



National Transportation Safety Board Privacy Impact Assessment (PIA) Procedures

Introduction

The National Transportation Safety Board is required to protect the privacy to which employees and the public are entitled by law. The Privacy Impact Assessment (PIA) provides a means for integrating the consideration of privacy issues into the development of information systems. Section I of this document provides background information on the PIA, steps for completing the PIA process, and an overview of privacy issues in information systems. Section II is the Privacy Impact Assessment tool. Section III provides a privacy impact analysis. Section IV identifies basic privacy requirements to be addressed during the systems development lifecycle.

Section I

Purpose

The Privacy Impact Assessment assists in identifying and addressing information privacy when planning, developing, implementing, and operating information systems. The PIA process gathers information for use in identifying and evaluating compliance with applicable statutory requirements. These requirements are drawn from the Privacy Act; E-Government Act as amended by the Federal Information Security Act; Government Paperwork Reduction Act; Freedom of Information Act; and Office of Management and Budget (OMB) Circulars A-130, Management of Federal Information Resources; A-123, Management Accountability; and A-11, Preparation, Submission and Execution of the Budget.

Goals accomplished in completing a PIA include the following:

- Providing senior management with the tools to make informed policy and system design or procurement decisions based on an understanding of privacy risk, and of options available for mitigating that risk;
- Ensuring accountability for privacy issues with the system project manager and system owner;
- Ensuring a consistent format and structured process for analyzing both technical and legal compliance with applicable privacy law and regulation, as well as accepted privacy policy; and
- Providing basic documentation on the flow of personal information within Safety Board systems for use and review by policy and program staff, systems analysts, and security analysts.

What is personal information?

Personal information is information about an identifiable individual that may include but is not limited to:

- Information relating to race, national or ethnic origin, religion, age, and marital or family status;
- Information relating to education, medical, psychiatric, psychological, criminal, financial, or employment history;
- Any identifying number symbol, or other particular assigned to the individual; and
- Name, address, telephone, number, finger or voice prints, or photograph.

When is a PIA required?

The Safety Board requires that PIAs be completed for all Safety Board information systems. PIAs are also required to be performed and updated as necessary when a change in a system of records creates new privacy risks. In addition, OMB requires that a PIA be submitted with Exhibit 300 for all new or significantly altered information technology investments administering information in an identifiable form collected from the public. The E-Government Act also requires publication of the PIA for websites available to the public, and websites or information systems operated by a contractor on behalf of the Safety Board for the purpose of interacting with the public.

Suppose the system I am evaluating has no personal information in it?

If the system being evaluated does not contain any personal information identifiable to an individual, complete Section II A, System Information; Section III, Privacy Impact Analysis; and Section IV, System Development Lifecycle Privacy Requirements Worksheet.

Who completes the PIA?

Since privacy must be considered when requirements are being analyzed and decisions being made about data usage and system design or procurement, the system owner and the system analyst or developer work together to complete the PIA. Once the assessment is completed, the Deputy Managing Director reviews the PIA to determine privacy risks, and the Chief Information Security Officer reviews the PIA, assesses risks, and recommends risk mitigation strategies.

When must a PIA be completed?

Privacy requirements must be identified and addressed early in the process of planning, developing/procuring, implementing, and modifying information systems that contain personal information. This requirement applies not only to Privacy Act systems of records where personal information is retrieved by the subject's name or identifier, but also any system that contains personal information.

Process for Identifying and Addressing Privacy and Security Issues

The Privacy Impact Assessment is designed to gather information necessary to identify privacy and security risks. Results of the PIA are then evaluated to identify basic privacy and security issues and requirements that are addressed during the systems development lifecycle process.

Step	Participants	Procedure
Conduct Privacy Impact Assessment		
1	System Owner and System Developer/Analyst	Obtain a copy of the PIA form and instructions. The Safety Board's Privacy Officer, Chief, Records Management Division, and the Chief Information Security Officer are available for consultation on privacy, security, records, and Freedom of Information Act issues.
2	System Owner and System Developer/Analyst	Complete the PIA.
Evaluate PIA, Identify Risks and Requirements		
3	Safety Board's Privacy Officer	Review the PIA to identify privacy risks and get clarification from the system owner and developer/analyst as needed.
4	Chief Information Security Officer	Review the PIA, assess privacy risks, identify security risks, and recommend mitigation strategies. Prepare risk assessment to document risks and mitigation strategies.
	Safety Board's Privacy Officer; Chief Information Security Officer; System Owner; System Analyst	Complete Privacy Impact Analysis.
	Safety Board's Privacy Officer; Chief Information Security Officer; System Owner; System Analyst	Complete Systems Development Privacy Requirements Worksheet
Address Privacy and Security Issues		
5	System Owner; System Developer/Analyst; Safety Board's Privacy Officer; Chief Information Security Officer	Reach agreement on design and implementation requirements to mitigate privacy and security risks.
6	System Owner and System Developer/Analyst	Incorporate the agreed upon requirements. Update the PIA to reflect elements not identified at the initial concept stage, new information collection, or choices made in designing the system or information collection as a result of the analysis

