

INFORMATION COLLECTION SUPPORTING STATEMENT

Law Enforcement/Federal Air Marshal Service Physical and Mental Health Certification OMB Control Number 1652-0043 Expiration: 10/31/2026

- 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. (Annotate the CFR parts/sections affected).***

Pursuant to 49 U.S.C. 44901, 44903, and 44917, TSA has authority to prescribe regulations to protect passengers and property on an aircraft operating in air transportation or intrastate air transportation against an act of criminal violence or aircraft piracy, provide for deployment of Federal Air Marshals (FAMs) on passenger flights, and provide for appropriate training, supervision, and equipment of FAMs. Consistent with this authority, TSA policy requires that applicants for FAM positions and incumbents meet established medical standards in order to demonstrate there is no medical history or clinical diagnosis that presents a potential hazard to the performance of FAM duties or to the safety of self or others.

The Law Enforcement/Federal Air Marshal Service (LE/FAMS) has established medical guidelines designed to ensure FAMs can safely and effectively perform the tasks essential to the arduous, rigorous, and hazardous functions of the FAM position. The medical guidelines ensure physical and psychological fitness for this public safety law enforcement position which requires a high degree of responsibility. Medical guidelines are based on cognitive, physical, psychomotor, and psychological abilities related to the essential job functions of a FAM. Medical examinations include, but are not limited to, cardiac, pulmonary, audiometric, and visual acuity testing. Incumbent FAMs undergo medical examinations every 2 years while in a FAM position. Applicants are asked medical questions only after they have received a conditional offer of employment.

- 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.***

TSA collects medical information to facilitate the determination of applicants' and incumbent FAMs' ability to meet established medical standards and safely and effectively perform the essential functions of the public safety law enforcement position. Based on conditions identified during the pre-employment or recurrent periodic examination, the applicant or incumbent FAM may be required to provide a completed Practical Exercise Performance Requirements (PEPR) form (TSA Form 1133-3), or Treating Physician Status Report (TPSR) form (TSA Form 1163), signed by his/her healthcare provider, in order to determine if the FAM is physically qualified. Further, as part of the psychological assessment, applicants are required to complete a Mental Health Certification (MHC) form (TSA Form 1164) to provide information related to their mental health history. Applicants are asked questions that may be indicative of mental health conditions that may impact the

ability to safely and effectively perform the essential functions of the position. All forms submitted by applicants and incumbents are sent directly to the FAMS Medical Programs Section for initial screening via fax, mail, or in person. Individual responses may require further medical evaluation.

TSA medical clinicians use the information collected on these forms to determine if an applicant for a FAM position meets, or continues to meet, medical requirements. These forms may be used in conjunction with further evaluation requests, as needed.

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. [Effective 03/22/01, your response must SPECIFICALLY reference the Government Paperwork Elimination Act (GPEA), which addresses electronic filing and recordkeeping, and what you are doing to adhere to it. You must explain how you will provide a fully electronic reporting option by October 2003, or an explanation of why this is not practicable.]***

TSA transmits requests for additional medical information to LE/FAMS applicants and FAM incumbents via email, fax, and U.S. Postal Service. Applicants are required to provide their signature on the MHC form. Healthcare provider's signatures are required on the PEPR and TPSR forms. Forms may be returned to the FAM Medical Programs Section via fax, email, or in person.

Usability Study Requirement: TSA completed a usability study on the MHC form. The purpose of the study was to determine whether the questions use plain language and are easily understood. The study included four participants: three administrative personnel and one Advanced Nurse Practitioner. The participants completed the form electronically. All of the participants were familiar with the form. TSA found that the average time to complete the form for the participants was 15 minutes, which corresponds to the current estimated time burden. Participants reported that the form was very easy to understand and complete. Based on the participants' feedback, TSA did not make any changes to the form or the burden.

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

There is no similar information already available that TSA can use for the purpose described in Item 2 above.

