

standard screening at airport security checkpoints.

TSA is required by law to charge a non-refundable fee to cover the costs of operating the TSA PreCheck® Application Program.⁹ Collecting biographic and biometric information from applicants, conducting the STA, adjudicating the results of the STA, and managing the program¹⁰ generate costs for TSA and for the enrollment providers who TSA has selected to help facilitate enrollment into the program. In the December 2013 Notice, TSA established a fee structure with a total fee of \$85.¹¹ That total fee was comprised of a TSA Fee of \$70.50 and an Federal Bureau of Investigations (FBI) Fee of \$14.50. The TSA Fee included costs incurred by TSA as well as costs incurred by the enrollment provider. The FBI Fee was the cost set to conduct a fingerprint-based criminal history records check.

In July 2021, TSA published a notice announcing the anticipated launch of additional enrollment providers who will be able to establish additional price points for the TSA PreCheck® Application Program.¹² TSA expects additional enrollment options through these providers to become available in 2021 to increase opportunities to apply for membership in the program. The new fee structure reflects this change in the program and will now consist of a TSA Component and Enrollment Provider Component that together, will be the Total Fee. The Enrollment Provider Component will take into account the cost of the criminal history records check conducted by the FBI. TSA will continue to publish the total fee amounts for all enrollment options via the agency's website at www.tsa.gov/precheck.

II. Discussion of TSA Fee Change

TSA will impose the TSA Component of the fee for all individuals who apply for and renew membership. The TSA Component of the fee will be collected by the enrollment providers and remitted to TSA to cover the TSA costs to operate this successful traveler program for approximately 10 million travelers. Consistent with the statutory mandate,¹³ the TSA Component of the fee recovers TSA's costs to analyze the immigration, terrorism, criminal, and regulatory violation information generated in the checks of the various

databases; determine whether applicants have a disqualifying factor or are eligible for the TSA PreCheck® Application Program; notify applicants of TSA's determination; issue KTNs to eligible individuals; conduct research and development for innovative enhancements to improve the TSA PreCheck® Application Program enrollment and the TSA PreCheck® expedited screening experience; and continue to monitor databases and information to confirm that the members remain low risk.

The STA conducted by TSA will cover a term of five years from the date of approval and must be renewed with TSA at the end of that term if an individual wishes to maintain their TSA PreCheck® eligibility. Enrollment providers will be permitted to offer shorter duration memberships (e.g., one-year memberships) but must still remit the full TSA Component fee at initial enrollment to TSA to cover TSA's five-year costs. If a member allows the membership to lapse for any period of time and subsequently applies for renewal, the enrollment provider must remit the full TSA Component fee again.

TSA has determined that the TSA Component must be \$42.75 in order to cover TSA-costs associated with STAs and operating the TSA PreCheck® Application Program. While TSA was able to achieve a small reduction in operating costs during the global pandemic (approximately \$20 million), TSA experienced a significant reduction in revenue as a direct result of the measurable decline in air travel, program enrollments, and program renewals. TSA estimates that from April 2020 through March 2021 TSA experienced a \$65 million reduction in anticipated revenue. While TSA PreCheck® enrollment recovered significantly as of the summer of 2021, TSA must account for lost revenue and unknown future enrollment volumes given unknown long term travel recovery. By separating the TSA Component and the Enrollment Provider Component, TSA can ensure that future revenue covers TSA's costs while promoting pricing transparency as new enrollment providers compete for applicants. See Table 1 for a summary of the changes to the fee components.

TABLE 1—COMPARISON OF CURRENT AND NEW FEE STRUCTURES

Current fee structure	New fee structure
TSA Costs & Provider Costs	FBI Fee & Provider Costs
FBI Fee	TSA Costs
Total Fee = \$85.00	UES Fee = \$85.00

While the new enrollment providers will offer varying price points, TSA and its current enrollment provider will maintain the \$85.00 price currently set for new enrollments and in-person renewals. TSA offers an option for online renewal of TSA PreCheck Application® Program membership and over 95% of individuals choose the online renewal option. With this notice, TSA is announcing that the fee for online renewal will be \$70.00 for enrollments through the Universal Enrollment Services enrollment provider. Future changes to this enrollment product and fees will be published on the TSA website at www.tsa.gov/precheck.

TSA estimates that the new TSA Component fee, will result in collections of an additional \$44 million between Fiscal Year (FY) 2022 and FY 2025. This increased revenue will ensure that the TSA PreCheck Application® Program will remain solvent in future years. The increased revenue will also allow TSA to invest in improvements to the TSA PreCheck® airport experience. TSA will continue to monitor its costs and enrollments to ensure the program remains viable and the revenue aligns with cost.

