

the questions as specifically as possible, and then provide explanations, if any, for the responses. The content of the questions is specifically directed to overboard detection technology providers and users.

(1) If applicable, what is your position in the maritime community? (Please be as specific as possible, *e.g.*, captain of a cruise of vessel, vessel security officer, owner/operator of a cruise vessel, past/future passenger, advocacy group, professional organization, technology provider etc.)

*If you are an MOB detection technology manufacturer or vendor, please answer questions 2 through 25 and 33 through 35. If not, please answer questions 26 through 35.*

#### General

(2) What is the MOB detection technology equipment that you manufacture and what is its status? (Please provide an overall description of the system including make, model, and other pertinent information.)

(3) Is the MOB detection technology built to any recognized standards?

(4) Has the MOB detection technology been tested on any vessels and is it currently used on any vessels?

#### Reliability/Testing

(5) What is the testing regimen used to validate whether the MOB detection technology system is effective (including developmental lab testing and in-service testing performed on a floating platform)?

(6) How reliable is the equipment? (In describing reliability, it is helpful to give specific, tested metrics instead of open-ended phrases such as "reliable in all sea conditions.")

(7) Was the MOB detection technology tested in sea states, and if so, what states, and what were the subsequent false positive and false negative rates?

(8) In what weather conditions was the MOB detection technology tested and what were the subsequent false positive and false negative rates?

(9) How many times was the control test, described in questions 7 and 8 conducted?

(10) Did the expected reliability match the operational reliability?

(11) In the case of a power outage, does the MOB detection technology system maintain operability?

#### Detection

(12) What areas of the vessel is the MOB detection technology system designed to monitor?

(13) Can the system detect the size of an object that is falling overboard, *e.g.*,

the size of an adult vs. a child or a human vs. a large bird? If so, what size objects can the system detect?

(14) Can the system detect anything else (*e.g.*, heat signatures for fire detection)?

(15) How does the system eliminate false positives of birds and other items that fall overboard?

#### Maintenance

(16) What is the suggested maintenance and inspection cycle of the MOB detection technology system to ensure its operability?

(17) Does the system require calibration, and if so, what is the calibration interval?

(18) What is the availability of technicians globally to install and service the MOB detection technology system?

(19) Does the marine environment (*i.e.*, sea salt spray) affect the reliability of the system?

(20) What training will be required for use of the MOB detection technology system, and are there any refresher training requirements?

#### Retrofitting/Integration

(21) Can existing cameras and systems be retrofitted with this MOB detection technology system or is it stand-alone?

(22) How does the system integrate with the ship's existing safety command center?

(23) Is the system designed with any automation features?

(24) Does the system work in tandem with other technologies (*i.e.*, wearable devices)?

(25) How does the alarm system work, where do the alarms sound, and in what way are the alarms visible?

*If you are a cruise vessel owner or operator or if you represent a cruise line group or industry organization, please answer questions 26 through 32.*

(26) How many cruise vessels use tested MOB detection technology that can detect passengers who have fallen overboard?

(27) If you do not have vessels that use MOB detection technology, is there currently a plan to integrate this technology on cruise vessels?

(28) Has anyone fallen overboard on a cruise vessel while the MOB detection technology was operating?

(29) Did the system alert the crew that someone fell overboard?

(30) How does the alarm system work, where do the alarms sound, and in what way are the alarms visible?

(31) How many cruise vessels use image capture technology for passengers who have fallen overboard?

(32) Did you receive any training on MOB detection technology? If so, please describe it.

(33) What alternative source(s) for detecting persons falling overboard would you recommend? How would you rate the alternative source(s) in terms of: (a) User cost; (b) reliability; and (c) usefulness of the information?

(34) Is there any other technology available that vessels can integrate to assist in facilitating the search and rescue of a passenger who has fallen overboard?