5. ***If the collection of information has a significant impact on a substantial number of small businesses or other small entities (Item 5 of the Paperwork Reduction Act submission form), describe the methods used to minimize burden.***

This collection does not have a significant impact on a substantial number of small businesses.

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 health-related information is not collected, TSA will be prevented from adequately assessing the eligibility of applicants and incumbents for FAM positions.

7. ***Explain any special circumstances that require the collection to be conducted in a manner inconsistent with the general information collection guidelines in 5 CFR 1320.5(d)(2).***

Collecting FAM applicants' response to the MHC form within 10 days of receipt enables TSA to review, respond or request additional information if necessary in a timely manner. Applicants can then move on to the next phase of the hiring process without having to experience prolonged waiting periods.

8. ***Describe efforts to consult 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. 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.***

TSA published a 60-day notice in the *Federal Register* announcing TSA's intent to renew this information collection request. See 91 FR 23998 (May 4, 2026). TSA also published a 30-day notice for the information collection. See 91 FR 56658 (September 3, 2026). TSA received no comments in reply to the notices.

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

TSA does not provide any payment or gift to respondents.

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

TSA does not provide any assurance of confidentiality to the respondents; however, information will be maintained in accordance with the Privacy Act of 1974, 5 U.S.C. 552a. The forms include a Privacy Act Statement citing 49 U.S.C. 114(n), 14 CFR part 67, E.O. 9397 (Social Security Number). The applicable System of Records Notices are OPM/GOVT-10 System, Employee Medical File of Records of TSO, OPM/GOVT-5 Recruiting, Examining, and Placement Records and DHS/TSA-001, Transportation Security Enforcement Record System. See 71 FR 35360 (June 19, 2006), 71 FR 35351 (June 19, 2006) and 75 FR 28042 (May 19, 2010) respectively. See DHS/ALL/PIA-043(a) Talent Acquisition (September 11, 2020).

11. Provide additional justification for any questions of sensitive nature, such as sexual behavior and attitudes, religious beliefs, and other matters that are commonly considered private.

While some of the questions in the MHC form could be considered to be of a sensitive nature, TSA deems this collection necessary to evaluate a FAM applicants' medical suitability. While some of this information is commonly considered private, the collection is essential to ensure that the individuals performing TSA's security mission are able to perform their duties and in a manner that does not compromise security. As noted above, TSA will follow appropriate procedures to protect this information from unauthorized disclosure. The questions have been tailored specifically for the FAM position, in keeping with the public safety role of this job.

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

LE/FAMS applicants must self-certify certain information regarding their mental health, using the MHC form. Based on its experience, TSA estimates that 100 applicants per year will be required to fill out the MHC form, which takes approximately 1 hour to complete. This results in an annual hour burden of 100 hours (100 applicants x 1 hour). Applicants can be any member of the public, therefore TSA uses the Bureau of Labor Statistics (BLS) all occupations (00-0000) mean wage rate of \$32.66 per hour.¹ TSA then applies a load factor of 1.4582 to account for non-compensation costs of employment, such as health and retirement benefits.² This results in a fully loaded applicant compensation rate of \$47.63.³ TSA estimates an annual hour burden cost of \$4,763. Table 1 summarizes these calculations.

Table 1: Hour Burden and Costs for FAMS Applicant MHC (TSA Form 1164)

¹ Hourly mean wage for all occupations (00-0000) is \$32.66. Source: BLS. Occupational Employment and Wage Statistics May 2024. All Occupations (00-0000) <https://data.bls.gov/oes/#/industry/000000>.

² The compensation factor was calculated by dividing the total compensation for civilian workers, \$48.78, by the wages and salary rate of that group, \$33.45 resulting in a compensation factor of 1.4582. Source: BLS. Employer Costs for Employee Compensation - March 2026. Table 1. Employer costs per hour worked for employee compensation and costs as a percent of total compensation: civilian workers. All Workers. Last modified March 20, 2026 (accessed April 21, 2026). https://www.bls.gov/news.release/archives/ecec_03202026.htm.

