**Authority:** 30 U.S.C. 811, 813(h), 957.

### Subpart L—Fire Protection

**§ 75.1101–5 [Removed and Reserved]**

■ 2. Remove and reserve § 75.1101–5.

**Wayne D. Palmer,**

*Assistant Secretary of Labor for Mine Safety and Health.*

[FR Doc. 2026–23051 Filed 11–10–26; 8:45 am]

**BILLING CODE 4520–43–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

### 33 CFR Part 100

**[Docket No. USCG–2026–1347]**

## Special Local Regulation; Southern California Annual Marine Events for the San Diego Captain of the Port Zone, San Diego Fleet Week Veterans Day Boat Parade, San Diego Bay, San Diego, CA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notification of enforcement of regulation.

**SUMMARY:** The Coast Guard will enforce a special local regulation for the San Diego Fleet Week Veterans Day Boat Parade on November 11, 2026, to provide for the safety of life on navigable waterways during this event. Our regulation for marine events within the Southwest Coast Guard District identifies the regulated area for this event in San Diego, CA. During the enforcement periods, the operator of any vessel in the regulated area must comply with directions from the Patrol Commander or any Official Patrol displaying a Coast Guard ensign.

**DATES:** The regulation in 33 CFR 100.1101, Table 1 to § 100.1101, Item No. 17, will be enforced from 10:45 a.m. until 1 p.m., on November 11, 2026.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this notification of enforcement, call or email Lieutenant Skye Eastman, Waterways Management, U.S. Coast Guard Sector San Diego, CA; telephone (619) 278–7656, email *D11MarineEventsSD@uscg.mil.*

**SUPPLEMENTARY INFORMATION:** The Coast Guard will enforce the special local regulation in 33 CFR 100.1101, Table 1 to § 100.1101, Item No. 17, for the San Diego Fleet Week Veterans Day Boat Parade regulated area daily from 10:45 a.m. to 1 p.m., on November 11, 2026. This action is being taken to provide for the safety of life on navigable waterways during this event. Our regulation for Southern California Annual Marine Events for the San Diego Captain of the Port Zone, § 100.1101, Table 1 to § 100.1101, Item No. 17, specifies the location of the regulated area for the San Diego Fleet Week Veterans Day Boat Parade which encompasses all waters of San Diego Bay, from surface to bottom, beginning at Shelter Island, proceeding northeast to Harbor Island, proceeding southeast along the shoreline to Tenth Avenue Marine Terminal, crossing the Federal navigable channel prior to the Coronado Bridge, then northwest along the shoreline of Coronado Island to the Coronado Ferry Landing. Under the provisions of § 100.1101, persons and vessels are prohibited from anchoring, blocking, loitering, or impeding within this regulated area unless authorized by the Captain of the Port, or his designated representative. 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 Sector San Diego or his designated representative determines that the regulated area need not be enforced for the full duration stated on this document, he or she may use a Safety Marine Information Broadcast or other communications coordinated with the event sponsor to grant general permission to enter the regulated area.

**R.C. Tucker,**

*Captain, U.S. Coast Guard, Captain of the Port San Diego.*

[FR Doc. 2026–23047 Filed 11–10–26; 8:45 am]

**BILLING CODE 9110–04–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

### 33 CFR Part 165

**[Docket Number USCG–2026–1214]**

**RIN 1625–AA00**

## Safety Zone; Sector Mobile Captain of the Port Zone, Mobile, AL

**AGENCY:** Coast Guard, Department of Homeland Security.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing two temporary fixed safety zones to support the arrival and dismantling of the EX ENTERPRISE, formerly the USS ENTERPRISE (CVN–65), in the Sector Mobile Captain of the Port Zone. This rulemaking would prohibit persons and vessels from entering these zones unless authorized by the Captain of the Port, Sector Mobile.

**DATES:** This rule is effective from November 11, 2026, through May 11, 2030.

**ADDRESSES:** To view available documents go to *https://www.regulations.gov* and search for USCG–2026–1214.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this rule, contact Lieutenant Zachary West, Waterways Management—Division, U.S. Coast Guard Sector Mobile; telephone (251) 382–8653, email *SectorMobileWaterways@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

In June 2026, the U.S. Navy awarded a contract for the dismantling, recycling, and disposal of EX ENTERPRISE. Under this contract, EX ENTERPRISE will be dismantled in its entirety, and all resulting materials will be recycled or disposed of. Specifically, hazardous materials, including low-level radioactive waste, will be packaged and safely transported for disposal at authorized licensed sites. The vessel will be towed to its designated dismantlement location and has no capability to maneuver under its own power. Work will be performed in Mobile, Alabama, and is expected to be completed by December 2030. The receiving facility for the EX ENTERPRISE is on the west side of the Mobile River, located at 701 South Royal Street, in Mobile, AL.

