

summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

**Privacy:** In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edits, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

#### Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at [www.regulations.gov](http://www.regulations.gov). Recently published rulemaking documents can also be accessed through the FAA's web page at [www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](http://www.faa.gov/air_traffic/publications/airspace_amendments/).

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during regular business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 210, 1701 Columbia Ave., College Park, GA 30337.

#### Incorporation by Reference

Class E airspace designations are published in Paragraph 6005 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document proposes to amend the current version of that order, FAA Order JO 7400.11K, Airspace Designations and Reporting Points, dated August 4, 2025, and effective September 15, 2025. These updates would be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11K, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

#### The Proposal

The FAA proposes an amendment to 14 CFR part 71 to update Class E airspace by removing the point in space

reference and updating the coordinates for Angel Medical Center in Franklin, NC. It would also update the legal description for Macon County Airport to reflect the most accurate and up-to-date coordinates. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area.

#### Regulatory Notices and Analyses

The FAA has determined that this proposed 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 Department of Transportation (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 will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1G, "FAA National Environmental Policy Act Implementing Procedures," prior to any final regulatory action by the FAA.

#### Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 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 FAA Order JO 7400.11K, Airspace Designations and Reporting Points, dated August 4, 2025, and

effective September 15, 2025, is amended as follows:

\* \* \* \* \*

*Paragraph 6005 Class E Airspace.*

\* \* \* \* \*

#### ASO NC E5 Franklin, NC [Amended]

Macon County Airport, NC

(Lat. 35°13'20" N, long 83°25'12" W)

Angel Medical Center, NC

(Lat. 35°11'39" N, long. 83°21'36" W)

That airspace extending upward from 700 feet or more above the surface of the Earth within a 6.4-mile radius of Macon County Airport and that airspace within a 6-mile radius of Angel Medical Center.

\* \* \* \* \*

Issued in College Park, Georgia, on December 16, 2025.

**Patrick Young,**

*Manager, Airspace & Procedures Team North, Eastern Service Center, Air Traffic Organization.*

[FR Doc. 2025–23447 Filed 12–18–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2025–5340; Airspace Docket No. 25–AEA–8]

RIN 2120–AA66

#### Amendment of Class D, Class E2, Class E4 and Class E5 Airspace Over Patuxent River, MD

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to amend Class D, Class E2, Class E4, and Class E5 airspace at Patuxent River Naval Air Station (NAS) (Trapnell Field), Patuxent River, MD. The currently designated Class D, Class E2, and Class E4 airspace do not properly contain instrument flight rule (IFR) operations, which require controlled airspace. The geographic coordinates for Patuxent River NAS (Trapnell Field) would be updated in the airspace legal descriptions. The reference to the decommissioned Patuxent VORTAC would also be updated in the Class E2, Class E4, and Class E5 airspace legal descriptions. Last, the geographic coordinates for the Patuxent River NDB would also be updated in the Class E2 and Class E4 airspace legal descriptions. **DATES:** Comments must be received on or before February 2, 2026.

**ADDRESSES:** Send comments identified by FAA Docket No. FAA–2025–5340 and Airspace Docket No. 25–AEA–8 using any of the following methods:

\* *Federal eRulemaking Portal:* Go to [www.regulations.gov](http://www.regulations.gov) and follow the online instructions for sending your comments electronically.

\* *Mail:* Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

\* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except for Federal holidays.

\* *Fax:* Fax comments to Docket Operations at (202) 493–2251.

*Docket:* Background documents or comments received may be read at [www.regulations.gov](http://www.regulations.gov) at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except for Federal holidays.

FAA Order JO 7400.11K Airspace Designations and Reporting Points and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). You may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington DC 20597; Telephone: (202) 267–8783.

**FOR FURTHER INFORMATION CONTACT:** Marc Ellerbee, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone: (404) 305–5589.

#### **SUPPLEMENTARY INFORMATION:**

##### **Authority for This Rulemaking**

The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency’s authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the

scope of that authority as it would amend Class D, Class E2, Class E4, and Class E5 airspace in Patuxent River, MD.

##### **Comments Invited**

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

*Privacy:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edits, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

##### **Availability of Rulemaking Documents**

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You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during regular business hours at the office of the Eastern Service Center, Federal Aviation

Administration, Room 210, 1701 Columbia Ave., College Park, GA 30337.

