

106–181 (Apr. 5, 2000; 114 Stat. 61), this notice must be published in the **Federal Register** 30 days before the Secretary may waive any condition on federally acquired land on a federally obligated airport.

The following is a brief overview of the request:

The Lakewood Industrial Commission and Lakewood Township have submitted a land release request seeking FAA approval for the disposal of 59.8036 acres of federally obligated airport property. The property is located approximately 700–1,000 feet to the east of the parallel taxiway to Runway 6/24 at the airport and abuts Airport Road. The parcel is not currently required or anticipated to be required for aeronautical use.

The 59.8036 acres of land to be released was originally acquired as part of the acquisition of the majority of airport property, using Federal funds. Subsequent to the implementation of the proposed disposal, monies received by the airport from the sale of the property will be used in accordance with 49 U.S.C. 47107(c). The proposed use of the property will not interfere with the airport or its operation.

Any person may inspect the request by appointment at the FAA office address listed above.

Interested persons are invited to comment. All comments will be considered by the FAA to the extent practicable.

Issued in Camp Hill, Pennsylvania.

Brian Gearhart,

Assistant Manager, Harrisburg Airports District Office.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2025–2633]

Electric Vertical Takeoff and Landing and Advanced Air Mobility Integration Pilot Program—Announcement of Establishment of Program and Request for Proposals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of the establishment of the Electric Vertical Takeoff and Landing (eVTOL) and Advanced Air Mobility (AAM) Integration Pilot Program (eIPP) and request for proposals.

SUMMARY: The Department of Transportation (DOT), through the Federal Aviation Administration (FAA),

announces a new eVTOL and AAM Integration Pilot Program (eIPP) that will accelerate the deployment of safe and lawful eVTOL and other AAM aircraft operations in the United States. The eIPP requests that State, local, tribal, and territorial (SLTT) governments, in partnership with a private sector partner(s) with demonstrated experience in eVTOL or other AAM development, manufacturing, and operations, or new supporting technologies enabling AAM operations integration into the NAS, submit proposals. The eIPP continues the DOT's efforts to integrate eVTOL and other AAM aircraft developed or offered by a United States-based entity into the National Airspace System (NAS) by identifying the most effective partnerships to test and validate operational concepts that can be scaled to national and international applications. SLTT governments and their private sector partner(s) will propose and define these operational concepts under the safety oversight role of the FAA.

DATES: Interested SLTT governments must submit a proposal to participate in the eIPP in accordance with the SIR posted to sam.gov no later than 3 p.m. ET on December 11, 2025.

FOR FURTHER INFORMATION CONTACT: For general Program questions, Mr. Wade Terrell, Acting Director, Advanced Air Mobility Operations Division, 490 L'Enfant Plaza SW (Suite 500), Washington, DC 20024; telephone (405) 423–7936; email 9-AWA-eIPP@faa.gov; or, for solicitation questions, Mrs. Kristin Frantz, Contracting Officer, AAQ–590, UAS and Emerging Technologies Branch, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; telephone (404) 305–5779; email: Kristin.T.Frantz@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

In Executive Order 14307, *Unleashing American Drone Dominance*, dated June 6, 2025, the President declared that it is the policy of the United States to accelerate the safe commercialization of UAS technologies and fully integrate UAS into the NAS, as well as eVTOL and other AAM aircraft operations.¹ The President directed the Secretary of Transportation, acting through the Administrator of the FAA and in coordination with the Director of the Office of Science and Technology Policy (OSTP), to establish an Integration Pilot

Program under which SLTT governments can partner with private sector organizations with demonstrated experience in eVTOL or other AAM development, manufacturing, and operations, or new supporting technologies enabling AAM operations integration into the NAS.

Working with leading partners across industry and government, the DOT is utilizing the opportunity provided by the Executive Order to demonstrate that America can build and deploy the safe and beneficial AAM technologies envisioned in the *United States National Strategy to Support Advanced Air Mobility* (National Strategy). The DOT and the FAA are seeking partners who can deliver successful outcomes by working cooperatively with a range of entities, which will accelerate these projects consistent with the high safety standards that the public expects from the aviation industry. These projects, once successful, are expected to deliver substantial data and lessons learned to inform the broader regulatory safety and economic framework that will support and oversee the AAM sector.

