

withdrawal of its certification by the FAA if such deficiencies are not corrected. A repair station owner or operator may petition for reconsideration (appeal) a determination by TSA that FAA must suspend or revoke its certificate. Newly certificated repair stations located outside of the U.S. may be required to respond to paper and desk audits by completing a form and returning it to TSA. TSA uses the collected information to determine compliance with the security measures required under 49 CFR part 1554.

TSA received approval from OMB for the collection of information on June 4, 2014, which is approved through December 2015. TSA now seeks to extend this approval from OMB to continue collecting information relating to recordkeeping of employment history records, petitions for reconsideration, and paper/desk audits. Accordingly, TSA must proceed with this ICR for this program in order to continue to comply with statutory mandates.

The respondents to this information collection are the owners and/or operators of repair stations certificated by the FAA under 14 CFR part 145, which is estimated to be 451 repair stations located in the U.S. and 772 repair stations located outside the U.S.

TSA has completed a security audit of 707 repair stations located outside the U.S. as required by the statute. TSA estimates that 225 stations located on or adjacent to airports may be required to provide records to TSA in the event a security deficiency is identified and is not immediately corrected. Each respondent repair station would spend approximately 1 hour to provide information to inspectors and would incur a total of 225 burden hours (225 repair stations \* 1 hour).

In addition, there are 65 repair stations that received certification after the original security audit was completed. These newly certificated repair stations may be required to provide records to TSA upon request. Each respondent repair station would spend approximately 2 hours to prepare and submit records. TSA estimates that respondents will incur a total of 130 burden hours (65 repair stations \* 2 hours) to satisfy the recordkeeping requirement.

TSA estimates that of the 451 repair stations within the U.S. required to implement security measures, 151 repair stations will be required to provide records to TSA upon request. Each respondent repair station will spend approximately 2 hours to prepare and submit records. TSA estimates that respondents will incur a total of 302

burden hours (151 repair stations \* 2 hours) to satisfy the recordkeeping requirement.

TSA estimates that of the 451 repair stations within the U.S., 1 repair station will petition for reconsideration. The respondent repair station will spend approximately 10 hours to complete the process. Once a repair station receives a written notice of security deficiencies, the repair station must respond in writing within 45 days describing the measures implemented to correct the deficiencies. If the repair station fails to correct the deficiencies within 90 days, TSA will issue a notice to the repair station and to the FAA that the certificate must be suspended. A repair station may petition for review of that determination within 20 days by providing a written response including any information TSA should consider in reviewing its decision. TSA estimates that the respondent will incur a total of 10 burden hours (1 repair station \* 10 hours).

TSA estimates that all respondents repair stations will incur a total of 657 hours (355 outside the U.S. and 312 within the U.S.) annually to satisfy the collection requirements. Therefore, the total average annual hour burden estimate is approximately 657 hours. There is no cost burden to respondents as a result of this collection.

Dated: August 24, 2015.

**Christina A. Walsh,**

*TSA Paperwork Reduction Act Officer, Office of Information Technology.*

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## DEPARTMENT OF HOMELAND SECURITY

### Transportation Security Administration

#### Intent To Request Renewal From OMB of One Current Public Collection of Information: Airport Security

**AGENCY:** Transportation Security Administration, DHS.

**ACTION:** 60-day notice.

**SUMMARY:** The Transportation Security Administration (TSA) invites public comment on one currently approved Information Collection Request (ICR), Office of Management and Budget (OMB) control number 1652-0002, abstracted below that we will submit to OMB for renewal in compliance with the Paperwork Reduction Act (PRA). The ICR describes the nature of the information collection and its expected burden. TSA-required airport security programs require airport operators to

maintain and update records to ensure compliance with security provisions outlined in 49 CFR part 1542.

**DATES:** Send your comments by November 2, 2015.

**ADDRESSES:** Comments may be emailed to [TSAPRA@dhs.gov](mailto:TSAPRA@dhs.gov) or delivered to the TSA PRA Officer, Office of Information Technology (OIT), TSA-11, Transportation Security Administration, 601 South 12th Street, Arlington, VA 20598-6011.

**FOR FURTHER INFORMATION CONTACT:** Christina A. Walsh at the above address, or by telephone (571) 227-2062.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number. The ICR documentation is available at <http://www.reginfo.gov>. Therefore, in preparation for OMB review and approval of the following information collection, TSA is soliciting comments to—

(1) Evaluate whether the proposed information requirement is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(2) Evaluate the accuracy of the agency's estimate of the burden;

(3) Enhance the quality, utility, and clarity of the information to be collected; and

(4) Minimize the burden of the collection of information on those who are to respond, including using appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

#### Information Collection Requirement

*OMB Control Number 1652-0002; Airport Security, 49 CFR part 1542.* TSA is seeking to renew its OMB control number 1652-0002, Airport Security, 49 CFR part 1542. The information collection is used to determine compliance with 49 CFR part 1542 and to ensure passenger safety and security by monitoring airport operator security procedures. The following information collections and other recordkeeping requirements with which respondent airport operators must comply fall under this OMB control number: (1) Development of an Airport Security Program (ASP) and submission to TSA; (2) submission of ASP amendments to TSA when applicable; (3) collection of data necessary to complete a criminal

history records check (CHRC) for those individuals with access to a Security Identification Display Area (SIDA); (4) submission to TSA of identifying information about individuals to whom the airport operator has issued identification media, such as name, address, and country of birth, in order for TSA to conduct a Security Threat Assessment (STA); and (5) recordkeeping requirements associated with records required for compliance with the regulation, and for compliance with Security Directives (SDs).

