understand the capabilities, benefits, risks, technical limitations, and performance of operating a pLEO satellite system on Coast Guard ships at sea. The pLEO satellite system provides global broadband coverage, to include the extreme northern and southern latitudes, which have traditionally been limited to geostationary satellites.

We anticipate that the Coast Guard's contributions under the proposed CRADA will include the following:

(1) Provide staff with the expertise to support the tasks.

(2) Provide resources and travel for the Coast Guard staff that support this CRADA.

(3) Write a test plan in collaboration with the non-Federal participant.

(4) Obtain approvals for installation.

(5) Obtain authorization to connect to the network.

(6) Ship the necessary parts, tools, and equipment to the Coast Guard Cutter.

(7) Coordinate logistics with the Coast Guard Cutter for the installation of equipment onboard the ship.

(8) Coordinate operation of equipment with the Coast Guard Cutter while the ship is underway.

(9) Provide resources required to conduct underway testing on the Coast Guard Cutter

(10) Execute agreed upon test plan.

(11) Write a report in collaboration with the non-Federal participant.

We anticipate that the non-Federal participants' contributions under the proposed CRADA will include the following:

(1) Provide staff with the expertise to support the tasks.

(2) Provide resources and travel for own staff in support of this CRADA.

(3) Write a test plan in collaboration with the R&D Center.

(4) Provide non-Federal participants' shipboard equipment and airtime for the equipment.

(5) Provide the technical data for all equipment, including dimensions, weight, power requirements, and other technical considerations for non-Federal participants' components to be utilized under this CRADA.

(6) Assist with the installation of equipment on the Coast Guard Cutter

(7) Provide technical support.

(8) Provide any specific training to those Coast Guard members evaluating the technology.

(9) Provide mutually agreed upon resources required to conduct the underway testing on the Coast Guard Cutter.

(10) Write a report in collaboration with the R&D Center.

The Coast Guard reserves the right to select for CRADA participants all, some, or no proposals submitted for this CRADA. The Coast Guard will provide no funding for reimbursement of proposal development costs. Proposals and any other material submitted in response to this notice will not be returned. Proposals submitted are expected to be unclassified and have not more than five single-sided pages (excluding cover page, DD 1494, JF–12, etc.). The Coast Guard will select proposals at its sole discretion based on:

(1) How well they communicate an understanding of, and ability to meet, the proposed CRADA's goals; and

(2) How well they address the following criteria:

(a) Technical capability to support the non-Federal party contributions described, and

(b) Resources available for supporting the non-Federal party contributions described.

Currently, the Coast Guard is considering Hughes Network Systems for participation in this CRADA. This consideration is because Hughes Network Systems operates a pLEO satellite system that provides at-sea global coverage including coverage of the extreme latitudes. However, we do not wish to exclude other viable participants from this or future similar CRADAs.

This is a technology assessment effort. The goal for this CRADA is to work with an industry partner to explore alternate methods and applications for pLEO/MEO satellite communications in the maritime environment at the most extreme northern and southern latitudes. This could include:

—robust global underway network connectivity for its' ships

—a positioning, navigation and timing (PNT) source in a GPS denied environment.

—a maritime distress communication system.

—network connectivity to unmanned mobile platforms.

—tactical network connectivity for use by Coast Guard boarding teams.

—multi-orbit satellite systems.

Special consideration will be given to small business firms or consortia, and preference will be given to business units located in the U.S. This notice is issued under the authority of 5 U.S.C. 552(a).

Dated: April 12, 2024.

Bert Macesker,

Executive Director, U.S. Coast Guard Research and Development Center.

[FR Doc. 2024–08143 Filed 4–16–24; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG–2023–0822]

Port Access Route Study: Approaches to the Port of Cape Canaveral and Vessel Transit Offshore Jacksonville, Daytona, and Canaveral, Florida

AGENCY: Coast Guard, DHS.

ACTION: Notice of study; request for comments.

SUMMARY: The Coast Guard is conducting a Port Access Route Study (PARS) to evaluate safe routes for vessel traffic transiting to and from the Port of Cape Canaveral and within the offshore waters of Jacksonville, Daytona, and Canaveral, Florida. The Cape Canaveral PARS is necessary to maintain and improve navigational safety by determining if shipping safety fairways and/or routing measures should be established, adjusted, or modified due to a variety of factors including continued growth in the aerospace industry and operations. The recommendations of the study may subsequently be implemented through rulemakings or in accordance with international agreements.

DATES: Comments and related material must be received on or before July 16, 2024. Requests for a public meeting must be submitted on or before May 17, 2024.