The cost estimates used to determine the fee have been developed in accordance with the applicable statutory language, section 540 of the DHS Appropriations Act, 2006, and Office of Management and Budget Circular A–25. Further cost information is provided in the TSA PreCheck Application Program Fee Development Report at www.tsa.gov/precheck.

TSA will continue to publish the most up to date fee and product information for all enrollment options at www.tsa.gov/precheck.

Dated: September 23, 2021.

David Pekoske,
Administrator.

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DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

Revision of Agency Information Collection Activity Under OMB Review: Department of Homeland Security Traveler Redress Inquiry Program (DHS TRIP)

AGENCY: Transportation Security Administration, DHS.

ACTION: 30-Day notice.

⁹ See 49 U.S.C. 114; § 540 of the DHS appropriations act of 2006, Public Law 109–90 (119 Stat. 2064, 2088–89, Oct. 18, 2005).

¹⁰ *Id.*

¹¹ See *supra* n. 2 at 72925 *et seq.*

¹² See Notice, 86 FR 36293 (July 9, 2021).

¹³ See *infra* n. 9.

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 1652–0044, 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 identifying and travel experience information by individuals requesting redress through the Department of Homeland Security Traveler Redress Inquiry Program (DHS TRIP). The collection also involves two voluntary customer satisfaction surveys to identify areas for program improvement.

DATES: Send your comments by October 29, 2021. 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@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 June 4, 2021, 86 FR 30064.

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.

Information Collection Requirement

Title: DHS TRIP.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 1652–0044.

Form(s): Traveler Inquiry and Survey Forms.

Affected Public: Traveling Public.

Abstract: DHS TRIP is a single point of contact for individuals who have inquiries or seek resolution regarding difficulties they have experienced during their travel screening. The TSA manages the DHS TRIP office on behalf of DHS. The collection of information includes: (1) A Traveler Inquiry Form (TIF), which includes the individual’s identifying and travel experience information; and (2) two optional, anonymous customer satisfaction surveys to allow the public to provide DHS feedback on its experience using DHS TRIP.

TSA is revising the information collection by aligning the TIF question set to match naming standards set forth by the US Department of State (DoS). Making these changes will ensure consistency with how other federal agencies input names and identification data elements into their systems. TSA always queries TECS and the Secure Flight User Interface that use DoS naming standards; this change will enable easier review and assessment of applications. TIF users will continue to provide their full name, date of birth, and other data elements; however, they will now match the naming standards of DoS as shown on their passports or other travel documents. For example, for Name, TSA is changing the question from “First Name, Middle Name, Last Name” to “Given Name and Surname.” For Place of Birth, TSA is changing the “Place of Birth (City or Town)” to “Place of Birth (Country (mandatory) City or Town (optional)).” This will enable easier review and assessment of applications. In addition, TSA is revising the TIF to include additional travel experience scenario options, involving Electronic Visa Update System and Global Entry; and two additional identity documentation

options, Electronic System for Travel Authorization application and the Student Exchange Visitor Information System ID number. Finally, TSA has made non-substantial changes to the form, updating TSA’s current address. TSA will provide a table of changes for the TIF form.

Number of Respondents: 15,000.

Estimated Annual Burden Hours: An estimated 15,500 hours annually.

Estimated Cost Burden: An estimated \$14,490 annually.

Dated: September 23, 2021.

Christina Walsh,

*TSA Paperwork Reduction Act Officer,
Information Technology.*

[FR Doc. 2021–21096 Filed 9–28–21; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

Temporary Exemption of Certain Aircraft Operator Security Standards

AGENCY: Transportation Security Administration, DHS.

ACTION: Notice.

SUMMARY: In this Notice, TSA issues an exemption from the requirements to regulated domestic aircraft operators that comply with the measures described in the exemption. TSA determines it is in the public interest to minimize or eliminate duplicate criminal history records checks (CHRC) for individuals who work for multiple employers at an airport. All other provisions continue to apply to regulated aircraft operators, their employees, and their authorized representatives.

DATES: This exemption becomes effective on September 29, 2021, and remains in effect until modified or rescinded by TSA through a notice published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Eric Byczynski, Airport Security Programs, Aviation Division, Policy, Plans, and Engagement; eric.byczynski@tsa.dhs.gov.

SUPPLEMENTARY INFORMATION:

Background

Aviation Security

TSA administers a comprehensive regulatory program governing aviation security, including standards for domestic airports, domestic aircraft operators, and foreign air carriers. The security requirements for domestic aircraft operators are codified at 49 CFR