INFORMATION COLLECTION SUPPORTING STATEMENT

Flight Training Security Program
OMB Control Number 1652-0021

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).***

   Under 49 U.S.C. § 44939, aviation training providers are prevented from providing flight training to individuals who may pose a threat to aviation or national security.[1] Section 44939 (1) specifies various categories of identifying information required from alien candidates training in the operation of aircraft; (2) authorizes assessment of a fee for the security threat assessment (STA); (3) specifies identity verification for U.S. citizens; and (4) requires flight training providers to conduct a security awareness program for employees and contract employees to increase their awareness of suspicious circumstances and activities of individuals enrolling in or attending flight training. If it is determined that the candidate presents a threat to aviation or national security, the statute requires DHS/TSA to notify the flight training provider and that person is required to immediately terminate the training.

   TSA finalized an interim final rule implementing these requirements[2] in 2024 codified at 49 CFR part 1552 (Part 1552).[3] Part 1552 establishes a time-based STA, requires training event notifications to TSA, permits electronic storage of records, and mandates the identification of a security coordinator.

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 requires candidates, defined in the regulation as aliens who are neither U.S. citizens nor U.S. nationals, to provide biographical information and fingerprints when applying for an STA. *See* 49 CFR 1552.3. Individuals endorsed by the U.S. Department of Defense for commercial flight training are not considered candidates and are excluded from these requirements.

   Under the program, candidates apply for a time-based STA, which may be valid for up to 5 years. Candidates submit their biographic information and supporting documentation directly to TSA via the online Flight Training Security Program (FTSP) portal (https://fts.tsa.dhs.gov/home), enabling TSA to perform STAs and flight training providers to initiate training event notifications.

---

[1] *See* 49 U.S.C. § 44939, as amended by sec. 612 of the Vision 100—Century of Aviation Reauthorization Act (Pub. L. 108-176; Dec. 12, 2003) (Vision 100). Responsibility for implementation and enforcement of these requirements was transferred from the Department of Justice to TSA as part of the Vision 100 amendments.
[2] 69 FR 56324 (Sept. 20, 2004) *codified at* 49 CFR part 1552.
[3] 89 FR 35580 (May 1, 2024).

The STA process requires candidates to provide fingerprints for a Criminal History Records Check. *See* 49 CFR 1552.31. Generally, fingerprints are submitted only once, as the FTSP stores them for subsequent STA submissions. However, candidates may be required to resubmit fingerprints in rare cases, such as when a digital fingerprint file is corrupted. All candidates who have submitted fingerprints are subject to ongoing criminal history vetting.

Flight training providers are responsible for verifying identity and creating training event notifications for each candidate, which include:

- Estimating start and completion dates for training
- Identifying planned training ratings
- Specifying the training location
- Uploading a photograph of the candidate upon arrival
- Submitting actual start, completion, or abandonment dates for training.

See 49 CFR 1552.51.

In accordance with 49 CFR 1552.13, providers must retain records of initial and recurrent security awareness training for employees, contracted employees, and security coordinators for at least 5 years. Records must be kept for 1 year after an individual is no longer employed by the provider. These requirements apply to all providers regardless of whether they are providing instruction to U.S. Citizens, U.S. Nationals or aliens.

- Additionally, providers are required to submit the name and contact information of each designated security coordinator. The security coordinator serves as the primary point of contact for communications with TSA regarding intelligence information, security-related activities, and responses to incidents or threats in coordination with law enforcement and emergency response agencies. *See* 49 CFR 1552.9.

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.]

As required by the Government Paperwork Elimination Act, as well as by program design, all applicant data is submitted and tracked electronically via an online portal. To the extent practicable, flight training providers may electronically store records associated with this collection. They may also maintain paper records.

Usability Testing Requirement: TSA completed a usability test (UX) in June 2026 on the FTSP portal, focusing on the candidate's completion of the application and the flight training provider creation of the training event, photograph upload, and update of training event details. The purpose of the UX was to determine the accuracy of the time burden for the

candidate and the flight training provider. The UX included five participants who were unfamiliar with the FTSP portal. The participants completed and submitted the candidate application within 30 minutes. In addition, the participants created a training event, uploaded the required photograph, and updated the training event details in approximately 9.5 minutes. The UX showed that the current burden estimate for the collection was accurate, and no changes were needed.

Overall, participants generally found the portal to be difficult to navigate and not user-friendly. While participants were ultimately able to complete the application, the feedback suggests that improvements to the portal's interface, navigation, and user guidance could reduce completion time, improve the overall user experience, and lessen the administrative burden on both candidates and providers. TSA will examine ways to improve the ease of use of the FTSP portal.

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.***

   In order to ensure relevant, timely and accurate information to conduct an STA, there is no other way to collect the needed information from first-time applicants other than directly from the first-time applicant; and, to the extent possible, the information is retained so as not to duplicate the collection for subsequent STAs. After an applicant submits an initial application, that information is retained by the system for use in conducting future STAs to limit the amount of information the candidate has to re-enter. Flight training providers also retain records of the initial and recurrent security awareness training provided to staff, and for 1 year after that person is no longer employed by the flight training provider, so that TSA may inspect those records.

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.***

   The information collected is consistent with the statutory and regulatory requirements and there is no significant burden to small businesses or other small entities.

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

   If the collection of information is reduced or eliminated, TSA would not be able to fulfill its statutory mandate to prevent aliens who pose an aviation or national security threat from obtaining flight training.

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).

Pursuant Part 1552, the collection is designed to align with the 5-year STA. This requirement may result in flight training providers maintaining employee records, records demonstrating eligibility for flight training for U.S. Citizens and U.S. nationals, and leasing agreements for over 3 years, as described in 5 CFR 1320.5(d)(2)(iv). In the interest of transportation security, flight training providers must maintain records of compliance associated with security program requirements and related Federal regulations indefinitely.

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.

To minimize the time and cost burden without compromising security, TSA consulted with aviation community stakeholders, as well as with the Department of Justice (the agency from which program responsibility was transferred in 2004) during development of the regulation to ensure no more information than is necessary is collected from each respondent.

TSA published in the *Federal Register* a 60-day notice for public comment on September 4, 2026 (91 FR 56895) and a 30-day notice on November 20, 2026 (91 FR 75341). TSA has received no comments in response 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 payments or gifts 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, all information is handled in accordance with the Privacy Act of 1974. The applicable TSA system of records notice is DHS/TSA-002, Transportation Security Threat Assessment System, last published in the *Federal Register* on August 11, 2014 (79 FR 46862). Also, a Privacy Impact Assessment (PIA), DHS/TSA/PIA-026-Alien Flight Student Program, was published on July 28, 2014, on www.dhs.gov.

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.

TSA is not posing questions of a sensitive nature.

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

There are two categories of respondents: flight training candidates (aliens) and flight training providers. Based on internal data, TSA estimates an average of approximately 36,704 respondents annually, including 18,103 flight training candidates and 18,601 flight training providers.

