

Management and Budget (OMB) approval to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on August 26, 2026. The collection involves information to be used to and/or is necessary for the purpose of the review, and administration of grants in accordance with applicable Government-wide, and Agency regulations, policies, and procedures.

DATES: Written comments should be submitted by November 27, 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:

Monica Y. Butler by email at: 9-ANG-ARG-Grants@faa.gov; phone: 202-267-8614.

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: 2120-0559.

Title: Aviation Research Grants

Program.

Form Numbers: SF-272, 9550-5, SF-424, SF424a, SF-3881, SF-425.

Type of Review: Renewal.

Background: The Aviation Research Grants Program utilizes grant awards to support advanced research in areas of potential benefit to the long-term growth of civil aviation, and in areas related to the prevention of catastrophic failure of an aircraft. The objective of this program is to encourage and support innovative, advanced, and applied research and development in areas of potential benefit to the long-term growth of civil aviation. This program implements 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards; Federal Aviation Administration Research, Engineering and Development Authorization Act of 1990, Public Law 101-508; 49 U.S.C. 44511: Aviation research grants. Submission

requirements, instructions, and a list of documentation required for applying for a grant are outlined in the Aviation Research Grant Program Notice of Funding Opportunity (NOFO) number FAA-12-01, posted on www.grants.gov. Eligible benefactors include colleges, universities, and non-profit research institutions.

Respondents: 100 Colleges, Universities, Non-profit research institutions.

Frequency: On occasion.

Estimated Average Burden per

Response: 15 hours.

Estimated Total Annual Burden: 1,500 hours.

Issued in Washington, DC, on October 22, 2026.

Monica Y. Butler,

Grants Program Analyst, AMM-340/Federal Aviation Administration.

[FR Doc. 2026-21893 Filed 10-26-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2026-3466]

Commercial Driver's License: PAM Transport, Inc.; Application for Exemption

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

ACTION: Notice of application for exemption; request for comments.

SUMMARY: FMCSA requests public comment on PAM Transport Inc.'s (PAM) application for an exemption from the requirement that a holder of a commercial learner's permit (CLP) who has successfully passed the commercial driver's license (CDL) skills test but not yet been issued CDL credentials be accompanied by a CDL holder in the front seat, while the commercial motor vehicle (CMV) is driven by the CLP holder. PAM states that the CDL holder would remain in the CMV while the CLP holder is driving, but not necessarily in the passenger seat of the vehicle. FMCSA is required by statute to publish a notice explaining each exemption request. This notice does not indicate what decision FMCSA will ultimately reach on the request. After reviewing the application, safety analyses, and public comments submitted, FMCSA will grant or deny the exemption.

DATES: Comments must be received on or before November 27, 2026.

ADDRESSES: You may submit comments identified by Docket Number FMCSA-2026-3466 by any of the following methods:

- *Federal eRulemaking Portal:* www.regulations.gov. See the Public Participation and Request for Comments section below for further information.

- *Mail:* Dockets Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, W58-213, West Building, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* 1200 New Jersey Avenue SE, W58-213, West Building, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* (202) 493-2251. Each submission must include the Agency name and the docket number (FMCSA-2026-3466) for this notice. Note that DOT posts all comments received without change to www.regulations.gov, including any personal information included in a comment. Please see the Privacy Act heading below.

Privacy Act: In accordance with 49 U.S.C. 31315(b), DOT solicits comments from the public to better inform its exemption process. DOT posts these comments, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice DOT/ALL-14 FDMS (Federal Docket Management System (FDMS)), which can be reviewed at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notices>. The comments are posted without edit and are searchable by the name of the submitter.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Clemente, FMCSA Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards; richard.clemente@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Public Participation and Request for Comments

FMCSA encourages you to participate by submitting comments and related materials.

A. Submitting Comments

If you submit a comment, please include the docket number for this notice (FMCSA-2026-3466), indicate the specific section of this document to which the comment applies, and provide a reason for your suggestions or recommendations. You may submit your comments and material online or by fax, mail, or hand delivery, but please use only one of these means. FMCSA recommends that you include your name and mailing address, an email address, or a phone number in the

body of your document so the Agency can contact you if it has questions regarding your submission.

To submit your comment online, go to <https://www.regulations.gov/docket/FMCSA-2026-3466/document>, click on this notice, click "Comment," and type your comment into the text box on the following screen.

If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing.

FMCSA will consider all comments and material received during the comment period. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable.

B. Confidential Business Information (CBI)

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to the notice contain commercial or financial information that is customarily treated as private, that you treat as private, and that is relevant or responsive to the notice, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission that constitutes CBI as "PROPIN" to indicate it contains proprietary information. FMCSA will treat such marked submissions as confidential under the Freedom of Information Act, and they will not be placed in the public docket of the notice. Submissions containing CBI should be sent to Sarah Stella, Chief, Regulatory Development Division, Office of Policy, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590-0001 or via email at sarah.stella@dot.gov. At this time, you need not send a duplicate hardcopy of your electronic CBI submissions to FMCSA headquarters. Any comments FMCSA receives not specifically designated as CBI will be placed in the public docket for this notice.

