

cause, may issue a final rule without first publishing a proposed rule subject to public notice and comment. This rule only involves administrative changes, including the update of the airport's name. This amendment will not impose any additional or amended substantive restrictions or requirements on the persons affected by these regulations as it does not affect the airspace boundaries or operating requirements. The changes are ministerial in nature only.

This action constitutes “a routine determination, insignificant in nature and impact, and inconsequential to the industry and to the public.” *Mack Trucks, Inc. v. EPA*, 682 F.3d 87, 94 (D.C. Cir. 2012) (quoting *Util. Solid Waste Activities Grp. v. EPA*, 236 F.3d 749, 755 (D.C. Cir. 2001)); see also Attorney General's Manual on the Administrative Procedure Act (1947), at 31; U.S. Department of Transportation (DOT) Order 2100.6B, paragraph 11.j(1)(b) (saying proposed rules are not required for “[r]ules for which notice and comment is unnecessary to inform the rulemaking, such as rules correcting de minimis technical or clerical errors or rules addressing other minor and insubstantial matters, provided the reasons to forgo public comment are explained in the preamble to the final rule”). Accordingly, the FAA finds good cause that notice and public comment under 5 U.S.C. 553(b) is unnecessary.

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 1050.1G, “FAA National Environmental Policy Act Implementing

Procedures” paragraph B–2.5(a). This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant the preparation of an environmental assessment.

Lists of Subjects in 14 CFR Part 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 Federal Aviation Administration Order JO 7400.11M, Airspace Designations and Reporting Points, dated July 30, 2026, and effective September 15, 2026, is amended as follows:

Paragraph 5000 Class D Airspace.

* * * * *

ANE MA D Hyannis, MA [Amended]

Cape Cod Gateway Airport, MA
(Lat. 41°40'10" N, long. 70°16'49" W)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4.2-mile radius of Cape Cod Gateway Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

* * * * *

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

* * * * *

ANE MA E5 Falmouth, MA [Amended]

Cape Cod Coast Guard Air Station, MA
(Lat. 41°39'33" N, long. 70°31'22" W)

Cape Cod Gateway Airport

(Lat. 41°40'10" N, long. 70°16'49" W)

Chatham Municipal Airport

(Lat. 41°41'18" N, long. 69°59'23" W)

Martha's Vineyard Airport

(Lat. 41°23'36" N, long. 70°36'50" W)

Martha's Vineyard VOR/DME

(Lat. 41°23'46" N, long. 70°36'46" W)

BOGEY LOM

(Lat. 41°42'58" W., long. 70°12'11" W)

That airspace extending upward from 700 feet above the surface within a 12.2-mile

radius of Cape Cod Coast Guard Air Station, and within a 6.7-mile radius of Cape Cod Gateway Airport, and within 3 miles each side of the BOGEY LOM 050° bearing extending from the 6.7-mile radius to 10 miles northeast of the BOGEY LOM, and within a 6.3-mile radius of Chatham Municipal Airport, and within a 6.5-mile radius of Martha's Vineyard Airport, and within 5.1 miles on each side of the 052° radial of Martha's Vineyard VOR/DME extending from the 6.5-mile radius to 14 miles northeast of Martha's Vineyard VOR/DME.

* * * * *

Issued in College Park, Georgia, on September 11, 2026.

Kristen Leake,

Acting Manager, Airspace & Procedures South Team, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2026–18902 Filed 9–14–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2026–1193]

RIN 1625–AA00

Safety Zone; Calcasieu River Channel, Lake Charles, LA

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for navigable waters on the Calcasieu River Channel near the Cameron LNG turning basin. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards created by the installation and removal of the submerged dredge pipeline. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Port Arthur, or their designated representative.

DATES: This rule is effective without actual notice from September 15, 2026 through October 31, 2026. For the purposes of enforcement, actual notice will be used from September 11, 2026, until September 15, 2026. It will be enforced for four hours on each of two days during this period, depending on the dates the dredge pipeline is installed and removed.

