

**Supporting Statement  
Documents Required Aboard Private Aircraft  
1651-0058**

**A. Justification:**

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

In accordance with 19 CFR 122.27(c), a commander of a private aircraft arriving in the U.S. must present several documents to CBP officers for inspection. These documents include: 1) a pilot certificate/license; 2) a medical certificate; and 3) a certificate of registration. CBP officers use the information on these documents as part of the inspection process for private aircraft arriving from a foreign country. This presentation of information is authorized by 19 U.S.C. 1433, as amended by Pub. L. 99-570.

- 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.**

This information enables CBP to provide more enforcement capability in processing private aircraft from abroad. If this information were not presented, the CBP inspection process would be hindered, as well as the ability to determine compliance with FAA 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. Also, describe any consideration of using information technology to reduce burden.**

Electronic submission of these documents is not possible because physical presentation of documents for inspection is required by 19 CFR 122.27(c) though pilot license information is submitted via Advance Passenger Information System (APIS). These documents are presented for inspection upon arrival of the conveyance by CBP, but not submitted.

**Usability Testing:**

The survey results regarding the Documents Required Aboard Private Aircraft were based on CBP staff responses based on their experience and interactions with pilots. They shared that pilots are generally somewhat familiar with the required documents, and while the instructions are somewhat clear, there's room to make

them easier to understand. Most inspections take less than five minutes, and the process is described as "somewhat easy," but staff suggested improvements. They recommended providing written instructions or tip sheets and doing more outreach to help pilots understand what's needed. These resources can help make the process smoother for pilots and Officers, ensuring everything is clear and easy to follow.

**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.**

Pilot license information is submitted via APIS before arrival. APIS data does not satisfy the physical presentation requirement of 19 CFR 122.27(c)(1) and so cannot be used for this purpose.

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

This information collection does not have an impact on small businesses or other small entities.

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

Since the information is collected only once for each flight, the information cannot be collected less frequently.

**7. Explain any special circumstances.**

This information is collected in a manner consistent with the guidelines of 5 CFR 1320.6.

**8. If applicable, provide a copy and identify the date and page number of publication in the Federal Register of the agency's notice, required by 5 CFR 1320.8(d), soliciting comments on the information collection prior to submission to OMB. Summarize public comments received in response to that notice and describe actions taken by the agency in response to these comments. Specifically address comments received on cost and hour burden.**

Public comments were solicited through two Federal Register notices including a 60-day notice published on July 24, 2024 (89 FR 59921) on which no comment was received, and a 30-day notice published on November 27, 2024 (89 FR 93627) on which no comments have been received.

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

There is no offer of a monetary or material value for this information collection.

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

This collection is not affected by the Privacy Act and is not impacted by a PIA or SORN. There are no assurances 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. This justification should include the reasons why the agency considers the questions necessary, the specific uses to be made of the information, the explanation to be given to persons from whom the information is requested, and any steps to be taken to obtain their consent.

There are no questions of a sensitive nature.

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

INFORMATION COLLECTION	TOTAL BURDEN HOURS	NO. OF RESPONDENTS	NO. OF RESPONSES PER RESPONDENT	TOTAL ANNUAL RESPONSES	TIME PER RESPONSE
Documents Aboard Private Aircraft	1,992	120,000	1	120,000	1 minute (.0166) hours

### Public Cost

The estimated cost to the respondents is \$247,147. This is based on the estimated burden hours (1,992) multiplied by the average loaded hourly wage rate for aircraft pilots (\$124.07). CBP calculated this loaded wage rate by first multiplying the Bureau of Labor Statistics' (BLS) 2023 median hourly wage rate for Aircraft Pilots and Flight Engineers (\$82.31), which CBP assumes best represents the wage for aircraft pilots, by the ratio of BLS' Q4 2023 total compensation to wages and salaries for Transportation and Material Moving occupations (1.4544), the assumed occupational group for aircraft pilots, to account for non-salary employee benefits.<sup>1</sup>

<sup>1</sup> Because median hourly wage information was not available for Aircraft Pilots and Flight Engineers CBP adjusted the annual median wage for Aircraft Pilots and Flight Engineers (\$171,210) to an hourly estimate using the standard 2,080 hours worked per year. Source of median wage rate: U.S. Bureau of Labor Statistics. Occupational Employment and Wage Statistics, "May 2023 National Occupational Employment and Wage Estimates United States." Updated April 3, 2024. Available at [https://www.bls.gov/oes/2023/may/oes\\_nat.htm](https://www.bls.gov/oes/2023/may/oes_nat.htm). Accessed June 4, 2024. The total compensation to wages and salaries ratio is equal to the total compensation cost per hour worked for Transportation and Material Moving occupations (\$34.89) divided by the wages



There is no form or website associated with this information so CBP cannot display the expiration date.

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

CBP does not request an exception to the certification of this information collection.

**B. Collection of Information Employing Statistical Methods**

No statistical methods were employed.