To support the project, the U.S. Coast Guard was asked to establish a temporary fixed safety zone on portions of the Mobile Bay and Mobile River channels to address risks associated with its transit into Mobile, and a second temporary fixed safety zone around the EX ENTERPRISE to address risk associated with the dismantling operation. These risks include the fact that EX ENTERPRISE has no propulsion, limited maneuverability, and contains regulated materials requiring controlled handling. When moored, the vessel will undergo prolonged dismantling operations involving the removal of hazardous materials and regulated waste, including radiological materials. Work crews,

equipment, and response assets will be actively engaged on and around the hull. The Captain of the Port Sector Mobile (COTP) has determined that the transit and dismantling operations present safety concerns for the EX ENTERPRISE, personnel involved with the operations, and the public. Therefore, the COTP is establishing this rule under the authority in 46 U.S.C. 70034, which is needed to protect personnel and vessels in the navigable waters within these zones.

The Coast Guard published a notice of proposed rulemaking (NPRM) on October 1, 2026 (91 FR 62368), proposing temporary moving and fixed safety zones to support the transit and dismantling of EX ENTERPRISE and soliciting public comments. After publication of the NPRM, the U.S. Navy and U.S. Coast Guard agreed that the Naval Vessel Protection Zone regulation described in 33 CFR 165.2025 will be enforced around the EX ENTERPRISE during the voyage, in place of a moving safety zone regulation. Therefore, the USCG is removing the moving safety zone that was proposed in that NPRM. The two fixed zones will remain in place. Accordingly, the Coast Guard is issuing this temporary final rule (TFR), which establishes safety zones that mirror the locations, dimensions, and enforcement periods of the fixed safety zones proposed in the NPRM.

Because of the hazards associated with this event, 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** because it is impracticable and contrary to the public interest. We must establish this safety zone by November 11, 2026, to protect personnel, vessels, and the marine environment.

## III. Discussion of Comments and the Rule

During the comment period that ended on October 16, 2026, we received two comments. Both commenters recommended clearer parameters for the fixed zone described in paragraph (a)(3) of that NPRM. The Coast Guard agrees and amended the rule to describe the fixed safety zone using specific geographic coordinates rather than a radius around the vessel. This change also addresses one commenter's question concerning the units of measurement used in the NPRM by replacing the radius-based description with a boundary defined by geographic coordinates.

One commenter also requested clarification concerning a potential change in the vessel's mooring location. The U.S. Navy is making arrangements to moor EX ENTERPRISE at a precise location. If the mooring location changes, the Coast Guard will amend this temporary final rule, as appropriate, and provide notice to the public through appropriate means.

Following publication of the NPRM, the U.S. Navy and U.S. Coast Guard agreed that the Naval Vessel Protection Zone regulation described in 33 CFR 165.2025 will be enforced around EX ENTERPRISE during its transit. Accordingly, the proposed moving safety zone is no longer necessary and has been removed from this temporary regulation. The two fixed safety zones will remain in effect.

Additionally, the temporary fixed safety zone around the EX ENTERPRISE once it is moored at the receiving facility will remain in effect throughout the dismantling operations, for an estimated period of four years, not five years as mistakenly stated in section III of the NPRM. This Safety Zone will also not impact the federal channel. This zone is necessary due to the extensive dismantling work, removal of hazardous and regulated materials, and the continuous presence of personnel and equipment on and around the hull, all of which create elevated risks to nearby traffic.

The duration and enforcement periods for the temporary fixed safety zone, and the temporary fixed moored safety zone have been tailored to ensure protection of personnel, vessels, and the marine environment in these navigable waters while minimizing impacts on other waterway users to only what is necessary.

The COTP will provide specific notice of the enforcement date and time through Broadcast Notice to Mariners and other public advisories. Enforcement of the fixed safety zone on the navigational channel would terminate once the EX ENTERPRISE is moored at the receiving facility.

## IV. Regulatory Analyses

We developed this rule after considering numerous statutes and Executive orders related to rulemaking. Below we summarize our analysis based on a number of these statutes and Executive orders.

### *A. Impact on Small Entities*

The Regulatory Flexibility Act of 1980 (RFA), 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. Section 605 of the RFA allows an agency to certify a rule, in lieu of preparing an analysis, if the rulemaking is not expected to have a significant economic impact on a substantial number of small entities.

