custsupport.dornier228@ga-ats.com; website: *ga-ats.com/.*

(k) Material Incorporated by Reference

None.

Issued on November 17, 2026.

Steven W. Thompson,

Acting Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2026–23633 Filed 11–18–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2026–1359]

RIN 1625–AA00

Safety Zones; Annual Events Requiring Safety Zones in the Captain of the Port Lake Michigan Zone—Magnificent Mile Fireworks Display

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Notification of enforcement of regulation.

SUMMARY: The Coast Guard will enforce a safety zone for the Magnificent Mile Fireworks Display on November 21, 2026, to provide for the safety of life on navigable waterways during this fireworks display. Our regulation for marine events within the Great Lakes Coast Guard District identifies the safety zone for this event in Chicago, IL. During the enforcement period, entry into, transiting, or remaining within the safety zone is prohibited unless authorized by the Captain of the Port (COTP) Lake Michigan or his or her designated representative.

DATES: The regulations in 33 CFR 165.929 will be enforced for the Magnificent Mile Fireworks Display regulated area listed in Event 20 in Table 1 to § 165.929, from 6:55 p.m. until 7:05 p.m. on November 21, 2026.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, call or email Lieutenant Michael Vega, Marine Safety Unit Chicago, U.S. Coast Guard; telephone (206) 815–6711, email *D09-SMB-MSUChicago-WWM@uscg.mil.*

SUPPLEMENTARY INFORMATION: The Coast Guard will enforce a safety zone regulation in 33 CFR 165.929 for the Magnificent Mile Fireworks Display listed in Event 20 in Table 1 to § 165.929, from 6:55 p.m. to 7:05 p.m. on Saturday November 21, 2026. The regulation for recurring marine events within the State of Illinois, in Event 20 in Table 1 to § 165.929, specifies the location of the safety zone for this event.

During the enforcement period, vessels must obtain permission from the COTP Lake Michigan or his or her designated representative to enter, move within, or exit a safety zone. Vessels and persons granted permission to enter the safety zone must obey all lawful orders or directions of the COTP Lake Michigan or his or her designated representative. Upon being hailed by the U.S. Coast Guard by siren, radio, flashing light or other means, the operator of a vessel must proceed as directed.

In addition to this notification of enforcement in the **Federal Register**, the Coast Guard will provide the maritime community with notification of this enforcement period via Broadcast Notice to Mariners. The COTP Lake Michigan may be reached by contacting the Coast Guard Sector Lake Michigan Command Center at (833) 900–2247. An on-scene designated representative may be reached via VHF–FM Channel 16.

R.N. Macon,

Captain, U.S. Coast Guard, Captain of the Port, Lake Michigan.

[FR Doc. 2026–23568 Filed 11–18–26; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2026–0830]

RIN 1625–AA00

Safety Zone; Hackensack River, Kearny and Secaucus, NJ

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Temporary interim rule and request for comments.

SUMMARY: The Coast Guard is establishing a temporary safety zone for navigable waters on the Hackensack River, in Kearny and Secaucus, NJ. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards associated with the demolition of the existing Portal Bridge. When subject to enforcement, entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector New York, or their designated representative.

DATES:

Effective date: This rule is effective without actual notice from 6 a.m. November 19, 2026 through 11:59 p.m. on May 27, 2027. For purposes of enforcement the Coast Guard will use actual notice from 6 a.m. on November 17, 2026, through 6 a.m. November 19, 2026 The Coast Guard will only enforce this temporary safety zone during periods during which barges are within the channels at the existing bridge and demolition operations are in progress.