##### **Incorporation by Reference**

Class D, Class E2, Class E4, and Class E5 airspace designations are published in paragraphs 5000, 6002, 6004, and 6005 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document proposes to amend the current version of that order, FAA Order JO 7400.11K, dated August 4, 2025, and effective September 15, 2025. These updates would be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11K, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

##### **The Proposal**

This action proposes to amend 14 CFR part 71 by modifying the Class D, Class E2, Class E4, and Class E5 airspace for Patuxent River NAS (Trapnell Field), Patuxent River, MD. Controlled airspace is necessary for the safety and management of IFR operations in the area for existing instrument approach procedures.

This action proposes to amend the Class D airspace over Patuxent River, MD, by updating the Patuxent River NAS (Trapnell Field) geographic coordinates and increasing the lateral boundary of the Class D airspace to within a 4.7-mile radius of Patuxent River NAS (Trapnell Field) and within a .5-mile radius of Chesapeake Ranch Airpark excluding that airspace within Restricted Areas R–4005 and R–4007 when active. The superseded reference to the “Airport Facility Directory” would also be replaced with “Chart Supplement” in the airspace legal description.

This action also proposes to amend the Class E2 airspace over Patuxent River, MD, by updating the geographic coordinates of Patuxent River NAS (Trapnell Field) and modifying the dimensions from the current configuration to that airspace extending upward from the surface within a 4.7-mile radius of Patuxent River NAS (Trapnell Field) and within 1.8 miles each side of the 047° bearing from Patuxent River NAS extending from the 4.7-mile radius of Patuxent River NAS to 6.5 miles northeast of the airport; and within 1.9 miles each side of the 233° bearing from Patuxent River NAS extending from the 4.7-mile radius to 6.2 miles southwest of the airport; and within 1.8 miles each side of the 137° bearing from Patuxent River NAS

extending from the 4.7-mile radius to 10.8 miles southeast of the airport; and within a .5-mile radius of Chesapeake Ranch Airpark, excluding that airspace within Restricted Areas R-4005 and R-4007 when active. This reconfiguration would properly contain the currently published standard instrument approach procedures. The reference to the decommissioned Patuxent VORTAC in the Class E2 legal description would also be removed, and the geographic coordinates of the Patuxent River NDB would be updated.

This action also proposes to amend the Class E4 airspace over Patuxent River, MD, by updating the geographic coordinates of Patuxent River NAS (Trapnell Field) and modifying the dimensions from the current configuration to that airspace extending upward from the surface within 1.8 miles each side of the 047° bearing from Patuxent River NAS extending from the 4.7-mile radius of Patuxent River NAS to 6.5 miles northeast of the airport; and within 1.9 miles each side of the 233° bearing from Patuxent River NAS extending from the 4.7-mile radius to 6.2 miles southwest of the airport; and within 1.8 miles each side of the 137° bearing from Patuxent River NAS extending from the 4.7-mile radius to 10.8 miles southeast of the airport, excluding that airspace within Restricted Areas R-4005 and R-4007 when active. This reconfiguration will properly contain the currently published standard instrument approach procedures. Additionally, the reference to the decommissioned Patuxent VORTAC in the Class E4 legal description would be removed; the superseded reference to the “Airport Facility Directory” would be replaced with “Chart Supplement”; and the geographic coordinates of the Patuxent River NDB would be updated.

Lastly, this action proposes to amend the Class E5 airspace over Patuxent River, MD, by replacing the reference to the decommissioned Patuxent VORTAC with point in space coordinates using the same geographic coordinates.

### Regulatory Notices and Analyses

The FAA has determined that this proposed 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 Department of Transportation (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 will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

### Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1G, “FAA National Environmental Policy Act Implementing Procedures” prior to any FAA final regulatory action.

### Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

### The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 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 FAA Order JO 7400.11K, Airspace Designations and Reporting Points, dated August 4, 2025, and effective September 15, 2025, is amended as follows:

#### *Paragraph 5000 Class D Airspace.*

\* \* \* \* \*

#### **AEA MD D Patuxent River, MD [Amended]**

Patuxent River NAS (Trapnell Field), MD  
(Lat. 38°17′11″ N, long. 76°24′36″ W)  
Chesapeake Ranch Airpark, MD  
(Lat. 38°21′40″ N, long. 76°24′19″ W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 4.7-mile radius of Patuxent River NAS (Trapnell Field) and within a .5-mile radius of Chesapeake Ranch Airpark excluding that airspace within Restricted Areas R-4005 and R-4007 when active. 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 6002 Class E Airspace Areas Designated as Surface Areas.*

