

Ghana, Guatemala, Honduras, Hong Kong, India, Indonesia, Israel, Japan, Jordan, Kenya, Korea, Kuwait, Laos, Malaysia, Mexico, Moldova, Morocco, New Zealand, Nicaragua, Nigeria, North Macedonia, Norway, Oman, Pakistan, Panama, Paraguay, Peru, the Philippines, Qatar, Russia, Saudi Arabia, Serbia, Singapore, South Africa, Switzerland, Taiwan, Thailand, Tunisia, Turkey, Ukraine, the United Arab Emirates, the United Kingdom, Uruguay, and Vietnam. Commenters may submit information related to significant barriers or distortions in export markets other than those listed in this paragraph.

In addition, Section 1377 of the Omnibus Trade and Competitiveness Act of 1988 (19 U.S.C. 3106) (Section 1377) requires USTR annually to review the operation and effectiveness of U.S. telecommunications trade agreements that are in force with respect to the United States. The purpose of the review is to determine whether any foreign government that is a party to one of those agreements is failing to comply with that government's obligations or is otherwise denying, within the context of a relevant agreement, "mutually advantageous market opportunities" to U.S. telecommunications products or services suppliers. USTR will consider responses to this notice in the review called for in Section 1377 and highlight both ongoing and emerging barriers to U.S. telecommunications services and goods exports in the 2026 NTE Report.

III. Estimate of Increase in Exports

To the extent possible, each comment should include an estimate of the potential increase in exports of goods or services of the United States, U.S. foreign direct investment, or U.S. electronic commerce that would result from removing any significant foreign trade barrier the comment identifies, as well as a description of the methodology the commenter used to derive the estimate. Commenters should express estimates within the following value ranges: less than \$25 million; \$25 million to \$100 million; \$100 million to \$500 million; and over \$500 million.

IV. Procedures for Written Submissions

To be assured of consideration, submit your written comments by the October 30, 2025, 11:59 p.m. EDT deadline. All submissions must be in English. USTR strongly encourages submissions via *Regulations.gov*, using Docket Number USTR-2025-0016.

To submit via *Regulations.gov*, use Docket Number USTR-2025-0016 in the 'search for' field on the home page and click 'search.' The site will provide a

search-results page listing all documents associated with this docket. Find a reference to this notice by selecting 'notice' under 'document type' in the 'refine documents results' section on the left side of the screen and click on the 'comment' link.

Regulations.gov allows users to make submissions by filling in a 'type comment' field, or by attaching a document using the 'upload file' field. USTR prefers that you provide submissions in an attached document and note "see attached comments with respect to (name of country)" in the 'comment' field on the online submission form. The first page of the submission must identify 'Comments Regarding Foreign Trade Barriers to U.S. Exports for 2026 Reporting—[name of country or countries discussed].' Commenters providing information on more than one country should provide a separate attachment for each country as part of the same submission. USTR strongly encourages commenters to provide only one submission. USTR prefers submissions in Microsoft Word (.doc) or Adobe Acrobat (.pdf). If you use an application other than those two, please indicate the name of the application in the 'type comment' field.

You will receive a tracking number upon completion of the submission procedure at *Regulations.gov*. The tracking number is confirmation that *Regulations.gov* received your submission. Keep the confirmation for your records. USTR is not able to provide technical assistance for *Regulations.gov*.

For further information on using *Regulations.gov*, please consult the resources provided on the website by clicking on 'How to Use *Regulations.gov*' on the bottom of the home page. USTR may not consider submissions that you do not make in accordance with these instructions.

If you are unable to provide submissions as requested, please contact Jiexi "Jesse" Huang, in advance of the deadline at ForeignTradeBarriersReport@ustr.eop.gov or 202-395-3475 to arrange for an alternative method of transmission. USTR will not accept hand-delivered submissions.

General information concerning USTR is available at <https://www.ustr.gov>.

V. Business Confidential Information (BCI) Submissions

If you ask USTR to treat information you submit as BCI, you must certify that the information is business confidential and you would not customarily release it to the public. For any comments submitted electronically containing BCI,

the file name of the business confidential version should begin with the characters "BCI." You must clearly mark any page containing BCI with "BUSINESS CONFIDENTIAL" on the top of that page. Filers of submissions containing BCI also must submit a public version that will be placed in the docket for public inspection. The file name of the public version should begin with the character "P." Follow the "BCI" and "P" with the name of the person or entity submitting the comments.

VI. Public Viewing of Review Submissions

USTR will post written submissions in the docket for public inspection, except properly designated BCI. You can view comments on *Regulations.gov* by entering Docket Number USTR-2025-0016 in the search field on the home page.