Comments due date: Comments and related material must be received by the Coast Guard on or before December 21, 2026.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, contact MST1 Angelina Gerber, Sector New York Waterways Management Division, U.S. Coast Guard; telephone 718–801–2932, or email *SectorNYWWM@uscg.mil.*

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
COTP Captain of the Port, Sector New York
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
PNB Portal North Bridge
§ Section
U.S.C. United States Code
WGS#84 World Geodetic System

II. Background and Authority

On September 28, 2026, the Coast Guard received sufficient information to be able to fulfill a request from the Skanska Traylor Portal North Bridge Joint Venture for a safety zone on the Hackensack River while demolishing the existing Portal North Bridge (PNB) span (River Mile 5.0). Hazards from this project include but are not limited to deployment of heavy equipment and anchored barges which will continuously obstruct vessel traffic through the navigable channel, during demolition of the existing superstructure, footings, and fender systems, which create hazards for workers and the public. The Captain of the Port, Sector New York (COTP) has determined that potential hazards associated with demolition of the existing bridge are a safety concern for anyone within the work area. Under the authority of 46 U.S.C. 70034, the COTP is issuing this rule, to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone.

The Coast Guard is issuing this rule without prior notice and comment. As 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 not notified of this schedule and safety zone request with sufficient time to be able to publish this rule by November 17, 2026, when the safety zone must be in place to protect personnel, vessels, and the marine environment.

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 temporary interim rule establishes a safety zone from 6 a.m. on November 17, 2026, until 11:59 p.m. on May 27, 2027. The safety zone will cover all navigable waters of the Hackensack River, surface to bottom, shoreline to shoreline, between the New Jersey Turnpike/I–95 Fixed Bridge (River Mile 5.3) and a line drawn from 40°44′54.52″ N, 74°05′37.59″ W, thence to 40°45′02.07″ N, 74°05′31.69″ W, approximately 1,650 feet south of the existing PNB. These coordinates are based on the World Geodetic System (WGS 84). Vessels and persons will not be allowed to enter the zone during this time, unless authorized by the Captain of the Port.

One full eight-week enforcement period prohibiting vessels or individuals from entering the safety zone is planned from approximately November 17, 2026, through January 29, 2027.

The exact dates and times of the enforcement period, during which all vessel transits through the safety zone will be prohibited, will be published in the Local Notice to Mariners, posted on the Coast Guard Navigation Center Maritime Safety Information Products page at *https://www.navcen.uscg.gov/msi,* and issued in a Broadcast Notice to Mariners via marine channel 16 (VHF–FM) as soon as practicable in response to an emergency or hazardous condition.

This rule will remain in effect through May 27, 2027, which should accommodate the possibility of project delays due to unforeseen circumstances. If the project is completed before May 27, 2027, enforcement of the safety zone will be suspended, and notice will be provided via the Local Notice to Mariners.

The Coast Guard Northeast District Local Notice to Mariners can be found at: *https://www.navcen.uscg.gov/maritime-safety-information.*

IV. Public Participation and Request for Comments

Although this regulation is published as a temporary interim rule without prior notice, public comment is nevertheless desirable to ensure that the regulation is both workable and reasonable. Commenters should identify the docket number for the regulation and give reasons for their comments. If the Coast Guard determines that changes to the temporary interim rule are necessary, the Coast Guard will publish a temporary final rule or other appropriate document.

Submitting comments. We encourage you to submit comments at *https://www.regulations.gov.* To do so, go to *https://www.regulations.gov,* type USCG–2026–0830 in the search box and click ''Search.'' Next, look for this document in the Search Results column, and click on it. Then click on the Comment option. If you cannot submit your material by using *https://www.regulations.gov,* call or email the person in the **FOR FURTHER INFORMATION CONTACT** section of this proposed rule for alternate instructions.

Viewing material in the docket. To view available documents, find the docket as described in the previous paragraph, and then select ''Supporting & Related Material'' in the Document Type column. We will post public comments in our online docket. Additional information is on the *https://www.regulations.gov* Frequently Asked Questions web page.

Personal information. We accept anonymous comments. Comments you post to *https://www.regulations.gov* will include any personal information you have provided. Contact information (such as email or mailing address) will not be available for public viewing, however, unless the submitter includes that information in the body of the docket submission. For more about privacy and submissions to the docket in response to this document, see DHS's eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

V. 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 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; Department of Homeland Security Delegation No. 00170.1, Revision No. 01.4.