\* \* \* \* \*

#### **AEA MD E2 Patuxent River, MD [Amended]**

Patuxent River NAS (Trapnell Field), MD  
(Lat. 38°17′11″ N, long. 76°24′36″ W)  
Patuxent River NDB  
(Lat. 38°17′09″ N, long. 76°24′12″ W)  
Chesapeake Ranch Airpark, MD  
(Lat. 38°21′40″ N, long. 76°24′19″ W)

That airspace extending upward from the surface within a 4.7-mile radius of Patuxent River NAS (Trapnell Field) and within 1.8 miles each side of the 047° bearing from Patuxent River NAS extending from the 4.7-mile radius of Patuxent River NAS to 6.5 miles northeast of the airport; and within 1.9 miles each side of the 233° bearing from Patuxent River NAS extending from the 4.7-mile radius to 6.2 miles southwest of the airport; and within 1.8 miles each side of the 137° bearing from Patuxent River NAS extending from the 4.7-mile radius to 10.8 miles southeast of the airport; and within a .5-mile radius of Chesapeake Ranch Airpark, excluding that airspace within Restricted Areas R-4005 and R-4007 when active. This Class E airspace area is effective during those times when the Class D airspace is not in effect.

\* \* \* \* \*

#### *Paragraph 6004 Class E Airspace Designated as an Extension to a Class D Surface Area.*

\* \* \* \* \*

#### **AEA MD E4 Patuxent River, MD [Amended]**

Patuxent River NAS (Trapnell Field), MD  
(Lat. 38°17′11″ N, long. 76°24′36″ W)  
Patuxent River NDB  
(Lat. 38°17′09″ N, long. 76°24′12″ W)

That airspace extending upward from the surface within 1.8 miles each side of the 047° bearing from Patuxent River NAS extending from the 4.7-mile radius of Patuxent River NAS to 6.5 miles northeast of the airport; and within 1.9 miles each side of the 233° bearing from Patuxent River NAS extending from the 4.7-mile radius to 6.2 miles southwest of the airport; and within 1.8 miles each side of the 137° bearing from Patuxent River NAS extending from the 4.7-mile radius to 10.8 miles southeast of the airport, excluding that airspace within Restricted Areas R-4005 and R-4007 when active. This Class E airspace area is effective during 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.*

\* \* \* \* \*

#### **AEA MD E5 Patuxent River, MD [Amended]**

Point in Space Coordinates  
(Lat. 38°17′16″ N, long. 76°24′01″ W)

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

radius of the point in space lat. 38°17'16" N, long. 76°24'01" W, excluding the portion NW of a line extending from lat. 38°15'02" N, long. 76°39'15" W; to lat. 38°26'26" N, long. 76°13'46" W.

\* \* \* \* \*

Issued in College Park, Georgia, on December 16, 2025.

**Patrick Young,**

*Manager, Airspace & Procedures Team North, Eastern Service Center, Air Traffic Organization.*

[FR Doc. 2025–23459 Filed 12–18–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF ENERGY

### Federal Energy Regulatory Commission

#### 18 CFR Part 342

[Docket No. RM26–6–000]

#### Five-Year Review of the Oil Pipeline Index; Correction

**AGENCY:** Federal Energy Regulatory Commission

**ACTION:** Notice of proposed rulemaking; correction.

**SUMMARY:** The Federal Energy Regulatory Commission published a document in the **Federal Register** of November 24, 2025, concerning a notice of proposed rulemaking seeking comment on the Commission's proposed index level used to determine annual changes to oil pipeline rate ceilings. The document contained an error.

**DATES:** This correction is effective December 19, 2025.

**FOR FURTHER INFORMATION CONTACT:**

Monil Patel (Technical Information), Office of Energy Market Regulation, Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426, (202) 502–8296. [Monil.Patel@ferc.gov](mailto:Monil.Patel@ferc.gov)  
Evan Steiner (Legal Information), Office of the General Counsel, Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426, (202) 502–8792. [Evan.Steiner@ferc.gov](mailto:Evan.Steiner@ferc.gov)

**SUPPLEMENTARY INFORMATION:**

#### Correction

In FR Doc. 2025–20762 (193 FERC ¶ 61,045) beginning on page 52902 in the issue of Monday, November 24, 2025, make the following corrections:

On page 52904, in the second column, footnote 22, “The Regulatory Impact Analysis (RIA) supporting this rulemaking can be found as a

supporting document at [www.regulations.gov](http://www.regulations.gov).” should read “The Regulatory Impact Analysis (RIA) supporting this rulemaking can be found in this docket on the Commission’s eLibrary system.”

