

Background: Under 14 CFR 91.103, pilots and operators must use all available information in planning their flight to ensure that they will meet the performance requirements for the duration of the flight. Operators may use the FAA-provided pre-flight Service Availability Prediction Tool (SAPT) for determining predicted navigation or surveillance availability before a flight. The SAPT has three main components: Receiver Autonomous Integrity Monitoring (RAIM) SAPT, Automatic Dependent Surveillance-Broadcast (ADS-B) SAPT, and ADS-B Deviation Authorization Pre-Flight Tool (ADAPT).

The RAIM SAPT is voluntary and is intended mainly for pilots, dispatchers, and commercial service providers using Technical Standard Order (TSO)-C129 equipment to check predicted navigation horizontal protection level (HPL) for a proposed route of flight. RAIM SAPT incorporates TSO-C129 Global Positioning System (GPS) RAIM predictions to check the availability of GPS RAIM for satisfying the area navigation (RNAV) requirements of AC 90-100A Change 2, Paragraph 10(5). RAIM SAPT users can view RAIM outage predictions on RAIM Summary Displays to graphically view RAIM outage predictions for specific equipment configurations. Additionally, RAIM SAPT users can also use an XML-based web service, most commonly used by flight planning software, to enter specific route of flight information by the operator checking RAIM outage predictions.

The ADS-B SAPT is provided to help operators comply with 14 CFR 91.225 and 91.227 by predicting whether operators will meet regulatory requirements and to advise holders of FAA Exemption No. 12555 whether back-up surveillance will be available where installed aircraft avionics are not predicted to meet the requirements of 14 CFR 91.227(c)(1)(i) and (iii). For operators of aircraft equipped with TSO-C129 (SA-On) GPS receivers, the operator may run a preflight prediction using ADS-B SAPT as one option to meet their requirements. Information collected via ADS-B SAPT is comparable to that already provided in flight plans, with the addition of some information about the aircraft position source's TSO and related capabilities. Operators using an ADS-B SAPT flight plan form must enter aircraft identification. The ADS-B SAPT flight plan form does not collect other personally identifiable information details about the operator.

When an operator performs a preflight availability prediction using the FAA's SAPT, the SAPT retains a record of each

transaction enabling the FAA to confirm that an operator took preflight action. The FAA recommends that operators using an alternate tool retain documentation that verifies the completion of the satisfactory preflight availability prediction for each intended route of flight. 84 FR 31713 (July 3, 2019).

ADAPT is mandatory for operators desiring to fly in ADS-B Out rule airspace without meeting the ADS-B equipage requirements. ADAPT allows operators to create an air traffic authorization request to operate in ADS-B Out rule airspace per 14 CFR 91.225(g). As precursor to using ADAPT, operators must first complete the ADS-B SAPT Flight Plan Form to determine if there is sufficient backup surveillance coverage throughout their planned flight. Operators must enter their personal contact information to enable an FAA ATC Authorization Authority (AAA) to reply with either an approval, rejection, or pending decision. ADAPT does collect personal identifying information to include name, telephone number, and email address.

Respondents: These prediction tools are primarily intended for pilots and dispatchers; anyone who is planning a flight which passes through U.S. sovereign airspace using an aircraft whose GPS receiver(s) is/are not guaranteed to meet certain performance requirements or whose aircraft is not equipped to meet requirements of 14 CFR 91.225.

Frequency: On occasion as part of flight planning, as required by FAA policy.

Estimated Average Burden per Response:

RAIM SAPT—3 minutes or less.

ADS-B SAPT—5 minutes or less.

(It is anticipated that RAIM SAPT and ADS-B SAPT will be automated into eXtensible Markup Language (XML) that operators may use to plan flights, eliminating manual data-entry).

ADAPT—7 minutes or less (includes up to 2 minutes for FAA email response).

Estimated Total Annual Burden:

RAIM SAPT—Approximately 673,425 minutes.

ADS-B SAPT—Approximately 11,062,128 minutes.

ADAPT—Approximately 15,330,000 minutes.

Issued in Washington, DC, on August 15, 2019.

David E. Gray,

Group Manager, Surveillance and Broadcast Services (AJM-42), Program Management Office, Air Traffic Organization, Federal Aviation Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2019-0333]

Agency Information Collection

Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Small Unmanned Aircraft Registration System (sUAS)

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 Office of Management and Budget (OMB) renewal approval for information collection 2120-0765. Aircraft registration is necessary to ensure personal accountability among all users of the national airspace system. Aircraft registration also allows the FAA and law enforcement agencies to address non-compliance by providing the means for identifying an aircraft's owner and operator. This collection also permits individuals to de-register or update their record in the registration database.