The annual population of 18,103 unique flight training candidates includes both new and renewing candidates. First, TSA uses a 10-year average of internal data from 2016 to 2025 to estimate 13,247 new flight training candidates per year. Next, to estimate the number of candidates who will renew their STA, TSA uses internal data showing 25,292 previous flight training candidates with an existing STA.[4] TSA then assumes 60 percent of these existing candidates will renew their STA, following its 5-year validity, over the 3-year period of the collection.[5] This assumption results in 15,175 renewals over 3-years (25,292 × 0.60), or 5,058 renewals per year (15,175 ÷ 3). Accounting for a four percent annual non-renewal rate, the number of renewing candidates is adjusted to 4,856 per year (5,058 × (1 – 0.04)).[6] This calculation results in a total of 18,103 new flight training candidates per year (13,247 + 4,856). Table 1 presents the number of flight training candidate respondents in each year of the collection period as well as the annual average.

Table 1: Number of Respondents: Flight Training Candidates

Respondent Category	Year 1	Year 2	Year 3	Annual Respondents
	a	**b**	**c**	**d = (a + b + c) ÷ 3**
New Candidates	13,247	13,247	13,247	13,247
Renewing Candidates	4,856	4,856	4,856	4,856
Total Candidate Respondents	**18,103**	**18,103**	**18,103**	**18,103**

[4] This represents the number of candidates in TSA's system with a valid STA as of the end of calendar year 2025. TSA does not use internal program data from 2026 as it does not represent a full calendar year at the time of this ICR renewal.

[5] TSA assumes a uniform distribution of STA renewals over the 5-year validity period and only accounts for the renewals that would take place over the 3-year collection period. 60 percent renewal = 3-year period of PRA ÷ 5-year validity period of STA.

[6] TSA assumes professional pilots (with multiple training events) have to return to training to maintain their career. Based on a subject matter expert (SME) estimate, approximately 20 percent of pilots retire over a 5-year period, equating to a four percent retirement rate per year. This results in an estimated 96 percent of candidates returning.

Flight training providers generally comprise three categories: self-employed Certified Flight Instructors (CFIs),[7] Flying Clubs,[8] and Large Flight Schools.[9] To estimate the number of flight training providers, TSA uses internal data showing 17,279 current providers, consisting of 11,904 CFIs, 4,857 Flying Clubs, and 518 Large Flight Schools. TSA estimates the populations of CFIs and flying clubs increase each year by 3.76 percent.[10] TSA estimates the population of large flight schools increases each year by 2.75 percent.[11] These annual growth rates are used to estimate the size of each provider type in Years 1 through 3. Table 2 presents the number of flight training provider respondents in each year of the collection period as well as the annual average.

Table 2: Number of Respondents: Flight Training Providers

Year	CFI	Flying Club	Large Flight Schools	Annual Respondents
	$a_n = a_{n-1} \times (1+3.76\%)$	$b_n = b_{n-1} \times (1+3.76\%)$	$c_n = c_{n-1} \times (1+2.75\%)$	$d = (a + b + c) \div 3$
0	11,904	4,857	518	
1	12,352	5,040	532	5,975
2	12,816	5,230	547	6,198
3	13,298	5,427	562	6,429
Total Provider Respondents (Year 1 – 3)	**38,466**	**15,697**	**1,641**	**18,601**

TSA identifies six separate information collections under this ICR.[12] Responses associated with these collection activities will affect unique respondents differently over the 3 years of the Paperwork Reduction Act (PRA) analysis. The following sections present estimates on each specific information collection including the annual number of respondents, annual number of responses, hour burden per response, annual hour burden, and annual hour burden

[7] Pilots, Flight Instructors, and Ground Instructors certificated under 14 CFR part 61.
[8] Multiple individual instructors with certificates provided under 14 CFR part 61 who operate as a flying group.
[9] Large flight training providers comprise air carriers operating under 14 CFR part 121, pilot schools (Part 141), and training centers (Part 142).
[10] TSA estimates a 3.76 percent annual growth rate for CFIs using Federal Aviation Administration (FAA) U.S. Civil Airmen Statistics on active flight instructor certificates from 2016 (104,382) and 2025 (145,538), calculated as (145,538 ÷ 104,382)^(1 ÷ (2025 – 2016))) – 1 = 3.76%. Source: FAA (April 7, 2026), "Table 1: Estimated Active Airmen Certificates Held," 2025 Active Civil Airmen Certificates, retrieved June 3, 2026 from https://www.faa.gov/data_research/aviation_data_statistics/civil_airmen_statistics.
[11] TSA estimates the 2.75% compounded annual growth rate by dividing the 1,201 establishments in 2022 by the 916 establishments in 2012, then raising the result to the power of 1 divided by (2022–2012) and subtracting one: (1,201 ÷ 916)^(1 ÷ 10) – 1 = 2.75%. Source: U.S. Census Bureau (2024), All Sectors: Summary Statistics for the U.S., States, and Selected Geographies: 2022, Economic Census, Table EC2200BASIC, retrieved June 3, 2026 from https://data.census.gov/table/ECNBASIC2022.EC2200BASIC?q=EC2200BASIC:+All+Sectors:+Summary+Statistics+for+the+U.S.,+States,+and+Selected+Geographies:+2022&codeset=naics~611512:N0600.00:N0600.61&tableFilters=NAICS2022~VALUES(611512)&colSort=NAICS2022~asc.
[12] The information collection activities in this collection include (1) STA Applications for New Candidates; (2) Applications for STA Renewals; (3) Submitting Training Event Notifications to TSA; (4) Initial Designation and Submission of Contact Information for Security Coordinators to TSA; (5) Updated Contact Information for Security Coordinators; and (6) Recordkeeping of Security Awareness Training Records.

cost. Associated calculations and inputs at each step of the calculation and the corresponding results are based on the rounded values as discussed in the text and displayed in the tables. TSA first presents flight training candidates followed by flight training providers.

Flight Training Candidates' Burden

TSA's regulations require each flight training candidate (aliens) to undergo an STA and receive a Determination of Eligibility from TSA prior to initiating flight training. *See* 49 CFR 1552.31 Candidates will provide the information required for an STA, as described in 1552.31(b), by submitting an application to TSA. TSA estimates each STA application takes roughly 30 minutes (0.50 hours) to complete. STAs completed by TSA may be valid for up to 5 years, unless revoked. Under the FTSP, candidates are able to complete subsequent flight training events without providing updated biographical and biometric information each time they apply for flight training. At the end of the 5-year validity period of the STA, if a flight training candidate chooses to continue training, the candidate must renew their STA by submitting a new application to TSA. In these instances, TSA assumes the same 30-minute (0.50 hours) burden to complete the STA application. Based on TSA's estimate of 18,103 flight training candidates per year, including 13,247 new candidates and 4,856 renewing candidates, the annual STA hour burden is 9,052 (18,103 STA applications per year × 0.50 hours per application).

TSA calculates a weighted annual salary of $59,982 for flight training candidates using commercial pilots (SOC 532012), and the number of employees and tenth percentile of salary distribution in Nonscheduled Air Transportation (NAICS 481200), Scenic and Sightseeing Transportation, Other (NAICS 487900), and Support Activities for Air Transportation (NAICS 488100). TSA uses the tenth percentile value as candidates training to become certificated pilots are at the beginning of their careers.[13] Table 3 presents a summary of the NAICS codes, as well as the corresponding number of employees and tenth percentile annual wage.

