

LSUPPORTING 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 prescribes the terms, conditions, and limitations as are necessary to ensure safety in air transportation.

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 is mandated to comply with the requirements of FAR Part 121 in order to maintain (record keeping) 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. The information reviewed as a part of this collection (manuals and guidance documents) is used to determine air operators' compliance with the minimum safety standards and the applicants' eligibility for air operations certification. The FAA will use the information it 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.

Additionally, in accordance with the Government Paperwork Elimination Act (GPEA), the FAA encourages the use of automation and electronic media for the gathering, storage, presentation, review, and transmission of all requests, records, reports, tests, or statements required by this final rule with the provision that such automation or electronic media has adequate provision for security (i.e., that such submissions may not be altered after review and acceptance by the FAA) and that the systems or applications are compatible with the systems or applications used by the FAA.

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 that are 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 to renew the information collection was published in the Federal Register on September 19, 2018 (83 FR 47398). There were no public comments on the paperwork burden needed to comply with any aspect of the information collection.

9. Describe any decision to provide any payment or gift to respondents, other than remuneration 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 = **\$82 per technical hour**¹, a typist earning FG-G = **\$49.00 per clerical hour**², and a Flight Attendant averaging **\$32.00 per hour**³. The above salaries include a multiplier for overhead and benefits. ⁴

There are 70 air carriers currently operating under the provisions of part 121.

The following data (accessed 9/18/18 from Safety Performance Analysis System) regarding operations under part 121 are also used to update the renewal of this collection:

- 40,271 PICs
- 43,624 Other Pilots
- 94 Flight Engineers
- 118,779 Flight Attendants
- 2,777 Aircraft Dispatchers
- 0 Navigators
- 7,579 Aircraft

§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

¹ <https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/2018/general-schedule/>

² <https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/2018/general-schedule/>

³ <https://www.bls.gov/ooh/transportation-and-material-moving/flight-attendants.htm>

⁴ Bureau of Labor Statistics, Employer Costs for Employee Compensation – September 2018, USDL-18-1941, Released December 14, 2018

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 70 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	70	100	7,000	2	14,000	\$82.00	\$1,148,000
	Clerical	70	100	7,000	0.5	3,500	\$49.00	\$171,500
						17,500		\$1,319,500

§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 (FAA estimates no more than 3 leases/charters a year system wide).

121.153	Clerical	3	1	3	0.2	0.6	\$49.00	\$29
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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 included 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. Each air carrier shall keep accurate and complete records of each inspection made and all maintenance performed on the airplane.

121.207	Clerical			5	0.2	1	\$49.00	\$49
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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 burden would be included in 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 burden would be included in 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 burden would be included in 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 burden would be included in 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 burden would be included in Sec 121.133, 121.137, 121.139, 121.141.

§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). The airplane manufacturer develops the checklist and a carrier may adapt it to fit their unique operation.

Revisions:

121.315	Technical	70	1	70	5	350	\$82.00	\$28,700
	Clerical	70	1	70	0.5	35	\$49.00	\$1,715
						385		\$30,415

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

121.315	Technical			8	9	72	\$82.00	\$5,904
	Clerical			8	2	16	\$49.00	\$784
						88		\$6,688

Totals:

121.315						385		\$30,415
						88		\$6,688
						473		\$37,103

§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 burden would be included in Sec 121.133, 121.137, 121.139, 121.141.

§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. The burden would be included in Sec 121.133, 121.137, 121.139, 121.141.

§121.337, Protective Breathing Equipment - (c) (2) Requires the carrier to designate at least one crewmember to perform before takeoff 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. The burden would be included in Sec 121.133, 121.137, 121.139, 121.141.

§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. The burden would be included in Sec 121.133, 121.137, 121.139, 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	\$82.00	\$820
	Clerical			10	0.2	2	\$49.00	\$98
						12		\$918

§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 burden would be included in Sec 121.133, 121.137, 121.139, 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 \$82/hr per aircraft.

121.354	Technical			735	1	735	\$82.00	\$60,270
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§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.

§121.371, 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 70 carriers, about 25% (17 carriers) would have a turnover of designated employees in any given year. 17 x 4 revisions each year x .3 technical hour and .1 clerical hour per year.

121.371	Technical	17	4	68	0.3	20	\$82.00	\$1,640
	Clerical	17	4	68	0.1	7	\$49.00	\$343
						27		\$1,983

§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 additional 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. No additional burden.

§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 burden would be included in Sec 121.133, 121.137, 121.139, 121.141.

§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). The burden would be included in Sec 121.133, 121.137, 121.139, 121.141.

