

Chinese origin, and many significant processing operations occur in China, the Chinese operations require less skill and precision, and the product remains inoperable when imported into the United States. In contrast, the final assembly of the product, 15 out of 25 operational sequences of which are performed in the United States, requires a good deal more skill, precision and technical expertise. Many of the critical operations involved in completing the product, such as installing the work platforms' software, manufacturing the "brain" of the system and attaching the modules to the product, are also performed in the United States. More importantly, 40 percent of the remaining components of the electric scissor lifts are of U.S.-origin. This includes the three control modules, which act as the "brain" of the machine, without which the machine cannot function; batteries; the platform control box; and, the ground control panel. We also recognize that the software contained in the three modules is completely developed and programmed in the United States. In addition, significant operations to produce the product are performed in the United States, such as sophisticated testing, inspection, calibration and preparation of the product. Consequently, we find that the imported partially assembled R Series lifts are substantially transformed as a result of the assembly operations performed in the United States to produce the fully functional and operational electric scissor lifts. Based on the information presented, it is our opinion that the country of origin of the RS Scissor Lift is the United States.

#### HOLDING:

Based on the facts provided, the finished electric scissor lifts will be considered a product of the United States for purposes of U.S. Government procurement.

Notice of this final determination will be given in the **Federal Register**, as required by 19 C.F.R. § 177.29. Any party-at-interest other than the party which requested this final determination may request, pursuant to 19 C.F.R. § 177.31, that CBP reexamine the matter anew and issue a new final determination. Pursuant to 19 C.F.R. § 177.30, any party-at-interest may, within 30 days of publication of the **Federal Register** Notice referenced above, seek judicial review of this final determination before the Court of International Trade.

Sincerely,

Alice A. Kipel, Executive Director  
Regulations and Rulings  
Office of Trade

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**BILLING CODE P**

## DEPARTMENT OF HOMELAND SECURITY

### Transportation Security Administration

#### Revision of Agency Information Collection Activity Under OMB Review: TSA End of Course Level 1 Evaluation—Instructor-Led Classroom Training

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

**ACTION:** 30-Day notice.

**SUMMARY:** This notice announces that the Transportation Security Administration (TSA) has forwarded the Information Collection Request (ICR), Office of Management and Budget (OMB) control number 1652-0041, abstracted below to OMB for review and approval of a revision of the currently approved collection under the Paperwork Reduction Act (PRA). The ICR describes the nature of the information collection and its expected burden. The collection involves the submission of ratings and written comments about the quality of training instruction from TSA students who successfully complete TSA instructor-led classroom training. TSA students include TSA personnel, as well as State and local civilian personnel, who attend the Explosives Detection Canine Handler Course, Passenger Screening Canine Handler Course, Bridge Course, Canine Technical Operations Course, or the Office of Security Operations Canine (OSO) Management Course at the Canine Training Center (CTC).

**DATES:** Send your comments by June 29, 2018. A comment to OMB is most effective if OMB receives it within 30 days of publication.

**ADDRESSES:** Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, OMB. Comments should be addressed to Desk Officer, Department of Homeland Security/TSA, and sent via electronic mail to [dhsdeskofficer@omb.eop.gov](mailto:dhsdeskofficer@omb.eop.gov).

**FOR FURTHER INFORMATION CONTACT:** Christina A. Walsh, TSA PRA Officer, Office of Information Technology (OIT), TSA-11, Transportation Security Administration, 601 South 12th Street,

Arlington, VA 20598-6011; telephone (571) 227-2062; email [TSAPRA@tsa.dhs.gov](mailto:TSAPRA@tsa.dhs.gov).

**SUPPLEMENTARY INFORMATION:** TSA published a **Federal Register** notice, with a 60-day comment period soliciting comments, of the following collection of information on January 26, 2018, 83 FR 4502.

#### 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 will be available at <http://www.reginfo.gov> upon its submission to OMB. 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.

Consistent with the requirements of Executive Order (E.O.) 13771, Reducing Regulation and Controlling Regulatory Costs, and E.O. 13777, Enforcing the Regulatory Reform Agenda, TSA is also requesting comments on the extent to which this request for information could be modified to reduce the burden on respondents.

#### Information Collection Requirement

**Title:** TSA End of Course Level 1 Evaluation—Instructor-Led Classroom Training.

**Type of Request:** Revision of a currently approved collection.

**OMB Control Number:** 1652-0041.

**Form(s):** TSA Form 1904A.

**Affected Public:** Canine Handlers.

**Abstract:** TSA's CTC delivers the Explosives Detection Canine Handler Course, Passenger Screening Canine Handler Course, Bridge Course, Canine Technical Operations Course, and the OSO Management Course<sup>1</sup> to TSA

<sup>1</sup> Because CTC is the sole DHS source for all TSA-trained canines and handlers, the TSA has

personnel, as well as to State and local civilian personnel. State and local civilian personnel (primarily, law enforcement agencies that are responsible for the security at airports throughout the United States) participate under agency-specific cooperative agreements with TSA's National Explosives Detection Canine Team Program. This information collection captures ratings and written comments and feedback from students about the quality of the referenced training.

