

proposed designation will not apply to information falling into these instances.

The FAA may disclose de-identified information, as set forth in part 193, to explain the need for changes in FAA policies and regulations. The FAA may (in consultation with the USAST) release information as set forth in part 193 to communicate its work with aviation safety communities or other third parties involved with the USAST to address system-level safety issues. In either of these situations, the FAA may release de-identified, aggregate, and summarized information (in consultation with the USAST) derived from information reported about the implementation of safety enhancements, or safety issue information provided through the USAST.

The FAA may provide USAST information to other government agencies only if each agency meets the requirements in 14 CFR 193.7(e). The FAA may provide USAST information to third parties only if the third party provides adequate assurance in writing that it has a safety or security need for the information, it will protect the information from further release, and it will limit access to those with a need to know to carry out safety responsibilities.

6. Summary of how the FAA will distinguish information protected under Part 193 from information the FAA receives from other sources.

Information received by the FAA from the USAST will be clearly labeled as follows to be protected under this designation:

WARNING: This information may be protected from disclosure under 49 U.S. Code (U.S.C.) Section 40123 and 14 Code of Federal Regulations (CFR) Part 193.

In this way, the information protected under this order will be easily identified and distinguished from information the FAA receives from other sources.

How To Obtain Additional Information

You will find the FAA's order supporting this notice in the Dynamic Regulatory System, accessed via drs.faa.gov.

Final Designation

The FAA hereby designates the information submitted to the USAST as described in this designation to be protected under 49 U.S.C. 40123 and 14 CFR part 193.

Issued in Washington, DC, on October 14, 2026.

Matthew Cabak,

Acting Executive Director, Office of Safety Risk Management (ASR-1).

[FR Doc. 2026-21964 Filed 10-27-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2026-9076]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: National Air Tours Safety Standards

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 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 4, 2026. Once anonymous comment was received stating: "The agency completely omit the estimated number of annual respondents or total annual responses, making it impossible for the public to verify how the 2,560-hour total burden was calculated." The collection involves requirements in FAA regulations that set safety and oversight rules for a broad variety of sightseeing and commercial air tour flights to improve the overall safety of commercial air tours by requiring all air tours to submit information.

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: Sandra 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: 2120-0717.
Title: National Air Tours Safety Standards.

Form Numbers: None.

Type of Review: Renewal 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 August 4, 2026 (91 FR 49482). FAA regulations set safety and oversight rules for a broad variety of sightseeing and commercial air tour flights to improve the overall safety of commercial air tours by requiring all air tour operators to submit information. The FAA uses the information it collects and reviews to ensure compliance and adherence to regulations and, if necessary, take enforcement action on violators of the regulations.

Respondents: Commercial Air Tour Operators (Total Responses 12,834).

Frequency: Most Requirements are annual, One requirement is one time only.

Estimated Average Burden per Response: Burden varies per individual requirement. Average burden is 5 hours per response.

Estimated Total Annual Burden: 2,560 Hours.

Issued in Washington, DC, on October 23, 2026.

Sandra L. Ray,

Aviation Safety Inspector, AFS-260.

[FR Doc. 2026-21927 Filed 10-27-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2020-0191]

Parts and Accessories Necessary for Safe Operation; Application for Exemption Renewal From Loomis Armored US, LLC

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

ACTION: Notice of final disposition; grant of application for renewal of exemption.

SUMMARY: FMCSA announces its decision to grant an exemption renewal to Loomis Armored US, LLC (USDOT 252201) (Loomis) to allow the company to continue operating armored vehicles with welded-shut cab doors and the addition of two doors behind the cab. FMCSA has analyzed the exemption renewal application and the public comments and determined that the exemption, subject to the terms and

conditions set forth below, is likely to achieve a level of safety that is equivalent to, or greater than the level that would be achieved absent such exemption.

DATES: The exemption is effective October 14, 2026 and expires October 13, 2031.

FOR FURTHER INFORMATION CONTACT: Mr. Jose Moreno, Vehicle and Roadside Operations Division, Office of Carrier, Driver, and Vehicle Safety, FMCSA; by email at MCPSV@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Public Participation

Viewing Comments and Documents

To view any documents mentioned as being available in the docket, go to <https://www.regulations.gov/docket/FMCSA-2020-0191/document> and choose the document to review. To view comments, click this notice, then click “Document Comments.” If you do not have access to the internet, you may view the docket online 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. Background

Current Regulatory Requirements

Section 393.203(a) of the FMCSRs requires that (1) cab compartment doors or door parts used as an entrance or exit shall not be missing or broken; (2) doors shall not sag so that they cannot be properly opened or closed; and (3) no door shall be wired shut or otherwise secured in the closed position so that it cannot be readily opened. Section 393.203(a) includes an exception when the vehicle is loaded with pipe or bar stock that blocks the door and the cab has a roof exit.