Edward Marcus,

*Chair of the Trade Policy Staff Committee,
Office of the United States Trade Representative.*

[FR Doc. 2025-17782 Filed 9-12-25; 8:45 am]

BILLING CODE 3390-F4-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2025-0672]

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Certification of Airports, Part 139

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 approval from the Office of Management and Budget (OMB) to renew an information collection. Title 14, Code of Federal Regulations (14 CFR) part 139 establishes certification requirements for airports serving scheduled passenger-carrying operations of an air carrier operating aircraft configured for more than 9 passenger seats, as determined by the regulations under which the operation is conducted or the aircraft type certificate issued by a competent civil aviation authority; and unscheduled passenger-carrying operations of an air carrier operating aircraft configured for at least 31

passenger seats, as determined by the regulations under which the operation is conducted or the aircraft type certificate issued by a competent civil aviation authority. This part does not apply to: airports serving scheduled air carrier operations only by reason of being designated as an alternate airport; airports operated by the United States; airports located in the State of Alaska that serve only scheduled operations of small air carrier aircraft and do not serve scheduled or unscheduled operations of large air carrier aircraft; airports located in the State of Alaska during periods of time when not serving operations of large air carrier aircraft; or heliports.

DATES: Written comments should be submitted by November 14, 2025.

ADDRESSES: Please send written comments:

By Electronic Docket:
www.regulations.gov. Enter docket number: FAA-2025-0672 into search field.

By email: chel.schweitzer@faa.gov.

FOR FURTHER INFORMATION CONTACT: Chel Schweitzer by email at: chel.schweitzer@faa.gov; phone: 202-267-2677.

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 performance; (b) the accuracy of the estimated burden; (c) ways for the 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. The agency will summarize and/or include your comments in the request for OMB clearance of this information collection.

The collection involves FAA Form 5280-1, Application for Airport Operating Certificate. Every airport sponsor seeking airport certification under part 139 must complete this form, as well as provide a draft Airport Certification Manual (ACM). In addition, currently certificated part 139 airports must maintain their ACM, and keep and maintain records related to training, self-inspection, and other requirements of part 139.

The collection includes new requirements for Safety Management Systems (SMS) at certain part 139 airports, and the inclusion of Unmanned Aerial Systems (UAS) response plans in an airport's Airport Emergency Plan (AEP) or Airport Security Plan (ASP).

These records allow the FAA to verify airports meet part 139 minimum safety and operational requirements to enhance the safety of the flying public.

OMB Control Number: 2120-0675.

Title: Certification of Airports, 14 CFR part 139.

Form Numbers: FAA Form 5280-1.

Type of Review: Renewal of an information collection.

Background: The statutory authority to issue airport operating certificates to airports serving certain air carriers and to establish minimum safety standards for the operation of those airports is currently found in Title 49, United States Code (U.S.C.) § 44706, Airport operating certificates. The FAA uses this authority to issue requirements for the certification and operation of certain airports that service commercial air carriers. These FAA requirements are contained in Title 14, Code of Federal Regulations Part 139 (14 CFR part 139), Certification of Airports as amended. Information collection requirements are used by the FAA to determine an airport operator's compliance with part 139 safety and operational requirements, and to assist airport personnel to perform duties required under the regulation.

Operators of certificated airports are required to complete FAA Form 5280-1 and develop, and comply with a written document, an Airport Certification Manual (ACM), that details how an airport will comply with the requirements of part 139. The ACM shows the means and procedures whereby the airport will be operated in compliance with part 139, in addition to other instructions and procedures to help personnel concerned with operation of the airport to perform their duties and responsibilities.

When an airport satisfactorily complies with such requirements, the FAA issues to that facility an airport operating certificate (AOC) that permits an airport to serve air carriers. The FAA periodically inspects these airports to ensure continued compliance with part 139 safety requirements, including the maintenance of specified records. Both the application for an AOC and annual compliance inspections require operators of certificated airports to collect and report certain operational information. The AOC remains in effect as long as the need exists, and the operator must comply with the terms of the AOC and the ACM.

The likely respondents to new information requests are those civilian U.S. airport certificate holders who operate airports that serve scheduled and unscheduled operations of air carrier aircraft with more than 9

passenger seats (approximately 518 airports). These airport operators already hold an AOC and comply with all current information collection requirements.

Operators of certificated airports are permitted to choose the methodology to report information and can design their own recordkeeping system. As airports vary in size, operations, and complexity, the FAA has determined this method of information collection allows airport operators greater flexibility and convenience to comply with reporting and recordkeeping requirements. All of the information may be submitted electronically.

The FAA has an automated system, the Certification and Compliance Management Information System (CCMIS), which is a national database of airport inspection information that is accessible by FAA airport safety and certification inspectors. This information in this system is monitored to detect trends and developing safety issues, to allocate inspection resources, and generally, to be more responsive to the needs of regulated airports.

The FAA has developed an automated reporting tool, the Airport Crisis Response Reporting (ACRR) tool, which allows airport personnel to directly input the operational status of an airport following an incident or emergency event that impacts an airport or the surrounding area.