TSA is revising the information collection to standardize all Level 1 course evaluations across TSA. A Level 1 evaluation is a measure of the degree to which participants react to a learning activity. In addition, TSA is removing from the form all personally identifiable information (PII) as well as course code and location, as these elements are not necessary to the collection. Finally, TSA is revising the name of the collection from "TSA OTWE Canine Training and Evaluation Branch End of Course Level 1 Evaluation" to "TSA End of Course Level 1 Evaluation—Instructor-Led Classroom Training."

*Number of Respondents:* 79.

*Estimated Annual Burden Hours:* An estimated 39.5 hours annually.

Dated: May 23, 2018.

**Christina A. Walsh,**

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

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partnered with local law enforcement agencies (Legacy) under a reimbursement agreement to train students and canines and pair the canine teams through annual evaluations. To ensure standardization of all TSA student training, the civilian students attend the same courses as TSA students. This may include pairing civilian students with an explosives-only canine in the CTC Explosives Detection Canine Handler Course; pairing civilian students with trained canines in the Passenger Screening Canine Handler Course; or enrolling students previously certified by the TSA to attend the Bridge Course to enhance their skillset. Doing so ensures all students with the TSA's National Explosives Detection Canine Team Program receive the same course materials to successfully operate in the operational environments associated with TSA (airports, mass transit, and water vessels with the transportation triad). Lastly, CTC will be developing a course specifically for Legacy civilian supervisors and trainers that incorporates much of the content and materials in the Canine Technical Operations Course and Canine Management Course.

## DEPARTMENT OF HOMELAND SECURITY

### Transportation Security Administration

#### Intent To Request Approval From OMB of One New Public Collection of Information: Law Enforcement Officers Safety Act and Retired Badge/Credential

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

**ACTION:** 60-Day Notice.

**SUMMARY:** The Transportation Security Administration (TSA) invites public comment on a new Information Collection Request (ICR) abstracted below that we will submit to the Office of Management and Budget (OMB) for approval in compliance with the Paperwork Reduction Act (PRA). The ICR describes the nature of the information collection and its expected burden. This collection involves the submission of information from former employees who are interested in a Law Enforcement Officers Safety Act of 2004 (LEOSA) Identification (ID) Card, a retired badge and/or a retired credential. **DATES:** Send your comments by July 30, 2018.

**ADDRESSES:** Comments may be emailed to [TSAPRA@tsa.dhs.gov](mailto:TSAPRA@tsa.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 will be available at <http://www.reginfo.gov> upon its submission to OMB. 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.

Consistent with the requirements of Executive Order (E.O.) 13771, Reducing Regulation and Controlling Regulatory Costs, and E.O. 13777, Enforcing the Regulatory Reform Agenda, TSA is also requesting comments on the extent to which this request for information could be modified to reduce the burden on respondents.

#### Information Collection Requirement LEOSA

Under 18 U.S.C. 926C, which codifies a portion of LEOSA,<sup>1</sup> a "qualified retired law enforcement officer" may carry a concealed firearm in any jurisdiction in the United States, regardless of State or local laws, with certain limitations and conditions. In accordance with LEOSA, the Department of Homeland Security (DHS) issued DHS Directive and Instruction Manual 257-01, *Law Enforcement Officers Safety Act* (Nov. 5, 2009). DHS Directive 257-01 requires DHS components to implement the provisions of LEOSA pertaining to qualified retired LEOs as cost-effectively and efficiently as possible consistent with the requirements and intent of the statute for LEOs formerly employed by DHS and predecessor agencies.

TSA subsequently issued TSA Management Directive (MD) 3500.1, *LEOSA Applicability and Eligibility* (Oct. 7, 2001), to implement the LEOSA statute and DHS directive. Under this MD, TSA issues photographic identification to retired LEOs who separated or retired from TSA in "good standing" and meet other qualification requirements identified in this MD.

#### Retired Badge/Credential

Under TSA MD 2800.11, *Badge and Credential Program*, an employee retiring from Federal service is eligible to receive a "retired badge and/or credential" if the individual: (1) Was issued a badge and/or credential, (2) qualifies for a Federal annuity under the Civil Service Retirement System (CSRS) or the Federal Employees Retirement System (FERS), and (3) meets all of the

<sup>1</sup> Public Law 108-277, 118 Stat. 865, July 22, 2004, codified in 18 U.S.C. 926B and 926C, as amended by the Law Enforcement Officers Safety Act Improvements Act of 2010 (Pub. L. 111-272, 124 Stat. 2855; Oct. 12, 2010) and National Defense Authorization Act for Fiscal Year 2013 (Pub. L. 112-239, 126 Stat. 1970; Jan. 2, 2013).