

hollow structural aluminum frames; hollow structural aluminum profiles; solid structural aluminum profiles; solid structural aluminum frames; aluminum structures; welding equipment accessories; railway signaling equipment; high-voltage circuit breakers; low-voltage circuit breakers; electrical cabinets; control panels; electrical cabinets with touchscreens; control panels with touchscreens; electrical cabinet assemblies; harnesses for telecommunications; connector wiring for telecommunications; harnesses; connector wiring; multi-conductor cables; high-voltage electrical cables; undercarriages (trucks) for self-propelled trains; undercarriages (trucks) for non-self-propelled trains; steel wheels for truck systems; steel axles for truck systems; steel bolsters for truck systems; steel side frames for truck systems; air brakes for truck systems; hydraulic brakes for truck systems; coupling devices; air-filters; aluminum air-duct bodies; aluminum air-intake bodies; aluminum beams; aluminum blanking plugs; aluminum boxes engineered for component housing; aluminum bulkheads; aluminum bushings; aluminum cable seals; aluminum cable supports for cable management; aluminum ceiling hatches; aluminum consoles; aluminum C-profiles; aluminum crash-absorption elements; aluminum distance tubes; aluminum drip rails; aluminum electromagnetic compatibility (EMC) shields; aluminum frames; aluminum gaskets; aluminum hinges; aluminum hose sections; aluminum interior and exterior covers; aluminum mounting brackets; aluminum mounting plates; aluminum mounting profiles; aluminum paneling for cladding; aluminum passenger train car bodies; aluminum pipes for drainage and ventilation; aluminum profiles for car body assembly; aluminum protective gratings; aluminum shims; aluminum spacers; aluminum struts; aluminum threaded blocks; aluminum threaded rods; aluminum T-shot blocks; aluminum U-profiles; aluminum ventilation adapters; aluminum ventilation grids; aluminum ventilation louvers; aluminum Z-profiles; door body assemblies; door-leaf assemblies; door wing assemblies; glass lenses; glass panes; glass windows; mirrors; polymer distance tubes; polymer fire-protection bricks; polymer gaskets; polymer hose sections; polymer insulation pads; polymer paneling for cladding; rubber bushings; rubber compensators for ventilation systems; rubber gaskets; rubber sealing caps; rubber sealing collars; steel air-duct bodies; steel air-intake bodies; steel

beams; steel blanking plugs; steel boxes specifically engineered for component housing; steel bulkheads; steel bushings; steel cable seal; steel cable supports for cable management; steel ceiling hatches; steel consoles; steel C-profiles; steel crash-absorption elements; steel distance tubes; steel drip rails; steel electromagnetic compatibility (EMC) shields; steel frames; steel gaskets; steel hinges; steel hose sections; steel interior and exterior covers; steel mounting brackets; steel mounting plates; steel mounting profiles; steel obstacle deflectors; steel paneling for cladding; steel passenger train car bodies; steel pipes for drainage and ventilation; steel profiles for car body assembly; steel protective gratings; steel shims; steel spacers; steel struts; steel threaded blocks; steel threaded rods; steel T-slot blocks; steel U-profiles; steel ventilation adapters; steel ventilation grids; steel ventilation louvers; and steel Z-profiles (duty rate ranges from duty-free to 6.2%).

The request indicates that certain materials/components are subject to duties under section 122 of the Trade Act of 1974 (Section 122), section 232 of the Trade Expansion Act of 1962 (section 232), or section 301 of the Trade Act of 1974 (section 301), depending on the country of origin. The applicable section 122, section 232, and section 301 decisions require subject merchandise to be admitted to FTZs in privileged foreign (PF) status (19 CFR 146.41). The request also indicates that aluminum extrusions are subject to an antidumping/countervailing duty (AD/CVD) order/investigation if imported from China. The Board's regulations (15 CFR 400.13(c)(2)) require that merchandise subject to AD/CVD orders, or items which would be otherwise subject to suspension of liquidation under AD/CVD procedures if they entered U.S. customs territory, be admitted to the zone in PF status (19 CFR 146.41).

Public comment is invited from interested parties. Submissions shall be addressed to the Board's Executive Secretary and sent to: ftz@trade.gov. The closing period for their receipt is May 11, 2026.

A copy of the notification will be available for public inspection in the "Online FTZ Information System" section of the Board's website.

For further information, contact Brian Warnes at brian.warnes@trade.gov.

Dated: March 26, 2026.

Elizabeth Whiteman,
Executive Secretary.

