

Information Collection Clearance  
Supporting Statement  
Production and Airworthiness Approvals, Part Marking and Miscellaneous Proposals  
OMB 2120-

Justification

- 1. Explain the circumstances that make the collection of information necessary. Identify any legal or administrative requirements that necessitate the collection. Attach a copy of the appropriate section of each statute and regulation mandating or authorizing collection of information.**

Production and Airworthiness Approvals, Part Marking and Miscellaneous Approvals , supports the DOT strategic goal on safety.

14 Code of Federal Regulations, Part 21, Certification Procedures for Products and Parts, implements the provisions of Sections 40113, 44701, 44702, and 44704, prescribing procedural requirements for the issue of type certificates and changes to those certificates; the issue of production certificates; the issue of airworthiness approvals; the airworthiness certificates; the issue of special airworthiness approvals; the issue of Technical Standard Orders; the related approval of materials, parts, processes and appliances; and rules governing the holder of such certificates and approvals.

- 2. Indicate how, by whom, and for what purpose the information is to be used. Except for a new collection, indicate the actual use the agency has made of the information received from the current collection.**

FAA Airworthiness inspectors, designated inspectors, engineers, and designated engineers review the required data submittals to determine that the products and manufacturing facilities comply with the applicable requirements, and that the products have no unsafe features. Those products and facilities that comply with the minimum requirements are issued one or more appropriate certificates. A probable unsafe condition could exist for the owner/operator or public if the certification program was not conducted.

- 3. Describe whether, and to what extent, the collection of information involves the use of automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses, and the basis for the decision for adopting this means of collection. Also describe any consideration of using information technology to reduce burden.**

Government Paperwork Elimination Act efforts are ongoing to improve information technology through internal automation systems designed to collect, organize, store, and transmit diverse information. We worked with industry to develop systems for allowing automated data entry of safety reporting data to reduce burden in industry.

The establishment of the Aircraft Certification Electronic Data Interchange (ACEDI) Team, Internet Web Page Development and electronic access to FAA documents are examples of FAA initiatives designed to reduce burden through the use of information technology. The information collected can now be found on the FAA website, Regulatory and Guidance Library (RGL). We estimate that 95% of the public can access FAA documents electronically.

**4. Describe efforts to identify duplication. Show specifically why any similar information already available cannot be used or modified for use for the purposes described in Item 2 above.**

We have checked our other public reports and are satisfied that no duplication exists. No other agency is responsible for collecting information on the certification of aircraft products and parts.

The information requested by the FAA established a record of essential data concerning the applicant and product(s) involved and is available only from the applicant. The information is not available elsewhere.

**5. If the collection of information impacts small businesses or other small entities (Item 5 of OMB Form 83-I), describe any methods used to minimize burden.**

The submittal/collection burden is related to the type of certificate requested. The information required is the minimum needed to determine if an unsafe condition exists. The FAA recognizes that this is a major overhaul of the rule, causing a significant amount of new collection. Therefore, the FAA has made an effort wherever possible to allow for electronic submissions.

**6. Describe the consequences to Federal program or policy activities if the collection is not conducted or is conducted less frequently, as well as any technical or legal obstacles to reducing burden.**

Since the submittal/collection is in support of a rule that has undergone a major overhaul, it is critical that the FAA validate that the rule has been implemented correctly and that safety has not been compromised. While the frequency of collection of this information does not have a set time, without it the FAA would be unable to determine if an applicant for a certificate had met the criteria, and there would be no basis for issuance.

**7. Explain any special circumstances that would require the collection to be conducted in a manner inconsistent with the guidelines in Title 5 CFR 1320.5(d)(2)(i)-(viii).**

There are no special circumstances that would require the collection to be conducted in a manner inconsistent with the guidelines in 5 CFR 1320.5(d)(2).

- 8. Describe efforts to consult with persons outside the Agency to obtain their views on the availability of data, frequency of collection, the clarity of instructions and recordkeeping, disclosure, or reporting format (if any), and on the data elements to be recorded, disclosed, or reported.**

The FAA maintains an open dialogue with industry, and exchanges information throughout such programs as the Service Difficulty Reporting (SDR) Program and the Suspect Unapproved Parts (SUPS) Program, as well as the normal rulemaking process.

