

SUPPORTING STATEMENT

OMB #2120-0008

Part 121 Operating Requirements:
Domestic, Flag, and Supplemental Operations

Justification:

1. Explain the circumstances that make the collection of information necessary. Identify any legal or administrative requirements that necessitate the collection.

This information collection supports the Department of Transportation's strategic goal of safety. Specifically, the goal is to promote the public health and safety by working toward the elimination of transportation-related deaths, injuries, and property.

Title 49 USC, Section 44702, empowers the Secretary of Transportation to issue air carrier operating certificates and to establish minimum safety standards for the operation of the air carrier to whom such certificates are issued. Under the authority of Title 49 CFR, Section 44701, Federal Aviation Regulations Part 121 prescribe the terms, conditions, and limitations as are necessary to ensure safety in air transportation.

- Air carrier and Commercial Operator Training Programs –Affects all air carriers

2. Indicate how, by whom, how frequently, and for what purpose the information is to be used.

Each operator which seeks to obtain, or is in possession of, an air carrier operating certificate must comply with the requirements of FAR Part 121 in order to maintain data which is used to determine if the air carrier is operating in accordance with minimum safety standards. Original certification is completed in accordance with part 119. Continuing certification is completed in accordance with part 121. One form is used. The use of this form was taken into account in estimating the burden for this section.

FAA Form 8070-1, Service Difficulty Report is used by the air carrier industry to submit required airworthiness information or it can use another method that is suitable to its management system. Burden for the submission of Service Difficulty Reports is covered under OMB control number 2120-0663.

The FAA will use the information it collects and reviews to insure compliance and adherence to regulations and, if necessary, take enforcement action on violators of the regulations.

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 burden associated with FAR 121 is recording and recordkeeping. The FAA has encouraged the use of automation by the air carriers to reduce their burden. Operating Specifications are now automated and issued by FAA. The operator only has to apply for “non-standard” paragraphs.

In response to the Government Paperwork Elimination Act (GPEA) the form is 100% available on the Internet and can be submitted electronically, which facilitates easy access by the user.

4. Describe efforts to identify duplication.

All other FAA public-use reports have been reviewed and no duplication has been found. Also, we know of no other agency collecting information from air carriers prescribing the terms, conditions, and limitations of their operating certificate. This information, required by Part 121, is to ensure air transportation safety.

The information collected is only available from the applicant applying for an operating certificate. The applicant must prescribe his/her own data based on the proposed operation. The information is not available from any other source.

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.

Applicants for operating certificates, whether small business or large, are guided through the administrative requirements of FAR Part 121 by the local Flight Standards district office assigned certificate responsibilities. The actual operations specifications are automated and the paragraphs issued are only those appropriate to a specific carrier's operation. For other reporting or recordkeeping burden listed, the smaller operators have burdens in proportion to the size of their operation.

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 frequency of information collection is dependent on the applicant's business plan and the need for operators who have obtained air carrier certification to undergo recertification if they plan to conduct new kinds of operations. The applicants who request certification benefits, for the most part, determine the frequency of information collection.

7. Explain any special circumstances that would cause an information collection to be conducted in a manner inconsistent with guidelines.

This collection of information is conducted in a manner consistent with the guidelines in 5 CFR 1320.5(d)(2)(i)-(viii), with the exception that some records are maintained longer than three years. Qualification records for crewmembers and aircraft dispatchers are maintained for as long as the person works for the company.

With respect to maintenance recording/recordkeeping requirements (FAR 121.380, 121.380a) "Each certificate holder who sells a US registered aircraft shall transfer to the purchaser, at the time of sale, the following records of that aircraft." This means that there are certain maintenance records that stay with the aircraft for the life of the aircraft and are transferred from owner to owner.

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 agency's notice was published in the Federal Register on November 22, 2011, vol. 76, no. 225, pages 72237-72238. No comments were received.

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

There are no monetary considerations for this collection of information.

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

Respondents have been given no assurance of confidentiality.

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 questions of a sensitive nature.

12. Provide estimates of the hour burden of the collection of information. The statements should: Indicate the number of respondents, frequency of response, annual hour burden and an explanation of how the burden was estimated. If this request for approval covers more than one form, provide separate hour burden estimates for each form. Provide estimates of annualized cost to respondents for the hour burdens for collections of information, identifying and using appropriate wage rate categories.

Employee salaries in all of question 12 are based on a technical specialist earning FG-J = **\$51 per technical hour**, a typist earning FG-G = **\$19.00 per clerical hour**, and a Flight Attendant averaging **\$19.00 per hour**.

