

there are ways to enhance the quality, utility, and clarity of the information.

Summary of Information Collection

Title: Intermediary Lending Pilot Program Application and Reporting Requirements Description of Respondents: Intermediary Lenders.

Form Numbers: 2418, 2419.

Total Estimated Annual Responses: 432.

Total Estimated Annual Hour Burden: 3,168.

Curtis Rich,

Management Analyst.

[FR Doc. 2020-09457 Filed 5-1-20; 8:45 am]

BILLING CODE 8026-03-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Drone Advisory Committee (DAC); Notice of Public Meeting

AGENCY: Federal Aviation Administration, Department of Transportation.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a meeting of the Drone Advisory Committee.

DATES: The meeting will be held on June 19, 2020, between 9:00 a.m. and 4:00 p.m. Eastern Time.

Requests to attend the meeting must be received by June 12, 2020.

Requests for accommodations for a disability must be received by June 5, 2020.

Requests to submit written materials to be reviewed during the meeting must be received no later than June 12, 2020.

ADDRESSES: The meeting will be held virtually. Members of the public who wish to observe the meeting must RSVP by emailing DACmeetingRSVP@faa.gov. For copies of meeting minutes along with all other information please visit the DAC internet website at https://www.faa.gov/uas/programs_partnerships/drone_advisory_committee/.

FOR FURTHER INFORMATION CONTACT: Gary Kolb, UAS Stakeholder & Committee Liaison, Federal Aviation Administration, U.S. Department of Transportation, at gary.kolb@faa.gov or 202-267-4441. Any committee related request or reasonable accommodation request should be sent to the person listed in this section.

SUPPLEMENTARY INFORMATION:

I. Background

The DAC was created under the Federal Advisory Committee Act

(FACA), in accordance with Title 5 of the United States Code (5 U.S.C. App. 2) to provide the FAA with advice on key UAS integration issues by helping to identify challenges and prioritize improvements.

II. Agenda

At the meeting, the agenda will cover the following topics:

- Official Statement of the Designated Federal Officer
- Approval of the Agenda and Minutes
- Opening Remarks
- FAA Update
- Industry-Led Technical Topics
- New Business/Agenda Topics
- Closing Remarks
- Adjourn

Additional details will be posted on the DAC internet website address listed in the **ADDRESSES** section at least 5 days in advance of the meeting.

III. Public Participation

The meeting will be open to the public on a first-come, first-served basis, as space is limited. Members of the public who wish to attend in person or observe the virtual session must RSVP by emailing the address listed in the **ADDRESSES** section with your name and affiliation. The U.S. Department of Transportation is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, such as sign language, interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

The FAA is not accepting oral presentations at this meeting due to time constraints. Written statements submitted by the deadline will be provided to the DAC members before the meeting. Any member of the public may submit a written statement to the committee at any time.

Issued in Washington, DC.

Erik W. Amend,

Manager, Executive Office, UAS Integration Office, AUS-10, Federal Aviation Administration.

[FR Doc. 2020-09394 Filed 5-1-20; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2020-0130]

Registration and Financial Security Requirements for Brokers of Property and Freight Forwarders; Small Business in Transportation Coalition (SBTC) Exemption Application

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

ACTION: Notice of correction; extension of comment period.

SUMMARY: FMCSA corrects the public docket number referenced in its April 10, 2020, notice announcing that the Small Business in Transportation Coalition (SBTC) seeks reconsideration of an August 14, 2013, application by the Association of Independent Property Brokers and Agents (AIPBA) for an exemption from the \$75,000 bond requirement for all property brokers and freight forwarders. The Agency also extends the public comment period for that notice.

DATES: Comments must be received on or before June 3, 2020.

ADDRESSES: You may submit comments identified by Federal Docket Management System (FDMS) Number FMCSA-2020-0130 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:* Send comments to Docket Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001.
- *Hand Delivery or Courier:* Bring comments to Docket Operations, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Docket Operations.
- *Fax:* (202) 493-2251
- Each submission must include the Agency name and the docket number 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.
- *Docket:* For access to the docket to read background documents or comments, go to www.regulations.gov at

any time or visit Docket Operations, Room W12-140 on the ground level of the West Building, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Docket Operations.

Privacy Act: DOT posts public comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy.

FOR FURTHER INFORMATION CONTACT: Ms. Pearl Robinson, FMCSA Driver and Carrier Operations Division; Office of Carrier, Driver and Vehicle Safety Standards; (202) 366-4325; MCPSD@dot.gov. If you have questions on viewing or submitting material to the docket, contact Docket Operations, (202) 366-9826.