With regard to this rulemaking effort, a notice was published in the Federal Register on October 5, 2006, vol. 71, no.193 , pages 58914-58952. A copy is attached for your convenience.

- 9. Explain any decision to provide any payment or gift to respondents, other than re-enumeration of contractors or grantees.**

No payment or gift is given to any respondents.

- 10. Describe any assurance of confidentiality provided to respondents and the basis for the assurance in statute, regulation, or agency policy.**

No assurance of confidentiality is provided or needed.

- 11. Provide additional justification for any questions of a sensitive nature, such as sexual behavior and attitudes, religious beliefs, and other matters that are commonly considered private.**

There are no sensitive questions in this collection of information.

- 12. Provide estimates of the hour burden of the collection of information.**

The requirements for information collection associated with this proposed rule fall into the following categories:

1. Reporting of Failures, Malfunctions, and Defects
2. Airworthiness Approval Tags (Form 8130-3)
3. Quality System Manuals
4. Organization
5. Part Marking
6. Ferry Permits
7. Certifying Statement
8. Commercial Parts

Common assumptions in the analysis:

- An engineer's wage rate is equivalent to a quality professional's wage rate, and it is \$100/hr. This hourly rate is based on cost estimates to comply with this rule that FAA obtained from 6 TSO authorization holders.

1) **Reporting of Failures, Malfunctions, and Defects (§ 21.3(f))**

Assumptions:

- Two additional Production Approval Holders (PAHs) would be impacted over the next 10 years. One additional manufacturer would be impacted every 5 years (years 5 and 10).
- 86% of Technical Standard Order (TSO) authorization holders are small businesses, and the remaining 14% are large businesses (based on a 45% sample of FAA data).

Time estimates to comply with the rule (average):

- Small TSO authorization holder: 40 man-hours.
- Large TSO authorization holder: 64 man-hours.

Average cost to comply with the rule:

- Small PAH: \$4,000 (40 man-hours \* \$100/hr engineer's wage rate = \$4,000).
- Large PAH: \$6,400 (64 man-hours \* \$100/hr engineer's wage rate = \$6,400).

Weighted average cost to comply with the rule (per firm):

- Approximately \$4,300 ( $\$4,000 * 0.86 + \$6,400 * 0.14 = \$4,336$ ).

The undiscounted cost of this section of the rule:

- Approximately \$8,700 ( $\$4,336 * 2$  affected manufacturers = \$8,672).

Average Total Annual Cost Burden:

- Approximately \$870 ( $\$8,700 / 10$  years = \$870).

Average Total Annual Hour Burden:

- Approximately 8.7 hours ( $87$  hours / 10 years = 8.7 hours).

## 2) Airworthiness Approval Tags (Form 8130-3)

The relevant proposed regulation sections are §§ 21.123(e), 21.146(d), 21.316(d), and 21.616(d).

### § 21.123(e):

Assumptions:

- 67% of all Type Certificate/Production Certificates (TC/PC) are small entities (based on a 45% sample of FAA data). Hence, approximately 66 TC/PCs are small entities. ( $98 * 0.67 = 65.66$ ).
- All 66 of the small TC/PC holders are GA manufacturers.
- Affected companies: Approximately 55% of TC/PC holders in the general aviation community. (Based on information from General Aviation Manufacturers Association (GAMA), 5 out of 11 firms already issue 8130-3 tags for all parts.  $5/11 = 45.45\%$ .) This proposed rule is already current practice for virtually all large TC/PC holders. Hence, about 36 small TC/PC holders are affected ( $66 * (1-0.4545) = 36$ ).
- The cost to tag all parts produced “under a TC Only” is about 1% of the cost to do so under a PC. (This is an extremely conservative assumption.) Since it costs a small PC an additional \$100,000 to comply with the corresponding rule for PCs in § 21.146(d), it will cost a small firm producing under a TC only about \$1,000 to comply with §21.123(e).

Average annual cost to comply with §21.123(e):

- Approximately \$36,000 ( $\$1,000 * 36 = \$36,000$ ).

### § 21.146(d):

Assumptions:

- 33% of PCs are large firms and 67% of PCs are small entities (based on a 45% sample of FAA data). Hence, approximately 32 PCs are large firms ( $98*0.33 = 32$ ).
- About 80% of large PCs currently tag all parts. (e.g., Boeing and GE only put tags on exports).