³ Fully loaded wage rate for all occupations is \$47.63 (\$32.66 x 1.4582).

Number of Respondents	Hour Burden per Respondent	Annual Hour Burden	Annual Hour Burden Cost
A	B	C = A x B	D = C x \$47.63
100	1	100	\$4,763

Based on conditions identified in the MHC, some applicants are required to complete the PEPR and TSPR forms. In addition, depending on the results of a recurrent medical examination, some incumbent FAMS may also have to complete the PEPR and TSPR forms. TSA estimates that 100 individuals will need to have a healthcare provider complete the PEPR and TSPR forms. This estimate includes 50 percent of applicants ($100 \times 50\% = 50$) and 10 percent of approximately 500 incumbent FAMS ($500 \times 10\% = 50$). TSA estimates that 100 healthcare providers will take approximately 15 minutes (0.25 hours) to complete each form for a total of 30 minutes (0.5 hours) for the two forms.⁴ TSA estimates an annual hour burden to applicants' healthcare providers of 50 hours (0.5 hours x 100 respondents).

To calculate the costs associated with this time burden, TSA uses a blended hourly wage rate of \$82.87. This rate is derived from the respective hourly wage rates of physician and nurse practitioners.⁵ TSA accounts for employer-provided benefits (non-salary compensation) by multiplying the weighted average hourly wage of \$82.87 by a compensation load factor of 1.4771. This load factor was calculated by dividing the average total hourly compensation for management, professional, and related workers by the average hourly wages and salary rate.⁶ The resulting loaded wage rate equates to \$122.41 ($\82.87×1.4771). TSA estimates an annual hour burden cost for healthcare providers of \$6,120. Table 2 summarizes these calculations.

Table 2: Annual Hour Burden and Costs for Healthcare Providers--PEPR (TSA Form 1133-3) and TPSR (TSA Form 1163)

	Number of Respondents	Hour Burden per Respondent	Annual Hour Burden	Annual Hour Burden Cost
Form	A	B	C = A x B	D = C x \$122.41
PEPR	100	0.25	25	\$3,060

⁴ TSA's 15-minute estimate to complete form 1133 is based on the assumption that no one is submitting an explanation.

⁵ TSA identifies the mean hourly wage rate for Physicians as \$125.06 (employment of 73,050) as well as the mean hourly wage rate for Nurse Practitioners as \$61.35 (employment 143,210). BLS. May 2024 National Industry-Specific Occupational Employment and Wage Estimates. NAICS 621100 Offices of Physicians. OCC 29-1062 Family and General Practitioners and OCC 29-1171 Nurse Practitioners. Last modified December 11, 2025 (accessed April 10, 2026). <https://www.bls.gov/oes/2024/May/oessrci.htm>. TSA calculates a blended weighted wage rate by employment. $\$82.87 = [(\$125.06 \times 73,050) + (\$61.35 \times 143,210)] \div (73,050 + 143,210)$.

⁶ This compensation load factor was calculated by dividing the average total hourly compensation for management, professional, and related workers by the average hourly wages and salary rate ($1.4771014 = \$76.44 / \51.75). BLS. Employer Costs for Employee Compensation - June 2025. Table 2. Employer costs per hour worked for employee compensation and costs as a percent of total compensation: civilian workers. Management, professional, and related. Last modified September 12, 2025 (accessed December 3, 2025). https://www.bls.gov/news.release/archives/ecec_09122025.htm.

