requirements of Sensitive Security Information set forth in part 1520 of title 49, Code of Federal Regulations.

Annual Burden Discussion

For the voluntary Pipeline CSR program, TSA estimates that they will conduct 21 security reviews per year, each involving a pipeline security manager. TSA estimates that each CSR will last a total of 8 hours, and then include a follow-up regarding security recommendations, lasting up to 3 hours. The total time burden for this task is 231 hours ((1 security manager × 8 hours × 21 entities = 168 hours) + (1 individual × 3 hours × 21 entities = 63 hours)).

For the mandatory information collections required by the SD Pipeline—2021–02 series, all designated pipeline Owner/Operators have submitted and approved CIPs. TSA estimates that a total of 100 Owner/Operators will continue to update their CIPs and submit changes to TSA for approval as necessary as cyber controls are updated or changed. The burden is therefore the estimated time annually to keep the CIP current and provide changes to TSA for approval as necessary. TSA estimates updates to the CIP will be conducted by a team consisting of a cybersecurity manager and four cybersecurity analysts/specialists. TSA assumes the team will spend 2 weeks updating the implementation plan; therefore, the time burden for this task is 40,000 hours (5 individuals × 40 hours × 2 weeks × 100 entities).

All designated pipeline Owner/Operators have established CIRPs. TSA estimates 100 entities will update their CIRPs annually. TSA assumes one cybersecurity manager will spend 2 weeks updating the CIRP; therefore, the time burden for this task is 8,000 hours (1 individual × 40 hours × 2 weeks × 100 entities).[9]

All designated pipeline Owner/Operators have a TSA approved CAP. TSA estimates 100 entities will submit an annual plan for their CAP and an annual report. TSA estimates that two people, a cybersecurity manager and an audit compliance manager will spend an average of 2 weeks developing and submitting the plan and report; therefore, the time burden for this task is 16,000 hours (2 individuals × 40 hours × 2 weeks × 100 entities).

TSA estimates 100 entities will work to ensure compliance documentation is kept up to date. TSA estimates that two

people, a cybersecurity manager and an audit compliance manager will spend an average of 2 weeks updating compliance documentation; therefore, the time burden for this task is 16,000 hours (2 individuals × 40 hours × 2 weeks × 100 entities).

TSA estimates the total annual burden hours for the mandatory collection to be 80,231 hours (Pipeline CSR—231, CIP—40,000, CIRP—8,000, CAP and annual report—16,000, Compliance Documentation—16,000).

Dated: July 29, 2025.

Christina A. Walsh,

Paperwork Reduction Act Officer, Information Technology, Transportation Security Administration.

[FR Doc. 2025–14538 Filed 7–31–25; 8:45 am]

BILLING CODE 9110–05–P

DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

[Docket No. TSA–2007–28572]

Intent To Request Extension From the Office of Management and Budget 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 an extension in compliance with the Paperwork Reduction Act (PRA). The ICR describes the nature of the information collection and its expected burden. The information collection involves passenger information that certain U.S. aircraft operators and foreign air carriers (''covered aircraft operators'') submit to Secure Flight for purposes of identifying and protecting against potential threats to transportation and national security, and determining prescreening status of individuals.

DATES: Send your comments by September 30, 2025.

ADDRESSES: Comments may be emailed to *TSAPRA@tsa.dhs.gov* or delivered to the TSA PRA Officer, Information Technology, TSA–11, Transportation Security Administration, 6595 Springfield Center Drive, Springfield, 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 *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 the use of 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. Under the Secure Flight Program, the TSA collects information from covered aircraft operators, which includes U.S. aircraft operators, foreign air carriers, and U.S. airports, in order to prescreen passengers and individuals seeking access to the sterile area of the airport. Specifically, the information collected is used to facilitate the process for assessing passengers' risk by matching against lists of persons who pose or are suspected of posing an elevated risk to transportation or national security, for matching against lists of Known Travelers to identify passengers who may be eligible for expedited screening, and to distinguish individuals with identifying information similar to those on high- and low-risk lists to ensure that each passenger receives the appropriate screening and protect against misidentification. The collection covers the following:

(1) Secure Flight Passenger Data (SFPD) for passengers of covered flights within, to, from, or over the continental U.S., as well as flights between two

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[9] There is no requirement for Owner/Operators to submit CIRPs unless requested by TSA. In February 2022, under the provisions of the SD Pipeline 2021–02 series and at TSA's request, pipeline Owner/Operators provided their CIRPs to TSA.

foreign locations when operated by a covered U.S. aircraft operator.

(2) SFPD for passengers of charter operators and lessors of aircraft with a maximum takeoff weight of over 12,500 pounds.

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

(4) Registration information critical to deployment of Secure Flight, such as contact information, data format, or the mechanism the covered aircraft operators use to transmit SFPD and other data.

(5) Lists of low-risk individuals who are eligible for expedited screening provided by Federal and non-federal entities. In support of TSA PreCheck®, TSA implemented expedited screening of known or low-risk travelers. Federal and non-federal entities may maintain lists of eligible individuals pursuant to agreements with DHS and TSA and provide TSA with those lists of eligible low-risk individuals to be used as part of Secure Flight processes. Secure Flight identifies individuals who should receive expedited screening and transmits the appropriate boarding pass printing result to the aircraft operators.

TSA estimates an average of 875 respondents (231 current and new covered aircraft operators + 552 Twelve-five and Private Charter aircraft operators + 75 airports + 17 non-federal entities) per year with an estimated average annual reporting burden of 10,950 hours.

Dated: July 29, 2025.

Christina A. Walsh,

Paperwork Reduction Act Officer, Information Technology, Transportation Security Administration.

[FR Doc. 2025–14582 Filed 7–31–25; 8:45 am]

BILLING CODE 9110–05–P

DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

Intent To Request an Revision From OMB of One Current 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 one currently-approved Information Collection Request (ICR), Office of Management and Budget (OMB) control number 1652–0072, that we will submit to OMB for an 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 gathering information from Federal, state, county or municipal armed law enforcement officers (LEOs) who require specialized screening at the checkpoint.

DATES: Send your comments by September 30, 2025.

ADDRESSES: Comments may be emailed to *TSAPRA@tsa.dhs.gov* or delivered to the TSA PRA Officer, Information Technology, TSA–11, Transportation Security Administration, 6595 Springfield Center Drive, Springfield, 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 *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

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]

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[1] *See* 49 U.S.C. 114.

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 being a Federal, municipal, county, or state law enforcement officer; authorization to carry the weapon; training for flying armed; validation of the need for the weapon to be accessible aboard the aircraft; and notification requirements. This section also discusses prohibitions related to alcoholic beverage consumption, and the appropriate location of the weapon while aboard the aircraft.

TSA has established a specialized screening process for Federal, state, county or municipal LEOs when they are flying armed and need to go through screening at the checkpoint. When this situation occurs, LEOs are required to complete TSA Form 413A, Checkpoint Sign-In Log.

The information collected on TSA Form 413A includes identifying information for 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. TSA is revising the information collection by changing the identification of weapons section of the form, ''*Carrying:*'' to ''*Are you carrying*?'' and adding the option ''*Unarmed LEO Escort.*'' In addition, TSA is changing the question, ''*Completed Required LEO Flying Armed Training*?'' to ''*Completed Required TSA LEO Flying Armed Training?*'' TSA is making the changes for programmatic needs to capture information of unarmed escorts [2] and to differentiate the TSA course from local, state and other LEO Flying Armed Training courses.

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[2] Unarmed LEO escorts may include dignitaries, prisoners, deserters, detainees or deportees to foreign destinations.