

Supporting Statement A
Federal Aviation Administration
Flight Operational Quality Assurance (FOQA) Program
OMB 2120-0660

- References to air carriers were changed to operators to include more certificate types.
- Estimated number of operators was updated
- Burden was added to question 12 for revisions of FOQA Implementation and Operations (I&O) Plans
- Updated hourly wages for employees in question 12
- Updated hourly wages for FAA employees in question 14
- Burden was added to question 14 for review of revised FOQA I&O Plans

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

Flight operational quality assurance (FOQA) is a voluntary safety program designed to improve aviation safety through the proactive use of flight-recorded data. Operators will use this data to identify and correct deficiencies in all areas of flight operations. Properly used, FOQA data can reduce or eliminate safety risks, as well as minimize deviations from regulations. Through access to de-identified aggregate FOQA data, the Federal Aviation Administration (FAA) can identify and analyze national trends and target resources to reduce operational risks in the National Airspace System (NAS), air traffic control (ATC), flight operations, and airport operations.

The FAA and the air transportation industry have sought additional means for addressing safety problems and identifying potential safety hazards. Based on the experiences of foreign air carriers, the results of several FAA-sponsored studies, and input received from government/industry safety forums, the FAA concluded that wide implementation of FOQA programs could have significant potential to reduce operator accident rates below current levels. The value of FOQA programs is the early identification of adverse safety trends, which, if uncorrected, could lead to accidents. A key element in FOQA is the application of corrective action and follow-up to ensure that unsafe conditions are effectively remediated.

FOQA is a program for the routine collection and analysis of digital flight data (FDAT) generated during aircraft operations. FOQA programs provide more information about, and greater insight into, the total flight operations environment. FOQA data is unique because it can provide objective information that is not available through other methods. A FOQA program can identify operational situations in which there is increased risk, allowing the operator to take early corrective action before that risk results in an incident or accident. FOQA must interface and be coordinated with the operator's other safety programs, such as the Aviation Safety Action Program (ASAP), Advanced Qualification Program (AQP), pilot reporting systems, Safety Management System (SMS) and

Voluntary Disclosure Reporting Program (VDRP). The FOQA program is another tool in the operator's overall operational risk assessment and prevention program. Being proactive in identifying and addressing risk will enhance safety.

FOQA is a voluntary disclosure program that allows the Federal Aviation Administration (FAA) to work closely with a certificated operator to electronically monitor their flight operations to ensure that established safety parameters are not exceeded.

When exceedances are detected, the certificate holder works closely with the FAA to mitigate the situation through awareness, additional training and procedural changes in a confidential manner. The collected information is de-identified and protected from Freedom of Information Act (FOIA) requests to encourage the free flow of information that is unencumbered by any fears or hesitancy that may be caused by any potential enforcement action.

The collection of this information is essential to ongoing efforts to ensure the continued successful completion of the standardized and safe commercial aviation operations that occur thousands of times every day within the United States and abroad.

Fourteen CFR 13.401(d) provides that the operators will provide aggregate FOQA data to the FAA in a form and manner acceptable to the Administrator. Operators accomplish this requirement by providing aggregate FOQA data to the certificate-holding district office (CHDO). Additionally, operators are encouraged, but not required to, voluntarily share aggregate data with the FAA's Aviation Safety Information Analysis and Sharing (ASIAS) program. All information included in any industry-sharing activity, or any Request for Information (RFI), will be reviewed and approved by the operator before release. Any information released by the FAA will comply with the provisions of Order 8000.81 and part 193.

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.

Operators voluntarily submit information to the FAA under a FAA approved FOQA program. FOQA data and trend information should be reviewed between the Operator and the FAA on at least a quarterly basis.

In a FOQA program, data is collected using either a special acquisition device such as a Quick Access Recorder (QAR), directly from the flight data recorder (FDR), or by other means. Using one of several available transmission methods, data is periodically retrieved and sent to the operator's FOQA office for analysis. This office usually resides within the flight safety organization at the operator but may reside elsewhere. The data is then verified and analyzed, using specialized processing and analysis software designed to convert the FDAT into usable information. The operator can use the information and insights provided by FOQA to improve safety by enhancing training

effectiveness, operational procedures, maintenance and engineering procedures, and ATC procedures.