There are approximately 75 active primary Part 121 air carriers.

§121.133, Preparation, requires that each carrier prepare and keep current a manual for the use and guidance of Flight, ground operations, and management personnel; section 121.137, Distribution and Availability, requires that each certificate holder furnish copies of the manual required by 121.133 to its personnel and the Administrator, and that each person shall keep it current; Sec 121.139, Requirement for Manual Aboard Aircraft: Supplemental Operations, requires that each certificate holder conducting supplemental operations carry the appropriate parts or microfilm facsimile of maintenance information and instructions; and Sec 121.141, Airplane Flight Manual, requires that each certificate holder shall keep a current approved airplane flight manual for each type airplane except non-transport category certificated prior to January 1965. For each type airplane that requires this manual, the operator may carry this manual or the manual required by 121.133. The manufacturer, not the carrier, is responsible to develop revisions and give them to the carrier.

Original manuals are a part of original certification (part 119). Revisions are part 121. Revisions of various manuals: Average of 100 revisions per carrier per year x 75 carriers x 2 technical hours per revision and .5 clerical hours per revision.

Section		Carriers	Revision	Total	# of Hours	Total Hours	Hourly Rate	Total
121.133	Technical	75	100	7,500	2	15,000	\$51.00	\$765,000
	Clerical	75	100	7,500	0.5	3,750	\$19.00	\$71,250
						18,750		\$836,250

§121.153, Aircraft Requirements: General -Files a copy (paragraph c4) of the aircraft lease or charter agreement with the FAA Aircraft Registry. Only applies to foreign registered aircraft (no more than 3 leases/charters a year system wide).

121.153	Clerical	3	1	3	0.2	0.6	\$19.00	\$13
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§121.198, Cargo Service Airplanes: Increased Zero Fuel and Landing Weights – The Airplane Flight Manual (paragraph f) for each airplane operated under this section must be appropriately revised to include the operating limitations and limitation needed for operation at the increased weights. This burden is shown in Section 121.133 above.

§121.207, Provisionally Certificated Airplanes: Operating Limitations – Requires that each air carrier shall keep a log of each provisionally certificated aircraft flight conducted under this part.

121.207	Clerical			5	0.2	1	\$19.00	\$19
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§121.285, Carriage of Cargo in Passenger Cargo Compartments – (b)(2) the maximum weight of cargo that the bin is approved to carry and any instructions necessary to ensure proper weight distribution within the bin must be conspicuously marked on the bin. Bins are traditionally labeled (metal not paper) by the manufacturer. The carrier is responsible to see that the regulation is complied with. The carrier would develop procedures to ensure this. The procedures would be in the manuals (Sec 121.133, 121.137, 121.139, 121.141).

§121.309, Emergency Equipment – (b)(3) Equipment must be clearly identified and clearly marked to indicate its method of operations. This is traditionally done by the manufacturer who sold the equipment to the carrier. The carrier is responsible to ensure compliance of the regulation. The carrier would develop procedures to ensure this. The procedures would be in the manuals (Sec 121.133, 121.137, 121.139, 121.141).

§121.310, Additional Emergency Equipment -- This section requires various signs, placards, and directions to guide users of emergency equipment. Such requirements are met by the manufacturers of the airplane or of the equipment. The carrier is responsible to ensure compliance of the regulation. The carrier would develop procedures to ensure this. The procedures will be in the manuals (Sec 121.133, 121.137, 121.139, 121.141).

§121.311, Seats, Safety Belts, and Shoulder Harnesses -- (b)(2)(ii) Requires labels for child seats. The labels are on the seat as sold by the manufacturer. The carrier is responsible to ensure compliance of the regulation. The carrier would develop procedures to ensure this. The procedures will be in the manuals (Sec 121.133, 121.137, 121.139, 121.141).

§121.313, Miscellaneous Equipment -- (h) Requires a placard on doors that are a means of access to a required passenger emergency exist to indicate that the door must be open during takeoff and landing. Placards are added

by the manufacturer or by the carrier during original certification. The carrier is responsible to ensure compliance of the regulation. The carrier would develop procedures to ensure this. The procedures will be in the manuals (Sec 121.133, 121.137, 121.139, 121.141).

Provides for new standards for utilization and design of flightdeck doors and the associated locking systems. Associated reporting and record keeping requirements are contained in SFAR 92-4.

§121.314, Cargo and Baggage Compartments (d) Requires a carrier to report conversions and retrofits to cargo and baggage compartments until such time as all class D compartments have been converted or retrofitted with appropriate detection and suppression systems. All conversions were completed by March 19, 2001. All new constructed aircraft must comply at the time of completion. This is no further burden associated with this section.

