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If you are selected as a non-representative member or as a member from the general public, you will serve as a Special Government Employee as defined in section 202(a) of title 18, United States Code. As a candidate for appointment as a Special Government Employee, applicants are required to complete a Confidential Financial Disclosure Report (OGE Form 450). The Coast Guard may not release the reports or the information in them to the public except under an order issued by a Federal court or as otherwise provided under the *Privacy Act* (5 U.S.C. 552a). Applicants can obtain this form by going to the Web site of the Office of Government Ethics (www.oge.gov) or by contacting the individual listed above in **FOR FURTHER INFORMATION CONTACT**. Applications which are not accompanied by a completed OGE Form 450 will not be considered.

If you are interested in applying to become a member of the Council, send your cover letter and resume to Mr. Jeff Ludwig, Alternate Designated Federal Officer of National Boating Safety Advisory Council by email or mail according to the instructions in the **ADDRESSES** section by the deadline in the **DATES** section of this notice. Indicate the specific category you request to be considered for and specify your area of expertise that qualifies you to serve on the National Boating Safety Advisory Council. Note that during the vetting process, applicants may be asked to provide their date of birth and social security number. All email submittals will receive email receipt confirmation.

To visit our online docket, go to <http://www.regulations.gov>. Enter the docket number for this notice (USCG–2010–0316) in the Search box, and click “Search.” Please do not post your resume or OGE–450 Form on this site.

Dated: January 27, 2015.

Jonathan C. Burton,

Captain, U.S. Coast Guard, Director of Inspections and Compliance.

[FR Doc. 2015–02129 Filed 2–3–15; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

[Internal Agency Docket No. FEMA–4206–DR; Docket ID FEMA–2015–0002]

Soboba Band of Luiseño Indians; Major Disaster and Related Determinations

AGENCY: Federal Emergency Management Agency, DHS.

ACTION: Notice.

SUMMARY: This is a notice of the Presidential declaration of a major disaster for the Soboba Band of Luiseño Indians (FEMA–4206–DR), dated January 27, 2015, and related determinations.

DATES: *Effective Date:* January 27, 2015.

FOR FURTHER INFORMATION CONTACT: Dean Webster, Office of Response and Recovery, Federal Emergency Management Agency, 500 C Street SW., Washington, DC 20472, (202) 646–2833.

SUPPLEMENTARY INFORMATION: Notice is hereby given that, in a letter dated January 27, 2015, the President issued a major disaster declaration under the authority of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. 5121 *et seq.* (the “Stafford Act”), as follows:

I have determined that the damage to the lands associated with the Soboba Band of Luiseño Indians resulting from severe storms, flooding, and mudslides during the period of December 4–6, 2014, is of sufficient severity and magnitude to warrant a major disaster declaration under the Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. 5121 *et seq.* (the “Stafford Act”). Therefore, I declare that such a major disaster exists for the Soboba Band of Luiseño Indians and associated lands.

In order to provide Federal assistance, you are hereby authorized to allocate from funds available for these purposes such amounts as you find necessary for Federal disaster assistance and administrative expenses.

You are authorized to provide Public Assistance and Hazard Mitigation for the Soboba Band of Luiseño Indians and associated lands. Consistent with the requirement that Federal assistance be supplemental, any Federal funds provided under the Stafford Act for Hazard Mitigation will be limited to 75 percent of the total eligible costs. Federal funds provided under the Stafford Act for Public Assistance also will be limited to 75 percent of the total eligible costs, with the exception of projects that meet the eligibility criteria for a higher Federal cost-sharing percentage under the Public Assistance Alternative Procedures Pilot Program for Debris Removal implemented pursuant to section 428 of the Stafford Act.

Further, you are authorized to make changes to this declaration for the approved assistance to the extent allowable under the Stafford Act.

The Federal Emergency Management Agency (FEMA) hereby gives notice that pursuant to the authority vested in the Administrator, under Executive Order 12148, as amended, Rosalyn L. Cole, of FEMA is appointed to act as the Federal Coordinating Officer for this major disaster.

The following area has been designated as adversely affected by this major disaster:

Soboba Band of Luiseño Indians and associated lands for Public Assistance.

The Soboba Band of Luiseño Indians is eligible to apply for assistance under the Hazard Mitigation Grant Program.

The following Catalog of Federal Domestic Assistance Numbers (CFDA) are to be used for reporting and drawing funds: 97.030, Community Disaster Loans; 97.031, Cora Brown Fund; 97.032, Crisis Counseling; 97.033, Disaster Legal Services; 97.034, Disaster Unemployment Assistance (DUA); 97.046, Fire Management Assistance Grant; 97.048, Disaster Housing Assistance to Individuals and Households In Presidentially Declared Disaster Areas; 97.049, Presidentially Declared Disaster Assistance—Disaster Housing Operations for Individuals and Households; 97.050, Presidentially Declared Disaster Assistance to Individuals and Households—Other Needs; 97.036, Disaster Grants—Public Assistance (Presidentially Declared Disasters); 97.039, Hazard Mitigation Grant.

