

amended, notice is hereby given of the following meeting.

The meeting will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), title 5 U.S.C., as amended. The cooperative agreement applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning individuals associated with the cooperative agreement applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

*Name of Committee:* National Center for Advancing Translational Sciences Special Emphasis Panel; NCATS CTSA UM1 Review Special Emphasis Panel.

*Date:* October 19, 2023.

*Time:* 9:00 a.m. to 5:00 p.m.

*Agenda:* To review and evaluate cooperative agreement applications.

*Place:* National Institutes of Health, National Center for Advancing Translational Sciences, 6701 Democracy Boulevard, Bethesda, MD 20892 (Virtual Meeting).

*Contact Person:* Victor Henriquez, Ph.D., Scientific Review Officer, Office of Scientific Review, National Center for Advancing Translational Sciences, National Institutes of Health, 6701 Democracy Boulevard, Room 1080, Bethesda, MD 20892, (301) 435-0813, [henriquv@mail.nih.gov](mailto:henriquv@mail.nih.gov).

(Catalogue of Federal Domestic Assistance Program Nos. 93.859, Pharmacology, Physiology, and Biological Chemistry Research; 93.350, B—Cooperative Agreements; 93.859, Biomedical Research and Research Training, National Institutes of Health, HHS)

Dated: August 16, 2023.

**Melanie J. Pantoja,**

*Program Analyst, Office of Federal Advisory Committee Policy.*

[FR Doc. 2023-17969 Filed 8-18-23; 8:45 am]

**BILLING CODE 4140-01-P**

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### National Institutes of Health

#### National Institute on Aging; Notice of Closed Meeting

Pursuant to section 1009 of the Federal Advisory Committee Act, as amended, notice is hereby given of the following meeting.

The meeting will be closed to the public in accordance with the provisions set forth in sections 552b(c)(4) and 552b(c)(6), title 5 U.S.C., as amended. The grant applications and the discussions could disclose confidential trade secrets or commercial property such as patentable material, and personal information concerning

individuals associated with the grant applications, the disclosure of which would constitute a clearly unwarranted invasion of personal privacy.

*Name of Committee:* National Institute on Aging Special Emphasis Panel; Long Term Dementia Care in Nursing Homes.

*Date:* September 18, 2023.

*Time:* 8:30 a.m. to 1:00 p.m.

*Agenda:* To review and evaluate grant applications.

*Place:* National Institute on Aging, Gateway Building, 7201 Wisconsin Avenue, Bethesda, MD 20892 (Virtual Meeting).

*Contact Person:* Sandhya Sanghi, Ph.D., Scientific Research Officer, 7201 Wisconsin Avenue (2N230), NIA/SRB, Bethesda, MD 20814, (301) 496-2879, [sandhya.sanghi@nih.gov](mailto:sandhya.sanghi@nih.gov).

(Catalogue of Federal Domestic Assistance Program Nos. 93.866, Aging Research, National Institutes of Health, HHS)

Dated: August 11, 2023.

**Miguelina Perez,**

*Program Analyst, Office of Federal Advisory Committee Policy.*

[FR Doc. 2023-17962 Filed 8-18-23; 8:45 am]

**BILLING CODE 4140-01-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[Docket Number USCG-2023-0330]

#### Removal of Smith Point Traffic Separation Scheme From Nautical Charts

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of inquiry; request for comments

**SUMMARY:** We, the Coast Guard, have received requests to remove a vessel traffic routing measure, which is known as the “Smith Point Traffic Separation Scheme” (TSS) and depicted on the nautical charts of the Chesapeake Bay. If there is no longer a need for this measure, we would request that the National Oceanic and Atmospheric Administration (NOAA), which produces the nation’s nautical charts, remove the TSS from these charts and take out language regarding the TSS from the applicable Coast Pilot. We would then make conforming changes to the buoy that marks the turning point in the separation zone of the TSS. We are seeking comments on whether there is any continued need for this vessel traffic routing measure before we do so.

**DATES:** Your comments and related material must reach the Coast Guard on or before November 20, 2023.

**ADDRESSES:** You may submit comments identified by docket number USCG-

2023-0330 using the Federal portal at <https://www.regulations.gov>. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this notice of inquiry, call or email, LTJG Carmel McAndrews, District Prevention Waterways Management Office, U.S. Coast Guard; telephone: 757-398-6298 or email at [Carmel.M.McAndrews@uscg.mil](mailto:Carmel.M.McAndrews@uscg.mil).

### SUPPLEMENTARY INFORMATION:

#### I. Table of Abbreviations

CFR Code of Federal Regulations  
DHS Department of Homeland Security  
FR Federal Register  
TSS Traffic Separation Scheme  
U.S.C. United States Code

#### II. Background and Purpose

The Smith Point TSS was put in place in 1969, before the promulgation of any regulations governing formal Traffic Separation Schemes. It was never formally established by rule and exists only as a notation on the nautical charts. Lying at the mouth of the Potomac River, in the Chesapeake Bay, just south of the border between Maryland and Virginia, it has historically been used by vessel traffic that transits to and from destinations within the Lower Chesapeake Bay, the Potomac River, and the Upper Chesapeake Bay. In contrast to Offshore TSS’s, which are codified in 33 CFR part 167, and which are the only TSS’s that have been established by rule to date, the Smith Point TSS lies in the inland waters, as defined in 33 CFR 2.26.

See Figure 1, contained in a “Figures” document separate from this Notice of Inquiry, for a graphical depiction of the Smith Point TSS. For instructions on locating the “Figures” document, see the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section.

As nearby ports and indeed the maritime industry itself have grown over the fifty years since the Smith Point TSS was first charted, traffic patterns, traffic density, and vessel sizes have all changed considerably. Meanwhile, both the development and growth of the port community, and the growth in the size of the ships navigating these waters, appear to have rendered the Smith Point TSS obsolete. With the advent of the Global Positioning System, Automatic Identification System and overall improved navigation technology since