The submitted aggregate trend information is briefed to the FAA Principal Operations Inspector (POI). The information is presented by the operator at regular quarterly FOQA meetings. The trend information can be voluntarily submitted by the Operator to ASIAS and quarterly to their local FAA office. The POI and his staff make use of this information to monitor operational trends and to verify that corrective action has been taken and is effective. Other organizational elements within the FAA may also receive FOQA information specific to their respective mission areas. In general, the information is used to provide an improved basis for Principal Inspectors to make decisions based on objective data from line operations.

In an effort to promote an open exchange of safety information to continuously improve aviation safety, the Federal Aviation Administration (FAA) and the aviation industry developed the [Aviation Safety Information Analysis and Sharing \(ASIAS\)](#) program. For the past 11 years, ASIAS has drawn together a wide variety of safety data and information sources across Government and industry, including voluntarily provided safety data.

The program continues to evolve but has matured to the point that it now incorporates voluntarily provided safety data from operators that represent 99 percent of the operations in the NAS. ASIAS continues to pioneer advanced analytical capabilities to provide safety teams with enhanced insight into these operations.

ASIAS also partners with the industry-sponsored Aviation Safety InfoShare meeting, which facilitates the sharing of safety issues and best practices in a protected environment. This partnership enables ASIAS to gain insight into safety issues and leverage its data repository to identify emerging systemic safety issues within the NAS.

Any FAA approved FOQA program data or information shared with the FAA will be protected from public disclosure in accordance with part 193 and Order 8000.81.

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.

One hundred percent of the collection can be made electronically. Operators participating in the FOQA program routinely make use of state-of-the art automated electronic collection and data transmission techniques as the primary means of compliance with the reporting requirements of the collection. Participating certificate holders use electronic information management technology for archiving, maintaining, and reporting aggregate data associated with the requirements of the final rule. This information collection is compliant with the Government Paperwork Elimination Act (GPEA).

All FOQA programs are comprised of four basic elements:

- Equipment to collect and record FDAT;
- A means to deliver the data to a place where analysis will occur;
- Software that will process the data, analyze the data, and generate reports of findings from the data; and
- A structure that will devise and track corrective actions based on the data.

These systems acquire and capture the necessary in-flight information. They include specific aircraft data input sources and parameters, and the equipment to record and store the collected data. Data is gathered via onboard sensors that measure significant aspects of aircraft operation. Most sensor information is carried to its eventual destination via several data buses. Data is collected by interfacing with these buses. Other airborne equipment can be used to process and analyze the collected data, display the data to pilots during flight or on the ground, and transmit data to a Ground Data Replay and Analysis System (GDRAS).

Data must get from the aircraft to a location where it can be processed and analyzed. There are numerous ways of accomplishing this, depending on the capabilities of equipment used, both on board the aircraft and on the ground. QARs and some FDAUs have removable media that are taken off the aircraft and hand-delivered or sent by mail to the FOQA office. There are handheld download devices that can be used to download data from an FDAU, QAR, or FDR. The data is stored in the unit and downloaded via modem or the operator's Wide Area Network (WAN). Operators may also use wireless data links (WDL), in which data are downloaded wirelessly to a network connection, which transmits the data to the FOQA office.

GDRAS is the heart of the program. This software takes the raw binary data and, using a Logical Frame Layout (LFL) defined for each fleet make, model, and series (M/M/S) and variant, translates it into engineering units (EU) (e.g., feet, knots, or degrees). It is also the primary tool for analysis of FOQA data. Depending on the capabilities of a particular GDRAS, it may allow examination of an entire distribution of the values of a recorded parameter. It may also allow the operator to look for events that fall outside operator-determined standards based on operator-defined event sets and event levels. It stores those events in a database that is used for generating and tracking trend information. The GDRAS may also be capable of generating ROMs that provide valuable trending insight on what is "normal" in an operation. It generates reports in a variety of formats for use by the operator's analysis team. The GDRAS may also have other statistical analysis tools incorporated in it. To complement the GDRAS, an operator may also choose to use flight animation software or other third-party analysis products as both analysis and communication tools.

Under an FAA-approved FOQA program, the POI (and/or APMs) and the PMI (and/or Partial Program Managers (PPM)) should be permitted free and open access to the operator's de-identified aggregate FOQA data, including fleet-specific trend analysis

information. The operator must invite the POI (and/or Aviation Performance Manager (APM)) and the PMI (and/or Partial Program manager (PPM)) to review trend information with the operator on at least a quarterly basis. This operator may satisfy this requirement at regular operator FOQA meetings, where the operator will present such trend information.

