A. Background

On December 29, 2023, USTR invited the public to submit comments on whether to extend 352 previously reinstated exclusions and 77 COVID-related exclusions. *See* 88 FR 90225 (December 29, 2023) (the December 29, 2023 notice). On May 30, 2024, USTR announced the extension of 164 of these exclusions through May 31, 2025. *See* 89 FR 46948 (May 30, 2024) (the May 30, 2024 notice). For additional background on the reinstated exclusions and the COVID-related exclusions, see previous notices issued in the investigation, including the December 29, 2023 notice.

In connection with the four-year review, on September 18, 2024, USTR announced fourteen exclusions covering certain solar manufacturing equipment. *See* 89 FR 76581 (September 18, 2024) (the September 18, 2024 notice). The fourteen exclusions were effective from January 1, 2024, through May 31, 2025. For additional background on the four-year review, see previous notices issued in the investigation, including the September 18, 2024 notice.

On May 31, 2025, USTR announced the further extension of the 164 exclusions extended in the May 30, 2024 notice and the extension of the fourteen exclusions granted in the September 18, 2024 notice, through August 31, 2025. *See* 90 FR 23987 (June 5, 2025) (the June 5, 2025 notice). On September 2, 2025, these 178 exclusions were further extended for 90 days, through November 29, 2025. *See* 90 FR 42500 (September 2, 2025) (the September 2, 2025 notice).

B. Whether Particular Exclusions Warrant Further Extension

USTR invites public comments on whether any of the 178 exclusions extended through November 29, 2025, warrant further extension. USTR will evaluate whether each exclusion warrants further extension on a case-by-case basis. The focus of the evaluation will be on the availability of products covered by the exclusion from sources outside of China, efforts undertaken to source products covered by the exclusion from the United States or third countries, why additional time is needed, and whether further extending the exclusion will likely contribute to a shift in sourcing the product outside of China. In addition, USTR will consider whether further extending the exclusion is consistent with the Administration's priorities and how further extending the exclusion will impact U.S. interests, including the overall impact of the exclusion on the goal of obtaining the elimination of China's acts, policies, and practices covered in the Section 301 investigation.

C. Procedures To Comment on Particular Exclusions

The 164 reinstated exclusions can be found in the Annex of the May 30, 2024 notice and the fourteen exclusions covering certain solar manufacturing equipment can be found in the Annex of the September 18, 2024 notice. For ease of reference, USTR is also posting a list of the 178 exclusions at *http://comments.USTR.gov.* As noted above, the public docket on the portal will be open from September 16, 2025 to October 16, 2025. Fields on the comment form marked with an asterisk (*) are required fields. Fields with gray (BCI) notation are for business confidential information, which will not be publicly available. Fields with a green (Public) notation will be publicly available. Additionally, interested persons will be able to upload documents to supplement their comments. Commenters will be able to review the public version of their comments before they are posted. Set forth below is a summary of the information to be entered on the exclusion comment form.

- Contact information, including the full legal name of the organization making the comment, whether the commenter is a third party (*e.g.,* law firm, trade association or customs broker) submitting on behalf of an organization or industry, and the name of the third-party organization, if applicable.
- The exclusion covered by the comment.
- Whether the exclusion warrants further extension.
- The availability of products covered by the exclusion from sources outside of China.
- Efforts undertaken to source the product from the United States or third countries.
- Why additional time is needed to shift sourcing from China and whether further extending the exclusion will likely contribute to a shift in sourcing of the product outside of China.
- Whether further extending the exclusion is consistent with the Administration's priorities and U.S. interests.

D. Submission Instructions

You must submit all comments through the online portal: *https://comments.ustr.gov/.* To be assured of consideration, you must submit your comment when the public docket on the portal is open—from September 16, 2025, to October 16, 2025. Interested persons seeking to comment on more than one exclusion must submit a separate comment for each exclusion. By submitting a comment, the commenter certifies that the information provided is complete and correct to the best of their knowledge.

Philip Butler,

Senior Associate General Counsel, Chair, Section 301 Committee, Office of the United States Trade Representative.

[FR Doc. 2025–17894 Filed 9–15–25; 8:45 am]

BILLING CODE 3390–F4–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice of Intent To Rule on a Land Release Request for Disposal of Airport Property at Lakewood Airport, Lakewood, NJ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of request for disposal of on-airport property acquired with Federal funding.

SUMMARY: The FAA proposes to rule and invites public comment on Lakewood Industrial Commission and Lakewood Township to dispose of 59.8036 acres of federally obligated airport property at Lakewood Airport, Lakewood, NJ. This acreage was acquired with federal financial assistance via Airport Improvement Program Federal Grants #3–34–SBGP–04–95 and 3–34–SBGP–05–96, and grant agreements issued through the New Jersey Department of Aviation under AIP BGP # –34–0076–01–96. The proposed use of land after the release will be consistent with the local zoning of ''Airport Business Commercial,'' and will not interfere with the airport or its operation.

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

FOR FURTHER INFORMATION CONTACT: Comments on this application may be mailed or delivered to the following address:

Steven Reinman, Airport Manager, Lakewood Airport, 231 Third Street, Lakewood, NJ 08701

and at the FAA Harrisburg Airports District Office:

Brian Gearhart, Assistant Manager, Harrisburg Airports District Office, 3905 Hartzdale Dr., Suite 508, Camp Hill, PA 17011, (717) 603–4671

SUPPLEMENTARY INFORMATION: In accordance with the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law

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.

[FR Doc. 2025–17845 Filed 9–15–25; 8:45 am]

BILLING CODE 4910–13–P

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.