

Title: Small Unmanned Aircraft Registration System (sUAS).

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

Type of Review: Renewal of an information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on March 1, 2016 (81 FR 10702). There were no comments. The Secretary of the Department of Transportation (DOT) and the Administrator of the Federal Aviation Administration (FAA) recently 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. See *id.* 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.

Respondents: Approximately 1.9 million registrants annually.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 4.25 minutes.

Estimated Total Annual Burden: 141,158 hours.

Issued in Washington, DC, on May 4, 2016.

Ronda Thompson,

FAA Information Collection Clearance Officer, Performance, Policy & Records Management Branch, ASP-110.

[FR Doc. 2016-10978 Filed 5-9-16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection

Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Application for Employment With the Federal Aviation Administration

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 information collected is used to collect, process and report Unmanned Aircraft System (UAS) airborne and ground based observations by the public of drone behavior that they consider suspicious or illegal.

DATES: Written comments should be submitted by July 11, 2016.

ADDRESSES: Send comments to the FAA at the following address: Ronda Thompson, Room 441, Federal Aviation Administration, ASP-110, 950 L'Enfant Plaza SW., Washington, DC 20024.

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.

FOR FURTHER INFORMATION CONTACT: Ronda Thompson at (202) 267-1416, or by email at: Ronda.Thompson@faa.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: Not assigned.

Title: Unmanned Aircraft System (UAS) Event Reporting System (UETS).

Form Numbers: There are no FAA forms associated with this collection. Information is collected via www.faa.gov/mobile external site.

Type of Review: New information collection.

Background: Under the provisions of Public Law 112-95, the Federal Aviation Administration (FAA) was given the authority and the responsibility for assessing the flight behavior of Unmanned Aircraft Systems and enable the reporting of UAS sightings that cause public concern for safety, national security, and/or privacy. The UETS web application will be used to collect, process and report UAS airborne and ground based observations (by the public) of drone behavior that they consider suspicious or illegal.

Respondents: Approximately 6,000 responses annually.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 2.75 minutes.

Estimated Total Annual Burden: 275 hours.

Issued in Washington, DC, on May 4, 2016.

Ronda Thompson,

FAA Information Collection Clearance Officer, Performance, Policy, and Records Management Branch, ASP-110.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Waivers of Ship Protection Probability of Impact Requirement

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of waivers.

SUMMARY: This notice concerns two petitions for waiver submitted to the FAA by Space Exploration Technologies Corp. (SpaceX): A petition to waive the requirement that a waiver request be submitted at least 60 days before the effective date of the waiver unless good cause for later submission is shown in the petition; and a petition to waive the requirements that exclude persons in waterborne vessels from the collective risk criteria and limit the probability of impact on waterborne vessels to 1×10^{-5} .

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this waiver, contact Paul D. Wilde, Deputy Chief Engineer, Commercial Space Transportation, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-5727; email: Paul.Wilde@faa.gov. For legal questions concerning this waiver, contact Laura Montgomery, Office of the Chief Counsel, Regulations Division, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-3150; email: Laura.Montgomery@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On April 1, 2016, SpaceX submitted a petition to the Federal Aviation Administration's (FAA's) Office of Commercial Space Transportation (AST) requesting relief from a regulatory requirement for a launch license for flight of a Falcon 9 launch vehicle carrying SpaceX's Dragon capsule. Specifically, SpaceX requested relief from 14 CFR 417.107(b), which excludes persons in waterborne vessels from the collective risk limit of 30×10^{-6} expected casualties (E_c) and limits the probability of impact with waterborne