§121.315, Cockpit Check Procedures-- (a) Requires that each certificate holder provide an approved cockpit check procedure for each type of aircraft. The original procedure is part of the original carrier certification (see section 119.35). This is basically a pilot checklist. The airplane manufacturer develops the checklist and a carrier may adapt it to fit their unique operation.

Revisions:

121.315	Technical	75	1	75	5	375	\$51.00	\$19,125
	Clerical	75	1	75	0.5	37	\$19.00	\$703
						412		\$19,828

Existing carriers' addition a new make/model to the fleet:

121.315	Technical			8	9	72	\$51.00	\$3,672
	Clerical			8	2	16	\$19.00	\$304
						88		\$3,976

Totals:

121.315						412		\$19,828
						88		\$3,976
						500		\$23,804

§121.317, Passenger Information – This section requires various signs and placards. Signs and placards are done by the manufacturer or by the carrier during original certification. The carrier is responsible to ensure compliance of the regulation. The procedures will be in the manuals (Sec 121.133, 121.137, 121.139, 121.141).

Flight Attendant Briefings:

The Flight Attendant oral briefings have been included in this report. There are an estimated 28,500 departures per day of U.S. air carriers worldwide. Some of these flights are “all cargo” and do not have Flight Attendants. The FAA uses 25,000 flights a day for this burden package. \$19.00 per hour (not a new hire and not a senior salary) is used as a Flight Attendant salary. Section 121.571, Briefing Passengers Before Takeoff, Section 121.573, Briefing Passengers: Extended Overwater Operations (the majority of flights are not extended overwater). Many announcements are not required by FAA. They include promotional information, gate information, tourist attractions out the window, ball game scores, weather, frequent flyer information etc. Some carriers now use videotapes instead of reading the announcement each flight. The announcements that FAA requires are estimated to take 3 minutes per flight.

121.317		28,500	365	10,402,500	0.05	520,125	\$19.00	\$9,882,375
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§121.333, Supplemental Oxygen --(f) Requires a passenger briefing before flight is conducted above flight level 250. The briefing must be accomplished by a crewmember. Traditionally that crewmember is a flight attendant. Only the transport category airplanes would be operating above flight level 250, which would utilize Flight Attendants. Flight Attendant briefings are covered above.

§121.337, Protective Breathing Equipment - (c) (2) Requires the carrier to designate at least one crewmember to perform before take off checks of the first flight of the day. This designation must be in the carrier's operations manual (§ 121.133). If the flight has Flight Attendants, they would do the briefing. If not, a pilot would do the briefing. Manuals and Flight Attendants Briefings are covered above.

§121.339, Emergency Equipment for Extended Overwater Operations - (a)(4) Requires the date for replacement or recharge of a battery be "legibly marked on the outside of the transmitter." This requirement does not apply if the battery is water-activated such that it is unaffected during probable storage intervals. (Most batteries used are water-activated.) (b) Requires that life preservers, and survival type emergency locator transmitters be installed in "conspicuously marked approved locations". The carrier is responsible to see that the regulation is complied with. The carrier would develop procedures to ensure this. The procedures would be in the

manuals. Approved equipment locations are part of original certification. Manuals are covered in §121.133, 121.137, 121.139, and 121.141.

§121.340, Emergency Flotation Means (b) Requires an emergency flotation mean for each occupant on overwater flights and provides for deviations in some cases. Estimated total of 10 applications for deviation request per year at one (1) hour technical and .2 clerical hour each.

121.340	Technical			10	1	10	\$51.00	\$510
	Clerical			10	0.2	2	\$19.00	\$38
						12		\$548

§121.353, Emergency Equipment For Operation Over Uninhabited Terrain Areas: Flag, Supplemental, and Certain Domestic Operations - (b) Requires the date for replacement or recharge of a battery be "legibly marked on the outside of the transmitter". This requirement does not apply if the battery is water-activated such that it is unaffected during probably storage intervals. The carrier is responsible to see that the regulation is complied with. Most batteries used are water activated. The carrier would develop procedures to ensure this. The procedures would be in the manuals. §121.133, 121.137, 121.139, and 121.141.

§121.354, Terrain Awareness and Warning System: (c) requires the airplane flight manual to contain procedures for (1) The use of the terrain awareness and warning system; and (2) Proper flight crew reaction in response to the terrain awareness and warning system audio and visual warnings. The FAA estimates a one hour paperwork burden for each aircraft in which the system is installed. Installation in existing aircraft was completed by March 29, 2005. Installation on newly constructed aircraft must be completed during production. The combined burden of compliance with this section and section 121.360 is one hour per aircraft of technical labor.