TPSR		0.25	25	\$3,060
Total	100	0.50	50	\$6,120

TSA also calculates a time burden associated with the applicant's travel to and from the healthcare provider's office, as well as time spent at the appointment and time to print and submit forms to TSA. TSA assumes applicants travel to their healthcare provider by private vehicle and that it takes approximately 20 minutes (0.33 hours) to reach the provider's office, resulting in a 0.66 hour round-trip (0.33 hours x 2).⁷ In addition, TSA estimates that, on average, applicants will incur an in-office wait time of 11 minutes (0.18 hours), and will spend 30 minutes waiting for the healthcare provider to complete the forms (0.5 hours).⁸ TSA also assumes that it will take 5 minutes (0.08 hours) to print the forms and email them to TSA. This results in a total time burden of 1.42 hours per applicant to travel to and from and attend the appointment and submit the forms (0.66 hours + 0.18 hours + 0.50 hours + 0.08 hours). The travel time burden is recognized for applicants only, as incumbents' travel time is considered to be within the scope of their duties as TSA employees. The total public travel and wait time burden and associated cost are displayed in Table 3.

Table 3: Travel and Wait-Time Hour Burden and Cost

Activity	Number of Respondents	Time Burden	Annual Hour Burden	Wage Rate	TSA Annual Hour Burden Costs
	A	B	C = A x B	D	E = C x D
Respondent Travel to Medical Exam and Form Submission	50	1.42	71	\$47.63	\$3,382
Total	50		71		\$3,382

The total annual hour burden of this collection is 221 hours and the total annual cost is \$14,265. A summary of total annual hour burden and costs for FAMS applicants completing forms MHC, PEPR, and TPSR are in Table 4.

⁷ Medical Economics, "How far will patients go for primary care? Survey Finds travel thresholds vary." See: <https://www.medicaleconomics.com/view/how-far-will-patients-go-for-primary-care-survey-finds-travel-thresholds-vary>.

⁸ Altarum Center for Value in Health Care, "Travel and Wait Times are Longest for Health Care Services and Result in an Annual Opportunity Cost of \$89 Billion" (Retrieved April 2026): See: [https://altarum.org/sites/default/files/Altarum Travel-and-Wait-Times-for-Health-Care-Services_Feb-22.pdf](https://altarum.org/sites/default/files/Altarum%20Travel-and-Wait-Times-for-Health-Care-Services_Feb-22.pdf), page 1 (diagram on bottom right).

Table 4: Total Annual Hour Burden and Costs for FAMS Applicants and Healthcare Providers MHC (TSA Form 1164), PEPR (TSA Form 1133-3), and TPSR (TSA Form 1163)

Form/Task	Number of Responses	Hour Burden per Response	Annual Hour Burden	Fully-Loaded Wage Rate	Annual Hour Burden Cost
	A	B	C = A x B	D	E = C x D
MHC	100	1	100	\$47.63	\$4,763
PEPR	100	0.25	25	\$122.41	\$3,060
TPSR		0.25	25		\$3,060
Respondent Travel and Wait Time at Medical Exam and Form Submission	50	1.42	71	\$47.63	\$3,382
Total			221		\$14,265

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

TSA assumes that the 50 individuals needing a follow-up appointment will incur out-of-pocket costs to travel to the exam location by vehicle. As discussed in question 12, TSA estimates that applicants will travel 20 minutes each way (0.33 hours), or 0.66 hours round trip (0.33 hours x 2) to reach the medical exam. TSA uses a National Traffic Speeds Survey to estimate an average speed during this round trip of 53.19 miles per hour.⁹ This results in a total of 35.11 miles traveled (0.66 hours x 53.19 miles per hour). TSA then uses the General Services Administration's (GSA) Privately owned vehicle (POV) mileage reimbursement rates of \$0.725 per mile to estimate transportation costs.¹⁰ Accordingly, the cost of operating a vehicle to the exam location is \$25.45 per round trip (35.11 miles x \$0.725 per mile). Table 5 summarizes the out-of-pocket travel costs incurred by respondents.

⁹ According to the National Traffic Speeds Survey III (2015), the median speed driven on major arterial roads was 57.34 miles per hour and the median speed driven on minor arterial roads was 49.04 miles per hour. As the exact nature of roadways driven by respondents is unknown, TSA averages these two speeds to produce an estimated travel speed of 53.19 miles per hour. See: https://www.nhtsa.gov/sites/nhtsa.gov/files/traffic_tech/812489_tt-national-traffic-speeds-survey-iii-2015.pdf.