ADDRESSES: To view available documents go to <https://www.regulations.gov> and search for USCG–2026–1193.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, contact Lieutenant Michael Bangh, MSU Lake Charles Waterways Management Division, U.S. Coast Guard; telephone 337–912–0073, or email msulcwwm@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 and Authority

The Coast Guard received notification of a dredge pipeline installation and removal in the Calcasieu River Channel near the Cameron LNG turning basin. The subline installation and removal operation presents navigational and safety hazards to commercial and recreational traffic over the entire width of the Calcasieu River Channel in that area. Hazards from this project include but are not limited to deployment of heavy equipment which will obstruct vessel traffic, and associated activities which create underwater hazards for workers and the public. The Captain of the Port (COTP) Marine Safety Unit Port Arthur has determined that potential hazards associated with the installation and removal are a safety concern for anyone that may transit within the area. Therefore, the COTP is issuing this rule under the authority in 46 U.S.C. 70034, which is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone.

Because of these potential hazards, the Coast Guard is issuing this rule without prior notice and comment. As is authorized by 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 it is impracticable. The Coast Guard was notified of this event on September 1, 2026, but we must establish this safety zone by September 11, 2026, to protect personnel, vessels, and the marine environment. Therefore, we do not have enough time to solicit and respond to comments.

For the same reason, the Coast Guard finds that under 5 U.S.C. 553(d)(3), good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**.

III. Discussion of the Rule

This rule establishes a safety zone that will be enforced for approximately four hours on the days of the pipeline installation and removal, to occur between September 11, 2026 and October 31, 2026. The COTP will issue a Broadcast Notice to Mariners to inform the public of the exact date and time of enforcement, which will depend on the schedule for installation and removal of a dredge pipeline. The safety zone will cover all navigable waters in the Calcasieu River Channel within the following points: Point 1 at 30°2'45.43" N 93°19'53.01" W, thence to Point 2 at 30°2'44.30" N 93°19'39.54" W, thence to Point 3 at 30°2'0.65" N 93°19'56.76" W thence to Point 4 at 30°2'0.16" N 93°19'40.92" W; thence returning to Point 1. The duration of the zone is intended to protect personnel, vessels, and the marine environment in these navigable waters during the pipeline installation and removal. No vessel or person will be permitted to enter the safety zone without obtaining permission from the COTP or a designated representative. Vessels and persons will not be allowed to enter the zone during this time, unless authorized by the Captain of the Port.

IV. 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. Impact on Small Entities

The regulatory flexibility analysis provisions of the Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, do not apply to rules that are not subject to notice and comment. Because the Coast Guard has, for good cause, waived the notice and comment requirement that would otherwise apply to this rulemaking, the Regulatory Flexibility Act's flexibility analysis provisions do not apply here.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), if this rule will affect your small business, organization, or governmental jurisdiction and you have questions, contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Small businesses may send comments to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards by calling 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.

B. 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).

C. Federalism and Indian Tribal Governments

We have analyzed this rule under Executive Order 13132, Federalism, and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in that Order.

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.

D. Unfunded Mandates Reform Act

As required by The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538), the Coast Guard certifies that this rule will not result in an annual expenditure of \$100,000,000 or more (adjusted for inflation) by a State, local, or tribal government, in the aggregate, or by the private sector.

E. 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 *et seq.*), 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 is a safety zone. It is categorically excluded from further review under paragraph L60(a) 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.

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, 70124; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; DHS Delegation No. 00170.1, Revision No. 01.4.

■ 2. Add § 165.T08–1193 to read as follows:

§ 165.T08–1193 **Safety Zone; Calcasieu River Channel, Lake Charles, LA.**

(a) *Location.* The following area is a safety zone: all navigable waters in the Calcasieu River Channel within the following points: Point 1 at 30°2′45.43″ N 93°19′53.01″ W, thence to Point 2 at 30°2′44.30″ N 93°19′39.54″ W, thence to Point 3 at 30°2′0.65″ N 93°19′56.76″ W thence to Point 4 at 30°2′0.16″ N 93°19′40.92″ W; thence returning to Point 1. All coordinates are based on World Geodetic System (WGS–84).

