Management and Budget (OMB) for approval. In accordance with the Paperwork Reduction Act of 1995 we are requesting comments on this collection from all interested individuals and organizations. The purpose of this notice is to allow 30 days for public comment.

DATES: Submit comments up to 30 days after the date of publication in the **Federal Register**.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to *www.reginfo.gov/public/do/PRAMain.* Find this particular information collection by selecting ''Currently under 30-day Review—Open for Public Comments'' or by using the search function.

FOR FURTHER INFORMATION CONTACT: Direct requests for additional information regarding the collection listed in this notice, including requests for copies of the proposed collection instrument, and supporting documents, to Hilary Schroeder, who may be reached at (202) 890–9798 or at *schroederhr@state.gov.*

SUPPLEMENTARY INFORMATION:

- *Title of Information Collection:* Department of State Acquisition Regulation (DOSAR).
- *OMB Control Number:* 1405–0050.
- *Type of Request:* Extension of a currently approved collection.
- *Originating Office:* A/OPE/AP/SCPD.
- *Form Number:* No form.
- *Respondents:* Offerors and awardees of Department of State solicitations and contracts.
- *Estimated Number of Respondents:* 2,897.
- *Estimated Number of Responses:* 3,095.
- *Average Time per Response:* 82 hours.
- *Total Estimated Burden Time:* 253,416.
- *Frequency:* On occasion.
- *Obligation to Respond:* Mandatory.

We are soliciting public comments to permit the Department to:

- Evaluate whether the proposed information collection is necessary for the proper functions of the Department.
- Evaluate the accuracy of our estimate of the time and cost burden for this proposed collection, including the validity of the methodology and assumptions used.
- Enhance the quality, utility, and clarity of the information to be collected.
- Minimize the reporting burden on those who are to respond, including the use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

Abstract of Proposed Collection

This collection includes DOSAR provisions and clauses implemented via solicitations and contracts to ensure offerors meet qualifications and awardees meet specific post-award requirements.

Methodology

Information is collected electronically.

Sharon D. James,

Acting Office Director, Office of the Procurement Executive, Office of Acquisition Policy (A/OPE/OAP), Department of State.

[FR Doc. 2022–27015 Filed 12–12–22; 8:45 am]

BILLING CODE 4710–24–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: FAA–2022–1259]

Agency Information Collection Activities: Requests for Comments; Clearance of Approval of Continuing 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, the FAA invites public comments about their intention to request Office of Management and Budget (OMB) approval to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on September 26, 2022.

DATES: Written comments should be submitted by December 1, 2022.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to *www.reginfo.gov/public/do/PRAMain.* Find this particular information collection by selecting ''Currently under 30-day Review—Open for Public Comments'' or by using the search function.

By mail: Send comments to FAA at the following address: Mr. Stanton Brunner, Program Manager, Service Performance and Sustainment Team (AJM–422), Surveillance and Broadcast Services, Program Management Organization, Federal Aviation Administration, 600 Independence Ave. SW, Wilbur Wright Building, Washington, DC 20597.

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 Jamal Wilson, 202–267–4301.

SUPPLEMENTARY INFORMATION: 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 Preflight Tool (ADAPT).

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.

OMB Control Number: 2120–0780.

Title: Service Availability Prediction Tool (SAPT).

Form Numbers: eXtensible markup language (XML), 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: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on September 26, 2022 (87 FR 58428).

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 own tool and receives an indication that performance will fall below rule requirements, the operator cannot obtain back-up surveillance information from that tool and must either replan the flight or use ADS–B SAPT to determine whether back-up surveillance is available along the planned route of flight per Exemption 12555.

ADAPT is mandatory for operators desiring to apply for an ATC authorization, per 14 CFR 91.225(g), to fly in ADS–B Out rule airspace using aircraft with avionics that do not meet the ADS–B equipage requirements. ADAPT allows operators to create an air traffic authorization request to operate in ADS–B Out rule airspace when either (1) the aircraft is without ADS–B equipment; (2) that equipment is inoperative; or (3) their avionics are not expected to meet the ADS–B performance requirements as identified in 14 CFR 91.227(c)(1)(i) and (iii). Operators who wish to submit an ADAPT request must complete the ADS–B SAPT analysis using information entered into the flight information entry form before filing the ADAPT request.

Respondents: These prediction tools are primarily intended for pilots and dispatchers; and for 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 the requirements of 14 CFR 91.225.

Frequency: As part of the flight planning process, as required by FAA policy. For some users, this could be every flight. For others it will depend on the specific conditions and performance requirements.

Estimated Average Burden per Response:

RAIM SAPT and ADS–B SAPT can be automated as part of the dispatch process by operators or flight service providers, thus eliminating manual data-entry.

RAIM SAPT—Insignificant, as all transactions are automated in flight planning systems.

ADS–B SAPT—5 minutes or less for transactions input via the flight plan form, including 1 minute or less to note the transaction id.

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

Estimated Total Annual Burden:

RAIM SAPT—Insignificant additional burden.

ADS–B SAPT—Approximately 2159 hours.

ADAPT—Approximately 590 hours.

Issued in Washington, DC, on December 7, 2022.

Jamal Wilson,

SAPT Project Lead | In-Service Performance and Sustainment (AJM–4220), Federal Aviation Administration.

[FR Doc. 2022–26972 Filed 12–12–22; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2019–0125; Notice 2]

Mercedes-Benz USA, LLC, Denial of Petition for Decision of Inconsequential Noncompliance

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Denial of petition.

SUMMARY: Mercedes-Benz AG (MB AG) and Mercedes-Benz USA, LLC (MBUSA) (collectively, ''Mercedes-Benz''), formerly known as Daimler AG has determined that certain model year (MY) 2019 Mercedes-Benz AMG GT motor vehicles do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 201, *Occupant Protection in Interior Impact.* Mercedes-Benz filed a noncompliance report dated October 18, 2019, and subsequently petitioned NHTSA on November 7, 2019, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety. This notice announces the denial of Mercedes-Benz's petition.

FOR FURTHER INFORMATION CONTACT: Karen Nuschler, Office of Vehicle Safety Compliance, NHTSA, telephone (202) 366–5829.

SUPPLEMENTARY INFORMATION:

I. Overview

Mercedes-Benz has determined that certain MY 2019 Mercedes-Benz AMG GT motor vehicles do not fully comply with paragraph S5.3.1(c) of FMVSS No. 201, *Occupant Protection in Interior Impact* (49 CFR 571.201).

Mercedes-Benz filed a noncompliance report dated October 18, 2019, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and*