This information collection is mandatory for airport operators. As part of their security programs, affected airport operators are required to maintain and update, as necessary, records of compliance with the security program provisions set forth in 49 CFR part 1542. This regulation also requires affected airport operators to make their security programs and associated records available for inspection and copying by TSA to verify compliance with transportation security regulations.

As required by 49 CFR part 1542, airport operators must ensure that individuals seeking unescorted access authority submit information for and receive a CHRC, as well as submit information so that TSA can conduct an STA. As part of this process, the individual must provide identifying information, including fingerprints. Additionally, airport operators must maintain these records and make them available to TSA for inspection and copying upon request.

TSA will continue to collect information to determine airport operator compliance with other requirements of 49 CFR part 1542. TSA estimates that there will be approximately 438 airport operator respondents to the information collection requirements described above, with a total annual burden estimate of approximately 1,607,260 hours.

Issued in Arlington, Virginia, on August 24, 2015.

**Christina A. Walsh,**

*TSA Paperwork Reduction Act Officer, Office of Information Technology.*

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## DEPARTMENT OF HOMELAND SECURITY

### Transportation Security Administration

#### Intent To Request Renewal From OMB of One Current Public Collection of Information: Federal Flight Deck Officer Program

**AGENCY:** Transportation Security Administration, DHS.

**ACTION:** 60-Day notice.

**SUMMARY:** The Transportation Security Administration (TSA) invites public comment on one currently approved Information Collection Request (ICR), Office of Management and Budget (OMB) control number 1652-0011, abstracted below that we will submit to OMB for renewal in compliance with the Paperwork Reduction Act (PRA). The ICR describes the nature of the information collection and its expected burden. The collection requires interested volunteers to fill out an application to determine their suitability for participating in the Federal Flight Deck Officer (FFDO) Program, and deputized FFDOs to submit written reports of certain prescribed incidents.

**DATES:** Send your comments by November 2, 2015.

**ADDRESSES:** Comments may be emailed to [TSAPRA@dhs.gov](mailto:TSAPRA@dhs.gov) or delivered to the TSA PRA Officer, Office of Information Technology (OIT), TSA-11, Transportation Security Administration, 601 South 12th Street, Arlington, VA 20598-6011.

**FOR FURTHER INFORMATION CONTACT:** Christina A. Walsh at the above address, or by telephone (571) 227-3651.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number. The ICR documentation is available at <http://www.reginfo.gov>. Therefore, in preparation for OMB review and approval of the following information collection, TSA is soliciting comments to—

(1) Evaluate whether the proposed information requirement is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(2) Evaluate the accuracy of the agency's estimate of the burden;

(3) Enhance the quality, utility, and clarity of the information to be collected; and

(4) Minimize the burden of the collection of information on those who are to respond, including using appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

#### Information Collection Requirement

*1652-0011; Federal Flight Deck Officer Program.* The Transportation Security Administration (TSA) initially required this information collection under the authority of the Arming Pilots Against Terrorism Act (APATA), Title XIV of the Homeland Security Act (Nov. 25, 2002), sec. 1402(a), as amended by title VI of the Vision 100—Century of Aviation Reauthorization Act (Vision 100) (Dec. 12, 2003), sec. 609(b). See Public Law 107-296, 116 Stat. 2300, as codified at 49 U.S.C. 44921, and Public Law 108-176, 117 Stat. 2570, as codified at 49 U.S.C. 44921, respectively. TSA is seeking to renew this information collection in order to continue collecting the information described in this notice to comply with its statutory mission. The APATA required TSA to establish a program to deputize volunteer pilots of passenger air carriers as Federal law enforcement officers to defend the flight deck of their aircraft against acts of criminal violence or air piracy. With the enactment of Vision 100, eligibility to participate in the FFDO program expanded to include pilots of all-cargo aircraft, as well as flight engineers and navigators on both passenger and cargo aircraft.

In order to screen volunteers for entry into the FFDO program, TSA collects information, including name, address, prior address information, personal references, criminal history, limited medical information, financial information, and employment information, from applicants through comprehensive applications they submit to TSA. In addition, standard operating procedures require deputized FFDOs to report certain prescribed incidents to TSA so that appropriate records are created for evidentiary, safety, and security purposes. TSA uses the information collected to assess the qualifications and suitability of prospective and current FFDOs through an online application, to ensure the readiness of every FFDO, to administer the program, and for other transportation security purposes. Based on the average number of new applicants to the FFDO program, TSA estimates a total of 5,000 respondents annually. TSA estimates that the online