C. Viewing Comments and Documents

To view comments, as well as any documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, insert FMCSA-2026-3466 in the keyword box, select the document tab and choose the document to review. To view comments, click this notice, then click "Browse Comments." If you do not have access to the internet, you may view the docket by visiting Dockets Operations in

the DOT West Building, 1200 New Jersey Avenue SE, W58-213, Washington, DC 20590-0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

II. Legal Basis

FMCSA has authority under 49 U.S.C. 31136(e) and 31315(b) to grant exemptions from the Federal Motor Carrier Safety Regulations (FMCSRs). FMCSA must publish a notice of each exemption request in the **Federal Register** (49 CFR 381.315(a)). The Agency must provide the public an opportunity to inspect the information relevant to the application, including the applicant's safety analysis. The Agency must provide an opportunity for public comment on the request.

The Agency reviews the application, safety analyses, and public comments submitted and determines whether granting the exemption would likely achieve a level of safety equivalent to, or greater than, the level that would be achieved absent such exemption, pursuant to the standard set forth in 49 U.S.C. 31315(b)(1). The Agency must publish its decision in the **Federal Register** (49 CFR 381.315(b)). If granted, the notice will identify the regulatory provision(s) from which the exempted party will be exempt, the effective period, and all terms and conditions of the exemption (49 CFR 381.315(c)(1)). If the exemption is denied, the notice will explain the reason for the denial (49 CFR 381.315(c)(2)). The exemption may be renewed (49 CFR 381.300(b)).

III. Applicant's Request

Current Regulatory Requirements

The Agency's CDL regulations in 49 CFR 383.25(a)(1) require that a CLP holder always be accompanied by the holder of a valid CDL for the group (e.g., Group A or B) and with any endorsement(s) necessary to operate the CMV. The CDL holder must be physically present in the front seat of the vehicle next to the CLP holder or, in the case of a passenger vehicle, directly behind or in the first row behind the driver and must have the CLP holder under observation and direct supervision.

Applicant's Request

PAM recruits and develops entry-level commercial drivers through partnerships with CDL training programs, including programs where training is conducted in a State other than the driver's State of domicile. The applicant seeks a 5-year exemption from the provisions in 49 CFR 383.25(a)(1) to allow CLP holders who have

successfully passed a CDL skills test and are thus eligible to receive a CDL to drive a CMV without a CDL holder present in the front passenger seat of the vehicle. PAM states that the exemption, if granted, would allow the CLP holder to begin employment in a timelier manner, strengthen their newly acquired driving skills, and participate in a revenue-generating trip back to their State of domicile to obtain their CDL documents.

PAM estimates that approximately 500-700 CLP holders would operate each year under the terms of the exemption. Absent the exemption, PAM states that the driver's transition into productive employment would be delayed until the driver's State of domicile issues the CDL or the driver is sent home in a non-driving capacity. The applicant asserts that this outcome is inefficient for PAM and presents a lost employment opportunity for the driver. PAM states that the administrative waiting period results in operational inefficiencies and financial hardships for already-trained drivers, and the potential degradation of recently acquired driving skills. PAM further adds that as the trucking industry is already experiencing significant driver turnover, requiring drivers to remain idle during this period may increase attrition and discourage workforce participation.

Applicant's Equivalent Level of Safety

PAM asserts that exemption will result in a level of safety that is equivalent to, or greater than, the level of safety without the exemption, as it would limit CMV operation under the exemption to drivers who have passed the CDL skills test and therefore have demonstrated that they meet stringent qualification requirements. Before a driver may operate under the exemption, PAM would verify that the driver: (1) holds a valid CLP issued by the driver's State of domicile; (2) holds a valid State-issued driver's license from the jurisdiction that issued the CLP; (3) has successfully completed the applicable CDL skills examination and possesses evidence of this completion; (4) holds all endorsements required for the CMV being operated; (5) is medically qualified to operate the CMV; (6) is not subject to an out-of-service order or suspension of driving privileges; (7) satisfies PAM's driver qualification requirements; and (8) has a qualified CDL holder with the appropriate CDL class and endorsements physically present in the CMV while the CLP holder is operating the CMV under the exemption. PAM would also require the driver to

maintain possession of the required documentation, including a valid State driver's license, valid CLP, documentation demonstrating successful completion of the CDL skills test, and a copy of the FMCSA exemption, and ensure that these documents are accessible in the event of an inspection by authorized Federal, State, or local enforcement officials. PAM would document operations under the exemption and continuously monitor the safety performance of the CLP holder and adds that any driver who becomes ineligible under the conditions of the exemption would be immediately removed from operation under the exemption.