ADDRESSES: You may submit comments identified by docket number USCG–2023–0822 using the Federal eRulemaking Portal *http://www.regulations.gov.* See the ''Public Participation and Request for Comments'' portion of the **SUPPLEMENTARY INFORMATION**.

FOR FURTHER INFORMATION CONTACT: If you have questions about this notice or study, call or email Lieutenant Meredith Overstreet, Seventh Coast Guard District (dpw), U.S. Coast Guard; telephone (206) 815–5857, email *Meredith.D.Overstreet1@uscg.mil.*

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

ACPARS Atlantic Coast Port Access Route Study
COMDTINST Commandant Instruction
CFR Code of Federal Regulations
DHS Department of Homeland Security
EEZ Exclusive Economic Zone
E.O. Executive Order
FR Federal Register
PARS Port Access Route Study
TSS Traffic Separation Scheme
U.S. United States
U.S.C. United States Code

II. Background and Purpose

A. Requirements for Port Access Route Studies: Under Section 70003 of Title 46 of the United States Code, the Commandant of the Coast Guard may designate necessary shipping safety fairways (fairways) and traffic separation schemes (TSSs) to provide safe access routes for vessels proceeding to and from U.S. ports. The designation of fairways and TSSs recognizes the paramount right of navigation over all other uses in the designated areas.

Before establishing or adjusting fairways or TSSs, the Coast Guard must conduct a Port Access Route Study (PARS), a study of potential traffic density and the need for safe access routes for vessels. Through the study process, the Coast Guard must coordinate with Federal, State, and foreign nations (where appropriate) and consider the views of maritime community representatives, environmental groups, and other interested stakeholders. The primary purpose of this coordination is, to the extent practicable, to reconcile the need for safe access routes with other reasonable waterway uses such as anchorages, construction, the operation of renewable energy facilities, marine sanctuary operations, commercial activities, recreational activities, and other uses.

In addition to aiding the Coast Guard in establishing new or adjusting fairways or TSSs, this PARS may recommend establishing or amending other vessel routing measures. Examples of other routing measures include two-way routes, recommended tracks, deep-water routes (for the benefit primarily of ships whose ability to maneuver is constrained by their draft), precautionary areas (where ships must navigate with particular caution), and areas to be avoided (for reasons of exceptional danger or especially sensitive ecological and environmental factors).

The Cape Canaveral PARS will consider whether such measures are necessary to improve navigation safety due to factors such as continued growth in the aerospace industry and operations; current port capabilities and planned improvements; increased vessel traffic; existing and potential anchorage areas; changing vessel traffic patterns; weather; and/or navigational difficulty. Vessel routing measures are implemented to reduce the risk of marine casualties and may be a result of this study.

B. Previous Port Access Route Studies within this Study Area: In 2016, the Coast Guard published a notice of its Atlantic Coast Port Access Route Study (ACPARS) in the **Federal Register** (81 FR 13307; March 14, 2016) and announced the study report as final in the **Federal Register** (82 FR 16510; April 5, 2017). The ACPARS analyzed the Atlantic Coast waters seaward of existing port approaches within the U.S. Exclusive Economic Zone (EEZ). This multiyear study began in 2011, included public participation, and identified the navigation routes customarily followed by ships engaged in commerce between international and domestic U.S. ports. The study is available at *https://www.navcen.uscg.gov/port-access-route-studies.* Data and information from stakeholders, including Automatic Identification System data from vessel traffic, were used to identify and verify deep draft and coastwise navigation routes that are typically followed by ships engaged in commerce between international and domestic U.S ports.

C. Need for a New Port Access Route Study: In 2022, the Coast Guard announced in the **Federal Register** (87 FR 76497; December 14, 2022) a new study of routes used by ships to access ports on the Southeast Atlantic Coast of the United States and the Commonwealth of Puerto Rico and the U.S. Virgin Islands. This new study is in support of the provisions provided in Public Law 117–169, commonly referred to as the Inflation Reduction Act of 2022, and Executive Order on the Implementation of the Energy and Infrastructure Provisions of the Inflation Reduction Act of 2022 (E.O. 14082). This study will be separate from, but may expand upon, the proposals in the other Coast Guard rulemakings. The Cape Canaveral PARS will focus on the coastwise shipping routes and approaches to the port of Cape Canaveral and the impact of space operations offshore Jacksonville, Daytona, and Cape Canaveral. This PARS will help the Coast Guard determine what impact, if any, the siting, construction, and operation of new developments may have on existing near coastal users of the U.S. waters of the Atlantic Ocean adjacent to Cape Canaveral and the potential impact of shipping to other maritime users. To ensure safety of navigation, the Coast Guard will determine the impacts of aerospace operations that may result in rerouting traffic, funneling traffic, and placement of structures that may obstruct navigation. Some of the impacts may include port expansion in Cape Canaveral, increased implementation of safety and security zones, increased vessel traffic density, more restricted offshore vessel routing, fixed navigation obstructions, underwater cable hazards, and economic impacts. Analyzing the various impacts will require a thorough understanding of the interrelationships of shipping, port operations, the aerospace industry, the cruise industry, and other commercial and recreational uses.

