

considered private. The Small Business Administration will only submit collections if they meet the following criteria.

- The collections are voluntary.
- The collections are low-burden for respondents (based on considerations of total burden hours or burden-hours per respondent) and are low-cost for both the respondents and the Federal Government.
- The collections are non-controversial and do not raise issues of concern to other Federal agencies.
- Any collection is targeted to the solicitation of opinions from respondents who have experience with the program or may have experience with the program in the near future.
- Personally identifiable information (PII) is collected only to the extent necessary and is not retained.
- Information gathered is intended to be used for general service improvement and program management purposes.

Upon agreement between OMB and the agency all or a subset of information may be released as part of A-11, Section 280 requirements only on *performance.gov*. Summaries of customer research and user testing activities may be included in public-facing customer journey maps or summaries. Additional release of data must be coordinated with OMB.

These collections will allow for ongoing, collaborative and actionable communications between the Agency, its customers, stakeholders, and OMB as it monitors agency compliance on Section 280. These responses will inform efforts to improve or maintain the quality of service offered to the public. If this information is not collected, vital feedback from customers and stakeholders on services will be unavailable.

*Type of Review:* Extension.

*Affected Public:* Individuals and Households, Businesses and Organizations, State, Local or Tribal Government.

*Estimated Number of Respondents:* Below is a preliminary estimate of the aggregate burden hours for this information collection.

*Average Expected Annual Number of Activities:* Approximately five types of customer experience activities such as feedback surveys, focus groups, user testing, and interviews.

*Average Number of Respondents per Activity:* 1 response per respondent per activity.

*Annual Responses:* 501,550.

*Average Minutes per Response:* 5 minutes–120 minutes, dependent upon activity.

*Burden Hours:* Small Business Administration requests approximately 251,125 burden hours.

Burden means the total time, effort, or financial resources expended by persons to generate, maintain, retain, disclose, or provide information to or for a Federal agency. This includes the time needed to review instructions; to develop, acquire, install and utilize technology and systems for the purpose of collecting, validating and verifying information, processing and maintaining information, and disclosing and providing information; to train personnel and to be able to respond to a collection of information, to search data sources, to complete and review the collection of information; and to transmit or otherwise disclose the information.

*Request for Comments:* Comments are invited on: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide information.

**Curtis Rich,**  
*Management Analyst.*

[FR Doc. 2021-01595 Filed 1-25-21; 8:45 am]

**BILLING CODE 8026-03-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-2020-1056]

#### Agency Information Collection Activities: Requests for Comments; Clearance of a New Approval of Information Collection: Unmanned Aircraft Systems (UAS) Market Survey

**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 for 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 November 17, 2020. The collection involves an electronic distribution of a survey to gather information on current practices for pilots of unmanned aircraft systems (UAS). The target information to be gathered is the common fatigue-related practices, and the minimum knowledge, skills, abilities (KSAs), testing, and staffing procedures required for operating UAS. The information to be collected will be used to inform future rulemaking and the development of supporting guidance. The information is necessary because the existing regulatory framework, to include the certification of airmen, was not designed with remote pilots in mind. To broadly integrate UAS and remote pilots into the National Airspace System, further rulemaking will be required to address remote pilot certification for air carrier operations and flight and duty time periods applicable to remote pilot air carrier operations.

**DATES:** Written comments should be submitted by February 25, 2021.

**ADDRESSES:** Please send written comments:

*By Electronic Docket:* <https://www.regulations.gov> (Enter docket number into search field).

*By mail:* Kevin Williams, Ph.D., Bldg. 13, Rm. 250D, 6500 S MacArthur Blvd., Oklahoma City, OK 73125.

*By fax:* (405) 954-4852.

**FOR FURTHER INFORMATION CONTACT:** Ashley Awwad by email at: [ashley.awwad@faa.gov](mailto:ashley.awwad@faa.gov); phone: (816) 786-5716.

#### 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.

*OMB Control Number:* 2120-XXXX.

*Title:* Unmanned Aircraft Systems (UAS) Market Survey.

*Form Numbers:* There are no forms associated with this collection.

*Type of Review:* New information collection.

*Background:* The FAA published a Notice in the **Federal Register** on November 17, 2020, seeking comment for a period of 60-days on its intent to conduct a UAS market survey that

would collect information pertaining to UAS air carrier-like operations (85 FR 73334). The FAA received supporting comments from four organizations: Airlines for America, Small UAV Coalition, Helicopter Association International (HAI), and the National Agricultural Aviation Association (NAAA).