The FAA estimates approximately 245 newly constructed aircraft per year (735 aircraft over 3 years) with one hour of technical labor at \$51/hr per aircraft.
 $245 \times 1\text{hr} \times \$51 = 2,450$ hours.

121.354	Technical			2,450	1	2,450	\$51.00	\$12,495
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§121.360, Ground Proximity Warning/Glide Slope Deviation Alerting System - (b) for the ground proximity warning system required by this section, the Airplane Flight Manual shall contain (1) appropriate procedures for (i) the use of the equipment; (ii) Proper flightcrew action with respect to the equipment; (iii) Deactivation for planned abnormal or emergency conditions; (iv) Inhibition of the Mode 4 warnings based on flaps being in other than the landing configuration if the system incorporates Mode 4 flap warning inhibition control.; and (2) An outline of all output sources that must be operating.... (d) Whenever a ground proximity warning system required by this section is deactivate, an entry shall be made in the airplane maintenance record that includes the date and time of deactivation. Installation in existing aircraft must be completed by March 29, 2005. The burden for this section is covered in section 121.354.

§121.369, Manual Requirements - This section requires certain information in the maintenance manual. The burden is shown in part 43 - Section 43.9(b). Part 43 has OMB control number 2120-0020. See also § 121.380 below.

§121.370, Requires the repair assessment of the pressurized fuselages of selected aircraft makes/models and series of aircraft exceeding specified flight cycle limitations. The FAA determined that the current operating regulations (e.g. 14 CFR 121.380, “Maintenance recording requirements”) already impose adequate record keeping requirements that would apply to the actions required by the rule.

§121.371, Required Inspection Personnel - Requires each certificate holder to maintain a current listing of persons who have been trained, qualified, and authorized to conduct required inspections and a written description to those listed persons indicating their responsibilities, authorities, and inspectional limitations. New entrant carriers are addressed, in part 119 (119.35). If the lists are maintained in the manuals, the burden is covered in §121.133, 121.17, 121.139, and 121.141. Because the FAA feels that most carriers do not put the list in the manual, this burden estimate is based on zero lists being in manuals. Of approximately 75 carriers, about 25% (25 carriers) would have a turn over of designated employees in any given year. 25 x 4 revisions each year x .3 technical hour and .1 clerical hour per year.

121.371	Technical	25	4	100	0.3	30	\$51.00	\$1,530
	Clerical	25	4	100	0.1	10	\$19.00	\$190
						40		\$1,720

§121.377, Maintenance and Preventive Maintenance Personnel DIU Time Limitation -Requires each air carrier to keep maintenance personnel duty times. It is customary business practice to do this via payroll time cards: No burden.

§121.380, Maintenance Recording Requirements - Requires that each certificate holder keep records for maintenance performed on each aircraft and make the records available for inspection by the Administrator or NTSB. The burden is shown in part 43 - Section 43.9(b). Part 43 has OMB control number 2120-0020.

§121.380a, Transfer of Maintenance Records - Requires that each certificate holder who sells a U.S. registered aircraft transfer to the purchaser the records required by Section 121 380 for that aircraft. The burden is the time spent retrieving the records.

Section 121.397, Emergency and Emergency Evacuation Duties - Requires that each certificate holder shall assign to each category of required crewmember the necessary functions to be an emergency situation and describe the functions in its manual. The burden for new entrants is at the time of initial certification (§119.35). The functions are listed in the manuals above.

§121.401, Training Program: General -- (a)(1) Requires initial and final approval of a training program, (a)(3) Requires training material, examinations, forms, instructions, and procedures, (c) Requires certification of proficiency and knowledge in a record (may be computerized). The

original certification is part of 119 (119.33). Revisions are covered in manuals (§121.137, 121.139, and 121.141).

§121.403, Training Programs: Curriculum - (a) Requires the certificate holder to prepare and keep current a training program curriculum for each type airplane with respect to each crewmember and dispatcher required. For new entrants this is part of their original certification requirement per part 119 (119.35). Once a training program curriculum is established, it seldom changes. However, carriers may add a new type airplane to their fleet. Approximately 25% of part 121 carrier's would add a new type airplane over a one year period.