The goal of the PARS is to enhance navigational safety by examining existing shipping routes and waterway uses, and, to the extent practicable, reconciling the paramount right of navigation within designated port access routes with other waterway uses such as the expansion of aerospace operations, growth of the cruise industry, commercial fishing, marine sanctuaries, and port expansions.

III. Information Requested

Timelines, Study Area, Focus, and Process: The Cape Canaveral PARS is expected to take 12 months or more to complete. The study area will encompass all vessel traffic patterns approaching and departing the Port of Cape Canaveral and offshore Jacksonville, Daytona, and Cape Canaveral. The Cape Canaveral PARS will focus on vessel traffic and navigation mitigation techniques to improve and support safe navigation transits.

As part of this study, we will analyze current and historical vessel traffic, fishing vessel information, agency and stakeholder experience in vessel traffic management, navigation, ship handling, and effects of weather. We encourage you to participate in the study process by submitting comments in response to this document.

We will publish the results of the Cape Canaveral PARS in the **Federal Register**. It is possible that the study may validate existing vessel routing measures and conclude that no changes are necessary. It is also possible that the study may recommend one or more changes to enhance navigational safety and the efficiency of vessel traffic. The recommendations may lead to future rulemakings or appropriate international agreements.

Possible Scope of the Recommendations: We are attempting to determine the scope of any safety concerns associated with vessel transits in the study area. The information gathered during the study should help us identify concerns and mitigating solutions. Considerations might include: (1) Maintain the current vessel routing measures; (2) modify the existing traffic separation schemes; (3) create one or more precautionary areas; (4) create one or more inshore traffic zones; (5)

establish area(s) to be avoided; (6) create deep-draft routes; (7) evaluate the established Regulated Navigation Area (RNA) with specific vessel operating requirements for aerospace industry operations; [1] (8) identify any other appropriate ships' routing measures; (9) use this study for future decisions on routing measures or other maritime traffic considerations and; (10) use this study to inform other agencies concerning the impacts of their future endeavors.

Questions: To help us conduct the Cape Canaveral PARS, we request information that will help answer the following questions, although comments on other issues addressed in this document are also welcome. In responding to a question, please explain your reasons for each answer and follow the instructions under ''Public Participation and Request for Comments'' below.

(1) What navigational hazards do vessels operating in the study area face? Please describe.

(2) Are there strains on the current vessel routing systems, such as increasing traffic density associated with future growth? Please describe.

(3) Are modifications to existing vessel routing measures needed to address hazards and improve traffic efficiency in the study area? If so, please describe.

(4) What costs and benefits are associated with the measures listed as potential study considerations? What measures do you think are most cost-effective?

(5) What impacts, both positive and negative, would changes to existing routing measures or new routing measures have on the study area?

(6) Where do you transit? Where are your transit routes? What criteria are used in determining your transit routes?

(7) Do you currently experience competing uses for the same waterway areas or transit routes? If so, please describe.

(8) Do you anticipate, or are you aware of, future competing uses for the same waterway areas or transit routes? These could include potential aerospace industry operations, commercial fishing, cruise ship navigation, or otherwise.

(9) Are there other environmental, cultural, Tribal, marine mammal, or other impacts which should be considered during this Port Access Route Study?

[1] 33 CFR 165.701 and 165.775.

IV. Public Participation and Request for Comments

We encourage you to participate in this study by submitting comments and related materials. All comments received will be posted without change to *http://www.regulations.gov* and will include any personal information you have provided.

A. Submitting Comments: If you submit comments to the online public docket, please include the docket number for this rulemaking (USCG–2023–0822), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. We accept anonymous comments.

To submit your comment online, go to *http://www.regulations.gov*, and insert ''USCG–2023–0822'' in the ''search box.'' Click ''Search.'' Then click ''Comment Now.'' We will consider all comments and material received during the comment period.

