in this section—

The “on-scene representative” means any Coast Guard commissioned, warrant or petty officer or a Federal, State, or local law enforcement officer designated by or assisting the Captain of the Port Detroit to act on his behalf.

(c) *Regulations.* (1) Vessels are prohibited from entering, transiting through, anchoring in, or remaining in the regulated area described in paragraph (a) of this section, unless authorized by the Captain of the COTP Detroit or their on-scene representative. Vessel operators desiring to operate in the regulated area must contact the Coast Guard Patrol Commander to obtain permission to do so. The COTP Detroit or his on-scene representative may be contacted via VHF Channel 16 or via telephone at (313) 568–9560. Vessel operators given permission to operate within the regulated area must comply with all directions given to them by the COTP Detroit or his on-scene representative.

(2) Vessels transiting through the regulated area are to maintain the minimum speeds for safe navigation.

(d) *Enforcement period.* This section will be enforced from 7 a.m. through 4 p.m. on June 28, 2025.

Dated: May 29, 2025.

Richard P. Armstrong,

Captain, U.S. Coast Guard, Captain of the Port Detroit.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG–2025–0476]

Safety Zone; La Pointe Fireworks, La Pointe, WI

AGENCY: Coast Guard, DHS.

ACTION: Notification of enforcement of regulation.

SUMMARY: The Coast Guard will enforce a safety zone for the La Pointe 4th of July Fireworks. This action is intended to protect personnel, vessels, and the marine environment from potential hazards created by a fireworks display. During the enforcement period listed below, entry into, transiting, or anchoring within the safety zone is prohibited unless authorized by the Captain of the Port (COTP) Marine Safety Unit Duluth or a designated representative.

DATES: The regulations in 33 CFR 165.943 will be enforced for the La Pointe 4th of July Fireworks Display safety zone event listed in item 6 in Table 1 to § 165.943, from 9:30 p.m. to 11:00 p.m. on July 4, 2025.

FOR FURTHER INFORMATION CONTACT: If you have questions about this notification of enforcement, call or email LT Zachary Fedak, Marine Safety Unit Duluth, U.S. Coast Guard; telephone 218–522–0708, email Zachary.A.Fedak@uscg.mil.

SUPPLEMENTARY INFORMATION: The Coast Guard will enforce a safety zone regulation in 33 CFR 165.943 for the annual La Pointe 4th of July Fireworks Display listed in item 6 in Table 1 to § 165.943 from 9:30 p.m. to 11:00 p.m., on July 4, 2025. This action is being taken to provide for the safety of life on navigable waterways during this event. The regulation for recurring marine events within the Captain of the Port (COTP) Duluth Zone, Table 1 to § 165.943, item 6, specifies the location of the regulated area for the La Pointe Fireworks event. During the enforcement period, no vessel or person will be permitted to enter the safety zone without obtaining permission from the COTP Marine Safety Unit Duluth or his or her on-scene representative.

In addition to this notification of enforcement in the **Federal Register**, the Coast Guard will provide notification of this enforcement period via Broadcast Notice to Mariners.