W. Craig Fugate,

Administrator, Federal Emergency Management Agency.

[FR Doc. 2015–02122 Filed 2–3–15; 8:45 am]

BILLING CODE 9111–23–P

DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

[Docket No. TSA–2007–28572]

RIN 1652–0046

Intent to Request Revision from OMB of One Current Public Collection of Information: Secure Flight 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 1652–0046, abstracted below that we will submit to OMB for revision in compliance with

the Paperwork Reduction Act (PRA). The ICR describes the nature of the information collection and its expected burden. The collection involves passenger information which certain U.S. aircraft operator and foreign air carriers (collectively "covered aircraft operators") submit to Secure Flight for the purposes of identifying and protecting against potential and actual threats to transportation security and identifying those individuals who are a lower risk to transportation security and therefore may be eligible for expedited screening. TSA is revising this collection to include the collection of Computer-Assisted Passenger Prescreening Systems (CAPPS) risk assessments, which is explained below.

DATES: Send your comments by April 6, 2015.

ADDRESSES: Comments may be emailed to 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 1652-0046; Secure Flight Program, 49 CFR part 1560. The Transportation Security

Administration collects information from covered aircraft operators, including foreign air carriers, in order to perform risk-based analysis of passenger information under the Secure Flight Program. Under the Secure Flight Program, as part of risk-based analysis, the information collected is used for watch list matching, which includes matching against lists of Known Travelers, and to assess passenger risk, *e.g.*, to identify passengers who present lower risk and may be eligible for expedited screening. The collection covers —

(1) Secure Flight Passenger Data for passengers of covered domestic and international flights within, to, from, or over the continental United States. The collection also covers flights between two foreign locations when operated by a covered U.S. aircraft operator;

(2) Secure Flight Passenger Data for passengers of charter operators and lessors of aircraft with a maximum takeoff weight of over 12,500 pounds; and

(3) Certain identifying information for non-traveling individuals that airport operators or airport operator points of contact (POCs) seek to authorize to enter a sterile area at a U.S. airport, for example, to patronize a restaurant, to escort a minor or a passenger with disabilities or for another approved purpose.

(4) Computer-Assisted Passenger Prescreening Systems (CAPPS) risk assessments, which are used by aircraft operators in risk-based analysis of passenger information and other prescreening data that produces a passenger boarding pass. The assessments are generated by analyzing the underlying passenger and other prescreening data obtained by the aircraft operator when the passenger makes his or her reservation. *Secure Flight receives only the assessment generated from the applicable data and NOT the underlying data.* TSA obtains important security value from the risk assessment without receiving the underlying privacy and other information that are generated when individuals make their flight reservations;

(5) Frequent Flier Code Words generated by aircraft operator to validate that a passenger is a Frequent Flier program member who may be eligible for expedited screening. TSA analyzes this information to determine the appropriate level of physical screening for all passengers;

(6) Registration information critical to deployment of Secure Flight, such as contact information, data format or mechanism the covered aircraft

operators will use to transmit Secure Flight Passenger Data.

The current estimated annual reporting burden is 678,245 hours.

Dated: January 29, 2015.

Christina A. Walsh,

TSA Paperwork Reduction Act Officer, Office of Information Technology.

[FR Doc. 2015-02101 Filed 2-3-15; 8:45 am]

BILLING CODE 9110-05-P

DEPARTMENT OF HOMELAND SECURITY

U.S. Customs and Border Protection

Modification of National Customs Automation Program (NCAP) Test Concerning the use of the Partner Government Agency Message Set through the Automated Commercial Environment (ACE) for the Submission of Certain Data Required by the Environmental Protection Agency (EPA)

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

ACTION: General notice.

SUMMARY: This document announces U.S. Customs and Border Protection's (CBP's) plan to modify the National Customs Automation Program (NCAP) test concerning the transmission of electronic filings through the Automated Commercial Environment (ACE), known as the Partner Government Agency (PGA) Message Set test. This modification expands the use of the ACE PGA Message Set to transmit Environmental Protection Agency (EPA) Notice of Arrival of Pesticides and Devices (NOA) import data in the ocean and rail modes of transportation. PGA Message Set data may be submitted only for certain entries filed at certain ports.

This modified test is in furtherance of key CBP International Trade Data System (ITDS) initiatives as provided in the Security and Accountability For Every Port Act (SAFE) of 2006 to achieve the vision of ACE as the single window for the Government and trade community by automating and enhancing the interaction between international trade partners, CBP, and PGAs by facilitating electronic collection, processing, sharing, and review of trade data and documents required by Federal agencies during the cargo import and export process. The initiatives will significantly increase efficiency and reduce costs over the manual, paper-based interactions that have been in place. The PGA Message Set will improve communication