B. Public Meetings: The Coast Guard may hold public meeting(s) if there is sufficient public interest. You must submit a request for one on or before May 17, 2024. You may submit your request for a public meeting online via *http://www.regulations.gov*. Please explain why you believe a public meeting would be beneficial. If we determine that a public meeting would aid in the study, we will hold a meeting at a time and place announced by a later notice in the **Federal Register**.

C. Viewing Comments and Documents: To view the comments and documents mentioned in this preamble as being available in the docket, go to *http://www.regulations.gov*, click on the ''read comments'' box, which will then become highlighted in blue. In the ''Keyword'' box insert ''USCG–2023–0822'' and click ''Search.'' Click the ''Open Docket Folder'' in the ''Actions'' column.

D. Privacy Act: We accept anonymous comments. All comments received will be posted without change to *https://www.regulations.gov* and will include any personal information you have provided. For more about privacy and submissions in response to this document, see DHS's Correspondence System of Records notice (84 FR 48645, September 26, 2018). Documents mentioned in this notice as being available in the docket, and all public comments, will be in our online docket at *https://www.regulations.gov* and can be viewed by following that website's instructions. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted, or a final rule is published.

V. Cape Canaveral PARS: Study Area

The Seventh Coast Guard District, Coast Guard Sector Jacksonville, and Coast Guard Marine Safety Unit Port Canaveral will conduct the Cape Canaveral PARS. The study will commence upon publication of this notice and take 12 months or more to complete.

The study area is bounded by a line connecting the following positions:

(1) *Port of Canaveral Site.* From as far north as St. Augustine and as far south as Fort Pierce and out 210 Nautical Miles from the shore. All waters from surface to bottom encompassed within a line connecting the following points:

Point 1	29°53′55″ N	081°16′18″ W
Point 2	29°56′49″ N	077°05′41″ W
Point 3	27°27′53″ N	076°55′28″ W
Point 4	27°34′07″ N	080°18′53″ W
Point 5	28°01′24″ N	080°32′23″ W
Point 6	28°15′26″ N	080°36′19″ W
Point 7	28°24′32″ N	080°35′11″ W
Point 8	28°24′34″ N	080°37′31″ W
Point 9	28°24′41″ N	080°37′31″ W
Point 10	28°24′39″ N	080°35′02″ W
Point 11	28°26′11″ N	080°33′54″ W
Point 12	28°27′08″ N	080°31′21″ W
Point 13	28°35′56″ N	080°34′56″ W
Point 14	29°02′46″ N	080°54′12″ W
Point 15	29°37′30″ N	081°12′01″ W

thence return to origin.

(2) *Jacksonville Site.* All waters from surface to bottom encompassed within a line connecting the following points:

Point 1	31°06′28″ N	080°15′00″ W
Point 2	30°55′01″ N	080°01′40″ W
Point 3	30°43′30″ N	080°15′00″ W
Point 4	30°55′01″ N	080°28′19″ W

thence return to origin.

(3) *Daytona Site.* All waters from surface to bottom encompassed within a line connecting the following points:

Point 1	29°59′27″ N	080°40′01″ W
Point 2	29°48′00″ N	080°26′52″ W
Point 3	29°36′32″ N	080°40′01″ W
Point 4	29°48′00″ N	080°53′09″ W

thence return to origin.

(4) *Cape Canaveral Site.* All waters from surface to bottom encompassed within a line connecting the following points:

Point 1	29°02′27″ N	080°13′48″ W
Point 2	28°51′00″ N	080°00′46″ W
Point 3	28°39′32″ N	080°13′48″ W
Point 4	28°51′00″ N	080°26′49″ W

thence return to origin.

While the Port of Canaveral Site completely overlaps with the Cape

Canaveral Site and mostly overlaps with the Daytona Site, the coordinates for the Cape Canaveral and Daytona Sites have still been included for mariners' reference given historical space capsule recoveries in those specific coordinates. An illustration showing the study area is available in the docket where indicated under **ADDRESSES**.

The Cape Canaveral PARS will analyze navigation routes to/from the Port of Cape Canaveral, and historic space capsule safety zone reentry sites offshore Jacksonville, Daytona, and Canaveral. Current capabilities and planned improvements to handle maritime conveyances will be considered. The analyses will be conducted in accordance with COMDTINST 16003.2B, Marine Planning to Operate and Maintain the Marine Transportation System and Implement National Policy. This Instruction is available at *https://media.defense.gov/2019/Jul/10/2002155400/-1/-1/0/CI_16003_2B.PDF*.

We will publish the results of the Cape Canaveral PARS in the **Federal Register**. It is possible that the study may validate the status quo (no fairways or routing measures) and conclude that no changes are necessary. It is also possible that the study may recommend one or more changes to address navigational safety and the efficiency of vessel traffic management. The recommendations may lead to future rulemakings or appropriate international agreements.

