

**Federal Aviation Administration
Supporting Statement A
Flight Engineers and Flight Navigators
OMB 2120-0007**

Summary of Changes:

- The labor cost for this submission was updated to reflect the data from Bureau of Labor Statistics (BLS)
- The number of schools and students has significantly reduced for Flight Engineering Certifications
- The associated 8400-3 Form: Application for the Airman Certificate and/or Rating Form is being updated, same data collection but new layout, applying both 508 compliance, and clearer directions on how to fill out the form.
- FAA form 8400-3 for Flight Engineers is now being completed electronically through <https://iacra.faa.gov>. Flight Navigators continue to use the paper form.
- There have been no new applicants since 2015 for flight navigators
- All figures provided refer specifically to Flight Engineer training and certification. The final Flight Navigator certificate was issued since 2021, with only two certificates issued since 2015. Despite the rarity of new certifications, certain operations conducted under FAR Part 121 and FAR Part 125 still require a Flight Navigator when specific conditions are met.

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

This information collection directly supports the Department of Transportation's strategic goal on Safety. Specifically, the goal is to promote public health and safety by working toward the elimination of transportation-related deaths, injuries, and property damage.

The information collection is necessary to determine applicant eligibility for flight engineer or flight navigator certificates, as well as to determine training course acceptability for those schools training flight engineers or navigators.

49 USC 44702(a) empowers the secretary to issue airman certificates to properly qualified persons. This clearance request covers the burden imposed on persons applying for certificates that will authorize them to perform the duties of flight engineers and flight navigators.

49 USC 44707(1) empowers the Secretary to provide for the examination and rating of civilian schools that give instruction in flying. The clearance request also covers the burden imposed on persons applying for approval of flight engineer and flight navigator training courses.

49 USC 44702(a)(2) requires the application for certificates under this act shall be in such a form, contain such information, and be filed as the Administrator may prescribe.

Federal Aviation Regulation Part 63-Certification: Flight Crewmembers other than Pilot (14 CFR 63) prescribes requirements for certification of flight engineers and flight navigators. Part 63 also prescribes requirements for training courses for these two categories of airmen.

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.

Flight engineers and flight navigators seeking to receive or maintain certification and flight schools seeking approval of related training courses are mandated to report to this collection. Certificates are effective until surrendered, suspended, or revoked.

Only one school issues Flight Engineer Certificates, with an annual student completion of approximately two certificates. This school offers certification only for Flight Engineer Turbojet-powered in the B-727. Certification for Turbojet Powered other than the B-727, Turbopropeller Powered and Reciprocating Engine Powered aircraft must be obtained through the respective operators using an FAA inspector or authorized designee examiner.

Training course operators are also required to keep accurate records of students' training activities, and to make annual reports to FAA about the activities.

FAA Form 8400-3, Application for an Airman Certificate and/or Rating, (for flight engineer and flight navigator applicants) and applications for approval of related training courses are submitted to FAA for evaluation. FAA Form 8400-3 is multiple-use form, used for flight engineer certificates, control tower operators and aircraft dispatchers. The submission of this information to the FAA is mandatory, occurs as applicable and is considered reporting and record keeping. The information is reviewed by FAA personnel to determine applicant eligibility and compliance with prescribed provisions of 14 CFR FAR 63, Certification: Flight Crewmembers Other Than Pilots.

The information collected is not disseminated to the public. Information results may be used in scientific, management, technical or general informational publications.

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.

In accordance to the Federal Office Modernization Program, the Government Paperwork Elimination Act, and related technological initiatives, applicants are now required to complete FAA Form 8400-3 electronically through the Integrated Airman Certification and Rating Application (IACRA) system at <https://iacra.faa.gov>. for Flight

Engineer certificate. Individuals will create a unique username and password to enter this secure portal.

Applicants for the Flight Navigator certificate are not currently eligible to use the IACRA system and must continue to submit a paper FAA Form 8400-3. Paper forms may be obtained from the applicant's local FAA Flight Standards District Office (FSDO). Due to the low issuance rate of Flight Navigators, there are no plans to incorporate Flight Navigator applicants into an electronic system such as IACRA.

The results of this information collection are not available to the general 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 use of FAA Form 8400-3 avoids duplication by consolidating several separate applications into one form. This form is applicable to: Flight Engineer, Flight Navigator, Control Tower Operator, and Aircraft Dispatcher applicants for certification. Previous standalone forms have been discontinued.

