

petition is shown in the heading of this notice.

DOT's complete Privacy Act Statement is available for review in a **Federal Register** notice published on April 11, 2000 (65 FR 19477–78).

FOR FURTHER INFORMATION CONTACT:

Jayton Lindley, General Engineer, NHTSA, Office of Vehicle Safety Compliance, (325) 655–0547.

SUPPLEMENTARY INFORMATION:

I. Overview: Allwin determined that certain LS2 Rapid II Helmets do not fully comply with paragraph S5.2 of FMVSS No. 218, *Motorcycle Helmets* (49 CFR 571.218).

Allwin filed a noncompliance report dated November 10, 2025, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. Allwin petitioned NHTSA on November 25, 2025, 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*.

This notice of receipt of Allwin's petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or another exercise of judgment concerning the merits of the petition.

II. Equipment Involved:

Approximately 6,607 LS2 Rapid II Helmets, manufactured between July 17, 2023, and June 30, 2025, were reported by the manufacturer.

III. Rule Requirements: Paragraph S5.2 of FMVSS No. 218 includes the requirements relevant to this petition. The standard requires that when a helmet is subjected to the conditioning procedure specified in paragraph S7.2, the penetration test striker must not contact the surface of the test headform.

IV. Noncompliance: Allwin explains that the subject helmet does not comply with penetration requirements in ambient, low temperature, and high temperature conditions on the left rear location.

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

Allwin states that the subject helmets were tested for compliance with DOT

standards nine times between their internal testing and ACT Labs contract tests and found to be compliant in all testing locations, including the left rear side. However, recent testing by Southwest Research at the request of NHTSA, found that the left rear side of the helmet did not comply with penetration standards. Allwin states that it has ceased all sales and discontinued the subject helmets.

Allwin asserts that the risk of penetration by foreign objects during a motorcycle accident are "extremely low" and presents findings from various studies to support this claim.

Allwin states that certain European helmet standards (ECE 22.05 and Snell M2025D) do not require a penetration test because of the low risk of penetration in a real-world scenario and the required weight and thickness helmets would need to comply with a penetration test.

Allwin notes the views of David R. Thom, (an expert witness, consultant, and all-around expert in the field of helmet safety and collision and injury dynamics) that the helmet penetration test is unnecessary because of the low probability of this type of injury occurring during a motorcycle accident.

Allwin concludes by stating its belief that the subject noncompliance is inconsequential as it relates to motor vehicle safety and its petition to be exempted from providing notification of the noncompliance, as required by 49 U.S.C. 30118, and a remedy for the noncompliance, as required by 49 U.S.C. 30120, should be granted.

NHTSA notes that the statutory provisions (49 U.S.C. 30118(d) and 30120(h)) that permit manufacturers to file petitions for a determination of inconsequentiality allow NHTSA to exempt manufacturers only from the duties found in sections 30118 and 30120, respectively, to notify owners, purchasers, and dealers of a defect or noncompliance and to remedy the defect or noncompliance. Therefore, any decision on this petition only applies to the subject equipment that Allwin no longer controlled at the time it determined that the noncompliance existed. However, any decision on this petition does not relieve equipment distributors and dealers of the prohibitions on the sale, offer for sale, or introduction or delivery for introduction into interstate commerce of the noncompliant equipment under their control after Allwin notified them that the subject noncompliance existed.

(Authority: 49 U.S.C. 30118, 30120; delegations of authority at 49 CFR 1.95 and 501.8)

Otto G. Matheke III,

Director, Office of Vehicle Safety Compliance.

[FR Doc. 2026–16983 Filed 8–19–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Transportation Statistics Bureau

[Docket No. RITA–2026–0001]

Notice of Request for Clearance of a New Information Collection: Intermodal Freight Facilities Air-to-Truck and Mail Cargo Geospatial Data Update

AGENCY: Bureau of Transportation Statistics (BTS), Office of the Assistant Secretary for Research and Technology (OST–R), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the requirements of section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995, this notice announces the intention of BTS to request approval by the Office of Management and Budget (OMB) for the bureau to update the geospatial "Intermodal Freight Facilities Air-to-Truck" dataset for the legislatively mandated National Transportation Atlas Database (NTAD). This data collection will reach out to airport industry experts at 113 major U.S. airports (which collectively handled about 98 percent of U.S. air freight in 2024) to verify the location of intermodal facilities, mail transfer facilities, and the physical and operational characteristics of these facilities within respective airport boundaries. The updated information will be published on the NTAD: <https://geodata.bts.gov/>.

DATES: Comments must be submitted on or before October 19, 2026.

ADDRESSES: You may submit comments identified by DOT Docket ID Number RITA–2026–0001 to the U.S. Department of Transportation (DOT), Docket Operations (DO). You may submit your comments by mail or in person to the Docket Clerk, Docket No. RITA–2026–0001, U.S. Department of Transportation, Docket Operations, 1200 New Jersey Ave. SE, West Building 5th Floor W58–213, Washington, DC 20590. Comments should identify the docket number as indicated above. The DO is open for examination and copying, at the above address, from 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays. To receive confirmation of receipt of written comments, please

include a self-addressed, stamped postcard with the following statement: "Comments on Docket RITA-2026-0001." The Docket Clerk will date stamp the postcard and return it to you via the U.S. mail. Please note that due to delays in the delivery of U.S. mail to Federal offices in Washington, DC, we recommend using an alternative method (the internet, fax, or professional delivery service) to submit comments to the docket and ensure their timely receipt at U.S. DOT. You may fax your comments to the DO at (202) 493-2251. Comments can also be viewed and/or submitted via the Federal Rulemaking Portal: <http://www.regulations.gov>.

