

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2025–2535]

Agency Information Collection Activities: Requests for Comments; Clearance of a Reinstated Information Collection: Pilot Certification and Qualification Requirements for Air Carrier Operations

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) approval to reinstate an information collection that expired in December 2025. The collection involves FAA review of Airline Transport Pilot (ATP) Certification Training Program (CTP) submissions to determine whether the program complies with the applicable requirements. It also involves FAA review of educational institutions' applications for authority to certify its graduates meet the minimum regulatory requirements.

DATES: Written comments should be submitted by September 28, 2026.

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: Christopher Morris by email at: chris.morris@faa.gov.

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.

OMB Control Number: 2120–0755.

Title: Pilot Certification and Qualification Requirements for Air Carrier Operations.

Form Numbers: 8700–1.

Type of Review: Reinstatement without change of an existing information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on February 13, 2026 (91 FR 6976). FAA aviation safety inspectors (ASIs) review the Airline Transport Pilot (ATP) Certification Training Program (CTP) submissions to determine whether the program complies with the applicable requirements of 14 CFR 61.156. The programs that comply with the minimum requirements receive approval to begin offering the course to applicants for an ATP certificate with a multiengine class rating or an ATP certificate obtained concurrently with an airplane type rating. FAA ASIs also review educational institutions' application for authority to certify that graduates meet the minimum requirements of 14 CFR 61.160. The institutions that receive letters of authorization for their degree programs are authorized to place a certifying statement on a graduate's transcript indicating he or she is eligible for a restricted-privileges ATP certificate.

Respondents: 5,523.

Frequency: Once per year.

Estimated Average Burden per Response: 14 minutes.

Estimated Total Annual Burden: 1,329 hours.

Issued in Washington, DC, on August 24, 2026.

D.C. Morris,

Aviation Safety Analyst, Flight Standards Service, General Aviation and Commercial Division.

[FR Doc. 2026–17447 Filed 8–26–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2026–0925]

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

AGENCY: Federal Highway
Administration (FHWA), DOT.

ACTION: Notice and request for
comments.

SUMMARY: The FHWA has forwarded the information collection request described in this notice to the Office of Management and Budget (OMB) to approve a new 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 September 28, 2026.

ADDRESSES: You may submit comments identified by DOT Docket ID Number 0925 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: Matthew Corrigan, (202) 493–3365, Office of Infrastructure Research and Development, Federal Highway Administration, Department of Transportation, 6300 Georgetown Pike, McLean, VA 22101. Office hours are from 8 a.m. to 5 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 April 14, 2026, at 2026–07407 (91 FR 20561). The notice received two (2) comments. The comments and FHWA's responses are below:

Comments From Texas Dept. of Transportation (TxDOT)

TxDOT supports FHWA's goals in advancing digital project delivery and data integration across the transportation sector and finds that the proposed collection aligns with national and state efforts to modernize infrastructure delivery and transition to digital environments. In response, TxDOT offered the following comments:

1. *Necessity of the Information Collection:* TxDOT supports the proposed information collection and believes it is necessary as FHWA advances digital project delivery, intelligent construction, and Building Information Modeling (BIM) for infrastructure. Understanding the current state of practices across state Departments of Transportation is essential to inform federal guidance, identify scalable best practices, and prioritize future research. Without structured, nationwide data collection, FHWA would lack the foundation

needed to support consistent implementation and advancement of these emerging technologies across agencies.

FHWA response: We thank TxDOT for its support and for affirming the importance of this data collection. While the survey serves a targeted research purpose, the data collected will provide a foundational understanding of current practices across State DOTs and aligns with broader national efforts to advance digital project delivery, intelligent construction, BIM for infrastructure, and other national U.S.DOT priorities.

2. Accuracy of Estimated Burdens: TxDOT finds the estimated burden of approximately 30 minutes per response to be generally reasonable for a single respondent. However, for a comprehensive and coordinated agency response, input may be required from multiple internal divisions. As a result, the total effort required for TxDOT to prepare a consolidated response could take significantly more time.

FHWA response: We thank TxDOT for this feedback. The survey cover page has been modified to include the following statement:

Estimated time to complete: Approximately 30 minutes. The survey is designed to be completed collaboratively and submitted by a designated agency coordinator. While an individual subject matter expert may be able to complete portions of the survey in approximately 30 minutes, agencies are encouraged to engage personnel from Materials, Construction, Pavement Management, Asset Management, Information Technology, and other relevant offices to develop a coordinated response. The total effort required to prepare a consolidated agency response may therefore vary by agency.