Applicant’s Request

On October 18, 2021, FMCSA granted Loomis a 5-year exemption to allow the company to operate armored vehicles with welded-shut cab doors and the addition of two doors behind the cab. Loomis’s application for renewal of exemption was described in detail in a **Federal Register** notice published on April 2, 2026 (91 FR 16808) and will not be repeated as the facts have not changed.

IV. Public Comments

The Agency received 2 comments, one supporting and one opposing renewal of the exemption.

Apex Transportation, Inc. commented, “This exemption should be renewed.”

AWM Associates stated that FMCSA should deny the exemption because Loomis did not clarify that the vehicles in question are involved in interstate commerce and therefore subject to the FMCSRs. AWM Associates questioned whether the vehicles meet the glazing requirements in 49 CFR 393.60 and noted the vehicles may not meet applicable State requirements. AWM Associates suggested that FMCSA explicitly state that the exemption only applies to vehicles engaged in interstate commerce and does not apply to vehicles operating in intrastate commerce. Finally, AWM attached a summary of vehicle violations of 49 CFR parts 393 and 396 from Loomis’s inspection history.

V. FMCSA Decision

FMCSA has evaluated Loomis’s application and the comments received. The Agency believes that granting the exemption renewal to allow Loomis to weld shut the cab doors and add two new doors behind the cab is likely to achieve a level of safety that is equivalent to, or greater than, the level of safety that would be achieved absent such exemption.

In response to the comment from AWM Associates, Loomis is registered with FMCSA as an interstate motor carrier and stated in its initial application that it operates nationwide, which is sufficient to establish the interstate nature of its operations. FMCSA notes that its exemption decisions include preemption language stating that “States may, but are not required to, adopt the same exemption with respect to operations in intrastate commerce.” FMCSA reviewed the violation data attached to AWM’s comment and determined that none of the violations related to the exemption. In addition, AWM’s questions about whether Loomis’s vehicles meet glazing and other State requirements are outside the scope of the exemption application.

By welding the original driver and passenger cab doors and relocating the entry point to the vehicle through two high-security biometric enabled doors behind the cab and an emergency escape hatch, Loomis has reduced the possibility of unauthorized persons entering the vehicle. Loomis personnel are trained in the use of armored vehicle systems, including the use of the new doors and their operation in the event of a rollover. The new doors are also equipped with an override system in case of a loss of power which can only be accessed by personnel from the inside.

Since granting the original 5-year exemption in October 2021, FMCSA has not become aware of any safety concerns involving the armored vehicles operating under the exemption.

VI. Exemption

A. Applicability of Exemption

The Agency hereby grants the exemption from 49 CFR 393.203(a) for a renewed 5-year period, beginning October 14, 2026 and ending October 13, 2031. During the exemption period, Loomis armored vehicles may weld shut the original equipment manufacturer doors given the addition of the emergency escape hatch to the rear of the driver’s seat, and the messenger exterior door to the rear of the front passenger’s seat. Specifically, the exemption allows Loomis to weld shut the cab doors and install two new high security doors behind the cab.

B. Terms and Conditions

1. This exemption is limited to commercial motor vehicles operated by Loomis and does not apply to any other operators of armored vehicles.

2. Loomis may weld shut the cab doors and add two new doors behind the cab of its armored vehicles. No

further vehicle modifications are covered under this exemption.

3. Loomis must comply with all other applicable Federal Motor Carrier Safety Regulations (49 CFR parts 350–399).

C. Preemption

In accordance with 49 U.S.C. 31315(d), as implemented by 49 CFR 381.600, during the period this exemption is in effect, no State shall enforce any law or regulation applicable to interstate commerce that conflicts with or is inconsistent with this exemption with respect to a firm or person operating under the exemption. States may, but are not required to, adopt the same exemption with respect to operations in intrastate commerce.

VII. Termination

The exemption will be revoked if: (1) Loomis fails to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objectives of Title 49, chapter 313 or section 31136.

Derek D. Barrs,
Administrator.

[FR Doc. 2026–21950 Filed 10–27–26; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Transfer of Federally Assisted Property

AGENCY: Federal Transit Administration (FTA), United States Department of Transportation (USDOT).

