

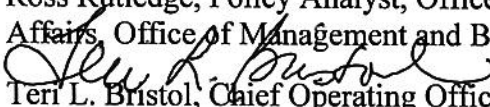


Federal Aviation Administration

Memorandum

Date: AUG 12 2016

To: Ross Rutledge, Policy Analyst, Office of Information and Regulatory
Affairs, Office of Management and Budget (OMB)

From: 
Teri L. Bristol, Chief Operating Officer, AJO-0

Subject: OMB Emergency Clearance for Information Collection Request:
Automatic Dependent Surveillance – Broadcast (ADS-B) Traffic
Information Services – Broadcast (TIS-B) and Flight Information
Services– Broadcast (FIS-B) Problem Report

Summary

The FAA seeks emergency clearance from the OMB to collect information from members of the public on the Equip ADS-B website to gather reports of suspected issues or problems related to Automatic Dependent Surveillance – Broadcast (ADS-B), Traffic Information Services-Broadcast (TIS-B) and Flight Information Services-Broadcast (FIS-B) services. Since FAA uses ADS-B services to ensure safety of flight, and the TIS-B and FIS-B pilot advisory services enhance safety for aircraft operators, it is urgent that FAA have a robust method in place to collect problem reports from users to ensure timely correction of any service deficiencies.

Background

On May 21, 2010, the FAA issued a final rule requiring 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) by January 1, 2020 (75 FR 30160). ADS-B is a core technology under Next Generation Air Transportation System (NextGen) that moves air traffic control (ATC) from a radar-based system to a satellite-based aircraft location system.

ADS-B delivers two different services: ADS-B Out and ADS-B In. ADS-B Out information is used by ATC to provide separation and traffic flow management services and by other aircraft equipped with ADS-B-In systems to enhance the safety of flight. ADS-B In capability enables aircraft cockpit avionics to display ADS-B, TIS-B, and FIS-B information. Equipping with the necessary ADS-B In avionics (receiver and display components) is voluntary for operators and is not required by the ADS-B rule. However, it provides pilots with better situational awareness, allowing pilots to maintain safe

distances from other aircraft and acquire important weather and aeronautical information. Improved situational awareness is a vast safety improvement for the general aviation community since they fly at lower altitudes and weather is often a critical safety factor. It has also been demonstrated that ADS-B has had positive impact on reducing fatal accidents for ADS-B equipped aircraft and improving life-saving search-and-rescue operations.

The FAA has deployed ADS-B ground infrastructure and air traffic control facilities across the nation and is currently using ADS-B to provide separation services to equipped aircraft. Some pilots rely on ADS-B-In systems ingesting ADS-B, TIS-B and FIS-B information to obtain critical safety of flight information and enhanced situational awareness during their flights. The FAA had received numerous comments and emails in the past regarding the process for reporting ADS-B, TIS-B and FIS-B issues. To address this concern, the FAA implemented a one-step reporting process by having a link on the FAA's Equip ADS-B website for pilots and the aviation industry to submit ADS-B/TIS-B/FIS-B Problem Reports. However, since the FAA had not performed appropriate steps in compliance with information governance requirements including the Paperwork Reduction Act and the Privacy Act, this reporting link has been removed, restricting the ability of pilots to report any problems.

In order for the FAA to strive towards its mission, "to provide the safest, most efficient aerospace system in the world," it is important that aviation infrastructure is dependable and available for ATC and the aviation community. To avoid further delays in providing a method for pilots to quickly and easily report issues with FAA safety-relevant services (ADS-B, TIS-B, and FIS-B), it is critical for the FAA SBS office to receive an approval from OMB to collect ADS-B/TIS-B/FIS-B Problem Reports no later than August 15, 2016. The FAA has reviewed the requirements for emergency clearance outlined in the 5 CFR 1320.13 document and have deemed that this situation meets the criteria outlined therein.