

Rescue 21 System, and in accordance with applicable provisions of the International Convention for the Safety of Life at Sea, 1974 (SOLAS). The Coast Guard defines Sea Area A1 as those areas where more than ninety percent of the area within 20 nautical miles seaward of the territorial baseline along the East, West and Gulf Coasts of the United States, excluding Alaska, and including Hawaii, Puerto Rico, Guam, the Virgin Islands of the United States, and the Northern Mariana Islands of Saipan, Tinian, and Rota, is within coverage of Coast Guard very high frequency (VHF) Coast Stations that provide both a continuous watch for Digital Selective Calling (DSC) distress alerts on Channel 70 and a capability to respond to distress alerts.

**FOR FURTHER INFORMATION CONTACT:** For questions on this Notice, contact Robert F. Salmon, telephone: 202-475-3537; email: [Robert.F.Salmon@uscg.mil](mailto:Robert.F.Salmon@uscg.mil).

**SUPPLEMENTARY INFORMATION:** Rescue 21 is the Coast Guard's advanced command, control and direction-finding communications system that was created to better locate mariners in distress. By harnessing state-of-the-market technology, Rescue 21 enables the Coast Guard to execute its search and rescue missions with greater agility and efficiency which helps to save lives and property at sea and on navigable rivers. The Coast Guard's Rescue 21 system is comprised of strategically placed VHF Coast Stations that provide a continuous watch on DSC Channel 70 for receiving, and responding to, digital distress alerts.

In accordance with Chapter IV, Regulation 2 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS), "Sea Area A1 means an area within the radiotelephone coverage of at least one VHF Coast Station in which continuous Digital Selective Calling (DSC) alerting is available, as may be defined by a Contracting Government." International Maritime Organization (IMO) Resolution A.801(19), which is cited in Chapter IV, Regulation 2, further provides that stations participating in VHF DSC watchkeeping in the Global Maritime Distress and Safety System (GMDSS) should provide as complete a coverage of the Sea Area A1 as is possible.

The performance of the currently built-out Rescue 21 system demonstrates that it provides coverage over more than 90 percent of those areas within 20 nautical miles seaward of the territorial baseline along the East, West, and Gulf coasts of the United States, excluding Alaska, and including Hawaii, Puerto Rico, Guam, the Virgin

Islands of the United States, and the Northern Mariana Islands of Saipan, Tinian, and Rota. Based upon the demonstrated coverage and performance of the Rescue 21 System, and upon the applicable requirements of SOLAS, the Coast Guard is declaring as Sea Area A1 those areas within 20 nautical miles seaward of the territorial baseline along the East, West, and Gulf coasts of the United States, excluding Alaska, and including Hawaii, Puerto Rico, Guam, the Virgin Islands of the United States, and the Northern Mariana Islands of Saipan, Tinian, and Rota.

While not related to Sea Area A1, the Coast Guard would like to inform mariners that the Rescue 21 System also provides VHF Coast Stations along the Great Lakes so that continuous DSC alerting is available within 20 nautical miles offshore from more than 90 percent of U.S. locations along the Great Lakes. The Coast Guard is also building Rescue 21 facilities along the Western Rivers and in Alaska.

The Coast Guard would like to take this opportunity to remind mariners that no radiocommunications system can guaranty 100 percent coverage or 100 percent availability because of the vagaries of radio propagation and equipment performance. The Coast Guard urges all mariners to be sure that they have obtained and are using a proper Maritime Mobile Service Identity (MMSI), and that their DSC radios are connected to Global Positioning System (GPS) devices (if the DSC radio does not have built-in GPS). Assuring that a DSC alert is accompanied by both a properly registered MMSI and a GPS location significantly enhances and expedites search and rescue efforts.

It should be noted that this Declaration designating specified areas as Sea Area A1 will trigger certain radio carriage provisions of the Federal Communications Commission (FCC) Maritime Radio Service Rules and Regulations (47 CFR 80.1 *et seq.*). It is expected that the FCC will be issuing a Public Notice providing the details of specific vessel radio carriage requirements.