This notice is published under the authority of 46 U.S.C. 70003(c)(1).

Dated: April 10, 2024.

Douglas M. Schofield,

Rear Admiral, U.S. Coast Guard, Commander, Seventh Coast Guard District.

[FR Doc. 2024–08191 Filed 4–16–24; 8:45 am]

BILLING CODE P

DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

[Docket ID: FEMA–2023–0014; OMB No. 1660–NW164]

Agency Information Collection Activities: Submission for OMB Review, Comment Request; An Investigation of the Effect of Disaster Response and Recovery on Perceived Stress and Emotional Trauma

AGENCY: Federal Emergency Management Agency, Department of Homeland Security.

ACTION: 30-Day notice of new collection and request for comments.

SUMMARY: The Federal Emergency Management Agency (FEMA) will submit the information collection abstracted below to the Office of Management and Budget for review and clearance in accordance with the requirements of the Paperwork Reduction Act of 1995. The submission seeks comments concerning the effect of disasters on the mental health of emergency managers at local, State, and Federal levels.

DATES: Comments must be submitted on or before May 17, 2024.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to *www.reginfo.gov/public/do/PRAMain.* Find this particular information collection by selecting ''Currently under 30-day Review—Open for Public Comments'' or by using the search function.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the information collection should be made to Director, Information Management Division, 500 C Street SW, Washington, DC 20472, email address: *FEMA-Information-Collections-Management@fema.dhs.gov* or Megan Corley, Supervisory Psychologist, FEMA Mental Health, at *fema-mentalhealth@fema.dhs.gov* or (202) 880–7506.

SUPPLEMENTARY INFORMATION: A study to investigate the effect of disaster response and recovery on emergency managers was requested by Congress in the Consolidated Appropriations Act, 2021 (Pub. L. 116–260). 29 CFR part 1960, entitled ''Basic Program Elements for Federal Employee Occupational Safety and Health Programs and Related Matters'', contains special provisions to assure safe and healthful working conditions for Federal employees; requiring the head of each Federal agency to maintain an effective and comprehensive occupational safety and health program consistent with Section 6 of the Occupational Safety and Health Administration Act of 1970 (Pub. L. 91–596) (OSHA Act). Furthermore, 5 U.S.C. 7902 requires the head of each agency to develop and support organized safety promotion to reduce accidents and injuries to its employees, encourage safe practices, and eliminate hazards and risks. Under 5 U.S.C. 7902 (e), Agencies must also keep a record of injuries and accidents.

This program was established to improve the mental health of FEMA's, as well as State and local, emergency managers in response to the effects of stress caused by disasters. This data collection is needed to comply with the OSHA Act, 5 U.S.C. 7902 requiring the monitoring, reporting, and mitigation of workplace injuries, and with the request from Congress to undertake this survey.

This proposed information collection previously published in the **Federal Register** on December 4, 2023, at 88 FR 84161 with a 60-day public comment period. No comments were received. The purpose of this notice is to notify the public that FEMA will submit the information collection abstracted below to the Office of Management and Budget for review and clearance.

Collection of Information

Title: An Investigation of the Effect of Disaster Response and Recovery on Perceived Stress and Emotional Trauma.

Type of Information Collection: New information collection.

OMB Number: 1660–NW164.

FEMA Forms: FEMA Form FF–119–FY–23–100, FEMA Congressional Mental Health Emergency Manager Wellness Study Survey.

Abstract: This information collection supports a study to investigate the effect of disaster response and recovery on emergency managers that was requested by Congress in 2022. This is a voluntary survey that will be collected electronically with approximately 38 questions pertaining to the individuals' experience and demographics, as well as their perceptions of emotional trauma and stress symptoms while supporting a disaster response or recovery. Prior to seeing these questions, participants will see an informed consent screen that outlines the nature of the study, risks, benefits, and Institutional Review Board (IRB) information. Participants may choose to end the survey at any time without questions being asked. Participants are given mental health resources to support them in the event of emotional triggering.

Affected Public: State, local, and Tribal governments.

Estimated Number of Respondents: 378.

Estimated Number of Responses: 378.

Estimated Total Annual Burden Hours: 189.

Estimated Total Annual Respondent Cost: $11,712.

Estimated Respondents' Operation and Maintenance Costs: $0.

Estimated Respondents' Capital and Start-Up Costs: $0.

Estimated Total Annual Cost to the Federal Government: $307,907.

Comments

Comments may be submitted as indicated in the **ADDRESSES** caption