

**Department of Transportation  
Federal Aviation Administration**

**SUPPORTING STATEMENT A**

**Remote Identification of Unmanned Aircraft -  
Application for FAA-Recognized Identification Areas**

**OMB 2120-0784**

**SUMMARY OF CHANGES IN THIS SUBMISSION:**

This submission includes adjustments to the estimates of costs for respondents and the federal government based on 2025 labor rates.

**1. Explain the circumstances that make the collection of information necessary. Identify any legal or administrative requirements that necessitate the collection.**

Title 14 Code of Federal Regulations (CFR), Part 89, Subpart C provides rules for the establishment of FAA-Recognized Identification Areas (FRIAs). A FRIA is a location where unmanned aircraft (UA) can operate without broadcasting remote identification information that is otherwise required under Part 89.

Rules regarding the establishment of FRIAs were created to minimize the regulatory burden for operators of unmanned aircraft without remote identification equipment, while still meeting the general identification purposes of the rule.

FRIAs are established through an online application process where an FAA-recognized Community-Based Organization (CBO) or educational institution submits an online application using the FAA Drone Zone website ([faadronezone.faa.gov](https://faadronezone.faa.gov)). The FAA reviews the application and determines whether a FRIA can be approved at the requested location. The locations of approved FRIAs are shown on a map using the FAA UAS Data Delivery System (UDDS) website (<https://udds-faa.opendata.arcgis.com>). FRIAs are established for a period of 48-months and can be renewed.

As part of the FAA's assessment of applications for FRIAs, we may require additional information or documentation, as needed, to supplement an application. The FAA uses a communication feature embedded within the FRIA application system to communicate any requests to the applicant.

From the time of application until expiration or termination of the FRIA, any change to the information submitted in the application including, but not limited to, a change to the point of contact for the FRIA or a change to the FRIA's organizational affiliation must be

submitted to the FAA within 10 calendar days of the change. Changes are submitted online.

If the CBO or educational institution wishes to change the geographic boundaries of the FRIA, the organization may submit a change request using the FRIA online application process on the FAA Drone Zone website.

Approved FRIAs are effective for 48 calendar months after the date the FAA approves the FRIA application. A person wishing to renew a FRIA must submit a request for renewal no later than 120 days prior to the expiration of the FRIA using the online application process on the FAA Drone Zone website. The process to request renewal is the same online process used to request initial establishment.

**2. Indicate how, by whom, and for what purpose the information is to be used. Except for a new collection, indicate the actual use the agency has made of the information received from the current collection.**

The principal purpose for which the FAA uses the information in this collection is to evaluate an FAA-recognized CBO or educational institution's request to establish, modify, or renew a FRIA. Submission of the data is mandatory.

The FRIA application includes:

- (1) The name of the CBO or educational institution making the request.
- (2) The name of the individual making the request on behalf of the CBO or educational institution.
- (3) A declaration that the person making the request has the authority to act on behalf of the CBO or educational institution.
- (4) The name and contact information, including telephone number(s), of the primary point of contact for communications with the FAA.
- (5) The physical address of the proposed FRIA.
- (6) The geographic boundaries of the proposed FRIA.
- (7) If applicable, a copy of any existing FAA letter of agreement regarding the flying site.
- (8) Description of the intended purpose of the FRIA and why the proposed FAA-recognized identification area is necessary for that purpose.
- (9) Information about the intended usage of the FRIA, including whether the FRIA is located at an existing or new flying site, the type of UAS expected to operate at the FRIA, and the average duration and frequency of UAS flights.

The FAA has used the information in this collection to approve over 2,600 FRIA locations to date.

**3. Describe whether, and to what extent, the collection of information involves the use of automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.**

The FAA requires FRIA applicants to use an online application process to facilitate the collection of the information, reduce errors, and reduce the overall burden on applicants. The FRIA application is hosted on the FAA Drone Zone website. The application provides an online form for the applicant to submit the information required as part of this collection and allows the applicant to draw or indicate the boundaries of the proposed FRIA location using an interactive mapping feature.

**4. Describe efforts to identify duplication. Show specifically why any similar information already available cannot be used or modified for use for the purposes described in Item 2 above.**

The FAA has reviewed other existing applications and information collections and identifies no duplication. Also, we know of no other agency collecting information from FAA-recognized CBOs or educational institutions for the purpose of establishing FRIAs.

**5. If the collection of information involves small businesses or other small entities, describe the methods used to minimize burden.**

There are no adverse impacts on small businesses due to this information collection. CBOs are voluntary groups of individuals that exist for the purpose of organized unmanned aircraft recreational operations. Educational institutions include primary and secondary schools, trade schools, colleges, and universities. The FAA has limited the burden of this collection to the greatest extent possible by allowing persons representing these CBOs or educational institutions to request establishment of FRIAs using the online application process.

**6. Describe the consequence to Federal program or policy activities if the collection is not conducted or is conducted less frequently, as well as any technical or legal obstacles to reducing burden.**

The FAA has limited the impact of this information by approving FRIA's for 48 calendar months. After the 48-month period, FRIAs can be renewed online for another 48-months. This limits the burden of the information collection while ensuring that information submitted remains current and accurate.

