

Martin. USA–1 and USA–4 were most recently extended in 2017 (82 FR 42327, September 7, 2017). The current terms of Exploration Licenses USA–1 and USA–4 end on June 2, 2022. Section 107(a) of DSHMRA provides that NOAA shall extend exploration licenses for a term of not more than five years if the licensee has substantially complied with the license and exploration plan and has requested an extension of the license. 30 U.S.C. 1417.

Lockheed Martin has submitted this request to maintain its interests and rights under these exploration licenses. Lockheed Martin is not currently conducting at-sea activities under DSHMRA exploration licenses USA–1 or USA–4, nor is the company proposing any such activities in this license extension request. Lockheed Martin has stated that at-sea exploration activities have been delayed for several reasons including conditions in the metals markets and the lack of international recognition of the DSHMRA licenses USA–1 and USA–4.

DSHMRA, which establishes a domestic licensing regime for United States citizens who engage in exploration of deep seabed hard mineral resources in areas beyond national jurisdiction, was enacted in 1980 as an interim statute pending the completion of negotiations on a Law of the Sea Convention (LOSC) acceptable to the United States. See 30 U.S.C. 1401(a). Although the LOSC was opened for signature in 1982, the United States has yet to become a party, and thus is not a member of the International Seabed Authority (ISA), the body established under LOSC to regulate deep seabed mining and award exploration and mining contracts in areas beyond national jurisdiction. DSHMRA exploration licenses USA–1 and USA–4 predate the establishment of the ISA in 1994. As the United States is not a party to the Law of the Sea Convention and thus not a member of the ISA, the United States is unable to seek from the ISA an exploration contract to obtain international legal recognition of Lockheed Martin's domestic law rights under DSHMRA exploration licenses USA–1 and USA–4. Recently, the ISA established an Area of Particular Environmental Interest that partially overlaps with DSHMRA exploration license USA–1. The ISA designation has no bearing on the extension request currently under consideration as it is not within the criteria specified within DSHMRA and its implementing regulations for granting license extensions.

During the requested five-year extension, Lockheed Martin would

continue to conduct various preparatory activities in advance of at-sea exploration, which may become feasible at some future date. If NOAA grants this extension request, Lockheed Martin would need to obtain additional authorization from the agency before it would be allowed to conduct at-sea exploration activities under these licenses. Among other requirements, any request by Lockheed Martin for authorization from NOAA to conduct at-sea exploration activities would require the agency to conduct additional environmental analysis pursuant to NOAA's obligations under the National Environmental Policy Act, 42 U.S.C. 4321 *et seq.*, and DSHMRA.

NOAA is required under 30 U.S.C. 1417 to approve an extension request if the licensee has substantially complied with the license and its associated exploration plan. In determining substantial compliance, the DSHMRA implementing regulations at 15 CFR 970.515(b) provide that NOAA may make allowance for deviation from the exploration plan for good cause such as significantly changed market conditions.

The request for extension and revised exploration plan can be viewed at www.regulations.gov, by searching for docket number "NOAA–NOS–2022–0033". NOAA is seeking comments on Lockheed Martin's request to extend DSHMRA exploration licenses USA–1 and USA–4 including whether the company has substantially complied with the licenses and exploration plans, and whether the revised exploration plans for USA–1 and USA–4 meet the terms, conditions and restrictions of DSHMRA and the licenses issued thereunder.

Keelin S. Kuipers,

Deputy Director, Office for Coastal Management, National Ocean Service, National Oceanic and Atmospheric Administration.

[FR Doc. 2022–05793 Filed 3–17–22; 8:45 am]

BILLING CODE 3510–08–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

Agency Information Collection Activities; Submission to the Office of Management and Budget (OMB) for Review and Approval; Comment Request; Emergency Beacon Registrations

The Department of Commerce will submit the following information collection request to the Office of

Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995, on or after the date of publication of this notice. We invite the general public and other Federal agencies to comment on proposed, and continuing information collections, which helps us assess the impact of our information collection requirements and minimize the public's reporting burden. Public comments were previously requested via the **Federal Register** on 12/17/2021 during a 60-day comment period. This notice allows for an additional 30 days for public comments.

Agency: National Oceanic & Atmospheric Administration (NOAA), Commerce.

Title: Emergency Beacon Registrations.

OMB Control Number: 0648–0295.

Form Number(s): None.

Type of Request: Regular submission, Revision of a currently approved information collection.

Number of Respondents: 343,808.

Average Hours per Response: 15 Minutes.

Total Annual Burden Hours: 85,952.

Needs and Uses: The United States, Canada, France, and Russia operate the Search and Rescue Satellite-Aided Tracking (COSPAS/SARSAT), a satellite system with equipment that can detect and locate ships, aircraft, and individuals in distress if an emergency radio beacon is being carried.

This system is used to detect digitally encoded signals in the 406.000–406.100 MHz range, coming from these emergency beacons. The 406.000–406.100 MHz beacons transmit a unique identifier, making possible the ability to combine previously collected data associated with that beacon and transmit this vital data along with the beacon's position to the appropriate rescue coordination center.

Persons buying 406.000–406.100 MHz emergency radio beacons are required to register them with NOAA prior to installation. These requirements are contained in Federal Communications Commission (FCC) regulations at 47 CFR 80.1061, 47 CFR 87.199 and 47 CFR 95.1402.

The registration data is used to facilitate a rescue and to suppress the costly consequences of false alarms, which if unsuppressed would initiate the launch of a rescue mission and thereby deplete limited resources and possibly result in the loss of lives. This is accomplished through the use of the data provided to the rescue forces from the beacon registration database maintained by the NOAA's United States Mission Control Center (USMCC)

for Search and Rescue, to contact the distressed person(s) or alternate party via a phone call or radio broadcast. Other data provides rescuers with descriptive material of the element in distress. The registration information must be kept up-to-date.

