INFORMATION COLLECTION SUPPORTING STATEMENT

General Aviation Airport Threat and Vulnerability Assessment

B. Collection of Information Employing Statistical Methods

1. *Describe (including a numerical estimate) the potential respondent universe and any sampling or other respondent selection method to be used. Data on the number of entities (e.g., establishments, State and local government units, households, or persons) in the universe covered by the collection and in the corresponding sample are to be provided in tabular form for the universe as a whole and for each of the strata in the proposed sample. Indicate expected response rates for the collection as a whole. If the collection had been conducted previously, include the actual response rate achieved during the last collection.*

This collection of information targets approximately 3,000 general aviation (GA) airports that meet the following criteria: ~~The U.S. general aviation universe consists of approximately 19,000 airports. However the collection and use of this data will only apply to airports meeting the following criteria:~~

1) Runway length of at least 2,500 feet;
2) Proximity to major metropolitan areas and/or "high value targets" (e.g., nuclear power plants, etc.);
3) Proximity to standing Prohibited Areas, such as those around Camp David.

Approximately 3,000 general aviation airports meet the above criteria and all 3,000 airports are to be included in this data collection. The information gleaned from the survey will be used to gain an accurate and holistic overview of the actual security posture of large public-use GA airports throughout the United States. ~~as well as provide a the foundation for security enhancements (e.g., grant program/funding mechanism)~~ The assessment data will also provide necessary background information and context for the development of security measures/policies, with industry stakeholder input, that are reasonable and feasible to implement (e.g., feasibility for a future GA funding assistance mechanism as it becomes available to TSA).

TSA believes ~~Furthermore, our~~ GA stakeholders will respond to this survey based on their ~~were~~ encourag~~ementing~~ and support~~ive~~ of the survey ~~because~~during the design and selection of airports phase, in which they had input ~~they had an input designing and selecting the participating airports~~.

~~Thus, no sampling is required.~~ TSA has contracted with National Safe Skies Alliance (NSSA)—which is highly regarded by the aviation industry— to compile and analyze the requested data and provide TSA with a detailed report analy~~z~~ing all participant~~'s~~ responses and scores based on their identified airport vulnerabilities. Moreover, the report~~s~~ ranks and identifies to the TSA what ~~and~~ are the most critical airport vulnerabilities across the country. ~~The information gleaned from the survey will be used to gain an accurate and holistic overview of the actual security posture of~~

large public-use GA airports throughout the United States; as well as provide a the foundation for security enhancements (e.g.

2. *Describe the procedures for the collection of information including:*
   - *Statistical methodology for stratification and sample decision,*
   - *Estimation procedure,*
   - *Degree of accuracy needed for the purpose described in the justification,*
   - *Unusual problems requiring specialized sampling procedures, and*
   - *Any use of periodic (less frequent than annual) data collection cycles to reduce burden.*

Section 1617(k)(1) of the Implementing Recommendations of the 9/11 Commission Act of 2007 (Pub. L. 110-53, 121 Stat. 266, 488, Aug. 3, 2007) requires that the TSA Administrator develop a standardized threat and vulnerability assessment program for general aviation airports and implement a program to perform such assessments on a risk-management basis at general aviation airports. This assessment will measure the current status of general aviation airports across the country. The respondent universe is all of the approximately 3,000 large, public-use, general aviation airports that meet the above criteria listed in B-1. Thus no sampling or estimation procedures are required.

3. *Describe methods to maximize response rates and to deal with issues of non-response. The accuracy and reliability of information collected must be shown to be adequate for intended uses. For collection based on sampling, a special justification must be provided for any collection that will not yield "reliable" data that can be generalized to the universe studied.*

The methods to maximize response rates and to deal with issues of non-response are emails, letters, and postcards. In addition, TSA has will be partneringed with industry trade associations, to include, the American Association of Airport Executives (AAAE), National Air Transportation Association (NATA), and primarily the National Association of State Aviation Officials (NASAO) to promote the survey by visiting selected airports, sending emails, letters, and, postcards. to participating airports. . TSA has also entered into , and by leveraging a cooperative agreement with the National Safe Skies Alliance (NSSA). NASAO will be promoting the survey among its members.

4. *Describe any tests of procedures or methods to be undertaken. Testing is encouraged as an effective means of refining collections of information to minimize burden and improve utility. Tests must be approved if they call for answers to identical questions from 10 or more respondents. A proposed test or set of tests may be submitted for approval separately or in combination with the main collection of information*.

Tests of procedures or methods are not applicable.

5. *Provide the name and telephone number of individuals consulted on statistical aspects of the design and the name of the agency unit, contractor(s), grantee(s), or other person(s) who will actually collect and/or analyze the information for the agency.*

The contractor responsible for collecting, analyzing and reporting the data:

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