On page 52906, in the first column, lines 60–63, and the second column, line 1, “The regulatory impact analysis associated with this rulemaking can be found as a supporting document at [www.regulations.gov](http://www.regulations.gov).” should read “The regulatory impact analysis associated with this rulemaking can be found in this docket on the Commission’s eLibrary system.”

Issued: December 17, 2025.

**Debbie-Anne A. Reese,**  
*Secretary.*

[FR Doc. 2025–23488 Filed 12–18–25; 8:45 am]

**BILLING CODE 6717–01–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 100, 110, and 165

[Docket Number USCG–2025–0903]

**RIN 1625–AA08, AA01, AA87**

#### Special Local Regulation, Temporary Anchorage Ground Suspension, and Security Zones: Sail 4th 250, International Naval Review 250; Port of New York and New Jersey

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard is proposing to establish temporary special local regulations and multiple security zones, and to temporarily suspend certain anchorage grounds in New York Harbor, Sandy Hook Bay, and the Hudson River before, during, and after Sail 4th 250 events, the U.S. Navy’s International Naval Review 250 and International Aerial Review, Independence Day fireworks displays, and U.S. Navy Fleet Week events to be held between July 1, 2026 and July 9, 2026. These regulations are necessary to promote the safe navigation of vessels and the safety of life and property during these events. We invite your comments.

**DATES:** Comments and related material must be received by the Coast Guard on or before February 17, 2026. The dates for the stays and temporary sections are listed in the **SUPPLEMENTARY INFORMATION** section.

**ADDRESSES:** To submit comments and view available documents, go to <https://www.regulations.gov> and search for USCG–2025–0903.

[www.regulations.gov](http://www.regulations.gov) and search for USCG–2025–0903.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this proposed rulemaking, call or email: Mr. Craig Lapiejko, Waterways Management, Coast Guard Northeast District, telephone 571–607–6314, email [Craig.D.Lapiejko@uscg.mil](mailto:Craig.D.Lapiejko@uscg.mil), or CDR Timothy Bonner, Sector New York Waterways Management Division, U.S. Coast Guard; telephone 571–610–1808, email [Timothy.A.Bonner@uscg.mil](mailto:Timothy.A.Bonner@uscg.mil).

**SUPPLEMENTARY INFORMATION:**

#### I. Table of Abbreviations

CFR Code of Federal Regulations  
CGD–NE Coast Guard Northeast District Commander  
COTP Captain of the Port, New York  
DHS Department of Homeland Security  
FR Federal Register  
IAR International Aerial Review INR 250 International Naval Review 250  
NJ New Jersey  
NY New York NPRM Notice of proposed rulemaking  
§ Section  
U.S. United States  
U.S.C. United States Code  
VTS Vessel Traffic Service, New York

#### II. Background and Authority

On June 1, 2025, Sail250®<sup>1</sup> and the United States Navy formally notified the Coast Guard Captain of the Port, New York (COTP) that, from July 1, 2026, through July 9, 2026, they will be conducting a series of major marine events in New York Harbor. Tall Ship Parade of Sail,<sup>2</sup> an International Naval Review 250 (INR 250),<sup>3</sup> an International Aerial Review (IAR),<sup>4</sup> and U.S. Navy Fleet Week events in New York Harbor in celebration of America’s 250th birthday. The Sail250® Tall Ships tour, which also includes the ports of New Orleans, LA; Norfolk, VA; Baltimore, MD; and Boston, MA, has been designated as a Marine Event of National Significance.<sup>5</sup>

The purpose of this rulemaking is to ensure the safety of vessels and spectators in the vicinity of New York Harbor, before, during, and after the scheduled events are completed. The Coast Guard anticipates thousands of spectator crafts will attend the events. The proposed regulations would create temporary spectator areas, temporary participant staging areas, vessel movement control measures, and

<sup>1</sup> <https://www.sail250.org/>.

<sup>2</sup> <https://sail4th.org/>.

<sup>3</sup> <https://www.navy.mil/Navy-250/Events/>.

<sup>4</sup> <https://www.navy.mil/Navy-250/Events/as/part-of-the-America-250th-celebration>, headlined by the U.S. Navy Blue Angels.

<sup>5</sup> <https://www.ecfr.gov/current/title-46/section-26.03-8>.