

Supporting Statement, Pilot/Operator Aircraft Accident/Incident Report 6120.1
March 2010, ICR Filing

1. Explain the circumstances that make this collection of information necessary.

Current Federal regulations require aircraft operators to notify the NTSB immediately of aviation accidents and certain incidents. 49 C.F.R. § 830.15. These regulations define an “accident” as an occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage. An “incident” is an occurrence other than an accident that affects or could affect the safety of operations. 49 C.F.R. § 830.2. The NTSB now proposes to add certain occurrences to the list of incidents in 49 C.F.R. § 830.5, in order to receive notification of aviation incidents that the NTSB has determined may affect aviation safety.

2. Indicate how, by whom, and for what purpose the information is to be used.

The information that the NTSB collects through the Aviation Accident/Incident Form will be used in investigating the probable cause of the accident or incident, or in collecting data to identify trends in aviation transportation that may affect safety. In addition, the NTSB may add the data to the NTSB Aviation Accident Database, where the NTSB has determined that it will conduct an investigation of the accident or incident. Information on the Aviation Accident Database is available for other Federal agencies, the aviation industry, and the general public to use for reference, aviation research, or evaluating safety in aviation transportation. The NTSB may also use the information in publishing accident rates or other statistical studies involving aviation. Furthermore, the NTSB uses the information to answer Federal and public inquiries on aviation safety.

3. Describe whether the collection of information involves the use of automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.

The NTSB is currently in the process of pilot-testing a web-based data entry method for the Accident/Incident Form. This method will assist the NTSB in compiling the data. At the present time, the NTSB does not use an automated method that is publicly available.

4. Describe efforts to identify duplication.

The NTSB regularly meets with Federal aviation safety agencies. The NTSB is unaware of any other agencies’ data collection efforts that use the same Aviation Accident/Incident Form.

5. If the collection of information impacts small business or other small entities, describe any methods used to minimize burden.

The collection of responses to this survey will not impact small businesses or other small entities.

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.*

The collection of information regarding aviation accidents and incidents is essential to the Board's fulfillment of its statutory mandate, to evaluate and improve aviation safety.

7. *Explain any special circumstances that would cause an information collection to be conducted in a manner that requires [frequent responses].*

None of the special circumstances apply to this data collection.

8. *Describe efforts to consult with persons outside the agency to obtain their views on the availability of data, frequency of data, clarity of instructions and recordkeeping, disclosure, reporting format, and on the data elements.*

The NTSB co-chairs and joint working group with the aviation industry and government, which is charged with improving aviation data collection. That group, the General Aviation Data Improvement Team (GADIT), includes participation from the aviation industry (aircraft and equipment manufacturers), associations (Aircraft Owners and Pilots Association and Helicopter Association International), and Federal agencies (the NTSB and the Federal Aviation Administration). This group devoted a series of meetings during 2002 and 2003 to consider aviation accident data, a subset of which is collected via the NTSB Aviation Accident/Incident Form (No. 6120.1). A GADIT report issued recommendations for improvement; the NTSB is working to evaluate and implement these recommendations.

9. *Explain any reason to provide payments or gifts to respondents.*

Respondents will receive no payments or gifts.

10. *Describe any assurance of confidentiality provided to the respondents and the basis for the assurance in agency policy.*

The NTSB will not provide any assurance of confidentiality concerning responses to this collection of information.

11. *Provide justification for any questions of a sensitive nature.*

The collection of information at issue will not solicit responses to any questions of a sensitive nature.

12. *Provide an estimate of the hourly burden of the collection of information.*

The questionnaire will be a one-time event for the respondents. The NTSB estimates that a maximum of 2,200 respondents will complete the form. The form can be completed in approximately 60 minutes, yielding a maximum of 2,200 hours for the respondents' hourly burden.

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

The collection of information at issue will not impose any hourly cost on any respondent.

14. Provide an estimate of the annual cost to the government.

The collection of information at issue will not impose any additional costs on the government outside of internal NTSB resources.

15. Explain reasons for program changes.

The collection of information at issue will not result in any program changes.

16. Outline plans for tabulation and publication.

The NTSB uses this collection of information in order to complete accident reports containing factual information on each accident and incident. The NTSB makes these factual reports available on its public Web site, via the Aviation Accident Database. In addition, at the end of each calendar year, the NTSB publishes annual accident rates in aviation using the data collection from the forms.

17. Explain reasons why the display of expiration date would be inappropriate.

Display of an expiration date would be appropriate.

18. Explain each exemption to the certification statement in item 19.

No exemption in accordance with item 19 of Form 83-I applies to this collection of information.