121.403	Technical	25	1	25	10	250	\$51.00	\$12,750
	Clerical	25	1	25	3	75	\$19.00	\$1,425
						325		\$14,175

Section 121.405, Training Program and Revision: Initial and Final Approval - Requires the certificate holder to submit to the Administrator an outline of the proposed or revised curriculum to an approved training program. New entrant carriers are addressed in part 119 (119.35). Manual revisions are covered in §121.133,121.137,121.139, and 121.141. However, since these manuals do not specifically address training, we add another burden here.

121.405	Technical			60	0.5	30	\$51.00	\$1,530
	Clerical			60	0.1	6	\$19.00	\$114
						36		\$1,644

§121.407, Training Program: Approval of Airplane Simulators And Other Training Devices -- (a)(5) Requires a daily discrepancy log. The use of simulators is optional. Carriers use them because they are so much more economical to train in than the actual airplane. There also may not be any discrepancies. No burden.

§121.433a., Training Requirements: Handling and Carriage of Dangerous Articles and Magnetized Materials - (b) Requires a record of satisfactory completion of initial and recurrent training given to crewmembers and ground personnel in the handling of dangerous articles and magnetized materials (commonly referred to as Hazardous Materials Training). Initial records are included in part 119 certification (119.35). The FAA estimates that 75% of all part 121 carriers accept hazardous materials shipments, but all Part 121 carriers must conduct Hazardous Materials Training, requiring 10 technical hours and 3 clerical hours per carrier. The average included carrier would have 100 additional employees each who would require this record. The training is required yearly. Also see §121.683 below (crewmember and dispatcher record).

121.433	Technical	100			10	1,000	\$51.00	\$51,000
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121.433	Clerical	100			3	300	\$19.00	\$5,700
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§121.467, Flight Attendant Duty Period Limitations And Rest Requirements: Domestic, Flag, and Supplemental Operations - (c) Allows carriers to use the pilot flight and rest rules for their

flight attendants if they develop written procedures. The procedures are in the manuals (§121.133, §121.137, §121.139, and §121.141).

§121.537, Responsibility for Operational Control: Supplemental Operations - (a)(2) Requires each certificate holder who conducts supplemental operations to list in its manual each person authorized by it to exercise operational control. This is a list of names. Initial burden is shown in part 119 (119.35). FAA estimates that 10% of the 52 Supplemental carriers would complete one revision each in any given year and spend .1 clerical hours doing each revision. Manual revisions are covered above.

§121.539, Operations Notices - Requires each certificate holder to notify operations personnel of changes in equipment, navigation aids, airport, and potentially hazardous meteorological conditions: FAA estimates that each of the 75 active primary part 121 carriers issues an average of 300 notices per year, and uses .3 technical hours and .1 clerical hours on each notice.

121.539	Technical	75	300	22,500 notices	0.3	6,750	\$51.00	\$344,250
	Clerical	75	300	22,500 notices	0.1	2,250	\$19.00	\$42,750
						9,000		\$387,000

§121.557, Emergencies: Domestic and Flag Operations - (c) Requires a pilot in command or dispatcher to send a written report through the air carrier's operations manager to the Administrator if an emergency is declared.

121.557	Technical			50 reports	0.5	25	\$51.00	\$1,275
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§121.559, Emergencies: Supplemental Operations - (c) Requires a pilot in command or other person to send a written report through the Director of Operations to the Administrator if they declare an emergency.

121.559	Technical			10 reports	0.5	5	\$51.00	\$255
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§121.563, Reporting Mechanical Irregularities. -- Requires that all mechanical irregularities occurring during flight be entered in the maintenance log. The log is available for inspection by FAA but these entries are not reported to FAA. There are 28,500 flights per day of U. S air carriers worldwide x 365 days.

121.563	Technical	28,500	365	10,402,500	0.01	104,025	\$51.00	\$5,305,275
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§121.565, Engine Inoperative: Landing: Reporting:- (d) Requires the pilot in command to give a written report in duplicate to the director of operations if the pilot in command landed at an airport other than the nearest suitable airport. The Director of Operations shall send a copy with comments to the FAA district office. Engines seldom fail and when they do there is usually a suitable airport nearby. There would be a minimal impact for reporting in those few instances when the airplane lands at other than the nearest suitable airport.

121.565	Technical			10	3	30	\$51.00	\$1,530
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§121.569, Equipment Interchange: Domestic and Flag Operations - (b) Requires the certificate holder conducting domestic or flag operations include the pertinent provisions and procedures involved in the equipment interchange agreement in its manuals. Manual revisions are covered above.

