Stepul, Glenn; September 23, 2025; Northern District of Illinois; 20–cr–00703; September 1987.

Tubbs, Scott; October 29, 2025; Western District of Kentucky; 22–cr–00088; July 1963.

Wei, Jinchao; a.k.a. Wei, Patrick; January 12, 2026; Southern District of California; 23–cr–01471; August 2000.

At the end of the three-year period following the date of this notice, the above-named persons remain debarred unless a request for reinstatement from statutory debarment is approved by the Department of State.

Pursuant to section 120.16(c) of the ITAR, debarred persons are generally ineligible to participate in activities regulated under the ITAR. Also, under section 127.1(d) of the ITAR, any person who has knowledge that another person is ineligible pursuant to section 120.16(c) of the ITAR may not, without prior disclosure of the facts to and written authorization from the Directorate of Defense Trade Controls, participate, directly or indirectly, in any manner or capacity, in any ITAR-controlled transaction where such ineligible person may obtain benefit therefrom or have a direct or indirect interest therein.

This notice is provided for purposes of making the public aware that the persons listed above are prohibited from participating directly or indirectly in activities regulated by the ITAR, including any brokering activities and any export from or temporary import into the United States of defense articles, technical data, or defense services in all situations covered by the ITAR. Specific case information may be obtained from the Office of the Clerk for the U.S. District Courts mentioned above and by citing the court case number where provided.

Stanley L. Brown,

Senior Bureau Official, Bureau of Political-Military Affairs, U.S. Department of State.

[FR Doc. 2026–15042 Filed 7–23–26; 8:45 am]

BILLING CODE 4710–25–P

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Fiscal Year 2027 Tariff-Rate Quota Allocations for Raw Cane Sugar, Refined Sugar, and Sugar-Containing Products

AGENCY: Office of the United States Trade Representative.

ACTION: Notice.

SUMMARY: The Office of the United States Trade Representative is providing notice of allocations of the Fiscal Year (FY) 2027 (October 1, 2026 through September 30, 2027) in-quota quantities of the tariff-rate quotas (TRQs) for imported raw cane sugar, certain sugars, syrups and molasses (also known as refined sugar), which includes specialty sugar, and sugar-containing products.

DATES: The changes made by this notice are applicable as of July 24, 2026.

FOR FURTHER INFORMATION CONTACT: Erin Nicholson, Office of Agricultural Affairs, at 202–395–9419, or *Erin.H.Nicholson@ustr.eop.gov.*

SUPPLEMENTARY INFORMATION: Pursuant to Additional U.S. Note 5 to Chapter 17 of the Harmonized Tariff Schedule of the United States (HTSUS), the United States maintains TRQs for imports of raw cane sugar and refined sugar. Pursuant to Additional U.S. Note 8 to Chapter 17 of the HTSUS, the United States maintains a TRQ for imports of sugar-containing products.

Section 404(d)(3) of the Uruguay Round Agreements Act (19 U.S.C. 3601(d)(3)) authorizes the President to allocate the in-quota quantity of a TRQ for any agricultural product among supplying countries or customs areas. The President delegated this authority to the U.S. Trade Representative under Presidential Proclamations 6763 (60 FR 1007) and 7235 (64 FR 55611).

On July 14, 2026, the Administrator of the Foreign Agricultural Service of the U.S. Department of Agriculture (Administrator) announced the sugar program provisions for FY 2027. The Administrator announced an in-quota quantity of the TRQ for raw cane sugar for FY 2027 of 1,117,195 metric tons raw value (MTRV) (conversion factor: 1 metric ton raw value = 1.10231125 short tons raw value), which is the minimum amount to which the United States is committed under the World Trade Organization (WTO) Agreement. The U.S. Trade Representative is allocating 1,061,202 MTRV of this quantity to the following countries in the amounts specified below. The U.S. Trade Representative will allocate the remaining quantity of 55,993 MTRV prior to October 1, 2026.

FY 2027 TRQ ALLOCATIONS

[Metric tons raw value]

Country	
Argentina	46,260
Australia	89,293
Barbados	7,531
Belize	11,834
Bolivia	8,606
Brazil	100,000
Colombia	25,819
Congo (Brazzaville)	7,258
Costa Rica	16,137
Cote d'Ivoire	7,258
Dominican Republic	189,343
Ecuador	11,834
El Salvador	27,971
Eswatini	17,213
Fiji	9,682
Gabon	7,258
Guatemala	51,639
Guyana	12,910
Haiti	7,258
Honduras	10,758
India	8,606
Jamaica	11,834
Madagascar	7,258
Malawi	10,758
Mauritius	12,910
Mexico	7,258
Mozambique	13,986
Panama	31,199
Papua New Guinea	7,258
Paraguay	7,258
Peru	44,108
Philippines	145,235
South Africa	24,744
St. Kitts & Nevis	7,258
Taiwan	12,910
Thailand	15,061
Trinidad-Tobago	7,531
Uruguay	7,258
Zimbabwe	12,910

The allocations of the in-quota quantities of the raw cane sugar TRQ to countries that are net importers of sugar are conditioned on receipt of the appropriate verifications of origin. Certificates of quota eligibility must accompany imports from any country for which an allocation has been provided.

