

**Department of Transportation
Federal Aviation Administration**

SUPPORTING STATEMENT

**Automatic Dependent Surveillance – Broadcast (ADS-B) Rebate Program
2120-XXXX**

INTRODUCTION

This information collection is submitted to the Office of Management and Budget (OMB) to request a three-year approval clearance for the information collection entitled, ADS-B Rebate Program.

Part A. Justification

1. Circumstances that make collection of information necessary.

On May 21, 2010, the FAA issued a final rule requiring Automatic Dependence Surveillance-Broadcast (ADS-B) Out avionics on aircraft operating in Classes A, B, and C, airspace as well as certain other classes of airspace within the National Airspace System (NAS) no later than January 1, 2020 (75 FR 30160). To meet this deadline for compliance, the FAA estimated that 160,000 general aviation aircraft would need to be equipped with ADS-B by January 1, 2020. In developing the final rule, the FAA assumed that these aircraft owners would begin equipping new aircraft with ADS-B equipment in 2012, and begin retrofitting the existing aircraft in 2013, to minimize costs associated with retrofitting outside of the aircraft's heavy maintenance cycle. In any given year, avionics installers are capable of completing approximately 35,000-45,000 installations. Thus, to balance demand for installations amongst all aircraft owners and the capacity of the avionics installers, beginning in 2013, approximately 23,000 general aviation aircraft would need to be equipped each year to ensure all aircraft are equipped by January 1, 2020. To date, only 18,000 general aviation aircraft have been equipped with ADS-B, well under the needed installations that must occur to ensure all aircraft that need to be equipped by 2020 actually are equipped.

Recent information received by the FAA indicates that owners of general aviation aircraft, who are particularly price sensitive, are likely to wait until the last minute, expecting prices to drop. Given the capacity of the avionics installers, this delay would overwhelm and frustrate the aviation system, leading to denial of access to ADS-B airspace, with resultant disruptions to economic activities associated with this decrease in operations.

To help ensure installations occur at a rate that the system can manage by the January 1, 2020, compliance date, the FAA is launching a rebate program to help defray costs associated with the equipment and installation for eligible general aviation aircraft. Through the ADS-B Rebate Program aircraft owners will be permitted to reserve a rebate, validate their installation, and then

claim their rebate through the ADS-B Rebate Program website.

The information described below must be collected for the FAA to issue the rebate:

- 1.) Eligibility Checklist – Aircraft Owner will validate that they are indeed eligible for the program. Eligibility is determined by the following:
 - U.S.-registered, fixed-wing single-engine piston aircraft first registered before 1-Jan-2016 (i.e., new aircraft produced after 1-Jan-2016 are not eligible); this eligibility will be determined via the FAA Civil Aircraft Registry
 - Intent to Install new permanent Technical Standard Order (TSO)-certified avionics in a single aircraft in compliance with applicable FAA regulations
 - The FAA has not paid or previously committed to upgrade the aircraft to comply with the ADS-B mandate.
- 2.) Rebate Reservation Form – Aircraft owners will provide their aircraft tail number, avionics equipment scheduled for install, planned installation date, and e-mail address.
- 3.) Validation of Installation – Once the aircraft owner installs the avionics, the aircraft will need to fly per the program rules. The collection of data from aircraft necessary for this validation of installation was accounted for in the previously approved PRA package for the ADS-B Out rulemaking.
- 4.) Rebate Claim – Aircraft owners will need to provide the aircraft number, Rebate Reservation Code, email address, and Incentive Code. The system will pull the following information from a copy of the publicly available information from the Civil Aviation Registry (CAR) based on the Aircraft Tail Number provided; Aircraft Owner Name, Aircraft Owner’s mailing address, and description of the aircraft. During the step, it is required that the information contained within this section is correct and meets the eligibility requirements of the program before continuing.

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

The data collected for the ADS-B Rebate Program will be used:

1. By the Air Traffic Organization lines of business to reserve a rebate for the aircraft owner who is eligible to receive a rebate through the ADS-B Rebate Program Website.
2. By the Air Traffic Organization lines of business to validate the installation of the avionics on the aircraft through the Public Compliance Monitor. The Compliance Monitor which is a National Airspace (NAS) safety application currently supports continued airworthiness and enforcement activities. The Compliance Monitor processes ADS-B surveillance data (aircraft position and avionics data), identifies ADS-B equipped aircraft operating below FAA performance requirements, and generates a list of non-compliant aircraft.
3. By the Air Traffic Organization lines of business to validate that the aircraft owner has completed all steps in the ADS-B Rebate Process and is eligible to claim the rebate.
4. By the Air Traffic Organization lines of business to process the rebate claim form and send the rebate to the registered aircraft owner.

