

electronic portal at <https://comments.ustr.gov/s/> and following the instructions in Part IV.

IV. Procedures for Written Submissions

To be assured of consideration, submit written comments, requests to appear at the hearing, summaries of testimony, and post-hearing rebuttal comments using the appropriate dockets on the portal at <https://comments.ustr.gov/s/> and as detailed in Parts II and III. All submissions must be in English. You do not need to establish an account to submit comments or a request to testify. The first screen allows you to enter identification and contact information. Third party organizations such as law firms, trade associations, or customs brokers should identify the full legal name of the organization they represent and identify the primary point of contact for the submission. USTR may not consider a comment or request if insufficient information is provided.

You may upload documents and indicate whether USTR should treat the documents as business confidential or public information. Any page containing BCI must be clearly marked "BUSINESS CONFIDENTIAL" on the top of that page and the submission should clearly indicate, via brackets, highlighting, or other means, the specific information that is BCI. If requesting confidential treatment, you must certify in writing that the information would not customarily be released to the public. Interested persons uploading attachments containing BCI also must submit a public version of their comments.

Daniel Watson,

Assistant U.S. Trade Representative for the Western Hemisphere, Office of the United States Trade Representative.

[FR Doc. 2025-18010 Filed 9-16-25; 8:45 am]

BILLING CODE 3290-F4-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: FAA-2025-2928]

Advisory Circular No. 450.169-1A, Launch and Reentry Collision Avoidance Analysis

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

ACTION: Notice of availability, request for comments.

SUMMARY: The Federal Aviation Administration (FAA) is soliciting public comment on its intentions to

revise an existing Advisory Circular (AC) that provides guidance to launch and reentry vehicle operators on how to complete launch and reentry collision avoidance analyses for the purpose of vehicle operator license applications. Specifically, the proposed revisions would clarify that, for certain commercial launch and reentry operations supporting National Aeronautics and Space Administration (NASA) missions, collision avoidance (COLA) analyses may be obtained from two NASA components. The current version of the AC only identifies the 19th Space Defense Squadron (SDS) as an FAA-approved COLA provider.

DATES: Written comments must be received by October 17, 2025.

ADDRESSES: Please send comments identified with "Launch and Reentry Collision Avoidance Analysis," and [Enter docket number] to the email address, 9-ast-asz210-directives@faa.gov.

FAA will consider all comments and recommendations received while developing the final version of the AC. AST will also acknowledge receipt of all comments and recommendations if contact information is provided. The final version will be published on FAA website (www.faa.gov/regulations_policies/advisory_circulars).

Privacy: The Department of Transportation's complete Privacy Act Statement can be found in the **Federal Register** published on April 11, 2000 (65 FR 19477), as well as at DocketsInfo.dot.gov.

FOR FURTHER INFORMATION CONTACT: James Hatt, Space Policy Division Manager, Office of Commercial Space Transportation, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591-0001; James.A.Hatt@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The Commercial Space Launch Act of 1984, as amended and codified at 51 U.S.C. 50901 through 50923 ("the Act"), authorizes DOT, and FAA through delegation,¹ to oversee, license, and regulate commercial launch and reentry activities, and the operation of launch and reentry sites as carried out by U.S. citizens or within the United States. The Act's requirements are implemented in parts 400 through 460 of title 14 of the Code of Federal Regulations (14 CFR).

In accordance with the requirements set forth in § 450.169(e), launch and reentry vehicle operators are required to, among other things, obtain for each

launch or reentry a COLA analysis from a Federal entity identified by the FAA, or another entity agreed to by the Administrator.

On August 10, 2023, FAA published an AC, titled "Launch and Reentry Collision Avoidance Analysis" (AC No.: 450.169-1), which provides launch and reentry vehicle operators with guidance pertaining to the COLA analysis requirements. Among other things, the AC specifies that the 19th SDS could be used for the purpose of COLA processing.

FAA is now proposing the issuance of a revised AC (AC No. 450.169-1A) to clarify that, for certain commercial launch and reentry operations supporting NASA missions, COLA analyses may also be obtained from two NASA components. Specifically, for the International Space Station (ISS) and its supporting vehicles, COLA analyses may also be obtained from the Trajectory Operations and Planning Officer (TOPO) at Johnson Space Center, and for NASA robotic missions not involving human space flight, COLA analyses may also be obtained from the Conjunction Assessment Risk Analysis (CARA) program at the Goddard Space Flight Center.

