

registration. The information collected is required by any party wishing to register an aircraft. The FAA also collects information to process requests from private aircraft owners or operators to withhold from board dissemination or display by the FAA the personally identifiable information of such individuals, including on the FAA's publicly available website, in accordance with 49 U.S.C. 44114(b).

The Aircraft Registry has determined there is a need to create two new forms for this collection as follows: AC Form 8050–88UA, Affidavit of Ownership for Unmanned Aircraft (UA) and AC Form 8050–138, Declaration of International Operation.

The AC Form 8050–88UA was created to make it easier for registration applicants to supply the FAA Aircraft Registry with the minimal information needed to register a UA. Most UA owners don't have the required evidence of ownership to register. The affidavit will be used in lieu of a recordable bill of sale for any new registrations. The registrant may still submit any other proof of ownership with the affidavit or declare that evidence of ownership is not available. The new form will collect the following information about the UA: registration number, name of manufacturer/builder, model, serial number, class, engine type, number of engines, number of seats, max takeoff weight and how/where the UA was purchased.

The AC Form 8050–138 was created to allow registrants to request priority handling of their registration documents due to an impending international flight. The Aircraft Registry is required to process all incoming documents in the order of their receipt. An aircraft last previously registered in the United States may be operated within the United States under temporary authority (see 14 CFR 47.31), so long as a second copy of the Aircraft Registration Application is carried in the aircraft. The temporary authority is valid until the date the applicant receives the Certificate of Aircraft Registration or until the date the FAA denies the application, or 12 months have passed since the receipt of the first application following transfer of ownership by the last registered owner. There are instances where applicants need to fly aircraft outside the continental United States. Many of those applicants are major Air Carriers and small businesses. When an applicant files a Declaration of International Operation, AC Form 8050–138, the applicant's registration documents will be worked on a priority basis, alleviating any undue hardship. The form will collect the aircraft

description and pertinent information about the scheduled international flight: date of flight, flight number, departing location and destination location.

The Aircraft Security Agreement, AC Form 8050–98, has been removed from this collection and moved to OMB 2120–0043, Recording of Aircraft Conveyances and Security Documents. This was not published in the 60-day notice.

Respondents: Approximately 177,201 respondents.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 15 to 30 minutes.

Estimated Total Annual Burden: 87,525 hours.

Issued in Oklahoma City, OK on December 22, 2025.

Shantel Young,

Management and Program Analyst, Civil Aviation Registry, Aircraft Registration Branch, AFB-710.

[FR Doc. 2025–23925 Filed 12–29–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: FAA–2025–2287; Summary Notice No. 2025–65]

Petition for Exemption; Summary of Petition Received; Galaxy Unmanned Systems, LLC; Correction

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice; correction.

SUMMARY: This notice contains a corrected summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of the FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before January 20, 2026.

ADDRESSES: Send comments identified by docket number FAA–2025–2287 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- **Mail:** Send comments to Docket Operations, M–30; U.S. Department of

Transportation, 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- **Fax:** Fax comments to Docket Operations at (202) 493–2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Alexander Kem, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, at 202–267–9677.

SUPPLEMENTARY INFORMATION: This is a corrected summary of this petition that was published on December 17, 2025.

This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC,

Dan A. Ngo,

Manager, Part 11 Petitions Branch, Office of Rulemaking.

Petition For Exemption

Docket No.: FAA–2025–2287.

Petitioner: Galaxy Unmanned Systems, LLC.

Section(s) of 14 CFR Affected:

§§ 61.3(a)(1)(i), 61.3(c)(1), 61.23(a)(2), 91.7(a), 91.119(c), 91.121, 91.151(b), 91.403(b), 91.405(a), 91.407(a)(1), 91.409(a)(1), 91.409(a)(2), 91.417(a), and 91.417(b).

Description of Relief Sought: Galaxy Unmanned Systems, LLC. requested an amendment to Exemption No. 23205 that would add a new aircraft, GC80–E4, to conduct operations at night, to operate flight over people, and to operate within 500 feet of stadium

structures to provide live broadcast, commercial aerial advertising, and commercial payload carrying.

[FR Doc. 2025-23915 Filed 12-29-25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2020-0082; Notice 2]

Volkswagen Group of 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: Volkswagen Group of America, Inc. (Volkswagen), has determined that certain model year (MY) 2019–2020 Audi A6, MY 2019–2020 Audi A7, and MY 2020 Audi A6 Allroad motor vehicles do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 110, *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 Kilograms (10,000 pounds) or less*. Volkswagen filed a noncompliance report dated May 20, 2020. Volkswagen simultaneously petitioned NHTSA on May 20, 2020, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety. This notice announces the grant of Volkswagen's petition.