Section 13.401(d) provides that the operators will provide aggregate FOQA data to the FAA in a form and manner acceptable to the Administrator. Operators accomplish this requirement by sharing aggregate FOQA data to certificate holding district office (CHDO) and voluntarily to the FAA's Aviation Safety Information Analysis and Sharing (ASIAS) program. All information included in any industry-sharing activity, or any Request for Information (RFI) will be reviewed and approved by the operator before release. Any information released by the FAA will comply with the provisions of Order 8000.81 and part 193.

There is no form involved with this collection. The results of this collection are protected under Title 49 of the United States Code and is not shared with 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.

The FAA does not have another means of accessing this information. Our other surveillance programs do not provide the level of detailed information that FOQA data provides. Participation in this voluntary program contributes to safety.

If the same or similar circumstances come to light through the collection of this data, a trend is established and can be addressed. If, after mitigation has been applied, similar circumstances continue to manifest themselves, then the root cause must be re-examined since the original mitigation strategy did not correct the problem.

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

This is a voluntary program. It does not impose any burden on any business that does not desire to participate.

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.

If the requested information is not collected, the FAA would not be able to ascertain that appropriate actions are being taken to correct deficiencies that impact safety, nor would the FAA be able to benefit from the use of FOQA aggregate information for agency decision making purposes. The information collection frequencies required by this program are the minimum amount necessary and appropriate for these purposes.

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.*

There are no special circumstances or inconsistencies to the bullets referenced above in this collection.

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 60-Day Federal Register Notice published on January 28, 2026 (91 FR 3766) and a technical correction was published on February 11, 2026, with a new docket number. The 60-day comment period ended on March 30, 2026. One comment was received from the Air Line Pilots Association (ALPA) stating their support for FOQA and agreement with the burden of this collection.

Stakeholders often have the opportunity to share their feedback and comments with their certificate management offices through meetings and when sharing data with the FAA.

9. Explain any decisions to provide payments or gifts to respondents, other than remuneration of contractors or grantees.

There is no payment or gift to respondents.

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

In the Federal Aviation Reauthorization Act of 1996, Congress included specific provisions pertinent to the release to the public of safety related information voluntarily submitted to the FAA. Specifically, the Reauthorization Act added a new section, 49 USC § 40123, to the FAA's governing statute to protect voluntarily submitted information under certain circumstances. Section 40123 provides:

(a) In General. -- Notwithstanding any other provision of the law, neither the Administrator of the Federal Aviation Administration, nor any agency receiving information from the Administrator, shall disclose voluntarily-provided safety or security related information if the Administrator finds that --

(1) The disclosure of the information would inhibit the voluntary provision of that type of information and that the receipt of that type of information aids in fulfilling the Administrator's safety and security responsibilities; and

(2) Withholding such information from disclosure would be consistent with the Administrator's safety and security responsibilities.

(b) Regulations. -- The Administrator shall issue regulations to carry out this section.

By a final rule on Protection of Voluntarily Submitted Information, 14 CFR part 193, the FAA implemented the provisions of 49 USC § 40123. In accordance with that rule, by FAA Order 8000.81, FOQA data and aggregate data were designated as protected from disclosure under the Freedom of Information Act (FOIA).

In addition, applicants may be provided confidentiality under the provision of the Privacy Act and the Privacy system of records DOT/FAA 847, Aviation Records on Individuals.

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:

- **Indicate the number of respondents, frequency of response, annual hour burden, and an explanation of how the burden was estimated. Unless directed to do so, agencies should not conduct special surveys to obtain information on which to base hour burden estimates. Consultation with a sample (fewer than 10) of potential respondents is desirable. If the hour burden on respondents is expected to vary widely because of differences in activity, size, or complexity, show the range of estimated hour burden, and explain the reasons for the variance. Generally, estimates should not include burden hours for customary and usual business practices. If this request for approval covers more than one form, provide separate hour burden estimates for each form and aggregate the hour burdens.**
- **Provide estimates of annualized cost to respondents for the hour burdens for collections of information, identifying and using appropriate wage rate categories. The cost of contracting out or paying outside parties for information collection activities should not be included here. Instead, this cost should be included under item 13.**

Number of respondents who have established a FOQA program: 57 presently have a FOQA program with 4 currently awaiting approval. If 4 apply per year, then we anticipate 69 by the end of the 3-year information collection due to an estimated 12 new programs being added. The total number of 69 was used to calculate the annualized numbers.

