Department of Transportation
Federal Aviation Administration

SUPPORTING STATEMENT
National Flight Data Center (NFDC) Web Site
2120-0754

INTRODUCTION

This information collection is submitted to the Office of Management and Budget (OMB) to request a renewal of the information collection entitled "National Flight Data Center Web Site".

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 electronic (.pdf) publication available at no charge to the general public, government, military, and private producers of aeronautical publications. (https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/NFDD/) The information is used to update government, military, and private aeronautical database, charts, publications, and flight management systems. This includes Airport data for the following: facility use, runway information, traffic pattern altitude, right traffic, deactivation, and general remarks. Reporting of this information in mandatory, i.e.

airport operators are required to submit any changes to their facilities that might appear on aeronautical charts or publications. 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 the NFDC Web Site at https://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 to the public over the Internet via the NFDD, as described above.

4. Efforts to identify duplication.

There is no duplication. NFDC 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 the NFDC 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. Not having the capability to conduct the collection would result in data gaps on aeronautical databases, charts, publications, and flight management systems. This would adversely affect the safety of the NAS. Conducting the collection on as less than continual basis would result in obsolete data being portrayed on aeronautical databases, charts, publications, and flight management systems. This would adversely affect the safety of the NAS.

7. Special circumstances.

There are no special 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. PRA Federal Register Notice:

A Federal Register Notice published on April 27, 2020 (vol. 85, no. 81, pages 23428-23429) solicited public comment. 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: 5,092 respondents. NFDC receives approximately 5,773 ADC forms annually. Each form takes approximately 20 minutes to complete. Therefore the annual hourly burden is approximately 1,924 hours. The annual hourly burden prior to this renewal was estimated at 1,853 hours. The burden was estimated by taking the actual total number of responses in 2019 multiplied by the average response time.

Summary (Annual Numbers)	Reporting
# of Respondents	5,092
# of Responses per Respondent	1.13
Time per Response	20 minutes
Total # of Responses	5,773
Total Burden (hours)	1,924

Aeronautical Chart Changes (ACC):

Total U.S. public civil airports: 5,092 respondents. NFDC receives approximately 936 ACC forms annually. Each form takes approximately 20 minutes to complete. Therefore the annual hourly burden is approximately 312 hours. The annual hourly burden prior to this renewal was estimated at 254 hours. The burden was estimated by taking the actual total number of responses in 2019 multiplied by the average response time.

Summary (Annual Numbers)	Reporting
# of Respondents	5,092
# of Responses per Respondent	0.18
Time per Response	20 minutes
Total # of Responses	936
Total Burden (hours)	312

Total Annual Hours for ADC and ACC forms: 2,236 hours

	Responses	Time to Fill	Total Annual (Hours)
Aeronautical Data Changes (ADC)	5,773	20 min.	1,924
Aeronautical Chart Changes (ACC)	936	20 min.	312
Total Annual	6,709		2,236

Annualized Respondent Labor Costs:

Source: U.S. Bureau of Labor Statistics	
Occupational Outlook Handbook (May, 2019)	
Wage Rate Category: Airfield Operations Specialists	
Mean Hourly Wage	$27.70
Total Burden (Hours)	2,236
Total Burden (Dollars)	$61,937.20
1-year Inflation Rate (1.76%)	0.0176
Conversion to 2020 Dollars	$63,027.29
Fringe Multiplier (31%)	0.31
Burden x Fringe Multiplier	$19,538.46
Overhead Multiplier (17%)	0.17
Burden x Overhead Multiplier	$10,714.64
Total Respondent Burden (Dollars)	**$93,280.40**

13. Estimate of total annual costs to respondents.

No cost.

14. Estimate of cost to the Federal government.

ADC form: Total annually processed 5,773 x 12 minutes. Total: 1,155 hrs.
ACC form: Total processed annually 936 x 10 minutes. Total: 156 hrs.
Total time: 1,155 hrs. + 156 hrs. = 1,311 hrs.

Annualized Government Costs

Source: U.S. Office of Personnel Management Position Classification Standard for Navigation Information Series, GS-1361 Position: Aeronautical Information Specialist, GS-1361-12	
Base Pay (GS-12 Step 5) Source: US OPM 2020 Salary Table	$35.93
Locality Pay Adjustment - Washington, DC Area Source: US OPM 2020 Salary Table Washington, DC Area	$46.88
Total Burden (Hours)	1,311
Total Burden (Dollars)	$61,459.68
Fringe Multiplier (69%) Source: Congressional Budget Office, "Comparing The Compensation of Federal and Private-Sector Employees, 2011 to 2015" (https://www.cbo.gov/publication/52637)	0.69
Burden x Fringe Multiplier	$42,407.18
Overhead Multiplier (31%) Source: Dept. of Health & Human Services, "Guidelines for Regulatory Impact Analysis (2016)" (https://aspe.hhs.gov/system/files/pdf/242926/HHS_RIAGuidance.pdf)	0.31
Burden x Overhead Multiplier	$19,052.50
Total Government Burden (Dollars)	**$122,919.36**

15. Explanation of program changes or adjustments.

The estimate of burden has increased slightly for both forms from the previous renewal (71 hours for the ADC form and 58 hours for the ACC form). This is a result of the forms becoming more widely known and used.

16. Publication of results of data collection.

NFDC 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). The NFDD is available to the general public at no cost via this website: https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/NFDD/ . In addition to the daily output, NASR subscriber files are compiled each 28 day cycle and are disseminated to the general public via the following website: https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/NASR_Subscription/ No data is printed or sent out of the website.

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

NFDC is not seeking approval to not to display the expiration date.

18. Exceptions to certification statement.

There are no exceptions to the certification statement.