

**Department of Transportation  
Federal Aviation Administration**

**SUPPORTING STATEMENT**

**Small Unmanned Aircraft Systems (sUAS) Accident Reporting  
14 CFR part 107  
OMB Control Number 2120-**

**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, Small Unmanned Aircraft Systems Accident Reporting.

**Part A. Justification**

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

To ensure proper oversight of small unmanned aircraft systems (sUAS) operations, this rule will require a remote pilot in command to report to the FAA any sUAS operation that results in: (1) at least serious injury to any person or any loss of consciousness; or (2) damage to any property, other than the small unmanned aircraft, unless the cost of repair (including materials and labor) or fair market value in the event of total loss does not exceed \$500.

After receiving this report, the FAA may conduct further investigation to determine whether any FAA regulations were violated. The report must be made to the nearest Federal Aviation Administration Flight Standards District Office, or one of the Regional Operations Centers or the Washington Operations Center, in a manner acceptable to the Administrator.

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

The information collected by the FAA through its Flight Standards District Offices, or one of the Regional Operations Centers or the Washington Operations Center for each sUAS accident will be used to investigate and determine regulatory compliance. In addition, the accident information will go into the FAA aircraft accident database for safety analysis purposes by the FAA Office of Accident Investigation and Analysis, pursuant to its statutory safety mission. As is currently the case for manned aircraft accidents, sUAS accident data will be made available to the public and the National Transportation Safety Board (NTSB).

**3. Extent of automated information collection.**

The FAA will collect sUAS accident report information through a central online portal on its website.

**4. Efforts to identify duplication.**

Currently, 49 CFR part 830 requires pilots and operators to report aircraft accidents to the NTSB.

However, § 830.2 only requires aircraft accident reporting that involves an unmanned aircraft that causes serious injury or death, or when the UAS weighing less than 300 pounds (which includes sUAS) causes substantial damage, as defined at 830.2. The FAA is requiring accident reporting of accidents that result in at least: (1) serious injury to any person or any loss of consciousness; or (2) damage to any property, other than the small unmanned aircraft, unless the cost of repair (including materials and labor) or fair market value in the event of total loss does not exceed \$500. The only possibility of duplication that may arise is in the unlikely event that the accident involves serious injury or death, in which case the accident must also be reported to the NTSB per 49 CFR § 830.2. In such cases, as with current aircraft accident reporting, when the FAA is the first agency to receive a report of an accident that fulfills the criteria of 49 CFR § 830.2, the FAA will immediately forward that report to the NTSB, thus satisfying the § 830.2 reporting requirements without the need for the sUAS operator to provide a duplicate report to the NTSB.

**5. Efforts to minimize the burden on small businesses.**

The collection of sUAS accident information is obtained only when an accident occurs that meets the injury or damage thresholds for reporting. The accident must be reported by the remote pilot in command, not the individual business entity. As such, this collection of information will not impact small businesses.

**6. Impact of less frequent collection of information.**

The reporting and collection of aircraft accident data is important to the FAA for safety analysis and regulatory compliance in order for the FAA to fulfill its aviation safety mission as required by law. By not requiring sUAS accident reporting, the FAA will not be able to effectively oversee the sUAS industry in order to ensure the safety of the national airspace system. That being said, the FAA expects the frequency of sUAS accident reporting to be minimal due to the operational requirements/limitation in 14 CFR part 107.

**7. Special circumstances.**

There are no special circumstances for this information collection.

**8. Compliance with 5 CFR 1320.8.**

The FAA discussed this information collection in the operation and Certification of Small Unmanned Aircraft systems notice of proposed rulemaking, 80 FR 9543 (February 23, 2015).

**9. Payments or gifts to respondent.**

No gifts or remunerations are provided.

**10. Assurance of confidentiality.**

The information collected will become part of the Privacy Act system of records DOT/FAA 847, General Aviation Records on Individuals and afforded the protection offered under the Privacy Act and that particular system.

**11. Justification for collection of sensitive information:**

Such information is not requested.

**12. Estimate of burden hours for information requested:**

There is one page of paperwork associated with reporting an accident and it will take an

applicant 0.25 hours to complete. The FAA does not have the data needed to quantify the paperwork burden however, has determined that it is reasonable to conclude that at least 10 individuals may report.

10 x .25 hours = 2.5 hours

**13. Estimate of total annual costs to respondents.**

The FAA does not have the data needed to quantify the paperwork burden imposed by this requirement. Additionally, because of the mitigations contained for the operation of sUAS in Part 107, the FAA expects accident reports to be submitted infrequently, and thus the estimated cost to the public is minimal.

**14. Estimate of cost to the Federal government.**

The FAA does not have the data needed to quantify the paperwork burden imposed by this requirement. Additionally, because of the mitigations contained for the operation of sUAS in Part 107, the FAA expects accident reports to be submitted infrequently, and thus the estimated cost to the FAA will also be minimal.

**15. Explanation of program changes or adjustments.**

This is a new information collection as prescribed by the proposed rulemaking, Operation and Certification of small Unmanned Aircraft Systems.

**16. Publication of results of data collection.**

This information collection will not be published.

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

The FAA is not seeking such approval.

**18. Exceptions to certification statement.**

No exceptions.