Four registration forms are used. The EPIRB (Emergency Position Indicating Radio Beacon) form is used for nautical beacons. The ELT (Emergency Locator Transmitter) form is used for aircraft beacons. The PLB (Personal Locator Beacon) is used to register portable beacons carried by individuals. Ship Security Alerting System (SSAS) beacons are carried aboard ships, are similar to EPIRBs and are used in the event of an emergency situation such as piracy or terrorism.

These forms are being updated in response to the development of 406MHz second generation beacons (SGBs), which are in development and are projected to be available to the public in 2023. Changes to the forms are as follows:

23-Hex Beacon ID line: SGBs have 23-character hexadecimal unique identifiers. NOAA's 406 MHz Beacon Registration Database (RGDB) currently allows registrations for first generation beacons (FGBs) that contain 15-character hexadecimal identifiers. Once SGBs are on the market, beacon owners will have the capability to register either FGBs or SGBs in the RGDB. Even though each registration will be for only one beacon ID, the hardcopy registration form must contain separate lines for FGBs and SGBs due to the differing number of characters and their presentation on manufacture labels and packaging—FGB IDs are presented in groups of 5–5–5 and SGB IDs will be 6–6–5.

Old 23-Hex ID: This field was added to enable registration of a replacement SGB beacon. The RGDB will continue to capture data for both FGB and SGB replacements.

Beacon Serial No.: This field was added to capture the beacon's serial number, which appears on the manufacturer-supplied label and/or on the beacon or its packaging. The serial number provides additional verification of the beacon ID and can be used by RGDB staff to resolve cases of incorrect or duplicate beacon IDs.

Other: An Automatic Identification System (AIS) Maritime Mobile Service Identity (MMSI) number was added to the EPIRB form. The following fields were added to the PLB form to provide additional pertinent information to search and rescue (SAR) forces: Radio Call Sign (on EPIRB form), Vessel MMSI # (on EPIRB form), AIS MMSI # (just

added to EPIRB form), and Aircraft Registration (Tail) No. (on ELT form).

Affected Public: Individuals or households; Business or other for-profit organizations; Not-for-profit institutions; State, Local, or Tribal government; Federal government.

Respondent's Obligation: Mandatory.

Legal Authority: Federal

Communications Commission (FCC) regulations at 47 CFR 80.1061, 47 CFR 87.199 and 47 CFR 95.1402.

This information collection request may be viewed at www.reginfo.gov. Follow the instructions to view the Department of Commerce collections currently under review by OMB.

Written comments and recommendations for the proposed information collection should be submitted within 30 days of the publication of this notice on the following website 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 and entering either the title of the collection or the OMB Control Number 0648–0295.

Sheleen Dumas,

Department PRA Clearance Officer, Office of the Chief Information Officer, Commerce Department.

[FR Doc. 2022–05792 Filed 3–17–22; 8:45 am]

BILLING CODE 3510–HR–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

[RTID 0648–XB886]

Atlantic Coastal Fisheries Cooperative Management Act Provisions; General Provisions for Domestic Fisheries; Application for Exempted Fishing Permits

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notice; request for comments.

SUMMARY: The Assistant Regional Administrator for Sustainable Fisheries, Greater Atlantic Region, NMFS, has made a preliminary determination that an Exempted Fishing Permit application from Pioneers for a Thoughtful Coexistence, Inc. contains all the required information and warrants further consideration. Regulations under the Magnuson-Stevens Fishery Conservation and Management Act and the Atlantic Coastal Fisheries Cooperative Management Act require

publication of this notice to provide interested parties the opportunity to comment on applications for proposed Exempted Fishing Permits.

DATES: Comments must be received on or before April 4, 2022.

ADDRESSES: You may submit written comments by any of the following methods:

- *Email:* NMFS.GAR.EFP@noaa.gov.

Include in the subject line "Comments on Pioneers Ropeless Fishing EFP." If you are unable to submit comments via the above email, please contact Laura Hansen at (978) 281–9225, or email at Laura.Hansen@noaa.gov.

FOR FURTHER INFORMATION CONTACT: Laura Hansen, Fishery Management Specialist, (978) 281–9225.

SUPPLEMENTARY INFORMATION: Pioneers for a Thoughtful Coexistence Inc. (Pionners), in collaboration with the Northeast Fisheries Science Center (NEFSC) submitted a complete application for an Exempted Fishing Permit (EFP) on December 20, 2021, to conduct a ropeless lobster gear testing project. Pioneers is requesting an exemption from Federal lobster regulations that would authorize three federally permitted commercial lobster vessels to participate in a ropeless lobster gear study in the Massachusetts Bay Restricted Area (MBRA). Pioneers is requesting an exemption from gear marking requirements at 50 CFR 697.21(b)(2) to allow for the use of no surface markers on a trawl of more than three traps.

The purpose of this study is to test real-world use of acoustic-release systems that would reduce the risk of entangling protected species, including the North Atlantic right whale.

The EFP would authorize three federally permitted lobster vessels to modify some of their existing trawls to use "on-demand access" technology for the retrieval of the gear. Each vessel would use 10 sets of acoustic releases and equipment to fish 10, 20-pot trawls each. Experimental trawls would either have a rope spool, a buoy and stowed rope system, or a lift bag system fitted with an acoustic release, deployed on one end of the trawl. One vessel would have 5 of the 10 trawls fixed with acoustic releases on both ends of the trawl. Two state-permitted vessels would also participate in the study exclusively in state waters of the MBRA, and do not require Federal EFPs. Participating vessels would be testing gear in discrete areas in the MBRA that were selected by the applicant based on their claim of limited historical right whale usage, desired bottom composition, minimal gear conflict