

to speak. We will attempt to accommodate each speaker's preference, but, if we are unable to do so, we will select speakers on a first-come, first-served basis, based on the date and time we received the message. We will limit each participant to four minutes.

The Department will notify speakers of the time slot reserved for them and provide information on how to log in to the hearing as a speaker. An individual may make only one presentation at the public hearing. If we receive more registrations than we can accommodate, we reserve the right to reject or cancel the registration of an entity or individual affiliated with an entity or individual that is already scheduled to present comments to ensure that a broad range of entities and individuals are able to present. Registration is required to view the virtual public hearing. We will post links for attendees who wish to observe on our website at <https://www2.ed.gov/policy/highered/reg/hearulemaking/2023/index.html>. The Department will also post transcripts of the hearing on that site.

The Department will accept written comments via the Federal eRulemaking portal through July 20, 2023. See the **ADDRESSES** section of this document for submission information.

#### *Schedule for Negotiations*

We will announce dates for negotiations of any committee established after the public hearing through a notice published in the **Federal Register**. We anticipate holding three sessions of no less than 2 days each at roughly 4-week intervals. The dates and locations of these virtual meetings will be published in a subsequent *Federal Register* document and posted online at: <https://www2.ed.gov/policy/highered/reg/hearulemaking/2023/index.html>.

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**Program Authority:** 20 U.S.C. 1098a.

**Nasser H. Paydar,**

*Assistant Secretary for Postsecondary Education.*

[FR Doc. 2023-14329 Filed 7-5-23; 8:45 am]

**BILLING CODE 4000-01-P**

## **NATIONAL TRANSPORTATION SAFETY BOARD**

### **49 CFR Part 803**

[Docket No.: NTSB-2023-0006]

RIN 3147-AA27

#### **Official Seal Description**

**AGENCY:** National Transportation Safety Board (NTSB).

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

**SUMMARY:** The National Transportation Safety Board (NTSB) is amending its regulatory description of the agency's seal. Since the seal's inception, the agency has utilized various versions of the seal. For consistency, the agency proposes updating the regulation and codifying current agency practice. This proposed change will provide a revised graphical representation of the seal. Additionally, the NTSB is including non-substantive technical amendments throughout part 803 due to recent internal organizational changes and a typographical error reflected in the agency's mailing address.

**DATES:** Send comments on or before September 5, 2023.

**ADDRESSES:** You may send comments, identified by Docket Number (No.) NTSB-2023-0006, by any of the following methods:

- *Federal e-Rulemaking Portal:* <https://www.regulations.gov>.
- *Email:* [rulemaking@ntsb.gov](mailto:rulemaking@ntsb.gov).
- *Fax:* 202-314-6090.
- *Mail/Hand Delivery/Courier:* NTSB, Office of General Counsel, 490 L'Enfant Plaza East SW, Washington, DC 20594.

**Instructions:** All submissions in response to this NPRM must include Docket No. NTSB-2023-0006. All comments received will be posted

without change, including any personal information provided to <https://www.regulations.gov>.

**Docket:** For access to the docket, go to <https://www.regulations.gov> and search Docket No. NTSB-2023-0006.

You may send comments, identified by Docket No. NTSB-2023-0006, by any of the following methods:

- *Federal e-Rulemaking Portal:* <https://www.regulations.gov>.
- *Email:* [rulemaking@ntsb.gov](mailto:rulemaking@ntsb.gov).
- *Fax:* 202-314-6090.
- *Mail/Hand Delivery/Courier:* NTSB, Office of General Counsel, 490 L'Enfant Plaza East SW, Washington, DC 20594.

**Instructions:** All submissions in response to this NPRM must include Docket No. NTSB-2023-0006. All comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

**Docket:** For access to the docket, go to <https://www.regulations.gov> and search Docket No. NTSB-2023-0006.

**FOR FURTHER INFORMATION CONTACT:** Casey Blaine, Deputy General Counsel, (202) 314-6080, [rulemaking@ntsb.gov](mailto:rulemaking@ntsb.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **I. Background**