ACTION: Notice of Intent (NOI) to Transfer Federally Assisted Land or Facility.

SUMMARY: The Federal Transit Administration (FTA) issues this notice to advise Federal agencies that New Jersey TRANSIT (NJ TRANSIT) intends to transfer a 2.17-acre portion of a 9.27-acre parcel to the Jersey City Municipal Utilities Authority (JCMUA).

DATES: Any Federal agency interested in acquiring the Subject Property must notify the FTA Region II Office of its interest no later than November 27, 2026.

ADDRESSES: Interested parties should notify FTA Region II by writing to Michael Culotta, Regional Administrator, Federal Transit Administration, One Bowling Green, Room 428 New York, NY 10004.

FOR FURTHER INFORMATION CONTACT:

Michael Culotta, Regional Administrator, Federal Transit Administration, One Bowling Green, Room 428, New York, NY 10004, or at (212) 668–2170.

SUPPLEMENTARY INFORMATION: New Jersey TRANSIT (NJ TRANSIT) intends to transfer a 2.17-acre portion of a 9.27-acre parcel (the 2.17-acre portion is referred to herein as the Subject Property) to the Jersey City Municipal Utilities Authority (JCMUA). NJ TRANSIT has not used the Subject Property since the mid-1990s and it has remained vacant. NJ TRANSIT has determined it no longer needs the Subject Property for public transportation purposes, and requests FTA approval to transfer it to the JCMUA if no Federal agency is interested in acquiring the Subject Property for Federal use. JCMUA will utilize the Subject Property for its proposed stormwater pump station, which will assist in alleviating flooding in parts of Jersey City, NJ.

Background

Federal public transportation law (49 U.S.C. 5334(h)) sets forth requirements for the transfer of capital assets. Specifically, if a recipient of FTA assistance decides an asset acquired with assistance under 49 U.S.C. Chapter 53 is no longer needed for the purpose for which it was acquired, FTA may authorize the recipient to transfer the asset to a local governmental authority to be used for a public purpose with no further obligation to the Government. 49 U.S.C. 5334(h)(1)(A).

Determinations

FTA may authorize a transfer for a public purpose other than mass transportation only if FTA determines:

(i) The asset will remain in public use for at least five (5) years after the date the asset is transferred;

(ii) There is no purpose eligible for assistance under Chapter 53 of title 49, United States Code, for which the asset should be used;

(iii) The overall benefit of allowing the transfer is greater than the interest of the Government in liquidation and return of the financial interest of the Government in the asset, after considering fair market value and other factors; and

(iv) Through an appropriate screening or survey process, that there is no interest in acquiring the asset for Government use if the asset is a facility or land.

FTA has determined the above requirements (i), (ii), and (iii) have been met.

Federal Interest in Acquiring Land or Facility

This Notice implements the requirements of 49 U.S.C. 5334(h)(1)(A)(iv). Accordingly, FTA hereby provides notice of the availability of the Subject Property further described below. Any Federal agency interested in acquiring the Subject Property should promptly notify the FTA. If no Federal agency is interested in acquiring the Subject Property, FTA will transfer the property.

Additional Description of Land

The Subject Property is a 2.17 acre unimproved parcel located at 510 Pacific Avenue, Jersey City, in the County of Hudson, New Jersey, Block 15801, Part of Lots 2 & 65.

Authority: 49 U.S.C. 5334(h), 49 CFR 1.91.

Michael Culotta,

Regional Administrator, Region II.

[FR Doc. 2026–21945 Filed 10–27–26; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2026–2344]

Denial of Motor Vehicle Defect Petition, DP26–004

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

ACTION: Notice of denial of a petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a defect petition, DP26–004, submitted by Mr. Richard De Leon (the Petitioner) to NHTSA (the Agency) by letter received December 22, 2025. The petition requests that the Agency initiate a safety defect investigation into the hydraulic control unit (HCU) for the Anti-lock Braking System (ABS) on the Model Year (MY) 2010 Ford Fusion Hybrid. The petition alleges that an illuminated ABS malfunction indicator lamp (MIL) is associated with a failure of the ABS HCU, resulting in ABS malfunction, loss of traction and electronic stability control functions, and reduced braking performance on slippery road surfaces.

After conducting a technical review of the petition and other information, the Agency concluded that the issues raised by the petition do not warrant a new defect investigation. Accordingly, the Agency denied the petition.