

**INFORMATION COLLECTION CLEARANCE
SUPPORTING STATEMENT**

**Mitsubishi MU-2B Series Airplane Special Training, Experience, and Operating
Requirements SFAR NPRM
2120-XXXX**

Introduction: This collection of information request is for Mitsubishi MU-2B Series Airplane Special Training, Experience, and Operating Requirements Special Federal Aviation Regulation. The proposed pilot training will require a logbook endorsement and documentation of a training-course completion record.

- 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 and authorizing the collection of information.**

In response to the increasing number of accidents and incidents involving the Mitsubishi MU-2B series airplane, the Federal Aviation Administration (FAA) began a safety evaluation of the MU-2B in July of 2005. As a result of this safety evaluation, the FAA is proposing a Special Federal Aviation Regulation (SFAR) that will establish a standardized pilot training program. The collection of information is necessary to document participation, completion, and compliance with the pilot training program.

The FAA's authority to issue rules on aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106, describes the authority of the FAA Administrator to issue, rescind, and revise the rules. This rulemaking is promulgated under the authority described in Subtitle VII, Aviation Programs, Part A, Air Commerce and Safety, Subpart III, Safety, Section 44701, General Requirements. Under that section, the FAA is charged with prescribing regulations setting the minimum standards for practices, methods, and procedures necessary for safety in air commerce. One such procedure routinely used by the FAA is the recording of training received and/or requiring a logbook endorsement from a training provider.

This collection of information supports the Department of Transportations strategic goal of enhancing public health and safety by working toward the elimination of transportation-related deaths and injuries.

- 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.**

The collection of information will be used to ensure compliance with the proposed rule. The information will also create written documentation establishing a base month for an annual training requirement. The information will be used by the FAA. This is a new collection of information.

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.

The FAA will not require that a copy of the logbook endorsement or course completion certification to be submitted to the FAA. The FAA routinely requires that pilots log or receive endorsements that document the pilot's completion of required training or compliance with applicable rules. This documentation is only submitted to the FAA in the event of an accident, incident, or other investigation. A full electronic reporting option is not practical. Because the FAA is not requiring submission of information, none of the records will be submitted electronically. The basis of the decision for adopting this means of collection is that the collection is consistent and compatible with current reporting and recordkeeping practices.

4. Describe efforts to identify duplication. Show specifically why any similar information already available can be used for the purpose described in Item 2 above.

There is no duplicate requirement that would provide the FAA this information. This requirement for collection of information is a new requirement that pilots receive aircraft specific training, receive a logbook endorsement and document completion of the training.

5. If the collection of information impacts small businesses or other small entities, describe any methods used to minimize burden.

The FAA determined that the impacts on small businesses or other small entities are already minimal. Therefore, no additional methods to minimize burden is needed.

6. Describe the consequence 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.

The FAA sees the collection of this information as a means to verify compliance with the proposed rulemaking. If the collection is not conducted, the FAA anticipates that the compliance rate will be lower, accidents and incidents will continue, and the DOT strategic goal of improving transportation safety will be compromised.

7. Explain any special circumstances that would cause an information collection to be conducted in a manner inconsistent with 1320.5(d)(2)(i)-(viii).

There are no special circumstances that would cause this collection of information to be conducted in a manner inconsistent with 1320.5(d)(2)(i)-(viii).

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 data elements to be recorded, disclosed, or reported.

This rulemaking effort, and its collection of information, is the result of a collective endeavor of all parties that use and/or regulate the safe operation of the MU-2B. The proposed rule, and its collection of information, has broad support of users of the MU-2B aircraft, the manufacturer, commercial operators, special interest groups, and the FAA. Meetings were held with the affected public on October 3rd, 13th, 18th, 19th, and 20th of 2005.

Clear instructions for the collection of information are contained within the proposed rule. Formatting of the collection is explained in detail within the pilot training program, including examples of correctly formatted information.

The public has also been afforded the opportunity to comment on the collection of information when it was published in the Federal Register as a Notice of Proposed Rule Making on September 28, 2006, vol. 71, no. 188, pages 56905-56919.

9. Explain any decision to provide any payment or gift to respondents, other than remuneration of contractors or grantees.

This question does not apply to this collection of information. No payments or gifts will be given.

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

This information will only be provided to the FAA in the event of an accident, incident, or investigation. In that event, the information will be handled in accordance with all applicable statutes, regulation, and agency policy.

11. Provide additional justification for any questions of a sensitive nature.

This collection of information does not require respondents to answer questions of a sensitive nature, on matters of sexual behavior, religious beliefs, or any other private and sensitive matters.

12. Provide estimates of hour burden of the collection information. This information should: Provide number of respondents, frequency of response, annual burden, and an explanation of how the burden was estimated.

The FAA estimates that there are approximately 600 pilots who fly the 311 MU-2B airplanes currently in use in the United States. Each of these 600 pilots is required to obtain completion of the form “Training Course Final Phase Check” and a logbook endorsement for the required training. The FAA also estimates that each endorsement will take about 5 minutes. We compute the hours as follows:

Logbook endorsements: 5 minutes per pilot per year x 600 pilots = 50 hours per year
Completing the form: 5 minutes per pilot per year x 600 pilots = 50 hours per year
Total annual burden: 600 pilots performing 2 tasks of 5-minute each = 100 hours

13. Provide estimates of the total annual cost burden to respondents or recordkeepers resulting from the collection of information.

A qualified flight instructor who meets the requirements of the MU-2B SFAR must complete the form “Training Course Final Phase Check” at the end of each training course. The FAA estimates that it will take an instructor 5 minutes per pilot to complete the form. Since there are about 600 MU-2B pilots, this will take a total of 50 hours per year. At an average MU-2B Instructor hourly rate of \$100 and an average value of time at \$36.06 per hour, the total yearly cost of this requirement is \$6,806 (600 pilots x 5/60 hours x (\$100 per hour + \$36.06 value of time per hour) = \$6,806).

A qualified flight instructor who meets the requirements of the MU-2B SFAR must endorse a MU-2B pilot’s logbook upon successful completion of training. The FAA estimates that it will take an instructor 5 minutes per pilot to endorse a pilot’s logbook. Since there are about 600 MU-2B pilots, this will take a total of 50 hours per year. At an average MU-2B Instructor hourly rate of \$100 and an average value of time at \$36.06 per hour, the total yearly cost of this requirement is \$6,806 (600 pilots x 5/60 hours x (\$100 per hour + \$36.06 value of time per hour) = \$6,806).

Total PRA Results for the Final Rule:

Average Total Annual Cost Burden: Approximately \$13,612
Average Total Annual Hour Burden: Approximately 100 hours

14. Provide estimates of annualized cost to the Federal government.

There will be no annualized cost to the Federal government.

15. Explain reasons for program changes or adjustments reported in Items 13 or 14 of OMB Form 83-I.

This is a new collection, therefore it is a program change.

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.

The information collected will not be published.

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 for OMB approval of the information collection.

18. Explain each exception to the certification statement identified in Item 19, “Certification for Paperwork Reduction Act Submissions,” of OMB Form 83-I.

There is no exception to the certification statement identified in Item 19, “Certification for Paperwork Reduction Act Submissions,” of OMB Form 83-I.

Attachments:

1. Supporting Statement
2. Published FR notice
3. 49 USC 44701
4. 14 CFR Part 91
5. 14 CFR Part 135
6. 14 CFR Part 61