(b) *Definition.* As used in this section, *designated representative* means a Coast Guard Patrol Commander, including a Coast Guard coxswain, petty officer, or other officer operating a Coast Guard vessel and a Federal, State, and local officer designated by or assisting the Captain of the Port Marine Safety Unit Port Arthur.

(c) *Regulations.* (1) Under the general safety zone regulations in subpart C of this part, you may not enter the safety zone described in paragraph (a) of this section unless authorized by the COTP or the COTP's designated representative.

(2) To seek permission to enter, contact the COTP or the COTP's representative by VHF–FM channel 13 or 16 or by phone at 337–912–0073. Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative.

(d) *Enforcement periods.* This section is effective from September 11, 2026 through October 31, 2026, but will only be enforced for four-hours on each of two days during this period. The enforcement date and time will depend upon the schedule for installation and removal of a dredge pipeline. The COTP or a designated representative will inform the public of the exact

enforcement times through Broadcast Notice to Mariners.

M.E. Kelly,

Commander, U.S. Coast Guard, Captain of the Port Marine Safety Unit Port Arthur By Direction.

[FR Doc. 2026–18856 Filed 9–14–26; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2026–1159]

RIN 1625–AA00

Safety Zone; Rocket Test Site, Rio Grande River, Boca Chica, TX

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for navigable waters of the Rio Grande River. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards created by cryogenics and structural tests of rockets at the Massey's test site. This rulemaking will prohibit persons and vessels from being in the safety zone unless specifically authorized by the Captain of the Port, Sector Corpus Christi.

DATES: This rule is effective without actual notice from September 15, 2026 through October 31, 2026. For the purposes of enforcement, actual notice will be used from September 4, 2026, until September 15, 2026.

ADDRESSES: To view available documents go to <https://www.regulations.gov> and search for USCG–2026–1159.

FOR FURTHER INFORMATION CONTACT: If you have questions about this proposed rule, contact Lieutenant Commander Timothy Cardenas, Sector Corpus Christi Waterways Management Division, U.S. Coast Guard; telephone 361–244–4784, or email Timothy.J.Cardenas@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 and Authority

SpaceX conducts rocket testing at their Massey's Test Site on a weekly basis. This test site is on the Rio Grande River, approximately 6 miles inland from the mouth of the river. Test activities at this location create hazards such as the potential accidental discharge of cryogenic fuel and test failures resulting in dangerous projectiles and falling hot embers or other debris. The Captain of the Port (COTP) Corpus Christi has determined that the testing activities that create these potential hazards are a safety concern for anyone on the Rio Grande River within a half mile of the test site. Therefore, the COTP is issuing this rule under the authority in 46 U.S.C. 70034, which is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone.

Because of these potential hazards, the Coast Guard is issuing this rule without prior notice and comment. As is authorized by 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 it is impracticable and contrary to the public interest. The Coast Guard is notified of these tests on a weekly basis, but it is not determined if static fire or cryogenic testing will be conducted, requiring activation of the safety zone, until hours before their start. Therefore, we do not have enough time to solicit and respond to comments. However, the Coast Guard has previously published a Notice of Proposed Rulemaking to establish a permanent safety zone around this site and is preparing a final rule for that project (90 FR 61112, December 30, 2025, Docket number USCG–2025–0898). This temporary zone is necessary to ensure safety on the Rio Grande River until the permanent zone is established.

For the same reasons, the Coast Guard finds that under 5 U.S.C. 553(d)(3), good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**.

III. Discussion of the Rule

This rule establishes a safety zone from September 4, 2026, through October 31, 2026. The safety zone would cover all navigable waters within a half mile radius of the testing facility located at 25°57′09.0″ N, 97°14′50.0″ W. The safety zone will only be enforced during times when explosive or hazardous testing operations are being conducted at the site. During those limited times, no vessel or person would be permitted to enter the safety