

respondent to complete the survey the total burden is 9,600 respondents x 5 minutes = 48,000 minutes, or 800 hours per year.

Title: Aviation Security Customer Satisfaction Performance Measurement Passenger Survey.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 1652-0013.

Forms(s): Aviation Security Customer Satisfaction Performance Measurement Passenger Survey.

Affected Public: Airline Travelers.

Abstract: This airport survey represents an important part of TSA's efforts to collect data on customer satisfaction with TSA's aviation security procedures.

Number of Respondents: 9,600.

Estimated Annual Burden Hours: An estimated 800 hours annually.

Issued in Arlington, Virginia, on May 20, 2010.

Joanna Johnson,

TSA Paperwork Reduction Act Officer, Office of Information Technology.

[FR Doc. 2010-12603 Filed 5-25-10; 8:45 am]

BILLING CODE 9110-05-P

DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

Extension of Agency Information Collection Activity Under OMB Review: Aircraft Operator Security

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), OMB control number 1652-0003, abstracted below to the Office of Management and Budget (OMB) for review and approval of an extension of the currently approved collection under the Paperwork Reduction Act. The ICR describes the nature of the information collection and its expected burden. TSA published a **Federal Register** notice, with a 60-day comment period soliciting comments, of the following collection of information on March 16, 2010. 75 FR 12559. The collection requires aircraft operators to adopt and implement a TSA-approved security program. These programs require aircraft operators to maintain and update records to ensure compliance with security provisions outlined in 49 CFR part 1544.

DATES: Send your comments by June 25, 2010. A comment to OMB is most

effective if OMB receives it within 30 days of publication.

ADDRESSES: Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to Desk Officer, Department of Homeland Security/TSA, and sent via electronic mail to oir_submission@omb.eop.gov or faxed to (202) 395-6974.

FOR FURTHER INFORMATION CONTACT:

Joanna Johnson, TSA Paperwork Reduction Act (PRA) Officer, Office of Information Technology (OIT), TSA-11, Transportation Security Administration, 601 South 12th Street, Arlington, VA 20598-6011; telephone (571) 227-3651; e-mail TSAPRA@dhs.gov.

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 is available at <http://www.reginfo.gov>. 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

1652-0003; Security Programs for Aircraft Operators, 49 CFR part 1544. TSA is seeking to renew its OMB control number, 1652-0003, Aircraft Operator Security. TSA uses the information collected to determine compliance with 49 CFR part 1544 and to ensure the freedom of movement for people and commerce by monitoring aircraft operator security procedures. TSA has implemented aircraft operator security standards at 49 CFR part 1544 to require all aircraft operators to which

this part applies to adopt and implement a security program. These TSA-approved security programs establish procedures that aircraft operators must carry out to protect persons and property traveling on flights provided by the aircraft operator against acts of criminal violence, aircraft piracy, and the introduction of explosives, incendiaries, or weapons aboard an aircraft.

This information collection is mandatory for aircraft operators. As part of their security programs, affected aircraft operators are required to maintain and update, as necessary, records of compliance with the security program provisions set forth in 49 CFR part 1544, including compliance with applicable Security Directives. This regulation also requires affected aircraft operators to make their security programs and associated records available for inspection and copying by TSA to ensure transportation security and regulatory compliance.

The information TSA collects includes identifying information on aircraft operators' flight crews and passengers. The requirement encompasses vetting of the entire flight crew, other aircraft operator personnel, and all passengers. The passenger watch list checks currently conducted by aircraft operators will soon be taken over by TSA's Secure Flight program. Under this program, TSA will conduct the checks for the aircraft operators, which will reduce their burden as described in this ICR. (*See* OMB control number 1652-0046).

Aircraft operators are required to provide this information via electronic means. Aircraft operators with limited electronic systems may need to modify their current systems or generate a new computer system in order to submit the requested information but are not restricted to these means.

Part 1544 also requires aircraft operators to ensure that flight crew members and employees with unescorted access authority or who perform screening, checked baggage, or cargo functions submit to and receive a criminal history records check (CHRC). As part of the CHRC process, the individual must provide identifying information, including fingerprints. Additionally, aircraft operators must maintain these records and make them available to TSA for inspection and copying upon request.

Part 1544 also governs recordkeeping requirements for aircraft operators holding a full All-Cargo Standard Security Program; however, their hour burden has been separately reported under OMB control number 1652-0040.

Title: Aircraft Operator Security.
Type of Request: Extension of a currently approved collection.
OMB Control Number: 1652-0003.
Forms(s): N/A.

Affected Public: Aircraft Operators.
Abstract: 49 CFR part 1544 requires aircraft operators to maintain, update, and comply with TSA-approved comprehensive security programs to ensure the freedom of movement for people and commerce by monitoring aircraft operator security procedures. These programs and related records are subject to TSA inspection.