2. Add § 165.T01–0830 to read as follows:

§ 165.T01–0830 Safety Zone; Hackensack River, Kearny and Secaucus, NJ.

(a) *Location.* The following area is a safety zone: All waters of the Hackensack River from surface to bottom, shoreline to shoreline, between the New Jersey Turnpike/I–95 Fixed Bridge (River Mile 5.3) and a line drawn from 40° 44′54.52″ N, 74°05′37.59″ W, thence to 40°45′02.07″ N, 74°05′31.69″ W, approximately 1,650 feet south of the existing Portal Bridge. These coordinates are based on the World Geodetic System (WGS 84).

(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 New York (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 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 on VHF–FM channel 16 or by telephone at (718) 354–4353. 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 period.* This section is effective from 6 a.m. on November 17, 2026, through 11:59 p.m. on May 27, 2027, but will only be enforced during periods when barges are within the channels at the existing bridge and demolition operations are in progress. The Coast Guard will issue information of the enforcement period through Local Notice to Mariners, the Coast Guard Navigation Center Maritime Safety Information Products page at *https://www.navcen.uscg.gov/msi,* and Broadcast Notice to Mariners via marine channel 16 (VHF–FM) as soon as practicable. In addition, if the project is completed before May 27, 2027, enforcement of the safety zone will be suspended, and notice given via Local Notice to Mariners.

Doreen McCarthy

Captain, U.S. Coast Guard, Captain of the Port Sector New York.

[FR Doc. 2026–23567 Filed 11–18–26; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF THE INTERIOR

National Park Service

36 CFR Part 7

[NPS–MACA–DTS 43560; Docket ID NPS–2026–0001; PPSEMACAS0 PPMPSPD1Z.YM0000 255P103601]

RIN 1024–AE93

Mammoth Cave National Park; Bicycling and Horses

AGENCY: National Park Service, Interior.

ACTION: Final rule.

SUMMARY: The National Park Service (NPS) amends the special regulations for Mammoth Cave National Park to allow bicycle use on approximately 37 miles of multi-use trails throughout the park. This rule also will allow visitors to ride horses on the 5.4-mile Houchin Ferry North/Ollie Road.

DATES: This rule is effective December 21, 2026.

ADDRESSES: Comments received on the proposed rule are available on *https://www.regulations.gov* in Docket No. NPS–2026–0001. A copy of the Mammoth Cave National Park Comprehensive Land and River Trails Plan and Environmental Assessment and the associated Finding of No Significant Impact are available online at *https://parkplanning.nps.gov/maca* by clicking the link entitled ''Develop Land and River Trail Management Plan for Mammoth Cave National Park'' and then clicking the link entitled ''Document List.''

FOR FURTHER INFORMATION CONTACT: Barclay Trimble, Superintendent, Mammoth Cave National Park; (202) 758–2180; *Barclay_Trimble@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:

Background

History, Establishment and Purpose of the Park

Mammoth Cave National Park comprises more than 52,000 acres of land within Edmonson, Hart, and Barren Counties in Kentucky. Within Mammoth Cave National Park is Mammoth Cave. Named for the enormity of its subterranean vaults and the unparalleled extent of its passages, Mammoth Cave is the longest known cave system in the world with over 400 miles surveyed to date. The geologic features within the extensive cave system are the product of a unique set of conditions found nowhere else, all of which contribute to the largest, most complex, and best-known karst area in the world. Karst is a geologic term that refers to areas of irregular limestone in which erosion has produced features such as fissures, sinkholes, underground streams, sinking springs, and caverns. The land above the underground formations is characterized by rugged hills, valleys, and forests.

Congress authorized the establishment of the park in 1926, which was officially established in 1941 and added to in 1961 with the acquisition of Great Onyx Cave and Crystal Cave. The legislative history of the establishment of the park recognized the need to protect and conserve the stunning and unique underground formations of the cave system, but also opportunities for recreation that could be provided by lands above ground. The park's enabling legislation directs the NPS to administer the park in accordance with the laws generally applicable to the National Park System, including the NPS Organic Act. That act requires the NPS to promote and