

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) 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

*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 November 28, 2025 (FR Vol. 90, No. 227, page 54839).

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.

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.

#### Information Collected

Information collected by SAPT is comparable to that provided in FAA flight plans, with some additional information about the position source. The ADS-B SAPT flight information entry form requires the aircraft call-sign but does not collect other personal identification information about the operator. ADAPT does collect personal information to include name, telephone number, email address. The information is necessary to enable the FAA ATC Authorization Authority (AAA) to reply with either an approval, rejection, or pending decision. It also collects additional information about the flight,

including US Civil Aircraft Registry Number or ICAO Address.

#### 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.

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

#### Estimated Total Annual Burden

Cumulative total burden for 2025:

RAIM SAPT—Insignificant additional burden

ADS-B SAPT—Approximately 1,160 hours (reporting) and 290 hours (record-keeping).

ADAPT—Approximately 344 hours (reporting) and 137 hours (record-keeping).

**Jamal Wilson,**

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

[FR Doc. 2026-02076 Filed 1-30-26; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA-2026-0100]

#### Agency Information Collection Activities: Notice of Request for Reinstatement of a Previously Approved Information Collection

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of request for reinstatement of a previously approved information collection.

**SUMMARY:** The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for reinstatement of a previously approved information collection that is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by April 3, 2026.

**ADDRESSES:** You may submit comments identified by DOT Docket ID Number 0100 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:** Jim Garling, (803) 563-1198, Office of Administration, Federal Highway Administration, Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 7 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

*Title:* Advanced Transportation Technology and Innovation (ATTAIN) Program.

*OMB Control:* 2125-0666.

*Background:* The Advanced Transportation Technologies and Innovative Mobility Deployment Program (ATTIMD), established in Section 503(c)(4) of title 23, United States Code (U.S.C.), also known as the Advanced Transportation Technology and Innovation (ATTAIN) Program, directs FHWA to award grants to eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. These grant awards demonstrate how

emerging transportation technologies, data, and their applications can be effectively deployed and integrated with existing systems to provide access to essential services and other destinations. The Assistance Listing Number for this opportunity is 20.200—Highway Research and Development.

*Respondents:* The estimated sixty-five RTEPF Grant Program recipients are required to submit quarterly reports documenting grant project actions and funding uses.

*Frequency:* Quarterly.

*Estimated Average Burden per Response:* One hour.

*Estimated Total Annual Burden Hours:* 260 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 clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, 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.

(Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.48.)

Issued on: January 29, 2026.

**Jazmyne Lewis,**

*Information Collection Officer.*

[FR Doc. 2026-02093 Filed 1-30-26; 8:45 am]

**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA-2026-0067]

#### Agency Information Collection

#### Activities: Request for Comments for a New Information Collection

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

**ACTION:** Notice and request for comments.

**SUMMARY:** The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by April 3, 2026.

**ADDRESSES:** You may submit comments identified by DOT Docket ID Number 0067 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, East Building Ground Floor, Room E63-314, 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:**

Carlos McCloud or Jim Garling, Office of Transportation Operations, Federal Highway Administration, Department of Transportation, 1200 New Jersey Ave. SE, Washington, DC, between 7 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

*Title:* Congestion Relief Program.

*Background:* This collection involves applicants to submit a proposal for discretionary grant funding, under the "Congestion Relief Program" established by the Infrastructure Investment and Jobs Act of 2021, November 15, 2021, "Bipartisan Infrastructure Law", or "BIL". The FHWA will receive the information to fulfill the grant application submittal requirements, grant agreement execution, and semi-annual reporting as prescribed in the Notice of Funding Opportunity (NOFO). The collection of information will include grant application forms and narratives, grant agreements, and project management semi-annual reporting. The purpose of the collection is to obtain information relevant to evaluating applications and reporting requirements agreed to by recipients of the Grants. FHWA is requesting emergency approval due to the urgency of making the associated funds available to applicants that meet the eligibility requirements under the law. The continued viability of these funds is critical in supporting the transportation infrastructure needs across the United States.

*Respondents:* State, Metropolitan Planning Organization (MPO), city, or municipal agencies in an urbanized area