§121.571, Briefing Passengers Before Takeoff - (a) Requires an oral briefing various times and, (b) Requires printed cards supplementing the oral briefing, and (c) Requires description of procedures for oral briefings. Manuals are discussed many times above. Attendant briefings are discussed above after §121.317, 'Passenger Information.'

§121.573, Briefing Passengers: Extended Overwater Operations - (a) Requires an oral briefing on the location and operation of life preservers, life rafts, and other flotation means, including a demonstration of the method of donning and inflating a life preserver. Requires a description in the manual. Manuals are discussed many times above. Flight Attendant briefings are discussed above after §121.317, 'Passenger Information.' Flights must be more than 50 nautical shore miles to be extended overwater.

§121.575, Alcoholic Beverage - (d) Requires certificate holders to report to the Administrator, within 5 days, any person refusing to comply with paragraph (a) of this section (requires certificate holder to serve the drink) or any disturbance caused by a person who appears intoxicated aboard. Estimated 50 reports per year system wide.

121.575	Technical			50	0.5	25	\$51.00	\$1,275
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§121.583, Carriage of Persons Without Compliance With The Passenger-Carrying Requirements of This Part - (c) Requires oral briefing of passengers, (d) Requires manual is the same as §121.571 and §121.573 but for traditional cargo airplanes that happen or more passengers. Manuals and briefings previously covered.

§121.585, Exit Seating - (a)(3) Requires the certificate holder to designate which seats will be used, (n) and (p) requires approval of the procedure. Original certification would be part 119 (119.35). Revisions would be to the manual. Manual Revisions are previously discussed.

§121.586, Authority to Refuse Transportation - (a)(1) requires the certificate holder to develop procedures, (b) to provide those procedures to the FAA, to make revisions upon demand of FAA (a), (b), and (c) are covered in manuals (previously discussed), to provide a copy of those procedures at airports is an estimated 100 airports x 1 page each =1,000 pieces of paper. Copies made by a clerical employee (made a copy of the manual) and distributed in company mail.

121.586	Clerical				5	5	\$19.00	\$95
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§121.631. Original Dispatch or Flight Release, Redispach or Amendment of Dispatch or Flight Release. The burden for original is in §121.663 (Domestic and Flag) and §121.689 (Supplemental). The rest of the burden is:

28,500 departures per day of U.S. air carriers worldwide x 365 days a year = 10,402,500 dispatchers per year divided by 2 because there are an average of two flights per dispatch/release = 5,201,250 x .02 because only 2% of all dispatchers/flights releases are redispach/amendments = 104,025 per year x .02 technical hours

121.631	Technical	14,250	365	5,201,250	0.02	1,759	\$51.00	\$89,709
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§121.663, Responsibility for Dispatch Release: Domestic and Flag Operations – Requires each Domestic and Flag air carrier to prepare a dispatch release for each flight between specified points that contains certain information about the flight.

28,500 departures per day of U.S. air carriers worldwide x 365 days a year = 10,402,500 x .02 technical hours

121.663	Technical	14,250	365	5,201,250	0.02	104,025	\$51.00	\$5,305,275
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§121.665, Load Manifest - Requires each certificate holder to prepare a load manifest form before each takeoff.

28,500 departures per day of U.S. air carriers worldwide x 365 days a year'

121.665	Technical	28,500	365	10,402,500	0.02	208,050	\$51.00	\$10,610,550
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§121.683, Crewmember and Dispatcher Record - (a) (1) Requires each certificate holder to maintain current records on each crewmember and dispatcher that shows whether or not they comply with this chapter. (2) Requires each certificate holder to record each action taken concerning the release from employment or physical or professional disqualification and keep for 6 months. The records may be on computer record systems.

Reporting: 75 active primary carriers have an estimated:

36,815 pilots in command x an average of 5 entries per year =184,075 entries per year
 39,002 other pilots x an average of 3 entries per year = 117,006 entries per year.
 1,511 flight engineers x an average of 1 entry per year = & IJI/entries per year.
 98,550 flight attendants x an average of 1 entry per year = 98,550 entries per year
 1,740 dispatchers x and average of 1 entry per year =1,740 entries per year
 .001 clerical hours per recording entry

121.683	Clerical	36,815	5	184,075	0.001	184	\$19.00	\$3,496
		39,002	3	117,006	0.001	117	\$19.00	\$2,223
		1,511	1	1,511	0.001	15	\$19.00	\$285
		98,550	1	98,550	0.001	99	\$19.00	\$1,881
		1,740	1	1,740	0.001	2	\$19.00	\$38

						417		\$7,923

Recordkeeping:

75 active primary carriers x 1 clerical hour per carrier

121.683	Clerical	75	1	75	1	75	\$19.00	\$1,425
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Totals:

						417	\$19.00	\$7,923
		75	1	75	1	75		\$1,425
						492		\$9,348

§121.685, Aircraft Record: Domestic and Flag Operations: Requires each Domestic and Flag air carrier to maintain a current list of each aircraft that it operates in scheduled air transportation and to send a copy of the record and each change to the FAA Air Carrier District Office charged with the overall inspection of its operations. The burden is in part 119, operations specifications (119.43).

