

ACTION: Notification of enforcement of regulation.

SUMMARY: The Coast Guard will enforce the safety zone for the Annual Swim Around Key West, in Key West, Florida. This safety zone provides for the safety of life on the navigable waterways during this event. This action is necessary to ensure the safety of event participants and spectators. During the enforcement period, no person or vessel may enter, transit through, anchor in, or remain within the regulated area without approval from the Captain of the Port Key West or a designated representative.

DATES: The regulation in 33 CFR 165.786 will be enforced for the Annual Swim Around Key West regulated area listed in item no. 6.2 in table to § 165.786, from 9:30 a.m. until 7 p.m. on June 28, 2025.

FOR FURTHER INFORMATION CONTACT: If you have questions about this notice, call or email Chief Marine Science Technician Mathew Mason, Sector Key West Waterways Management Department, Coast Guard; telephone (305) 292-8823, email Mathew.R.Mason@uscg.mil.

SUPPLEMENTARY INFORMATION: The Coast Guard will enforce the safety zone in 33 CFR 165.786 for the Annual Swim Around Key West regulated area listed in item no. 6.2 in table to § 165.786, from 9:30 a.m. until 7 p.m. on June 28, 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 Sector Key West zone, § 165.786 Table, Item 6.2, specifies the location of the regulated area. During the enforcement period, as reflected in § 165.786(a) no person or vessel may enter, transit through, anchor in, or remain within the established regulated areas without approval from the Captain of the Port Key West or designated representative. The Coast Guard may be assisted by other Federal, State, or local law enforcement agencies in enforcing this regulation.

The Coast Guard will provide notice of the regulated area by Local Notice to Mariners and Broadcast Notice to Mariners. If the Captain of the Port Key West determines that the regulated area need not be enforced for the full duration stated in this publication, he or she may use a Broadcast Notice to Mariners to grant general permission to enter the regulated area.

Dated: April 25, 2025.

Jason D. Ingram,

Captain, U.S. Coast Guard, Captain of the Port Key West.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG-2025-0408]

Security Zone; Potomac River and Anacostia River, and Adjacent Waters; Washington, DC

AGENCY: Coast Guard, Department of Homeland Security (DHS).

ACTION: Notification of enforcement of regulation.

SUMMARY: The Coast Guard will enforce a security zone along the Potomac River and Anacostia River, and adjacent waters at Washington, DC, for activities associated with the Army's 250th Anniversary celebration. This action, which updates the enforcement period, is necessary to protect government officials, mitigate potential terrorist acts and incidents, and enhance public and maritime safety and security immediately before, during, and after this activity. During the enforcement period, entry into or remaining within the zone is prohibited unless authorized by the Captain of the Port or his designated representative.

DATES: The regulations for Security Zone 6, in 33 CFR 165.508, will be enforced from 2 p.m. on June 13, 2025, until 11:59 p.m. on June 14, 2025.

FOR FURTHER INFORMATION CONTACT: If you have questions about this notification of enforcement, call or email LCDR Kate Newkirk, U.S. Coast Guard Sector Maryland-National Capital Region (Waterways Management Division); telephone 410-576-2519, email MDNCRWaterways@uscg.mil.

SUPPLEMENTARY INFORMATION: The Coast Guard will enforce regulations in 33 CFR 165.508, for Security Zone 6, from 2 p.m. on June 13, 2025, until 11:59 p.m. on June 14, 2025. This enforcement period starts earlier and ends later than had been announced on May 28, 2025 (90 FR 22461). This action is being taken to protect government officials, mitigate potential terrorist acts and incidents, and enhance public and maritime safety and security immediately before, during, and after this event. Our regulation for the

Security Zone; Potomac River and Anacostia River, and adjacent waters; Washington, DC, § 165.508(a)(6), specifies the location for this security zone as an area that includes all navigable waters described in paragraphs (a)(1) through (3), which includes Zones 1, 2, and 3.

