

information used to issue special flight authorizations for non-revenue transports and non-transport operations of Stage 2 jet airplanes at U.S. airports. Only a minimal amount of data is requested to identify the affected parties and determine whether the purpose of the flight is one of those enumerated by law. This collection is required under the Airport Noise and Capacity Act of 1990 (as amended by Pub. L. 106–113) and the FAA Modernization and Reform Act of 2012.

DATES: Comments should be submitted by November 24, 2025.

ADDRESSES: Please send written comments:

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

FOR FURTHER INFORMATION CONTACT: Christopher Hobbs by email at: christopher.m.hobbs@faa.gov; phone: 202–267–7345.

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: 2120–0652.

Title: Changes in Permissible Stage 2 Airplane Operations.

Form Numbers: FAA Form 1050–8.

Type of Review: Renewal of an information collection.

Background: This collection is required under the Airport Noise and Capacity Act of 1990 (as amended by Pub. L. 106–113) and the FAA Modernization and Reform Act of 2012. This information is used by the FAA to issue special flight authorizations for nonrevenue operations of transports and non-transport jet Stage 2 airplanes at U.S. airports. Only a minimal amount of data is requested to identify the affected parties and determine whether the purpose of the flight is enumerated in the law.

Respondents: Approximately 30 applicants.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 15 minutes.

Estimated Total Annual Burden: 7.5 hours.

Issued in Washington, DC, on 18 September 2025.

Christopher Hobbs,

Engineer, Noise Division, Office of Environment and Energy, Noise Division, AEE–100.

[FR Doc. 2025–18356 Filed 9–22–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. 2025–3156]

**Agency Information Collection
Activities: Requests for Comments;
Clearance of Renewed Approval of
Information Collection: Small
Unmanned Aircraft Registration
System**

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 inputting minimal information into a database to register small, unmanned aircraft. Aircraft registration is necessary to ensure personal accountability among all users of the National Airspace System (NAS). 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 November 24, 2025.

ADDRESSES: Please send written comments:

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

By mail: Natalie Wilkowske, Acting Manager, Aircraft Registration Branch, P.O. Box 25504, Oklahoma City, OK 73125.

By fax: 405–954–8068.

FOR FURTHER INFORMATION CONTACT:

Shantel Young by email at: shantel.young@faa.gov; phone: 405–954–7077.

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: 2120–0765.

Title: Small Unmanned Aircraft Registration System.

Form Numbers: None.

Type of Review: Renewal of an information collection.

Background: 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). Registration allows the FAA to provide respondents with educational materials regarding safety of flight in the NAS to promote greater accountability and responsibility of these new users. 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 the exception for limited recreational operations (49 U.S.C. 44809), 14 CFR part 107 or 91, in accordance with a waiver issued under 14 CFR 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.

Respondents: 235,166 registrants and 228,911 de-registrants in CY2024.

Frequency: On occasion.

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

Estimated Total Annual Burden: Approximately 19,597 hours to register and 11,445 to de-register.

Issued in Oklahoma City, OK on September 19, 2025.

Shantel Young,

Management and Program Analyst, Civil Aviation Registry, Aircraft Registration Branch AFB 710.

[FR Doc. 2025–18382 Filed 9–22–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2025–0235]

Agency Information Collection Activities: Notice of Request for Renewal of Currently Approved Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of request for renewal of currently approved information collection.

SUMMARY: The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) for a renewal an existing information collection. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by October 23, 2025.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 0235 by any of the following methods:

Website: For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Fax: 1–202–493–2251.

Mail: Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590–0001.

Hand Delivery or Courier: U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Thy H. Nguyen, (202) 875–0520, Department of Transportation, Office of the Assistant Secretary for Research and Technology (OST–R), 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 7 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: We published a **Federal Register** Notice

with a 60-day public comment period on this information collection on May 13, 2025, at [90 FR 20338]. There were no comments received.

Title: Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program.

OMB Control: 2125–0667.

Background: The Bipartisan Infrastructure Law (also known as the Infrastructure Investment and Jobs Act), enacted on November 15, 2021, provides for significant investments in America’s transportation infrastructure. A key program of the legislation is the Strengthening and Revolutionizing Transportation (SMART) Grants Program (\$100 million per year), under which “the Secretary shall provide grants to eligible entities to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety” (BIL § 25005; 23 U.S.C. 502(b)). More specifically, SMART Grants may be used to carry out a project that demonstrates at least one of the following:

- Coordinated Automation
- Connected Vehicles
- Intelligent Sensor-Based Infrastructure
- Systems Integration
- Commerce Delivery and Logistics
- Leveraging Use of Innovative Aviation Technology
- Smart Grid
- Smart Technology Traffic Signals

The Office of the Secretary will issue a Notice of Funding Opportunity (NOFO) that describes the requirements of the SMART Grant program, including the criteria that will be used to evaluate applications. The NOFO will provide a description of the application requirements. All eligible entities must submit a completed application in order to be considered for a grant award.

The applicants who are selected for a grant (*i.e.*, the grantees) will have additional reporting requirements associated with their SMART grant, outlined below.

• **Annual Implementation Reports.** These annual reports document project progress in meeting its goals.

The first report is submitted not later than 2 years after the date on which the SMART grant is received and annually thereafter until the date on which the SMART grant is expended.

○ The Final Implementation Report will demonstrate how the deployment and operational costs of the project compared to the benefits and savings; the means by which each project has met its original expectation, including

data findings on the impacts of the project (*e.g.*, safety, mobility, access, system efficiency, etc.) and lessons learned.

• **Evaluation Plan.** The evaluation plan describes how the project will be evaluated, including the anticipated impacts of the project (*e.g.*, goals), the methods that will be used to measure those impacts, and the performance measures.

• **Data Management Plan.** The data management plan provides more detailed information on the types of data being collected by the grantee and how that data will be managed and stored (*e.g.*, how privacy is protected, the entities that have access to the data, etc.).

Quarterly Progress Reports. The Quarterly progress reports provide status updates, including activities accomplished during the quarter, financial and schedule reporting, and anticipated activities for the next quarter (among other updates, such as any project challenges).

Respondents: Eligible entities that may apply for the grant include: (A) a State; (B) a political subdivision of a State; (C) a Tribal government; (D) a public transit agency or authority; (E) a public toll authority; (F) a metropolitan planning organization; and (G) a group of 2 or more eligible entities (A through F) applying through a single lead applicant.

Only recipients of SMART Stage One Planning and Prototyping Grants, or eligible entities designated by Stage One SMART recipients, awarded under previous SMART Stage One NOFOs, may apply for Stage Two/Implementation Grant NOFOs.

We anticipate up to 100 applicants per Stage 1 NOFO, and approximately 30 will be awarded.

We anticipate up to 80 applicants per Stage 2 NOFO, and approximately 12 will be awarded.

Frequency: Annually.

Estimated Average Burden per Response: Estimated average burden per response for the application process is between 15–20 hours, 15–30 hours for the grant agreements, 10 hours for the project management, and 20 hours project evaluation.

Estimated Total Annual Burden Hours: The estimated total annual burden is 13,900 hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA’s performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and