Definitions

Accuracy. Within sufficient tolerance for error to ensure the quality of the record in terms of making a determination.

Completeness. All elements necessary for making a determination are present before a determination is made.

Individual. A citizen of the United States or an alien lawfully admitted for permanent residence.

Record. Any item, collection, or grouping of information about an individual that is maintained by an agency, including but not limited to, his education, financial transactions, medical history, and criminal or employment history, and that contains his name, or the identifying number, symbol, or other identifying particular assigned to the individual, such as finger or voice print or photograph.

Relevance. Limitation to only those elements of information that clearly bear on the determination(s) for which the records are intended.

Safety Board Information System. An information technology (IT) system that is owned, leased, or operated by the Safety Board; or that is operated by a contractor or another government agency on behalf of the Safety Board.

System of Records. A group of any records under the control of any agency from which information is retrieved by the name of the individual or by some identifying number, symbol, or other identifying particular assigned to the individual.

System Owner/Manager. Designated official responsible for this system who will ensure the implementation of legal requirements regarding information resources management (privacy, security, Freedom of Information Act, records, data administration). For a system of records, this is the system manager documented in the system of records notification.

Privacy Issues in Information Systems

- OMB Circular A-130: Management of Federal Information Resources, requires that “the individual’s right to privacy must be protected in Federal Government information activities involving personal information” and that agencies will “consider the effects of their actions on the privacy rights of individuals, and ensure that appropriate legal and technical safeguards are implemented.”

The Privacy Act of 1974, 5 U.S.C. 552a, requires federal agencies to protect personally identifiable information. For example, it states the following specifically:

Each Agency that maintains a system of records shall—

- maintain in its records only such information about an individual as is relevant and necessary to accomplish a purpose of the agency required to be accomplished by statute or by executive order of the President;
- collect information to the greatest extent practicable directly from the subject individual when the information may result in adverse determinations about an individual’s right’s benefits, and privileges under Federal programs;

- inform each individual whom it asks to supply information, on the form which it uses to collect the information or on a separate form that can be retained by the individual--” of the authority which authorizes the solicitation of the information and whether disclosure of the information is mandatory or voluntary, principle purpose and routine uses of the information being collected from them, and any effects upon the individual of not providing all or part of the requested information;
- maintain all records which are used by the agency in making any determination about any individual with such accuracy, relevance, timeliness, and completeness as is reasonably necessary to assure fairness to the individual in the determination;
- establish rules of conduct for persons involved in the design, development, operation, or maintenance of any system of records, or in maintaining any record, and instruct each such person with respect to such rules and requirements of this section, including any other rules and procedures adopted pursuant to this section and the penalties for noncompliance;
- establish appropriate administrative, technical and physical safeguards to insure the security and confidentiality of records and to protect against any anticipated threats or hazards to their security or integrity which could result in substantial harm, embarrassment, inconvenience, or unfairness to the individual on whom the information is maintained.

OMB Memorandum M-03-22, OMB Guidance for Implementing the Privacy Provisions of the E-Government Act of 2002, dated September 26, 2002, states the following:

Agencies must consider the information lifecycle (i.e. collection, use, retention, processing, disclosure and destruction) in evaluating how information handling practices at each stage may affect individual’s privacy. To be comprehensive and meaningful, privacy impact assessments require collaboration by program experts as well as experts in the areas of information technology, IT security, records management, and privacy.

OMB Memorandum M-99-05, Instructions on Complying with President's Memorandum of May 14, 1998, "Privacy and Personal Information in Federal Records," dated January 7, 1999, states the following:

Systems of records should not be inappropriately combined. Groups of records which have different purposes, routine uses, or security requirements, or which are regularly accessed by different members of the agency staff, should be maintained and managed as separate systems of records to avoid lapses in security. Therefore, agencies shall ensure that their system of records do not inappropriately combine groups of records which should be segregated. This ensures, for example, that routine uses which are appropriate for a certain group of records do not also apply to other groups of records simply because they have been placed together in a common system of records.