[13] TSA uses the tenth percentile to reflect newer pilots and experienced for recurrent training, BLS. Occupational Employment and Wage Statistics Query System. Last modified May 2025. (Accessed on May 26, 2026).

Table 3: Weighted Annual Salary for Flight Training Candidates (Unloaded)

NAICS Code	Occupation	Number of Employees	Annual 10th Percentile Wage
Nonscheduled Air Transportation (481200)	Commercial Pilots (53-2012)	18,580	$62,060
Scenic and Sightseeing Transportation, Other (487900)		630	$45,640
Support Activities for Air Transportation (488100)		4,210	$52,960
Weighted Annual Salary			**$59,982**

TSA divides the $59,982 unloaded salary by an estimated 2,080 annual working hours to calculate an unloaded hourly wage of $28.84. TSA then multiplies the $28.84 hourly wage by a compensation load factor of 1.462 which accounts for employer-provided benefits (non-salary compensation).[14] This calculation results in a fully loaded compensation rate of $42.16 per hour.[15] TSA then multiplies the annual average hour burden (9,052) by the $42.16 weighted compensation rate for flight training candidates to estimate a total hour burden cost for STA applications of $381,632 per year.

Table 4 summarizes the burden to flight training candidates.

Table 4. Hour Burden Cost to Flight Training Candidates

Collection Activity	Responses			Number of Annual Responses	Hour Burden Per Response	Total Hour Burden	Total Annual Hour Burden Cost
	Year 1	Year 2	Year 3	a	b	c = a × b	d = c × $42.16
STA Applications for New Candidates	13,247	13,247	13,247	13,247	0.50	6,624	$279,268
Applications for STA Renewals	4,856	4,856	4,856	4,856		2,428	$102,364
Total				**18,103**		**9,052**	**$381,632**

Flight Training Providers' Burden

Flight training providers must notify TSA of a candidate's proposed and actual training events, designate security coordinators as well as provide up-to-date contact information, and maintain employee security awareness training records.

[14] The compensation load factor is calculated by dividing the average $36.65 total hourly compensation for transportation and material moving occupations by the average $25.06 hourly wages and salary rate. Bureau Labor Statistics. (March 20, 2026). "Table 2: Employer Costs for Employee Compensation for Civilian Workers by Occupational and Industry Group, Transportation and Material Moving Occupations [December 2025]." Employer Costs for Employee Compensation. Accessed on May 28, 2026 from https://www.bls.gov/news.release/archives/ecec_03202026.htm.

[15] Hourly compensation rate for flight training candidates = $28.81 × 1.462 = $42.16.

TSA uses multiple compensation rates, based on provider type, to estimate the hour burden costs for flight training providers as a result of the subsequent information collection activities covered under this collection. CFIs, by definition, are pilots, flight instructors, and ground instructors that are certificated under 14 CFR part 61. TSA assumes that these providers are sole proprietors. Furthermore, Flying Clubs are interpreted as providers where multiple individual instructors certificated under 14 CFR part 61 operate as a flying group. As a result, TSA assumes these providers tend to be relatively smaller and may not have dedicated staff in the same capacity as compared to a larger provider. For both CFIs and Flying Club providers, TSA exclusively utilizes a provider's employee compensation rate (*see* Table 5) for all information collection activities. For 'large' flight school providers which include Air Carriers under 14 CFR part 121, Pilot Schools under 14 CFR part 141, and Training Centers under 14 CFR part 142, TSA assumes these providers may have dedicated staff with different roles and responsibilities. TSA utilizes three compensation rates, dependent on the collection activity, including one for management, one for provider employees, and one for administrative assistants. TSA describes each compensation rate in greater detail in the section they first appear below.

Training Event Notification

TSA's regulations require that each flight training provider notify TSA, through the FTSP portal, of all proposed and actual flight training events scheduled by a candidate, without regard to whether that training is intended to result in certification. *See* 49 CFR 1552.51. As discussed in 1552.51(b), each flight training event notification must include the candidate's name, the rating(s) that the candidate could receive upon completion of the flight training, for recurrent training the type rating for which recurrent training is required, the estimated start and end dates of the flight training and the locations where the flight training is anticipated to occur. Furthermore, as explained in 1552.51(d), flight training providers must take a photograph of the candidate and upload it to the FTSP portal when the candidate arrives for training. Lastly, under 1552.51(g), each flight training provider must update on the FTSP portal the actual start and end dates, actual training locations, and notification if training was not completed for each event. As all information for each candidate flight training event will be directly entered into the FTSP portal, providers are not required to maintain separate candidate training event records.

TSA SMEs estimate it takes approximately 9.5 minutes (0.1583 hours) for flight training providers to submit all supporting information for each training event, including candidate photographs, as well as any subsequent updates to information post training. Based on FTSP internal program data for 2023 through 2025, TSA estimates CFI providers will submit an average of 388 flight training event notifications to TSA, per year, on behalf of candidates. TSA multiplies the number of training event notifications (388) by the 0.1583-hour burden to estimate an average annual hour burden of 61 hours.

Next, TSA calculates a $106,075 annual salary for employees of flight training providers using a weighted average of three educational occupational categories related to flight training from the Bureau of Labor Statistics (BLS): commercial pilots (SOC 532012) in Educational Services – Privately Owned (NAICS 611005), Colleges, Universities, and

Professional Schools (NAICS 611300), and Technical and Trade Schools (NAICS 611500).[16] Table 5 presents a summary of the NAICS codes, as well as the corresponding number of employees and annual wage.

Table 5: Weighted Annual Salary for Flight Training Provider Employees (Unloaded)

NAICS Code	Occupation	Number of Employees	Annual Wage
Educational Services, Privately Owned (611005)	Commercial Pilots (53-2012)	6,150	$106,380
Colleges, Universities, and Professional Schools (611300)		280	$127,550
Technical and Trade Schools (611500)		6,010	$104,760
Weighted Annual Salary			**$106,074**

The weighted annual salary of $106,075 is then divided by 2,080 annual working hours to calculate an unloaded wage rate of $51.00. This hourly wage rate is then multiplied by the load factor of 1.462 used above to estimate a loaded hourly wage rate of $74.56 ($51.00 × 1.462**)**. TSA uses the $74.56 hourly compensation rate for provider employees to calculate the hour burden cost of training event notifications for CFI providers. The resulting total annual hour burden cost due to training event notifications is $4,548 (61 hours × $74.56).

Leveraging the same internal program data, TSA estimates Flying Club providers will submit an average of 3,095 flight training event notifications to TSA, per year, on behalf of candidates. TSA multiplies the number of training event notifications (3,095) by the same 0.1583-hour burden to estimate an average annual hour burden of 490 hours. Next, TSA uses the same $74.56 hourly compensation rate to calculate the hour burden cost of training event notifications for flying club providers. The resulting total annual hour burden cost due to training event notifications is $36,534 (490 hours × $74.56).

