

**Supporting Statement A**  
Part 121 Operating Requirements:  
Domestic, Flag, and Supplemental Operations  
OMB #2120-0008

**Summary of Changes:**

- Due to the COVID-19 pandemic, the number of daily departures including international departures has greatly decreased from the numbers in the last submission. However, as the United States begins to return to normalcy, the number of daily departures is expected to increase. Given the period of adjustment and return to normalcy after the pandemic, the number of daily departures has decreased slightly. The data was based on March 2021 data received from the Bureau of Transportation Statistics and increased to account for a more normal return to transportation that is forecast. The COVID-19 pandemic does not affect the information collected. It only affected the number of daily departures.
- The number of active air carriers operating under part 121 has decreased from the previous submission from 70 in 2018, to 66 in 2021, a 6% 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 7,579 in 2018, to 7,752 in 2021. 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 40,271 in 2018 to 40,976 in 2021.
- The number of other pilots of active air carriers operating under part 121 has decreased from the previous submission from an estimated 43,624 in 2018 to 43,152 in 2021.
- The number of flight attendants of active air carriers operating under part 121 has decreased from the previous submission from an estimated 118,779 in 2018 to 114,855 in 2021.
- The hour and cost estimates have all been updated to reflect 2021 wages and statistics.

**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, 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.**

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. The information collected will not be disseminated to the public or used to support publicly disseminated information.

Since there are many components to this collection, the information is collected as required by the regulation. Some collections are one time while others are more frequent.

**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.**

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. Many operators are transmitting manuals to their employee groups via electronic format.

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.

This collection does not involve any forms. The results of the information collection will not be made available to the public.

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

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 involves small businesses or other small entities, describe the 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:**

- *requiring respondents to report information to the agency more often than quarterly;*
- *requiring respondents to prepare a written response to a collection of information in fewer than 30 days after receipt of it;*
- *requiring respondents to submit more than an original and two copies of any document; requiring respondents to retain records, other than health, medical, government contract, grant-in-aid, or tax records, for more than three years;*
- *in connection with a statistical survey, that is not designed to produce valid and reliable results that can be generalized to the universe of study;*
- *requiring the use of a statistical data classification that has not been reviewed and approved by OMB;*
- *that includes a pledge of confidentiality that is not supported by authority established in statute or regulation, that is not supported by disclosure and data security policies that are consistent with the pledge, or which unnecessarily impedes sharing of data with other agencies for compatible confidential use; or*

*requiring respondents to submit proprietary trade secrets, or other confidential information unless the agency can demonstrate that it has instituted procedures to protect the information's confidentiality to the extent permitted by law.*

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. Provide information on the PRA Federal Register Notice that solicited public comments on the information collection prior to this submission. Summarize the public comments received in response to that notice and describe the actions taken by the agency in response to those comments. Describe the 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.**

A Federal Register Notice published on June 8, 2021(86 FR 30513) solicited public comment. No comments were received.

Stakeholders frequently engage with the FAA through their Certificate Management Offices (CMO) and through industry meetings. They offer feedback via these avenues.

**9. Explain any decisions to provide payments or gifts 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 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 statement should:**

The following costs are based on the paperwork burden being done by a Technical Analyst or equivalent staffer earning approximately \$42.44 an hour<sup>1</sup>. A 31.4 percent multiplier was then applied to account for fringe benefits which brings the salary to the salary to \$55.76.<sup>2</sup> To account for overhead, a multiplier of 17 percent was applied.<sup>3</sup> Therefore, the estimated hourly salary for a Technical Analyst is \$65.24.

An Administrative Assistant earns approximately \$16.19 an hour<sup>4</sup>. A 31.4 percent multiplier was then applied to account for fringe benefits which brings the salary to \$21.27.<sup>5</sup> To account for overhead, a multiplier of 17 percent was applied.<sup>6</sup> Therefore, the estimated hourly salary for an Administrative Assistant is \$24.88.