[FR Doc. 2026-06194 Filed 3-30-26; 8:45 am]

BILLING CODE 3510-DS-P

DEPARTMENT OF COMMERCE

Bureau of Industry and Security

Aviastar—TU, 5 b. 7 Leningradsky prospect g. Moskva, 125040, Moscow, Russia; Order Renewing Temporary Denial of Export Privileges

Pursuant to Section 766.24 of the Export Administration Regulations, 15 CFR parts 730–774 ("EAR" or "the Regulations"),¹ I hereby grant the request of the Office of Export Enforcement ("OEE") to renew the temporary denial order ("TDO") issued in this matter on April 2, 2024. I find that renewal of this Order is necessary in the public interest to prevent an imminent violation of the Regulations and that renewal for an extended period is appropriate because Aviastar—TU ("Aviastar") has engaged in a pattern of repeated, ongoing, and/or continuous apparent violations of the EAR.

I. Procedural History

On April 21, 2022, the then-Assistant Secretary of Commerce for Export Enforcement signed an Order denying Aviastar's export privileges for a period of 180 days on the ground that issuance of the Order was necessary in the public interest to prevent an imminent violation of the Regulations. The Order was issued *ex parte* pursuant to Section 766.24(a) of the Regulations and was effective upon issuance.² The TDO was subsequently renewed on October 17, 2022,³ April 14, 2023,⁴ October 6, 2023,⁵ April 2, 2024,⁶ and March 31,

¹ On August 13, 2018, the President signed into law the John S. McCain National Defense Authorization Act for Fiscal Year 2019, which includes the Export Control Reform Act of 2018, 50 U.S.C. 4801–4852 ("ECRA"). Section 4820(a)(5) of ECRA authorizes the issuance of temporary denial orders. 50 U.S.C. 4820(a)(5).

² The TDO was published in the **Federal Register** on April 26, 2022 (87 FR 24514).

³ The October 17, 2022 Renewal Order, which was effective upon issuance, was published in the **Federal Register** on October 20, 2022 (87 FR 63760).

⁴ The April 14, 2023 Renewal Order, which was also effective upon issuance, was published in the **Federal Register** on April 19, 2023 (88 FR 24162).

⁵ The October 6, 2023 Renewal Order, which was also effective upon issuance, was published in the **Federal Register** on October 13, 2023 (88 FR 70928).

⁶ The April 2, 2024 Renewal Order, which was also effective upon issuance, was published in the **Federal Register** on April 5, 2024 (89 FR 23967). This April 2024 Renewal Order was issued for a period of one year, pursuant to an August 2023 amendment to Section 766.24(d)(1) of the EAR allowing for extended TDO renewals up to one year in cases demonstrating a pattern of repeated, ongoing and/or continuous apparent violations (88 FR 59791).

2025⁷ in accordance with section 766.24(d) of the Regulations.

On January 26, 2026, BIS, through OEE, submitted a written request for a sixth renewal of the TDO. The written request was made more than 20 days before the TDO's scheduled expiration and, given the temporary suspension of international mail service to Russia, OEE has attempted to deliver a copy of the renewal request to Aviastar by alternative means in accordance with sections 766.5 and 766.24(d) of the Regulations. No opposition to the renewal of the TDO has been received.

II. Renewal of the TDO

A. Legal Standard

Pursuant to Section 766.24, BIS may issue an order temporarily denying a respondent's export privileges upon a showing that the order is necessary in the public interest to prevent an "imminent violation" of the Regulations, or any order, license or authorization issued thereunder. 15 CFR 766.24(b)(1) and 766.24(d). "A violation may be 'imminent' either in time or degree of likelihood." 15 CFR 766.24(b)(3). BIS may show "either that a violation is about to occur, or that the general circumstances of the matter under investigation or case under criminal or administrative charges demonstrate a likelihood of future violations." *Id.* As to the likelihood of future violations, BIS may show that the violation under investigation or charge "is significant, deliberate, covert and/or likely to occur again, rather than technical or negligent[.]" *Id.* A "lack of information establishing the precise time a violation may occur does not preclude a finding that a violation is imminent, so long as there is sufficient reason to believe the likelihood of a violation." *Id.*

If BIS believes that renewal of a denial order is necessary in the public interest to prevent an imminent violation, it may file a written request for renewal, with any modifications if appropriate. 15 CFR 766.24(d)(1). The written request, which must be filed no later than 20 days prior to the TDO's expiration, should set forth the basis for BIS's belief that renewal is necessary, including any additional or changed circumstances. *Id.* "In cases demonstrating a pattern of repeated, ongoing and/or continuous apparent violations, BIS may request the renewal of a temporary denial order for an additional period not exceeding one year." ⁸ *Id.*

⁷ The March 31, 2025 Renewal Order, which was effective upon issuance, was published in the *Federal Register* on April 4, 2025 (90 FR 14780).