Lastly, TSA estimates that 'large' flight training providers will submit an average of 34,921 flight training event notification to TSA, per year, on behalf of candidates. TSA multiplies the number of training event notifications for large providers (34,921) by the 0.1583-hour burden to estimate an average annual hour burden of 5,528 hours. Next, TSA assumes that

[16] $106,074.84 annual salary for provider employee = ($106,380 educational services – privately owned annual mean wage × 6,150 educational services – privately owned employees) + ($127,550 colleges, universities, and professional school annual mean wage × 280 college, universities, and professional school employees) + ($104,760 technical and trade schools annual mean wage × 6,010 technical and trade school employees) ÷ (6,150 + 280 + 6,010 employees). BLS. May 2025. Occupational Employment and Wage Statistics Query System. Accessed May 26, 2026 from https://data.bls.gov/oes/#/home. TSA uses the Occupational Employment and Wage Statistics query to determine the annual salary. To use the query system: (1) select 'National' under 'Select one or more States'; (2) select 'Statewide' under 'Select one or more Areas'; (3) search for 'NAICS 61-1005 Educational Services, Privately Owned', 'NAICS 63-1300 Colleges, Universities, and Professional Schools, 'NAICS 61-1500 Technical and Trade Schools' under 'Select one or more Industries'; (4) search for 'SOC 53-2012 Commercial Pilots' under 'Select one or more Occupations'; (5) select ' employment' and 'Annual mean wage' under 'Select one or more Data Types'; and (6) select 'May 2025' under 'Select a Year'.

for large providers an employee will submit the training event notifications to TSA and uses the same $74.56 hourly compensation rate to calculate the hour burden cost of training event notifications for large flight training providers. The resulting total annual hour burden cost due to training event notifications is $412,168 (5,528 hours × $74.56).

Security Coordinator Designations

TSA requires each flight training provider to designate and use a primary security coordinator. *See* 49 CFR 1552.9. For the primary security coordinator, and alternate security coordinator(s) as applicable, each flight training provider must provide the name, title(s), phone number(s) and email address(es) to TSA via the FTSP portal. TSA assumes CFIs are self-employed and are expected to designate themselves or one security coordinator. On the other hand, TSA assumes Flying Clubs and Large Flight Schools to designate, on average, two security coordinators. Since all existing providers have already designated a security coordinator, TSA assumes that new designations will occur only when a new security coordinator is named for an existing provider or when a new provider enters the industry.

To estimate the number of security coordinator designations, TSA first estimates the number of new flight training providers by provider type. For CFIs, TSA multiplies the current population of approximately 11,904 providers by the 3.76 percent CFI provider growth rate discussed above to estimate 448 new CFI providers as a result of industry growth in Year 1.[17] In Years 2 and 3, TSA multiplies the total population in the preceding year by the same CFI provider growth rate to estimate 464 and 482 new providers, respectively. Next, TSA estimates turnover by multiplying the number of providers in the preceding year by a 8.29 percent CFI turnover rate.[18] This estimate results in 987 CFI providers as a result of turnover in Year 1, 1,024 CFI providers in Year 2, and 1,062 CFI providers in Year 3.[19] To estimate the total number of new security coordinator designations for CFIs, TSA sums the number of CFIs as a result of growth and turnover in each year which results in 1,435 security coordinator submission in Year 1, 1,488 in Year 2, and 1,544 in Year 3.

Next, TSA sums the number of designations for CFIs over 3 years and divides by three to estimate an annual average of approximately 1,489 designations. TSA then multiplies the number of security coordinator designations for CFI providers (1,489) by the 0.25-hour burden to estimate an average annual hour burden of 372 hours. Next, TSA uses the same $74.56 hourly compensation rate discussed above to calculate an hour burden cost to designate security coordinators for CFI providers of $27,736 (372 hours × $74.56).

For Flying Club providers, TSA first multiplies the current population of approximately 4,857 providers by the same 3.76 percent flying club growth rate to estimate 183 new flying club providers in Year 1. In Years 2 and 3, TSA multiples the total population in the preceding year by the same flying club provider growth rate to estimate 190 and 197 new

[17] 448 new CFI providers in Year 1 = 11,904 initial CFI providers × 3.76 percent CFI growth rate.
[18] TSA uses historical Dun and Bradstreet reporting for flight training establishments (NAICS 611512) by legal status. Specifically, TSA looks at the number of active sole proprietors between years 2013 and 2020. 8.29 percent turnover rate = -147 alien CFI provider exits in year 1 ÷ (1,585 alien CFI provider population in year 1 + 188 new CFIs in year 1). The 8.29 percent is the same for subsequent years.
[19] 987 CFI providers due to turnover in Year 1 = 11,904 initial CFI providers × 8.29 percent CFI turnover rate.

providers, respectively. In each of the 3 years, TSA multiplies the number of new providers identified by two security coordinator designations. This calculation results in a total of 366 security coordinator designations in Year 1 as a result of new providers, 380 designations in Year 2, and 394 designations in Year 3. In addition to the new designations for new providers, TSA also accounts for new designations resulting from employee turnover at existing providers. To estimate the number of designations due to turnover, TSA multiplies the number of providers in the preceding year by two security coordinators and then by an 11 percent employee turnover rate.[20] This estimate results in 1,069 designations for existing providers in Year 1, 1,109 designations in Year 2, and 1,151 in Year 3.[21] Lastly, TSA sums the total number of new designations, for both new and existing providers, to estimate 1,435 designations in Year 1, 1,489 designations in Year 2, and 1,545 designations in Year 3. Dividing the sum of these figures by three results in an annual average of approximately 1,490 designations.

TSA then multiplies the number of security coordinator designations for Flying Club providers (1,490) by the 0.25-hour burden to estimate an average annual hour burden of 373 hours. Next, TSA uses the same $74.56 hourly compensation rate to calculate an hour burden cost to designate security coordinators for Flying Club providers of $27,811 (373 hours × $74.56).

For large flight training providers, TSA first multiplies the current population of approximately 518 providers by the 2.75 percent growth rate for large providers discussed above to estimate 14 new providers in Year 1.[22] In Years 2 and 3, TSA multiplies the total population in the preceding year by the same large provider growth rate to estimate 15 and 15 new providers, respectively. In each of the 3 years, TSA multiplies the number of new providers identified by two security coordinator designations. This calculation results in a total of 28 security coordinator designations in Year 1 as a result of new providers, 30 designations in both Years 2 and 3. In addition to the new designations for new providers, TSA also accounts for new designations as a result of turnover for existing providers. To estimate the number of designations due to turnover, TSA multiples the number of providers in the preceding year by two security coordinators and by the 11 percent employee turnover rate.[23] This estimate results in 114 designations for existing providers in Year 1, 117

[20] TSA uses code 53-2011 for airline pilots, copilots, and flight engineers to calculate the flying club and large providers' employee turnover rate. U.S. BLS. (August 28, 2025). "Table 1.10: Occupational Separations and Openings, Projected 2024-34". Employment Projections Program. Accessed June 3, 2026 from https://www.bls.gov/emp/tables/occupational-separations-and-openings.htm.