A flight attendant earns approximately \$61.51 an hour<sup>7</sup>. A 31.4 percent multiplier was then applied to account for fringe benefits which brings the salary to \$80.82.<sup>8</sup> To account for overhead, a multiplier of 17 percent was applied.<sup>9</sup> Therefore, the estimated hourly salary for a flight attendant is \$94.55.

**There are 66 air carriers currently operating under the provisions of part 121<sup>10</sup>.**

The following data (accessed 5/25/21 from Safety Performance Analysis System) regarding operations under part 121 are also used to update the renewal of this collection:

- 40,976 PICs
- 43,152 Other Pilots

<sup>1</sup> [https://www.payscale.com/research/US/Job=Senior\\_Technical\\_Writer/Salary](https://www.payscale.com/research/US/Job=Senior_Technical_Writer/Salary)

<sup>2</sup> <https://www.bls.gov/news.release/ecec.nr0.htm>

<sup>3</sup> Source: Cody Rice, U.S. Environmental Protection Agency, "Wage Rates for Economic Analyses of the Toxics Release Inventory Program" (June 10, 2002), <https://www.regulations.gov/document?D=EPA-HQ-OPPT-2014-0650-0005>.

<sup>4</sup> [https://www.payscale.com/research/US/Job=Administrative\\_Assistant/Hourly\\_Rate](https://www.payscale.com/research/US/Job=Administrative_Assistant/Hourly_Rate)

<sup>5</sup> <https://www.bls.gov/news.release/ecec.nr0.htm>

<sup>6</sup> Source: Cody Rice, U.S. Environmental Protection Agency, "Wage Rates for Economic Analyses of the Toxics Release Inventory Program" (June 10, 2002), <https://www.regulations.gov/document?D=EPA-HQ-OPPT-2014-0650-0005>.

<sup>7</sup> <https://www.bls.gov/ooh/transportation-and-material-moving/flight-attendants.htm>

<sup>8</sup> <https://www.bls.gov/news.release/ecec.nr0.htm>

<sup>9</sup> Source: Cody Rice, U.S. Environmental Protection Agency, "Wage Rates for Economic Analyses of the Toxics Release Inventory Program" (June 10, 2002), <https://www.regulations.gov/document?D=EPA-HQ-OPPT-2014-0650-0005>.

<sup>10</sup> Accessed from the Safety Performance Analysis System (SPAS) on 5/25/21

- 77 Flight Engineers
- 114,855 Flight Attendants
- 2,874 Aircraft Dispatchers
- 0 Navigators
- 7,752 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, contains requirements for operators related to manuals when operating under Supplemental rules; 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 66 carriers x 2 technical hours per revision and .5 clerical hours per revision.

Section		Carrier s	Revision	Total	# of Hours	Total Hours	Hourly Rate	Total
121.133	Technical	66	100		2	13,200	\$65.24	\$861,168
				6,600				
	Clerical	66	100	6,600	0.5	3,300	\$24.88	\$82,104
						16,500		\$943,272

Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
<b># of Respondents</b>		66	
<b># of Responses per respondent</b>		100	
<b>Time per Response</b>		2.5 Hours	
<b>Total # of responses</b>		6,600	
<b>Total burden (hours)</b>		16,500	

§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	\$24.88	\$15
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Summary (Annual numbers)	Reporting	Recordkeeping	Disclosure
<b># of Respondents</b>		3	
<b># of Responses per respondent</b>		1	
<b>Time per Response</b>		.2 Hours	
<b>Total # of responses</b>		3	
<b>Total burden (hours)</b>		1 Hour	

§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	\$24.88	\$25
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Summary (Annual numbers)	Reporting	Recordkeeping	Disclosure
<b># of Respondents</b>		5	
<b># of Responses per respondent</b>		1	
<b>Time per Response</b>		.2 Hour	
<b>Total # of responses</b>		5	
<b>Total burden (hours)</b>		1 Hour	

