

§ 120.40(h) of this subchapter) that are defense articles that perform specific military functions such as by providing military communication, electronic warfare, target designation, surveillance, target detection, or sensor capabilities.

(8) Developmental vessels funded by the Department of Defense via contract or other funding authorization;

**Note 1 to paragraph (a)(8):** This paragraph (a)(8) does not control vessels in production, determined to be subject to the EAR via a commodity jurisdiction determination, or identified in the relevant Department of Defense contract or other funding authorization as being developed for both civil and military applications.

**Note 2 to paragraph (a)(8):** Note 1 to this paragraph (a)(8) does not apply to defense articles enumerated on the U.S. Munitions List, whether in production or development.

**Note 3 to paragraph (a)(8):** This paragraph (a)(8) is applicable to those contracts and funding authorizations that are dated July 8, 2014, or later.

(9) Uncrewed, untethered vessels that have an anti-recovery (e.g., scuttle or self-destruct) feature; or

(10) Uncrewed, untethered vessels with a gross weight rating exceeding three-thousand pounds (3,000 lb), that are designed to operate without human interaction for longer than 24 hours or for more than seventy nautical miles (70 nmi).

\* (b) \* \* \*

(2) Quick-reversing, liquid-cooled electric motors that are totally enclosed, have a power output greater than 0.75 MW (1,000 hp), and are specially designed for submarines.

\* \* \* \* \*

Category XXI—Articles, Technical Data, and Defense Services Not Otherwise Enumerated

\* (a) Any article not enumerated on the U.S. Munitions List may be included in this category until such time as the appropriate U.S. Munitions List category is amended to describe the article.

\* \* \* \* \*

**Note 1 to Category XXI:** The decision to designate an article in this category, whether to designate a catch-all control for that article, the Significant Military Equipment designation of that article, and any exclusion of that article from eligibility for specific licensing exemptions, shall be made by the Director, Office of Defense Trade Controls Policy.

**PART 126—GENERAL POLICIES AND PROVISIONS**

■ 4. The authority citation for part 126 continues to read as follows:

**Authority:** 22 U.S.C. 287c, 2651a, 2752, 2753, 2776, 2778, 2779, 2779a, 2780, 2791, 2797, 10423; sec. 1225, Pub. L. 108–375, 118 Stat. 2091; sec. 7045, Pub. L. 112–74, 125 Stat. 1232; sec. 1250A, Pub. L. 116–92, 133 Stat. 1665; sec. 205, Pub. L. 116–94, 133 Stat. 3052; and E.O. 13637, 78 FR 16129, 3 CFR, 2013 Comp., p. 223.

■ 5. Add § 126.9 to read as follows:

**§ 126.9 Exemptions for certain activities involving defense articles.**

(a)–(t) [Reserved]  
(u) *Exemption for certain large Unmanned Underwater Vehicle (UUV) activities—*

(1) *Activities exempted.* No license or other approval is required for the following activities, subject to the restrictions in paragraph (u)(2) of this section:

(i) The temporary export, reexport, or temporary import of vessels described in USML Category XX(a)(10);

(ii) The furnishing of assistance to a foreign person in the maintenance, repair, operation, or use of a defense article described in USML Category XX(a)(10); or

(iii) Brokering activities to facilitate:

(A) The temporary export, reexport, or permanent import of vessels described in USML Category XX(a)(10); or

(B) The furnishing of assistance to a foreign person in the maintenance, repair, operation, or use of a defense article described in USML Category XX(a)(10).

(2) *Restrictions.* The exemption set forth in this paragraph (u) is subject to all of the following restrictions:

(i) The vessel must not be described in any USML paragraph other than Category XX(a)(10);

(ii) The vessel must not have a gross weight rating (as defined in § 121.0 of this subchapter) exceeding eight thousand pounds (8,000 lb);

(iii) The purpose of the activity must be limited to one or more of the following:

(A) Scientific research or natural resource exploration;

(B) Commercial or civil infrastructure maintenance, installation, or repair; or

(C) Search and rescue operations; and

(iv) The activity must not transfer registration, control, or ownership of the vessel to a foreign person.

