

**Department of Transportation
Federal Aviation Administration**

**SUPPORTING STATEMENT
National Flight Data Center Web Portal
2120-0754**

INTRODUCTION

This information collection is submitted to the Office of Management and Budget (OMB) to request a revision for the information collection entitled “National Flight Data Center Web Portal” to remove the use of 3 forms.

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.

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

The information is distributed via the National Flight Data Digest (NFDD), a daily publication available at no charge to the general public, government, military, and private producers of aeronautical publications. The information is used to update government, military, and private aeronautical database, charts, publications, and flight management systems. 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. Reporting of this information is mandatory, i.e. airport operators are required to submit

any changes to their facilities that might appear on aeronautical charts or publications (e.g. runway extensions or lighting changes). This is considered to be reporting of information vs. recordkeeping or disclosure. Information is collected on a continual basis.

3. Extent of automated information collection.

100% of the data is collected electronically via FAA Web Site at http://www.faa.gov/air_traffic/flight_info/aeronav/Aero_Data/. (While this link leads to the website, passwords are required to access all entry forms to ensure the integrity of the data collected.) 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. This website 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 FAA's web site 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 site.

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.

8. Compliance with 5 CFR 1320.8:

A 60-day notice for public comment was published in the Federal Register 04/05/2017, with citation 82 FR 16658 on pages 16658-16659 (2 pages). No comments were received.

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. FAA receives approximately 5,558 ADC forms annually. Each form takes approximately 20 minutes to complete. Therefore, the annual hourly burden is approximately 1,853 hours.

Total U.S. Privately Owned ILS Systems: 0 - We are no longer accepting these forms from the public. We have never received any input from the public using this form.

Total Non-Federal Weather Systems: 0 - We are no longer accepting these forms from the public. We have never received any input from the public using this form.

Aeronautical Chart Changes (ACC):

Total U.S. public civil airports: 5,173 respondents. FAA receives approximately 761 ACC forms annually. Each form takes approximately 20 minutes to complete. Therefore, the annual hourly burden is approximately 254 hours.

Total Special Activity Area Data Form: 0 - We are no longer accepting these forms from the public. Form was never developed.

	Responses	Time to Fill	Total Annual
Aeronautical Data Change (ADC)	5,558	.3 hours	1,853
Aeronautical Chart Changes (ACC)	761	.3 hours	254
Total Annual	6,319		2,107

13. Estimate of total annual costs to respondents.

No cost.

14. Estimate of cost to the Federal government.

ADC form: Total annually processed 5,558 x 12 minutes. Total: 1,112 hrs.

ACC form: Total processed annually 761 x 10 minutes. Total: 127 hrs.

Total annual cost to the Federal Government: Total hours for ADC and ACC Forms, = 1,239 hrs. X \$57 per hr = \$70,623.00

15. Explanation of program changes or adjustments.

We are no longer accepting FAA Form 7900-5 Weather (WX) System Data Form, and FAA Form 7900-6 Instrument Landing System (ILS) Data Form because we never have received any input from the public using these forms.

We are no longer accepting the Special Activity Area forms. (Note: **This form currently does not have an approved form number as the form was referred to as 7900-XX in the previous request for approval for this collection and was never developed once the collection was approved.**) Thus we never have received any input from the public using this form.

In previous collections the burden from two screens:1.) Aeronautical Data Changes (ADC) and 2.) Aeronautical Chart Changes (ACC) were combined and represented as NFDC - Public-Use Civil Airports burden. In this revision the burden resulting from the use of the ADC screen is listed a separately, while the burden resulting from the use of the ACC screen is listed as a separate value. There are separate screenshots for each of these values.

16. Publication of results of data collection.

The FAA collects the data received from the web site forms 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). All of the data collected is made available on the website in various reports. No data is printed or sent out of the website.

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

The FAA is not seeking approval to not to display the expiration date.

18. Exceptions to certification statement.

There are no exceptions to the certification statement.