§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	66	1	66	5	330	\$65.26	\$21,536
	Clerical	66	1	66	0.5	33	\$24.88	\$821
						363		\$22,357

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

121.315	Technical			8	9	72	\$65.26	\$4,699
	Clerical			8	2	16	\$24.88	\$398
						88		\$5,097

Totals:

121.315						363		\$22,357
						88		\$5,097
						451		\$27,454

#### Revisions

Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
<b># of Respondents</b>		66	
<b># of Responses per respondent</b>		1	
<b>Time per Response</b>		5.5 Hours	
<b>Total # of responses</b>		66	
<b>Total burden (hours)</b>		363 Hours	

#### Adding to Fleet

Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
<b># of Respondents</b>		8	
<b># of Responses per respondent</b>		1	
<b>Time per Response</b>		11 Hours	
<b>Total # of responses</b>		8	
<b>Total burden (hours)</b>		88 Hours	

§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	\$65.26	\$653
	Clerical			10	0.2	2	\$24.88	\$50
						12		\$703

Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
<b># of Respondents</b>		10	
<b># of Responses per respondent</b>		1	
<b>Time per Response</b>		1.2	
<b>Total # of responses</b>		10	
<b>Total burden (hours)</b>		12 Hours	

§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 \$65/hr per aircraft.

121.354	Technical			735	1	735	\$65.26	\$47,966
Summary (Annual numbers)		<b>Reporting</b>		<b>Recordkeeping</b>		<b>Disclosure</b>		
<b># of Respondents</b>				735				
<b># of Responses per respondent</b>				1				
<b>Time per Response</b>				1 Hour				
<b>Total # of responses</b>				735				
<b>Total burden (hours)</b>				735 Hours				

§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 66 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	\$65.26	\$1,305
	Clerical	17	4	68	0.1	7	\$24.88	\$174
						27		\$1,479

Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
# of Respondents		17	
# of Responses per respondent		4	
Time per Response		.4 Hours	
Total # of responses		68	
Total burden (hours)		27 Hours	

§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	\$65.26	\$11,094
	Clerical	17	1	17	3	51	\$24.88	\$1,269
						221		\$12,363

Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
<b># of Respondents</b>		17	
<b># of Responses per respondent</b>		1	
<b>Time per Response</b>		13 Hours	
<b>Total # of responses</b>		17	
<b>Total burden (hours)</b>		221 Hours	

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			66	0.5	34	\$65.26	\$2,154
	Clerical			66	0.1	7	\$24.88	\$174
						40		\$2,328

Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
<b># of Respondents</b>		66	
<b># of Responses per respondent</b>		1	
<b>Time per Response</b>		.6 Hours	
<b>Total # of responses</b>		66	
<b>Total burden (hours)</b>		40 Hours	

§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 66 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	66	300	19,800 notices	0.3	5,940	\$65.26	\$387,644
	Clerical	66	300	19,800 notices	0.1	1,980	\$24.88	\$49,262
						7,920		\$436,906

Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
<b># of Respondents</b>		66	
<b># of Responses per respondent</b>		300	
<b>Time per Response</b>		.4 Hours	
<b>Total # of responses</b>		19,800	
<b>Total burden (hours)</b>		7,920 Hours	

§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	\$65.26	\$1,632
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Summary (Annual numbers)	Reporting	Recordkeeping	Disclosure
# of Respondents	50		
# of Responses per respondent	1		
Time per Response	.5 Hours		
Total # of responses	50		
Total burden (hours)	25 Hours		

§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	\$65.26	\$326
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Summary (Annual numbers)	Reporting	Recordkeeping	Disclosure
# of Respondents	10		
# of Responses per respondent	1		
Time per Response	.5 Hours		
Total # of responses	10		
Total burden (hours)	5 Hours		

§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	25,534	365	9,319,910	0.01	93,199	\$65.26	\$6,082,166
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Summary (Annual numbers)	Reporting	Recordkeeping	Disclosure
# of Respondents	25,534		