Section II

Safety Board Privacy Impact Assessment

A. System Information
1. What is the system name? Transportation Disaster Assistance Family Member Database
2. What is the purpose and intended use of this system? The NTSB uses this system to maintain mailing and telephone contact information in order to provide services and information to survivors, and the family members of fatally injured passengers and crew.
3. Does this system contain any personal information about individuals? (If no, a PIA is not required. Skip to Section III.) Yes.
4. What legal authority authorizes the purchase or development of this system/application? (List the statutory provisions or Executive Orders that authorize the maintenance of this information to meet an official program mission or goal.) Aviation Disaster Family Assistance Act of 1996 (49 CFR Part 1136) and the Rail Passenger Disaster Family Assistance Act of 2008 (49 CFR Part 1139)
5. For new systems, describe how privacy is addressed in documentation related to system development, including as warranted and appropriate, statement of need, functional requirements analysis, alternatives analysis, feasibility analysis, benefits/cost analysis, and especially, the initial risk assessment. The Transportation Disaster Assistance family Member Database is not a new system.

B. Data in the System
1. What categories of individuals are covered in the system (for example, employee, contractor, public)? The public.
2. What are the sources of information in the system? Data is captured via NTSB forms, calls to TDA staff and assigned cases from NTSB investigators. a. Is the information collected directly from the individual or is it taken from another source? If information is not collected directly from the individual, describe the source of the information.

When possible the information is collected directly from the individual. In some instances the data may be obtained by from other sources, to include air or passenger rail carrier records.

b. What federal agencies provide data for use in the system?

U.S. Department of Health and Human Services, Assistant Secretary for Preparedness and Response, Disaster Mortuary Operational Response Team.

c. What state and local agencies provide data for use in the system

State and local disaster response agencies.

d. What other third parties will data be collected from?

Transportation provider, modal carrier, American Red Cross

e. What information will be collected from the employee and the public? (Be as specific as possible. List personal information collected from the public such as Social Security Number, address, credit card number, telephone number. Employee information may include badge number, user identifier, telephone number, social security number, and health information.)

Name, address, phone number(s), and email address(es) and relationship to the victim.

3. How does the Safety Board ensure that data are sufficiently accurate, relevant, timely, and complete to ensure fairness in making determinations about any individual?

a. How is data accuracy ensured?

The data is reviewed by individuals within the Office of Communications, Transportation Disaster Assistance Division as part of a standard quality review process.

b. How will data be checked for completeness?

The data is checked for completeness as part of the overall TDA business processes.

c. Are the data current? What steps or procedures are taken to ensure the data are not out of date?

Data is collected directly from individuals, and will be updated throughout the process as situations warrant.

d. Are the data elements described in detail and documented? If yes, what is the name of the document?

Yes, the data elements are described on the collection form and consist simple elements such as name, phone, address and email address. The data is also defined in the System of Record Notice NTSB-17 SYSTEM NAME: Transportation Disaster Assistance Family Member Database.

e. How will data collected from sources other than NTSB records be verified for accuracy?

Data from other sources such as modal carrier records will be validated against NTSB Records and through interactions with family members. Since the NTSB record data will come voluntarily directly from the source it will be considered as the accurate source record.

4. Describe what opportunities individuals have to decline to provide information (that is, where providing information is voluntary) or to consent to particular uses of information (other than required or authorized uses), and how individuals can grant consent.)

Data for this system is provided on a voluntary basis. The principal purpose of data collection is to obtain contact information so that the Transportation Disaster Assistance staff may update family members and friends of those persons who have been involved in transportation accidents, as well as the survivors of those accidents, as to the status of the investigation and to be made aware of Board proceedings and products as required under the legislation cited above.

C. Attributes of the Data

1. Is the use of the data both relevant and necessary to the purpose for which the system is being designed?

Yes.

2. Will the system derive new data or create previously unavailable data about an individual through the aggregation of information collected? (If no, skip to C.3.)

No.

a. Will the new data be placed in the individual's record?

b. Can the system make determinations about employees or the public that would not be possible without the new data?

c. How will the new data be verified for relevance and accuracy?