(35) In Section 608 of the 2015 Coast Guard Authorization Act, Congress directs the Coast Guard to consider the cost of MOB detection technology systems when determining feasibility. Our current best available cost data regarding the installation of an MOB detection technology system on an average cruise vessel is \$300,000 with annual system maintenance costs of \$40,000 per year. Please provide information on the costs of MOB detection technology systems, including costs for equipment and labor for installation, integration, operation, and maintenance on a range of cruise vessel sizes.

Comments regarding these questions and any other pertinent matters that you would like us to consider during the comment period will be taken into account in our future actions regarding the issues raised in this notice. We encourage you to provide your comments as we move forward with drafting the report to Congress.

This notice is issued under authority of 5 U.S.C. 552(a).

Dated: July 19, 2016.

**B. Hawkins,**

*Captain, U.S. Coast Guard, Chief, Office of Design and Engineering Standards.*

[FR Doc. 2016-17775 Filed 7-26-16; 8:45 am]

**BILLING CODE 9110-04-P**

## DEPARTMENT OF HOMELAND SECURITY

### Federal Emergency Management Agency

[Docket ID FEMA-2014-0022]

### Technical Mapping Advisory Council

**AGENCY:** Federal Emergency Management Agency, DHS.

**ACTION:** Committee Management; Notice of Federal Advisory Committee Meeting.

**SUMMARY:** The Federal Emergency Management Agency (FEMA) Technical Mapping Advisory Council (TMAC) will meet via conference call on September

13 and 14, 2016. The meeting will be open to the public.

**DATES:** The TMAC will meet via conference call on Tuesday, September 13, 2016 from 10:00 a.m. to 5:00 p.m. Eastern Daylight Time (EDT), and on Wednesday, September 14, 2016 from 10:00 a.m. to 5:00 p.m. EDT. Please note that the meeting will close early if the TMAC has completed its business.

**ADDRESSES:** For information on how to access to the conference call, information on services for individuals with disabilities, or to request special assistance for the meeting, contact the person listed in **FOR FURTHER INFORMATION CONTACT** below as soon as possible. Members of the public who wish to dial in for the meeting must register in advance by sending an email to [FEMA-TMAC@fema.dhs.gov](mailto:FEMA-TMAC@fema.dhs.gov) (attention Kathleen Boyer) by 11 a.m. EDT on Monday, September 12, 2016.

To facilitate public participation, members of the public are invited to provide written comments on the issues to be considered by the TMAC, as listed in the "Supplementary Information" section below. The Agenda and other associated material will be available for review at [www.fema.gov/TMAC](http://www.fema.gov/TMAC) by Friday, September 9, 2016. Written comments to be considered by the committee at the time of the meeting must be received by Monday, September 12, 2016, identified by Docket ID FEMA-2014-0022, and submitted by one of the following methods:

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the instructions for submitting comments.
- **Email:** Address the email TO: [FEMA-RULES@fema.dhs.gov](mailto:FEMA-RULES@fema.dhs.gov) and CC: [FEMA-TMAC@fema.dhs.gov](mailto:FEMA-TMAC@fema.dhs.gov). Include the docket number in the subject line of the message. Include name and contact detail in the body of the email.
- **Mail:** Regulatory Affairs Division, Office of Chief Counsel, FEMA, 500 C Street SW., Room 8NE, Washington, DC 20472-3100.

**Instructions:** All submissions received must include the words "Federal Emergency Management Agency" and the docket number for this action. Comments received will be posted without alteration at <http://www.regulations.gov>, including any personal information provided.

**Docket:** For docket access to read background documents or comments received by the TMAC, go to <http://www.regulations.gov> and search for the Docket ID FEMA-2014-0022.

A public comment period will be held on September 13, 2016, from 11:00-11:20 a.m. and September 14, 2016 from 11:00-11:20 a.m. EST. Speakers are

requested to limit their comments to no more than two minutes. Each public comment period will not exceed 20 minutes. Please note that the public comment periods may end before the time indicated, following the last call for comments. Contact the individual listed below to register as a speaker by close of business on Monday, September 12, 2016.