<b># of Responses per respondent</b>	365		
<b>Time per Response</b>	.01 Hours		
<b>Total # of responses</b>	9,319,910		
<b>Total burden (hours)</b>	93,199 Hours		

§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	\$65.26	\$1,958
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Summary (Annual numbers)	Reporting	Recordkeeping	Disclosure
<b># of Respondents</b>	10		
<b># of Responses per respondent</b>	1		
<b>Time per Response</b>	3 Hours		
<b>Total # of responses</b>	10		
<b>Total burden (hours)</b>	30 Hours		

§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 15,069 revenue departures of U.S. air carriers domestically each day.<sup>11</sup> This number is impacted by the reduction in domestic flights due to the COVID-19 pandemic. Additionally, international flights are extremely decreased due to the COVID-19 international travel restrictions. Therefore, 25,000 flights was estimated based on pre pandemic numbers and expected travel increase as the pandemic comes under control. \$32.00 per hour (not a new hire and not a senior salary) is used as a Flight Attendant salary.

<sup>11</sup> <https://www.bts.gov/newsroom/air-travel-consumer-report-march-2021-numbers>

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		25,000	365	9,125,000	0.05	456,250	\$94.55	\$43,138,438
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Summary (Annual numbers)	Reporting	Recordkeeping	Disclosure
# of Respondents		25,000	
# of Responses per respondent		365	
Time per Response		.05 Hours	
Total # of responses		9,125,000	
Total burden (hours)		456,250 Hours	

§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	\$65.26	\$1,632
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Summary (Annual numbers)	Reporting	Recordkeeping	Disclosure
# of Respondents	50		
# of Responses per respondent	1		
Time per Response	.5 Hours		
Total # of	50		

<b>responses</b>			
<b>Total burden (hours)</b>	25 Hours		

§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, Redispatch 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:

25,000 departures per day of U.S. air carriers worldwide x 365 days a year = 9,125,000 dispatches per year divided by 2 because there are an average of two flights per dispatch/release = 4,562,500 x .02 because only 2% of all dispatchers/flights releases are redispatch/amendments = 91,250 per year x .02 technical hours<sup>12</sup>

121.631	Technical			91,250	0.02	1,825	\$65.26	\$119,100
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Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
<b># of Respondents</b>		91,250	
<b># of Responses per respondent</b>		1	
<b>Time per Response</b>		.02 Hours	
<b>Total # of responses</b>		91,250	
<b>Total burden (hours)</b>		1,825 Hours	

§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.

<sup>12</sup> Dispatch systems for 121 operators are primarily computer generated. To redispatch or amend a release is a very simple and quick process.

25,000 departures per day of U.S. air carriers worldwide x 365 days a year = 9,125,000  
x .02 technical hours

121.663	Technical	25,000	365	9,125,000	0.02	182,500	\$65.26	\$11,909,950
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Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
<b># of Respondents</b>		9,125,000	
<b># of Responses per respondent</b>		1	
<b>Time per Response</b>		.02 Hours	
<b>Total # of responses</b>		9,125,000	
<b>Total burden (hours)</b>		182,500 Hours	

§121.665, Load Manifest - Requires each certificate holder to prepare a load manifest form before each takeoff.

25,000 departures per day of U.S. air carriers worldwide x 365 days a year'

121.665	Technical	25,000	365	9,125,000	0.02	182,500	\$65.26	\$11,909,950
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Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
<b># of Respondents</b>		9,125,000	
<b># of Responses per respondent</b>		1	
<b>Time per Response</b>		.02 Hours	
<b>Total # of responses</b>		9,125,000	
<b>Total burden (hours)</b>		182,500 Hours	

§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: 66 active carriers have an estimated:

40,976 pilots in command x an average of 5 entries per year =204,880 entries per year  
 43,152 other pilots x an average of 3 entries per year = 129,456 entries per year.  
 77 flight engineers x an average of 1 entry per year = 77 entries per year.  
 114,855 flight attendants x an average of 1 entry per year = 114,855 entries per year  
 2,874 dispatchers x and average of 1 entry per year =2,874 entries per year  
 .001 clerical hours per recording entry

