

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

[Docket No. FAA-2024-1448]

Agency Information Collection Activities: Requests for Comments; Clearance of a Renewed Approval of Information Collection: Reporting of Information Using Special Airworthiness Information Bulletin and Airworthiness Concern Sheet**AGENCY:** Federal aviation administration (FAA), DOT.**ACTION:** Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, the 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 July 23, 2024. The collection involves a voluntary request for information on a specific safety concern. The information to be collected will be used to help the FAA in an ongoing investigation to determine the cause of a specific condition, or whether the condition is likely to exist or develop on other aircraft, aircraft engines, propellers, or appliances of the same type design.

DATES: Written comments should be submitted by April 3, 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: Michelle Janollari by email at: michelle.k.janollari@faa.gov; phone: (216) 546-4421.

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: 2120-0731.

Title: Reporting of Information Using Special Airworthiness Information Bulletin and Airworthiness Concern Sheet.

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 July 23, 2024 (89 FR 59797) and a 30-day comment period soliciting comments was published on October 10, 2024 (89 FR 82286). Since then, the FAA has included another document type with similar characteristics including a voluntary request for information on a specific safety concern. A Special Airworthiness Information Bulletin (SAIB) and Airworthiness Concern Sheet (ACS) are information tools the FAA uses to alert, educate, and make recommendations to the aviation community about ways to improve the safety of a product. SAIBs and ACSs contain non-regulatory, non-mandatory information and guidance for safety issues that do not meet the criteria for Airworthiness Directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) part 39. SAIBs and ACSs may include recommended actions or inspections with a request for voluntary reporting of inspection results.

Respondents: Respondents may include mechanics, type clubs, owners, and operators of aircraft.

Frequency: Information is collected as needed to acquire additional information on a specific condition.

*Estimated Average Burden per**Response:* 30 minutes.*Estimated Total Annual Burden:* 225 hours.

Issued on February 27, 2026.

David A. Lee,

Acting Manager, Airworthiness Products Section, Operational Safety Branch, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2026-04244 Filed 3-3-26; 8:45 am]

BILLING CODE 4910-13-P**ACTION:** Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor the inclusion nor 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 March 24, 2026.

ADDRESSES: Send comments identified by docket number FAA-2026-1396 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: Kara White, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, at 202-267-9677.

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

[Docket No.: FAA-2026-1396; Summary Notice No. 2026-08]

Petition for Exemption; Summary of Petition Received; The Boeing Company

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

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–2026–1396.

Petitioner: The Boeing Company.

Section(s) of 14 CFR Affected:

§§ 91.105(a) and 91.703(a)(3).

Description of Relief Sought:

Requesting relief from 91.105(a) and 91.703(a)(3) to allow foreign licensed pilots to occupy one of the two required pilot seats and manipulate the controls of a US-registered Boeing airplane operated under a Special Airworthiness Certificates in the category of Experimental for the purposes of Market Survey.

[FR Doc. 2026–04251 Filed 3–3–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2025–0092]

Notice of Availability of FAA Notice N 8100.20 Regarding Organization Designation Authorization (ODA) Holder Ethics Training

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability.

SUMMARY: FAA Notice N 8100.20, Organization Designation Authorization (ODA) Holder Ethics Training for Unit Members (UM) and Administrators, provides initial implementation of a requirement of the FAA Reauthorization Act of 2024, that FAA ensure that each ODA holder has in effect a recurrent training program for all ODA unit personnel.