The information collected is provided by the applicant when completing the form. The agency does not create or supply additional information and relies solely on the data submitted by the applicant.

The information collected is not disseminated to the public. Information results may be used in scientific, management, technical or general informational publications.

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

The collection of this information does not involve small businesses. We believe there is minimum burden to all parties.

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.

Frequency of collection is determined by the applicant requesting the benefit of certification or approval under 14 CFR FAR 63. An applicant that does not complete FAA Form 8400-3 will not obtain certification.

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.

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 May 6, 2026 (91 FR 24638) solicited public comment. No comments were received.

Stakeholders have the opportunity to communicate comments directly to their assigned FAA office through meetings during the year.

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

There are no compensations related to the collection of this information.

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

The information collected by FAA Form 8400-3 is shared in accordance with the Privacy Act system of records notice (SORN) 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 collections 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.

The burden to new Flight Engineer applicants for obtaining said signature/s and completing the FAA form 8400-3 is 219 hours¹ on average. Recurrent training and/or checking for Flight Engineers is required every 12 months.

The burden for new Flight Navigators for obtaining said signature/s and completing the FAA Form 8400-3 is zero on average. There have been no new applicants since 2015, nor do we expect there to be moving forward.

Applications are processed through the Airman's Branch office/s located in Oklahoma City, OK.

¹ Includes Flight school, SIMS, IOE, Oral Exam and obtaining signatures and filling out 8400-3

The following costs are based on the paperwork burden being done by a Technical Analyst (Management Analyst) or equivalent staffer earning \$48.65 an hour². Fringe benefits and overhead for state and local government workers are averaged at \$14.11³ per hour. This makes the hourly median salary of a Management Analyst \$62.76 (\$63) per hour.

The specific reporting and recordkeeping requirements covered by this request are as follows:

Section 63.3, Certificates and ratings required, states that no person may act as a flight engineer or a flight navigator of a civil aircraft of U.S. registry unless that person has in his or her physical possession or readily accessible in the aircraft, a current flight engineer or flight navigator certificate. There is no burden associated with this regulation.

Section 63.11, Application and Issue, an application for a certificate and appropriate class rating, or for an additional rating, under this part must be made on a form and in a manner prescribed by the Administrator. Applicants applying for flight engineer/navigator certification must submit a completed FAA Form 8400-3. For Flight Engineers would complete Form 8400-3 online through IACRA. (<https://iacra.faa.gov/IACRA/Default.aspx>)

We estimate 20 new annual applications for Flight Engineer certification including appropriate class ratings. This included the only Part 142 school and various operators.

Estimated new applications:	20
Estimated burden of time to process (.2 hour each)	<u>X .2</u>
(total time)	4hrs
Estimated cost for Management Analyst time	<u>x \$63</u>
	\$252

Summary	Reportin	Recordkeepin	Disclosur
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² [Management Analysts : Occupational Outlook Handbook: : U.S. Bureau of Labor Statistics](#)

³ [Employer Costs for Employee Compensation Summary - 2025 Q03 Results](#)

(Annual numbers)	g	g	e
# of Respondents	20		
# of Responses per respondent	1		
Time per Response	.2hrs		
Total # of responses	20		
Total burden (hours)	4hrs		

Section 63.23 - Special Purpose Flight Engineer and Flight Navigator Certificates: Operations of U.S. registered civil airplanes leased by a person not a U.S. citizen, states that the holder of a current foreign flight engineer or flight navigator certificate, license, or authorization issued by a foreign contracting state to the ICAO, who meets the requirements of this section, may hold a special purpose flight engineer or flight navigator certificate, as appropriate, authorizing the holder to perform flight engineer or flight navigator duties on a civil airplane of U.S. registry, leased to a person not a citizen of the U.S. carrying persons or property for compensation or hire.

We estimate 2 annual applications for Flight Engineer certificates.

Estimated annual applications	2
Estimated burden of time to process (3 hour each)	<u>x3</u>
(total time)	6hrs
Estimated cost for Management Analyst time	<u>x \$63</u>
	\$378

Summary (Annual	Reportin g	Recordkeepin g	Disclosur e
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numbers)			
# of Respondents	2		
# of Responses per respondent	1		
Time per Response	3hrs		
Total # of responses	2		
Total burden (hours)	6hrs		

Section 63.33, Aircraft Ratings, states that additional aircraft class ratings may be issued to eligible flight engineers after their original certificates and class rating have been issued. Applicants for additional class ratings must submit FAA Form 8400-3.