- About 45% of small PCs currently tag all parts. (Based on information from GAMA, 5 out of 11 firms already issue 8130-3 tags for all parts.  $5/11 = 45.45\%$ ).

Average additional cost to tag all parts produced under a PC:

- Small PC: \$100,000.
- Large PC: \$70,667.

Average total annual cost to comply with § 21.146(d):

- Small PCs: About \$3,600,000 ( $\$100,000 * 36 = \$3,600,000$ ).
- Large PCs: About \$452,267 ( $\$70,667 * (1-0.8) * 32 = \$452,267$ ).
- Total PCs: About \$4,052,267 ( $\$3,600,000 + \$452,267 = \$4,052,267$ ).

### § 21.316(d):

Assumptions:

- 8% of Parts Manufacturer Approvals (PMAs) are large firms and 92% of PMAs are small entities (based on a 45% sample of FAA data). Hence, approximately 1,374 PMAs are small firms ( $1,493 * 0.92 = 1,373.56$ ) and about 119 PMAs are large firms ( $1,493 * 0.08 = 119.44$ ).
- An average of about 31.33% of PMAs currently tag all parts or shipments of parts (based on information from FAA inspectors).

Average additional cost to tag all parts or shipments of parts produced under a PMA:

- Small PMA: \$2,400.
- Large PMA: \$82,500.

Average total annual cost to comply with §21.316(d):

- Approximately \$9.3 million ( $\$2,400 * 0.92 + \$82,500 * 0.08$ ) \*  $(1-0.313333) * 1,493$  firms = \$9,029,903).

### § 21.616(d):

Assumptions:

- 14% of TSO authorization holders are large firms and 86% of TSO authorization holders are small entities (based on a 45% sample of FAA data). Hence, approximately 302 TSO authorization holders are small firms ( $351 * 0.86 = 301.86$ ) and about 49 TSO authorization holders are large firms ( $351 * 0.14 = 49.14$ ).
- An average of about 50% of TSO authorization holders currently tag all shipments of articles or parts. This is a FAA estimate based on information from FAA inspectors.

Average additional cost to tag all shipments of articles or parts produced under a TSO authorization:

- Small TSO authorization holder: \$450.
- Large TSO authorization holder: \$366,875.

Average total annual cost to comply with § 21.616(d):

- Approximately \$9.08 million ( $\$366,875 * 0.14 + \$450 * 0.86$ ) \* (1-0.5) \* 351 firms = \$9,082,073).

### **PRA Results for Airworthiness Approval Tags on All Shipments:**

Average Total Annual Cost Burden:

- Approximately \$22.2 million (Approximately \$36,000 + \$4,052,267 + approximately \$9.3 million + approximately \$9.1 million = approximately \$22.2 million).

Average Total Annual Hour Burden:

- Approximately 222,000 hours ( $\$22.2 \text{ million} / \$100 \text{ per hour engineer's wage} = 222,000 \text{ hours}$ ).

### **3. Quality System Manuals**

The relevant proposed regulation section is §21.308. (This is already current practice for PC and TSO authorization holders.)

Assumptions:

- 8% of PMAs are large firms and 92% of PMAs are small entities (based on a 45% sample of FAA data). Hence, approximately 1,374 PMAs are small firms ( $1,493 * 0.92 = 1,373.56$ ) and about 119 PMAs are large firms ( $1,493 * 0.08 = 119.4$ ).

Average cost to comply with the rule:

- Small PMA: \$400.
- Large PMA: \$200.

Total cost to comply with the rule:

- Approximately \$573,312  $((92\% * \$400 + 8\% * \$200) * 1,493 = \$573,312)$ .

#### **PRA Results for Quality System Manuals:**

Average total annual cost burden:

- Approximately \$57,331  $(\$573,312 / 10 \text{ years} = \$57,331)$ .

Average total annual hour burden:

- Approximately 573 hours.

#### **4) Organization**

The relevant proposed regulation sections are §§ 21.135, 21.305, and 21.605.

