

INFORMATION COLLECTION SUPPORTING STATEMENT

Screening Partnership Program Application 1652-NEW

- 1. Explain the circumstances that make the collection of information necessary. Identify any legal or administrative requirements that necessitate the collection. Attach a copy of the appropriate section of each statute and regulation mandating or authorizing the collection of information. (Annotate the CFR parts/sections affected).**

The Screening Partnership Program opt-out provision in 49 U.S.C. § 44920 (Aviation and Transportation Security Act (ATSA) §108) states that the Transportation Security Administration (TSA) shall allow an airport operator to submit an application to have screening carried out by the screening personnel of a qualified private screening company under a contract entered into with TSA. As a result, in November 2002, through the Security Screening Pilot Program (49 U.S.C. § 44919), TSA's Screening Partnership Program (SPP) provided airports with the opportunity to opt-out of federal screening and to have TSA hire private contractors to provide screening services. The Security Screening Pilot Program began with five Pilot Airports. Since the culmination of the pilot in November 2005, the security screening opt-out program now has 21 airports opting out.

- 2. Indicate how, by whom, and for what purpose the information is to be used. Except for a new collection, indicate the actual use the agency has made of the information received from the current collection.**

As stated in the Aviation and Transportation Security Act (ATSA), 49 U.S.C. § 44920, an operator of an airport may submit to the Administrator for the Transportation Security Administration (TSA) an application to have the screening of passengers and property at the airport under section 44901 to be carried out by the screening personnel of a qualified private screening company under a contract entered into with the Administrator for TSA. The airport operator application is used to identify basic information from the authorized requestor. This application will be reviewed by TSA's Screening Partnership Program (SPP) and granted approval or denial within 120 days of receipt. The Administrator for TSA transmits to Congress the certification as required by section 110(c) of ATSA. Upon approval of the application, TSA will enter into a contract with a qualified private screening company (SPP Contractors) for the airport.

3. ***Describe whether, and to what extent, the collection of information involves the use of automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses, and the basis for the decision for adopting this means of collection. Also describe any consideration of using information technology to reduce burden. [Effective 03/22/01, your response must SPECIFICALLY reference the Government Paperwork Elimination Act (GPEA), which addresses electronic filing and recordkeeping, and what you are doing to adhere to it. You must explain how you will provide a fully electronic reporting option by October 2003, or an explanation of why this is not practicable.]***

In an effort to streamline the amount of data collected from the applicant, SPP reduced the amount of data requested during the initial application process. This new SPP application document allows the applicant an opportunity to focus on the requested information for submission. Airports, if they elect to do so, can provide supplementary information later in the process but it is not required for the application process. The SPP application is two (2) pages (pending approval), that will be emailed to TSA opt-out@tsa.dhs.gov and stored electronically via the iShare site. This process directly supports the Government Paperwork Elimination Act (GPEA). Airports can obtain an application at <http://www.tsa.gov/stakeholders/screening-partnership-program>.

4. ***Describe efforts to identify duplication. Show specifically why any similar information already available cannot be used or modified for use for the purpose(s) described in Item 2 above.***

There is no similar information already held by TSA that could be used for the purpose of airport operators submitting applications to denote their interests in converting from a federally-supported airport to a contract-supported airport.

5. ***If the collection of information has a significant impact on a substantial number of small businesses or other small entities (Item 5 of the Paperwork Reduction Act submission form), describe the methods used to minimize burden.***

This collection does not have a significant impact on a substantial number of small businesses.

6. ***Describe the consequence to Federal program or policy activities if the collection is not conducted or is conducted less frequently, as well as any technical or legal obstacles to reducing burden.***

TSA is bound by ATSA to provide opportunities for airports to submit application to “opt-out”. If this information is not collected, TSA would not be in compliance or would be in direct violation with ATSA requirements as stated in 49 U.S.C. § 44920 (ATSA §108).

7. ***Explain any special circumstances that require the collection to be conducted in a manner inconsistent with the general information collection guidelines in 5 CFR 1320.5(d) (2).***

This would not apply, as there are no alternative methods for receiving the applications.