⁸ 88 FR 59791 (Aug. 30, 2023).

B. The TDO and BIS's Request for Renewal

Effective February 24, 2022, BIS imposed controls on aviation-related (*e.g.*, Commerce Control List Categories 7 and 9) items to Russia, including a license requirement for the export, reexport or transfer (in-country) to Russia of any aircraft or aircraft parts specified in Export Control Classification Number ("ECCN") 9A991 (Section 746.8(a)(1) of the EAR).⁹ BIS will review any export or reexport license applications for such items under a policy of denial. *See* Section 746.8(b). Effective March 2, 2022, BIS excluded any aircraft registered in, owned, or controlled by, or under charter or lease by Russia or a national of Russia from being eligible for license exception Aircraft, Vessels, and Spacecraft ("AVS") (Section 740.15 of the EAR).¹⁰ Any U.S.-origin aircraft or foreign aircraft that includes more than 25% controlled U.S.-origin content, and that is registered in, owned, or controlled by, or under charter or lease by Russia or a national of Russia, is subject to a license requirement before it can travel to Russia.

OEE's request for renewal for a period of one year is based upon the facts underlying the issuance of the TDO and the Renewal Orders subsequently issued in this matter on October 17, 2022, April 14, 2023, October 6, 2023, April 2, 2024, and March 31, 2025 as well as other evidence developed during this investigation. This evidence demonstrates that Aviastar has continued to act in blatant disregard for U.S. export controls and the terms of previously issued TDOs. Specifically, the initial TDO, issued on April 21, 2022, was based on evidence that Aviastar engaged in conduct prohibited by the Regulations by operating multiple aircraft subject to the EAR and classified under ECCN 9A991.b on flights into Russia after March 2, 2022, from destinations including, but not limited to, Hangzhou, China; Shenzhen, China; and Zhengzhou, China from/to Novosibirsk, Russia and Abakan, Russia, without the required BIS authorization.¹¹ Further evidence indicated that Aviastar also operated aircraft subject to the EAR on domestic flights within Russia, potentially in

⁹ 87 FR 12226 (Mar. 3, 2022).

¹⁰ 87 FR 13048 (Mar. 8, 2022).

¹¹ Publicly available flight tracking information shows that on April 10, 2022, serial number (SN) 27054 flew from Hangzhou, China to Novosibirsk, Russia, and on April 12, 2022, SN 27054 flew from Zhengzhou, China to Abakan, Russia. In addition, on April 12, 2022, SN 27053 flew from Shenzhen, China to Abakan, Russia.

violation of Section 736.2(b)(10) of the Regulations.

As discussed in the prior renewal orders, BIS presented evidence indicating that, after the initial April 21, 2022 TDO issued, Aviastar continued to operate aircraft subject to the EAR and classified under ECCN 9A991.b on flights both into and within Russia, in violation of the Regulations and the TDO itself.¹² The October 17, 2022 Order identified flights into and out of Russia from/to Hangzhou, China and Zhengzhou, China.¹³ The April 14, 2023 and October 6, 2023 Orders identified domestic flights within Russia.¹⁴ The April 2, 2024 Order identified flights from Hangzhou, China to Russia and domestic flights within Russia.¹⁵ The March 31, 2025 Order identified flights from Mumbai, India to Russia as well as flights within Russia.¹⁶

Since March 2025, Aviastar continues to engage in conduct prohibited by the TDO and Regulations. In its January 26, 2026 request for TDO renewal, BIS submitted evidence that Aviastar continues to operate aircraft subject to the EAR and classified under ECCN 9A991.b, both on flights into and within Russia, in violation of the March 31, 2025 Renewal Order and/or the Regulations. Specifically, BIS's evidence and related investigation demonstrates that Aviastar continues to operate aircraft subject to the EAR domestically within Russia. Information about those

¹² Engaging in conduct prohibited by a denial order violates the Regulations. 15 CFR 764.2(a) and (k).

¹³ Publicly available flight tracking information shows that on May 22, 2022, SN 27054 flew from Zhengzhou, China to Novosibirsk, Russia, and on May 25, 2022, SN 27053 flew from Hangzhou, China to Novosibirsk, Russia. In addition, on September 22, 2022, SN 25731 flew from Irkutsk, Russia to Moscow, Russia.

¹⁴ Publicly available flight tracking information shows that on February 24, 2023, SN 27053 flew from Novosibirsk, Russia to Mirny, Russia. On March 7, 2023, SN 25696 flew from Novosibirsk, Russia to Moscow, Russia. On September 26, 2023 SN 25731 flew from Ulan-Ude, Russia to Moscow, Russia. In addition, on SN 27054 flew from Norilsk, Russia to Moscow, Russia.