[21] In Year 1, TSA estimates 1,069 new designations for existing providers by multiplying the 4,857 initial provider population (Year 0) by two security coordinators which results in 9,715 security coordinators, and then multiplying the 9,715 by the 11 percent turnover rate. In Year 2, TSA estimates 1,109 new designations for existing providers by multiplying the Year 1 population of 5,040 providers (4,857 initial population + 183 new flying club providers in Year 1) by two security coordinators which results in 10,080 security coordinators, and then multiplying the 10,080 by the 11 percent turnover rate. Lastly, in Year 3, TSA estimates 1,151 new designations for existing providers by multiplying the Year 2 population of 5,230 providers (5,040 providers in Year 1 + 190 new providers in Year 2) by two security coordinators which results in 10,459 security coordinators, and then multiplying the 10,459 by the 11 percent turnover rate.

[22] 14 new large flight training providers in Year 1 = 518 large flight training providers × 2.75 percent.

[23] *See* supra note 25.

designations in Year 2, and 120 in Year 3.[24] Lastly, TSA sums the total number of new designations, for both new and existing providers, to estimate 142 designations in Year 1, 147 designations in Year 2, and 150 designations in Year 3. Dividing the sum by three results in an annual average of approximately 146 designations.

TSA multiplies the number of security coordinator designations for large providers (146) by the 0.25-hour burden to estimate an average annual hour burden of 37 hours. For large providers, TSA assumes that managers will submit security coordinator designations to TSA. TSA also assumes that managers for large flight training providers are likely commercial pilots; therefore, TSA uses the annual mean salary for commercial pilots (SOC 532012) in the Management of Companies and Enterprises (NAICS 551100). The annual commercial pilot salary is $181,750. Dividing $181,750 by 2,080 annual work hours results in an unloaded hourly wage of $87.38. Multiplying $87.38 by the previously discussed compensation factor of 1.462 results in a fully loaded hourly wage of $127.75.[25] TSA multiplies the $127.75 compensation rate for large providers by the security coordinator average annual hour burden of 37 hours to calculate the total hour burden for large providers to designate security coordinators of $4,727 (37 hours × $127.75).

Updated Contact Information for Security Coordinators

TSA also requires that once a flight training provider has notified TSA of the contact information for the designated security coordinator, and alternate security coordinator(s) as appliable, the provider must notify TSA of any changes to their contact information. *See* 49

[24] In Year 1, TSA estimates 114 new designations for existing providers by multiplying the 518 initial provider population (Year 0) by two security coordinators which results in 1,036 security coordinators, and then multiplying the 1,036 by the 11 percent turnover rate. In Year 2, TSA estimates 117 new designations for existing providers by multiplying the Year 1 population of 532 providers (518 initial population + 14 new large providers in Year 1) by two security coordinators which results in 1,064 security coordinators, and then multiplying the 1,064 by the 11 percent turnover rate. Lastly, in Year 3, TSA estimates 120 new designations for existing providers by multiplying the Year 2 population of 547 providers (532 providers in Year 1 + 15 new providers in Year 2) by two security coordinators which results in 1,093 security coordinators, and then multiplying the 1,093 by the 11 percent turnover rate.

[25] $127.75 large provider compensation rate = $87.38 unloaded hourly wage rate × 1.462 Compensation Factor. BLS. May 2025. Occupational Employment and Wage Statistics Query System. Accessed May 26, 2026 from https://data.bls.gov/oes/#/home. TSA uses the Occupational Employment and Wage Statistics query to determine the annual salary. To use the query system: (1) select 'National' under 'Select one or more States'; (2) select 'Statewide' under 'Select one or more Areas'; (3) search for 'NAICS 55-1100 Management of Companies and Enterprises' under 'Select one or more Industries'; (4) search for 'SOC 53-2012 Commercial Pilots' under 'Select one or more Occupations'; (5) select ' Annual mean wage' under 'Select one or more Data Types'; and (6) select 'May 2025' under 'Select a Year'. TSA assumes that managers for large providers are commercial pilots. TSA then divides the $181,750.00 annual management wage by 2,080 annual working hours to calculate an unloaded wage rate of $87.38 for management of large providers. Lastly, TSA multiplies the $87.38 unloaded wage rate by the same 1.462 compensation rate to calculate a compensation rate of $127.75.

CFR 1552.9(b) TSA estimates each designation and contact information update takes, on average, approximately 5.4 minutes (0.0900 hours).[26]

For CFIs, TSA leverages the number of providers over the 3-year collection period presented in Table 2 (12,352 in Year 1, 12,816 in Year 2, and 13,298 in Year 3) to estimate the annual number of security coordinators. TSA multiplies the annual number of CFI providers by one security coordinator. To estimate the annual number of individuals who change their contact information, TSA applies the national mobility rate of 9.06 percent to the annual total number of security coordinators.[27] This estimate results in 1,119 security coordinators that will update their information in Year 1, 1,161 in Year 2, and 1,205 in Year 3. TSA sums the number of updates over the 3-year collection period and divides by three to estimate an annual average of approximately 1,162 contact information updates.

TSA multiplies the total number of responses (1,162) by the 0.0900-hour time burden to calculate an annual burden of 105 hours. Next, TSA uses the $74.56 provider employee hourly compensation rate to calculate an hour burden cost to update contact information for CFI providers of $7,829 (105 hours × $74.56).

For Flying Club providers, TSA leverages the number of providers over the 3-year collection period presented in Table 2 (5,040 in Year 1, 5,230 in Year 2, 5,426 in Year 3) to estimate the annual number of security coordinators. TSA multiplies the annual number of providers by two security coordinators. This results in 10,080 security coordinators in Year 1, 10,460 security coordinators in Year 2, 10,854 security coordinators in Year 3. To estimate the annual number of individuals who change their contact information, TSA applies the same national mobility rate of 9.06 percent to the annual total number of security coordinators. This results in 913 security coordinators that will update their information in Year 1, 948 in Year 2, and 983 in Year 3. TSA sums the number of designations over the 3-year collection period and divides by three to estimate an annual average of approximately 948 contact information updates.

---

[26] Based on historical program data for other vetting populations (e.g., TWIC, HME, etc.), which TSA uses as a proxy for FTSP Security Coordinators, the percentages of individuals who update their contact information by phone, email, or a letter sent via the U.S. Postal Service is 80 percent, 15 percent, and 5 percent, respectively. TSA SMEs estimate that the duration of an average phone call ranges from 3 minutes to 8 minutes with a primary of 5.5 minutes and that it takes on average 5 minutes to send an email or a letter via the U.S. Postal Service. TSA then calculates a weighted average contact information update time of 5.4 minutes (0.0900 hours) by phone, email, or letter. 5.4 minutes weighted average contact information update time = (5.5 minutes to call × 80%) + (5 minutes to send an email × 15%) + (5 minutes to send a letter × 5%).

[27] U.S. Census Bureau. (December 2024). "Table 2: General Mobility in the Past Year of Person at Least 16 Years Old, by Labor Force Status, and by Sex, Race and Hispanic Origin, and Region: 2023." Geographic Mobility. Retrieved June 4, 2026 from https://www.census.gov/data/tables/2023/demo/geographic-mobility/cps-2023.html. TSA divides the total employed civilian population by the total movers for employed civilian. (9.06 percent national mobility rate = 160,206 total employed civilian ÷ 14,515 total movers for employed civilian.