§121.689, Flight Release Form: Supplemental Operations - Requires each operator who conducts supplemental operations to prepare a flight release for each flight between specified points. The release must contain certain information about the flight. See § 121.631 above.

§121.695- Disposition of Load Manifest,- Dispatch Release and Flight Plans: Domestic and Flag Operations: Requires each domestic and flag air carrier to keep copies of the load manifests, dispatch releases, and flight plans for 3 months, and Section 121.697, Disposition of Load Manifest, Flight Release, and Flight Plans: Supplemental Operations: - Requires each operator who conducts supplemental operations to keep copies of the load manifests, flight releases, and flight plans for 3 months.

Recordkeeping for both §121.695 and §121.697:

75 active primary carriers x 1 clerical hour per carrier

121.695	Clerical	75	1	75	1	75	\$19.00	\$1,425
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§121.701, Maintenance Log: Aircraft: - (a) Requires each certificate holder to make or have made a record and develop an approved procedure for keeping adequate copies of records of malfunctions reported in the maintenance log and (b) Have a procedure to make the procedure available to each flight crewmember and to put the procedure in the manual, and (c) The manuals are covered previously. The log entry is covered in §121.563. This is an additional entry made by the person taking action on the initial entry and it takes a little longer than the initial entry. See also §121.380 and part 43 -Section 43.9(b). Part 43 has OMB control number 2120-0020.

28,500 departures a day x 365 days a year = 10,402,500

121.701	Technical	28,500	365	10,402,500	0.02	208,050	\$51.00	\$10,610,550
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§121.703, Mechanical Reliability Reports - Requires each certificate holder to report the occurrence or detection of each failure, malfunction, or defect concerning 17 items stipulated in this section. In addition to each failure, malfunction, or defect of emergency evacuation systems and components the FAA requires air carriers to collect, record, analyze, and disseminate data concerning those failures, malfunctions, or defects that occur during training, testing, or actual emergency conditions to improve the levels of emergency evaluation system reliability and safety. The air carrier industry uses FAA Form 8070-1, Service Difficulty Report, to submit the required information or use a method that is suitable to its management system. Burden for submission of Service Difficulty Reports is covered under OMB control number 2120-0663.

§121.704: Service Difficulty Reports (structural) The estimated industry burden for this section was an annual increase in technical labor of 6,107 hours at a cost of \$51/hr. Burden for submission of Service Difficulty Reports is covered under OMB control number 2120-0663.

§121.705, Mechanical interruption Summary Report.- Requires each certificate holder to send a summary report of certain mechanical interruptions to the FAA.

18,000 reports per year x 1 technical hour

121.705	Technical			18,000	1	18,000	\$51.00	\$918,000
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§121.707, Alteration and Repair Reports - Requires each certificate holder to prepare and submit to the FAA and keep a report of each major alteration of an airframe, engine, propeller, or appliance operated. The burden is shown in part 43 - Section 43.9(b). Part 43 has OMB control number 2120-0020.

§121.709, Airworthiness Release Or Aircraft Log Entry - (a) Requires the certificate holder to prepare or cause to be prepared (1) An airworthiness release; or (2) an appropriate entry in the aircraft log, (b) When an airworthiness release form is prepared the certificate holder must give a copy to the pilot in command and must keep a record thereof for at least two months.

1 release per airplane per day, estimated 6,000 airplanes x 1 release x 365 days a year x .1 technical hour

121.709	Technical	6,000	365	2,190,000	0.1	219,000	\$51.00	\$11,169,000
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§121.711, Communication Records: Domestic And Flag Operations: Requires that each domestic and flag air carrier keep a record (30 days) of each enroute radio contact between the carrier and its pilots. It is common industry practice to tape record the transmissions rather than write them down or to use ACARS which is a data link communications system.

121.711	Technical				0.001	14,600	\$51.00	\$744,600
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§121.713- Retention Of Contracts And Amendments: Commercial Operators Who Conduct Intrastate Operations For Compensation Or Hire - (a)-Requires each commercial operator to keep a copy or memorandum of each contract for one year.

