

originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7 *Processing of Petitions*, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

*II. Summary of Petition:* J.K. Technologies, LLC (JK), of Baltimore, Maryland (Registered Importer R-90-006) has petitioned NHTSA to decide whether nonconforming MY 2013 Porsche Panamera PCs are eligible for importation into the United States. The vehicles that JK believes are substantially similar are MY 2013 Porsche Panamera PCs manufactured for sale in the United States, and certified by their manufacturer as conforming to all applicable FMVSS.

The petitioner submitted information with its petition intended to demonstrate that the subject non-U.S.-certified vehicles as originally manufactured, conform to many applicable FMVSS in the same manner as their U.S.-certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that the non-U.S.-certified MY 2013 Porsche Panamera PCs, as originally manufactured, conform to: Standard Nos. 102 *Transmission Shift Position Sequence, Starter Interlock, and Transmission Braking Effect*, 103 *Windshield Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 106 *Brake Hoses*, 113 *Hood Latch System*, 114 *Theft Protection*, 116 *Motor Vehicle Brake Fluids*, 118 *Power-Operated Window, Partition, and Roof Panel Systems*, 124 *Accelerator Control Systems*, 126 *Electronic Stability Control Systems for Light Vehicles*, 135 *Light Vehicle Brake Systems*, 138 *Tire Pressure Monitoring Systems*, 201 *Occupant Protection in Interior Impact*, 202a *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 210

*Seat Belt Assembly Anchorages*, 212 *Windshield Mounting*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 225 *Child Restraint Anchorage Systems*, and 302 *Flammability of Interior Materials*.

The petitioner also contends that the subject non-U.S.-certified vehicles are capable of being readily altered to meet the following standards in the manners indicated:

Standard No. 101 *Controls and Displays*: Replacement of the instrument cluster with the U.S.-model component and reprogramming of its software as described in the petition.

Standard No. 108 *Lamps, Reflective Devices and Associated Equipment*: Replacement of the headlamps, taillamps, and front and rear side markers with U.S.-model components. Reprogramming of the vehicle's software must also be performed to activate these systems.

Standard No. 110 *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 Kilograms (10,000 Pounds) or Less*: Installation of the required tire information placard.

Standard No. 111 *Rear Visibility*: Replacement of the passenger side mirror with the U.S.-model, or inscription of the required warning statement on the face of the existing mirror.

Standard No. 208 *Occupant Crash Protection*: Replacement of the seatbelt assemblies and the air bag control unit. In addition, replacement of the front passenger side seat weight sensing system—including the sensor mat and seat cushion, airbag warning telltale, seat wiring harness, and sun visor. After installation of these components, the vehicle's software must be updated and correct installation and operation confirmed using an appropriate diagnostic programming tool as described in the petition. All air bag warning labels and owner manual inserts must be inspected for compliance with the requirements in the standard and added or replaced with U.S.-model versions if not already present on the vehicle.

Standard No. 209 *Seat Belt Assemblies*: Replacement of seat belt assemblies with U.S.-certified components as previously stated under FMVSS No. 208.

Standard No. 301 *Fuel System Integrity*: During installation of U.S.-model components and software as described in the petition to meet the requirements of the Environmental Protection Agency (EPA), the

requirements of this standard will be complied with and maintained.

The petitioner additionally states that a vehicle identification plate must be affixed to the vehicle near the left windshield pillar to meet the requirements of 49 CFR part 565.

*III. Comments:* All comments and supporting materials received before the close of business on the closing date indicated above will be filed in the docket and considered. To the extent possible, comments filed after the closing date will also be considered to the fullest extent possible and available for examination in the docket at the above addresses.

Once the petition is granted or denied, notice of the decision will be published in the **Federal Register** pursuant to the authority indicated at the end of this notice.

This notice of receipt of the subject petition does not represent any agency decision or other exercise of judgment concerning the merits of the petition. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

**Authority:** 49 U.S.C. 30141(a)(1)(A), (a)(1)(B), and (b)(1); 49 CFR 593.7; delegation of authority at 49 CFR 1.95 and 501.8.

