

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:* Microbiology, Infectious Diseases and AIDS Initial Review Group Acquired Immunodeficiency Syndrome Research Review Committee.

*Date:* April 12–13, 2018.

*Time:* 10:00 a.m. to 4:00 p.m.

*Agenda:* To review and evaluate grant applications.

*Place:* National Institutes of Health, 5601 Fishers Lane, Rockville, MD 20892 (Telephone Conference Call).

*Contact Person:* Robert C. Unfer, Ph.D., Scientific Review Officer, Scientific Review Program, Division of Extramural Activities, Room 3F40A, National Institutes of Health, NIAID, 5601 Fishers Lane, MSC 9834, Bethesda, MD 20892–9834, (240) 669–5035, [robert.unfer@nih.gov](mailto:robert.unfer@nih.gov).

(Catalogue of Federal Domestic Assistance Program Nos. 93.855, Allergy, Immunology, and Transplantation Research; 93.856, Microbiology and Infectious Diseases Research, National Institutes of Health, HHS)

Dated: March 15, 2018.

**Natasha M. Copeland,**

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

[FR Doc. 2018–05653 Filed 3–20–18; 8:45 am]

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## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### National Institutes of Health

#### National Library of Medicine; Notice of Closed Meetings

Pursuant to section 10(d) 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 materials, 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 Library of Medicine Special Emphasis Panel; Scholarly Work/Publication Grants (G13).

*Date:* July 13, 2018.

*Time:* 9:00 a.m. to 5:30 p.m.

*Agenda:* To review and evaluate grant applications.

*Place:* National Library of Medicine/Center for Scientific Review, 6701 Rockledge Drive, Room 3181, Bethesda, MD 20892 (Virtual Meeting).

*Contact Person:* Zoe E. Huang, MD, Acting Chief Scientific Review Officer, Scientific Review Office, Extramural Programs, National Library of Medicine, NIH, 6705 Rockledge Drive, Suite 301, Bethesda, MD 20892–7968, 301–594–4937, [huangz@mail.nih.gov](mailto:huangz@mail.nih.gov).

(Catalogue of Federal Domestic Assistance Program No. 93.879, Medical Library Assistance, National Institutes of Health, HHS)

Dated: March 15, 2018.

**Michelle Trout,**

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

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

[Docket No. USCG–2018–0133]

#### Discontinuance of the Nationwide Differential Global Positioning System (NDGPS)

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice.

**SUMMARY:** The U.S. Coast Guard (USCG) announces the discontinuance of its remaining 38 maritime Differential Global Positioning System (DGPS) sites. The USCG will implement the closures through a phased reduction in service, which will commence in September of 2018, and conclude by September of 2020. These closures will culminate in the complete cessation of the Nationwide Differential Global Positioning System (NDGPS) service. This notice provides the general schedule for the discontinuance of the remaining maritime DGPS sites. Specific site broadcast termination dates will be published via local notices to mariners (LNMs).

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this notice, contact CAPT Mary Ellen Durley, Coast Guard, telephone (202) 372–1605 or email [maryellen.j.durley@uscg.mil](mailto:maryellen.j.durley@uscg.mil).

**SUPPLEMENTARY INFORMATION:**

### Background and Purpose

The Maritime Differential GPS system was established in the late 1980s to augment the existing GPS signal with accuracy corrections and integrity monitoring. This augmentation signal was broadcast over Medium Frequency from terrestrial broadcast sites. At the time, the publicly available GPS signal was intentionally degraded through Selective Availability (SA), and thus augmentation was necessary to meet minimum requirements for maritime positioning and navigation. Selective Availability was permanently discontinued in 2000, and as system technology has improved, observed positional accuracy for un-augmented GPS consistently meets requirements for harbor/harbor-approach navigation on modern GPS receivers.

On July 5, 2016, the USCG, the U.S. Department of Transportation (DOT), and the U.S. Army Corps of Engineers (USACE) published a notice in the **Federal Register** (81 FR 43613), which announced that the Nationwide Differential Global Positioning System (NDGPS) would remain operational with a total of 46 USCG and USACE sites available to users in the maritime and coastal regions. Since 2016, the USACE has discontinued 7 sites, and the USCG has discontinued 1 site in Aransas, TX due to storm damage from Hurricane Harvey. Currently, there are only 38 remaining NDGPS sites, all of which are maritime sites.

### Discussion

The USCG has continued assessments and outreach affirming that the positional accuracy provided by un-augmented GPS and GPS augmented by the U.S. Wide Area Augmentation System (WAAS) is sufficient to meet its mission requirements and navigational safety requirements for harbor approaches. Because there is no regulatory requirement for the carriage of Differential Global Positioning System (DGPS) equipment, and other GPS augmentation systems such as WAAS are already in prevalent use by marine navigation equipment, the USCG cannot justify further investment to upgrade and maintain the NDGPS system. Additionally, the Coast Guard no longer has a mission requirement for DGPS to position Maritime Aids to Navigation because current Coast Guard policy allows the placement of aids to navigation with un-augmented GPS or GPS augmented by WAAS. Finally, other government and commercial augmentation systems (e.g. WAAS) are readily available to provide GPS accuracy corrections. For these reasons,

the NDGPS system was reduced from the 2015 constellation of 84 sites, to the current constellation of 38 maritime sites. Pursuant to this announcement, the USCG's remaining 38 maritime sites will be discontinued in stages, beginning in September of 2018 and ending in September of 2020.

#### *Timeline of Maritime Sites To Be Discontinued*

Termination of the NDGPS broadcast during Fiscal Year 2018 is planned to occur at the following sites. Specific broadcast discontinuance dates for each site will be announced via Local Notices to Mariners (LNMs) 60 days in advance of the termination of the NDGPS broadcast.