Recordkeeping:

121.713	Clerical	15	3	45	0.5	23	\$19.00	\$437
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And (b) Submit two financial reports each year

Reporting:

121.713	Technical	15	2	30	5	150	\$51.00	7,650
	Clerical	15	2	30	1	30	\$19.00	\$570
						180		\$8,220

TOTALS:

121.713	Clerical					23		\$437
	Technical					180		\$8,220
						203		\$8,657

Part 121, Appendix G -- Doppler Radar and Inertial Navigation System (INS): Request for Evaluation; Equipment and Equipment Installation; Training Program; Equipment Accuracy and Reliability; Evaluation Program. Doppler Radar is obsolete but INS is still applied for. Request for evaluation of inertial navigation systems must be sent to the certificate holding district office (no form) 30 days prior to using the system. New entrants would apply as part of their original certification in part 119. The burden for any new make and model added to an existing certificate or modification to an existing make and model is shown here:

121.AppG	Technical			6	2	12	\$51.00	\$612
	Clerical			6	1	6	\$19.00	\$114
						18		\$726

Part 121, Appendix H - Advanced Simulation Plan- Requires operators to submit a plan if they want to train in advanced simulators (optional). New carriers would submit a plan as part of original certification under part 119. The burden for adding or changing an advanced simulation plan is shown here:

121.AppH	Technical			10	5	50	\$51.00	\$2,550
	Clerical			10	1	10	\$19.00	\$190
						60		\$2,740

Section	SUMMARY OF BURDEN		Total Cost
	Responses	Total Hours	
121.133	7,500	18,750	\$836,250
121.153	3	1	\$13
121.207	5	1	\$19
121.315	83	500	\$23,804
121.317	10,402,500	520,125	\$9,882,375
121.340	10	12	\$548
121.354	2,450	2,450	\$12,495
121.371	100	40	\$1,720
121.403	25	325	\$14,175
121.405	60	36	\$1,644
121.433	100	1,300	\$56,700
121.539	22,500	9,000	\$387,000
121.557	50	25	\$1,275
121.559	10	5	\$255
121.563	10,402,500	104,025	\$5,305,275
121.565	10	30	\$1,530
121.575	50	25	\$1,275
121.586	100	5	\$95
121.631	5,201,250	1,759	\$89,709
121.663	5,201,250	104,025	\$5,305,275
121.665	10,402,500	208,050	\$10,610,550
121.683	402,957	492	\$9,348
121.695	75	75	\$1,425
121.701	10,402,500	208,050	\$10,610,550
121.705	18,000	18,000	\$918,000
121.709	2,190,000	219,000	\$11,169,000
121.711	14,600,000	14,600	\$744,600
121.713	75	203	\$8,657
121.AppG	6	18	\$726
121.AppH	<u>10</u>	<u>60</u>	<u>\$2,740</u>
	69,256,679	1,430,987	\$55,997,028

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

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

14. Provide estimates of annualized cost to the Federal government. Also, provide a description of the method used to estimate cost, which should include quantification of hours, operational expenses and any other expense that would not have been incurred without this collection of information.

The FAA estimates that the total estimated annual cost to the Federal Government is \$163,000. This cost is based on the FAA employee time spend reviewing and processing carrier information submitted to the FAA as identified in this document. As an average salary, we have used the same cost for technical expertise (\$51.00) that was used in question #12. The Commuter Rule transition is completed and Operations Specifications have been automated.

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

Departures per day increased from previous levels of 23,205 per day in the previous report to 28,500 per day, causing a substantial increase in the burden.

This increase is offset to a degree by a decrease in the number of active primary Part 121 air carriers from 106 in 2008 to 75 in 2011, a 9.6% reduction. The decrease includes, but is not limited to, buyouts, mergers, voluntary revocation or change in status.

In addition, the number of responses listed in the ROCIS burden table has been adjusted to accurately reflect individual daily recordkeeping tasks required by Part 121. These requirements, including the frequency of collection, the population of carriers covered, the use of the information, and time burden per response, are not being revised within this burden adjustment - the increase in the number of responses included on the ROCIS table reflects the multiple task requirements associated with individual daily flight activities that had been unintentionally omitted in the ROCIS and supporting statement burden tables, but described in the narrative of previous submissions of this information collection.

16. For collections of information whose results will be published, outline plans for tabulation, and publication.

There is no publication plan.

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.

This is a recurring program and the requirements and forms that are used will not change. It would not be cost effective to destroy dated forms every three years to change a date.

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

There are no exceptions in Item 19, OMB Form 83-I.