The focus of this pilot program will be achieving ambitious national objectives in core areas that are in the public interest. Operations that are envisioned include piloted and unmanned approaches to:

- **Air Taxis:** Short range, on demand flying eVTOLs connecting to ground transport, demonstrating reduced noise impacts.

- **Longer-range, fixed wing flights** moving people in new forms of advanced regional aircraft with capabilities such as short takeoff and landing that could unlock new and more economically viable possibilities in air travel.

- **Cargo:** Using novel aircraft, including potentially fixed wing aircraft, to provide cargo services.

- **Logistics and supply:** Demonstrating new airlift and emergency management services, such as eVTOL operations for servicing offshore energy facilities and improving medical transport capabilities with lower costs and impacts on local communities.

- **Increasing Automation Safety:** Demonstrating safe integration of aircraft with a range of automation technologies designed to enhance safety and/or efficiency in AAM operations.

While individual projects will likely focus on select national objectives, the DOT and FAA envision that each project would demonstrate broad public benefits such as safety enhancements, quality of life enhancements, workforce development opportunities adding net

¹ A copy of the President's Executive Order has been placed in this docket.

new and high-paying jobs to the U.S. economy. It would also provide advanced cooperative flow and traffic management with a range of aircraft including UAS, advanced manufacturing in the United States, supply chain security and independence, and cooperation across agencies of the Federal, State, tribal, territorial, and local governments including, for example, security coordination with TSA as needed.

The eIPP implements this national policy under the FAA's general authority to develop plans and policy for the use of the navigable airspace. 49 U.S.C. 40103(b). The eIPP will remove barriers to the initial implementation of AAM to accelerate nationwide operations, and address the requirements set forth in the FAA Reauthorization Act of 2024 (Pub. L. 118–63). Through this eIPP, the DOT and the FAA will work through selected offerors and their partner(s) to enable initial operations with an acceptable level of safety that can be tailored to their aircraft, operation, and location. As a result, that experience will inform the national policy and guidance, rules, best practices and processes that focus on developing scalable models and significantly accelerating outcomes to enable routine eVTOL or other AAM aircraft operations in line with recommendations included in the National Strategy.

The DOT and the FAA are seeking visionary, mission-focused participants who will captivate the imagination of Americans, showcase specific functions that AAM can perform for America in a short period of time, and drive the AAM National Strategy forward. This eIPP will afford opportunities to industry participants positioned to make large contributions to AAM, working with willing SLTT governments as sponsors. Offerors should be willing to coordinate approaches across all projects to gather meaningful data to accelerate solutions for scaling AAM. With safety as our highest priority, we expect this eIPP to provide valuable insight to assist the DOT and the FAA in enabling the United States' advanced aviation aircraft industry to thrive.

Selected Offerors will be expected to demonstrate advances in technological capabilities as well as operational concepts. While ensuring safety through appropriate mitigations, the DOT and the FAA intend to expedite the evaluation and approval of eVTOL and other AAM operations beyond those currently permitted today. Activities under the eIPP will:

- Accelerate the safe and efficient integration of eVTOL and other AAM operations within the NAS;
- Generate data to inform the FAA's development of guidance and regulations;
- Foster and leverage public-private partnerships; and
- Provide opportunities to accelerate commercial-use operations.

I. Program Overview

The success of the eIPP will depend on the mutually beneficial partnerships between SLTT governments and their private sector partners. Successful partnerships will help rapidly establish operations and venues that enhance public awareness and understanding of AAM operations, which enable the use of eVTOL and other AAM aircraft for new and innovative applications. The eIPP will encourage an ambitious scale of pre-certification operations and will incorporate varied solutions where the most successful implementations become standards of practice for future scaling of operations.

The DOT and the FAA will manage this program differently from the Drone IPP that launched in 2017, which focused primarily on evaluation and conducting operations in specific geographic areas within the boundaries of SLTT jurisdictions, including among several states. For this program, DOT will work with capable partners who can demonstrate the viability of new AAM technologies in ways that deliver new benefits to the public—and then to take the lessons learned from these projects to enable such operations at scale, consistent with the highest safety standards.