The FAA needs to launch this program by June 2016 in order to capture the increase in general aviation activity typically seen during the summer.

3. Extent of automated information collection.

This data collection would be 100% electronic and automated for the user. The user will be able to register, validate the installation, and claim the rebate by entering information into the web based forms.

4. Efforts to identify duplication.

The FAA will use a combination of information already available and new information to administer the ADS-B Rebate Program. Specifically, the FAA will be utilizing the Civil Aircraft Registry (CAR) information already collected by the FAA. Information from the CAR will be used to validate eligible aircraft and used to send checks to the aircraft owner's address of record.

New information collected for this program includes the aircraft owner's e-mail address which is required to send the applicable Rebate Code and Incentive Code needed to claim the rebate once the avionics is installed. Other new information collected on the forms is necessary to determine eligibility to participate in the new ADS-B Rebate Program and to subsequently necessary to each step to claim the rebate.

The FAA will also utilize ADS-B data from the compliance monitor to validate the installation.

5. Efforts to minimize the burden on small businesses.

The FAA has made the effort to minimize the burden on any aircraft owner eligible for the program that chooses to participate by developing a streamlined web-based rebate program application that uses a combination of information already available to the FAA and only minimal additional input to participate. This includes small businesses or other small entities.

6. Impact of less frequent collection of information.

If this information is not collected, the ADS-B rebate program will not be able to implement the ADS-B Rebate Program (i.e., offer rebate reservations, validate installations, or offer aircraft owners the rebate).

7. Special circumstances.

There are no specific 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:

As required by the Paperwork Reduction Act of 1995, the FAA submitted a 60-Day notice for public comments, published in the Federal Register on June 8, 2016 (81FR36985). We received 3 comments. A comments matrix with the details has been submitted with the package.

9. Payments or gifts to respondents.

FAA is offering a monetary incentive in the amount of \$500 to help owners of less expensive general aviation aircraft who, because of equipment cost considerations, are delaying equipping with ADS-B Out avionics that are required no later than January 2020. The rebate will be available to incentivize equipage of 20,000 aircraft.

10. Assurance of confidentiality:

No assurance of confidentiality

11. Justification for collection of sensitive information:

No sensitive information is collected

12. Estimate of burden hours for information requested:

The ADS-B Rebate Program will offer up to 20,000 rebates. The Rebate Program will be available until all rebates have been issued or when the program concludes, whichever occurs first. The FAA assumes that all 20,000 rebates will be claimed within the one year program period and thus estimate the following burden per aircraft operator for the following steps:

- 1.) Eligibility Checklist & Rebate Reservation – Estimate up to 180 seconds (~0.05 hours)
 - ⇒ 3 minutes per user
 - ⇒ 20,000 users X (~0.05 hours) = 1,000 hours

- 2.) Rebate Checklist & Claim – Estimate up to 180- seconds (~0.05 hours)
 - ⇒ 3 minutes per user
 - ⇒ 20,000 users X (~0.05 hours) = 1,000 hours

Total estimate of burden hours for each user (individual aircraft owner) is approximately 6 minutes.

Total estimate of burden hours for 20,000 users (individual aircraft owners) is approximately 2,000 hours over the duration of the rebate program.

13. Estimate of total annual costs to respondents.

There are no additional costs other than those described in 14.

14. Estimate of cost to the Federal government.

Implementation (Program Management and Setup, SBS Compliance Monitor):	\$700,560
Operations (Program Management, Program Administration, System Maintenance):	\$489,061
Disposal:	\$246,038
Total:	\$1,435,659

15. Explanation of program changes or adjustments.

No changes or adjustments are requested.

16. Publication of results of data collection.

There will be no publication of user identifiable information, only metrics reporting Program status.

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

Not seeking approval to not display the expiration date.

18. Exceptions to certification statement.

There are no exceptions to the certification statement.