**Authority:** This notice is issued under authority of 14 U.S.C. 93(a)(16) and 5 U.S.C. 552(a).

Dated: January 9, 2015.

**Glenn C. Hernandez,**

*Captain, U.S. Coast Guard, Chief, Office of Information Assurance and Spectrum Policy, Commandant (CG-65)*

[FR Doc. 2015-00798 Filed 1-16-15; 8:45 am]

**BILLING CODE 9110-04-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[Docket No. USCG-2014-0879]

### Lower Mississippi River Waterway Safety Advisory Committee; Vacancies

**AGENCY:** United States Coast Guard, DHS.

**ACTION:** Request for applicants.

**SUMMARY:** The Coast Guard seeks applications for membership on the Lower Mississippi River Waterway Safety Advisory Committee. This Committee advises and makes recommendations to the Coast Guard on matters relating to safe transit of vessels and products to and from the ports on the Lower Mississippi River and related waterways. Applicants selected for service on the Lower Mississippi River Waterway Safety Advisory Committee via this solicitation will not begin their respective terms until August 27, 2015.

**DATES:** Completed applications should reach the Coast Guard March 23, 2015.

**ADDRESSES:** Send your cover letter and resume indicating the position you wish to fill via one of the following methods:

- *By mail:* Lieutenant Junior Grade Colin Marquis, Lower Mississippi River Waterway Safety Advisory Committee, Alternate Designated Federal Officer, 200 Hendee Street, New Orleans, Louisiana 70114; or

- *By fax:* 504-365-2287, Attention: Lieutenant Junior Grade Colin Marquis, Lower Mississippi River Waterway Safety Advisory Committee, Alternate Designated Federal Officer; or

- *By email:* [Colin.L.Marquis@uscg.mil](mailto:Colin.L.Marquis@uscg.mil), Subject line: The Lower Mississippi River Waterway Safety Advisory Committee.

**FOR FURTHER INFORMATION CONTACT:** Lieutenant Junior Grade Colin Marquis, Alternate Designated Federal Officer of Lower Mississippi River Waterway Safety Advisory Committee; telephone (504)365-2282 or email at [Colin.L.Marquis@uscg.mil](mailto:Colin.L.Marquis@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The Lower Mississippi River Waterway Safety Advisory Committee is a Federal advisory committee under the authority found in section 19 of the Coast Guard Authorization Act of 1991, (Pub. L. 102-241) as amended by section 621 of the Coast Guard Authorization Act of 2010, Public Law 111-281. This Committee is established in accordance with and operates under the provisions of the Federal Advisory Committee Act, title 5, United States Code, Appendix. The Lower Mississippi River Waterway

Safety Advisory Committee advises the U.S. Coast Guard on matters relating to communications, surveillance, traffic management, anchorages, development, and operation of the New Orleans Vessel Traffic Service, and other related topics dealing with navigation safety on the Lower Mississippi River as required by the U.S. Coast Guard.

The Committee expects to meet at least two times annually. It may also meet for extraordinary purposes with the approval of the Designated Federal Officer. We will consider applications for 25 positions that expire or become vacant August 27, 2015. To be eligible, you should have experience regarding the transportation, equipment, and techniques that are used to ship cargo and to navigate vessels on the Lower Mississippi River and its connecting navigable waterways, including the Gulf of Mexico. The 25 positions available for application are broken down as follows:

1. Five members representing River Port authorities between Baton Rouge, Louisiana, and the Head of Passes of the Lower Mississippi River, of which one member shall be from the Port of St. Bernard and one member from the Port of Plaquemines.

2. Two members representing vessel owners domiciled in the state of Louisiana.

3. Two members representing organizations which operate harbor tugs or barge fleets in the geographical area covered by the Committee.

4. Two members representing companies which transport cargo or passengers on the navigable waterways in the geographical area covered by the Committee.

5. Three members representing State Commissioned Pilot organizations, with one member each representing New Orleans-Baton Rouge Steamship Pilots Association, the Crescent River Port Pilots Association, and the Associated Branch Pilots Association.

6. Two at-large members who utilize water transportation facilities located in the geographical area covered by the Committee.

