

Supporting Statement A
International Role of the Federal Aviation Administration
OMB 2120-0818

No significant changes.

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

Title 49 United States Code § 40104 (49 U.S.C. § 40104) requires “the Administrator to promote and achieve global improvements in the safety, efficiency, and environmental effect of air travel by engaging with foreign counterparts, in the International Civil Aviation Organization (ICAO) and its subsidiary organizations, and other international organizations and fora, and with the private sector.” The statute further requires the Administrator to engage bilaterally and multilaterally on an ongoing basis to bolster international collaboration and to harmonize international aviation safety requirements, and to expand the technical assistance provided by the FAA in support of enhancing international aviation safety.

The information to be collected is necessary to accomplish the mandate in § 40104 to “provide technical assistance on any other aspect of aviation safety that the Administrator determines is likely to enhance international aviation safety.” The information also informs the FAA’s International Strategy, which is the agency’s mechanism for fulfilling its international role. The information collection directly supports the International Strategy by enabling the FAA to adapt and strengthen its longstanding international presence in response to emerging opportunities and risks facing the U.S. aerospace industry from abroad. Specifically, the information collection:

- Facilitates core work and training arrangements with foreign counterparts, ICAO and its subsidiary organizations, other international organizations and fora, and with private entities around the world;
- Identifies opportunities and unexpected changes; and,
- Ultimately contributes to the fulfillment of the FAA’s mission to provide the safest, most efficient aerospace system in the world.

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.

The purpose of the information collection is summarized in question 1. Foreign affairs specialists assigned to the FAA Office of International Affairs collect voluntary information from respondents (foreign counterparts, ICAO and its subsidiary organizations, other international organizations and fora, or from private foreign entities) verbally, in-person or telephonically, or in writing via letter, email, or other electronic

means. This collection occurs as needed on an ongoing basis and is considered “reporting.”

The information reported to the FAA by respondents includes a foreign state, region, or organization’s aviation system information. For example, when considering a request or proposal for technical assistance, the FAA Office of International Affairs may collect information from a foreign civil aviation authority that discloses their air traffic management policies, procedures, training, and/or data. The FAA Office of International Affairs, in collaboration with the responsible FAA technical office (the Air Traffic Organization for this example), would use the information to evaluate the benefit(s) of the technical assistance request or proposal for the United States. The information collected enables data-informed decision-making on how best to address core matters impacting international aviation in the most efficient and effective way, be it through training, supplies, advisory support or other services, referral to other non-governmental resources, or denying the request or proposal.

Specific information collected and how it is used:

- (Who) General contact information:
 - o Self-explanatory; facilitates timeliness and responsiveness.
- (What) What is proposed or requested of the FAA:
 - o Used to discern whether the FAA has the knowledge, resources, and/or authority to support the foreign entity and, if so, to identify the appropriate FAA office, program, or resource.
- (Why) Why the request or proposal is being made:
 - o Used to validate and/or deepen the FAA’s understanding of the unique challenges facing the global aerospace system, and how to continually account for them in both near- and long-term strategies that advance the FAA’s mission to create the safest, most efficient aerospace system in the world.
 - In the simplest terms, the FAA, Secretary of Transportation, the President, Congress, and the American people need to know whether the FAA is achieving its mission; we need to collect information from around the world to be able to measure and report our successes and hold ourselves accountable.
 - o Used to assess the level of mutual benefit to both the United States and the technical assistance recipient.
 - o Used in various risk assessments, forecasts, and prioritization models to ensure FAA resources are allocated where they will be most effective.
 - o Used to identify threats to the FAA’s high level of influence on global aviation standards and best practices.
 - For example, if we chose not to provide technical assistance to a Caribbean nation, would they then seek assistance from China on terms favorable to China’s growing influence in the western hemisphere?

- o Used to create broad categorical metrics and key performance indicators, e.g., global investments in aerospace safety, strategic partnerships, commercial interests, national security matters, or humanitarian concerns.
- (When & Where) Date, time, location, and participant information:
 - o Self-explanatory; logistics planning and/or whether the necessary resources are available.
- (How) Funding information:
 - o Used to assess the return on investment for the United States, though not always measured monetarily.
 - o Used to assess whether to actively seek reimbursement for certain technical assistance.
 - For example, the FAA may offer training to government safety inspectors from a European nation, a Middle Eastern nation, and a Caribbean nation, but may only seek reimbursement from the European nation.
 - The European nation has stated that the funds are available and has historically “paid their own way.”
 - The diplomatic relationship with Middle Eastern nation is tenuous, though they host a key U.S. military installation in the region. The nation clearly has funds available to pay for technical assistance, but the FAA does not seek reimbursement in the interest of national security matters.
 - The Caribbean nation is a low-income nation and is unable to pay for technical assistance. The FAA does not seek reimbursement because there is a clear benefit to aerospace safety given the volume of American air carriers and passengers that vacation there.

It is anticipated that the information collected will be disseminated to the public or used to support publicly disseminated information. The FAA Office of International Affairs will retain control over the information and safeguard it from improper access, modification, and destruction, consistent with FAA standards for confidentiality, privacy, and electronic information. See response to Question 10 of this Supporting Statement for more information on confidentiality and privacy. The information collection is designed to yield data that meet all applicable information quality guidelines.