The following types of information are new to this information collection: the required implementation of SMS at certain airports and the requirement for all airports to maintain a UAS Response Plan.

Part 139 subpart E ("Airport Safety Management System"), mandates Safety Management Systems. Operators of certificated airports are permitted to choose the methodology for reporting information and can design their own recordkeeping systems to meet their specific needs. This flexibility allows airports, which vary in size, operations, and complexity, to comply with FAA reporting and recordkeeping requirements more efficiently. All information collected under SMS can be submitted electronically. Airports are responsible for gathering and maintaining data on safety-related activities, including incident reports, safety risks, corrective actions, and performance evaluations. This information is crucial for the FAA to monitor safety trends, assess emerging risks, and allocate resources effectively, ensuring that safety management practices align with regulatory standards.

Section 139.325 (“Airport emergency plan.”) requires part 139 certificate holders to develop and maintain an Airport Emergency Plan (AEP) to minimize the possibility and extent of personal injury and property damage on the airport in an emergency. UAS (Unmanned Aircraft Systems) Response Plans have become a mandatory component of an airport’s AEP in response to the increasing risks posed by UAS (often referred to as “drones”) operations near airports. Recently mandated by the FAA, these plans outline the procedures airports must follow to detect, assess, and respond to UAS threats that could interfere with airport operations or compromise safety. The UAS Response Plans include strategies for coordination between airport personnel, local law enforcement, and the FAA, as well as protocols for identifying and mitigating potential UAS hazards. These plans ensure that airports are prepared to address the unique challenges posed by UAS incidents, enabling a swift and coordinated response to minimize disruptions and protect both aviation safety and security.

Respondents: Approximately 518 airports.

Frequency: Information collected on occasion.

Estimated Average Burden per Response: 759 hours.

Estimated Total Annual Burden: 393,008 hours.

Issued in Washington, DC, on this date, 11 September 2025.

Anthony M. Butters,

Acting Manager, Airport Safety and Operations (AAS-300).

[FR Doc. 2025-17759 Filed 9-12-25; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

FTA Fiscal Year 2025 Apportionments, Allocations, and Program Information

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: This notice announces the full-year apportionments and allocations for grant programs for Fiscal Year (FY) 2025 and provides contract authority.

FOR FURTHER INFORMATION CONTACT: For general information about this notice, contact John Bodnar, Acting Associate Administrator, Office of Program Management, at (202) 366-2053. Please

contact the appropriate FTA Regional Office for any specific requests for information or technical assistance. FTA Regional Office contact information is available on FTA’s website: <https://www.transit.dot.gov/about/regional-offices/regional-offices>. An FTA headquarters contact for each major program area is included in the discussion for that program in the text of this notice. FTA recommends stakeholders subscribe via: <https://public.govdelivery.com/accounts/USDOTFTA/subscriber/new>, to receive email notifications when new information is available.

SUPPLEMENTARY INFORMATION:

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I. Overview

This notice provides updates of FTA’s programs for FY 2025, announces funding from the Full-Year Continuing Appropriations and Extensions Act, 2025 (Pub. L. 119-4) and full-year apportionments and allocations for grant programs, and provides contract authority. This notice also highlights and provides specific information about FTA’s statutory programs.

For each FTA program appropriated funds in the Full-Year Continuing Appropriations and Extensions Act, 2025, FTA also provides information on the Infrastructure Investment and Jobs Act (IIJA, Pub. L. 117-58) authorized funding levels for FY 2025, the basis for apportionment or allocation of funds, requirements specific to the program, period of availability of funds, and other program information. A separate section provides information on pre-award authority and other requirements and guidance applicable to FTA programs and grant administration. Finally, the notice includes references to tables on FTA’s website showing amounts apportioned under the Full-Year Continuing Appropriations and Extensions Act, 2025, and approximately \$6.1 billion in unobligated or carryover funding available in FY 2025 under certain discretionary and Congressionally directed programs carried out in accordance with prior and current authorization and appropriations acts.

II. FY 2025 Funding for FTA Programs

A. Funding Available Under the Full-Year Continuing Appropriations and Extensions Act, 2025

A total of \$20,937,068,868 was appropriated for FY 2025, including funding from the Full-Year Continuing Appropriations and Extensions Act, 2025, and funding from IIJA advance appropriations.

Division A, Title I and Title XIII of the Full-Year Continuing Appropriations and Extensions Act, 2025, appropriated \$16,687,068,868 for FY 2025, providing the authorized \$14.28 billion from the Mass Transit Account; \$45.6 million in Transit Infrastructure Grants, including \$20 million for the Urbanized Area Passenger Ferry program with \$5 million set aside for low or no emission ferries and related infrastructure, \$1.5 million for the Bus Testing program, \$3.6 million for several research programs, \$0.5 million to assist tribal governments under the National Rural