7. Three members each one representing one of three categories: Consumers, shippers, and importers-exporters that utilize vessels which utilize the navigable waterways covered by the Committee.

8. Two members representing those licensed merchant mariners, other than pilots, who perform shipboard duties on those vessels which utilize navigable waterways covered by the Committee.

9. One member representing an organization that serves in a consulting

or advisory capacity to the maritime industry.

10. One member representing an environmental organization.

11. One member drawn from the general public.

12. One member representing the Associated Federal Pilots and Docking Masters of Louisiana.

Each member serves for a term of 2 years. Members may serve consecutive terms. All members serve at their own expense and receive no salary, reimbursement of travel expenses, or other compensation from the Federal Government. If you are selected as a member from the general public and from at-large members who utilize water transportation facilities in the geographical area covered by the Committee, you will be appointed and serve as a Special Government Employee as defined in section 202(a) of title 18, United States Code. As a candidate for appointment as a Special Government Employee, applicants are required to complete a Confidential Financial Disclosure Report (OGE Form 450). The Coast Guard may not release the reports or the information in them to the public except under an order issued by a Federal court or as otherwise provided under the Privacy Act (5 U.S.C. 552a). Applicants can obtain this form by going to the Web site of the Office of Government Ethics ([www.oge.gov](http://www.oge.gov)), or by contacting the individual listed above. Applications for Special Government Employee which are not accompanied by a completed OGE Form 450 will not be considered.

Registered lobbyists are not eligible to serve on federal advisory committees in her or his individual capacity. See guidance notice (79 FR 47482, August 13, 2014). Positions we list for members from the general public and from at-large members who utilize water transportation facilities in the geographical area covered by the Committee would be someone appointed in her or his individual capacity and she or he would be designated as a Special Government Employee as defined in 202(a) of title 18, United States Code. Registered lobbyists are lobbyists required to comply with provisions contained in the Lobbying Disclosure Act of 1995 (Pub. L. 104-65, as amended by title II of Pub. L. 110-81).

The Department of Homeland Security does not discriminate in selection of Committee members on the basis of race, color, religion, sex, national origin, political affiliation, sexual orientation, gender identity, marital status, disability and genetic information, age, membership in an

employment organization, or any other non-merit factor. The Department of Homeland Security strives to achieve a widely diverse candidate pool for all of its recruitment actions.

To visit our online docket, go to <http://www.regulations.gov>, enter the docket number for this notice (USCG-2014-0879) in the Search box, and click "Search". Please do not post your resume on this site.

Note that during the vetting process applicants may be asked to provide date of birth and social security number. All email submissions will receive receipt confirmation.

Dated: December 5, 2014.

**K. S. Cook,**

*Rear Admiral, U.S. Coast Guard, Commander, Eighth Coast Guard District.*

[FR Doc. 2015-00797 Filed 1-16-15; 8:45 am]

**BILLING CODE 9110-04-P**

## DEPARTMENT OF THE INTERIOR

### Fish and Wildlife Service

[FWS-R2-ES-2014-N259;  
FXES1113020000-156-FF02ENEH00]

#### Receipt of an Incidental Take Permit Application for Participation in the Oil and Gas Industry Conservation Plan for the American Burying Beetle in Oklahoma

**AGENCY:** Fish and Wildlife Service, Interior.

**ACTION:** Notice of availability; request for public comments.

**SUMMARY:** Under the Endangered Species Act, as amended (Act), we, the U.S. Fish and Wildlife Service, invite the public to comment on an incidental take permit application for take of the federally listed American burying beetle resulting from activities associated with the geophysical exploration (seismic) and construction, maintenance, operation, repair, and decommissioning of oil and gas well field infrastructure within Oklahoma. If approved, the permit would be issued under the approved *Oil and Gas Industry Conservation Plan Associated with Issuance of Endangered Species Act Section 10(a)(1)(B) Permits for the American Burying Beetle in Oklahoma* (ICP).

**DATES:** To ensure consideration, written comments must be received on or before February 19, 2015.

**ADDRESSES:** You may obtain copies of all documents and submit comments on the applicant's ITP application by one of the following methods. Please refer to