- Security Zone 1, paragraph (a)(1); all navigable waters of the Potomac River, from shoreline to shoreline, bounded to the north by the Francis Scott Key (US-29) Bridge, at mile 113, and bounded to the south by a line drawn from the Virginia shoreline at Ronald Reagan Washington National Airport, at 38°51'21.3" N, 077°02'00.0" W, eastward across the Potomac River to the District of Columbia shoreline at Hains Point at position 38°51'24.3" N, 077°01'19.8" W, including the waters of the Boundary Channel, Pentagon Lagoon, Georgetown Channel Tidal Basin, and Roaches Run.

- Security Zone 2, paragraph (a)(2); all navigable waters of the Anacostia River, from shoreline to shoreline, bounded to the north by the John Philip Sousa (Pennsylvania Avenue) Bridge, at mile 2.9, and bounded to the south by a line drawn from the District of Columbia shoreline at Hains Point at position 38°51'24.3" N, 077°01'19.8" W, southward across the Anacostia River to the District of Columbia shoreline at Giesboro Point at position 38°50'52.4" N, 077°01'10.9" W, including the waters of the Washington Channel.

- Security Zone 3 paragraph (a)(3); all navigable waters of the Potomac River, from shoreline to shoreline, bounded to the north by a line drawn from the Virginia shoreline at Ronald Reagan Washington National Airport, at 38°51'21.3" N, 077°02'00.0" W, eastward across the Potomac River to the District of Columbia shoreline at Hains Point at position 38°51'24.3" N, 077°01'19.8" W, thence southward across the Anacostia River to the District of Columbia shoreline at Giesboro Point at position 38°50'52.4" N, 077°01'10.9" W, and bounded to the south by the Woodrow Wilson Memorial (I-95/I-495) Bridge, at mile 103.8.

During the enforcement period, as specified in § 165.508(b), entry into or remaining in these zones is prohibited unless authorized by the Coast Guard Captain of the Port Maryland-National Capital Region. Public vessels and vessels already at berth at the time the security zone is implemented do not have to depart the security zone. All vessels underway within the security zone at the time it is implemented are to depart the zone at the time the security zone is implemented. To seek permission to transit the zone, the

Captain of the Port Maryland-National Capital Region can be contacted at telephone number (410) 576-2693 or on Marine Band Radio, VHF-FM channel 16 (156.8 MHz). Coast Guard vessels enforcing this zone can be contacted on Marine Band Radio, VHF-FM channel 16 (156.8 MHz). The Coast Guard may be assisted by other Federal, state, or local law enforcement agencies in enforcing this regulation. If the Captain of the Port or his designated on-scene patrol personnel determines the security zone need not be enforced for the full duration stated in this notification, a Broadcast Notice to Mariners may be used to suspend enforcement and grant general permission to enter the security zone.

In addition to this notification of enforcement in the **Federal Register**, the Coast Guard plans to provide notification of this enforcement period via the Local Notice to Mariners, and marine information broadcasts.

Dated: June 4, 2025.

Patrick C. Burkett,

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

[FR Doc. 2025-10429 Filed 6-9-25; 8:45 am]

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DEPARTMENT OF COMMERCE

Patent and Trademark Office

37 CFR Part 1

[Docket No. PTO-P-2025-0007]

RIN 0651-AD84

Discontinuation of the Accelerated Examination Program for Utility Applications

AGENCY: United States Patent and Trademark Office, Department of Commerce.

ACTION: Final rule.

SUMMARY: In order to efficiently allocate examination-related resources to address pendency, and in view of the low number of requests for Accelerated Examination and the availability of a statutory program to expedite the prosecution of applications (Track One, prioritized examination), the United States Patent and Trademark Office (USPTO) is discontinuing the Accelerated Examination program for utility applications. The USPTO is also modifying the rules of practice to clarify the grounds for which a petition to make special may be granted and when a fee is required for such petition.

DATES: This rule is effective July 10, 2025. The USPTO will no longer accept

petitions under the Accelerated Examination program filed on or after July 10, 2025 in utility applications.

