The earliest implementation date for the new credential is March 1, 2024. We will notify the industry via the NMC website if the date changes due to unforeseen issues. The current passport-style MMC will not be immediately replaced for all mariners. Instead, the new credential will be issued during their next credential transaction. Mariners should not request a new MMC unless their current one is lost, damaged, or nearing expiration.

In the future, the Coast Guard intends to implement an electronically issued MMC that meets domestic and international requirements. In addition to the electronic credential, the Coast Guard anticipates maintaining some printing options to support the mariners and maritime industry needs.

This notice is issued under authority of title 46 of the United States Code (U.S.C.), sections 2104, 7101, and 7302.

Dated: February 16, 2024.

J.G. Lantz,
Director of Commercial Regulations and Standards, U.S. Coast Guard.

[FR Doc. 2024–03568 Filed 2–21–24; 8:45 am]
BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

[Docket No. TSA–2014–001]

Intent To Request Revision From OMB of One Current Public Collection of Information: TSA PreCheck™ Application Program

AGENCY: Transportation Security Administration, Department of Homeland Security (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 1652–0059, abstracted below that we will submit to OMB for a revision in compliance with the Paperwork Reduction Act (PRA). This ICR is being revised to inform the public of the official launch of new TSA PreCheck™ enrollment providers, which has led to multiple price points for enrollments and renewals and additional enrollment locations; exploration of new enrollment capabilities to include remotely proctored enrollment; acceptance of Mobile Drivers Licenses and other Digital Identities upon TSA approval; and, revised customer experience surveys to better service the public. The

ICR describes the nature of the information collection and its expected burden. The collection involves the voluntary submission of biographic and biometric information that TSA uses to verify identity and conduct a security threat assessment (STA) for the TSA PreCheck™ Application Program. The STA compares an applicant's information against criminal history, immigration, intelligence, and regulatory violations databases to determine if the person poses a low risk to transportation or national security and should be eligible for expedited screening through TSA PreCheck™ lanes at airports.

DATES: Send your comments by April 22, 2024.

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, 6595 Springfield Drive, Springfield, VA 22150.

FOR FURTHER INFORMATION CONTACT: Nicole Raymond at the above address, or by telephone (571) 227–2526.

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. 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

Pursuant to the statutory authorities explained below, TSA has implemented a voluntary enrollment program for individuals to apply for the TSA PreCheck™ Application Program. Section 109(a)(3) of the Aviation and Transportation Security Act, Public Law 107–71 (115 Stat. 597, 613, Nov. 19, 2001, codified at 49 U.S.C. 114 note) provides TSA with the authority to "establish requirements to implement trusted programs and use available technologies to expedite security screening of passengers who participate in such programs, thereby allowing security screening personnel to focus on those passengers who should be subject to more extensive screening." In addition, TSA has express, statutory authority to establish and collect a fee for any registered traveler program by publication of a notice in the **Federal Register** as outlined in the Department of Homeland Security Appropriations Act, 2006, Public Law 109–90 (119 Stat. 2064, 2088–89, Oct. 18, 2005).

Security Threat Assessment Process

Under the TSA PreCheck™ Application Program, individuals may submit biographic and biometric [1] information directly to TSA, which TSA uses to conduct identity verification and an STA of criminal, immigration, intelligence, and regulatory violation databases. Interested applicants must provide certain minimum required data elements, including, but not limited to, name, date of birth, gender, address, contact information, country of birth, images of identity documents, proof of citizenship or immigration status, and biometrics via a secure interface. TSA uses this information to verify identity at enrollment, conduct an STA, make a final eligibility determination for the TSA PreCheck™ Application Program, and verify the identities of TSA PreCheck™-enrolled and approved individuals when they are traveling.

As part of this process, TSA sends the applicants' fingerprints and associated information to the Federal Bureau of Investigation (FBI) for the purpose of comparing their fingerprints to other fingerprints in the FBI's Next Generation Identification (NGI) system or its successor systems including civil, criminal, and latent fingerprint repositories. The FBI may retain

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[1] Unless otherwise specified, or the purposes of this document, "biometrics" refers to fingerprints and/or facial imagery.

applicants' fingerprints and associated information in NGI after the completion of their application and, while retained, their fingerprints may continue to be compared against other fingerprints submitted to or retained by NGI as part of the FBI's Rap Back program.[2] In retaining applicants' fingerprints, the FBI conducts recurrent vetting of applicants' criminal history until the expiration date of the applicant's STA. TSA also transmits applicants' biometrics for enrollment into the Department of Homeland Security Automated Biometrics Identification System and its successor systems for recurrent vetting of applicants' criminal history, lawful presence, and ties to terrorism and for future support of TSA's biometric-based identification at airport checkpoints.