Please note that anyone can electronically search all comments received into our docket management system by name of the submitter (or comment signer if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; pages 19475-19570), or you may review the Privacy Act Statement at <https://www.gpo.gov/privacy>.

FOR FURTHER INFORMATION CONTACT: Dominic Menegus, (202) 306-1587, NTAD Program Manager, BTS, OST-R, Department of Transportation, 1200 New Jersey Ave. SE, Washington, DC 20590. Office hours are from 9:00 a.m. to 5:30 p.m., E.T., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Intermodal Freight Facilities Air-to-Truck and Mail Cargo Geospatial Data Update.

Background: The National Transportation Atlas Database (NTAD) is a legislatively mandated program (49 U.S.C. 6309) managed by the Bureau of Transportation Statistics (BTS). BTS maintains geodatabases that depict transportation networks; flows of people, goods, and vehicles over the transportation networks; and social, economic, and environmental conditions that affect or are affected by those networks. These geodatabases also support intermodal network analysis. In addition, 49 U.S.C. 6303(b)(3) mandates

BTS to establish and maintain an Intermodal Transportation Database that includes information on the location and connectivity of transportation facilities and services. As a result, the "Intermodal Freight Facilities Air-to-Truck" dataset is a critical component of these BTS mandates. BTS created a dedicated air-to-truck intermodal dataset for the top 60 freight airports in 2018, which was finalized in early 2019 using various publicly available resources. BTS analysts reviewed airports' websites for master plans or layout maps to ascertain the presence of intermodal freight terminals and then used satellite imagery and Google Maps and Street View to estimate the center point of these facilities while also compiling physical and operational attributes for the facilities.

BTS is currently updating this dataset by better embracing stakeholder communication in response to the GAO-25-107334 report, which outlined concerns about the reliability and limitations of air cargo infrastructure and operations data.

Additionally, as part of this update, BTS seeks to expand its data collection to include 113 freight airports, which collectively accounted for approximately 98 percent of all freight movement in 2024. This expansion will provide more complete coverage of these intermodal facilities and directly support BTS's statutory mandates under:

- (1) 49 U.S.C. 6302(b)(3)(B)(vi)(III): To document the extent, connectivity, and condition of the transportation system, building upon the National Transportation Atlas Database developed under section 6309; and
- (2) 49 U.S.C. 6302(b)(3)(B)(vii): To compile intermodal geospatial data and collect unique geospatial data not currently captured by other entities.

This new approach will supplement BTS' previous efforts by enabling the bureau to reach out directly to airport industry experts, having them complete a two-part web-based mapping application:

- (1) *Survey:* A questionnaire focused on the physical and operational

characteristics and current status of intermodal air-to truck freight facilities, and

- (2) *Interactive Map:* A review of preliminary facility locations that respondents can verify by approving or rejecting mapped facilities.

This process will ensure that BTS's findings are consistent and validated by those with expert knowledge of the current conditions of intermodal air-to-truck facilities around the United States.

Respondents: The target population will be airport industry expert(s) at each of the 113 U.S. airports that collectively moved about 98 percent of U.S. freight in 2024.

Estimated Average Burden per Response: The burden per respondent is estimated to average 30 minutes. This average is the estimated time needed to complete the survey questions and access a web-based mapping application to verify the locations of intermodal facilities on airport property.

Estimated Total Annual Burden: The total annual burden (in the period that the survey is conducted) is estimated to be 56.5 hours (3,390 minutes), *i.e.*, 30 minutes per respondent for 113 respondents.

Frequency: This is a single occurrence to update the Intermodal Freight Air-to-Truck dataset.

Public Comments Invited: Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to:

- (1) the necessity and utility of the information collection for the proper performance of the functions of the DOT;
- (2) the accuracy of the estimated burden;
- (3) ways to enhance the quality, utility, clarity and content of the collected information; and
- (4) ways to minimize the collection burden without reducing the quality of the collected information.

Comments submitted in response to this notice will be summarized and/or included in the request for OMB's clearance of this information collection.

Authority: 49 U.S.C. Ch. 63
§ 6302(b)(3)(B)(vi) (XI) intermodal and
multimodal freight movement; and
§ 6303(c)(1) information on the volumes
and patterns of movement of goods,
including local, interregional, and

international movement, by all modes of
transportation, intermodal
combinations, and relevant
classification and (3) information on the
location and connectivity of

transportation facilities and services;
and § 6309.

Dominic Menegus,

*Acting Director, Office of Spatial Analysis
and Visualization, Bureau of Transportation
Statistics, Office of the Assistant Secretary
for Research and Technology.*

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