On July 14, 2026, the Administrator also announced the establishment of the in-quota quantity of the FY 2027 refined sugar TRQ at 22,000 MTRV. This quantity, for which the sucrose content, by weight in the dry state, must have a polarimeter reading of 99.5 degrees or more, includes the minimum amount to which the United States is committed under the WTO Uruguay Round Agreement, 22,000 MTRV, of which 20,344 MTRV is established for certain sugars, syrups and molasses, and 1,656 MTRV is reserved for specialty sugar. The U.S. Trade Representative is allocating the refined sugar TRQ as follows: 10,300 MTRV to Canada, 2,954 MTRV to Mexico, and 7,090 MTRV to be administered on a first-come, first-served basis. Additionally, the U.S. Trade Representative is allocating the 1,656 MTRV of specialty sugar to be administered on a first-come, first-served basis.

With respect to the in-quota quantity of 64,709 metric tons of the TRQ for imports of certain sugar-containing products maintained under Additional U.S. Note 8 to chapter 17 of the HTSUS, the U.S. Trade Representative is allocating 59,250 metric tons to Canada. The remainder of the in-quota quantity, 5,459 metric tons, is available for other countries on a first-come, first-served basis.

Raw cane sugar, refined sugar, including specialty sugar, and sugar-containing products for FY 2027 TRQs may enter the United States as of October 1, 2026.

Jamieson Greer,

United States Trade Representative, Office of the United States Trade Representative.

[FR Doc. 2026–15050 Filed 7–23–26; 8:45 am]

BILLING CODE 3390–F4–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2026–8185]

Request for Comments on Midway Atoll Airport/Henderson Airfield (MDY)

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

ACTION: Request for comments.

SUMMARY: The Federal Aviation Administration (FAA) is requesting comments from the aviation industry and general public (including federal, state, tribal, and local agencies) regarding the importance of Midway Atoll Airport/Henderson Airfield (MDY) for trans-Pacific Ocean aviation operations. Specifically, MDY serves in a ''flight planning'' role for routes across the North-Central Pacific Ocean, as an Extended Range Operation with Two-Engine Airplanes (ETOPS) alternate airport under Federal Aviation Regulations. However, MDY's infrastructure is deteriorating and will require significant financial investments and rehabilitation within the next three to five years to maintain its operational capability and compliance with the FAA's airport certification requirements and ETOPS requirements. The FAA is requesting responses to questions contained in this notice in order to better understand the potential impacts if MDY were no longer available as an ETOPS alternate airport.

DATES: Comments must be received on or before September 8, 2026.

ADDRESSES: Send comments identified by docket number FAA–2026–8185 using any of the following methods:

- *Federal eRulemaking Portal:* Go to *http://www.regulations.gov* and follow the online instructions for sending your comments electronically.
- *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- *Fax:* Fax comments to Docket Operations at (202) 493–2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to *http://www.regulations.gov,* as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at *http://www.dot.gov/privacy.*

Docket: Background documents or comments received may be read at *http://www.regulations.gov* at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Raquel Girvin, Western-Pacific Regional Administrator, Office of National Engagement and Regional Administration, 777 S. Aviation Blvd., Suite 150, El Segundo, CA 90245 (424) 405–7000, *9-APL-AWP-RA@faa.gov.*

Confidential Business Information: Confidential Business Information (CBI) is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA), 5 U.S.C. 552, CBI is exempt from public disclosure. If your comments responsive to this Notice contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this Notice, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as ''PROPIN.'' The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this Notice. Submissions containing CBI should be sent to the person identified in the **FOR FURTHER INFORMATION CONTACT** section of this document. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this Notice.

SUPPLEMENTARY INFORMATION:

Background

Midway Atoll Airport (MDY) is a Part 139-certificated airport in the North-Central Pacific Ocean. Currently, MDY and the surrounding Atoll are managed by the U.S. Fish and Wildlife Service (FWS), an agency within the U.S. Department of the Interior. Ownership was transferred from the Department of Defense to FWS in 1996 for wildlife conservation. Accordingly, MDY is unique as a Part 139 certificated airport that is owned and operated by a department of the U.S. Government, is not a joint-use airport, and serves a specific need in the global aviation system (trans-Pacific ETOPS flight planning for both military and commercial aircraft operations).

FWS is currently utilizing the FAA's congressionally mandated $2.5 million per year in Airport Improvement Program (AIP) funds designated under the 2003 FAA Reauthorization Act (Pub. L. 108–176) to maintain MDY's airfield infrastructure, and the FWS contributes an additional $2.6 million in annual funding to maintain minimum operational capability. However, the funding designated is only a small portion of the airfield's needs according to the 2021 Midway Atoll Comprehensive Master Plan. MDY's runway is expected to reach a severe level of deterioration within the next five years. The estimated cost for major airfield rehabilitation at MDY exceeds $100 million for milling, repaving, and seawall repairs—an amount significantly higher than the annual AIP funding allocations. Additional non-airfield improvements, such as harbor upgrades to support shipment of construction materials, may also be needed.

Extended aircraft operations (known as ETOPS) for long-range international travel provide several benefits related to savings in time, fuel, and operational efficiencies. FAA's final rule on Extended Operations (ETOPS) of Multi-Engine Airplanes was published in the **Federal Register** on January 16, 2007 (72 FR 1808). In the event of an extremely rare in-flight emergency over the North-Central Pacific Ocean, aircraft can divert to MDY if they are previously approved to do so by the FAA and are