DATES: Written comments should be submitted by September 23, 2019.

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, 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.

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:

Bonnie Lefko at: bonnie.lefko@faa.gov; or by phone: 405-954-7461.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120-0765.

Title: Small Unmanned Aircraft

Registration System (sUAS).

Form Numbers: None.

Type of Review: Renewal of existing collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 9, 2019 (84 FR 20460). There were three comments received. The FAA received two comments in support from EPIC and A4A. EPIC's further recommendations related to broadcasting location are beyond the scope and authority of what is proposed in this information collection. Another comment was received correcting the FAA's statutory citation, which the FAA acknowledges and has updated in the 30 day notice. The Secretary of the Department of Transportation (DOT) and the Administrator of the Federal Aviation Administration (FAA) 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 48, 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. Aircraft registration also allows the FAA and law enforcement agencies to address non-compliance by providing the means for identifying an aircraft's owner and operator.

Subject to certain exceptions discussed below, aircraft must be registered prior to operation. See 49 U.S.C. 44101-44103. Upon registration, the Administrator must issue a certificate of registration to the aircraft owner. See 49 U.S.C. 44103.

Registration, however, does not provide the authority to operate. Persons intending to operate a small unmanned aircraft must operate in accordance with section the FAA Reauthorization Act of 2018 Section 349 (49 U.S.C. 44809), part 107 or part 91, in accordance with a waiver issued under part 107, in accordance with an

exemption issued under 14 CFR part 11 (including those persons operating under an exemption issued pursuant to 49 U.S.C. 44807), or in conjunction with the issuance of a special airworthiness certificate, and are required to register. In the agency's 60 day notice, the number of minutes required to register was inadvertently stated as 10 minutes. The number, consistent with our past information collection supporting statements, is 5 minutes, which is reflected in this notice. There is no change to the annual burden.

Respondents: Approximately 300,000 affected sUAS registrations and 14,000 de-registrations annually.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 5 minutes per response to register and 3 minutes per response to de-register.

Estimated Total Annual Burden: Approximately 51,000 hours.

Issued in Oklahoma City, OK, on August 19, 2019.

Bonnie Lefko,

Program Analyst, FAA, Civil Aviation Registry, AFB-700.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[FHWA Docket No. FHWA-2019-0012]

Surface Transportation Project Delivery Program; Florida DOT Audit #2 Report

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).

ACTION: Notice, request for comment.

SUMMARY: The Surface Transportation Project Delivery Program allows a State to assume FHWA's environmental responsibilities for review, consultation, and compliance for Federal highway projects. When a State assumes these Federal responsibilities, the State becomes solely responsible and liable for the responsibilities it has assumed, in lieu of FHWA. This program mandates annual audits during each of the first 4 years to ensure the State's compliance with program requirements. This is the second audit of the Florida Department of Transportation's (FDOT) performance of its responsibilities under the Surface Transportation Project Delivery Program (National Environmental Policy Act (NEPA) Assignment Program). This notice

announces and solicits comments on the second audit report for the FDOT.

DATES: Comments must be received on or before September 23, 2019.

ADDRESSES: Mail or hand deliver comments to Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, Washington, DC 20590. You may also submit comments electronically at www.regulations.gov. All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or you may print the acknowledgment page that appears after submitting comments electronically. Anyone can search the electronic form of all comments in any one of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, or labor union). The DOT posts these comments, without edits, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy.

FOR FURTHER INFORMATION CONTACT: Ms. Marisel Lopez Cruz, Office of Project Development and Environmental Review, (407) 867-6402, marisel.lopez-cruz@dot.gov, Federal Highway Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590, or Mr. David Sett, Office of the Chief Counsel, (404) 562-3676, david.sett@dot.gov, Federal Highway Administration, Department of Transportation, 60 Forsyth Street 8M5, Atlanta, GA 30303. Office hours are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access

An electronic copy of this notice may be downloaded from the specific docket page at www.regulations.gov.

Background

The Surface Transportation Project Delivery Program, codified at 23 U.S.C. 327, commonly known as the NEPA Assignment Program, allows a State to assume FHWA's responsibilities for environmental review, consultation, and compliance for Federal highway