- Annapolis, MD
- New Bern, NC
- Robinson Point, WA
- Pigeon Point, CA
- Bobo, MS

Termination of the NDGPS broadcast at the following sites is planned to occur in Fiscal Year 2019.

- Whidbey Island, WA
- Appleton, WA
- Fort Stevens, OR
- Cape Mendocino, CA
- Lincoln, CA
- Point Loma, CA
- Kokole Point, HI
- Upolu Point, HI
- Driver, VA
- Kensington, SC
- Cape Canaveral, FL
- Card Sound, FL
- Tampa, FL
- Wisconsin Point, WI
- Mequon, WI
- Upper Keweenaw, MI
- Cheboygan, MI
- Detroit, MI
- Youngstown, NY

Termination of the NDGPS broadcast at the following sites is planned to occur in Fiscal Year 2020.

- Penobscot, ME
- Acushnet, MA
- Hudson Falls, NY
- Moriches, NY
- Sandy Hook, NJ
- English Turn, LA
- Angleton, TX
- Annette Island, AK
- Biorka, AK
- Kenai, AK
- Kodiak, AK
- Gustavus, AK
- Potato Point, AK
- Level Island, AK

General information regarding the NDGPS Service and graphics depicting the proposed changes to NDGPS coverage are available at the USCG's NDGPS General Information website at: <http://www.navcen.uscg.gov/?pageName=dgpsMain>.

For more information on the NDGPS outages and broadcast termination dates, visit the USCG's website at <https://www.navcen.uscg.gov/?pageName=dgpsSiteInfo&currentOutages>.

Additional information on GPS, NDGPS, and other GPS augmentation systems is also available in the 2017 Federal Radionavigation Plan, which is published by the Department of Defense, Department of Homeland Security, and U.S. DOT, and is also available at the USCG's website at <http://www.navcen.uscg.gov/?pageName=pubsMain>.

**Authority:** This notice is issued under the authority of 5 U.S.C. 552(a) and 14 U.S.C. 81.

Issued in Washington, DC, on March 14, 2018.

**Michael D. Emerson,**

*Director of Marine Transportation Systems, U.S. Coast Guard.*

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## **DEPARTMENT OF HOMELAND SECURITY**

### **U.S. Customs and Border Protection**

#### **Extension of National Customs Automation Program; eBond Test**

**AGENCY:** Customs and Border Protection, Department of Homeland Security.

**ACTION:** General notice.

**SUMMARY:** This document announces the extension of U.S. Customs and Border Protection's (CBP's) National Customs Automation Program (NCAP) test concerning the automation of CBP's bond program (eBond test). CBP announced the eBond test in a **Federal Register** notice published on November 28, 2014. The test program has run continuously and without interruption since it commenced on January 3, 2015, and continues to run currently. This notice informs interested members of the public that CBP is extending the test until further notice.

**DATES:** The eBond test program is extended until further notice. CBP will publish notice of the conclusion of the eBond test in the **Federal Register**.

**ADDRESSES:** Written comments and/or questions regarding this notice or any aspect of this test may be submitted to CBP via email to [eBondTest@cbp.dhs.gov](mailto:eBondTest@cbp.dhs.gov) with the subject line identifier reading "Comments/Question on eBond Test." Requests for a surety filer code, and surety requests to participate in the eBond test should be sent to [CONRAD.L.HENRY@cbp.dhs.gov](mailto:CONRAD.L.HENRY@cbp.dhs.gov), with a subject line

identifier specifying either "Surety filer code request" or "Surety request to participate in eBond test."

**FOR FURTHER INFORMATION CONTACT:** For operational questions, please contact Kara Welty, Chief, Debt Management Branch, Revenue Division, Office of Finance at [KARA.N.WELTY@CBP.DHS.GOV](mailto:KARA.N.WELTY@CBP.DHS.GOV). For technical questions, please contact John Everett, Chief, Post Release Branch, Trade Transformation Office at [JOHN.R.EVERETT@cbp.dhs.gov](mailto:JOHN.R.EVERETT@cbp.dhs.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

##### *I. National Customs Automation Program*

The National Customs Automation Program (NCAP) was established in Subtitle B of Title VI—Customs Modernization, in the North American Free Trade Agreement Implementation Act (Customs Modernization Act) (Pub. L. 103-182, 107 Stat. 2057, 2170, December 8, 1993) (19 U.S.C. 1411). Through NCAP, the thrust of customs modernization was on trade compliance and the development of the Automated Commercial Environment (ACE), the planned successor to the Automated Commercial System (ACS). ACE is an automated and electronic system for commercial trade processing which is intended to streamline business processes, facilitate growth in trade, ensure cargo security, and foster participation in global commerce, while ensuring compliance with U.S. laws and regulations and reducing costs for U.S. Customs and Border Protection (CBP) and all of its communities of interest. The ability to meet these objectives depends on successfully modernizing CBP's business functions and the information technology that supports those functions. CBP's modernization efforts are accomplished through phased releases of ACE component functionality designed to replace specific legacy ACS functions and add new functionality.

Section 631 of the Customs Modernization Act added section 411 to the Tariff Act of 1930 (19 U.S.C. 1411). This section defines the NCAP, provides for the establishment of and participation in the NCAP, and includes a list of existing and planned components. Section 411(a)(2)(D) identifies the electronic filing of bonds as a planned NCAP component.

Pursuant to 19 U.S.C. 1623(b), bonds may be submitted electronically to CBP pursuant to an authorized electronic data interchange (EDI) system. Furthermore, as stated in 19 U.S.C. 1623(d), a bond transmitted