In 1975, the NTSB adopted an official seal as authorized by the Independent Safety Board Act of 1974 (Act), and codified the seal in part 803 of its regulations entitled "Official Seal." 40 FR 30232 (July 17, 1975). The adoption at that time marked the NTSB's status as an independent Federal agency. 43 FR 36454 (Aug. 17, 1978). The original seal design was that of a triskelion, which was later replaced by the American bald eagle as set forth in the NTSB's final rule. 43 FR 36454. The NTSB explained that the eagle was "adopted in the interest of ready recognition of the Board's status as an independent agency of the Federal Government charged with the investigation of transportation accidents." *Id.* The agency continued, "it is imperative that Board officials be readily recognized as agents of the U.S. Government . . . ." *Id.*

Over thirty years later, the NTSB published its Plan for Retrospective Analysis of Existing Rules per two Executive orders that altogether advised agencies to conduct such an analysis. 77 FR 37865, 37866 (June 25, 2012). After reviewing public comments, the NTSB subsequently announced its plan to update the agency's regulations, which included part 803. 78 FR 1193 (Jan. 8, 2013). However, in the final rule, the NTSB ultimately amended certain sections of part 803, but did not revise the description of the seal found in

§ 803.1. See 81 FR 75729 (Nov. 1, 2016). Thus, the NTSB's current seal has been in effect for more than 40 years.

## II. Changes to § 803.1

Since the last revision of § 803.1 in August 1978, the NTSB has utilized various versions of the seal within the agency. For consistency, the NTSB proposes codifying what has evolved as standard agency practice. This proposed change to update § 803.1 will focus on additional options for background colors and will provide a revised graphical representation of the seal.

While respecting the current NTSB seal, the agency is slightly modifying the design to make the seal digitally applicable. For example, the digital

version of the current seal alters in appearance when applied to the NTSB uniform; specifically, the current font changes when the seal is affixed to clothing. Thus, the proposed update to the design optimizes the seal, making it compatible with digital platforms.

Over the years, various versions of the seal have been recognized within the agency, but have never been codified; that recognition is now reflected in this proposed rulemaking. The agency clarifies that when the full color seal is used in print or digital media, the seal must be in a white circle. When the full color seal is embroidered on the official NTSB uniform, the seal's background color must be that of the material of the uniform.

Also, the proposed rule updates the regulatory description to reflect modern times. The NTSB will now use gender-neutral language to refer to the eagle. Further, the agency will replace the Latin terms “dexter” and “sinister” with “right” and “left”, respectively.

Additionally, the minor alteration of the NTSB's eagle will be more consistent with the Federal Government's official American eagle. The inscriptions encircling the NTSB's eagle—“E Pluribus Unum” and “National Transportation Safety Board”—will be updated from Serif font to Sans Serif font.

A side-by-side comparison of the NTSB's current and proposed versions of the seals appears below, respectively:



## III. Technical Amendments

In 2022, the NTSB made organizational changes to its Office of the Administration, which the agency renamed as the Office of Human Capital Management and Training (HCT). The head of HCT is the Chief Human Capital Officer, who now has custody and control of the seal. Accordingly, due to this reorganization, the NTSB is including non-substantive technical amendments throughout part 803 to reflect the change in the agency's office designation. Thus, the agency is revising all references to the “Director, Office of Administration” with “Chief Human Capital Officer” in §§ 803.3 and 803.5.

Additionally, the agency is correcting a typographical error reflected in the zip code of the NTSB's mailing address.

## IV. Regulatory Analysis

Because the NTSB is an independent agency, this proposed rule does not require an assessment of its potential costs and benefits under section 6(a)(3) of Executive Order (E.O.) 12866, Regulatory Planning and Review, 58 FR 51735 (Sept. 30, 1993). In addition, the NTSB has considered whether this

proposed rule would have a significant economic impact on a substantial number of small entities, under the Regulatory Flexibility Act (5 U.S.C. 601–612). The NTSB certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities.

The NTSB does not anticipate this proposed rule will have a substantial, direct effect on state or local governments or will preempt state law; as such, this proposed rule does not have implications for federalism under E.O. 13132, Federalism, 64 FR 43255 (Aug. 4, 1999).

This proposed rule complies with all applicable standards in sections 3(a) and 3(b)(2) of E.O. 12988, Civil Justice Reform, 61 FR 4729 (Feb. 5, 1996), to minimize litigation, eliminate ambiguity, and reduce burden. The NTSB has evaluated this proposed rule under: E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 59 FR 7629 (Feb. 16, 1994); E.O. 13045, Protection of Children from Environmental Health Risks and Safety

Risks, 62 FR 19885 (Apr. 21, 1997); E.O. 13175, Consultation and Coordination with Indian Tribal Governments, 65 FR 67249 (Nov. 6, 2000); E.O. 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use, 66 FR 28355 (May 18, 2001); and the National Environmental Policy Act, 42 U.S.C. 4321–47. Pursuant to the Paperwork Reduction Act, the NTSB has determined that there is no new requirement for information collection associated with this proposed rule. The NTSB has concluded that this proposed rule neither violates nor requires further consideration under those orders, statutes, E.O.s, and acts.