Assumptions:

- Based on information from industry representatives, this is current practice for PC holders and PMA holders.
- 14% of TSO authorization holders are large firms and 86% of TSO authorization holders are small entities (based on a 45% sample of FAA data). Hence, approximately 302 TSO authorization holders are small firms  $(351 * 0.86 = 301.86)$  and about 49 TSO authorization holders are large firms  $(351 * 0.14 = 49.14)$ .
- There would be no additional cost for a large TSO authorization holder to comply with this proposed regulation, and that the average cost for a small TSO authorization holder to comply with this would be \$50. This is a FAA estimate based on information from industry representatives.

The weighted average cost for TSO authorization holders to comply with this proposed regulation:

- Small TSO authorization holder: \$50.



- Large TSO authorization holder: \$0.

Average total annual cost to comply with §21.605:

- Approximately \$15,000 ( $(\$0 * 0.14 + \$50 * 0.86) * 351 \text{ firms} = \$15,093$ ).

**PRA Results for Organization:**

Average total annual cost burden:

- \$1,509 ( $\$15,093 / 10 \text{ years} = \$1,509$ ).

Average total annual hour burden:

- Approximately 15 hours.

**5) Part Marking**

The relevant proposed regulations are §§45.15(a) and 45.15(b).

**§45.15(a):**

Assumptions:

- The requirement of §45.15(a) is already current practice for large and small PCs, and for small PMAs. This is based on information from industry representatives.
- It would cost a large PMA an average of \$42,900 to mark every part and every component of a part. This estimate is based on information from industry representatives.
- 8% of PMAs are large firms and 92% of PMAs are small entities (based on a 45% sample of FAA data). Hence, approximately 1,374 PMAs are small firms ( $1,493 * 0.92 = 1,373.56$ ) and about 119 PMAs are large firms ( $1,493 * 0.08 = 119.44$ ).

The average cost for PAHs to comply with this proposed regulation:

- Large PC holder: \$0.
- Small PC holder: \$0.
- Large PMA holder: \$42,900.

- Small PMA holder: \$0.

Average annual cost to comply with §45.15(a):

- \$5.1 million ( $\$42,900 \times 0.08 \times 1493$  firms = \$5,123,976).

**§45.15(b):**

Assumptions:

- It would cost a large TSO authorization holder an average of \$57,200 to mark every TSO article and every component of a TSO article, and it would cost a small TSO authorization holder an average of \$8,500 to mark everything. This estimate is based on information from industry representatives.
- 14% of TSO authorization holders are large firms and 86% of TSO authorization holders are small entities (based on a 45% sample of FAA data). Hence, approximately 302 TSO authorization holders are small firms ( $351 \times 0.86 = 301.86$ ) and about 49 TSO authorization holders are large firms ( $351 \times 0.14 = 49.14$ ).

The average cost for TSO authorization holders to comply with this proposed regulation:

- Large TSO authorization holder: \$57,200.
- Small TSO authorization holder: \$8,500.

Average annual cost to comply with §45.15(b):

- Approximately \$2.7 million ( $\$47,200 \times 0.14 + \$8,500 \times 0.86$ ) \*351 firms = \$2,688,309).

**PRA Results for Part Marking:**

Average total annual cost burden:

- Approximately \$7.8 million (\$5.1 million + \$2.7 million = \$7.8 million).

Average total annual hour burden:

- Approximately 78,000 hours.

**6) Ferry Permits (§21.197(c))**

Assumptions:

- 35 carriers would be eligible immediately to issue ferry permits, and there would be about five or six carriers per year that would become eligible in the future. This is an FAA estimate.
- The average wait for a ferry permit during the week is seven hours. During this time, the carriers must keep the pilots on hand, and the average cost of a pilot's salary is \$35 per hour according to Regional Air Cargo Carriers Association (RACCA), so the carriers are losing \$245 (7 hours \* \$35/hour = \$245) whenever they need to get a ferry permit.
- There would be 10 large air cargo carriers, 15 medium air cargo carriers, and 10 small air cargo carriers that would benefit from the proposed rule. This estimate is based on information from RACCA.

Average number of ferry permits needed:

- Large air cargo carriers: 2 per week.
- Medium air cargo carriers: 2 per month.
- Small air cargo carriers: 1 or less per month.

This is a FAA estimate based on information from representatives of the air cargo carriers.

