

**Department of Transportation  
Federal Aviation Administration**

**SUPPORTING STATEMENT  
National Flight Data Center (NFDC) Web Portal  
2120-XXXX**

**INTRODUCTION**

**This information collection is submitted to the Office of Management and Budget (OMB) to request an emergency approval for the information collection entitled “NFDC Aeronautical Data Collection Portal”.**

**Part A. Justification**

**1. Circumstances that make collection of information necessary.**

49 USC 40103, “Sovereignty and Use of Airspace,” authorizes and directs the FAA to develop plans and policy for the use of the navigable airspace. The National Flight Data Center (NFDC) is the authoritative government source for collecting, validating, storing, maintaining, and disseminating aeronautical data concerning the United States and its territories to support real-time aviation activities. The information collected ensures the safe and efficient navigation of the national airspace. The information collected is maintained in the National Airspace System Resources (NASR) database which serves as the official repository for NAS data and is provided to government, military, and private producers of aeronautical charts, publications, and flight management systems.

FAA Order 1100.332, Chapter 4, paragraph 2f oversees Mission Support Services activities in the following areas: airspace management and redesign, aeronautical information management, mapping, charting, planning, performance-based navigation, and instrument flight procedures.

This information collection supports the Department of Transportation’s strategic goal of safety.

NOTE: The Airport Data Change (ADC) form and the Aeronautical Chart Changes (ACC) form are currently available for use on the National Flight Data Center Web Portal at <https://nfdc.faa.gov/> without approval from the Office of Management and Budget, and will be reported in the annual Government-wide Information Collection Budget as a “violation” of the Paperwork Reduction Act (PRA). In the interest of maintaining current and accurate data for the National Airspace System (NAS), and to maintain the current level of safety and efficiency of the NAS, it is imperative that FAA continue collecting this information while full PRA approval is pending. As a result, the FAA has requested an Emergency Approval of this collection. In addition to the two forms already in use, the FAA is seeking approval of additional new information collection (the Instrument Landing System form and the Weather Data System form).

All of the associated forms and information collection mechanisms can be viewed as part of this information collection request package.

2. How, by whom, and for what purpose is the information used.

The data collected is provided to government, military, and private producers of aeronautical charts, publications, and flight management systems and details the physical description and operational status of all components of National Airspace System (NAS). This includes all Airport Metadata, NAVAID, ATC Communication for Air Route Traffic Control Centers (ARTCCs), Terminal Radar Approach Control Facilities (TRACON) and Flight Service Station (FSS) Facilities.

3. Extent of automated information collection.

100% of the data is collected electronically via the NFDC Web Portal at <https://nfdc.faa.gov/>. The collection of the information involves the use of automated forms that are completed and submitted electronically online, by an assortment of data providers. Once submitted, the data is validated, stored and disseminated.

4. Efforts to identify duplication.

There is no duplication. NFDC is designated as the single authoritative source within the FAA to collect, validate, store and disseminate aeronautical data.

5. Efforts to minimize the burden on small businesses.

The implementation of the NFDC web portal minimizes the burden on small entities by eliminating the need to fax or mail changes/updates to aeronautical data by permitting the information to be submitted electronically through the online portal.

6. Impact of less frequent collection of information.

The collection of aeronautical data is a continual process. By not having the capability to conduct the collection and subsequent publication of aeronautical data on a daily basis, the consequences of this function not being conducted directly relates to aviation safety throughout the entire NAS.

7. Special circumstances.

There are no special circumstances that would require this collection to be conducted in a manner inconsistent with the points presented in 5 CFR section 1320.5(d)(2)(i)(viii).

8. Compliance with 5 CFR 1320.8:

Not applicable at this time, this is an emergency clearance for an information collection request.

9. Payments or gifts to respondents.

No payments or gifts are provided to respondents.

10. Assurance of confidentiality:

No assurance of confidentiality is provided.

11. Justification for collection of sensitive information:

No sensitive information is collected.

12. Estimate of burden hours for information requested:

Aeronautical Data Change (ADC):

Total U.S. public civil airports: 5,173 respondents. NFDC receives approximately 2,998 ADC forms annually. Each form takes approximately 20 minutes to complete. Therefore the annual hourly burden is approximately 1,000 hours.

Aeronautical Chart Changes (ACC):

Total U.S. public civil airports: 5,173 respondents. NFDC receives approximately 796 ACC forms annually. Each form takes approximately 20 minutes to complete. Therefore the annual hourly burden is approximately 265 hours.

Instrument Landing System (ILS) Forms:

Total U.S. Privately Owned ILS Systems: 286. NFDC receives approximately 29 ILS Forms annually. Each form takes approximately 30 minutes to complete. Therefore the annual hourly burden is approximately 14.5 hours.

Total Non Federal Weather Systems: 1189. NFDC receives approximately 26 Weather Forms annually. Each form takes approximately 20 minutes to complete. Therefore the annual hourly burden is approximately 9 hours.

Total Annual Hours: 1,289 hours

13. Estimate of total annual costs to respondents.

There are no additional costs other than those described in question 12 above.

14. Estimate of cost to the Federal government.

ADC form: Total annually processed 2,998 x 12 minutes. Total: 600 hrs.

ACC form: Total processed annually 796 x 10 minutes. Total: 133 hrs.

ILS Form: Total annually processed 26 x 30 minutes. Total: 13 hrs.

Non Federal Weather System Form: Total annually processed 26 x 10 minutes. Total: 4 hrs.

Total annual cost to the Federal Government: Total hours for ADC, ACC, ILS, and Weather System Forms = 750 hrs. X \$57 per hr = \$42,750.00

15. Explanation of program changes or adjustments.

This collection is partly new and partly in use without an OMB control number, therefore it is considered a program change.

16. Publication of results of data collection.

NFDC collects the data received from the web portal forms (ADC & ACC) and this data is populated into the National Airspace System Resources (NASR) data base. In turn, NASR produces a daily output report called the National Flight Data Digest (NFDD). In addition to the daily output, NASR subscriber files are compiled each 56 day cycle and are disseminated to aeronautical users/stakeholders of the National Airspace System (NAS).

17. Approval for not displaying the expiration date of OMB approval.

NFDC is not seeking approval to not to display the expiration date.

18. Exceptions to certification statement.

There are no exceptions to the certification statement.