HAI believes this collection is a valuable opportunity and will be an effective source of information to inform FAA. NAAA commented that it is vital that a safe, low-altitude airspace exist for all users and advocates for pilots of UAS operations to hold a pilot certificate. NAAA added that the proposed collection would support establishing the minimum knowledge, skills, abilities, testing, and staffing procedures required for operating UAS. Similarly, the Small UAV Coalition supports the proposed collection recognizing the benefits of establishing minimum requirements in terms of aeronautical knowledge and in-flight practical training and testing for remote pilots conducting air carrier operations and suggests adjustments are necessary from existing remote pilot certificate requirements for operations conducted under 14 CFR part 107.

Three of these commenters included recommendations for who should be eligible to respond to the survey. HAI suggested the FAA seek responses from the broadest possible cross-section of operations. HAI noted that many legacy rotorcraft organizations conducting a wide variety of operations have integrated UAS into their operations with more expected to follow. Data gathered from persons with experience in both manned and unmanned operations could be valuable. NAAA recommended that respondents include pilots with manned aircraft experience in operating around UAS, specifically those that normally conduct operations in low-altitude environments, though not necessarily experienced in flying unmanned aircraft.

The FAA agrees that information from a broad cross-section of the aviation industry is important in gathering the data it seeks with this collection. The survey is designed such that respondents can indicate which area of the industry they represent. This will aid in understanding the more specific information gathered in the survey regarding knowledge, skill, training, testing, and fatigue-related policies and procedures. The FAA has specifically included some of the recommended industries of agriculture, infrastructure, and emergency response. If a respondent's industry is not part of the generated listed, they will have the

opportunity to write it in. Because of the UAS-specific information and experience we are seeking, we are requiring that the respondents have some kind of work-related experience with unmanned aircraft or that their organization currently operates or plans to operate unmanned aircraft commercially.

The Small UAV Coalition noted in its comments that the FAA did not explain how it arrived at the estimate of 180 respondents. The Small UAV Coalition believes the survey should include Part 107 waiver holders because of the experience they have in complex UAS operations, particularly those beyond the line of sight of the remote pilot.

The FAA arrived at the estimate of 180 respondents due to both statistical reasons and prior experience with survey data collections. The requirement for 180 respondents represents a sufficient amount needed to draw reliable and valid conclusions from the data while reducing the American public's paperwork burden as much as possible. Exceeding this number will not be problematic from a statistical viewpoint, and given that the survey is being distributed electronically, should not be a problem from a paperwork burden viewpoint as well. The FAA has generated a list of potential respondents to invite for participation, which helped to estimate the potential number. However, the number of respondents is not limited to only those on that list. The survey link can be forwarded or made available to others. Acknowledging the comments received regarding distribution and who it should include, the FAA will provide the survey link to NAAA, HAI, and the Small UAV Coalition by means of an invitational email. Enclosed in the invitational email is a survey link that states, "You may forward this survey to your colleagues and peers who meet this criteria, even if you do not." Thus, these organizations can then email the survey invitation to their membership as they deem appropriate given the information the FAA has provided. Due to privacy concerns, the FAA will neither share nor accept participant contact lists but will encourage the organization to share the survey link with individuals who meet the survey criteria.

The Small UAV Coalition also suggested that the academic experts should include those "who have examined how fatigue may occur while a human operates a machine with increasing levels of autonomy as well as complexity in tasks" noting that these experts may not have experience with UAS operations, but their information may be valuable.

The FAA appreciates the suggestion and agrees that the fatigue information recommended would be valuable but such information exceeds the scope of the survey. The FAA has other research tasks that better capture this type of fatigue information. This particular survey is seeking operation-specific details and policies that organizations may have concerning time on duty in relationship to tasks, and other fatigue-related policies. As noted previously, this survey would not prevent someone with that kind of expertise from responding, but the questions are not designed to capture other research that is available.

*Respondents:* 180 respondents.

*Frequency:* One-time collection.

*Estimated Average Burden per Response:* 45-minute burden per response.

*Estimated Total Annual Burden:* 135 hours, total burden.

Issued in Oklahoma City, OK, on January 21, 2021.

**Ashley Awwad,**

*Management and Program Analyst, FAA Aviation Safety, Civil Aerospace Medical Institute, Flight Deck Human Factors Research Lab (AAM-510).*

[FR Doc. 2021-01686 Filed 1-25-21; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Office of Commercial Space Transportation: Notice of Availability for the Final Programmatic Environmental Assessment and Finding of No Significant Impact for the Shuttle Landing Facility Reentry Site Operator License

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

**ACTION:** Notice of availability.

**SUMMARY:** In accordance with the National Environmental Policy Act of 1969, as amended (NEPA), Council on Environmental Quality NEPA implementing regulations, and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, the FAA is announcing the availability of the Final Programmatic Environmental Assessment and Finding of No Significant Impact for the Shuttle Landing Facility (SLF) Reentry Site Operator License (Final PEA and FONSIS).

**FOR FURTHER INFORMATION CONTACT:** Stacey Zee, Environmental Protection Specialist, Federal Aviation