The average cost of writing the procedures for an approved program is estimated to be about \$400 per firm (4 hours \* \$100/hr = \$400). This estimate is based on information from regional air cargo industry representatives. However, this particular section of the proposed rule is intended to be cost relieving, and does not impose any additional costs. The costs associated with obtaining the authorization to issue ferry permits should be viewed as the price of an optional additional capability. Air carriers would provide this capability if they believe it is cost beneficial for them to do so. Hence, this proposed regulation imposes no cost burden on air carriers.

## 7) **Certifying Statement (§21.303(a)(5))**

Assumptions:

- All PMAs would be impacted.

Average cost to comply with the rule:

- Approximately \$50 per firm.

Total cost to comply with the rule:

- Approximately \$74,650 (1,493 firms \* \$50/firm = \$74,650).

**PRA Results for Certifying Statements:**

Average total annual cost burden:

- Approximately \$7,465 ( $\$74,650 / 10 \text{ years} = \$7,465$ ).

Average total annual hour burden:

- Approximately 75 hours.

**8) Commercial Parts (§21.9(a)(4))**

Assumptions:

- Affected companies: 10% of small TSO authorization holders, 10% of small PMA holders, 100% of small PC/TC holders, and 25% of large PC/TC holders (This is an FAA estimate is based on information received from industry).
- Average cost per certification per firm: \$25 for small TSO authorization holders, \$62.50 for small PMA holders, \$400 for small PC/TC holders, and \$32,000 for large PC/TC holders. (These estimates are based on information received from industry).
- Average number of new certifications per year: 1.5 for small TSO authorization holders, 2 for small PMA holders, and 0.4 for PC/TC holders. (Based on information from industry representatives).

Average cost per year per affected firm:

- Approximately \$37.50 for a small TSO authorization holder ( $\$25 * 1.5 = \$37.50$ ).
- Approximately \$125 for a small PMA holder ( $\$62.50 * 2 = \$125$ ).
- Approximately \$160 for a small PC/TC holder ( $\$400 * 0.4 = \$160$ ).
- Approximately \$12,800 for a large PC/TC holder ( $\$32,000 * 0.4 = \$12,800$ ).

Total yearly cost:

- Approximately \$1,133 for small TSO authorization holders (302 firms \* 10% \* \$37.50 = \$1,133).
- Approximately \$17,175 for small PMA holders (1,374 firms \* 10% \* \$125 = \$17,175).
- Approximately \$10,560 for small PC/TC holders (66 firms \* 100% \* \$160 = \$10,560).
- Approximately \$102,400 for large PC/TC holders (32 firms \* 25% \* \$12,800 = \$102,400).

**PRA Results for Commercial Parts:**

Average total annual cost burden:

- Approximately \$131,268 ( $\$1,133 + \$17,175 + \$10,560 + \$102,400 = \$131,268$ ).

Average total annual hour burden:

- Approximately 1,313 hours.

**9) Other Information Collection Requirements:**

This proposal (§21.20) would require an applicant for a TC (including an STC) or a major change to a type design to submit a statement to the FAA certifying that the applicant has complied with the applicable requirements. This proposal would allow the FAA to exercise greater discretion in prioritizing its review of applications, to more effectively assign resources supporting the application process, and to select which aspects of an application to review most closely. The likely respondents to this proposed information requirement are holders of TCs and STCs. There are no additional costs associated with this proposal because it harmonizes with JAR 21.20 and it is current practice.

This proposal (§21.47) would require each grantor of a TC (including an STC) transfer or license to notify the FAA before executing that transfer or licensing agreement. This change is intended to provide the FAA time to coordinate with the affected parties to support and execute a TC transfer or licensing agreement. The likely respondents to this proposed information requirement are holders of TCs and STCs. There are no additional costs associated with this proposal because it is current practice.

This proposal would amend record retention requirements for quality system records as follows:

- Each manufacturer under a TC only, PMA, and TSO authorization must retain quality system records for at least 5 years (an increase from 2 years) and 10 years for critical components.
- Each holder of a PC must retain quality system records for at least 5 years and 10 years for critical components.