**Michael A. Cole,**

*Acting Director, Office of Vehicle Safety Compliance.*

[FR Doc. 2018-15776 Filed 7-23-18; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF TRANSPORTATION

[Docket No. DOT-OST-2011-0177]

### Notice of Submission of Proposed Information Collections to OMB; Agency Request for Renewal of Previously Approved Information Collections: Nondiscrimination on the Basis of Disability in Air Travel

**AGENCY:** Office of the Secretary, Department of Transportation.

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

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces that the Department of Transportation's (Department or DOT) Office of the Secretary (OST) is submitting a request to the Office of Management and Budget (OMB) for renewal of the OMB control number 2105-0571, titled *Nondiscrimination on the Basis of Disability in Air Travel*, for the information collections described below. On April 18, 2018, the Department published a **Federal**

**Register** Notice with a 60-day comment period soliciting comments on the information collections. See 83 FR 17221. The purpose of this notice is to allow for an additional 30 days of public comment.

**DATES:** Written comments should be submitted by August 23, 2018.

**ADDRESSES:** Send comments regarding the burden estimate, including suggestions for reducing the burden, to the Office of Management and Budget, Attention: Desk Officer for the Office of the Secretary of Transportation, 725 17th Street NW, Washington, DC 20503. Comments may also be sent via email to OMB at the following address: [oir\\_submissions@omb.eop.gov](mailto:oir_submissions@omb.eop.gov).

**FOR FURTHER INFORMATION CONTACT:** John C. Wood, Office of the General Counsel, Office of the Secretary, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590, 202-366-9342 (Voice), 202-366-7152 (Fax), or [john.wood@dot.gov](mailto:john.wood@dot.gov) (Email). Arrangements to receive this document in an alternative format may be made by contacting the above-named individual.

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2105-0571.

*Title:* Nondiscrimination on the Basis of Disability in Air Travel.

*Type of Review:* Renewal of information collections.

*Background:* This notice covers two information collection requirements in the Department's Air Carrier Access Act (ACAA) implementing regulation, 14 CFR part 382 (Part 382), Nondiscrimination on the Basis of Disability in Air Travel. Specifically, pursuant to section 382.43(d), covered carriers must provide an online mechanism for passengers to request disability accommodation services (e.g., enplaning/deplaning assistance, deaf/hard of hearing communication assistance, escort to service animal relief area, etc.) for a particular flight. Pursuant to section 382.43(e), covered carriers must also ensure that when a user activates a link on a carrier's primary website to embedded third-party software or to an external website, a disclaimer is displayed notifying the user that the application or website may not be accessible. These requirements became effective on December 12, 2015, and December 12, 2016, respectively. Covered carriers are U.S. and foreign air carriers that operate at least one aircraft having a designed seating capacity of more than 60 passengers and own or control a primary website that markets passenger air transportation or a tour, or tour component that must be purchased

with air transportation, to the general public in the United States.<sup>1</sup>

The Paperwork Reduction Act of 1995 (PRA) and its implementing regulations, 5 CFR part 1320, require Federal agencies to issue two notices seeking public comment on information collection activities before OMB may approve paperwork packages. 44 U.S.C. 3506, 3507; 5 CFR 1320.5, 1320.8(d)(1), 1320.12. On April 18, 2018, OST published a **Federal Register** Notice announcing its intention to renew OMB control number 2105-0571 and inviting interested persons to submit comments on these information collections for 60 days. See 83 FR 17221. During this time, the Department received one comment related to the information collections.

The commenter, Paralyzed Veterans of America (PVA), supported both information collections and emphasized that carriers should provide an opportunity for passengers with disabilities to request disability accommodation in advance of arriving at the gate at an easy to locate place on an airline's website. PVA also stated that carriers should then use the information to make sure that passengers receive any needed assistance in a timely manner. PVA added that collecting service request information has the potential to benefit all stakeholders, including carriers, as it helps carriers understand the types and frequency of requests received across routes and travel periods. The PVA comment made no reference to the estimated number of respondents or burden hours for the information collections. The Department also received another comment, but that comment was outside the scope of the Paperwork Reduction Act. It did not address any issue related to the information collections that are the subject of this renewal.

