

Supporting Statement B
Unmanned Aircraft System (UAS) Integration at Airports and Necessary Planning, Design, and
Physical Infrastructure Needs
OMB 2120-XXXX

B. Statistical Methods

1. Describe the potential respondent universe.

The potential respondent universe consists of all aviation stakeholders with an interest in UAS.

The sample frame will consist of a combination of the following entities: civil airports, military, international aviation entities, academia, private entities, and original equipment manufacturers (OEM). The FAA will identify specific entities through a variety of methods. First, the FAA and their support contractors (FAA research team) will leverage existing contacts and relationships with stakeholder groups identified above. The FAA will also use aviation organizations and attendance at conferences to notify the stakeholder community, identify potential participants, and encourage participation in the collection. Lastly, the FAA will conduct web searches to identify additional stakeholders not found through the methods above.

Given the dynamic nature of the industry, the exact size of the respondent universe cannot be determined, though the FAA has identified at least 40 potential participants. The FAA will aim to achieve a 70-percent overall response rate with a sample of 100 stakeholders. The FAA does not require a specific percentage of respondents from the six stakeholder groups identified above but will attempt to obtain a proportional number of responses from each of the six groups based on the number of entities that are identified. Entities that operate/support UAS weighing 55 pounds or more (both fixed wing and rotary) will be the primary focus, though UAS weighing less than 55 pounds (both fixed wing and rotary) will be included. Fixed wing and rotary UAS will be included in the sample, though a specific number of respondents is not required for each. The FAA will use simple random sampling within each of the six stakeholder groups to identify specific entities to include in the collection. In the event an entity does not respond or declines to participate in the collection, the FAA will use simple random sampling to identify replacement entities until either the 70-percent response rate is achieved, or 100 total samples are collected. If the total number of potential participants is less than 100, the FAA may elect to include all identified entities in the collection.

2. Describe the procedures for the collection of information.

The FAA and their support contractors (FAA research team) will conduct stakeholder outreach, in the form of in-person and virtual discussions. The FAA representative will lead the discussion. The FAA's support contractors will also participate in the discussion and will be responsible for recording responses in Microsoft Word. Stakeholders can provide written responses to questions if they prefer. Participation in the FAA's outreach and responding to the FAA's collection is voluntary.

A stakeholder engagement question bank has been developed by the FAA research team. The stakeholder engagement question bank include two sets of questions. The first set of questions is the Main Question Bank, which will be asked to all stakeholders. The second is a Stakeholder-Specific Bank, which includes more targeted questions dependent on the categorization of the stakeholder (i.e., civil/military/international airports; academia; private entities; and OEMs). The FAA research team will ask stakeholders applicable questions from the question bank to facilitate discussions. At the same time the FAA research team asks questions from the question banks, they may ask follow-up questions to clarify responses, if necessary. If the FAA needs to ask follow-up questions after the

virtual or in-person meeting, or in response to written answers, the FAA will contact the participant via their preferred communication method (i.e. phone or email).

The FAA estimates that it will take 2.5 hours for each stakeholder to answer all the FAA's questions (Main Question Bank and Stakeholder-Specific Question Bank). This estimate includes the stakeholder preparing responses and answering follow-up questions.

The FAA will collect information from the same entities that were already interviewed as new information becomes available, every 12 months. Information will need to be collected in this frequency, as there is expedited growth in new and innovative aircraft design and operation and identifying necessary planning, design, and physical infrastructure needs. If an original entity leaves the industry, the FAA will follow the procedure described in Question 1 for identifying replacement participants.

3. Describe methods to maximize response rates.

- The FAA will reach-out to participants via email and send follow-up emails, as necessary, to encourage participation and schedule a date/time for a meeting to exchange information.
- The FAA will socialize this collection during public conferences with aviation stakeholders to explain its purpose and the importance of participation.
- The FAA will utilize public facing media (e.g., FAA websites / social media) to discuss the collection and encourage participation, if necessary.

4. Describe tests of procedures and methods to be undertaken.

The FAA research team has developed a strategy to ask stakeholders 'droneport' related questions to aviation stakeholders. This includes developing a specific list of questions to ask each stakeholder. To streamline the collection, the team has separated the questions into a Main Question Bank, which they would ask each stakeholder, and a Stakeholder-Specific Question Bank. This strategy cuts down on the total number of questions the FAA would ask each stakeholder. In addition, the team has grouped like questions and made responses to follow-up questions contingent on previous answers. For example, if the team had three questions pertaining to aircraft rescue and firefighting (ARFF), they would be organized sequentially. During discussions with a stakeholder, the team would ask them to discuss an aspect of ARFF (question 1). Depending on the stakeholder's responses, the FAA might or might not ask questions 2 and 3 (pertaining to ARFF). Therefore, based on responses from the stakeholders, the interview could be shortened.

5. Provide the names of consultants and the person who will collect and analyze the information.

The following FAA staff and contractors will be responsible for collecting and analyzing information obtained during this collection:

Mike DiPilato
Program Manager
FAA Airports
Atlantic City, NJ

Jonathan Torres
General Engineer
FAA Airports
Atlantic City, NJ

Adam Ackerman
Aviation Research Analyst
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