3. Do the records in this system share the same purpose, routine use, and security requirements?

Yes.

a. If the data are being consolidated, what technical, management, and operational controls are in place to protect the data from unauthorized access or use? Explain.

Not Applicable.

b. If processes are being consolidated, are the proper technical, management, and operational controls remaining in place to protect the data and prevent unauthorized access? Explain.

Not Applicable.

4. How will the data be retrieved? Can a personal identifier be used to retrieve data? Are personal identifiers used to retrieve data on a routine, occasional, or ad hoc basis? If yes, explain and list the identifiers what will be used to retrieve information on the individual.

No. The data will be retrieved by accident number.

5. What kinds of reports can be produced on individuals? What will be the use of these reports? Who will have access to them?

Reports are limited to lists of accident victims associated with a particular accident number. Reports are used by TDA personnel in carrying out their duties under the Aviation Disaster Family Assistance Act of 1996 (49 CFR Part 1136) and the Rail Passenger Disaster Family Assistance Act of 2008 (49 CFR Part 1139).

D. Maintenance of Administrative Controls

1. If the system is hosted and/or used at more than one site, how will consistent use of the system and data be maintained at all sites?

The system is hosted at one site.

2. What are the retention periods of the data in this system?

The NTSB maintains the records in this system indefinitely, unless an individual requests removal from the system.

3. What are the procedures for disposition of the data at the end of the retention period? How long will the reports produced be kept? Where are the procedures documented?

Not applicable at this time.

4. Is the system using technologies in ways that the Safety Board has not previously employed (for example, monitoring software, CallerID)? If yes, how does the use of this technology affect public/employee privacy?

No.

5. Will this system provide the capability to identify, locate, and monitor individuals? If yes, explain.

No.

a. What kinds of information are collected as a function of the monitoring of individuals?

b. What controls will be used to prevent unauthorized monitoring?

6. Under which Privacy Act systems of records notice does the system operate? Provide name and number.

NTSB-17 SYSTEM NAME: Transportation Disaster Assistance Family Member Database.

7. If the system is being modified, will the Privacy Act system of records notice require amendment of revision? Explain.

Not Applicable.

E. Access to Data

1. Who will have access to the data in the system (for example, contractors, users, managers, system administrators, developers, other)?

Data in the system is available to employees involved in support of the Safety Board's Transportation Disaster Assistance Program.

2. How is access to the data by a user determined? Are criteria, procedures, controls, and responsibilities regarding access documented?

Direct access to data is limited to employees of the Transportation Disaster Assistance Division. TDA has internal practices and procedures that ensure that access and use of the data is limited to individuals with specific responsibilities under the Transportation Disaster Assistance Program.

<p>3. Will users have access to all data on the system or will the user's access be restricted? Explain.</p> <p>Given the limited amount of data kept per record users' will have access to all data on the system. However, given the amount of PII data contained in the system, access to the system will be limited to a small subset of NTSB employees.</p>
<p>4. What controls are in place to prevent the misuse (for example, unauthorized browsing) of data by those having access? List procedures and training materials.</p> <p>The Transportation Disaster Assistance Division uses internal practices, procedures and controls to ensure that those individuals having access to data in the system use the data responsibly and for purposes associated with carrying out authorized responsibilities of the TDA program. TDA is a small division within the agency made up of experienced transportation disaster assistance professionals that are adequately trained in the performance of their duties.</p>
<p>5. Are contractors involved with the design and development of the system and/or will they be involved with the maintenance of the system? If yes, were Privacy Act contract clauses inserted in their contracts and other regulatory measures addressed?</p> <p>No. Contractors are not currently involved in the design, development and maintenance of the system. In the event that contractors become involved, appropriate non-disclosure agreements are part of the contract.</p>
<p>6. Do other systems share data or have access to the data in the system? If yes, explain.</p> <p>No.</p>
<p>7. Who will be responsible for protecting the privacy rights of the public and employees affected by the interface?</p> <p>Privacy rights are protected by not allowing display of PII data that is not already in the public domain. The privacy rights of the public and employees are protected by the Safety Board's Senior Agency Official for Privacy and Privacy Officer as well as by policies and procedures related to the protection of PII data.</p>
<p>8. Will other agencies share or have access to the data in this system? If yes, list agencies.</p> <p>In the event an investigation becomes a criminal investigation, data would be shared with the FBI for criminal investigative issues and to provide federal crime victim service provision to family members under Victims' Right and Restitution Act (42 U.S.C. § 10607) and the Crime Victims' Rights Act (18 U.S.C. § 3771).</p>
<p>9. How will the data be used by the other agency?</p> <p>FBI would use data for criminal investigative issues and to provide federal crime victim service provision to family members under Victims' Right and Restitution Act (42 U.S.C. § 10607) and the Crime Victims' Rights Act (18 U.S.C. § 3771).</p>
<p>10. Who is responsible for ensuring proper use of the data?</p> <p>The system owner and employees of the Transportation Disaster Assistance Division are responsible for ensuring the proper use of data held by the Safety Board.</p>

