

as a “Mode S Code” in some FAA documents and websites, including the FAA Aircraft Registry. Where a 1090-MHz Extended Squitter (1090ES) transponder is required for ADS-B Out compliance, this ICAO 24-bit aircraft address, based on current transponder avionics standards, is openly broadcasted on the 1090 MHz frequency in transponder replies and ADS-B messages. Subsequently, the nature of openly broadcasting makes the identity of the aircraft publicly available.

Industry stakeholders have long suggested that FAA develop a process for aircraft operators who seek anonymity such that their aircraft movements and identity cannot be traced or seen by privately owned sensors that monitor the 1090 MHz frequency and combine this with other downlinked ADS-B and Mode S data being disseminated using the internet. The FAA intends to develop a process for operators who wish to mask their aircraft movements and identity for a period of time while flying within the sovereign airspace of the United States.

Participation in the assignment of privacy ICAO Code addresses is voluntary. However, the FAA must collect the operator’s information in order to assign privacy ICAO addresses. It is envisioned that required data collected will be:

- Aircraft registration number
- Permanent ICAO address
- Aircraft owner’s information to include:
 - Phone number
 - Email address
 - Home/business (physical) address

Only U.S. registered aircraft can be assigned a privacy ICAO aircraft address. No operator can use a privacy ICAO aircraft address for a U.S.-registered aircraft unless that operator is authorized to use a third-party flight identification for that same aircraft. No unique privacy ICAO address will be assigned to more than one U.S.-registered aircraft at any given time. Once approved, the operator will be assigned a privacy ICAO address.

The operator will be required to notify the FAA when their avionics have been loaded with the assigned temporary ICAO 24-bit aircraft address. Owners and operators must verify that the ICAO 24-bit aircraft address (Mode S code) broadcast by their ADS-B equipment matches the assigned privacy ICAO address for their aircraft. Operators can verify what ICAO 24-bit aircraft address is being broadcast by their aircraft by visiting: <https://adsbperformance.faa.gov/PAPRRequest.aspx>.

For monitoring privacy ICAO address use, the information will be

downloaded by the FAA and entered into the FAA’s ADS-B Performance Monitor [Docket No. FAA–2017–1194 published in **Federal Register**, December 20, 2017, as Document Number: 2017–27202].

Respondents: Intended for operators who seek anonymity such that their aircraft movements and identity cannot be easily traced or seen by privately owned sensors that monitor the 1090 MHz frequency. FAA estimates up to 15,000 respondents.

Frequency: On occasion. An operator can change privacy ICAO aircraft addresses, but no more often than once every 30 days.

Estimated Average Burden per Response: Approximately 20–25 minutes per application.

Estimated Total Annual Burden: Approximately 14,583 hours.

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

David Gray,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2019–0631]

Agency Information Collection

Activities: Requests for Comments; Clearance of a New Approval of 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 their intention to request Office of Management and Budget (OMB) approval of a new web-based tool to assist aircraft operators in achieving regulatory compliance. Depending on the specific nature of the operator’s route of flight, varying levels of information are necessary for the FAA to process pre-flight availability predictions for navigation and surveillance, and, if needed, an ATC authorization request via this web-based tool. This collection involves planned routes of flight, aircraft avionics equipment, and may require identifying information about the requester. The

information collected will be used to predict whether an aircraft flying the proposed route of flight will have sufficient position accuracy and integrity for:

- (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 from ATC to operate aircraft that do not fully meet ADS-B Out requirements in rule airspace (per 14 CFR 91.225 and 91.227), which requires ADS-B Out via:

- (3) ADS-B Deviation Authorization Preflight Tool (ADAPT)

DATES: Written comments should be submitted by October 21, 2019.

ADDRESSES: Please send written comments:

By Electronic Docket:
www.regulations.gov (Enter docket number into search field).

By mail: Send comments to FAA at following address: Mr. David Gray, Manager, Surveillance and Broadcast Services, AJM–42, Air Traffic Organization, Federal Aviation Administration, 600 Independence Ave. SW, Wilbur Wright Building, Washington, DC 20597.

By fax: 202–267–1277 (Attention: Mr. David Gray, Manager, Surveillance and Broadcast Services, AJM–42, Air Traffic 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 or 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–XXXX.
Title: Service Availability Prediction Tool (SAPT).

Form Numbers: None—Operators will access website at <https://sapt.faa.gov>.

Type of Review: New information collection.

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