This change is intended to increase quality system record retention requirements to support any future investigations related to failures, malfunctions, or defects that may occur or be discovered after the product or article is released by the producer. The likely respondents to this proposed information requirement are PAHs and persons producing under a TC only. There are no additional costs associated with this proposal because it is current industry practice.

This proposal (§21.130) would require each holder or licensee of a TC who manufactures a product under a TC only for an Armed Force of the United States to give the FAA a statement of conformity for each product sold to that Armed Force. The intent of this proposal is to make it simpler for an applicant to obtain a standard airworthiness certificate under §21.183(d) for surplus military aircraft. The likely respondents to this proposed information requirement are TC holders who may manufacture a product under a TC only for an Armed Service of the United States. There are no additional costs associated with this proposal because it is current practice.

Proposed §§21.146(g), 21.316(g), and 21.616(g) would require each PAH to make available to the FAA information regarding all delegation of authority to suppliers. A holder of a PC already is required to do this. These delegations would include, for example, delegations of authority related to performing major inspections, direct ship authorization, and materials review. The intent of this proposal is to standardize requirements for all PAHs. The likely respondents to this proposed information requirement are PAHs. There are no additional costs associated with this proposal because it is current practice.

§45.11(b) would apply the current aircraft engine marking requirements to each module of modular engine configuration so that identification information and operational history is retained if these modules are separated from one another. The likely respondents to this proposed information requirement are manufacturers of modular engines. There are no additional costs associated with this proposal because it is current practice.

### **Total PRA Results for the Proposed Rule:**

Average Total Annual Cost Burden:

- Approximately \$30.2 million (\$870 + \$22.2 million + \$57,331 + \$1,509 + \$7.8 million + \$7,465 + \$131,268 = approximately \$30.2 million).

Average Total Annual Hour Burden:

- Approximately 302,000 hours (\$30.2 million / \$100 per hour engineer's wage = 302,000 hours).

The average total annual cost burden and average total annual hour burden do not take into consideration that sections 3, Quality System Manual, and 4, Organization have costs that are front-loaded at a ratio of 80 percent in the first two years. The following adjustments have been made to account for that front-loading.

Average Total Annual Cost Burden, First Three Years:

- Approximately \$30.6 million (\$870 + \$22.2 million + \$472,981 + \$12,449 + \$7.8 million + \$7,465 + \$131,268 = approximately \$30.6 million).

Average Total Annual Hour Burden, First Three Years:

- Approximately 306,000 hours (\$30.6 million / \$100 per hour engineer's wage = 306,000 hours).

There are currently 1,942 production approval holders. On average, a production approval holder submits documentation to the FAA three times per year. Therefore, it is expected that the FAA will receive 5,826 responses from production approval holders each year.

**13. Provide an estimate of the total annual cost burden to respondents or record keepers resulting from the collection of information.**

There are no additional costs not already included in number 12.

**14. Provide estimates of annualized cost to the Federal Government and to the respondents.**

The annual cost to the FAA for this collection of information was not included in the economic analysis. However, those costs were approximated by comparing this rulemaking effort to that of three other recently revised rules. The rules that were used for comparison were Part 21, revised in May of 2004; the Sport Pilot Rule, initiated in April of 2005; and Part 145, Certification of Repair Stations, overhauled in 2003. In making comparisons, it was noted that the Part 145 effort most closely resembled this current effort to overhaul Part 21. Similarities include the requirement for a quality manual that had not previously been required of Repair Stations or of Parts Manufacturing Approval holders. Therefore, the cost base utilized in the Part 145 effort was used to project costs for Part 21, with the exception of salaries that are reflective of any pay increases that have occurred since that effort.

We based the costs on the amount of time required for a FAA inspector to review documentation of new requirements resulting from the revised Part 21. The typical inspector

is a FG-13 with a fully loaded hourly wage of \$51.30. The first table shows the burden for the initial two years that the task needs to be done, while the second table shows the burden in all subsequent years (and the number of applicable years). The total burden for 10 years is 67,723 hours at a cost of \$3,473,953. The average burden is 6,723 hours at \$347,395. In the initial years, the requirement to standardize, enhance and modernize the existing quality system requirements to reflect industry best practices; as well as to ensure that procedures adequately address regulatory requirements; account for the majority of the burden and costs to FAA. In those instances where a previous regulatory requirement existed, a standard time of 15 minutes was allotted to ensure that the procedures that addressed the old requirement met the intent of the new requirement. The total burden in the initial years to standardize the quality system is 29,224 hours at a cost of \$1,500,186 compared to 33,651 hours at a cost of \$1,726,296 for all of the revisions to Part 21.