121.683	Clerical	40,976	5	204,880	0.001 <sup>13</sup>	205	\$24.88	\$5,100
		43,152	3	129,456	0.001	129	\$24.88	\$3,210
		77	1	77	0.001	1	\$24.88	\$25
		114,855	1	114,855	0.001	114	\$24.88	\$2,836
		2,874	1	2874	0.001	3	\$24.88	\$75
				452,142		452		\$11,246

Recordkeeping:

66 active primary carriers x 1 clerical hour per carrier

121.683	Clerical	66	1	66	1	66	\$24.88.	\$1,642
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Totals:

		452,142				452	\$24.88	\$11,246
		66	1	66	1	66	\$24.88	\$1,642
		452,208				518		\$12,888

Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
# of Respondents	452,142	66	
# of Responses per respondent	1	1	
Time per	.001 Hour	1 Hour	

<sup>13</sup> Typically 121 carriers keep these records in an electronic system. This would be a quick entry by personnel tasked with doing this job.

<b>Response</b>			
<b>Total # of responses</b>	452,142	66	
<b>Total burden (hours)</b>	453 Hours	66 Hours	

§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.

§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:

66 active primary carriers x 1 clerical hour per carrier

121.695	Clerical	66	1	66	1	66	\$24.88	\$1,642
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Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
<b># of Respondents</b>		66	
<b># of Responses per respondent</b>		1	
<b>Time per Response</b>		1 Hour	
<b>Total # of responses</b>		66	
<b>Total burden (hours)</b>		66 Hours	

§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.

25,000 departures a day x 365 days a year = 9,125,000

121.701	Technical	25,000	365	9,125,000	0.02	182,500	\$65.26	\$11,909,950
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Summary (Annual numbers)	Reporting	Recordkeeping	Disclosure
# of Respondents		9,125,000	
# of Responses per respondent		1	
Time per Response		.02 Hours	
Total # of responses		9,125,000	
Total burden (hours)		182,500 Hours	

§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) 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 was analyzed to show an average of 132 SDRs per day were filed by Part 121 Air Carriers. 132 was multiplied by 365 days in a year to arrive at 48,180 SDRs approximately filed in a given year.

48,180 reports per year x 1 technical hour

121.705	Technical			48,180	1	48,180	\$65.24	\$3,143,263
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Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
<b># of Respondents</b>	48,180		
<b># of Responses per respondent</b>	1		
<b>Time per Response</b>	1 Hour		
<b>Total # of responses</b>	48,180		
<b>Total burden (hours)</b>	48,180		

§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 7,752 airplanes x 1 release x 365 days a year  
x .1 technical hour

121.709	Technical	7,752	365	2,829,480	0.1	282,948	\$65.26	\$18,465,186
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Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
<b># of Respondents</b>		2,829,480	
<b># of Responses per respondent</b>		1	
<b>Time per Response</b>		.1 Hour	
<b>Total # of responses</b>		2,829,480	
<b>Total burden (hours)</b>		282,948 Hours	

§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	\$24.88	\$572
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And (b) Submit two financial reports each year

Reporting:

121.713	Technical	15	2	30	5	150	\$65.26	\$9,789
	Clerical	15	2	30	1	30	\$24.88	\$746
				60				\$13,770

TOTALS:

121.713	Clerical			75		53		\$1,318
	Technical			30		150		\$9,789
				105		203		\$11,107

Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
<b># of Respondents</b>	15	15	
<b># of Responses per respondent</b>	3	2	
<b>Time per Response</b>	.5 Hours	6 Hours	
<b>Total # of responses</b>	45	30	
<b>Total burden (hours)</b>	23 Hours	180 Hours	

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.App G	Technical			6	2	12	\$65.26	\$783
	Clerical			6	1	6	\$24.88	\$149
				12		18		\$932