For this population, TSA multiplies the total number of responses (948) by the 0.0900-hour time burden to calculate an annual burden of 85 hours. Next, TSA uses the $74.56 provider employee hourly compensation rate discussed above to calculate an hour burden cost to update contact information for Flying Club providers of $6,338 (85 hours × $74.56).

For large providers, TSA leverages the number of providers over the 3-year collection period presented in Table 2 (532 in Year 1, 547 in Year 2, and 562 in Year 3) to estimate the annual number of security coordinators for large providers. TSA multiplies the annual number of providers by two security coordinators. This estimate results in 1,064 security coordinators in Year 1, 1,094 security coordinators in Year 2, 1,124 security coordinators in Year 3. To estimate the annual number of individuals who change their contact information, TSA applies the same national mobility rate of 9.06 percent to the annual total number of security coordinators. This formula results in 96 security coordinators that will update their information in Year 1, 99 in Year 2, and 102 in Year 3. TSA sums the number of designations over the 3-year collection period and divides by three to estimate an annual average of approximately 99 contact information updates.

For this population, TSA multiplies the total number of responses (99) by the 0.0900-hour time burden to calculate an annual burden of 9 hours. Next, for large providers, TSA assumes that provider employees will submit updated contact information for security coordinators to TSA and uses the $74.56 provider employee hourly compensation rate to calculate an hour burden cost to update contact information for large providers of $671 (9 hours × $74.56).

Recordkeeping

TSA requires flight training providers that are required to provide security awareness training under 1552.13 to retain security awareness training records for each employee required to receive training. *See* 49 CFR 1552.15(b) TSA estimates the total number of training records by totaling the number of records for employees completing initial training under 49 CFR 1552.13(b) and refresher training under 49 CFR 1552.13(c). All flight training providers must ensure that each employee receives refresher security awareness training at least every 2 years. TSA estimates it takes all flight training providers, on average, 1 minute (0.0167 hours) to electronically file their employee security awareness training records.

For CFIs, as previously noted, TSA assumes these providers are sole proprietors and therefore assumes that the number of providers is equivalent to the number of employees that would undergo security awareness training. TSA assumes the initial "existing" population of 11,904 CFI employees have undergone security awareness training prior to the start of this PRA collection and assumes a uniform distribution of refresher security awareness training in Year 1 and Year 2. As part of the uniform distribution, TSA also accounts for turnover by applying the previously discussed 8.29 percent CFI employee turnover rate to this population over the next 3 years. TSA uses half of the existing population to estimate refresher security

awareness training in Year 1 which equates to 5,952 security awareness training records.[28] For Year 2, TSA applies the 8.29 percent CFI turnover rate which results in 5,459 security awareness training records.[29] For Year 3, TSA applies the 8.29 percent turnover rate over 2 years which results in 5,006 security awareness training records.[30]

For new CFI providers, as a result of growth and turnover, TSA leverages the number of new providers as a result of both growth and turnover as presented in the earlier section. In Year 1, TSA estimates 1,435 new providers or 1,435 security awareness training records and in Year 2, estimates 1,488 new providers or 1,488 security awareness training records. In Year 3, TSA estimates 2,751 security awareness training records as a result of 1,544 new providers (1,544 security awareness training records) and the 1,207 security awareness training records for refresher training from those that completed the initial training in Year 1.[31]

TSA sums the number of security awareness training records for CFI providers for both current employees and employees as a result of growth and turnover to estimate a total of 7,387 records in Year 1, 6,947 records in Year 2, and 7,757 records in Year 3. This formula results in 22,091 security awareness training records over 3 years. Table 6 presents a summary of the security awareness training records for CFI providers.

Table 6: Summary of Security Awareness Training Records for Current and New Employees of CFI Providers

Year	Current "Existing" Employees	Employees From Growth and Turnover	Total
	a = (11,904 ÷ 2) × (1-8.29%)$^{(Year\ -1)}$	**b**	**c = a + b**
1	5,952	1,435	7,387
2	5,459	1,488	6,947
3	5,006	2,751	7,757
Total			**22,091**

Next, TSA divides the 3-year total by three to calculate an annual average of 7,364 employee security awareness training records. As stated above, TSA estimates it would take all flight

[28] TSA divides the 11,904 existing CFI employees by two to calculate a uniform distribution of refresher training over 2 years which results in 5,952 employees undergoing refresher training in Year 1 and Year 2. 5,952 = 11,904 existing CFI employees ÷ 2 years. Turnover is not applied to Year 1 as it is assumed to be captured within the existing CFI employee estimate.

[29] 5,459 security awareness training records for existing CFIs in Year 2 = (11,904 existing CFI employees × 0.5) × $(1 - 8.29\%)^1$.

[30] 5,006 security awareness training records for existing CFIs in Year 3 = (11,904 existing CFI employees × 0.5) × $(1 - 8.29\%)^2$.

[31] 2,751 security awareness training records for new CFIs in Year 3 = (1,544 new CFI providers due to growth and turnover in Year 3 + 1,207 refresher security awareness training records for the CFI employees that underwent initial training in Year 1). 1,207 refresher security awareness training records = 1,435 security awareness trainings in Year 1 × $(1 - 8.29\%)^2$.

training providers 1 minute (0.0167 hours) to electronically file their employee security awareness training records. TSA multiples the estimated 7,364 annual security awareness training records by the 0.0167 hour burden to estimate an annual burden of 123 hours (7,364 records × 0.0167).

For CFI providers, TSA assumes these entities do not have dedicated staff to perform administrative tasks and therefore uses the same provider employee compensation rate of $74.56 discussed above. Next, TSA multiplies the annual burden of 123 hours by the $74.56 compensation rate to estimate an annual cost of $9,171 for recordkeeping for CFI providers (123 hours × $74.56).

For Flying Club providers, TSA SME estimate there are, on average, three employees per provider. TSA estimates the initial number of employees by multiplying the 4,857 initial flying club provider population by three employees per club, resulting in 14,571 employees that would undergo security awareness training. TSA assumes the initial "existing" population of 14,571 flying club employees have undergone security awareness training prior to the start of this PRA collection. As a result, TSA assumes a uniform distribution of refresher security awareness training in Year 1 and Year 2. As part of the uniform distribution, TSA accounts for turnover by applying the 11 percent flying club employee turnover rate to this population over the next 3 years. TSA uses half of the existing population to estimate refresher security awareness training in Year 1 which equates to 7,286 security awareness training records.[32] For Year 2, TSA applies the 11 percent flying club turnover rate which results in 6,485 security awareness training records.[33] For Year 3, TSA applies the 11 percent turnover rate over 2 years which results in 5,771 security awareness training records.[34]

For new Flying Club employees, as a result of growth and turnover, TSA calculates growth and turnover for flying club employees over the 3-year collection period. In Year 1, TSA grows the initial employee population of 14,571 by one plus the 3.76 percent employee growth rate. This results in 548 new employees and a cumulative total of 15,119 employees. These same steps are repeated in Years 2 (568 new and 15,687 total) and 3 (590 new and 16,277 total). For turnover, TSA takes the total number of employees in the preceding year and multiplies it by the 11 percent employee turnover rate. This results in 1,603 employees due to turnover in Year 1, 1,663 employees in Year 2, and 1,726 employees in Year 3. TSA sums the growth and turnover to estimate 2,151 new employees in Year 1, 2,231 in Year 2, and 2,316 in Year 3. In Year 3, TSA also accounts for the new employees that underwent

[32] TSA divides the 14,571 existing flying club employees by two to calculate a uniform distribution of refresher training over 2 years which results in 7,286 employees undergoing refresher training in Year 1 and Year 2. 7,286 = 14,571 existing flying club employees ÷ 2 years. Turnover is not applied to Year 1 as it is assumed to be captured within the existing flying club employee estimate.

