

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

[FAA–2020–0488]

**Agency Information Collection****Activities: Requests for Comments;  
Clearance of New Approval of  
Information Collection: Survey of  
Unmanned-Aircraft-Systems Operators****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval a new information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 12, 2020. The collection is a survey of unmanned aircraft systems (UAS) operator who are registered with the FAA under part 107 and section 349. The information to be collected will be used to prepare and plan for the integration of UAS into the national airspace system (NAS), as required by Section 376 under the FAA Reauthorizations Act of 2018.

**DATES:** Written comments should be submitted by October 12, 2020.

**ADDRESSES:** Interested persons are invited to submit written comments on the proposed information collection to the Office of Information and Regulatory Affairs, Office of Management and Budget. Comments should be addressed to the attention of the Desk Officer, Department of Transportation/FAA, and sent via electronic mail to [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov), or faxed to (202) 395–6974, or mailed to the Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW, Washington, DC 20503.

**FOR FURTHER INFORMATION CONTACT:** William G. Ekins by email at: [William.g.ekins@faa.gov](mailto:William.g.ekins@faa.gov); phone: 202–267–4735.

**SUPPLEMENTARY INFORMATION:**

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be

minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

*OMB Control Number:* 2120–.*Title:* Survey of Unmanned-Aircraft-Systems Operators.*Form Numbers:* N/A.*Type of Review:* new information collection.

*Background:* The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 12, 2020 (2020–10139). The FAA Reauthorizations Act of 2018 explicitly charges the FAA with developing a plan to implement a UAS traffic management (UTM) services. The development of this congressionally mandated plan requires an estimation of current activity by UAS operators and projecting this behavior into the future as economic, technology, and regulatory condition change. Given the lack of available data on the flight behavior of UAS operators, the FAA proposes a survey of UAS operators who have registered with the FAA under Section 349 or Part 107.

Survey consists of a voluntary questionnaire administered online. Registrants within the FAA's UAS registry under Part 107 and Section 349 are invited to complete the online questionnaire via email. The email contains a personalized link to the questionnaire hosted by Survey Monkey. The questionnaire contains: 6 questions on general flight behavior, 4 questions about the number and types of UAS operated, 6 questions for respondents who identify as commercial operators, and 7 questions for respondents who identify as operating for public safety agencies.

Including a social-media preference and self-identifying questions, the questionnaire contains a total 25 question. However, the majority of respondents will only answer the first 12 questions.

The data obtained from the survey will be used to develop national forecasts of UAS activity. Summary data from the proposed survey will be included in the Aviation Forecast published annually by the FAA.

Given this Information Collection Request is for a new survey, three post-survey studies are included in survey design: A request for comments on questions within the questionnaire, post-survey study of non-response bias, and a post-survey study of sampling bias. Each of these follow-up studies have questionnaires as instruments.

These studies are used to hone the survey design.

The main questionnaire is expected to place 10,881 hours of burden on the public while the remainder of the post-survey studies require 23,165 hours.

*Respondents:* UAS operators registered with the FAA under Part 107 or Section 349.

*Frequency:* Annually.*Estimated Average Burden per Response:* 5.3 minutes on average.*Estimated Total Annual Burden:* 34,026 hours.

Issued in Washington, DC, on September 10, 2020.

**Michael Lukacs,**

*Deputy Division Manager, Office of Aviation Policy and Plans, APO–100, Federal Aviation Administration, Department of Transportation.*

[FR Doc. 2020–20301 Filed 9–14–20; 8:45 am]

BILLING CODE 4910–13–P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration**

[Summary Notice No. FAA–2020–58]

**Petition for Exemption; Summary of  
Petition Received; National Air  
Transportation Association (NATA)****AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).**ACTION:** Notice.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

**DATES:** Comments on this petition must identify the petition docket number and must be received on or before October 5, 2020.

**ADDRESSES:** Send comments identified by docket number FAA–2020–0693 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at (202) 493-2251.

*Privacy:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

*Docket:* Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Brenda Robeson (202) 267-4693, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on September 10, 2020.

**Brandon Roberts,**

*Executive Director, Office of Rulemaking.*

### Petition for Exemption

*Docket No.:* FAA-2020-0693.

*Petitioner:* National Air Transportation Association (NATA).

*Section(s) of 14 CFR Affected:* §§ 135.293(a) and (b), 135.297(a) and (c)(2), and 135.299(a)(1).