Frequency of response per respondent: Current participants can report their data to ASIAs monthly and must report to the Certificate Management Office/Certificate Management Team (CMO/CMT) on a quarterly basis. For new program applicants, they will need to submit their plan for approval once. Once the plan is approved, they will need to report as stated above.

Estimated number of hours per respondent to prepare aggregate trend information to be submitted to the FAA: 7.5 hours per quarter.

Estimated annual hour burden per respondent: 30 hours.

- The estimated 30-hour burden includes the additional time required to transform the aggregate data already produced monthly by the certificate holder as part of an approved FOQA program into the appropriate form for use by the FAA.

Total estimated hours of industry burden for FOQA program holders: 2,070 hours.

Existing Program Burden

Summary (Annual numbers)	Reporting	Recordkeeping	Disclosure
# of Respondents	69	N/A	N/A
# of Responses per respondent	4	N/A	N/A
Time per Response	7.5 Hours	N/A	N/A
Total # of responses	276	N/A	N/A
Total burden (hours)	2,070 Hours	N/A	N/A

The certificate holder’s FOQA Analyst will typically prepare and submit aggregate trend information to the FAA. Current data from Bureau of Labor Statistics (BLS) (2023) estimates the average hourly wage for an Operations Research Analyst to be \$45.96/hr.¹ A 31.4 percent multiplier was then applied to account for fringe benefits which brings the salary to \$60.39.² To account for overhead, a multiplier of 17 percent was applied.³ The average burdened cost of a FOQA Analyst including fringe and overhead is \$70.66. Therefore, the maximum potential cost of this burden for 69 certificate holders (2,070 hours) is \$146,266.

For the development of a new FOQA program, an operator must write a plan that includes a description of how data is collected and analyzed, procedures for taking corrective action that analysis of the data indicates is necessary in the interest of safety, procedures for providing the FAA access to de-identified aggregate FOQA information, and procedures for informing the FAA as to any corrective action performed. It is estimated that the preparation of this Implementation and Operations Plan (I&O Plan) will take the operator approximately 100 hours. A technical specialist with management experience would most likely develop this plan. The salary for this position is \$66.56 per hour⁴ with 31.4%⁵ fringe benefits for a total cost of \$87.46 per hour. With overhead added⁶, the total salary is \$102.33 per hour. Therefore, the maximum potential cost of

¹ <https://www.bls.gov/oes/current/oes152031.htm>

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

³ 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>.

⁴ <https://www.bls.gov/oes/current/oes113131.htm>

⁵ Bureau of Labor Statistics, Employer Costs for Employee Compensation – September 2018, USDL-18-1941, Released December 14, 2018.

this burden for 12 new FOQA carriers during the 3-year period of this collection (1200 hours) is \$122,796.

New Program Burden

Summary (Annual numbers)	Reporting	Recordkeeping	Disclosure
# of Respondents	4	N/A	N/A
# of Responses per respondent	1	N/A	N/A
Time per Response	100 Hours	N/A	N/A
Total # of responses	4	N/A	N/A
Total burden (hours)	400 Hours	N/A	N/A

Operators periodically revise their FOQA programs for various reasons including new equipment, new parameters, etc. We estimate 8 operators revising their programs per year. We estimate that it would take an operator approximately 20 hours to revise their I&O Plan. A technical specialist with management experience would most likely revise this plan. The salary for this position is \$66.56 per hour⁷ with 31.4%⁸ fringe benefits cost a total of \$87.46 per hour. With overhead added⁹, the total salary is \$102.33 per hour. Therefore, the maximum potential cost of this burden for 8 8 revised I&O Plans per year (160 hours) is \$16,373.

Implementation & Operations (I&O) Plan Revision

Summary (Annual numbers)	Reporting	Recordkeeping	Disclosure
# of Respondents	8	N/A	N/A

⁶ 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>.

⁷ <https://www.bls.gov/oes/current/oes113131.htm>

⁸ Bureau of Labor Statistics, Employer Costs for Employee Compensation – September 2018, USDL-18-1941, Released December 14, 2018.

⁹ 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>.

