

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: 2120-0569.

Title: Airport Grants Program.

Form Numbers: Standard Form 270, Standard Form 271, Standard Form 424, Standard Form 425, Standard Form 425a, Standard Form 1445, DOL 347, 5100-100, 5100-101, 5100-108, 5100-110, 5100-126, 5100-127, 5100-128, 5100-129, 5100-130, 5100-131, 5100-132, 5100-133, 5100-134, 5100-135, 5100-136, 5100-137, 5100-138, 5100-139, 5100-140, 5100-141, 5100-142, 5100-145, 5100-147, 5370-1.

Type of Review: Renewal of an information collection.

Background: Codification of certain U.S. Transportation laws at 49 U.S.C., repealed the Airport and Airway Improvement Act of 1982, as amended, and the Aviation Safety and Noise Abatement Act of 1979, as amended, and re-codified them without substantive change at Title 49 U.S.C., which is referred to as the "Act." The Act provides funding for airport planning and development projects at airports included in the National Plan of Integrated Airport Systems. The Act also authorizes funds for noise compatibility planning and to carry out noise compatibility programs. The information required under this collection is necessary to protect the Federal interest in safety, efficiency, and utility of the Airport. Data is collected to meet report requirements of 2 CFR part 200 for certifications of domestic preferences and representations, financial management and performance measurement.

Respondents: Approximately 21,500 applicants.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: Approximately 8.5 hours.

Estimated Total Annual Burden: Approximately 181,000 hours.

Issued in Washington, DC, on August 4, 2026.

Kay Ryder,

Manager, FAA Airports AIP Finance Branch, APP-530.

[FR Doc. 2026-16062 Filed 8-5-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2025-2524]

Agency Information Collection Activities: Requests for Comments; Clearance of a Reinstatement Approval of Information Collection: Part 60—Flight Simulation Device Initial and Continuing Qualification and Use

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 reinstate an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on June 2, 2026. The collection involves requirements which are necessary to ensure safety-of-flight by ensuring that complete and adequate training, testing, checking, and experience is obtained and maintained by those who operate under certain parts of FAA's regulations and use flight simulation in lieu of aircraft for these functions. This collection is being reinstated due to delays caused by the government shutdown and changeover of personnel.

DATES: Written comments should be submitted by September 8, 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:

Sandra L. Ray by email at: Sandra.ray@faa.gov; phone: 412-546-7344.

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: 2120-0680.

Title: Part 60—Flight Simulation Device Initial and Continuing Qualification and Use.

Form Numbers: T001A, T002, T004, T011, T011-FD2, T012, T023, T024, T025, T068, T069.

Type of Review: Reinstatement 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 June 2, 2026 (91 FR 33015). Title 49 U.S.C., Section 44702 empowers and requires the Secretary of Transportation to issue operating certificates and to establish minimum safety standards for the operation of air carriers and those to whom such certificates are issued. Also, Title 49 U.S.C., Section 44701 empowers and requires the Administrator of the Federal Aviation Administration (FAA) to prescribe standards applicable to the accomplishment of the mission of the FAA.

Sponsors who wish to maintain certified training centers are mandated to report to this collection. This collection is necessary to ensure that those who must comply with Title 14 CFR part 61, part 63, part 91, part 121, part 135, part 141, and part 142 are able to provide adequate crewmember training and qualification. This collection also helps to ensure safety-of-flight by ensuring those who operate under these parts of the regulation and use flight simulation in lieu of aircraft for these functions, receive and maintain complete and adequate training, testing, checking, and experience. The FAA will use the information it collects and reviews to ensure compliance and adherence to regulations and, where necessary, to take enforcement action on violators of the regulations.

Respondents: 62 Flight Simulation Device Operators, 2 new annually.

Frequency: Annually.

Estimated Average Burden per Response: Varies per Requirement.

Estimated Total Annual Burden: 94,812 Hours.

Issued in Washington, DC, on August 4, 2026.

Sandra L. Ray,

Aviation Safety Inspector, AFS-260.

[FR Doc. 2026-15958 Filed 8-5-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition

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

ACTION: Denial of a petition to open a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition, DP26-001, submitted by Mr. Christopher Mammarella (the Petitioner) to the Administrator of NHTSA (the "Agency") by a letter dated January 9, 2026, under 49 U.S.C. 30162 and 49 CFR part 552. The Petitioner requests the Agency initiate a safety defect investigation into allegations of a mechanical failure that results in the loss of All Wheel Drive (AWD) in certain Model Year (MY) 2021 to 2023 Acura TLX and MY 2022 to 2023 Acura MDX vehicles (the "Subject Vehicles") equipped with Acura's Super Handling All Wheel Drive (SH-AWD). As a result of the failure, these vehicles permanently lose the ability to transfer drive torque to the rear wheels effectively making them front wheel drive only. NHTSA's Office of Defects Investigation (ODI) has determined that the issues raised in the Petition are not likely to result in a finding that a defect related to motor vehicle safety exists. This determination is based on a technical review by ODI of available information, which included: (1) consumer complaints submitted by the petitioner; (2) consumer complaint information in the agency's databases; and (3) other relevant information in possession of the agency. As a result, further investigation of the issue raised by the Petition is not warranted and the Agency, accordingly, has denied the Petition.