Comments Invited

FAA invites the public to submit comments on the draft AC, as specified in the **ADDRESSES** section. Commenters should include the subject line "Launch and Reentry Collision Avoidance Analysis" and FAA-2025-2928 on all comments submitted to FAA. The most helpful comments will reference a specific portion of the draft document, explain the reason for any recommended change, and include supporting data. Public comments submitted in accordance with the process set forth in this **Federal Register** notice will be considered for the purpose of the final version of this draft AC. However, even following the release of the final version of this draft AC, members of the public will continue to have the ability to submit feedback and suggestions pertaining to the AC in accordance with the process outlined in the AC.

You may examine the draft AC on the agency's public website and in the docket as follows:

- At www.regulations.gov in Docket [enter docket number].
- At the "Commercial Space Draft Advisory Circulars (ACs)" page of the agency's public website, which is located at https://www.faa.gov/space/legislationregulationguidance/draft_docs/ac.

¹ See 49 CFR 1.83(b).

Issued in Washington, DC.

James A. Hatt,

Manager, Space Policy Division, Office of Commercial Space Transportation.

[FR Doc. 2025-17922 Filed 9-16-25; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2025-0607]

Agency Information Collection

Activities: Requests for Comments; Clearance of Approval of a Renewed Information Collection

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 for renewal of an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 16th, 2025. The collection involves responses to questions regarding an individual's identity to gain access to U.S. Federal Government web applications. The information to be collected will be used to verify the requestor's identity and create a user account.

DATES: Written comments should be submitted by October 21st, 2025.

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:

Christopher Kyle Brimage by email at: kyle.brimage@faa.gov; phone: 405-596-9143.

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: 2120-0808.

Title: MyAccess Non-credentialed User Access Requests.

Form Numbers: N/A.

Type of Review: Renewal of a currently approved collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on April 16, 2025 (FR 90 16058). Uncredentialed users requesting access to web-based applications published by the Federal Aviation Administration or other United States Federal Government entities using FAA's MyAccess program are required to positively identify themselves. The proposed collection of information will be used to verify the identity of the user requesting access and create a user account.

The identification of the requesting user is based on answers provided via a web interface that are matched against sources such as public records, mobile accounts, credit reporting bureaus and other available data. If a positive identification is made, some of the collected information is used to create a user account to allow the user access to the requested web application.

Respondents: Any un-credentialed individual who requests a user account to access web applications published by the FAA or other U.S. Federal Government entities that are integrated with the FAA's MyAccess program.

Frequency: The collection is done one time for each new account request.

Estimated Average Burden per Response: 0.07 hours (4 minutes).

Estimated Total Annual Burden: 0.07 hours (4 minutes) per respondent, one time only. There is no recurring annual burden per respondent.

Issued in Oklahoma City, OK, on September 15th, 2025.

Christohper Kyle Brimage,

Information Technology Specialist, Enterprise Search & Integration Services Branch (ADE-320)—Solutions Delivery Directorate, AIT, AFN, FAA, USDOT.

[FR Doc. 2025-17961 Filed 9-16-25; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2025-0194]

Hours of Service of Drivers; Pilot Program To Allow Commercial Drivers To Pause Their 14-Hour Driving Window

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

ACTION: Notice of proposed pilot program; request for comments.

SUMMARY: FMCSA proposes a pilot program allowing temporary regulatory relief from the Agency's hours-of-service (HOS) requirement that all driving by drivers of property-carrying commercial motor vehicles (CMVs) be completed within 14 hours after coming on duty. During the proposed pilot program, known as the "Split Duty Period Pilot Program," participating CMV drivers would have the option to extend their 14-hour "driving window" by taking one off-duty, sleeper berth, or on-duty/not driving period (taken at the location of a pick-up or delivery of cargo), including what is sometimes called "detention time", of no less than 30 minutes and no more than 3 hours. Participation would be limited to approximately 256 commercial driver's license (CDL) holders who meet the eligibility criteria specified for participation. Because the program would be applicable only to the rules for drivers of property-carrying CMVs, drivers of passenger-carrying CMVs would not be eligible for participation. This pilot program would examine whether such flexibility achieves a level of safety that is equivalent to, or greater than, the level of safety that would be achieved through compliance with the current regulations. FMCSA believes that the exemption covered by the proposed pilot program provides the flexibility to take extra rest, avoid driving during traffic congestion, and mitigate the impacts of unreasonable "detention times," thereby improving the working conditions of America's truck drivers.

DATES: Comments must be received on or before November 17, 2025.

ADDRESSES: You may submit comments identified by Docket Number FMCSA-2025-0194 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov/docket/FMCSA-2025-0194/document>. Follow the online instructions for submitting comments.