FOR FURTHER INFORMATION CONTACT: Mr. Scott Geddie, Policy and Oversight Integration Section, AVS–64, AVS ODA Office, Federal Aviation Administration, by telephone at 405–954–6897 or by email at Scott.Geddie@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA Reauthorization Act of 2024, Public Law 118–63 (2024) (the Act), amended Title 49 United States Code (U.S.C.) section 44736 by imposing several requirements specific to the FAA’s oversight of ODA holders. Section 304 of the Act added one such requirement to 49 U.S.C. 44736; paragraph (g), Ethics Training

Requirement for ODA Holders. Paragraph (g) requires the FAA to ensure that each ODA holder has in effect a recurrent training program, reviewed by the FAA, for all ODA unit personnel. Paragraph (g) also requires all ODA unit personnel to complete such ethics training within 60 days of appointment and annually thereafter, and requires the FAA to establish the necessary processes to ensure that this training occurs. Notice N 8100.20 provides initial implementation of the statutory requirement for ODA holders to develop and provide, and for all ODA unit personnel to complete, initial and recurrent ethics training. The FAA intends to incorporate the policies established in this Notice into a future revision of FAA Order 8100.15, Organization Designation Authorization Procedures.

Comments

A proposed version of Notice N 8100.20 was published in the **Federal Register** and made available for public comment from June 17, 2025, through July 17, 2025 (90 FR 25530, June 17, 2025). The FAA received 62 public comments from a range of stakeholders, including industry associations and 12 of the 75 current ODA holders. Organizations submitting comments included AeroMech Inc., the Air Line Pilots Association, Airlines for America, American Airlines Inc., Textron Aviation Inc., The Boeing Company, Delta Airlines, Garmin International Inc., General Aviation Manufacturers Association, Gulfstream Aerospace Corporation, Heico Aerospace Corporation, Kilroy Aviation LLC, Lycoming Engines, Mammoth Freighters LLC, and Rolls-Royce Corporation. Most commenters suggested relatively minor changes to facilitate the implementation of the statutory requirement of 49 U.S.C. 44736(g).

FAA Developed Training and UMs Employed by Multiple ODAs

Several commenters recommended that the FAA develop a standardized ethics training program for ODA UMs and administrators. Some commenters further suggested that completion of ethics training by a UM at one ODA holder should satisfy the ethics training requirement for any other ODA holder employing the same UM.

The FAA does not agree with the requests. The Act requires each ODA holder to have a recurrent training program in effect that covers its own processes and procedures as described in its approved procedures manual. The FAA acknowledges there may be common elements among ODA holders’

ethics training programs. However, variations in ODA holders’ operations and organizational structures preclude the establishment of a single, standardized ethics training program applicable to all ODA holders. The FAA considers ethics training to be a holistic approach intended to instill professionalism among ODA UMs and administrators and to support the safety culture of each organization. The FAA does not intend to develop a standardized ethics training program or to permit the transferability of ethics training between ODA holders. Each ODA holder remains responsible for (1) providing ethics training to its UMs in accordance with its own procedures and (2) ensuring continued compliance with statutory requirements.

Delay Implementation and Duplication of Training

Multiple commenters expressed concern that the timeline for developing and delivering the required training is insufficient. Commenters also recommended delaying implementation of Notice N 8100.20 to coincide with the next revision of FAA Order 8100.15. One commenter stated that the Notice is unnecessary due to overlap with existing training requirements.

The FAA does not agree with the requests. The Act established the timeline to implement the required ethics training and the FAA determined an extension of the training delivery period is not warranted. Notice N 8100.20 authorizes Organizational Management Team (OMT) managers to grant extensions to ODA holders, as necessary, for the development of ethics training. If a UM does not complete the required training within 60 business days after the OMT’s approval of the ethics training, that UM may not exercise the functions delegated and responsibilities under the ODA until the training is completed. The FAA recognizes that there may be some overlap with existing training requirements. The training requirements outlined in paragraph 5.a.(4) and (5) of the Notice were previously mandated to be completed once every two years by FAA Order 8100.15B and Notice N 8100.19. Notice N 8100.20 changes the frequency of these requirements to an annual basis, as required by the Act.

Required Language in ODA Procedures Manuals

One commenter questioned the necessity for ODA procedures manuals to include the specific language found in paragraph 5.b.(1) of draft Notice N 8100.20, which requires ODA procedures manuals to specify “existing