FOR FURTHER INFORMATION CONTACT: Mr. Richard K. Lawrence, Vehicle Defect Division A, Office of Defects Investigation, NHTSA 1200 New Jersey Avenue SE, Washington, DC 20590. Telephone: 202-366-7818. Email: richard.k.lawrence@dot.gov.

SUPPLEMENTARY INFORMATION:

1. Introduction

Any interested person may petition NHTSA to request that the Agency initiate an investigation to determine whether a motor vehicle or item of replacement equipment complies with an applicable motor vehicle safety standard or contains a defect that relates to motor vehicle safety. 49 U.S.C. 30162(a)(2); 49 CFR 552.3. Upon receipt of a properly filed petition, the Agency conducts a technical review of the petition, material submitted with the petition, and any additional information. 49 CFR 552.6. The technical review may consist solely of a review of information already in the possession of the Agency or it may include the collection of information from the motor vehicle manufacturer and/or other sources. *Id.* After conducting the technical review and considering appropriate factors, which may include, but are not limited to, the nature of the complaint, allocation of agency resources, agency priorities, the likelihood of uncovering sufficient evidence to establish the existence of a defect, and the likelihood of success in any necessary enforcement litigation, the agency will grant or deny the petition. *See* 49 U.S.C. 30162(a)(2); 49 CFR 552.8.

2. Defect Petition Summary

In a letter dated January 9, 2026, the Petitioner requested that NHTSA "open a Preliminary Evaluation (PE) to investigate the metallurgy and design of the Power Take-off Unit (PTU) to transaxle splined connection" of the Subject Vehicles, to "review warranty claim data from American Honda Motor Co. for part numbers related to the PTU (Transfer Assembly) and the transaxle output shaft for the 2021-2023 model years," and to "Direct Acura to issue a safety recall to remedy the defect, providing owners with a revised, high-strength component that can withstand the torque requirements of the 2.0L, 3.0L and 3.5L engines." Mr. Mammarella supported his request by citing multiple online complaints in various user forums as well as 48 consumer complaints found on NHTSA's website.

Mr. Mammarella states that a critical mechanical failure occurs at the interface where the transaxle output shaft meets the PTU input shaft. The metal splines on the transaxle and PTU shafts strip or shear completely flat making torque transfer to the rear wheels impossible. Mr. Mammarella states that there is no clear indication to the driver that their vehicle is no longer functioning as an AWD vehicle. Mr.

Mammarella alleges that fluid inspections by technicians frequently reveal "orange/discolored liquid" and metal shavings within the PTU housing. Because the damaged shafts are not available for replacement separately, the complete transaxle and PTU must be replaced when this failure occurs. Mr. Mammarella states that the cost of this repair can range from \$13,000 to \$19,000. NHTSA has based its decision on a review of the material cited by the Petitioner, pertinent information in NHTSA's databases, and other relevant information in possession of the agency.

3. Office of Defects Investigation Analysis

Most traditional AWD systems utilize mechanical and passive measures. These systems have the tendency to distribute torque along the path of least resistance, such as a wheel that has lost contact with the ground or is on a low friction surface such as ice. To compensate for this, many manufacturers use the brake system to redirect torque to the wheels with more traction. However, in this style of AWD system, a failed drive shaft or similar disconnection prior to the brakes often results in drive power being lost to the disconnected component. The consequence of this loss is the inability to maintain speed with surrounding traffic which increases the risks of collisions and injuries to the vehicle occupants.

The Subject Vehicles are built upon a platform that was designed primarily as Front Wheel Drive (FWD). The SH-AWD system functions more as a performance enhancement feature rather than a stability feature. Even if the SH-AWD is nonoperational, the vehicles retain full mobility via FWD. In addition, the Vehicle Stability Assist (VSA) remains functional, ensuring directional stability through traditional engine and brake-based traction control. As a result, although the condition raised by the Petitioner may degrade the vehicle's performance characteristics, there is insufficient information to indicate a potential unreasonable safety risk.

ODI reviewed 62 Vehicle Owner Questionnaires (VOQs) and several TREAD (Transportation Recall Enhancement, Accountability and Documentation) Field Reports alleging the loss of SH-AWD and its impact on the driving dynamics of the subject vehicles. During its analysis, ODI determined that the failure is localized to the mechanical interface between the FWD transaxle and the PTU. Specifically, the failure is the shearing or stripping of the interfacing splined