The Coast Guard certifies that, although some small entities may intend to transit the safety zone above, this rule will not have a significant economic impact on a substantial number of small entities. Vessel traffic will be able to safely transit around both fixed safety zones, and may enter the zones with the authorization of the COTP. The temporary fixed safety zone in the channel will impact the designated area for a few hours on one day. In addition, the Coast Guard will issue a Broadcast Notice to Marines via VHF FM marine channel 16, which will allow small entities to adjust their transit plans, and the rule allows vessels to request permission to enter the zone from the COTP.

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).

### *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.T08–1214 to read as follows:

**§ 165.T08–1214 Safety Zone; Sector Mobile Captain of the Port Zone, Mobile, AL**

*(a) Locations.* (1) The following area is a fixed safety zone: all navigable waters within any Federal channel from the Mobile Bar Channel, beginning at the Mobile Bar Lighted Buoy 1 (LLNR 6100), extending northward to the Mobile River Channel ending at the Cochrane Bridge.

(2) The following area is a fixed moored safety zone: All navigable waters of the Mobile River bound by the following approximate coordinates 30°40′34″ N, 088°02′16″ W, east to 30°40′33″ N, 088°02′13″ W on the west edge of the Mobile River Channel, south along the west edge of the Mobile River Channel to 30°40′18″ N, 088°02′05″ W, to 30°40′19″ N, 088°02′16″ W, then north along the shoreline back to the point of origin while the EX ENTERPRISE is moored at the receiving facility on the west side of the Mobile River, located at 701 South Royal Street, in Mobile, AL.

*(b) Definitions.* 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 Sector Mobile (COTP) in the enforcement of the safety zone.

*(c) Regulations.* (1) Under the general safety zone regulations in subpart C of this part, you may not enter the safety zones described in paragraphs (a)(1) and (2) 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 on VHF–FM channel 16 or by telephone at (251) 266–5888. 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 temporary regulation is effective from November 11, 2026, until May 11, 2030. The zones described in paragraph (a) of this section will be enforced during the periods described below.

(1) The fixed safety zone described in paragraph (a)(1) of this section will be enforced beginning when the EX ENTERPRISE arrives at the entrance of the Mobile Bar Channel at the Mobile Bar Lighted Buoy 1 (LLNR 6100), and will remain in effect, until the vessel is moored at the receiving facility.

(2) The fixed safety zone described in paragraph (a)(2) of this section will be enforced once the EX ENTERPRISE is moored at the receiving facility and will remain in effect until the dismantlement project has progressed to a stage deemed safe for nearby vessel traffic by the Captain of the Port (COTP). The dismantlement project is expected to be completed by December 2030, and all radioactive material is expected to be removed before May 2030, at which time the fixed safety zone around the EX ENTERPRISE will no longer be required. If the fixed safety zone is no longer required before May 11, 2030, enforcement of the fixed safety zone described in paragraph (a)(2) of this section will be terminated, and notice given via Local Notice to Mariners. The USCG Heartland District Local Notice to Mariners can be found at: *http://www.navcen.uscg.gov.*

(4) For each enforcement period generally described above, the Captain of the Port (COTP) will issue a Marine Safety Information Bulletin (MSIB) and Broadcast Notice to Mariners via marine channel 16 (VHF–FM), and Local Notice to Mariners announcing the exact dates and times of the enforcement periods in advance to the local maritime community.

**M.O. Vega,**

*Captain, U.S. Coast Guard, Captain of the Port Sector Mobile.*

[FR Doc. 2026–23027 Filed 11–10–26; 8:45 am]

**BILLING CODE 9110–04–P**

## FEDERAL COMMUNICATIONS COMMISSION

### 47 CFR Part 73

**[MB Docket No. 26–195; RM–12023; DA 26–1188; FR ID 376959]**

### Television Broadcasting Services, St. George, Utah

**AGENCY:** Federal Communications Commission.

**ACTION:** Final rule.

**SUMMARY:** This document amends the Table of TV Allotments (Table) of the Federal Communications Commission's (Commission) rules by substituting VHF channel 9 for UHF channel 21 at St. George, Utah in response to a petition for rulemaking filed by KUTV Licensee, LLC (Licensee), licensee of full power television station KMYU(TV) (KMYU or Station), St. George, Utah. The Media Bureau (Bureau) previously granted a petition for rulemaking submitted by the Licensee to substitute UHF channel 21 for VHF channel 9 at St. George, Utah in the Table. The Licensee subsequently filed an application for a construction permit for its new channel, which remains pending due to certain unresolved engineering matters. The Licensee now states that upon further consideration and restraints, it wishes to abandon its plans to modify its license for KMYU to operate on channel 21. The Licensee filed the instant petition to amend the Table to substitute VHF channel 9 for UHF channel 21 and allow KMYU to continue to operate on channel 9 at its licensed parameters. The staff engineering analysis finds that the proposal is in compliance with the Commission's principal community coverage and technical requirements,