We estimate 4 annual applications for additional aircraft class ratings.

Estimated number annual applications	4
Estimated burden of time to process (1.20 hour each)	<u>x1.20</u>
(total time)	4.80hrs
Estimated cost for Management Analyst time	<u>x \$63</u>
	\$302.40

Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
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# of Respondents	4		
# of Responses per respondent	1		
Time per Response	1.20hrs		
Total # of responses	4		
Total burden (hours)	4.8hrs		

Section 63.42 - Flight Engineer Certificate Issued on Basis of Foreign Flight Engineer License, requires the holder of a current foreign flight engineer license issued by a contracting state to the ICAO, who meets the requirement of this section, may have a Flight Engineer certificate issued to him for the operation of civil aircraft of U.S. Registry.

Estimated number annual applications	4
Estimated burden of time to process (3 hour each)	<u>x3</u>
(total time)	12hrs
Estimated cost for Management Analyst time	<u>x \$63</u>
	\$ 756

Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
# of	4		

Respondents			
# of Responses per respondent	1		
Time per Response	3hrs		
Total # of responses	4		
Total burden (hours)	12hrs		

Section 63.43, Flight Engineer Courses, requires an applicant for approval of a new training course to submit a letter requesting approval of each proposed course. An applicant must also submit an outline for each course description of the facilities and equipment to be used, and a list of the instructors and their qualifications. . Given that current manufacturing of transport-category aircraft are no longer designed or certificated to require a Flight Engineer station, we project that there will be no further demand for initial Flight Engineer training courses. There is no burden associated with this regulation.

There is no burden associated with this regulation.

Section 63.61, Flight Navigator Courses, requires an applicant for approval of a new training course to submit a letter to FAA requesting approval of each proposed course. An applicant must also submit an outline for each course, a description of the facilities and equipment to be used, and a list of the instructions and their qualifications. Given that current manufacturing of transport-category aircraft are no longer designed or certificated to require a Flight Navigator station, we project that there will be no further demand for initial Flight Navigator training courses. There is no burden associated with this regulation.

Appendix C(e) to Part 63, Revisions, states that the flight engineer course operators may apply for revisions to their approved course outlines, their facilities or their equipment The Flight Engineer school has one approved course, which undergoes an average of one revision per year and includes no fewer than six distinct FE normal-procedures line operational evaluation (LOE) scenarios. Each scenario may require its own revision, or the development and submission of a new scenario, as needed.

Estimated number annual applications 11

Estimated burden of time to process (15 hour each) x 15

(total time)

165hrs

Estimated cost for Management Analyst time

x \$63
\$10,395

Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
# of Respondents	11		
# of Responses per respondent	1		
Time per Response	15hrs		
Total # of responses	11		
Total burden (hours)	165hrs		

Appendix C(f) to Part 63, Ground School Credits, states that training course operators may grant credit to students for any comparable previous flight engineer training or experience that is provable. The hours credited shall be incorporated as part of the students' training records.

We estimated 4students will annually have credit allowances entered into their records.

Estimated number of record entries

5

Estimated burden of time (2.5 hour each)

x .5

(total time)

2.5hrs

Estimated cost for Management Analyst time

x\$63
\$157.50

Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
# of Respondents	5		

# of Responses per respondent	1		
Time per Response	.5hrs		
Total # of responses	5		
Total burden (hours)	2.5hrs		

Appendix C(g) to Part 63, Records and Reports, requires that Flight Engineer course operators must keep a record of each student's training activities and make an annual report to FAA about students that graduate, fail, or drop out. The only school that offers Flight Engineer certificate training will train an average of two students annually.

We estimated that each course operator will spend an annual average of 2.5 hours keeping records for each student.

It is estimated that each course operator will spend an average of 20 hours preparing an annual report to the FAA.

