

or component's FOIA Officer whose contact information can be found at <http://www.dhs.gov/foia> under "Contact Information." If an individual believes more than one component maintains Privacy Act records concerning him or her, the individual may submit the request to the Chief Privacy Officer and Chief Freedom of Information Act Officer, U.S. Department of Homeland Security, Washington, DC 20528-0655. Even if neither the Privacy Act nor the Judicial Redress Act provide a right of access, certain records about you may be available under the Freedom of Information Act.

When an individual is seeking records about himself or herself from this system of records or any other Departmental system of records, the individual's request must conform with the Privacy Act regulations set forth in 6 CFR part 5. The individual must first verify his/her identity, meaning that the individual must provide his/her full name, current address, and date and place of birth. The individual must sign the request, and the individual's signature must either be notarized or submitted under 28 U.S.C. 1746, a law that permits statements to be made under penalty of perjury as a substitute for notarization. While no specific form is required, an individual may obtain forms for this purpose from the Chief Privacy Officer and Chief Freedom of Information Act Officer, <http://www.dhs.gov/foia> or 1-866-431-0486. In addition, the individual should:

- Explain why he or she believes the Department would have information being requested;
- Identify which component(s) of the Department he or she believes may have the information;
- Specify when the individual believes the records would have been created; and
- Provide any other information that will help the FOIA staff determine which DHS component agency may have responsive records;

If the request is seeking records pertaining to another living individual, the request must include an authorization from the individual whose record is being requested, authorizing the release to the requester.

Without the above information, the component(s) may not be able to conduct an effective search, and the individual's request may be denied due to lack of specificity or lack of compliance with applicable regulations.

#### CONTESTING RECORD PROCEDURES:

For records covered by the Privacy Act individuals may make a request for amendment or correction of a record of

the Department about the individual by writing directly to the Department component that maintains the record, unless the record is not subject to amendment or correction. The request should identify each particular record in question, state the amendment or correction desired, and state why the individual believes that the record is not accurate, relevant, timely, or complete. The individual may submit any documentation that would be helpful. If the individual believes that the same record is in more than one system of records, the request should state that and be addressed to each component that maintains a system of records containing the record.

#### NOTIFICATION PROCEDURES:

See "Record Access Procedures" above.

#### EXEMPTIONS PROMULGATED FOR THE SYSTEM:

None.

#### HISTORY:

85 FR 45914 (July 30, 2020).

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#### Constantina Kozanas,

Chief Privacy Officer, U.S. Department of Homeland Security.

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BILLING CODE 9112-FP-P

## DEPARTMENT OF HOMELAND SECURITY

### Transportation Security Administration

[Docket No. TSA-2001-11120]

#### Intent To Request Extension From OMB of One Current Public Collection of Information: Imposition and Collection of Passenger Civil Aviation Security Service Fees

**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 1652-0001, 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 collection involves air carriers maintaining an accounting system for the passenger civil aviation security service fees collected and reporting this information to TSA on a quarterly basis, as well as

retaining the data used for these reports for three fiscal years.

**DATES:** Send your comments by February 9, 2021.

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

*OMB Control Number 1652-0001; Imposition and Collection of Passenger Civil Aviation Security Service Fees.* In accordance with 49 U.S.C. 44940 and relevant TSA Regulations, *see* 49 CFR part 1510, TSA imposes a Passenger Civil Aviation Security Service Fee (September 11th Security Fee) on passengers of both foreign and domestic air carriers ("air carriers") on air

transportation originating at airports in the United States.

The September 11th Security Fee is collected by TSA and transmitted to the U.S. Treasury Department to offset the Federal Government's costs of providing civil aviation security services and other purposes designated by section 44940. This information collection requires air carriers to submit to TSA information regarding the amount of September 11th Security Fees an air carrier has imposed, collected, refunded to passengers, and remitted to TSA. The retention of this data is necessary for TSA to ensure the proper imposition, collection, and regulation the September 11th Security Fee. Additionally, TSA collects the information to monitor carrier compliance with the fee requirements and for auditing purposes. Air carriers are required to retain this information for three years. Specifically, information collected during a given fiscal year (October 1 through September 30) must be retained through three subsequent fiscal years. For example, information collected during fiscal year 2020 must be retained through fiscal year 2023.

TSA's regulations require air carriers to impose and collect the fee on passengers, and to submit the fee to TSA by the final day of the calendar month following the month in which the fee was collected. *See* 49 CFR 1510.13. Air carriers are further required to submit quarterly reports to TSA, which indicate the amount of the fees imposed, collected, and refunded to passengers, and remitted to TSA. *See* 49 CFR 1510.17.