- 8. Describe efforts to consult persons outside the agency to obtain their views on the availability of data, frequency of collection, the clarity of instructions and recordkeeping, disclosure, or reporting format (if any), and on the data elements to be recorded, disclosed, or reported. If applicable, provide a copy and identify the date and page number of publication in the Federal Register of the agency's notice, required by 5 CFR 1320.8(d) soliciting comments on the information collection prior to submission to OMB. Summarize public comments received in response to that notice and describe actions taken by the agency in response to these comments. Specifically address comments received on cost and hour burden.**

TSA published two Federal Register notices with a 60-day and 30-day comment period, soliciting comments on the information collection. See 79 FR 37763 (July 2, 2014) and 80 FR 4586 (January 28, 2015). The agency received no comments in response to either of the notices.

- 9. Explain any decision to provide any payment or gift to respondents, other than remuneration of contractors or grantees.**

No payment or gift will be provided to respondents.

- 10. Describe any assurance of confidentiality provided to respondents and the basis for the assurance in statute, regulation, or agency policy.**

There are no assurances of confidentiality provided to the respondents of this information collection. The SPP application does not contain PII or classified information, which means that no special handling or protection is required.

- 11. Provide additional justification for any questions of sensitive nature, such as sexual behavior and attitudes, religious beliefs, and other matters that are commonly considered private.**

TSA does not ask any questions of a sensitive nature.

12. Provide estimates of hour burden of the collection of information.

The annual burden for the information collection related to SPP is estimated to be one-half hour (0.5 hours). While TSA estimates that only two airports will respond annually, it is presumed that ten or more airports could respond to the application request. The agency estimates that each respondent airport will spend approximately one-quarter (.25) hour to complete the application for a total burden of one-half hour (0.5 hours).

Collection	Number of Respondents	Hourly Burden	Total Annual Hourly Burden
SPP Application	2	.25	.50
Total	2	.25	.50

13. Provide an estimate of the total annual cost burden to respondents or recordkeepers resulting from the collection of information.

TSA does not require the airports to maintain records of the application submission. However, if the airport chose to do so, the burden associated with this action is anticipated to be de minimis.

14. Provide estimates of annualized cost to the Federal Government. Also, provide a description of the method used to estimate cost, and other expenses that would not have been incurred without this collection of information.

The annual cost to the Federal Government if TSA receives two SPP applications is estimated to be \$36.

TSA estimates that it will take 0.50 hours for one (1) TSA H/I program analyst to process one (1) application. The estimated annual salary of a TSA H/I program analyst is \$75,000. A standard work year contains 2,080 hours. The hourly rate of a TSA H/I analyst is \$75,000 divided by 2,080 hours which is equal to \$36/hr. ($\$75,000/2,080=\$36/\text{hr.}$). The time to process one (1) application is 0.50 hours. The hourly rate of \$36.00 multiplied by 0.50 hours ($\$36 * 0.50 \text{ hours}$) is \$18.00/hr. The total cost to the Federal government to process one (1) SPP application is approximately \$18. Thus, the total cost to process two applications is estimated at \$36.

15. Explain the reasons for any program changes or adjustments reported in Items 13 or 14 of the OMB Form 83-I.

This is a new request for an existing collection.

16. For collections of information whose results will be published, outline plans for tabulation and publication. Address any complex analytical techniques that will be used. Provide the time schedule for the entire project, including beginning and ending dates of the collection of information, completion of report, publication dates, and other actions.

TSA will not publish the results of this collection.

17. If seeking approval to not display the expiration date for OMB approval of the information collection, explain the reasons that display would be inappropriate.

TSA SPP is not seeking such approval.

18. Explain each exception to the certification statement identified in Item 19, "Certification for Paperwork Reduction Act Submissions," of OMB Form 83-I.

TSA SPP is not seeking any exceptions to the certification statement as the information gathered for the application meets the criteria for 5 CFR 1320.9.