**FOR FURTHER INFORMATION CONTACT:**

Kathleen Boyer, Designated Federal Officer for the TMAC, FEMA, 500 C Street SW., Washington, DC 20024, telephone (202) 646-4023, and email [kathleen.boyer@fema.dhs.gov](mailto:kathleen.boyer@fema.dhs.gov). The TMAC Web site is: <http://www.fema.gov/TMAC>.

**SUPPLEMENTARY INFORMATION:** Notice of this meeting is given under the Federal Advisory Committee Act, 5 U.S.C. Appendix.

As required by the *Biggert-Waters Flood Insurance Reform Act of 2012*, the TMAC makes recommendations to the FEMA Administrator on: (1) How to improve, in a cost-effective manner, the (a) accuracy, general quality, ease of use, and distribution and dissemination of flood insurance rate maps and risk data; and (b) performance metrics and milestones required to effectively and efficiently map flood risk areas in the United States; (2) mapping standards and guidelines for (a) flood insurance rate maps, and (b) data accuracy, data quality, data currency, and data eligibility; (3) how to maintain, on an ongoing basis, flood insurance rate maps and flood risk identification; (4) procedures for delegating mapping activities to State and local mapping partners; and (5)(a) methods for improving interagency and intergovernmental coordination on flood mapping and flood risk determination, and (b) a funding strategy to leverage and coordinate budgets and expenditures across Federal agencies. Furthermore, the TMAC is required to submit an Annual Report to the FEMA Administrator that contains: (1) A description of the activities of the Council; (2) an evaluation of the status and performance of flood insurance rate maps and mapping activities to revise and update Flood Insurance Rate Maps; and (3) a summary of recommendations made by the Council to the FEMA Administrator.

**Agenda:** On September 13 and 14, 2016, the TMAC will review and discuss potential recommendations to be included in the required 2016 TMAC Annual Report. A brief public comment period will take place before any deliberation and vote on each day of the meeting. A more detailed agenda will be

posted by September 9, 2016, at <http://www.fema.gov/TMAC>.

Dated: July 14, 2016.

**Roy E. Wright,**

*Deputy Associate Administrator for Insurance and Mitigation, Federal Emergency Management Agency.*

[FR Doc. 2016-17736 Filed 7-26-16; 8:45 am]

**BILLING CODE 9110-12-P**

## DEPARTMENT OF HOMELAND SECURITY

### Federal Emergency Management Agency

[Docket ID FEMA-2014-0022]

#### Technical Mapping Advisory Council

**AGENCY:** Federal Emergency Management Agency, DHS.

**ACTION:** Committee management; notice of Federal advisory committee meeting.

**SUMMARY:** The Federal Emergency Management Agency (FEMA) Technical Mapping Advisory Council (TMAC) will meet in person on August 10-11, 2016 in Reston, VA. The meeting will be open to the public.

**DATES:** The TMAC will meet on Wednesday, August 10, 2016 from 8:00 a.m.-5:30 p.m. Eastern Daylight Time (EDT), and Thursday, August 11, 2016 from 8:00 a.m.-5:00 p.m. EDT. Please note that the meeting will close early if the TMAC has completed its business.

**ADDRESSES:** The meeting will be held in the auditorium of the United States Geological Survey (USGS) headquarters building located at 12201 Sunrise Valley Drive, Reston, VA 20192. Members of the public who wish to attend the meeting must register in advance by sending an email to [FEMA-TMAC@fema.dhs.gov](mailto:FEMA-TMAC@fema.dhs.gov) (Attention: Kathleen Boyer) by 11:00 p.m. EDT on Wednesday, August 3, 2016. Members of the public must check in at the USGS Visitor's entrance security desk; photo identification is required.

For information on facilities or services for individuals with disabilities or to request special assistance at the meeting, contact the person listed in **FOR FURTHER INFORMATION CONTACT:** below as soon as possible.

To facilitate public participation, members of the public are invited to provide written comments on the issues to be considered by the TMAC, as listed in the **SUPPLEMENTARY INFORMATION** section below. Associated meeting materials will be available at [www.fema.gov/TMAC](http://www.fema.gov/TMAC) for review by Tuesday, August 2, 2016. Written comments to be considered by the