#### *Description of Relief Sought:*

Petitioner requests, on behalf of its members authorized to operate under part 135, basic operators, single pilot/single pilot-in-command operators, and other similarly situated operators, an interim 180-day exemption from §§ 135.293(a) and (b), 135.297(a) and (c)(2), and 135.299(a)(1) pertaining to who may conduct various tests and check rides. This petition is directly related to the circumstances associated with the COVID-19 pandemic.

[FR Doc. 2020-20319 Filed 9-14-20; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2020-0862]

#### COVID-19 Related Relief Concerning Operations at Chicago O'Hare International Airport, John F. Kennedy International Airport, Los Angeles International Airport, Newark Liberty International Airport, New York LaGuardia Airport, Ronald Reagan Washington National Airport, and San Francisco International Airport for the Winter 2020/2021 Scheduling Season

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Notice of proposed extension of limited waiver of the minimum slot usage requirement.

**SUMMARY:** The FAA proposes to extend through March 27, 2021, the coronavirus disease 2019 (COVID-19)-related limited waiver of the minimum slot usage requirement at John F. Kennedy International Airport (JFK), New York LaGuardia Airport (LGA), and Ronald Reagan Washington National Airport (DCA) that the FAA has already made available through October 24, 2020, with additional conditions as described below. The FAA also proposes to extend, through December 31, 2020, its COVID-19-related policy for prioritizing flights canceled at designated International Air Transport Association (IATA) Level 2 airports in the United States, for purposes of establishing a carrier's operational baseline in the initial months of the next corresponding season, also with additional conditions as described below. These IATA Level 2 airports include Chicago O'Hare International Airport (ORD), Newark Liberty International Airport (EWR), Los Angeles International Airport (LAX), and San Francisco International Airport (SFO). This notice affords interested persons an opportunity to submit comments and any relevant information on the FAA's proposal. The FAA anticipates subsequently providing notice of its final decision.

**DATES:** Submit comments on or before September 22, 2020.

**ADDRESSES:** Submit comments and supporting data email to the Slot Administration Office at [7-awa-slotadmin@faa.gov](mailto:7-awa-slotadmin@faa.gov).

**FOR FURTHER INFORMATION CONTACT:** Bonnie Dragotto, Office of the Chief Counsel, Regulations Division, Federal Aviation Administration, 800 Independence Avenue SW, Washington,

DC 20591; telephone: (202) 267-3808; email: [bonnie.dragotto@faa.gov](mailto:bonnie.dragotto@faa.gov).

### SUPPLEMENTARY INFORMATION:

#### Previous Waiver Relief Related to COVID-19

In a notice published in the *Federal Register* on March 16, 2020 (85 FR 15018), the FAA announced certain relief through May 31, 2020, in light of impacts on air travel demand related to the outbreak of the novel coronavirus disease 2019 (COVID-19). As announced in that notice, through May 31, 2020, the FAA waived the minimum usage requirement as to any slot associated with a scheduled nonstop flight between JFK, LGA, or DCA, respectively, and another point that was canceled as a direct result of COVID-19-related impacts.<sup>1</sup> In addition, that notice announced that the FAA would prioritize flights canceled due to COVID-19 at designated IATA Level 2 airports in the United States—including ORD, EWR, LAX, and SFO—through May 31, 2020, for purposes of establishing a carrier's operational baseline in the next corresponding season.<sup>2</sup> In granting this relief, the FAA asserted its expectation that foreign slot coordinators would accommodate U.S. carriers with reciprocal relief. The FAA further stated that it would continue to monitor the situation and might augment the waiver as circumstances warrant.

Subsequently, following a notice of opportunity for interested persons to show cause why the FAA should or should not extend the relief provided due to continuing COVID-19-related impacts on demand for air travel (85 FR 16989; Mar. 25, 2020), the FAA determined to extend the relief through October 24, 2020 (85 FR 21500; Apr. 17, 2020). The FAA explained its intent to provide carriers with maximum flexibility during this unprecedented situation and to support the long-term viability of carrier operations at slot-

<sup>1</sup> Although DCA and LGA are not designated as IATA Level 3 slot-controlled airports given that these airports primarily serve domestic destinations, FAA limits operations at these airports via rules at DCA and an Order at LGA that are equivalent to IATA Level 3. The FAA reiterates that the relief provided in the March 16, 2020, notice (85 FR 15018), the April 17, 2020, notice (85 FR 21500), and this proposal extends to all allocated slots, including slots allocated by exemption.

<sup>2</sup> The FAA notes that a minimum usage requirement does not apply at designated IATA Level 2 airports in the United States. Moreover, established procedures under the IATA Worldwide Slot Guidelines (WSG) allow for the prioritization of such cancellations in subsequent corresponding seasons consistent with the FAA's policy statement.