TSA uses the STA results to decide if an individual poses a low risk to transportation or national security. TSA issues approved applicants a known traveler number (KTN) that they may use when making travel reservations. Airline passengers who submit a KTN when making airline reservations are eligible for expedited screening on flights originating from U.S. airports and select international locations including Nassau, Bahamas.[3] TSA uses the traveler's KTN and other information during passenger prescreening to verify that the individual traveling matches the information on TSA's list of known travelers and to confirm TSA PreCheck™ expedited screening eligibility.

When the STA is complete, TSA makes a final determination on eligibility for the TSA PreCheck™ Application Program and notifies applicants of its decision. Most applicants generally should expect to receive notification from TSA within 3 to 5 days and up to 60 days of the submission of their completed applications. If initially deemed ineligible by TSA, applicants will have an opportunity to correct cases of misidentification or inaccurate criminal records. Applicants must submit a correction of any information they believe to be inaccurate within 60 days of issuance of TSA's letter. If a corrected record is not received by TSA within the specified amount of time, the agency may make a final determination to deny eligibility. Individuals who TSA determines are ineligible for the TSA PreCheck™ Application Program will undergo standard or other screening at airport security checkpoints.

TSA PreCheck™ Enrollment and Renewal Enhancements

The introduction of additional enrollment providers, as discussed in the previous ICR revision, will allow enrollment providers to offer multiple price points for TSA PreCheck™ enrollment and renewal as well as additional enrollment locations, which will allow the public to select the best option for their needs. TSA plans to explore[4] new enrollment capabilities to include remote proctored enrollment to further expand TSA's ability to service the public. This revision also addresses TSA's plan to accept Mobile Drivers Licenses and other Digital Identities for identity verification at enrollment upon TSA approval. Lastly, TSA intends to continue to collect information from TSA PreCheck™ members after enrollment through voluntary customer experience surveys to better serve the public.

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The TSA PreCheck™ Application Program enhances aviation security by permitting TSA to better focus its limited security resources on passengers who are unknown to TSA and whose level of risk is undetermined, while also facilitating and improving the commercial aviation travel experience for the public. Travelers who choose not to enroll in this initiative are not subject to any limitations on their travel because of their choice; they will be processed through normal TSA screening before entering the sterile areas of airports. TSA also retains the authority to perform standard or other screening on a random basis on TSA PreCheck™ Application Program participants and any other travelers authorized to receive expedited physical screening.

TSA estimates that there will be an average of 4,948,845 respondents over a 3-year period, for a total of 14,871,740 respondents. This estimate is based on current and projected enrollments with TSA's existing program. TSA estimates that there will be an average annual hour burden of 5,031,067 hours over a 3-year projection, for a total of 15,093,202 hours. TSA estimates an average of 1.015 hours per respondent to complete the enrollment process, which includes time to fill out the enrollment or renewal application, round trip travel time to an enrollment center (as needed), providing biographic and biometric information to TSA (via an enrollment center or pre-enrollment options), the time burden for any records correction for the applicant, and time for surveys. The applicant fee per respondent for those who apply for the program directly with TSA will average $80 for initial enrollments, $70 for online renewals, and $75 for in-person renewals, which covers TSA's program costs, TSA's enrollment vendor's costs, and the FBI fee for the criminal history records check.

Dated: February 15, 2024.

Nicole Raymond,
TSA Paperwork Reduction Act Officer, Information Technology.

[FR Doc. 2024–03537 Filed 2–21–24; 8:45 am]

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DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

[Docket No. FR–7080–N–09]

30-Day Notice of Proposed Information Collection: OneCPD Technical Assistance Needs Assessment Tool; OMB Control No.: 2506–0198

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:* March 25, 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

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[2] The FBI's Rap Back service allows authorized agencies to receive on-going status notifications of any criminal history reported to the FBI after the initial processing and retention of criminal or civil transactions using fingerprint identification.

[3] Passengers who are eligible for expedited screening typically will receive more limited physical screening; *e.g.,* will be able to leave on their shoes, light outerwear, and belt; to keep their laptop in its case; and to keep their ''3–1–1'' compliant liquids/gels bag in a carry-on.

[4] Remote Proctored Enrollment refers to enrollments conducted in-person by the applicant and monitored remotely by a trusted agent via real-time video stream. The remote trusted agent maintains the integrity of the enrollment by monitoring the entire process from start-to-finish including the collection of identity documents and the traditional capture of contact fingerprints.