FOR FURTHER INFORMATION CONTACT: Ahmad Barnes, Office of Vehicle Safety Compliance, the National Highway Traffic Safety Administration (NHTSA), telephone (202) 366–7236.

SUPPLEMENTARY INFORMATION:

I. Overview: Volkswagen has determined that certain MY 2019–2020 Audi A6, MY 2019–2020 Audi A7, and MY 2020 Audi A6 Allroad motor vehicles do not fully comply with the requirements of paragraph S4.3(c) of FMVSS No. 110, *Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 Kilograms (10,000 pounds) or Less* (49 CFR 571.110). Volkswagen filed a noncompliance report dated May 20, 2020, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. Volkswagen simultaneously petitioned NHTSA on May 20, 2020, 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 Volkswagen's petition was published with a 30-day public comment period, on October 23, 2020, in the **Federal Register** (85 FR 67605). No 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-2020-0082."

II. Vehicles Involved: Approximately 652 MY 2019–2020 Audi A6, MY 2019–2020 Audi A7, and MY 2020 Audi A6 Allroad motor vehicles, manufactured between September 24, 2018, and May 14, 2020, are potentially involved.

III. Noncompliance: Volkswagen explains that the noncompliance is that the subject vehicles are equipped with a tire placard label (located on the driver's side B-pillar) that was incorrectly printed to include cold tire inflation pressure information for a spare tire that is not present in the affected vehicles and therefore, does not meet the requirements specified in paragraph S4.3(c) of FMVSS No. 110. Specifically, since the subject vehicles are not equipped with a spare tire, the tire placard label should contain the word "none" in the cold tire inflation pressure section.

IV. FMVSS Requirements: Paragraph S4.3(c) of FMVSS No. 110 includes the requirements relevant to this petition. If no spare tire is provided, the word "none" must replace the manufacturer's recommended cold tire inflation pressure.

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

In support of its petition, Volkswagen offers the following reasoning:

Volkswagen contends that the subject noncompliance does not affect the subject vehicle's drivability, safety, or tire wear because the incorrect information provided on the tire placard label pertains to a spare tire that is not equipped on the vehicle. Volkswagen reports that as of May 15, 2020, the

subject noncompliance has been corrected in production. Volkswagen says that the affected vehicles held at the factory, as well as unsold vehicles in dealer inventory, will be corrected before being sold. Volkswagen adds that it is unaware of any field or customer complaints related to the subject noncompliance, nor is it aware of any accidents or injuries occurring as a result of the subject noncompliance.

Volkswagen concludes by contending that the subject noncompliance is inconsequential as it relates to motor vehicle safety, and that 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.

Volkswagen's complete petition and all supporting documents are available on <https://www.regulations.gov> by following the online search instructions to locate the docket number as listed in the title of this notice.

VI. NHTSA's Analysis: The burden of establishing the inconsequentiality of a failure to comply with a performance requirement in an FMVSS is substantial and difficult to meet. Accordingly, NHTSA has not found many such noncompliances inconsequential.¹

In determining the inconsequentiality of a noncompliance, NHTSA focuses on the safety risk to individuals who experience the type of event against which a recall would otherwise protect.² In general, NHTSA does not consider the absence of complaints or injuries when determining if a noncompliance is inconsequential to safety. The absence of complaints does not mean vehicle occupants have not experienced a safety issue, nor does it mean that there will not be safety issues in the future.³ Further, because each

¹ Cf. *Gen. Motors Corporation; Ruling on Petition for Determination of Inconsequential Noncompliance*, 69 FR 19897, 19899 (Apr. 14, 2004) (citing prior cases where noncompliance was expected to be imperceptible, or nearly so, to vehicle occupants or approaching drivers).

² See *Gen. Motors, LLC; Grant of Petition for Decision of Inconsequential Noncompliance*, 78 FR 35355 (June 12, 2013) (finding noncompliance had no effect on occupant safety because it had no effect on the proper operation of the occupant classification system and the correct deployment of an air bag); *Osram Sylvania Prods. Inc.; Grant of Petition for Decision of Inconsequential Noncompliance*, 78 FR 46000 (July 30, 2013) (finding occupant using noncompliant light source would not be exposed to significantly greater risk than occupant using similar compliant light source).

³ See *Morgan 3 Wheeler Limited; Denial of Petition for Decision of Inconsequential Noncompliance*, 81 FR 21663, 21666 (Apr. 12, 2016); see also *United States v. Gen. Motors Corp.*, 565 F.2d 754, 759 (D.C. Cir. 1977) (finding defec

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