Estimated <u>training activity records</u> (Recordkeeping)	2
Estimated burden of time (.5 hours each)	<u>x.5hrs</u>
(total time)	1hrs
Estimated cost for technical time	<u>x \$63</u>
	\$63

Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
# of Respondents		2	
# of Responses		2	

per respondent			
Time per Response		.5hrs	
Total # of responses		2	
Total burden (hours)		1hr	

Estimated number of annual reports (Reporting) 1

Estimated burden of time (20 hours each) x 20

(total time) 20hrs

Estimated cost for technical time x \$63

\$1,260

Summary (Annual numbers)	Reporting	Recordkeeping	Disclosure
# of Respondents	1		
# of Responses per respondent	1		
Time per Response	20hrs		
Total # of responses	1		
Total burden (hours)	20hrs		

TOTAL ESTIMATED HOURS 1 + 20 = 21

TOTAL ESTIMATED COST \$63 + \$1,260 = \$1,323

Appendix C(m) to Part 63, Cancellation of Approval, Item (2), says that Flight Engineer course operators may cancel an approved course by submitting a written notice. There is no burden associated with this regulation.

Appendix C(o) to Part 63, Renewal, Item (2), states that application for renewal of approval for flight engineer courses may be made to FAA at any time within 60 days

before the termination date approval. Approval of each course must be renewed every 24 months. The Flight Engineer school has one approved course, which undergoes an average of one revision per year and includes no fewer than six distinct FE normal-procedures LOE scenarios. Each scenario may require its own revision, or the development and submission of a new scenario, as needed.

The one Flight Engineer school will renew approval on one course every 24 months, revisions will be submitted as necessary. See Appendix C(e) to Part 63, Revisions above.

Estimated number of renewals annually	1
Estimated burden of time (3 hours each)	<u>x 3</u>
(total time)	3hrs

Estimated cost for technical time	<u>x \$63</u>
	\$189

Summary (Annual numbers)	Reportin g	Recordkeepin g	Disclosur e
# of Respondents	1		
# of Responses per respondent	1		
Time per Response	3hrs		
Total # of responses	1		
Total burden (hours)	3hrs		

SUMMARY OF BURDEN

Section	Hours Per Year	Cost Per Year
63.11	4	\$252
63.23	6	\$378

63.33	5	\$302
63.42	12	\$756
Appendix C (e)	165	\$10,395
Appendix C (f)	3	\$158
Appendix C (g)	21	\$1,323
Appendix C (o)	3	\$189
TOTAL:	219	\$13,753

TOTAL = 219 hrs. and \$13,753 per yr.

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 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 estimated to be **\$366**. This figure was determined, based on a GS-13, Step 5 median salary employee working out of Kansas City, MO and receiving \$58.16⁴ an hour. Fringe benefits and overhead for government workers are averaged at \$18.03⁵ per hour. This makes the hourly median salary of this employee \$76.19 per hour.

New applications for certificate and rating	20
Estimated cost to process 1 application (.2hrs per app.)	x .2hrs
(total time)	4hrs
Estimated cost for Management Analyst time	x \$76.19
	\$305
 Applications for additional aircraft class rating	 4
Estimated cost to process 1 application (.2hrs per app.)	x .2hrs
(total time)	.8hrs

⁴ [SALARY TABLE 2025-KC](#)

⁵ [Employer Costs for Employee Compensation Summary - 2025 Q03 Results](#)

Estimated cost for Management Analyst time	$\frac{x 76.19}{\$ 61}$
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TOTAL	\$305 + \$61 = \$366
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15. Explain the reasons for any program changes or adjustments.

The labor cost for this submission was updated to reflect the data from Bureau of Labor Statistics (BLS)

The number of schools and students has significantly reduced for Flight Engineering Certifications

The associated 8400-3 Form: Application for the Airman Certificate and/or Rating Form is being updated, same data collection but new layout, applying both 508 compliance, and clearer directions on how to fill out the form.

FAA form 8400-3 for Flight Engineers is now being completed electronically through <https://iacra.faa.gov>. Flight Navigators continue to use the paper form.

There have been no new applicants since 2015 for flight navigators

All figures provided refer specifically to Flight Engineer training and certification. The final Flight Navigator certificate was issued since 2021, with only two certificates issued since 2015. Despite the rarity of new certifications, certain operations conducted under FAR Part 121 and FAR Part 125 still require a Flight Navigator when specific conditions are met.

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 plan for publication.

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.

The FAA is not seeking this approval.

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

There are no exceptions.