

**DEPARTMENT OF STATE****[Public Notice: 11824]****Notification of the Fifteenth Meeting of the CAFTA–DR Environmental Affairs Council; Withdrawal****ACTION:** Notice; withdrawal.

**SUMMARY:** The Department of State published a document in the **Federal Register** of August 17, 2022, concerning the fifteenth meeting of the Dominican Republic–Central America–United States Free Trade Agreement (CAFTA–DR) Environmental Affairs Council. The United States will no longer be hosting the meeting.

**FOR FURTHER INFORMATION CONTACT:** Bradley Blecker, (202) 394–3316 or Sigrid Simpson, (202) 881–6592.

**SUPPLEMENTARY INFORMATION:** Withdrawal.

In the **Federal Register** of August 17, 2022, we withdraw FR Doc 2022–0024.

**Sherry Zalika Sykes,**

*Director, Office of Environmental Quality, Department of State.*

[FR Doc. 2022–20735 Filed 9–23–22; 8:45 am]

**BILLING CODE 4710–09–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****[Docket No. FAA–2022–1259]**

**Agency Information Collection Activities: Requests for Comments; Clearance of Approval for Renewed Information Collection: Service Availability Prediction Tool (SAPT)**

**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 to renew an information collection. The collection involves planned routes of flight and aircraft avionics equipment. The information that is collected will be used to predict whether an aircraft flying the proposed route of flight will have sufficient position accuracy and integrity for the following: (1) Navigation, via the Receiver Autonomous Integrity Monitoring (RAIM) SAPT; (2) Surveillance, via the Automatic Dependent Surveillance–Broadcast (ADS–B) SAPT. In addition, the website will allow operators to request

authorization to operate in ADS–B Out rule airspace with aircraft that do not fully meet the ADS–B Out requirements via: (3) ADS–B Deviation Authorization Pre-flight Tool (ADAPT)

**DATES:** Written comments should be submitted by November 25, 2022.

**ADDRESSES:** Please send written comments:

*By Electronic Docket:* [www.regulations.gov](http://www.regulations.gov) (Enter docket number into search field)

*By mail:* Send comments to FAA at the following address: Mr. Evan Setzer, Program Manager, Surveillance and Broadcast Services, AJM–42, Program Management Organization, Federal Aviation Administration, 600 Independence Ave. SW, Wilbur Wright Building, Washington, DC 20597.

*By fax:* 202–267–1277 (Attention: Mr. Evan Setzer, Program Manager, Surveillance and Broadcast Services, AJM–42, Program Management Organization, Federal Aviation Administration).

**FOR FURTHER INFORMATION CONTACT:** For technical questions concerning this action, contact Mr. Paul Von Hoene, Aviation Safety, Aviation Safety Inspector (AC/OPS) at [paul.vonhoene@faa.gov](mailto:paul.vonhoene@faa.gov) or at (202) 267–8916.

**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. The agency will summarize and/or include your comments in the request for OMB’s clearance of this information collection.

*OMB Control Number:* 2120–0780.

*Title:* Service Availability Prediction Tool (SAPT).

*Form Numbers:* eXtensible markup language (XML) format, ADS–B SAPT flight information entry form, and ADS–B authorization request at <https://sapt.faa.gov>.

*Type of Review:* Renewal of an information collection.

*Background:*

Under 14 CFR 91.103, pilots must use all available information in planning their flight. SAPT is a web-based tool to assist aircraft operators in achieving compliance with the requirements of 14 CFR 91.103, 91.225, and 91.227, and/or AC 90–100A Change 2, Paragraph 10a. (5). To ensure that they will meet the performance requirements for the

duration of the flight, pilots may use the FAA-provided pre-flight Service Availability Prediction Tool (SAPT) to determine predicted navigation or surveillance availability before a flight. The SAPT has three main components: the Receiver Autonomous Integrity Monitoring (RAIM) SAPT, the ADS–B SAPT, and the ADS–B Deviation Authorization Pre-Flight Tool (ADAPT). The SAPT models the GPS constellation in order to assess the predicted accuracy and integrity of GPS position information used in navigation and surveillance for a few GPS receiver Technical Standard Orders (TSOs).

The RAIM SAPT is intended mainly for pilots, dispatchers, and commercial operators using TSO–C129 equipment to check their predicted navigation horizontal protection level (HPL). It incorporates TSO–C129 GPS RAIM predictions to check the availability of GPS RAIM satisfying the RNAV requirements of AC 90–100A Change 2, Paragraph 10(5)).

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 12555 whether back-up surveillance will be available for any waypoints where installed aircraft avionics are not predicted to meet the requirements of 14 CFR 91.227(c)(1)(i) and (iii).

Information collected via ADS–B SAPT is comparable to that provided by pilots when they file flight plans, with some additional information about aircraft position source TSO and related capabilities. The ADS–B SAPT prediction is based on the ability of the aircraft’s position source (*i.e.*, GPS receiver) to meet performance requirements specified in FAA TSOs C129, C129a, C145c/C146c, and C196, as well as the predicted status of the GPS constellation.

The ADS–B SAPT predicts whether GPS position information will be sufficient throughout the flight to meet the performance requirements of 14 CFR 91.227(c)(1)(i) and (iii). If a waypoint is in rule airspace and the aircraft’s position source is not predicted to meet the performance requirements of 14 CFR 91.227, the ADS–B SAPT checks for the availability of back-up surveillance at that waypoint.

Operators of aircraft equipped with TSO–C129 (SA-On) GPS receivers must run a pre-flight prediction. The operator may use their own prediction tool. Although Exemption 12555 does not require operators with SA-On to use the ADS–B SAPT for pre-flight availability prediction, if the operator does use their