### List of Subjects in 49 CFR Part 803

Seals and insignia.

Accordingly, for the reasons stated in the preamble, the NTSB proposes to amend 49 CFR part 803 as follows:

### PART 803—OFFICIAL SEAL

■ 1. The authority citation for part 803 continues to read as follows:

**Authority:** 49 U.S.C. 1111(j), 1113(f).

- 2. Revise § 803.1 to read as follows:

**§ 803.1 Description.**

The official seal of the National Transportation Safety Board (NTSB) is described as follows: An American bald eagle with wings displayed, holding an olive branch in its right talon and a bundle of 13 arrows in its left talon. Above the eagle's head is a white scroll inscribed "E Pluribus Unum" in black. The eagle bears a shield that resembles the United States flag with vertical

stripes of alternating white and red and a blue top; all are within an encircling inscription, "National Transportation Safety Board". The eagle's wings, body, and upper portion of the legs are shades of brown. The head, neck, and tail are white. The beak, lower portion of the legs, feet, arrows, olive branch, and encircling inscription are gold. When the full color seal is illustrated on print or digital media, the background of the seal must be white. When the full color

seal is embroidered on official NTSB uniform items, the seal's background must be the color of the material. When the monochrome seal is used on print or digital media, the seal can be displayed in black, blue, or in white on contrasting background. When used on official NTSB uniform items, the monochrome seal can be illustrated in yellow-gold on navy blue material. The monochrome version of the NTSB's official seal appears below.



**§ 803.3 [Amended]**

- 3. Amend § 803.3 by:
- a. In paragraph (a), removing "Director, Office of Administration" and adding in its place "Chief Human Capital Officer"; and
- b. In paragraph (b), removing "Director, Office of Administration" and adding in its place "Chief Human Capital Officer".

**§ 803.5 [Amended]**

- 4. Amend § 803.5, in paragraph (c), by removing "Director, Office of Administration" and "20594-003" and adding in their place "Chief Human Capital Officer" and "20594", respectively.

**Jennifer Homendy,**  
*Chair.*

[FR Doc. 2023-14209 Filed 7-5-23; 8:45 am]

**BILLING CODE 7533-01-P**

**DEPARTMENT OF COMMERCE**

**National Oceanic and Atmospheric Administration**

**50 CFR Part 679**

[Docket No. 230628-0158]

RIN 0648-BL69

**Monitoring Requirements for Pot Catcher/Processors Participating in Bering Sea/Aleutian Islands Groundfish Fisheries**

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

**ACTION:** Proposed rule; request for comments.

**SUMMARY:** NMFS proposes regulatory changes to revise the monitoring requirements for pot gear catcher/processors (CPs) participating in Bering Sea/Aleutian Islands (BSAI) groundfish fisheries. This action is needed to address management challenges created by observer data collection errors that have impacted catch estimates. This action would improve observer data collection by requiring participants to carry a Level 2 observer and comply with pre-cruise meeting notifications, and by requiring certification and

testing standards for participants choosing any of the following voluntary monitoring options: providing observer sampling stations, installing motion-compensated platform and flow scales, and carrying additional observers on the vessel. Additionally, this action would change the location of existing monitoring regulations for longline CPs and halibut deck sorting by moving them under a single, new subpart within the regulations. This action promotes the goals and objectives of the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act), the Fishery Management Plan (FMP) for Groundfish of the BSAI Management Area, and other applicable laws.

**DATES:** Submit comments on or before August 7, 2023.

**ADDRESSES:** You may submit comments on this document, identified by NOAA-NMFS-2022-0085, by any of the following methods:

- **Electronic Submission:** Submit all electronic public comments via the Federal e-Rulemaking Portal. Go to <https://www.regulations.gov> and enter NOAA-NMFS-2022-0085 in the Search box. Click on the "Comment" icon, complete the required fields, and enter or attach your comments.
- **Mail:** Submit written comments to the Assistant Regional Administrator,