¹⁰ GSA POV mileage reimbursement rates (as of January 2026). This reimbursement rate is intended to cover the costs, both fixed and variable, of operating a private vehicle. See: <https://www.gsa.gov/travel/plan-a-trip/transportation-airfare-rates-pov-rates/privately-owned-vehicle-pov-mileage-reimbursement>.

Table 5: Travel Costs for Respondent Medical Exam

Activity	Number of Responses	Miles Traveled	Cost Per Mile	Vehicle Operating Cost	Annual Respondent Cost
	A	B	C	D = B x C	E = A x D
Respondent Travel to Medical Exam	50	35.11	\$0.725	\$25.45	\$1,273
Total	50			\$25.45	\$1,273

TSA acknowledges that applicants are likely to incur an appointment fee or copay associated with their visit to a healthcare provider. However, this fee is intended to compensate for the provider's time, which has already been quantified as a time burden in the analysis (see Table 2). As the burden to providers has already been captured, the cost associated with exam fees or copays has not been separately included.

14. Provide estimates of annualized cost to the Federal Government. Also, provide a description of the method used to estimate cost, and other expenses that would not have been incurred without this collection of information.

TSA will incur a cost associated with the review of the required form by a LE/FAMS certified occupational health nurse. TSA estimates that it will take an average of 5 minutes (0.08 hours) to review each form and, if necessary, request follow-up information from those who are unable to certify one or more questions on the form. About 5 percent - 10 percent (midpoint 7.5%) of forms need a follow-up and it takes an average of 5 minutes additional time. That is, an additional 23 forms ($23 = 300 \times 7.5\%$) to review. To estimate the hourly opportunity cost for TSA review, TSA uses a fully loaded blended hourly wage rate based on an average of four I-band nurses and one J-band nurse which equates to \$91.55 per hour.¹¹ TSA estimates that 323 forms (100 MHC + 100 PEPR + 100 TPSR + 23 follow-ups) will be reviewed. As a result, the cost to TSA of this collection is approximately \$2,366 annually ($0.08 \text{ hours} \times 323 \text{ forms} \times \91.55).

15. Explain the reasons for any program changes or adjustments reported in Items 12, 13 or 14 of the OMB Form 83-I.

There are no program changes. However, to more precisely capture burden and costs, TSA has estimated an hour burden associated with the applicant's travel to and from the healthcare

¹¹ The I-band pay level is equivalent to a GS-13, Step 5 position. Fully loaded wages include base pay, awards (1.5%), bonuses (1%), overtime (2 hours/week), personnel benefits (30.2%), and transit benefits (\$3,120 for the National Capital Region). The compensation factor (loaded to unloaded wage) for I-band/GS-13, Step 5 is 1.35 ($\$184,465 \div \$136,658$). To estimate the hourly wage, TSA divides the loaded annual wage (\$184,465) by 2,087 hours, resulting in \$88.39 per hour. The J-band pay level is equivalent to a GS-14, Step 5 position. Using the same method, TSA calculates a compensation factor of 1.35 ($\$217,412 \div \$161,486$). The loaded annual wage (\$217,412) divided by 2,087 hours yields an hourly wage of \$104.17. TSA estimates the average loaded hourly wage for nurses based on a weighted average of four I-band nurses and one J-band nurse, resulting in \$91.55 per hour. Source: <https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2025/DCB.pdf>.

provider's office, as well as time spent at the appointment. TSA has also estimated out-of-pocket travel costs that applicants will incur as a result of their travel to and from the appointment. The annual cost to respondents has been updated to incorporate the most recent general public and healthcare provider wage data.

TSA has also updated its estimates of the federal cost burden to more accurately reflect the anticipated number of forms requiring review, raising the annual total from 200 to 300.

- 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.***

TSA will not publish the results of this collection.

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

TSA will display the expiration date.

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

TSA is not seeking any such exception.