3. Enhancing the Quality, Usefulness, and Clarity of Information Collected: TxDOT recommends that FHWA: (1) Clearly define key terms such as *digital project delivery*, *intelligent construction*, and *BIM* to ensure consistent interpretation across state responses; and (2) Structure questions to distinguish between existing operational practices and emerging, pilot, or aspirational activities. These refinements could improve the comparability and overall usefulness of the information collected.

FHWA response: We thank TxDOT for this feedback. Definitions of key terminology relevant to this specific research study have been added to the survey where appropriate. These definitions reflect those put forth for the purposes of this study and are intended

to promote consistent interpretation across responding agencies. Other than definitions already codified in statute or regulation, it is not FHWA's intent to develop or create a national set of definitions surrounding all aspects of digital delivery within the context of this data collection. The resulting research may facilitate further national dialogue and potential development of consensus definitions.

4. Minimizing Collection Burdens: TxDOT suggests that FHWA consider implementing the following measures to reduce respondent burden: (1) Use a web-based questionnaire platform, (2) Provide the ability to upload existing documentation (e.g., workflows, policies, or guidance documents), and (3) Allow for collaborative submission capabilities so multiple subject-matter experts can contribute to a single unified response. These approaches should improve efficiency while maintaining the quality of responses.

FHWA response: We thank TxDOT for these suggestions. The data collection will primarily utilize a web-based platform and documentation collection for the survey to facilitate collaborative responses and improve efficiency. Acknowledging the desire for collaborative submissions of multiple subject matter experts, we will also provide respondents with an optional fillable PDF form that can be used to assist with alternative collaborative response procedures. Both formats will be provided to accommodate the preference of the responding agency. A question has been added to the data collection enabling responding agencies to share existing resources such as workflows, policies, and guidance documents.

Comments Submitted From "WhoPoo App"

"Where is the wildlife corridor in Virginia that Wild Virginia got \$20,000 for? Please place a culvert under the highway around Hampton Roads for turtle migration. There is already construction there so it should be no problem."

FHWA response: The comment is not applicable to the information collection proposed in the **Federal Register** notice.

Title: Bridging the Data Gap in Pavement Management and Quality Assurance.

Background: The Federal Highway Administration (FHWA) is researching the current state of practice for digital project delivery, specifically regarding pavement and materials testing and electronic quality assurance (QA) data within State transportation agencies.

While many industries leverage artificial intelligence, machine learning, and robust data analytics to improve decision-making, the highway construction field is seeing an increased need to link disparate data sources. This integration supports various applications, including design models, intelligent construction, e-ticketing, materials testing, digital as-builts, pavement management systems (PMS), and Building Information Modeling (BIM) for Infrastructure.

Agencies are transitioning toward BIM as the successor to standard plan sets. However, because agencies utilize tools from multiple vendors, interoperability is critical. Seamless data transfer across BIM platforms requires a standardized data schema; without it, agencies risk data loss during translation between applications.

While QA data has long been a staple of highway construction, the ability to analyze and leverage these assets throughout a project's lifecycle is less mature. Many agencies want to maximize their electronic data but face challenges in integration. Currently, while agencies are proficient in producing data via test equipment, they often lack the standardized workflows necessary to analyze and integrate that data into broader systems.

The goals of this research are to:

1. Assess the beneficial uses and limitations of electronic quality assurance data.
 2. Evaluate its implications for use in digital as-builts, Advanced Digital Construction Management Systems (ADCMS), and lifecycle asset management.
 3. Identify gaps and the requirements for a data schema.
- FHWA will develop and distribute a survey instrument seeking information regarding:
- The extent of collection, processing, storage, and analysis of pavement and materials QA data across design, construction, and asset management.
 - The availability and integration of geospatial information.
 - Currently implemented commercial-off-the-shelf (COTS) and in-house technologies and databases.
 - Existing data exchange standards or processes supporting digital QA data.
 - Challenges associated with data-related practices and manipulation "touch points."
 - Specific data use cases and desired practices not yet implemented.

Respondents: 3 FHWA Federal Lands Highway Divisions, 52 Transportation Agencies (including 50 U.S. States, the District of Columbia, and Puerto Rico), and American Association of State

Highway and Transportation Officials (AASHTO) Committee on Materials and Pavements.

Frequency: Once.

Estimated Average Burden per

Response: 30 minutes per response.

Estimated Total Annual Burden

Hours: 28 hours total. The total hours = 1,680 minutes = 30 minutes × 56 responses.

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: August 25, 2026.

Jazmyne Lewis,

Information Collection Officer.

[FR Doc. 2026–17530 Filed 8–26–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2024–0008; Notice 2]

Michelin North America, Inc., Grant of Petition for Decision of Inconsequential Noncompliance

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

ACTION: Grant of petition.