§121.403, Training Programs: Curriculum - (a) Requires the certificate holder to prepare and keep current a written 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	17	1	17	10	170	\$82.00	\$13,940
	Clerical	17	1	17	3	51	\$49.00	\$2,499
						221		\$16,439

Additionally, 121.403 was amended on November 12, 2013 to require a list of all the training device mockups, systems trainers, procedures trainers, or other training aids that the certificate holder will use. No later than March 12, 2019, a list of all the training equipment approved under §121.408 as well as other training aids that the certificate holder will use. This amendment has OMB Control number 2120-0739.

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	\$82.00	\$2,460
	Clerical			60	0.1	6	\$49.00	\$294
						36		\$2,754

§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 additional burden.

§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 burden would be included in Sec 121.133, 121.137, 121.139, 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. Initial burden is shown in part 119 (119.35). Manual revisions are covered above. No additional burden.

§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 70 active 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	70	300	21,000 notices	0.3	6,300	\$82.00	\$516,600
	Clerical	70	300	21,000 notices	0.1	2,100	\$49.00	\$102,900
						8,400		\$619,500

§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	\$82.00	\$2,050
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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	\$82.00	\$410
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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.

121.563	Technical	27,081	365	9,884,565	0.01	98,845	\$82.00	\$8,105,290
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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. 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	\$82.00	\$2,460
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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. The burden would be included in Sec 121.133, 121.137, 121.139, 121.141.

§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. The burden would be included in Sec 121.133, 121.137, 121.139, 121.141.

The Flight Attendant oral briefings have been included in this report. The Bureau of Transportation Statistics reported approximately 25,356 revenue departures of U.S. air carriers worldwide each day. \$32.00 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). The announcements that FAA requires are estimated to take 3 minutes per flight. The burden for manual procedures would be included in Sec 121.133, 121.137, 121.139, 121.141.

121.571		25,356	365	9,254,940	0.05	462,747	\$32.00	\$14,807,904
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§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. The burden would be included in Sec 121.133, 121.137, 121.139, 121.141.

§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	\$82.00	\$2,050
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§121.583, Carriage of Persons Without Compliance With The Passenger-Carrying Requirements of This Part – Provides relieving requirements for the carriage of certain passengers. Manuals and briefings previously addressed. No additional burden.

§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). Manual Revisions are previously addressed. No additional burden.

§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, which can be accomplished via review of manual procedures. The burden would be included in Sec 121.133, 121.137, 121.139, 121.141.

§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:

27,081 departures per day of U.S. air carriers worldwide x 365 days a year = 9,884,565 dispatches per year divided by 2 because there are an average of two flights per dispatch/release = 4,942,282 x .02 because only 2% of all dispatchers/flights releases are redispach/amendments = 98,845 per year x .02 technical hours⁵

121.631	Technical			98,845	0.02	1,976	\$82.00	\$162,032
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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.

27,081 departures per day of U.S. air carriers worldwide x 365 days a year = 9,884,565 x .02 technical hours

121.663	Technical	27,081	365	9,884,565	0.02	197,691	\$82.00	\$16,210,662
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§121.665, Load Manifest - Requires each certificate holder to prepare a load manifest form before each takeoff.

27,081 departures per day of U.S. air carriers worldwide x 365 days a year'

121.665	Technical	27,081	365	9,884,565	0.02	197,691	\$82.00	\$16,210,662
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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

⁵ Dispatch systems for 121 operators are primarily computer generated. To redispach or amend a release is a very simple and quick process.

concerning the release from employment or physical or professional disqualification and keep for 6 months. The records may be on computer record systems.

Reporting: 70 active carriers have an estimated:

40,271 pilots in command x an average of 5 entries per year =201,355 entries per year
 43,624 other pilots x an average of 3 entries per year = 130,872 entries per year.
 94 flight engineers x an average of 1 entry per year = 94 entries per year.
 118,779 flight attendants x an average of 1 entry per year = 118,779 entries per year
 2,777 dispatchers x and average of 1 entry per year =2,777 entries per year
 .001 clerical hours per recording entry

121.683	Clerical	40,271	5	201,355	0.001 ⁶	201	\$49.00	\$9,849
		43,624	3	130,872	0.001	131	\$49.00	\$6,419
		94	1	94	0.001	1	\$49.00	\$49
		118,779	1	118,779	0.001	119	\$49.00	\$5,831
		2,777	1	2,777	0.001	3	\$49.00	\$147
				453,877		453		\$22,295

Recordkeeping:

70 active primary carriers x 1 clerical hour per carrier

121.683	Clerical	70	1	70	1	70	\$49.00	\$3,430
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Totals:

		453,877				453	\$49.00	\$22,197
		70	1	70	1	70	\$49.00	\$3,430
		453,947				523		\$25,627

§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 that 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. No additional burden.

⁶ Typically 121 carriers keep these records in an electronic system. This would be a quick entry by personnel tasked with doing this job.

§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:

70 active primary carriers x 1 clerical hour per carrier

121.695	Clerical	70	1	70	1	70	\$49.00	\$3,430
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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.