A copy of PAM's application for exemption is available for review in the docket for this notice.

IV. Request for Comments

In accordance with 49 U.S.C. 31315(b), FMCSA requests public comment from all interested persons on PAM's application for an exemption from the requirement that a CLP holder be accompanied by a CDL holder with the proper CDL class seated in the front seat while the CLP holder operates the CMV. All comments received before the close of business on the comment closing date will be considered and will be available for examination in the docket at the location listed under the Addresses section of this notice. Comments received after the comment closing date will be filed in the public docket and will be considered to the extent practicable. In addition to late comments, FMCSA will also continue to file, in the public docket, relevant information that becomes available after the comment closing date. Interested persons should continue to examine the public docket for new material.

Larry W. Minor,
Associate Administrator for Policy.

[FR Doc. 2026-21906 Filed 10-26-26; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2026-1717]

Notice of Intent To Establish a Negotiated Rulemaking Advisory Committee for Tire Safety; Request for Comments and Solicitation of Nominations for Membership

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

ACTION: Notice of intent to establish a Negotiated Rulemaking Advisory Committee for Tire Safety; request for comments; solicitation of nominations for membership.

SUMMARY: NHTSA announces its intent to form a Negotiated Rulemaking Advisory Committee for Tire Safety. The committee will advise the Secretary on tire safety matters through a negotiated rulemaking process. The committee will terminate when its stated objectives have been accomplished (*i.e.*, the committee submits its recommendations to the Secretary) or upon the expiration of a period not to exceed two years, unless the charter is renewed by the Secretary. This notice seeks public comment on the proposed establishment of this committee and its proposed membership. This notice also requests nominations for membership on the committee.

DATES: Comments on the intent to establish the committee and the proposed membership must be received by November 27, 2026. Applications for membership must be received by NHTSA on or before 5 p.m. ET November 27, 2026.

ADDRESSES: You may submit comments to the docket number identified in the heading of this document by any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting.
- **Mail:** Docket Management Facility, M-30, U.S. Department of Transportation, West Building, Ground Floor, Rm. W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

If you wish to apply for membership, your application should be submitted to: **Email:** tiresfac@dot.gov. **Mail:** Use overnight mail only and send to: U.S. Department of Transportation, National Highway Traffic Safety Administration, Office of Rulemaking, Attn: Negotiated Rulemaking Committee for Tire Safety, 1200 New Jersey Avenue SE, Washington, DC 20590. The committee charter can be found in the docket to this notice.

FOR FURTHER INFORMATION CONTACT: For committee-related issues, please contact Hisham Mohamed, Chief, Vehicle Dynamics Division, Office of Crash Avoidance, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; email: hisham.mohamed@dot.gov. For legal questions, please contact Ella Hood, Attorney-Advisory, Office of the Chief Counsel, National Highway Traffic Safety Administration, 1200 New Jersey

Avenue SE, Washington, DC 20590; email: ella.hood@dot.gov.

SUPPLEMENTARY INFORMATION:

Background: NHTSA announces its intent to establish a Negotiated Rulemaking Committee for Tire Safety in accordance with the Negotiated Rulemaking Act, 5 U.S.C. 561, *et seq.* and the Federal Advisory Committee Act (FACA), as amended, 5 U.S.C. ch. 10. In a negotiated rulemaking, an agency invites representatives of interested parties likely to be significantly affected by a regulation to work with each other and the agency on an advisory committee to seek to reach consensus recommendations on the appropriate resolution of the issues before the committee. If a consensus is reached, the Department will issue a proposed rule consistent with that consensus for public comment under established rulemaking procedures.

This committee would be formed to assist NHTSA, an operating administration of the Department, with the development of consensus recommendations to inform a rulemaking proposal to modernize existing tire requirements and test procedures under the National Traffic and Motor Vehicle Safety Act (49 U.S.C. 30101 *et seq.*) and the Transportation Recall Enhancement, Accountability, and Documentation Act (TREAD), Public Law 106-414. Specifically, the committee would be tasked with developing a detailed term sheet consisting of consensus recommendations to inform the agency's rulemaking proposal.

Consistent with its authority, NHTSA has determined that establishing a negotiated rulemaking committee is necessary and in the public interest based on agency regulatory review activities and stakeholder feedback. Previous actions included a prior request for comments concerning existing rules and agency actions that are candidates for repeal, replacement, suspension, or modification. Specifically, NHTSA issued an Advance Notice of Proposed Rulemaking (ANPRM) seeking public comment on the continued necessity and effectiveness of current Federal Motor Vehicle Safety Standards for tires.¹ In response, the agency received comments from stakeholders highlighting the need to lower regulatory burdens and increase safety effectiveness by addressing existing and longstanding performance requirements, such as the tire strength (plunger energy) tests, bead unseating resistance tests, and tire

¹ Federal Motor Vehicle Safety Standards; Tires, 84 FR 69698 (Dec. 19, 2019).