Accordingly, this notice announces that the information collection activities set forth in Part 382 have been re-evaluated and certified under 5 CFR 1320.5(a) and are being forwarded to OMB for review and approval pursuant to 5 CFR 1320.12(c). Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public

<sup>1</sup> While there are approximately 190 U.S. and foreign air carriers that conduct passenger-carrying service to, from, or in the United States with at least one aircraft having a designed seating capacity of more than 60 seats, not all of those carriers have a primary website that markets passenger air transportation to the general public in the U.S. The Department estimates that approximately 165 of those 190 carriers are subject to the Department's web-accessibility requirements as they operate such aircraft and have a primary website that markets to U.S. consumers.

comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30-day notice is published. 44 U.S.C. 3507(b)-(c); 5 CFR 1230.12(d); see also 60 FR 44983 (Aug. 29, 1995). Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure their full consideration. 5 CFR 1320.12(c); see also 60 FR 44983 (Aug. 29, 1995).

The renewed OMB control number will be applicable to all the provisions set forth in this notice. The title, a description of the information collection, its need and proposed use, respondents, and the periodic reporting burden are set forth below for each of the information collections:

**1. Online Request for Disability Accommodation**

*Description of the need for the information and proposed use:* Pursuant to 14 CFR 382.43(d), each covered carrier must provide a mechanism on its website for passengers to request a disability accommodation service for a future flight and provide advance notice of their request. Carriers may, but need not, require passengers to include contact information on the form in order to follow-up and request more specific information about the passengers' accommodation needs. Carriers may also use the aggregate data from the online service requests to understand and better plan for the volume and types of service requests they receive across time periods and routes, but also are not required to do so.

While the content and design of the online service request form is up to the carriers, the Department anticipates that each covered U.S. and foreign carrier that markets scheduled air transportation to the general public in the United States would incur initial costs associated with developing and reviewing a design and implementation plan for the request form, developing, coding, and integrating the form into the website, as well as testing, debugging, and connecting the form with a backend database to store the information. The final regulatory analysis (FRA) for the final rule entitled Nondiscrimination on the Basis of Disability in Air Travel: Accessibility of websites and Automated Kiosks at U.S. Airports estimated that it will take an average of 32 labor hours per carrier to develop, implement, integrate, connect, and test the online request form. Initial costs are reduced for carriers that rely on a request form developed by another entity. There are no recordkeeping or

reporting requirements. However, carriers should use the service request information to facilitate appropriate, timely assistance to their passengers.

*Respondents:* Certificated U.S. and foreign air carriers operating to, from, and within the United States that operate at least one aircraft having a seating capacity of more than 60 passengers and own or control a primary website that markets air transportation to the general public in the U.S.

*Estimated Number of Respondents:* 165 U.S. and foreign carriers, of which the Department expects all to have achieved compliance with the requirement in a prior year. The Department estimates that each year there will be 3 new respondent carriers.

*Estimated Annual Burden on Respondents:* 0 hours per carrier compliant in a prior year, unless the carrier voluntarily elects to modify or improve its form, and 32 hours per carrier creating an online request form.

*Estimated Total Annual Burden:* 96 hours. This estimate was calculated by multiplying the total number of labor hours per year that a carrier is estimated to spend to develop, implement, integrate, connect, and test the online request form (32) by the estimated number of new respondent carriers each year (3).

*Frequency:* One-time requirement.

## 2. Website Accessibility Disclaimer Notice

*Description of the need for the information and proposed use:* Pursuant to 14 CFR 382.43(e), covered carriers must provide a disclaimer notice for each link on their primary website that enables a user to access software or an external website that is not in the carrier's control. The disclaimer notice must be activated the first time a user clicks the link and must notify the user that the application/website is not within the carrier's control and may not follow the same accessibility policies as the primary website. The Department anticipates that each covered U.S. and foreign carrier will incur costs associated with identifying all links on their websites that may require a disclaimer such as developing and reviewing the design and language for the disclaimer notice, as well as developing, testing, and deploying the code to the appropriate web pages.