Consistent with the language of the E.O., any SLTT government (as the eIPP Offeror) with at least one private sector partner(s) and a plan to achieve one of more national objectives is eligible to apply to participate in the eIPP. The SLTT will play a crucial role as the host of operations and planning while bearing a key responsibility to represent local community interests. However, projects should be closely coordinated with Original Equipment Manufacturers (OEMs) and operators and be flexible to adapt and expand as needed to include partners and contributors beyond individual communities for full operational implementation. For instance, a project focused on regional flights as described in this notice will necessarily feature work with more than one community, or a consortia of communities across states, to demonstrate those operational capabilities.

The DOT and the FAA will evaluate all proposals received. A minimum of five participants will be selected. Once a proposal is selected, the Offeror will enter into an Other Transaction Agreement (OTA) with the FAA. The agreement will establish the responsibilities of the parties, describe the concept of operations to be undertaken, and establish any data sharing requirements. The eIPP shall conclude 3 years after the date the first pilot project becomes operational, unless the Secretary of Transportation determines that an extension is warranted in the national interest.

II. How To Apply

The FAA has posted a Request for Proposals (RFP)/Screening Information Request (SIR) 697DCK–25–R–00445 on *sam.gov*. Prospective offerors must be a State, local, tribal and territorial government governments, in partnership with a private sector partner(s) with demonstrated experience in eVTOL or other AAM development, manufacturing, and operations, or new supporting technologies enabling AAM operations integration into the NAS.

III. Other Transaction Agreement

Once selected, participants will be required to enter into an OTA with the FAA. The OTA will establish the terms of participation in the eIPP and identify the respective rights and responsibilities of both the FAA and the participant. The DOT and the FAA expect to negotiate agreements tailored to the specifics of each proposal.

Participants will engage in periodic exchanges with the FAA regarding the project's purposes, including discussing and sharing the expanded eVTOL or other AAM aircraft capabilities' results and experiences. Participants will adhere to the privacy policies and data collection requirements specified in the agreement. Each participant will bear its own costs.

The agreement will not include the transfer of any authority for airspace management or access upon signing. Any approval of airspace use will be handled in accordance with existing FAA policies and procedures.

The participant will share data with the FAA, as outlined in the agreement, resulting from its development and testing of the operations concepts. Such data will enable the FAA to study the effects of eVTOL or other AAM aircraft integration into the NAS while providing supporting evidence for future policy or regulatory changes.

The FAA will provide a means for the participant and stakeholder partners to submit confidential or proprietary data

concerning their operations. However, any operational data and general experience obtained through the partnerships will be available to the public subject to any restrictions on the release of confidential or proprietary information as agreed upon by the parties.

IV. Availability of This Notice

You can obtain a paper copy by sending a request to the Federal Aviation Administration, Office of Rulemaking, ARM-1, 800 Independence Avenue SW, Washington, DC 20591, or by calling (202) 267-9680. Make sure to identify the docket number or notice number of this proposal.

Issued in Washington, DC, on September 12, 2025.

Wade E.K. Terrell,

Acting Director, Advanced Air Mobility Operations Division.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on I-80 East Widening in Nevada

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of limitation on claims for judicial review.

SUMMARY: The FHWA, on behalf of the Nevada Department of Transportation (NDOT), is issuing this notice to announce actions taken by FHWA and NDOT and other Federal agencies that are final agency actions. These actions relate to the proposed widening of Interstate 80 (I-80) between Vista Boulevard and State Route 439 (USA Parkway) in Nevada. The project includes an additional travel lane in each direction, wider inside shoulders, and improvements at the Lockwood, Mustang, and Patrick/Waltham Way interchanges.

DATES: By this notice, the FHWA, on behalf of NDOT, is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal Agency actions on the listed highway project will be barred unless the claim is filed on or before February 13, 2026. If the Federal law that authorizes judicial review of a claim provides a time period of less than 150 days for filing such claim, then that shorter time period still applies.

ADDRESSES: The Environmental Assessment and additional project

documents can be viewed and downloaded from the project website at: www.I80EastNV.com or by contacting Nevada Department of Transportation, Environmental Division, 1263 S Stewart Street, Carson City, NV 89712, normal business hours are 8 a.m. to 5 p.m. (Pacific Standard Time), Monday through Friday, except State holidays.