SUMMARY: Michelin North America, Inc. (MNA) has determined that certain Uniroyal Laredo AT and Laredo HT replacement tires do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 139, *New Pneumatic Radial Tires for Light Vehicles*. MNA filed a noncompliance report dated November 3, 2023, and subsequently petitioned NHTSA (the “Agency”) on November 28, 2023, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety. This document announces the grant of MNA's petition.

FOR FURTHER INFORMATION CONTACT: Jayton Lindley, General Engineer,

NHTSA, Office of Vehicle Safety Compliance, (325) 655–0546.

SUPPLEMENTARY INFORMATION:

I. Overview: MNA determined that certain Uniroyal Laredo AT and Laredo HT replacement tires do not fully comply with paragraphs S5.5(a) and S5.5.1 of FMVSS No. 139, *New Pneumatic Radial Tires for Light Vehicles* (49 CFR 571.139).

MNA filed a noncompliance report dated November 3, 2023, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. MNA petitioned NHTSA on November 28, 2023, for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, *Exemption for Inconsequential Defect or Noncompliance*.

Notice of receipt of MNA's petition was published with a 30-day public comment period, on February 28, 2025, in the **Federal Register** (90 FR 10985). Two comments were received. To view the petition and all supporting documents log onto the Federal Docket Management System (FDMS) website at <https://www.regulations.gov/>. Then follow the online search instructions to locate docket number “NHTSA–2024–0008.”

II. Tires Involved: Approximately 251,209 Uniroyal Laredo AT and Laredo HT, manufactured between January 15, 2023, and October 29, 2023, were reported by the manufacturer.

III. Rule Requirements: Paragraphs S5.5(a) and S5.5.1 of FMVSS No. 139 and 49 CFR 574.5(b) include the requirements relevant to this petition. Paragraph S5.5(a) requires each tire to be labeled on each sidewall with the symbol DOT, which constitutes a certification that the tire conforms to applicable FMVSSs. Paragraph S5.5.1 requires that each tire (manufactured on or after September 1, 2009) must be labeled with the TIN, as required by 49 CFR part 574, on the intended outboard sidewall of the tire. Additionally, the TIN or a partial TIN (which includes all characters except for the date code and, optionally, any additional code at the manufacturer's discretion) must be labeled on the other sidewall of the tire.

IV. Noncompliance: MNA explains that the noncompliance is due to a mold error in which the subject tires are missing the required DOT symbol and the full or partial tire identification number (TIN) on one of the two sidewalls and therefore, do not comply with paragraphs S5.5(a) and S5.5.1 of

FMVSS No. 139. The tires do have the required DOT symbol and TIN on the other sidewall.

V. Summary of MNA's Petition: The following views and arguments presented in this section, “V. Summary of MNA's Petition,” are the views and arguments provided by MNA. They do not reflect the views of the Agency. MNA describes the subject noncompliance and contends that the noncompliance is inconsequential as it relates to motor vehicle safety.

MNA explains that an initial mold drawing, which was missing the required DOT symbol and TIN marking instructions for the affected sidewall plate, was used to create drawings for 65 additional tire sizes. As a result, a total of 66 tire sizes, in the Laredo AT and Laredo HT tire lines are affected by the subject noncompliance.

MNA asserts that the subject tires were both designed and manufactured according to ETRTO standards and that they meet all applicable FMVSS tire safety performance standards. Further, MNA indicates that the subject tires are correctly marked with the tire size information, along with the load range and maximum load in accordance with ETRTO standards. Moreover, MNA highlights that the DOT symbol and the full TIN are present on the other sidewall of the subject tires.

After discovering the subject noncompliance on October 19, 2023, MNA took the molds out of production. MNA says that the molds are currently undergoing repairs and will be returned to service once they comply with the applicable FMVSSs.

In January 2019 MNA purchased a majority share of PT Multistrada Arah Sarana (Multistrada). Based on the root cause analysis by MNA and Multistrada plant representatives, it was determined that the “marking test” procedure was not performed. To address this, updated documentation now requires “marking tests” for every tire size beginning production at the Multistrada plant. MNA says these tests will be reviewed by the Tire Designers, the Standards and Regulations team, and the Mold Designers to ensure compliance with the applicable FMVSSs. Furthermore, MNA says that additional training will be provided to Tire Designers and Mold Designers developing products manufactured at Multistrada to ensure they are knowledgeable about U.S. market regulations.

MNA asserts that the subject tires meet all applicable FMVSS tire safety performance standards and contain the DOT symbol and full TIN on the opposite sidewall. In the event of a future recall of Laredo AT or Laredo HT