(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 Information Technology.

OMB Control Number: 1652–0040.

Title: Air Cargo Security Requirements.

Type of Request: Revision of a currently approved collection.

Forms(s): Aviation Security Known Shipper Verification Form, Aircraft Operator or Air Carrier Reporting Template, and Security Threat Assessment Application.

Affected Public: This ICR involves regulated entities including aircraft operators, foreign air carriers, and indirect air carriers operating under a TSA-approved security program.

Abstract: Under the authority of 49 U.S.C. 44901, TSA’s regulations impose screening requirements for cargo and other property transported on commercial aircraft (passenger and all-cargo). Chapter XII of title 49, Code of Federal Regulations (CFR) defines how TSA screens all property, including U.S. mail, cargo, carry-on and checked baggage, and other articles, that will be carried aboard passenger and cargo aircraft.

This information collection currently relates to the following requirements:
• Aircraft operators, foreign air carriers, and indirect air carriers (IACs) must collect certain information as part of the implementation of a standard security program, submit modifications to the standard security program to TSA for approval, and update such programs as necessary. As part of these security programs, the regulated entities must also collect personal information and submit such information to TSA so that TSA may conduct STAs on individuals with unescorted access to cargo.
• Companies and individuals whom aircraft operators, foreign air carriers, and IACs have qualified to ship cargo on passenger aircraft, also referred to as “known shippers,” must submit information to TSA. This information is collected electronically through the KSMS.
• Regulated entities must submit (by entering into the IACMS) information required from applicants requesting to be approved as IACs and the information required for their IAC annual renewal in accordance with 49 CFR 1548.7. Regulated entities must also maintain records, including records pertaining to security programs, training, and compliance to demonstrate adherence with the regulatory requirements.
• Select aircraft operators and foreign air carriers operating under certain amendments to their security programs must provide to TSA detailed screening volumes and the methodology utilized to arrive at these volumes, as well as demonstrating progress toward full compliance with the cargo security measures specified in such amendments.

TSA is revising the collection of information:
• To revise TSA Form 419F to request specific information regarding residency of Indirect Air Carrier (IAC) Principals to ensure that those principals that do not physically reside nor work in the United States can meet the STA requirements.
• To incorporate in the form the acknowledgement of requirements from 49 CFR 1548.15(b)[1][ii], which state: “Cargo to be transported on a passenger aircraft operated by an aircraft operator with a full program under §1544.101(a) or by a foreign air carrier under §1546.101(a) or (b) of this chapter, is accepted by the indirect air carrier, until the indirect air carrier transfers the cargo to an aircraft operator or foreign air carrier.”
• To provide a web-portal, allowing IACMS to upload supporting documentation electronically.

Number of Respondents: 118,325.

Estimated Annual Burden Hours: An estimated 74,637 hours annually.

After further evaluation, the respondents’ amount has been adjusted from the reported number in the 60-day notice of 133,300 to 118,325. The annual burden hours have also been adjusted from 74,443 to 74,637.
Tuesday, April 30, from 1:00–4:00 p.m. EDT

I. Welcome and Introductions
II. Summary of 2016–2018 Meetings
   a. Revisit Guiding Principles
   b. Confirm Committee Recommendations
III. Goal for this Meeting
   a. Discuss and provide recommendations on Cohort Four: Landlord Incentives in the Section 8 Housing Choice Voucher program (including research design and specific policies).
IV. BREAK
V. Policy Framework and Research Methodology—MTW Statutory Objective #3: Increase Housing Choices for Low-Income Families.
   a. Cohort Four: Landlord Incentives in the Section 8 Housing Choice Voucher program—Select research design and specific policies.
VI. Revisit Cohort Three: Proposed Approach for Studying Work Requirements
VII. Update on the MTW Expansion
   a. Discussion of current MTW expansion efforts and their impact on objectives,
   b.打破了
   c. Revisit Cohort Three: Proposed Approach for Studying Work Requirements
   d. Light discussion of research design and specific policies.

A. Overview of Information Collection

Title of Information Collection: Title I Property Improvement and Manufactured Home Loan Programs.
OMB Control Number, if applicable: 2502–0328.

Type of Request: Extension of currently approved collection.

Description of the need for the information and proposed use: Title I loans are made by private sector lenders and insured by HUD against loss from defaults. HUD uses this information to evaluate individual loans on their overall program performance. The information collected is used to determine insurance eligibility and claim eligibility.


Respondents:
- Lenders approved to make insured Title I loans
- Dealers/Contractors
- Manufacturers of manufactured homes
- Applicants for property improvement loans