

**Department of Transportation
Federal Aviation Administration**

**SUPPORTING STATEMENT
Small Unmanned Aircraft Registration System
2120-0765**

INTRODUCTION

This revision to the 2120-0765/Small Unmanned Aircraft Registration System information collection is submitted to the Office of Management and Budget (OMB) to request renewal of the FAA collection necessary to register small unmanned aircraft for owners operating exclusively in compliance with section 336 of the FAA Modernization and Reform Act. In addition, this revision removes the “registration deletion” collection instrument approved under an emergency clearance which was created in response to a mandate from the United States Court of Appeals for the District of Columbia Circuit. Congress has since restored registration for model aircraft in the National Defense Authorization Act of 2018 (P.L. 115-91). Consequently, the FAA has discontinued its process for registration deletion and refund for owners operating in compliance with section 336. All owners of small unmanned aircraft weighing more than .55 pounds must register prior to operating outdoors in the national airspace system.

Part A. Justification

1. Circumstances that make collection of information necessary.

The Secretary of the Department of Transportation (DOT) and the Administrator of the Federal Aviation Administration (FAA) affirmed that all unmanned aircraft, including model aircraft, are aircraft. As such, in accordance with 49 U.S.C. 44101(a) and as further prescribed in 14 CFR part 47, registration is required prior to operation. *See* 80 FR 63912, 63913 (October 22, 2015). Aircraft registration is necessary to ensure personal accountability among all users of the national airspace system. Aircraft registration also allows the FAA and law enforcement agencies to address non-compliance by providing the means by which to identify an aircraft’s owner and operator.

Subject to certain exceptions discussed below, aircraft must be registered prior to operation. *See* 49 U.S.C. 44101-44103. Upon registration, the Administrator must issue a certificate of registration to the aircraft owner. *See* 49 U.S.C. 44103

Registration, however, does not provide the authority to operate. Persons intending to operate a small unmanned aircraft exclusively as model aircraft must operate in compliance with section 336 of Public Law 112-95, and are required to register. Persons intending to operate their small unmanned aircraft not exclusively in compliance with section 336 must operate in accordance with part 107, in accordance with a waiver issued under part 107, in accordance with an exemption issued under 14 CFR part 11 (including those persons operating under an exemption issued pursuant to section 333 of Public Law 112-95), or in conjunction with the issuance of a special airworthiness certificate, and are required to register.

The May 19, 2017 ruling by the U.S. Court of Appeals for the District of Columbia Circuit, vacated the Small UAS Registration and Marking interim final rule vacated to the extent it applied to model aircraft. As a result of the ruling, owners who were operating exclusively in compliance with section 336 who wished to delete their registration and receive a refund of the registration fee could do so by requesting deletion from the FAA, which required the FAA to collect their payment information. Congress has since restored registration for model aircraft in the National Defense Authorization Act of 2018 (P.L. 115-91). Consequently, the FAA has discontinued its process for registration deletion and refund for owners operating in compliance with section 336. All owners of small unmanned aircraft weighing more than .55 pounds must register prior to operating outdoors in the national airspace system. FAA is removing the registration deletion collection instrument and hours from the collection.

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

The information collected as part of the small unmanned aircraft (sUAS) registration system will identify to the FAA those persons owning small unmanned aircraft, whether the intended use is as a model aircraft, or as other than a model aircraft. It will also allow the FAA to provide those persons with educational materials regarding safety of flight in the National Airspace System (NAS) to promote greater accountability and responsibility of these new users of the NAS.

3. Extent of automated information collection.

The part 48 small unmanned aircraft registration system is a fully automated, web-based online registration system. The part 47 process will remain available as an alternative process for small unmanned aircraft owners who wish to use a paper-based registration system.

4. Efforts to identify duplication.

The registration of small unmanned aircraft is within the purview of the FAA. Title 49, United States Code, 44101-44106 and 44110-44113 require aircraft to be registered as a condition of operation and establish the requirements for registration and registration processes. No other Federal agency has similar requirements, thus there is no duplication.

The agency expects small unmanned aircraft owners to complete aircraft registration using the part 48 registration process identified in the Interim Final Rule, "Registration and Marking Requirements for Small Unmanned Aircraft", RIN 2120-AK82 (part 48). Alternatively, small unmanned aircraft owners may choose to register their aircraft by using the existing part 47 registration process (OMB Control No. 2120-0042).

5. Efforts to minimize the burden on small businesses.

The information required to be collected from persons intending to register small unmanned aircraft as other than model aircraft is minimal:

- (1) Applicant name and, for an applicant other than an individual, the name of the authorized representative applying for a Certificate of Aircraft Registration.
- (2) Applicant's physical address and, for an applicant other than an individual, the physical address for the authorized representative. If the applicant or authorized representative does not receive mail at their physical address, a mailing address must also be provided.

- (3) Applicant's e-mail address or, for applicants other than individuals, the e-mail address of the authorized representative.
- (4) The aircraft manufacturer and model name.
- (5) The aircraft serial number, if available.

The FAA believes that the minimal information requested, as well as efforts under way to permit registration of multiple aircraft in one transaction, will significantly reduce any burden this registration system might impose.