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 relevant regulations and advisory material are available to respondents electronically via the FAA’s website (www.faa.gov/international), as are hyperlinks to appropriate general email mailboxes and contact information. As mentioned in question 2, FAA foreign affairs specialists collect information from respondents telephonically, or

in writing via letter, email, or other electronic means. Flexibility in information collection is necessary due to the wide array of technologies available (or unavailable) to respondents around the world. One form is involved (FAA Form 1240-6), but it is for FAA-internal record keeping use only and is not for the public; FAA personnel complete the form using information from this collection. The form is not available to the public; it is only available to FAA personnel via the FAA intranet at:

https://employees.faa.gov/tools_resources/forms/index.cfm/go/document.information/documentID/1041313. The results of the information collection will not be made available to the public over the internet.

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 Office of International Affairs reviewed FAA directives and guidance material to ensure that no duplication exists. No other agency is responsible for collecting foreign civil aviation information. The collection of information can only be supplied by foreign counterparts, ICAO and its subsidiary organizations, other international organizations and fora, or from private foreign entities. Similar information is not available from any sources other than those listed for question 2.

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

Respondents, whether small or large entities, are guided through the information collection by FAA foreign affairs specialists. The burden is minimized by providing electronic means of submitting information, as described in question 3.

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.

Respondents are only asked pertinent information necessary for the FAA to make factual determinations regarding the state of aviation safety and efficiency of air travel within the respondent's scope of authority. All information is gathered for the accomplishment of a specific statutory requirement necessary to accomplish the FAA's international role. The collection of information is often in response to a request of the FAA made by foreign counterparts, ICAO and its subsidiary organizations, other international organizations and fora, or from private foreign entities who are seeking international engagement and/or technical assistance. Delay in the collection and

documentation of this information may perpetuate vulnerabilities in both the U.S. and global airspace systems.

The frequency of this information collection is ongoing; it is established as needed by respondents seeking technical assistance or other opportunities when presented, and by the FAA when and where it identifies opportunities to accomplish a specific statutory requirement (reference question 1).

7. Explain any special circumstances that would cause an information collection to be conducted in a manner:

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 July 7, 2026 (91 FR 41729), solicited public comment. No comments were received. A second Federal Register Notice published on September 10, 2026 (91 FR 57677) to further solicit public comment. No comments were received. Additional consultation efforts were made during the FAA Annual Global Leadership Meetings and other International Stakeholder meetings held in Washington, DC in 2024 and 2026. The few comments received at these events can be characterized as:

- No comments; or,
- Passive, supportive comments, acknowledging the importance of data-informed decision-making.

In the cases of feedback received during meetings, the Office of International Affairs provided verbal responses of “thanks,” and followed up after the fact with general “thank you” emails to all participants.

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

No payments or gifts are made to respondents.

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

No assurances given.

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.

We estimate a maximum of 195 responses per year at an average of 0.41 hours per response, for a total annual hourly burden of 80 hours. This estimate is based on the time it takes the FAA to respond to information collection requests from foreign partners and international organizations, and the average number of requests for FAA technical assistance received annually.

We found that these activities are typically performed by the respondents' equivalent to a FAA foreign affairs specialist, for which the FAA assumes a mid-grade GS-13 salary, Rest of USA locality. Annual salary is \$117,081,¹ divided by 2,080 hours for an hourly rate of \$56.29. The FAA uses a fringe benefits and overhead cost, for FAA employees, of 100%.² This results in a fully loaded wage of \$112.58 per hour.

The total hourly burden of 80 multiplied by the fully loaded hourly rate of \$112.58 results in an annual economic burden of **\$9,000.40**.

Total Burden Summary Table

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¹ <https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/salary-tables/pdf/2026/RUS.pdf>

² U.S. Department of Health and Human Services, "Guidelines for Regulatory Impact Analysis" (2016), https://aspe.hhs.gov/system/files/pdf/242926/HHS_RIAGuidance.pdf. On page 30, HHS states, "As an interim default, while HHS conducts more research, analysts should assume overhead costs (including benefits) are equal to 100 percent of pretax wages...."

(Annual Numbers)	g	g	e
# of Respondents	195	0	0
# of Responses per Respondent	1	0	0
Time per Response (hours)	0.4102	0	0
Total # of Responses	195	0	0
Total Burden (hours)	80	0	0

These figures changed subtly from those in the previous burden summary. We found the number of respondents correlated more closely with the actual number of Civil Aviation Authorities the FAA engages with (195 now versus 20 previously estimated). We also found the use of technology and information-sharing platforms far exceeded expectations, decreasing time per response (about 24 minutes now versus 4 hours previously). Finally, general cost of living increases were accounted for in salary calculations (2026 GS Pay Tables versus 2023 GS Pay Tables).

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

We estimate there will be no additional costs.

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 total estimated annual cost to the Federal government is **\$90,064.00**.

This cost was determined based on the time required for a FAA foreign affairs specialist to collect, review and process information from respondents. There may be up to 195 encounters with respondents at an average cost of 4.1 hours of foreign affairs specialists' time per encounter, yielding a total hourly burden of 800 hours.

The FAA assumes a mid-grade GS-13 salary, Rest of USA locality. Annual salary is \$117,081, divided by 2,080 hours for an hourly rate of \$56.29. The FAA uses a fringe benefits and overhead cost, for FAA employees, of 100%. This results in a fully loaded wage of \$112.58 per hour.

The total hourly burden of 800 multiplied by the fully loaded hourly rate of \$112.58 results in an annual cost burden of **\$90,064.00** to the Federal government.

We estimate no other expenses as a result of this information collection.

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

Only minor adjustments were made to the number of anticipated responses and the time burden required for each response. We realized the volume of information collected exceeds that previous estimate, while the time burden significantly decreased due to technology and automation. The result was nearly net zero as we collect and process more information with fewer resources. The program itself has not changed in form or function.

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 are no plans for publication of this information.

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.

We are not seeking an exemption.

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

There are no exceptions.