**7. Explain any special circumstances that would cause an information collection to be conducted in a manner:**

No special circumstances cause the FAA to conduct the information collection in a manner inconsistent with the Office of Management and Budget guidance on Paperwork Reduction Act compliance.

**8. Provide information on the PRA Federal Register Notice that solicited public comments on the information collection prior to this submission. Summarize the public comments received in response to that notice and describe the actions taken by the agency in response to those comments. Describe the efforts to consult with persons outside the agency to obtain their views on the availability**

**of data, frequency of collection, the clarity of instructions and recordkeeping, disclosure, or reporting format (if any), and on the data elements to be recorded, disclosed, or reported.**

The FAA sought comments in a 60-day Federal Register notice published on June 10, 2025 (90 FR 24481). No comments were received.

The FAA interacts frequently with FRIA applicants and provides an opportunity for applicants to provide feedback on the FRIA application process. The FAA also conducts periodic meetings and webinars with CBOs and educational institutions to provide education on the FRIA application process and solicit feedback on any issues that applicants may be experiencing.

**9. Explain any decisions to provide payments or gifts to respondents, other than remuneration of contractors or grantees.**

The respondents are not provided with any payments or gifts.

**10. Describe any assurance of confidentiality provided to respondents and the basis for assurance in statute, regulation, or agency policy.**

The FAA does not publish or make publicly available any Personally Identifiable Information (PII) submitted as part of this information collection. While the locations of approved FRIAs are shown on a map using the FAA UAS Data Delivery System (UDDS) website (<https://udds-faa.opendata.arcgis.com>), the information associated with UDDS is for location and identification purposes, and does not contain any PII regarding the person who submitted the FRIA application.

**11. Provide additional justification for any questions of a sensitive nature, such as sexual behavior and attitudes, religious beliefs, and other matters that are commonly considered private.**

No information of a sensitive nature is requested or required to apply for a FRIA.

**12. Provide estimates of the hour burden of the collection of information.**

The FAA estimates that each online FRIA application requires an average time of 2 hours to complete.

Estimated number of respondents per year: 2,008

Estimated number of responses per year: 2,008

2,008 Responses x 2 hours per response = 4,016 hours total per year

Because FRIA applicants come from a broad range of occupations, we use NAICS 5419 titled Other Professional, Scientific, and Technical Services to estimate an hourly wage.<sup>1</sup> This results in an estimated hourly wage of \$50.75, and after including an additional \$22.68 average cost of benefits, results in an average hourly wage of \$73.43.

2,008 Applications x 2.0 hours x \$73.43 per hour = \$294,895 annual cost

Summary (Annual numbers)	Reporting	Recordkeeping	Disclosure
# of Respondents	2,008		
# of Responses per respondent	1		
Time per Response	2 hours		
Total # of responses	2,008		
Total burden (hours)	4,016 hours		

**13. Provide an estimate for the total annual cost burden to respondents or record keepers resulting from the collection of information.**

There are no additional costs associated with this collection not already included in item number 12.

**14. Provide estimates of annualized costs to the Federal government. Also, provide a description of the method used to estimate cost, which should include quantification of hours, operational expenses (such as equipment, overhead, printing, and support staff), and any other expense that would not have been incurred without this collection of information.**

The estimated annual cost to the Federal Government is \$942,856.

This cost is determined by estimating the time required for FAA personnel to review and process a FRIA application. We estimate that 2,008 FRIA applications are submitted annually with an average review and processing time of five (5) hours per application. The application review would be conducted by an FG-14 level Aviation Safety Inspector at an average annual salary of \$141,135<sup>2</sup>. For federal salaries, the FAA uses a cost

<sup>1</sup> Source: <https://www.bls.gov/iag/tgs/iag54.htm>, accessed 7/23/25.

<sup>2</sup> <https://www.opm.gov/policy-data-oversight/pay-leave/salaries-wages/2025/general-schedule/>, Salary Table 2025-RUS, GS-14, Step 5, Average Salary of \$141,135. ("Rest of U.S." Locality Index)

factor of 38.4 percent to account for benefits and overhead<sup>3</sup>, resulting in a total annual salary of \$195,331. Assuming a 40-hour work week, this results in an hourly wage of  $\$195,331 \div 2,080 = \$93.91$ .

Therefore, for FRIA applications, we estimate an average of 2,008 applications are submitted annually which cost the government \$93.91 per hour to process.

2,008 applications x \$93.91 per hour x 5.0 hours per application = \$942,856 total cost

**15. Explain the reasons for any program changes or adjustments.**

The estimate of costs for both respondents and the federal government were increased based on 2025 updates to the hourly wage of both respondents and federal government employees.

**16. For collections of information whose results will be published, outline plans for tabulation and publication. Address any complex analytical techniques that will be used. Provide the time schedule for the entire project, including beginning and ending dates of the collection of information, completion of report, publication dates, and other actions.**

There are no plans to publish this information for statistical or other purposes.

**17. If seeking approval to not display the expiration date for OMB approval of the information collection, explain the reasons why display would be inappropriate.**

The FAA is not seeking such approval.

**18. Explain each exception to the topics of the certification statement identified in "Certification for Paperwork Reduction Act Submissions."**

There are no exceptions to the certification statement.

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<sup>3</sup> <https://www.bls.gov/news.release/ecec.nr0.htm>