[33] 6,485 security awareness training records for existing flying clubs in Year 2 = (14,571 existing club employees × 0.5) × $(1 - 11.00\%)^1$.

[34] 5,771 security awareness training records for existing flying clubs in Year 3 = (14,571 existing club employees × 0.5) × $(1 - 11.00\%)^2$.

their initial security awareness training in Year 1 and would undergo their refresher security awareness training in Year 3, resulting in a total of 4,020 security awareness training records.[35]

TSA sums the number of security awareness training records for Flying Club providers for both current employees and employees as a result of growth and turnover to estimate a total of 9,437 records in Year 1, 8,716 records in Year 2, and 9,791 records in Year 3. This results in 27,944 security awareness training records over three years. Table 7 presents a summary of the security awareness training records for Flying Club providers.

Table 7: Summary of Security Awareness Training Records for Current and New Employees of Flying Club Providers

Year	Current "Existing" Employees	Employees From Growth and Turnover	Total
	a = (14,571 ÷ 2) × (1-11.00%)$^{(Year\ -1)}$	**b**	**c = a + b**
1	7,286	2,151	9,437
2	6,485	2,231	8,716
3	5,771	4,020	9,791
Total			**27,944**

Next, TSA divides the 3-year total by three to calculate an annual average of 9,315 employee security awareness training records. As stated above, TSA estimates it would take all flight training providers 1 minute (0.0167 hours) to electronically file their employee security awareness training records. TSA multiples the estimated 9,315 annual security awareness training records by the 0.0167 hour burden to estimate an annual burden of 156 hours (9,315 records × 0.0167).

For Flying Clubs, TSA also assumes these entities do not have dedicated staff to perform administrative tasks and therefore uses the same provider employee compensation rate of $74.56 discussed above. Next, TSA multiplies the annual burden of 156 hours by the $74.56 compensation rate to estimate an annual cost of $11,631 for recordkeeping for flying club providers (156 hours × $74.56).

For large providers, TSA uses data from the Economic Census to estimate there are approximately 21.20 employees, on average, per large flight training provider.[36] TSA

[35] 4,020 security awareness training records for new Flying Club providers in Year 3 = (2,316 new Flying Club providers due to growth and turnover in Year 3 + 1,704 refresher security awareness training records for Flying Club employees that underwent initial training in Year 1). 1,704 refresher security awareness training records = 2,151 security awareness trainings in Year 1 × $(1 - 11\%)^2$.

[36] TSA estimates 21.20 employees per large flight training provider by dividing the 1,201 flight training establishments in NAICS 611512 by the 25,464 employees for those establishments (21.20 = 1,201 ÷ 25,464). *See* U.S. Census Bureau. (2024). All Sectors: Summary Statistics for the U.S., States, and Selected Geographies: 2022.

estimates the initial number of employees by multiplying 518 initial large provider population by 21.20 employees per provider which results in 10,982 employees that would undergo security awareness training. TSA assumes the initial "existing" population of 10,982 large provider employees have undergone security awareness training prior to the start of this collection. Therefore, similar to above, TSA applies a uniform distribution of refresher security awareness training for Years 1 and 2. As part of the uniform distribution, TSA also accounts for turnover by applying the 11 percent large provider employee turnover rate to this population over the next 3 years. TSA uses half of the existing population to estimate refresher security awareness training in Year 1, which equates to 5,491 security awareness training records.[37] For Year 2, TSA applies the 11 percent large provider employee turnover rate which results in 4,887 security awareness training records.[38] For Year 3, the 11 percent turnover rate is applied over 2 years which results in 4,349 security awareness training records.[39]

For new large provider employees, as a result of growth and turnover, TSA calculates growth and turnover for employees over the 3-year collection period. In Year 1, TSA grows the initial employee population of 10,982 by one plus the 3.76 percent employee growth rate. This results in 413 new employees and a cumulative total of 11,395 employees ((10,982 × (1 + 3.76%)). TSA repeats the same steps in Years 2 (428 new and 11,823 total) and 3 (445 new and 12,268 total). For turnover, TSA applies the 11 percent employee turnover rate to the total number of employees in the preceding year. This results in 1,208 employees due to turnover in Year 1, 1,253 employees in Year 2, and 1,301 employees in Year 3. TSA sums the growth and turnover values to estimate 1,621 new employees in Year 1, 1,681 in Year 2, and 1,746 in Year 3. In Year 3, TSA also accounts for the new employees that underwent their initial security awareness training in Year 1 and would undergo their refresher security awareness training in Year 3, resulting in a total of 3,030 security awareness training records.[40]

TSA sums the number of security awareness training records for large flight training providers for both current employees and employees as a result of growth and turnover to estimate a total of 7,112 records in Year 1, 6,568 records in Year 2, and 7,379 records in

---

Economic Census, ECN Core Statistics Summary Statistics for the U.S., States, and Selected Geographies: 2022, Table EC2200BASIC. Retrieved June 3, 2026 from https://data.census.gov/table/ECNBASIC2022.EC2200BASIC?q=EC2200BASIC:+All+Sectors:+Summary+Statistics+for+the+U.S.,+States,+and+Selected+Geographies:+2022&codeset=naics~611512:N0600.00:N0600.61&tableFilters=NAICS2022~VALUES(611512)&colSort=NAICS2022~asc.

[37] TSA divides the 10,982 existing large provider employees by two to calculate a uniform distribution of refresher training over 2 years which results in 5,491 large provider employees undergoing refresher training in Year 1 and Year 2. 5,491 = 10,982 existing large provider employees ÷ 2 years. Turnover is not applied to Year 1 as it is assumed to be captured within the existing large provider employee estimate.

[38] 4,887 security awareness training records for existing large providers in Year 2 = (10,982 existing large provider employees × 0.5) × $(1 – 11.00\%)^1$.

[39] 4,349 security awareness training records for existing large providers in Year 3 = (10,982 existing large provider employees × 0.5) × $(1 – 11.00\%)^2$.

[40] 3,030 security awareness training records for new large providers in Year 3 = (1,744 new large providers due to growth and turnover in Year 3 + 1,284 refresher security awareness training records for large provider employees that underwent initial training in Year 1). 1,744 refresher security awareness training records = 1,621 security awareness trainings in Year 1 × $(1 – 11\%)^2$.