Summary (Annual numbers)	Reporting	Recordkeeping	Disclosure
<b># of Respondents</b>	6		
<b># of Responses per respondent</b>	1		
<b>Time per Response</b>	3 Hours		
<b>Total # of responses</b>	6		
<b>Total burden (hours)</b>	18 Hours		

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.App H	Technical			10	5	50	\$65.26	\$3,263
	Clerical			10	1	10	\$24.88	\$249
						60		\$3,512

Summary (Annual numbers)	Reporting	Recordkeeping	Disclosure
<b># of Respondents</b>	10		
<b># of Responses per respondent</b>	1		
<b>Time per Response</b>	6 Hours		
<b>Total # of responses</b>	10		
<b>Total burden (hours)</b>	60 Hours		

### **SUMMARY OF BURDEN**

Section	Responses	Total Hours	Total Cost
121.133	6,600	16,500	\$943,272
121.153	3	1	\$15
121.207	5	1	\$25
121.315	74	451	\$27,454
121.340	10	12	\$703
121.354	735	735	\$47,966
121.371	68	27	\$1,479
121.403	17	221	\$12,363
121.405	66	40	\$2,328
121.539	19,800	7,920	\$436,906
121.557	50	25	\$1,632
121.559	10	5	\$326
121.563	9,319,910	93,199	\$6,082,166
121.565	10	30	\$1,958
121.571	9,125,000	456,250	\$43,138,438
121.575	50	25	\$1,632
121.631	91,250	1,825	\$119,100
121.663	9,125,000	182,500	\$11,909,950
121.665	9,125,000	182,500	\$11,909,950
121.683	452,208	518	\$12,888
121.695	66	66	\$1,642
121.701	9,125,000	182,500	\$11,909,950
121.705	48,180	48,180	\$3,143,263
121.709	2,829,480	282,948	\$18,465,186
121.713	75	203	\$11,107
121.AppG	6	18	\$932
121.AppH	10	60	\$3,512
	49,268,683	1,456,760	\$108,186,143

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

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

14. Provide estimates of annualized costs to the Federal government. Also, provide a description of the method used to estimate cost, which should include quantification of hours, operational expenses (such as equipment, overhead, printing, and support staff),

**and any other expense that would not have been incurred without this collection of information.**

The FAA estimates no additional costs associated with this collection as the data gathered above is associated with normal job functions that an Aviation Safety Inspector would perform. Therefore, the costs would already be included in the salary that they receive.

**15. Explain the reasons for any program changes or adjustments.**

Due to the COVID-19 pandemic, the number of daily departures including international departures has greatly decreased from the numbers in the last submission. However, as the United States begins to return to normalcy, the number of daily departures is expected to increase. Given the period of adjustment and return to normalcy after the pandemic, the number of daily departures has decreased slightly. The data was based on March 2021 data received from the Bureau of Transportation Statistics and increased to account for a more normal return to transportation that is forecast.

The number of active air carriers operating under part 121 has decreased from the previous submission from 70 in 2018, to 66 in 2021, a 6% 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 7,579 in 2018, to 7,752 in 2021. 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 40,271 in 2018 to 40,976 in 2021.

The number of other pilots of active air carriers operating under part 121 has decreased from the previous submission from an estimated 43,624 in 2018 to 43,152 in 2021.

The number of flight attendants of active air carriers operating under part 121 has decreased from the previous submission from an estimated 118,779 in 2018 to 114,855 in 2021.

The hour and cost estimates have all been updated to reflect 2021 wages and statistics.

**16. For collections of information whose results will be published, outline plans for tabulation and publication. Address any complex analytical techniques that will be used. Provide the time schedule for the entire project, including beginning and ending dates of the collection of information, completion of report, publication dates, and other actions.**

There is no publication plan. The FAA does not publish the information collected on its website.

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

There are no forms associated with this collection.

**18. Explain each exception to the topics of the certification statement identified in “Certification for Paperwork Reduction Act Submissions.”**

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