Initial Period (1 – 2 Years):

<i>Description of Action</i>	<i>Quantity</i>	<i>Hours per station</i>	<i>Total Hours</i>	<i>Total Cost</i>
<b>1. Failures, Malfunctions &amp; Defects</b>	PC - 98 PMA - 1,493 TSO - 351 <b>Total</b> 1,942	.25 .25 .25	25 373 88 <b>Total</b> 486	1,283 19,135 4,514 <b>Total</b> \$24,932
<b>2. Airworthiness Approval Tags</b>	PC - 0 PMA - 0 TSO - 0	0 0 0	0 0 0	*(1) No additional costs to government
<b>3. Quality System (a-o)</b>				
<b>21.137 (a)</b>	PC - 98 PMA - 1,493 TSO 351 <b>Total</b> 1,942	.25 1 .25	25 1,493 88 <b>Total</b> 1,606	1,283 76,591 4,514 <b>Total</b> \$82,388
<b>21.137 (b)</b>	PC - 98 PMA - 1,493 TSO 351 <b>Total</b> 1,942	1 1 1	98 1,493 351 <b>Total</b> 1,942	5,027 76,591 18,006 <b>Total</b> \$99,624
<b>21.137 (c)</b>	PC - 98 PMA - 1,493 TSO 351 <b>Total</b> 1,942	.25 .25 .25	25 373 88 <b>Total</b> 486	1,283 19,135 4,514 <b>Total</b> \$24,932



21.137 (d)	PC - 98 PMA – 1,493 TSO 351 <b>Total</b> 1,942	.25 1 .25	25 1,493 88 <b>Total</b> 1,606	1,283 76,591 4,514 <b>Total</b> \$82,388
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21.137 (g)	PC - 98 PMA – 1,493 TSO 351 <b>Total</b> 1,942	1 1 1	98 1,493 351 <b>Total</b> 1,942	5,027 76,591 18,006 <b>Total</b> \$99,624
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21.137( k)	PC - 98 PMA – 1,493 TSO 351 <b>Total</b> 1,942	1 1 1	98 1,493 351 <b>Total</b> 1,942	5,027 76,591 18,006 <b>Total</b> \$99,624
21.137( l)	PC - 98 PMA – 1,493 TSO 351 <b>Total</b> 1,942	1 1 1	98 1,493 351 <b>Total</b> 1,942	5,027 76,591 18,006 <b>Total</b> \$99,624
21.137( m)	PC - 98 PMA – 1,493 TSO 351 <b>Total</b> 1,942	1 1 1	98 1,493 351 <b>Total</b> 1,942	5,027 76,591 18,006 <b>Total</b> \$99,624

<b>21.137( n)</b>	PC - 98 PMA - 1,493 TSO 351 <b>Total</b> 1,942	1 1 1	98 1,493 351 <b>Total</b> 1,942	5,027 76,591 18,006 <b>Total</b> \$99,624
<b>21.137( o)</b>	PC - 98 PMA - 1,493 TSO 351 <b>Total</b> 1,942	1 1 1	98 1 493 351 <b>Total</b> 1,942	5,027 76,591 18,006 <b>Total</b> \$99,624
<b>Quality Manual (21.138)</b>	PC - 98 PMA - 1,493 TSO 351 <b>Total</b> 1,942	1.5 1.5 1.5	147 2,240 527 <b>Total</b> 2,914	7,541 114,886 27,035 <b>Total</b> \$149,462
<b>4. Organization</b>	PC - 0 PMA - 0 TSO - 0	0 0 0	0 0 0	*(2) No additional cost
<b>5. Part Marking</b>	PC - 98 PMA - 1,493 TSO - 351 <b>Total</b> 1,942	1 1 1	98 1,493 351 <b>Total</b> 1,942	5,027 76,591 18,006 <b>Total</b> \$99,624
<b>6. Ferry Permits</b>	PC - 0 PMA - 0 TSO - 0	0 0 0	0 0 0	*(3) No additional cost
<b>7. Certifying Statements</b>	PC - 0 PMA - 1,493 TSO - 0	0 1 0	0 1,493 0 <b>Total</b> 1,493	0 76,591 0 *(4) <b>Total</b> \$76,591
<b>8. Commercial Parts</b>	PC - 98 PMA - 1,493 TSO 351 <b>Total</b> 1,942	.25 .25 .25	25 373 88 <b>Total</b> 486	1,283 19,135 4,514 <b>Total</b> \$24,932

\*(1) We estimate no additional costs to government because the manufacturer's certifying staff will issue airworthiness tags.

