

information on those who are to respond, including through the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, *e.g.*, permitting electronic submission of responses. The comments that are submitted will be summarized and included in the request for approval. All comments will become a matter of public record.

Overview of This Information Collection

Title: Visa Waiver Program Carrier Agreement.

OMB Number: 1651–0110.

Form Number: CBP Form I–775.

Current Actions: This submission is being made to extend the expiration date with a decrease in burden hours due to updated agency estimates on respondents. There is no change to information collected or to CBP Form I–775.

Type of Review: Extension (without change).

Abstract: Section 223 of the Immigration and Nationality Act (INA) (8 U.S.C. 1223(a)) provides for the necessity of a transportation contract. The statute provides that the Attorney General may enter into contracts with transportation lines for the inspection and administration of aliens coming into the United States from a foreign territory or from adjacent islands. No such transportation line shall be allowed to land any such alien in the United States until and unless it has entered into any such contracts which may be required by the Attorney General. Pursuant to the Homeland Security Act of 2002, this authority was transferred to the Secretary of Homeland Security.

The Visa Waiver Program Carrier Agreement (CBP Form I–775) is used by carriers to request acceptance by CBP into the Visa Waiver Program (VWP). This form is an agreement whereby carriers agree to the terms of the VWP as delineated in Section 217(e) of the INA (8 U.S.C. 1187(e)). Once participation is granted, CBP Form I–775 serves to hold carriers liable for the transportation costs, to ensure the completion of required forms, and to share passenger data. Regulations are promulgated at 8 CFR part 217.6, Carrier Agreements. A copy of CBP Form I–775 is accessible at: <http://www.cbp.gov/newsroom/publications/forms?title=775>.

Affected Public: Businesses.

Estimated Number of Respondents: 98.

Estimated Number of Total Annual Responses: 98.

Estimated Time per Response: 30 minutes.

Estimated Total Annual Burden Hours: 49.

Dated: July 24, 2018.

Seth D Renkema,

Branch Chief, Economic Impact Analysis Branch, U.S. Customs and Border Protection.

[FR Doc. 2018–16063 Filed 7–26–18; 8:45 am]

BILLING CODE 9111–14–P

DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

Intent To Request Approval From OMB of One New Public Collection of Information: Law Enforcement Officers (LEOs) Flying Armed

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. The collection involves gathering information from state, local and tribal armed law enforcement officers (LEOs) who require specialized screening at the checkpoint.

DATES: Send your comments by September 25, 2018.

ADDRESSES: Comments may be emailed to TSAPRA@tsa.dhs.gov or delivered to the TSA PRA Officer, Information Technology (IT), 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

TSA has broad statutory authority to assess a security risk for any mode of transportation, develop security measures for dealing with that risk, and enforce compliance with those measures.¹

TSA's mission includes the screening of individuals, accessible property, checked baggage, and cargo before boarding or loading on an aircraft to prevent or deter the carriage of any explosive, incendiary, or deadly or dangerous weapon on an aircraft. Under 49 CFR 1540.107, individuals are required to submit to screening and inspection before entering a sterile area of an airport or boarding an aircraft. The prohibition on carrying a weapon, however, does not apply to LEOs required to carry a firearm or other weapons while in the performance of law enforcement duties at the airport. See 49 CFR 1540.111(b). In addition, LEOs may fly armed if they meet the requirements of 49 CFR 1544.219. This section includes requirements for authorization to carry the weapon; training for flying armed; validation of the need for the weapon; notification requirements; prohibition related to consuming alcohol, and appropriation location of the weapon.

TSA has established a specialized screening process for State, local, and tribal LEOs when they are flying armed and need to go through screening at the checkpoint. When this situation will occur, LEOs are required to complete

¹ See 49 U.S.C. 114.

TSA Form 413A, Checkpoint Sign-In Log.

Purpose and Description of Data Collection

The information collected on TSA Form 413A includes identifying information on the LEOs; an affirmation that they are authorized to fly armed on official business and that they have an operational need to have their weapon accessible during the flight in accordance with 49 CFR part 1544; and identification of weapons they are carrying.

The information required by this form is used by the TSA Security Operations Center and the Law Enforcement/Federal Air Marshals Service in order to have situational awareness of armed law enforcement officer(s) presence on flights conducted by 49 CFR parts 1544 and/or 1546 regulated parties (aircraft operators and foreign air carriers). This real-time situational awareness is necessary in the event of a contingency on board the aircraft; such as but not limited to, a disruptive passenger, air piracy, or other threat to the safety and security of a commercial aircraft.

Respondents to this collection are State, local, and tribal police officers travelling with their weapons. TSA uses historical data to estimate 68,000 average annual responses. Each check-in requires filling out a log book and TSA estimates this activity requires one minute (0.0167 hours) to complete. TSA estimates this collection will place an annual average hour burden of 1,133 hours on the public.