**Brent T. Christensen,**

*Senior Official Performing the Duties of the Under Secretary for Arms Control and International Security, Department of State.*

[FR Doc. 2025–16382 Filed 8–26–25; 8:45 am]

**BILLING CODE 4710–25–P**

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 165**

[Docket Number USCG–2025–0076]

RIN 1625–AA00

**Safety Zone; Patapsco River, Baltimore, MD**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a safety zone for certain waters of the Patapsco River, in Baltimore, MD within 2,000 yards around position latitude 39°12.40' N, longitude 076°31.00 W. The Coast Guard is establishing this safety zone to protect personnel and vessels from possible grounding or allision with a submerged hatch cover from the M/V W SAPPHIRE. Additionally, the safety zone is needed to ensure a safe working environment for the first responders and dive teams from passing traffic. This rule will prohibit persons or vessels from entering this zone unless specifically authorized by the Captain of the Port (COTP) Sector Maryland-National Capital Region (NCR) or a designated representative.

**DATES:** This rule is effective without actual notice from August 27, 2025 through September 15, 2025. For the purposes of enforcement, actual notice will be used from August 20, 2025, until August 27, 2025.

**ADDRESSES:** To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG–2025–0076 in the search box and click “Search.” Next, in the Document Type column, select “Supporting & Related Material.”

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this rule, call or email LCDR Kate M. Newkirk, Sector Maryland-NCR, Waterways Management Division, U.S. Coast Guard; telephone 410–576–2674, email [D05-DG-SectorMD-NCR-Prevention-WWM@uscg.mil](mailto:D05-DG-SectorMD-NCR-Prevention-WWM@uscg.mil).

**SUPPLEMENTARY INFORMATION:**

**I. Table of Abbreviations**

CFR Code of Federal Regulations  
COTP Captain of the Port, Sector Maryland-National Capital Region  
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 establishing a safety zone intended to protect personnel and vessels in these navigable waters from a submerged cargo hatch from the M/V W SAPPHIRE. It is being enforced until the vessel's hatch covers are recovered or the Captain of the Port deems transiting is safe. No vessel or person is permitted to enter the safety zone without obtaining permission from the COTP or a designated representative.

The zone would cover all navigable waters of the Patapsco River for 2,000 yards around position latitude 39°12.40' N, longitude 076°31.00 W.

The Coast Guard is issuing this temporary rule under the authority in 5 U.S.C. 553(b)(B). This statutory 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 it is impracticable to publish an NPRM without delaying promulgation of the final rule establishing this safety zone past August 20, 2025. Immediate action is needed to protect personnel and vessels from the potential hazards associated with the vessel explosion.

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 be impracticable because the rule must be in effect as soon as possible to respond to the potential safety hazards associated with the jettison of a large metal hatch as a result of an explosion on the M/V W SAPPHIRE.

## III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority in 46 U.S.C. 70034. The Captain of the Port, Sector Maryland-National Capital Region (COTP) has determined that potential hazards are associated with the ships explosion and jettison of a large metal hatch overboard. This rule is needed to protect personnel and vessels in the navigable waters within the safety zone while the submerged hatch is unaccounted for.

## IV. Discussion of the Rule

This rule establishes a 2,000-yard temporary safety zone around position

latitude 39°12.40' N, longitude 076°31.00 W. The safety zone will cover all navigable waters within the 2,000-yard radius of the last known position of the submerged hatch cover.

The duration of the zone is intended to ensure the safety of vessels and these navigable waters before and during the salvage of the metal hatch. No vessel or person is permitted to enter the safety zone without obtaining permission from the COTP 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 and 13563 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. This rule has not been designated a "significant regulatory action," under Executive Order 12866. Accordingly, this rule has not been reviewed by the Office of Management and Budget (OMB).

### B. 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 not subject to notice and comment. As 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), 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 call or email 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 safety zone lasting 28 total days, that would prohibit entry within a portion of the Potomac River. Normally such actions are categorically excluded from further review under paragraph L60(d) of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1. A Record of Environmental Consideration supporting this determination will be 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.T05–0076 to read as follows:

#### § 165.T05–0076 Safety Zone; Patapsco River.

(a) *Location.* The following area is a safety zone for all navigable waters of the Patapsco River in 2,000 yards around position latitude 39°12.40' N, longitude 076°31.00 W. These coordinates are based on datum NAD 83.