The incremental labor hours associated with providing the required disclaimer may vary depending on the number of links on the website to which this requirement applies. The FRA estimated that it will take an average of 6 labor hours per carrier to identify the

links and then develop, test, and deploy the disclaimer notice on the website. We also estimate that it will take less than 30 minutes per year for a carrier to associate the notice with any new links to external websites or third-party software added to their websites.

There are no recordkeeping or reporting requirements associated with this information collection.

*Respondents:* Certificated U.S. and foreign air carriers operating to, from, and within the United States that operate at least one aircraft having a seating capacity of more than 60 passengers and own or control a primary website that markets air transportation to the general public in the U.S.

*Estimated Number of Respondents:* 165 U.S. and foreign carriers, of which the Department expects all to have achieved compliance with the requirement in a prior year. The Department estimates that each year there will be 3 new respondent carriers.

*Estimated Annual Burden on Respondents:* 6 hours for 3 new carrier respondents to create, test, and deploy the disclaimer. 30 minutes for 165 carriers compliant in prior years to associate the notice with new links and third-party software.

*Estimated Total Annual Burden:* 100.5 hours. This estimate was calculated by multiplying the total number of labor hours per year that a carrier is estimated to spend to develop, test, and deploy the disclaimer notice (6) by the estimated number of new respondent carriers each year (3). To that total we added the product of the number of hours that we estimated carriers may spend associating the notice with new weblinks (.5 hours) and the number of carriers that are expected to have achieved compliance in a prior year (165).

*Frequency:* One-time and recurrent requirements.

*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 the Department's performance; (b) the accuracy of the estimated burden; (c) ways for the Department 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.

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

Issued in Washington, DC, on July 18, 2018.

**Blane A. Workie,**

*Assistant General Counsel for Aviation Enforcement and Proceedings.*

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## DEPARTMENT OF THE TREASURY

### Agency Information Collection Activities; Submission for OMB Review; Comment Request; Multiple IRS Information Collection Requests

**AGENCY:** Departmental Offices, U.S. Department of the Treasury.

**ACTION:** Notice.

**SUMMARY:** The Department of the Treasury will submit the following information collection requests to the Office of Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995, on or after the date of publication of this notice. The public is invited to submit comments on these requests.

**DATES:** Comments should be received on or before August 23, 2018 to be assured of consideration.

**ADDRESSES:** Send comments regarding the burden estimate, or any other aspect of the information collection, including suggestions for reducing the burden, to (1) Office of Information and Regulatory Affairs, Office of Management and Budget, Attention: Desk Officer for Treasury, New Executive Office Building, Room 10235, Washington, DC 20503, or email at [OIRA\\_Submission@OMB.EOP.gov](mailto:OIRA_Submission@OMB.EOP.gov) and (2) Treasury PRA Clearance Officer, 1750 Pennsylvania Ave. NW, Suite 8142, Washington, DC 20220, or email at [PRA@treasury.gov](mailto:PRA@treasury.gov).

**FOR FURTHER INFORMATION CONTACT:** Copies of the submissions may be obtained from Jennifer Leonard by emailing [PRA@treasury.gov](mailto:PRA@treasury.gov), calling (202) 622-0489, or viewing the entire information collection request at [www.reginfo.gov](http://www.reginfo.gov).

#### SUPPLEMENTARY INFORMATION:

##### Internal Revenue Service (IRS)

*Title:* Taxable Fuel; registration.

*OMB Control Number:* 1545-0725.

*Type of Review:* Extension without change of a currently approved collection.

*Abstract:* Certain sellers of gasoline and diesel fuel may be required under section 4101 to post bond before they incur liability for gasoline and diesel fuel excise taxes imposed by sections 4081 and 4091. This form is used by