27,081 departures a day x 365 days a year = 9,884,565

121.701	Technical	27,081	365	9,884,565	0.02	197,691	\$82.00	\$16,210,662
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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.

SDR Data for September 2017 analyzed. In September 2017, an average of 144 SDRs per day were filed by Part 121 Air Carriers. 144 was multiplied by 365 days in a year to arrive at 52,560 SDRs approximately filed in a given year.

52,560 reports per year x 1 technical hour

121.705	Technical			52,560	1	52,560	\$82.00	\$4,309,920
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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 try 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 7,579 airplanes x 1 release x 365 days a year x .1 technical hour

121.709	Technical	7,579	365	2,766,335	0.1	276,633	\$82.00	\$22,683,906
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§121.711, Communication Records: Domestic And Flag Operations: 121.711 was amended on November 12, 2013 to establish new requirements that each certificate holder conducting domestic or flag operations record each enroute communication between the certificate holder and its pilots using a communication system as required by §121.99 of this part. This amendment has OMB Control number 2120-0739.

§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	\$49.00	\$1,127
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And (b) Submit two financial reports each year

Reporting:

121.713	Technical	15	2	30	5	150	\$82.00	\$12,300
	Clerical	15	2	30	1	30	\$49.00	\$1,470
				60				\$13,770

TOTALS:

121.713	Clerical			75		53		\$2,597
	Technical			30		150		\$12,300

				105		203		\$14,897

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. Request for evaluation of inertial navigation systems must be sent to the certificate holding district office 30 days prior to using the system. Very infrequent because of most air carrier aircraft do not use this technology. 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	\$82.00	\$984
	Clerical			6	1	6	\$49.00	\$294
				12		18		\$1,278

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	\$82.00	\$4,100
	Clerical			10	1	10	\$49.00	\$490
				20		60		\$4,590

SUMMARY OF BURDEN

Section	Responses	Total Hours	Total Cost
121.133	7,000	17,500	\$1,319,500
121.153	3	1	\$29
121.207	5	1	\$49
121.315	70	473	\$37,103
121.340	10	12	\$918
121.354	735	735	\$60,270
121.371	68	27	\$1,983
121.403	17	221	\$16,439
121.405	60	36	\$2,754
121.539	21,000	8,400	\$619,500
121.557	50	25	\$2,050
121.559	10	5	\$410
121.563	9,884,565	98,845	\$8,105,290
121.565	10	30	\$2,460
121.571	9,254,940	462,747	\$14,807,904
121.575	50	25	\$2,050

121.631	98,845	1,976	\$162,032
121.663	9,884,565	197,691	\$16,210,662
121.665	9,884,565	197,691	\$16,210,662
121.683	453,947	523	\$25,627
121.695	70	70	\$3,430
121.701	9,884,565	197,691	\$16,210,662
121.705	52,560	52,560	\$4,309,920
121.709	2,766,335	276,633	\$22,683,906
121.713	105	203	\$14,897
121.AppG	12	18	\$1,278
121.AppH	20	60	\$4,490
	52,194,182	1,514,199	\$100,816,275

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 \$262,072. 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 (\$82.00) that was used in question #12.⁷

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 have remained relatively stable. For this burden package the FAA updated the number of daily departures based on data received from the Bureau of Transportation Statistics, an estimated 27,081 departures per day of U.S. air carriers (passenger and cargo) worldwide. The FAA also uses an average of 25,356 (passenger carrying only) departures per day of U.S. air carriers worldwide. (Source: Bureau of Transportation Statistics)

⁷ Bureau of Labor Statistics, Employer Costs for Employee Compensation – September 2018, USDL-18-1941, Released December 14, 2018

The number of active air carriers operating under part 121 has decreased from the previous submission from 77 in 2015, to 70 in 2018, a 9% decrease. This is the primary driver of the overall reduction in estimated responses.

The estimate for the number of aircraft operated by air carriers under part 121 has increased from the previous submission from an estimated 7,400 in 2015, to 7,579 in 2018, a 2.4% increase. The increased numbers of aircraft may reflect an increase in the fleet size of air carriers or the increased use of smaller regional jets. (Source: FAA Safety Performance Analysis System)

The number of pilots in command of active air carriers operating under part 121 has increased from the previous submission from an estimated 38,406 in 2015, to 40,271 in 2018, a 4.7 % increase.

The number of other pilots of active air carriers operating under part 121 has increased from the previous submission from an estimated 42,141 in 2015, to 43,624 in 2018, a 3.4 % increase.

The number of flight attendants of active air carriers operating under part 121 has increased from the previous submission from an estimated 109,227 in 2015, to 118,779 in 2018, an 8.1 % increase.

The information for 121.433 was removed due to the removal of Hazmat Training requirements in this section. Hazmat Training has its own information collection. Any burden caused by Hazmat Training is found in information collection 2120-0705.

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.