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

*Captain of the Port (COTP)* means the Commander, U.S. Coast Guard, Sector Maryland-National Capital Region.

*Designated representative* means any Coast Guard commissioned, warrant, or petty officer, 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 Maryland-National Capital Region (COTP) in the enforcement of the safety zone.

(c) *Regulations.* (1) Under the general safety zone regulations in subpart C of this part, except for marine equipment, 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. If a vessel or person is notified by the COTP, or the COTP's designated representative that they have entered

the safety zone without permission, they are required to immediately leave in a safe manner following the directions given.

(2) Mariners requesting to transit any of these safety zone areas must first contact the COTP or their representative. If permission is granted, mariners proceed at their own risk and must strictly observe any, and all instructions provided by the COTP or designated representative to the mariner regarding the conditions of entry to and exit from any area of the safety zone. The COTP or the COTP's representative can be contacted by telephone number 410–576–2693 or on Marine Band Radio VHF–FM channel 16 (156.8 MHz).

(3) The Coast Guard will publish a notice in the Coast Guard District East Local Notice to Mariners and issue marine information broadcasts on VHF–FM marine band radio announcing specific enforcement dates and times.

(d) *Enforcement officials.* The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies.

(e) *Enforcement period.* This section will be enforced from August 20, 2025 through September 15, 2025.

Dated: August 20, 2025.

**Patrick C. Burkett,**

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

[FR Doc. 2025–16353 Filed 8–26–25; 8:45 am]

**BILLING CODE 9110–04–P**

### ENVIRONMENTAL PROTECTION AGENCY

#### 40 CFR Part 147

#### State, Tribal, and EPA-Administered Underground Injection Control Programs

##### CFR Correction

This rule is being published by the Office of the Federal Register to correct an editorial or technical error that appeared in the most recent annual revision of the Code of Federal Regulations.

- In Title 40 of the Code of Federal Regulations, Parts 136 to 149, revised as of July 1, 2025, in section 147.950, remove paragraphs (a)(1) through (4).

[FR Doc. 2025–16386 Filed 8–26–25; 8:45 am]

**BILLING CODE 0099–10–P**

### FEDERAL COMMUNICATIONS COMMISSION

#### 47 CFR Parts 1 and 25

[IB Docket Nos. 22–411, 22–271; FCC 25–48; FR ID 309341]

#### Expediting Initial Processing of Satellite and Earth Station Applications; Space Innovation

**AGENCY:** Federal Communications Commission.

**ACTION:** Final rule.

**SUMMARY:** In this document, the Federal Communications Commission (Commission or we) adopts a *Second Report and Order* with variety measures to expedite space and earth station approvals, including by eliminating the requirement to file certain license modification applications and eliminating outdated rules. In particular, the *Second Report and Order* provides regulatory certainty for, and eliminates burdens on, the nascent Ground-Station-as-a-Service industry, where a neutral host establishes connectivity to multiple satellite systems in space. As licensing activity before the Commission increases in complexity and number, concrete measures to expedite earth and space station applications will support U.S. leadership in the growing space economy. Accordingly, adoption of these concrete measures to expedite the processing of applications for authority to operate space and earth stations under part 25 of the Commission's rules would be vital to supporting U.S. leadership in the growing space economy.

**DATES:** These rules are effective September 26, 2025, except for the amendments to §§ 25.110(e) (amendatory instruction 4), 25.117(i) (amendatory instruction 6), 25.118(a)(3), 25.118(b)(1), (2), and (3), and (e)(4), and (h) (amendatory instruction 8), and 25.137(h) (amendatory instruction 10), which are indefinitely delayed. The Commission will publish a document in the **Federal Register** announcing the effective date of these rule sections.

**FOR FURTHER INFORMATION CONTACT:** Gregory Coutros, Space Bureau, Earth Station Licensing Division, at [gregory.coutros@fcc.gov](mailto:gregory.coutros@fcc.gov) or at (202) 418–2351.

**SUPPLEMENTARY INFORMATION:** This is a summary of the Commission's *Second Report and Order (Order)*, FCC 25–48, adopted August 7, 2025, and released August 8, 2025. The document is available for public inspection online at <https://docs.fcc.gov/public/>