Each air carrier that collects security service fees from more than 50,000 passengers annually is also required to submit to TSA an annual independent audit, performed by an independent certified public accountant, of its security service fee activities and accounts. *See* 49 CFR 1510.15. Although the annual independent audit requirements were suspended on January 23, 2003 (*see* 68 FR 3192), TSA conducts its own audits of the air carriers. *See* 49 CFR 1510.11. Notwithstanding the suspension of the audit requirements, air carriers must establish and maintain an accounting system to account for the security service fees imposed, collected, refunded to passengers and remitted to TSA. *See* 49 CFR 1510.15(a).

TSA is seeking an extension of this collection to require air carriers to continue submitting the quarterly reports to TSA, and to require air carriers to retain the information for three fiscal years after the fiscal year in which the information was collected. This requirement includes retaining the

source information for the quarterly reports remitted to TSA as well as the calculations performed to create the reports submitted to TSA. Should the annual audit requirement be reinstated, the requirement would include information and documents reviewed and prepared for the independent audit; the accountant's working papers, notes, worksheets, and other relevant documentation used in the audit; and, if applicable, the specific information leading to the accountant's opinion, including any determination that the accountant could not provide an audit opinion. Although TSA suspended the independent audit requirement, TSA conducts audits of the air carriers, and therefore, requires air carriers to retain and provide the same information as required for the quarterly reports and independent audits.

TSA has incorporated minor adjustments to the figures used to estimate the costs of this ICR. The adjustments consider changes in the number of regulated air carriers and various administrative cost rates since the previous extension. TSA estimates that 170 total respondent air carriers will each spend approximately 1 hour to prepare and submit each quarterly report. TSA estimates that these respondents will incur a total of 680 hours (170 carriers  $\times$  4 quarterly reports  $\times$  1 hour per report) to satisfy the quarterly reporting requirements annually.

TSA estimates 274 total responses from all respondent air carriers (170 plus 104, should the annual audit requirement be reinstated), with 2,760 burden hours (680 hours for quarterly reports and 2,080 hours for audits) annually to satisfy the quarterly report and audit requirements.

TSA estimates that the 170 air carriers will each incur an average cost of \$456.56 annually to satisfy the quarterly reporting requirement. This estimate includes \$383.36 in labor for preparation of each quarterly report (4 reports  $\times$  \$95.84 per hour, each quarterly report is estimated to take 1 hour to prepare), \$71.00 in annual records storage related costs, and \$2.20 for postage to submit the report (4 stamps at 55 cents each). TSA estimates an aggregate annual cost of \$77,615.20 (\$456.56 cost  $\times$  170 air carriers) for all air carriers to prepare, store, and submit quarterly reports and a cost of \$232,845.60 for the three-year extension period requested.

Should TSA reinstate the audit requirement, TSA estimates that 104 air carriers, of the 170 total respondent carriers that collect fees from more than 50,000 passengers annually, would be

required to submit annual audits. These carriers would take approximately 20 hours for audit preparation, for a total of 2,080 hours (104 carriers  $\times$  20 hours per audit) annually. Air carriers required to submit annual audits would incur an average cost of \$2,508.20 per audit. This estimate includes \$2,433.40 in labor for preparation of each audit (20 hours per report  $\times$  \$121.67 per hour), \$71.00 in annual records storage related costs, and \$3.80 for postage to submit the report. TSA estimates an aggregate annual cost of \$13,042.64 (\$2,508.20 cost  $\times$  104 air carriers  $\times$  .05 likelihood of audit to occur) for all air carriers to prepare, store, and submit the annual audit should the requirement be reinstated and \$39,127.92 for the three-year extension period requested.

Dated: December 8, 2020.

**Christina A. Walsh,**

*TSA Paperwork Reduction Act Officer,  
Information Technology.*

[FR Doc. 2020-27283 Filed 12-10-20; 8:45 am]

**BILLING CODE 9110-05-P**

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## DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

[Docket No. FR-7027-N-38]

### 60-Day Notice of Proposed Information Collection: Energy Efficient Mortgages (EEMs) OMB Control No.: 2502-0651

**AGENCY:** Office of the Assistant Secretary for Housing-Federal Housing Commissioner, 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 60 days of public comment.

**DATES:** *Comments Due Date:* February 9, 2021.

**ADDRESSES:** Interested persons are invited to submit comments regarding this proposal. Comments should refer to the proposal by name and/or OMB Control Number and should be sent to: Colette Pollard, Reports Management Officer, QDAM, Department of Housing and Urban Development, 451 7th Street SW, Room 4176, Washington, DC 20410-5000; telephone 202-402-3400 (this is not a toll-free number) or email at [Colette.Pollard@hud.gov](mailto:Colette.Pollard@hud.gov) for a copy of the proposed forms or other available information. Persons with hearing or