Year 3. This results in 21,059 security awareness training records over 3 years. Table 8 presents a summary of the security awareness training records for large providers.

Table 8: Summary of Security Awareness Training Records for Current and New Employees of Large Flight Training Providers

Year	Current "Existing" Employees	Employees From Growth and Turnover	Total
	a= (10,982 ÷ 2) × (1-11.00%)$^{(Year\ -1)}$	**b**	**c = a + b**
1	5,491	1,621	7,112
2	4,887	1,681	6,568
3	4,349	3,030	7,379
Total			**21,059**

Next, TSA divides the total number of records by 3 years to calculate an annual average of 7,020 employee security awareness training records. TSA estimates the same 1-minute (0.0167 hours) burden for large providers to electronically file their employee security awareness training records. TSA then multiplies the estimated 7,020 annual security awareness training records by the 0.0167 hour burden to estimate an annual burden of 117 hours (7,017 records × 0.0167 hours).

For large providers, TSA assumes dedicated administrative assistants will complete recordkeeping activities and uses the mean hourly wage rate of $35.73 for information and record clerks in Non-Scheduled Air Transportation (NAICS 481200).[41] Next, TSA multiples the annual burden of 117 hours by the $35.73 administrative assistant compensation rate to estimate an annual cost of $4,180 for recordkeeping for large providers (117 hours × $35.73).

Table 9 summarizes the burden to flight training providers.

[41] $35.73 Large Provider Administrative Compensation Rate = $24.44 Unloaded Hourly Wage Rate × 1.462 Compensation Factor. TSA uses the hourly mean wage for information and records clerks (SOC 43-4000) in Non-Scheduled Air Transportation (NAICS 48-1200). BLS. May 2025. Occupational Employment and Wage Statistics Query System. Accessed May 26, 2026 from https://data.bls.gov/oes/#/home. TSA uses the Occupational Employment and Wage Statistics query to determine the hourly mean wage. To use the query system: (1) select 'National' under 'Select one or more States'; (2) select 'Statewide' under 'Select one or more Areas'; (3) search for 'NAICS 48-1200 Nonscheduled Air Transportation' under 'Select one or more Industries'; (4) search for 'SOC 43-4000 Information and Records Clerks' under 'Select one or more Occupations'; (5) select ' hourly mean wage' under 'Select one or more Data Types'; and (6) select 'May 2025' under 'Select a Year'.

Flight Training Security Program
OMB Control Number 1652-0021

Table 9. Hour Burden Cost to Flight Training Providers

Collection		Responses			Number of Annual Responses	Hour Burden per Response	Total Hour Burden	Compensation Rate	Total Annual Hour Burden Cost
		Year 1	Year 2	Year 3	a	b	c = a × b	d	e = c × d
Submit Training Event Notifications to TSA	CFIs	388	388	388	388	0.1583	61	$74.56	$4,548
	Flying Clubs	3,095	3,095	3,095	3,095		490		$36,534
	Large	34,921	34,921	34,921	34,921		5,528		$412,168
Security Coordinator Contact Information Update	CFIs	1,119	1,161	1,205	1,162	0.0900	105		$7,829
	Flying Clubs	913	948	983	948		85		$6,338
	Large	96	99	102	99		9		$671
Security Coordinator Submissions	CFIs	1,435	1,488	1,544	1,489	0.2500	372	$74.56	$27,736
	Flying Clubs	1,435	1,489	1,545	1,490		373		$27,811
	Large	142	147	150	146		37	$127.75	$4,727
Recordkeeping of Security Awareness Training	CFIs	7,387	6,947	7,757	7,364	0.0167	123	$74.56	$9,171
	Flying Clubs	9,437	8,716	9,791	9,315		156		$11,631
	Large	7,112	6,568	7,379	7,020		117	$35.73	$4,180
Total					**67,437**		**7,456**		**$553,344**

TSA sums the hour burdens for both flight training candidates (Table 4) and flight training providers (Table 9) to estimate a total annual hour burden of 16,508 hours and annual cost of $934,976.

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

Alien flight training candidates are required to pay an application fee of $140.00 to cover the cost of their STA, which may be valid for up to 5 years. TSA also designates a reduced fee of $125 for flight training candidates who hold a comparable STA issued by another Department of Homeland Security or TSA vetting program.[42] TSA estimates the percentage of candidates that will be eligible for a reduced STA by leveraging internal program data of fees collected in calendar year 2025. In 2025, approximately 2.55 percent of all flight training candidates that applied for an STA under the FTSP paid a reduced STA fee. TSA applies the 2.55 percent to the 18,103 annual number of candidates (presented in Q12) to estimate approximately 462 candidates eligible for a reduced fee annually. Next, TSA sums the annual cost for both the standard and reduced STA fee to estimate the annual cost burden for fees to be $2,527,490. Table 10 summarizes STA costs for flight training candidates.

Table 10. Fees and Other Annualized Costs

Activity	Annual Number of Candidates	Fee	Annual Cost
	a	**b**	**c = a x b**
Standard (Regular Processing) STA Fee	17,641	$140.00	$2,469,740
Reduced STA Fee *(for eligible candidates)*	462	$125.00	$57,750
Total	**18,103**		**$2,527,490**

In addition to STA fees, TSA acknowledges flight training candidates may incur travel related costs to travel to and from their fingerprinting appointment (e.g., commuting with a car (and associated costs), taking public transportation, or purchasing a plane ticket), which is necessary to complete their STA application and whose cost can vary widely.

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.

The fees associated with obtaining an STA represent the costs to TSA for providing all vetting-related services. Under 6 U.S.C. § 469, TSA is required to recover the cost of vetting services rendered through the collection of user fees. This includes the FTSP portal which is used by candidates to submit the information and fees necessary to initiate the STA as well as

[42] *See* 49 CFR 1552.37. A list of comparable STAs for reduced fee eligibility is posted on the FTSP portal.

by providers to confirm that a candidate is eligible for flight training. The vetting fees identified fulfill this statutory obligation.

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

TSA's revisions to this collection are as a result of adjustments, including updating wages to reflect more recent data, hour burdens estimates, and number of response estimates. For instance, based on the updated usability study for the STA application completed by flight training candidates, the hour burden has decreased from 0.75 hours to 0.50 hours as part of a more streamlined application. TSA has also captured the burdens associated with information collection for flight training notifications under flight training providers, rather than candidates, as this aligns with the CFR requirements for providers. In doing so, TSA also updated the hour burden to align with the processes outlined for providers. Lastly, TSA captured the burdens associated with the information collection activity of providing updated contact information for security coordinators, as required by the CFR, which was previously omitted in the last revision. No program related changes were made to the FTSP since the last revision.

As a result of these changes, the annual time burden has changed from the previous ICR submission, decreasing from 33,594 hours to 16,508 hours. The total annual hour burden cost has decreased from $1,473,110 to $934,976. In addition, the annualized capital and start-up costs have decreased from $2,706,212 to $2,527,490.

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 does 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 is not seeking such approval.

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 exceptions to the certification statement.