The FAA emphasizes that the minimal nature of the information being collected under the small unmanned aircraft registration system discussed in this information collection should be viewed in comparison with the current requirement that persons intending to use small unmanned aircraft other than as model aircraft comply with the significantly more paperwork-intensive requirements of 14 CFR part 47 and OMB information collection 2120-0042. That information collection is estimated to take 30 minutes per response, as compared with the estimate of 5 minutes per response for this information collection.

6. Impact of less frequent collection of information.

Persons who own small unmanned aircraft are required to register with the FAA prior to operation of those small unmanned aircraft. Registration is effective for three years and must be renewed if the person wishes to continue to use small unmanned aircraft upon the expiration of the Small Unmanned Aircraft Certificate of Registration. This update is requesting renewal for registration through August 31, 2019 consistent with the terms of approval dated August 12, 2016.

7. Special circumstances.

There are no special circumstances for this information collection.

8. Compliance with 5 CFR 1320.8.

A 60-day Notice was published in the Federal Register on November 3, 2017 (82 FR 51331) requesting public comment on the renewal. No comments were received. The FAA published a 30-day Notice in the Federal Register on January 30, 2018 (83 FR 4395).

9. Payments or gifts to respondents. Explain any decision to provide a payment or gift to respondents, other than remuneration of contractors or grantees.

No gifts or payments are provided for the registration of small unmanned aircraft.

10. Assurance of confidentiality.

The Privacy Act System of Records Notice DOT/FAA 801 Aircraft Registration Records, provides notice to the public of the agency's privacy practices regarding the collection, use, sharing, safeguarding, maintenance, and disposal of information that affects individuals and their personally identifiable information (PII). The SORN identifies the routine uses for the PII collected for small unmanned aircraft registration. An updated SORN that addresses the disclosure of the small unmanned aircraft owner's name and address was published to the Federal Register on December 15, 2015 (80 FR 77697).

11. Justification for collection of sensitive information.

This information collection does not collect information of a sensitive nature. Only basic identifying information in the form of name, physical and mailing address (if different than physical address), and email address are collected. The rule requires that persons using the system must be at least 13 years of age to register the small unmanned aircraft.

12. Estimate of burden hours for information requested.

The following table shows the total number of new registrations beginning January 2016 through May 2016, their time, and their costs to fill out the online system. There is no differentiation between modelers and non-modelers.

The average monthly number of respondents is 63,748 (318,739/ 5 months) and estimated annual respondents are 764,976 (63,748 x 12 months) with estimated annual time burden of 63,746 hours (5312 average monthly hours x 12).

Month	# of Registrations	Minutes per response	Hours
Jan	165,389	5	13,782
Feb	69,056	5	5,755
Mar	32,118	5	2,676
Apr	27,128	5	2,261
May	25,048	5	2,087
Total	318,739		26,561

Hour time burden calculation: # of registrations x 5 minutes / 60

Assuming a 10% increase each year and inclusion of renewals for the 3rd year (at least 90% assumed), the Average Annual Respondents: 1,328,508 (2,532,071 + 1,453,454 / 3); Average Annual Time Burden: 110,709 Hours (211,006 + 121,121 / 3).

Year	# of Registrations	Minutes per response	Hours	Renewal of year 1 Registrations	Minutes per response	Hours
1	764,976	5	63,748			
2	841,474	5	70,123			
3	925,621	5	77,135	1,453,454	5	121,121
Total	2,532,071		211,006			

An annual registration burden of 110,709 hours for a three year period from August 31, 2016 thru August 31, 2019 was approved in August 2016. This renewal request is submitted half way through that approval period, thus for consistency the FAA is seeking approval of 55,355 hours through August 31, 2019.

13. Estimate of total annual costs to respondents.

For persons registering an aircraft, the only costs to the respondents are the paperwork costs. There are no capital or operation/maintenance costs for the respondents because of this rule.

14. Estimate of cost to the Federal government.

The following table shows the total and present value costs to the government. An external consultant estimated these costs based on the time and effort it would take to build the registration system.

Year	Calendar Year	FAA Costs (M\$)	7% P.V.
0	2015	\$3.9	\$3.9
1	2016	\$5.0	\$4.7
2	2017	\$3.2	\$2.8
3	2018	\$3.4	\$2.8
4	2019	\$3.0	\$2.3
5	2020	\$2.6	\$1.9
Total		\$21.2	\$18.4

Note: numbers may not add due to rounding

The cost of the information collection for the requested approval period is \$15.5 million dollars, averaged at \$5.167M.

Year	Calendar Year	FAA Costs (\$M)	7% P.V.
0	2015	\$3.9	\$3.9
1	2016	\$5.0	\$4.7
2	2017	\$3.2	\$2.8
3	2018	\$3.4	\$2.8
Total		\$15.5	\$14.2

15. Explanation of program changes or adjustments.

Burden excludes actual registrations for the first 5 months of system activation. The 1st year estimates are based on registrations for the final 7 months of the first year, as well as the following 2 years with an assumption of 10% increase per year. The 3rd years add renewals from year 1 with an assumption of 90% renewing.

16. Publication of results of data collection.

The System of Records Notice permits members of the public to search the collection by registration number only. The results of the search would be limited per the Department’s Privacy Act notice DOT/FAA 801 – Aircraft Registration Records. However, this capability for a public search function has never been built in to the registration system.

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

The FAA is not seeking approval not to display the date of expiration of this information collection.

18. Exceptions to certification statement.

There are no exceptions to the certification statement for this information collection.