\*(2) No additional costs to government; organizational charts are already required under current regulations.

\*(3) No additional costs to government because FAA will no longer be required to oversee DARs issuing permits. The proposal will allow certificate holders to be eligible for continuing authorization to issue special flight permits for the purpose of maintenance.

\*(4) This is a new requirement for PMA applicants to provide a statement certifying that the applicant has complied with the airworthiness requirements.

Subsequent Years:

<b>Description of Action (a)</b>	<b>Quantity</b>	<b>Hours per station</b>	<b>Total Hours</b>	<b>Total Cost</b>
<b>1. Failures, Malfunctions &amp; Defects</b>	PC - 0 PMA - 0 TSO - 0 <b>Total</b> 0	0 0 0	0 0 0 <b>Total</b> 0	0 0 0 <b>Total</b> **(1)
<b>2. Airworthiness Approval Tags</b>	PC - 0 PMA - 0 TSO - 0	0 0 0	0 0 0	*(1) No additional costs to government
<b>3. Quality Manual (21.138)</b>	PC - 98 PMA - 1,493 TSO 351 <b>Total</b> 1,942	1.5 1.5 1.5	147 2,240 527 <b>Total</b> 2,914	7,541 114,886 27,035 <b>Total</b> \$149,462 **(2)
<b>4. Organization</b>	PC - 0 PMA - 0 TSO - 0	0 0 0	0 0 0	*(2) No additional cost
<b>5. Part Marking</b>	PC - 98 PMA - 1,493 TSO 351 <b>Total</b> 1,942	.25 .25 .25	25 373 88 <b>Total</b> 486	1,283 19,135 4,514 <b>Total</b> \$24,932
<b>6. Ferry Permits</b>	PC - 0 PMA - 0 TSO - 0	0 0 0	0 0 0	*(3) No additional cost
<b>7. Certifying Statements</b>	PC - 0 PMA - 1,493 TSO - 0 <b>Total</b> 1,493	0 .25 0	0 373 0 <b>Total</b> 373	0 19,135 0 *(4) <b>Total</b> \$19,135
<b>8. Commercial Parts</b>	PC - 98 PMA - 1,493 TSO 351 <b>Total</b> 1,942	.25 .25 .25	25 373 88 <b>Total</b> 486	1,283 19,135 4,514 <b>Total</b> \$24,932

\*\* (1) There are no additional costs associated with failures, malfunctions, and defects, as this is already a reporting requirement that is accounted for.

\*\* (2) There are no additional costs associated with the quality system in subsequent years. However, there is a requirement that changes in the quality manual be submitted to FAA for approval.

**15. Explain reasons for any program changes or adjustments reported in Items 13 or 14 of the OMB Form 83-1.**

The reason this is a program change is that the collections associated with this proposed rulemaking are new collections.

**16. For collections of information whose results will be published, outline plans for tabulation and publication. Address any complex analytical techniques that will be**

**used. Provide the time schedule for the entire project, including beginning and ending dates of the collection of information completion of report, publication dates, and other dates.**

There are no plans for statistical publications.

- 17. If seeking approval to not display the expiration date for OMB approval of the information collection, explain the reasons that display would be inappropriate.**

The FAA is not seeking approval to not display the expiration date.

- 18. Explain each exception to the certification statement identified in Item 19, "Certification of Paperwork Reduction Act Submissions," of OMB Form 83-1.**

There are no exceptions.

Attachments:

1. Supporting Statement
2. Published NPRM
3. Form 8130-3
4. 14 CFR Part 21
5. 49 USC 40113
6. 49 USC 44701
7. 49 USC 44702
8. 49 USC 44704