Number of Respondents: 796.
Estimated Annual Burden Hours: An estimated 1,841,130 hours annually.

Issued in Arlington, Virginia on May 20, 2010.

Joanna Johnson,

TSA Paperwork Reduction Act Officer, Office of Information Technology.

[FR Doc. 2010-12609 Filed 5-25-10; 8:45 am]

BILLING CODE 9110-05-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2010-0262]

Certificate of Alternative Compliance for the Offshore Supply Vessel JANSON R. GRAHAM

AGENCY: Coast Guard, DHS.

ACTION: Notice.

SUMMARY: The Coast Guard announces that a Certificate of Alternative Compliance was issued for the offshore supply vessel JANSON R. GRAHAM as required by 33 U.S.C. 1605(c) and 33 CFR 81.18.

DATES: The Certificate of Alternative Compliance was issued on March 31, 2010.

ADDRESSES: The docket for this notice is available for inspection or copying at the Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet by going to <http://www.regulations.gov>, inserting USCG-2010-0262 in the "Keyword" box, and then clicking "Search."

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, call LTJG Christine Dimitroff, District Eight, Prevention Branch, U.S. Coast Guard, telephone 504-671-2176. If you have questions on viewing or submitting

material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION:

Background and Purpose

A Certificate of Alternative Compliance, as allowed under Title 33, Code of Federal Regulation, Parts 81 and 89, has been issued for the offshore supply vessel JANSON R. GRAHAM, O.N. 1222117. Full compliance with 72 COLREGS and Inland Rules Act would hinder the vessel's ability to maneuver within close proximity of offshore platforms. The forward masthead light may be located on the top forward portion of the pilothouse 6.2 meters above the hull. Placing the forward masthead light at the height required by Annex I, paragraph 2(a) of the 72 COLREGS and Annex I, Section 84.03(a) of the Inland rules Act would result in a masthead light location highly susceptible to damage when working in close proximity to offshore platforms. Additionally, the horizontal distance between the forward and aft masthead lights may be 2.489 meters. Placing the aft masthead light at the horizontal distance from the forward masthead light as required by Annex I, paragraph 3(a) of the 72 COLREGS and Annex I, Section 84.05(a) of the Inland Rules Act would result in an aft masthead light location directly over the aft cargo deck where it would interfere with loading and unloading operations.

The Certificate of Alternative Compliance allows for the vertical placement of the forward masthead light to deviate from requirements set forth in Annex I, paragraph 2(a) of 72 COLREGS and Annex I, Section 84.03(a) of the Inland Rules Act. In addition the Certificate of Alternative Compliance allows for the horizontal separation of the forward and aft masthead lights to deviate from the requirements of Annex I, paragraph 3(a) of 72 COLREGS and Annex I, Section 84.05(a) of the Inland Rules Act.

Dated: 15 April 2010.

J. W. Johnson,

Commander, U.S. Coast Guard Chief, Inspections and Investigations Branch By Direction of the Commander Eighth Coast Guard District.

[FR Doc. 2010-12602 Filed 5-25-10; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

[Docket ID FEMA-2010-0031]

Recovery Policy RP9526.1, Hazard Mitigation Funding Under Section 406 (Stafford Act)

AGENCY: Federal Emergency Management Agency, DHS.

ACTION: Notice of availability.

SUMMARY: This document provides notice of the final Recovery Policy RP9526.1, *Hazard Mitigation Funding Under Section 406 (Stafford Act)*, which is being issued by the Federal Emergency Management Agency (FEMA).

DATES: This policy is effective March 30, 2010.

ADDRESSES: This final policy is available online at <http://www.regulations.gov> under docket ID FEMA-2010-0031 and on FEMA's Web site at <http://www.fema.gov>. You may also view a hard copy of the final policy at the Office of Chief Counsel, Federal Emergency Management Agency, Room 835, 500 C Street, SW., Washington, DC 20472-3100.

FOR FURTHER INFORMATION CONTACT: Lu Juana Richardson, Federal Emergency Management Agency, 500 C Street, SW., Washington, DC 20472, via e-mail at LuJuana.Richardson@dhs.gov.

SUPPLEMENTARY INFORMATION: This policy provides guidance on the appropriate use of hazard mitigation discretionary funding available under Section 406 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act), 42 U.S.C. 5172. This will ensure national consistency in the use of Section 406 mitigation funds and promote measures that reduce future loss to life and property, protect the Federal investment in public infrastructure and ultimately help build disaster-resistant communities.

FEMA has revised this policy to reflect the alignment of benefit cost analysis methodologies between the Mitigation and Recovery Directorates. In order to achieve consistency across program areas and to maximize FEMA's ability to support and encourage cost-effective hazard mitigation, the Public Assistance Division has adopted the Mitigation Directorate's Benefit Cost Analysis (BCA) methodology for Section 406 hazard mitigation projects. Previously, the only benefits considered in the BCA were damage to the facility