Section III

Privacy Impact Analysis

System of Records Identification
<p>1. Is a system of records being created under the Privacy Act, 5 U.S.C. 552a? If no, skip questions 2 through 4. Yes.</p>
<p>2. Have privacy and IT risk assessments been conducted that consider the alternatives to collection and handling as designed and the appropriate measures to mitigate risks identified for each alternative? Yes. The data is handled in a manner consistent with the needs of the organization and the individuals involved.</p>
<p>3. What impact will this system have on an individual's privacy? (Consider the consequences of collection and flow of information and identify and evaluate threats to individual privacy.) Overall impact on individual privacy is negligible. The collection and flow of information is designed to minimize risks to the individual's privacy.</p>
<p>4. As a result of the PIA, what choices have been made regarding the IT system of collection of information? Have adequate measures been designed and implemented to mitigate risk? What is the rationale for the final design choice or business process? A number of choices have been made in the design and use of the system that ensures that access to data is limited to individuals in TDA. These choices limit access to PII data by agency personnel. The design of the business process and system was made with privacy concerns in mind. As a result the risk of unauthorized and/or accidental disclosure has been minimized to the extent practicable.</p>

Section IV

System Development Lifecycle Privacy Requirements Worksheet

A. Contact Information	
1. Person who completed the Privacy Impact Assessment document	
Name: Paul Sledzik	
Title: Director, Transportation Disaster Assistance	
Organization: NTSB/Office of Communications	
Phone number: 202-314-6134	
2. System Owner	
Name: Paul Sledzik	
Title: Director, Transportation Disaster Assistance	
Phone number: 202-314-6134	
3. IT Security Reviewer	
Name: Christopher Stephens	
Title: Chief Information Security Officer	
Organization: NTSB/Office of the Chief Information Officer	
Phone number: 202-314-6621	
4. Safety Board Privacy Reviewer	
Name: Barbara Zimmerman	
Title: Deputy Managing Director and Senior Agency Official for Privacy	
Organization: NTSB/Office of the Managing Director	
Phone number: 202-314-6319	

Privacy Impact Assessment Summary		
System Category (check all categories that apply)		Requirement
<input checked="" type="checkbox"/>	System of Records	Publish System of Records Notice
<input type="checkbox"/>	Website available to the public	Publish Privacy Impact Assessment
<input type="checkbox"/>	Website or information system operated by a contractor on behalf of the Safety Board for the purpose of interacting with the public	Publish Privacy Impact Assessment
<input type="checkbox"/>	New or significantly altered information technology investment administering information in an identifiable form collected from or about members of the public	Conduct Privacy Impact Assessment
<input type="checkbox"/>	New or significantly altered information	

	technology investment administering information in an identifiable form collected from or about Safety Board employees	
<input type="checkbox"/>	Contains medical information	Determine if system is subject to HIPAA
<input checked="" type="checkbox"/>	Other	
<input type="checkbox"/>	None of the above	Privacy Impact Assessment not required

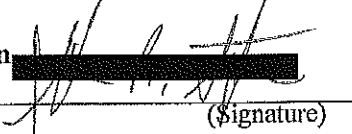
Privacy Impact Assessment Approval

Approval of Privacy Impact Assessment accuracy and completeness.

System Owner:  10/25/11
 (Signature) (Date)

Name: Paul Sledzik
 Title: Director, Transportation Disaster Assistance

Approval of IT System Risk Assessment

Chief Information Security Officer:  10/25/2011
 (Signature) (Date)

Name: Christopher Stephens
 Title: Chief Information Security Officer

Approval of Privacy Assessment and Resulting System Category

Privacy Officer:  10/25/11
 (Signature) (Date)

Name: Barbara Zimmerman
 Title: Deputy Managing Director and Senior Agency Official for Privacy