Use of Results

TSA will use the information to have situational awareness of the presence of armed LEOs on flights conducted by 49 CFR parts 1544 and/or 1546 regulated parties (aircraft operators and foreign air carriers).

Dated: July 23, 2018.

Christina A. Walsh,

*TSA Paperwork Reduction Act Officer,
Information Technology.*

[FR Doc. 2018-16042 Filed 7-26-18; 8:45 am]

BILLING CODE 9110-05-P

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[LLNVL00000. L51100000.GN0000.
LVEMF1604790. 241A.18X; MO#4500101127]

Notice of Availability for the Final Environmental Impact Statement for the Proposed Gold Rock Mine Project, White Pine County, Nevada

AGENCY: Bureau of Land Management, Interior.

ACTION: Notice of Availability for the Final Environmental Impact Statement for the Proposed Gold Rock Mine Project, White Pine County, Nevada.

SUMMARY: In accordance with the National Environmental Policy Act of 1969, as amended (NEPA), and the Federal Land Policy and Management Act of 1976, as amended, the Bureau of Land Management (BLM) Bristlecone Field Office, Ely, Nevada, has prepared a Final Environmental Impact Statement (EIS) for the Gold Rock Mine Project (Project), White Pine County, Nevada, and by this notice is announcing its availability.

DATES: The BLM will not issue a final decision on the proposal for a minimum of 30 days after the date that the Environmental Protection Agency publishes its Notice of Availability in the **Federal Register**.

ADDRESSES: Copies of the Final EIS for the Gold Rock Mine Project and other documents pertinent to this proposal may be examined at the Bristlecone Field Office: 702 North Industrial Way, Ely, Nevada. The document is available for download on the internet at: <http://on.doi.gov/1zAxyW9>.

FOR FURTHER INFORMATION CONTACT: Maria Ryan, Project Manager, (775) 289-1888; mmryan@blm.gov. Persons who use a telecommunications device for the deaf (TDD) may call the Federal Relay Service (FRS) at 1-800-877-8339 to contact the above individual during normal business hours. The FRS is available 24 hours a day, 7 days a week, to leave a message or question with the above individual. You will receive a reply during normal business hours.

SUPPLEMENTARY INFORMATION: The Gold Rock Mine Project would involve construction and operation of an open-pit gold mine on public land in White Pine County, Nevada. Midway Gold U.S. was the original proponent. GRP Gold Rock, LLC Inc. (GRP) purchased the project in 2016. The project would involve expansion of an existing open pit and construction of two waste rock disposal areas, heap leaching facilities with an adsorption/desorption refining

plant, a carbon-in-leach plant, a tailings storage facility, roads, ancillary support facilities, and exploration areas. A 69kV power line would be built and tied into an existing power line with the Pan Mine located north of the project area. Water with which GRP has rights would be supplied via an existing well located on BLM-administered lands south of the main Project footprint. Construction and mining operations would occur within the fenced 8,757 acres and would disturb 3,946 acres. The proposed action also includes 200 acres of exploration disturbance in addition to the 267 acres of previously authorized exploration outside the fenced area.

The Final EIS describes and analyzes the proposed project site-specific impacts (including cumulative effects) on all affected resources. The Final EIS describes eight alternatives: (1) The Proposed Action; (2) the Northern Power Line Route Alternative; (3) the Southern Power Line Route Alternative; (4) the Northwest Main Access Route Alternative, Northern Power Line Route; (5) the Northwest Main Access Route Alternative, Southern Power Line Route; (6) the Modified County Road Re-Route Alternative; (7) the Western Tailings Storage Facility Alternative; and (8) the No Action Alternative.

1. Proposed Action

The proposed Project would be constructed and operated in the same geographic area as the reclaimed and closed Easy Junior Mine. The proposed Project consists of an open pit, two waste rock disposal areas, a heap leach pad and processing ponds, a carbon-in-leach plant, a tailings storage facility, haul and access roads, growth medium stockpiles, ancillary support facilities, and exploration associated with mining operation. Also under the Proposed Action, a 69-kV transmission line would extend south from the Pan Mine, east of and parallel to the approved Pan Mine Southwest Power Line, then extend southeast to the mine area. The site would be accessed using the existing main access route from US 50 on Green Springs Road (CR 5), then west on BLM Road 1179 (BLM 1179)/CR 1204, then south on Easy Junior Road (CR 1177) to the proposed mine area. Also under the Proposed Action, a county road that currently passes through the Gold Rock Mine Project area would be re-located onto existing and new BLM and county roads. Total disturbance in the project area would be approximately 3,946 acres.