# of Responses per respondent	1	N/A	N/A
Time per Response	20 Hours	N/A	N/A
Total # of responses	8	N/A	N/A
Total burden (hours)	160 Hours	N/A	N/A

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 associated with this collection other than what is noted in question 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 cost to the Federal Government is \$19,039.75. The FAA will not use FOQA information in punitive enforcement action against an operator or its employees. The FAA encourages the voluntary establishment of FOQA programs by individual airlines. Voluntarily participating airlines with FAA approved programs are encouraged to share their findings at InfoShare in order to raise awareness among the aviation community.

The operators are also encouraged to participate in the Aviation Safety Information Analysis and Sharing (ASIAS) to advance the aviation community’s ability to identify and mitigate systemic risk in commercial aviation. These initiatives provide confidentiality and protections to ensure the data is only used to advance safety. The FAA has no access to this data (outside of the FAA field certificate management functions for each individual operator) as it is contrary to ASIAS protocols and signed agreements.

FAA Staff Burden-Field Certificate Management of Individual Operators:

- (1) **FAA Staff Action:** To obtain approval for its FOQA program, the operator must develop and submit an FOQA Implementation and Operations (I&O) plan to the FAA for review and approval. The FAA estimates that review and approval by an Aviation Safety Inspector will take 10 hrs. The FAA estimates an additional 12 operators will implement FOQA programs in this 3-year reporting period.

- (2) FAA Staff Action: To approve the I&O plan, the FAA will initiate a letter of approval. The FAA estimates that developing the letter of approval by an Aviation Safety Inspector will take 1 hour. An Aviation Safety Assistant will spend approximately .25 hours processing this approval. The FAA estimates an additional 12 operators will implement FOQA programs in this 3-year reporting period.
- (3) FAA Staff Action: Operators frequently submit revisions to their FOQA I&O plans. The FAA estimates that review and acceptance by an Aviation Safety Inspector will take 5 hrs. The FAA estimates 8 operators will submit a revision each year. Over the 3-year period of this collection, approximately 24 operators will submit revisions.

This figure is the estimated cost for the government to approve and monitor FOQA programs. Typically, inspectors at the GS-13 level would inspect and approve these programs. Generally, these inspectors are GS-13 (GS-13, Step 5 hourly wage, Kansas City Locality Pay) for an average wage of \$58.16 per hour¹⁰ with 31.4%¹¹ fringe benefits cost for a total of \$76.42 per hour. With overhead added¹², the total salary is \$89.42 per hour. Generally, Aviation Safety Assistants are GS-7 employees (GS-7, Step 5 hourly wage, Kansas City Locality Pay) for an average wage of \$27.57 per hour¹³ with 31.4%¹⁴ fringe benefits cost for a total of \$36.23 per hour. With overhead added¹⁵, the total salary is \$42.38 per hour.

FAA Staff Action	FAA Personnel	Burden	
		Time	Cost
(1) Review/Approval of New I&O Plan	Aviation Safety Inspector - 10 hrs x 12 operators = 75 hrs at \$89.42/hr = \$10,730.40	120h	\$10,730.40
(2) Provide approval letter for new plan to operator	Aviation Safety Inspector- 1 hr x 12 operators = 12 hrs at \$89.42/hr = \$1,073.04	12h	\$1,073.04
	Aviation Safety Assistant- .25 hr x	3h	\$82.71

¹⁰ [SALARY TABLE 2025-KC](#)

¹¹ Bureau of Labor Statistics, Employer Costs for Employee Compensation – September 2018, USDL-18-1941, Released December 14, 2018.

¹² 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>.

¹³ [SALARY TABLE 2025-KC](#)

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

¹⁵ 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>.

	12 operators = 3 hr at \$27.57/hr = \$82.71		
(3) Review/Acceptance of Revised I&O Plan	Aviation Safety Inspector - 10 hr x 8 operators = 80 hr per yr at \$89.42/hr = \$47,952	80h	\$7,153.60
	Total	215	\$19,039.75

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

- References to air carriers were changed to operators to include more certificate types.
- The estimated number of operators was updated.
- Burden was added to question 12 for revisions of FOQA I&O Plans.
- Updated hourly wages for employees in question 12.
- Updated hourly wages for FAA employees in question 14.
- Burden was added to question 14 for review of revised FOQA I&O Plans.

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.

The information to be collected will not be published and is not releasable to the public except under special circumstances as may be required under 49 U.S.C. § 40123.

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.

FAA is not seeking approval to not display the expiration date of OMB's approval of this collection of information.

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

There are no exceptions.