SUPPLEMENTARY INFORMATION: On April 10, 2020 (85 FR 20334), FMCSA published a notice announcing that SBTC seeks reconsideration of an August 14, 2013, application by the AIPBA for an exemption from the \$75,000 bond requirement for all property brokers and freight forwarders. The notice referenced in error “FMCSA-2020-0239” as the docket number for the submission of public comments. The correct docket number for this notice is “FMCSA-2020-0130.”

All interested parties that would like to see the SBTC’s request, read the public comments concerning this matter, or submit comments should use “FMCSA-2020-0130” when visiting <http://www.regulations.gov>. Any comments concerning SBTC’s request, and submitted to docket number FMCSA-2020-0239 prior to the publication of this notice will be transferred to docket number FMCSA-2020-0130.

In addition to correcting the docket number, FMCSA extends the comment period to ensure that interested parties have sufficient time to review the SBTC request filed under the proper docket, and submit comments to that docket.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2020-09467 Filed 5-1-20; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2014-0108]

Denial of Motor Vehicle Defect Petition, DP14-001

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

ACTION: Denial of petition for a defect investigation.

SUMMARY: This notice sets forth the reasons for the denial of a petition submitted on November 14, 2013, by Mr. Donald Friedman to NHTSA’s Office of Defects Investigation (ODI). The petition requests that the agency commence a proceeding to determine the existence of a defect related to motor vehicle safety with respect to the air bag system’s logic and algorithm. The Petitioner alleges that a defect in the Occupant Classification System (OCS) in various model year (MY) 2004–2010 General Motors (GM) vehicles causes an unintended suppression of the front passenger air bag moments prior to a frontal impact/crash. After examination of the petition and available data relating to the subject vehicles’ OCS and the specific crash incident where the OCS allegedly failed to operate properly, NHTSA has concluded that further expenditure of the agency’s investigative resources on the issues raised by the petition is not warranted. The agency accordingly has denied the petition. The agency will continue to monitor OCS performance in subject vehicles and may take further action as appropriate. The petition is hereinafter identified as DP14-001.

FOR FURTHER INFORMATION CONTACT: Mr. Scott Yon, Vehicle Defects Division B, Office of Defects Investigation, NHTSA, 1200 New Jersey Ave. SE, Washington, DC 20590, desk phone 202-366-0139.

SUPPLEMENTARY INFORMATION: By letter dated November 14, 2013, Mr. Donald Friedman of Santa Barbara, CA, submitted a petition requesting that the agency investigate the passenger air bag OCS in MY 2004–2010 GM models. The petition was based on an April 2011 crash occurring in Texas, involving a MY 2008 Chevrolet Impala which was occupied by an elderly couple with a 108-pound female spouse driving the vehicle and a 170-pound male sitting in the passenger seat; both occupants were belted. The Impala veered off the left inner lane and across the left shoulder lane and impacted the median Jersey barrier multiple times. The vehicle

impacted the barrier with a force sufficient to cause the vehicle to run up/climb the barrier and to deploy the front driver air bag; the passenger air bag was not deployed due to OCS suppression. Both occupants were injured, and the male passenger developed additional medical complications post-crash. The petitioner alleges that the weight-based OCS algorithm used in the MY 2008 Chevrolet Impala is defective based on his assessment that, in this crash, it inaccurately changed the occupant classification and suppressed the passenger air bag moments prior to the frontal impact. In addition, the petitioner alleges that GM used this type of OCS in other GM models since 2003, and therefore all MY 2004–2010 GM models may be similarly defective. The petitioner cites an Insurance Institute for Highway Safety (IIHS) report and FARS data to further support his allegation.

ODI contacted the Petitioner for clarification, and in support of these claims the Petitioner provided additional information on February 14, 2014, and again on May 8, 2014. In the initial phase, ODI reviewed the submitted petition and subsequent information, which includes the following documents and data related to the Impala crash: an air bag control module event data record/output, an OCS data record/output, the police accident report, vehicle photos, accident scene photos, and medical records for the occupants. ODI also reviewed the IIHS Status Report and the Fatal Accident Reporting System (FARS) data analysis the petitioner provided. In addition, ODI conducted an initial review of other internally available databases for information that may indicate a defect condition or trend with the subject vehicles’ OCS. This includes: consumer VOQ reports on MY 2004–2014 Impala injury crashes that alleged an abnormal air bag deployment or a non-deployment of the passenger side air bag in the frontal crash event, a search of the NHTSA’s National Automotive Sampling System, a search of the NHTSA Special Crash Investigations (SCI) reports and cases indicating split deployments (where the driver’s frontal air bag deployed but the occupied passenger’s air bag did not) and GM’s Early Warning Reporting data on death and injury for Impala vehicles.

The results of these initial reviews did not identify an OCS-related defect trend in the MY 2004–2014 Impala. However, out of an abundance of caution, NHTSA undertook a more detailed review of the subject Impala’s OCS, which included a request to GM for GM data on the MY