FOR FURTHER INFORMATION CONTACT: Pinchus M. Laufer, Senior Patent Attorney, Office of Patent Legal Administration, at 571-272-7726; or Brannon Smith, Legal Advisor, Office of Patent Legal Administration, at 571-270-1601.

SUPPLEMENTARY INFORMATION:

I. Background

USPTO regulations at 37 CFR 1.102 provide that patent applications may be advanced out of turn for examination based on a “petition to make an application special.” In June 2006, the USPTO published a notice to implement the Accelerated Examination program (2006 AE Notice) under which an application would be advanced out of turn for examination if the applicant filed a petition to make special with the appropriate showing (“Accelerated Examination Petition”). See *Changes to Practice for Petitions in Patent Applications To Make Special and for Accelerated Examination*, 71 FR 36323 (June 26, 2006). The 2006 AE Notice explained that petitions to make special (except those based on applicant’s health or age) would be processed and examined under the new Accelerated Examination program. 71 FR 36324. The Accelerated Examination program proved to be relatively popular as it was one of the few options for applicants to receive expedited examination. The program was updated on August 16, 2016, to reflect changes in the law and examination practice. See *Changes in Accelerated Examination Practice*, 81 FR 54564 (August 16, 2016).

On September 26, 2011, the USPTO implemented the prioritized examination program (often referred to as “Track One”) provided for in the America Invents Act (AIA). See *Changes To Implement the Prioritized Examination Track (Track I) of the Enhanced Examination Timing Control Procedures Under the Leahy-Smith America Invents Act*, 76 FR 59050 (September 23, 2011). Track One provides the ability to advance any utility or plant application out of turn, regardless of subject matter, by paying a fee and without an applicant having to meet several of the requirements of the Accelerated Examination program, such as performing a pre-examination search and supplying an examination support document. See 37 CFR 1.102(e).

The introduction of the Track One program has greatly reduced participation in the Accelerated Examination program. In each of the

fiscal years 2014 to 2024, fewer than 100 applicants have taken advantage of the Accelerated Examination program.

In contrast, Track One has become a significantly more popular program than Accelerated Examination. Due to the steady increase in the number of requests for prioritized examination under Track One, the USPTO raised the annual limit on the number of prioritized examination requests that may be accepted from 10,000 to 12,000 in 2019, and to 15,000 in 2021. See *Increase of the Annual Limit on Accepted Requests for Track I Prioritized Examination*, 84 FR 45907 (September 3, 2019), and *2021 Increase of the Annual Limit on Accepted Requests for Track One Prioritized Examination*, 86 FR 52988 (September 24, 2021). The USPTO anticipates further raising the annual limit on the number of prioritized examination requests that may be accepted from 15,000 to 20,000 in 2025.

As opposed to the more straightforward Track One program, the resource demands of the Accelerated Examination program are in tension with the USPTO’s broader efforts to reduce overall pendency (*i.e.*, the time that the application is pending or awaiting a decision). First-action pendency has increased since 2019, impacting the USPTO’s ability to reduce the incidence of patent term adjustments, which are required if first-action pendency reaches 14 months (see 37 CFR 1.703(a)(1)). In particular, the overall first-action pendency in fiscal year 2019 was approximately 14.7 months but rose to approximately 19.9 months in fiscal year 2024. Petitions for Accelerated Examination are decided by technology centers. Deciding the petitions and monitoring compliance with program requirements throughout prosecution requires extensive evaluation and diverts substantial technology center resources that could be applied more efficiently to the examination of older applications. In addition, many petitions for Accelerated Examination are ultimately denied and the applications examined in their ordinary turn, thereby incurring costs with little benefit to applicants or the public. In fiscal year 2024, for example, approximately one-third of finally decided petitions for Accelerated Examination were denied. Further, reducing the number of programs involving special handling reduces administrative overhead and improves overall processing efficiency. Finally, the low number of applicants requesting Accelerated Examination indicates that the Track One program can accommodate applicants who require