

form is completed, TSA receives a notification via email. TSA vets the request to ensure that all of the required information has been submitted and that the agency has a current operational need for its officers to fly armed. If TSA determines that the requesting agency's officer meets the standard set forth in 49 CFR 1544.219, TSA will electronically send a non-disclosure agreement (NDA) to the requesting agency for the agency's LEO Flying Armed instructor to sign. Once TSA receives the signed NDA, TSA will electronically send the LEO Flying Armed Training course materials to the requesting agency. TSA keeps an electronic record of each agency that has received LEO Flying Armed Training course materials, including a point of contact for that agency. If an issue arises during the screening and verification process regarding the authenticity of an agency that requests training materials, TSA will not supply training materials until that issue has either been confirmed or resolved, and a record of such determination regarding authenticity is maintained.

Upon completion of the training, a LEO who has been authorized by his or her agency to fly armed presents his or her credentials and other required information at the airport in order to fly armed. A Transportation Security Officer verifies all pertinent information onsite. Based on current data, TSA estimates there are approximately 2,000 respondents on an annual basis. Each agency spends approximately 5 minutes to provide the information TSA needs to confirm the law enforcement agency is eligible to receive the training. This amounts to 2,000 agencies multiplied by 5 minutes, which equals 166.6 hours (2,000 agencies × 5 min = 10,000 min [166.6 hrs.]), for a total annual hour burden of 167 hours.

Dated: August 29, 2024.

Christina A. Walsh,

*TSA Paperwork Reduction Act Officer,
Information Technology.*

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DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

[Docket No. TSA-2009-0018]

Revision of Agency Information Collection Activity Under OMB Review: Certified Cargo Screening Standard Security Program

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 1652-0053, abstracted below to OMB for a revision in compliance with the Paperwork Reduction Act. The ICR describes the nature of the information collection and its expected burden. The collection involves: applications from entities to become Certified Cargo Screening Facilities (CCSFs) or Third-Party Canine-Cargo (3PK9-C) Certifiers; security threat assessments; standard security programs, modifications or amendments; or standards or proposed modified standards; recordkeeping requirements; designation of a Security Coordinator; and significant security concerns.

DATES: Send your comments by October 4, 2024. A comment to OMB is most effective if OMB receives it within 30 days of publication.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular information collection by selecting "Currently under Review—Open for Public Comments" and by using the find function.

FOR FURTHER INFORMATION CONTACT: Christina A. Walsh, TSA PRA Officer, Information Technology (IT), TSA-11, Transportation Security Administration, 6595 Springfield Center Drive, Springfield, VA 20598-6011; telephone (571) 227-2062; email 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 March 26, 2024, 89 FR 20991.

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 <https://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.

Information Collection Requirement

Title: Certified Cargo Screening Standard Security Program.

Type of Request: Revision of one currently approved ICR.

OMB Control Number: 1652-0053.

Forms(s): The forms used for this collection of information include Letter of Intent (TSA Form 419A); CCSF Profile Application (TSA Form 419B); CCSF SSI Agreement (TSA Form 419C); CCSF Principal Attestation (TSA Form 419D); CCSF Security Profile (TSA Form 419E); and the Security Threat Assessment Application (TSA Form 419F).

Affected Public: The collections of information that make up this ICR involve entities other than aircraft operators and include facilities upstream in the air cargo supply chain, such as shippers, manufacturers, warehousing entities, distributors, third party logistics companies, indirect air carriers, CCSFs and 3PK9 Certifiers located in the United States. For purposes of this document, CCSFs refers to both facility-based CCSFs and CCSF-K9s.

Abstract: TSA is seeking continued approval from OMB for the collection of information contained in the ICR. Section 1602 of the Implementing Recommendations of the 9/11 Commission Act of 2007, Public Law 110-53 (121 Stat. 266, Aug. 3, 2007) (9/11 Act) required the development of a system to screen 100 percent of such cargo no later than August 2010. TSA currently requires 100 percent screening of all cargo transported on passenger aircraft.¹ The screening of air cargo must be in a manner approved by TSA and be commensurate with the level of security for the screening of passenger checked baggage.²

TSA's regulations for the Certified Cargo Screening Program (CCSP) in 49

¹ See 49 CFR 1544.205(g) and 1546.205(g)(1).

² *Id.* See also 49 U.S.C. 44901(g)(2).

CFR part 1549 support the 9/11 Act mandate by providing an alternative means of compliance with the 100 percent screening requirement. To comply with the statutory mandate, the CCSP allows shippers, indirect air carriers, and other entities to voluntarily participate in a program through which TSA certifies entities to screen air cargo off-airport before it is tendered to air carriers for transport on passenger aircraft. CCSFs may screen cargo off-airport and must implement measures to ensure a secure chain of custody from the point of screening to the point at which the cargo is tendered to the aircraft operator. In addition, TSA developed a program to certify 3PK9-C Teams to screen air cargo.³ TSA incorporated this capability under the framework of the CCSP, providing an opportunity for canine team providers to choose to be regulated as CCSFs under 49 CFR part 1549 and approved to use Certified 3PK9-C Teams to screen cargo for TSA regulated entities.