FOR FURTHER INFORMATION CONTACT: For the FHWA: Mr. Jacob Waclaw, Acting Deputy Division Administrator, Federal Highway Administration Nevada Division, 705 North Plaza Street, Carson City, Nevada 89701-0602; 775-687-5320; Jacob.Waclaw@dot.gov. For Nevada Department of Transportation: Mr. Chris Young, Chief, Environmental Services Division, 1263 S Stewart Street, Carson City, NV 89712; 775-888-7686; cyoung@dot.nv.gov.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FHWA and other Federal agencies have taken final agency actions subject to 23 U.S.C. 139(l)(1) by issuing licenses, permits, or approvals for the proposed improvement highway project. The actions by FHWA and other Federal agencies on the project, and the laws under which such actions were taken are described in the Environmental Assessment approved on May 15, 2025, and in other project records for the listed project. The Environmental Assessment and other documents for the listed project are available by contacting NDOT at the address provided above.

The project subject to this notice is:

Project Location: The project limits include Interstate 80 from Vista Boulevard to State Route 439 (USA Parkway).

Project Actions: This notice applies to the Environmental Assessment and all other Federal agency licenses, permits, or approvals for the listed project as of the issuance date of this notice including but not limited to the Section 4(f) Resource Programmatic Approval and all laws under which such actions were taken, including but not limited to:

1. **General:** National Environmental Policy Act (NEPA) [42 U.S.C. 4321 *et seq.*]; Federal-Aid Highway Act (FAHA) [23 U.S.C. 109 and 23 U.S.C. 128]; 23 CFR part 771.

2. **Air:** Clean Air Act (CAA) [42 U.S.C. 7401-7671(q)], with the exception of project level conformity determinations [42 U.S.C. 7506].

3. **Noise:** Noise Control Act of 1972 [42 U.S.C. 4901-4918]; 23 CFR part 772.

4. **Land:** Section 4(f) of the Department of Transportation Act of 1966 [23 U.S.C. 138 and 49 U.S.C. 303]; 23 CFR part 774; Land and Water Conservation Fund (LWCF) [54 U.S.C. 200302-200310].

5. **Wildlife:** Endangered Species Act (ESA) [16 U.S.C. 1531-1544 and 1536]; Marine Mammal Protection Act [16 U.S.C. 1361-1423h]; Anadromous Fish Conservation Act [16 U.S.C. 757(a)-757(f)]; Fish and Wildlife Coordination Act [16 U.S.C. 661-667(d)]; Migratory Bird Treaty Act (MBTA) [16 U.S.C. 703-712]; Magnuson-Stevenson Fishery Conservation and Management Act of 1976, as amended [16 U.S.C. 1801-1891d], with Essential Fish Habitat requirements [16 U.S.C. 1855(b)(2)].

6. **Historic and Cultural Resources:** Section 106 of the National Historic Preservation Act of 1966, as amended [54 U.S.C. 3006101 *et seq.*]; Archaeological Resources Protection Act of 1979 (ARPA) [16 U.S.C. 470(aa)-470(II)]; Preservation of Historical and Archaeological Data [54 U.S.C. 312501-312508]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001-3013; 18 U.S.C. 1170].

7. **Social and Economic:** Civil Rights Act of 1964 [42 U.S.C. 2000d-2000d-1]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201-4209].

8. **Wetlands and Water Resources:** Clean Water Act (Section 319, Section 401, Section 404) [33 U.S.C. 1251-1387]; Coastal Barriers Resources Act (CBRA) [16 U.S.C. 3501-3510]; Coastal Zone Management Act (CZMA) [16 U.S.C. 1451-1466]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300f-300j-26]; Rivers and Harbors Act of 1899 [33 U.S.C. 401-406]; Wild and Scenic Rivers Act [16 U.S.C. 1271-1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; Wetlands Mitigation, [23 U.S.C. 119(g) and 133(b)(3)]; Flood Disaster Protection Act [42 U.S.C. 4001-4130].

9. **Hazardous Materials:** Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) [42 U.S.C. 9601-9675]; Superfund Amendments and Reauthorization Act of 1986 (SARA); Resource Conservation and Recovery Act (RCRA) [42 U.S.C. 6901-6992(k)].

10. **Executive Orders:** E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13007 Indian Sacred Sites; E.O. 13287 Preserve America; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on