TSA's three primary programs issued under 49 CFR part 1549 provides standards for compliance for those entities subject to the program's requirements: (1) the Certified Cargo Screening Security Program, applicable to facilities-based CCSFs; (2) the Certified Cargo Security Program-K9, applicable to canine team providers; and (3) the 3PK9-C Certifier Order, applicable to third-party certifiers.

The following are required to maintain availability of the CCSP: CCSF applications, 3PK9-C certifier applications, security threat assessment applications, criminal history records check, recordkeeping requirements, security program information, 3PK9-C Certifier Order information, reports of significant security concerns, and security coordinator information.

TSA is revising this collection to update the following TSA Forms: 419A, 419B, 419C, 419D and 419E, updating title and removing duplicative data elements. TSA is also making minor changes by updating instructions and removing information no longer required by the applicable security program.

Total Estimated Number of Respondent: 8,052.

Total Estimated Annual Burden Hours: 17,662 hours annually.⁴

³ See sec. 1941 of the FAA Reauthorization Act of 2019, Division K, Title I (Pub. L. 115-254; 132 Stat. 3186; Oct. 5, 2018).

⁴ Since the publication of the 60-day notice, TSA adjusted the annual respondents from 933 to 8,052 and the annual burden hours from 18,043 to 17,662.

Dated: August 29, 2024.

Christina A. Walsh,

*Paperwork Reduction Act Officer,
Information Technology.*

[FR Doc. 2024-19826 Filed 9-3-24; 8:45 am]

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DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

[Docket No. FR-7080-N-41]

30-Day Notice of Proposed Information Collection: Relocation Options Study OMB Control No.: 2528-NEW

AGENCY: Office of Policy Development and Research, Chief Data Officer, HUD.

ACTION: Notice.

SUMMARY: HUD is seeking approval from the Office of Management and Budget (OMB) for the information collection described below. In accordance with the Paperwork Reduction Act, HUD is requesting comment from all interested parties on the proposed collection of information. The purpose of this notice is to allow for an additional 30 days of public comment.

DATES: *Comments Due Date: October 4, 2024.*

ADDRESSES: Interested persons are invited to submit comments regarding this proposal. Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function. Interested persons are also invited to submit comments regarding this proposal and comments should refer to the proposal by name and/or OMB Control Number and should be sent to: Anna Guido, Clearance Officer, REE, Department of Housing and Urban Development, 451 7th Street SW, Room 8210, Washington, DC 20410-5000; email PaperworkReductionActOffice@hud.gov.

FOR FURTHER INFORMATION CONTACT:

Anna P. Guido, Reports Management Officer, REE, Department of Housing and Urban Development, 451 7th Street SW, Room 8210, Washington, DC 20410; email: PaperworkReductionActOffice@hud.gov. telephone (202)-402-5535. This is not a toll-free number, HUD welcomes and is prepared to receive calls from individuals who are deaf or hard of hearing, as well as individuals with speech or communication disabilities. To learn more about how to

make an accessible telephone call, please visit: <https://www.fcc.gov/consumers/guides/telecommunications-relay-service-trs>. Copies of available documents submitted to OMB may be obtained from Ms. Guido.

SUPPLEMENTARY INFORMATION: This notice informs the public that HUD is seeking approval from OMB for the information collection described in Section A.

The **Federal Register** notice that solicited public comment on the information collection for a period of 60 days was published on March 28, 2024 at 89 FR 21537.

A. Overview of Information Collection

Title of Information Collection: Relocation Options Study.

OMB Approval Number: 2528-0297.

Type of Request: New collection.

Form Number: N/A.

Description of the need for the information and proposed use: The Office of Policy Development and Research (PD&R), at the U.S. Department of Housing and Urban Development (HUD), is proposing the collection of information for the Relocation Options study.

Increasing threats of natural hazards due to climate change may necessitate the movement of households or entire communities to mitigate risk to people and properties. This research will conduct analysis of the efficacy of buyouts, relocation, and resettlement in mitigating hazard risk exposure; assess the potential adverse outcomes, inequities, and opportunity of such programs; and determine the needed capacity and coordination of Federal, state, and local levels to enable successful buyout, relocation, and resettlement initiatives. The goal of this research is to improve equity in how disaster recovery and mitigation funds are used for households that participate in buyout programs in communities that have received Community Development Block Grant-Disaster Recovery (CDBG-DR) grants or Community Development Block Grant Mitigation (CDBG-MIT) grants. Results from this research shall be interpretable to inform a framework for a pilot program and evaluation structure to inform the ongoing federal approach to hazard-related relocation. Currently, a "buyout" for CDBG-DR and CDBG-MIT grants means the acquisition of a property located in a floodway, floodplain, or other grantee-designated high-risk area, that is intended to reduce risk from future hazards.

This **Federal Register** Notice provides an opportunity to comment on the information collection for this study titled Relocation Options. The