¹⁵ Publicly available flight tracking information shows that on February 12, 2024, SN 25696 flew from Nizhnevartovsk, Russia to Yakutsk, Russia and, on March 3, 2024, flew from Hangzhou, China to Novosibirsk, Russia. In addition, on March 6, 2024, SN 27053 flew from Novosibirsk, Russia to Moscow, Russia and, on March 18, 2024, flew from Norilsk, Russia to Moscow, Russia.

¹⁶ Publicly available flight tracking information shows that on August 16, 2024, SN 25696 flew from Mumbai, India to Irkutsk, Russia and on January 25, 2025, flew from Norilsk, Russia to Moscow, Russia. Additionally, on February 4, 2025, SN 25731 flew from Norilsk, Russia to Moscow, Russia and on March 13, 2025, flew from Novosibirsk, Russia to Mirny, Russia.

flights includes, but is not limited to, the following:

Tail No.	Serial No.	Aircraft type	Departure/arrival cities	Dates
RA-73356	27056	757-223 (PCF) (B752)	Moscow, RU/Krasnoyarsk, RU	February 8, 2026.
RA-73356	27056	757-223 (PCF) (B752)	Ulan-Ud, RU/Moscow, RU	January 23, 2026.
RA-73356	27056	757-223 (PCF) (B752)	Moscow, RU/Krasnoyarsk, RU	January 17, 2026.
RA-73356	27056	757-223 (PCF) (B752)	Pevek, RU/Moscow, RU	January 15, 2026.
RA-73354	27053	757-223 (PCF) (B752)	Krasnoyarsk, RU/Moscow, RU	February 6, 2026.
RA-73354	27053	757-223 (PCF) (B752)	Mirny, RU/Moscow, RU	January 15, 2026.
RA-73354	27053	757-223 (PCF) (B752)	Moscow, RU/Mirny, RU	January 14, 2026.
RA-73354	27053	757-223 (PCF) (B752)	Nizhnevartovsk, RU/Moscow, RU	January 10, 2026.
RA-73354	27053	757-223 (PCF) (B752)	Norilsk, RU/Moscow, RU	January 4, 2026.
RA-73352	25731	757-223 (PCF) (B752)	Novosibirsk, RU/Moscow, RU	February 7, 2026.
RA-73352	25731	757-223 (PCF) (B752)	Moscow, RU/Norilsk, RU	January 14, 2026.
RA-73352	25731	757-223 (PCF) (B752)	Anadyr, RU/Moscow, RU	January 13, 2026.
RA-73352	25731	757-223 (PCF) (B752)	Moscow, RU/Krasnoyarsk, RU	January 12, 2026.
RA-73352	25731	757-223 (PCF) (B752)	Yamburg, Russia/Moscow, RU	January 11, 2026.

III. Findings

Under the applicable standard set forth in Section 766.24 of the Regulations and my review of the entire record, I find that the evidence presented by BIS convincingly demonstrates that Aviastar has acted in violation of the Regulations and the TDO; that such violations have been significant and deliberate; and that given the foregoing and the nature of the matters under investigation, there is a likelihood of imminent violations. Moreover, I find that renewal for an extended period is appropriate because Aviastar has engaged in a pattern of repeated, ongoing, and/or continuous apparent violations of the EAR. Therefore, renewal of the TDO for one year is necessary in the public interest to prevent imminent violation of the Regulations and to give notice to companies and individuals in the United States and abroad that they should avoid dealing with Aviastar, in connection with export and reexport transactions involving items subject to the Regulations and in connection with any other activity subject to the Regulations.

IV. Order

It is therefore ordered:

First, Aviastar—TU, 5 b. 7 Leningradsky prospekt, g. Moskva, 125040, Moscow, Russia, when acting for or on their behalf, any successors or assigns, agents, or employees may not, directly or indirectly, participate in any way in any transaction involving any commodity, software or technology (hereinafter collectively referred to as “item”) exported or to be exported from the United States that is subject to the EAR, or in any other activity subject to the EAR including, but not limited to:

A. Applying for, obtaining, or using any license (except directly related to

safety of flight), license exception, or export control document;

B. Carrying on negotiations concerning, or ordering, buying, receiving, using, selling, delivering, storing, disposing of, forwarding, transporting, financing, or otherwise servicing in any way, any transaction involving any item exported or to be exported from the United States that is subject to the EAR except directly related to safety of flight and authorized by BIS pursuant to Section 764.3(a)(2) of the Regulations, or engaging in any other activity subject to the EAR except directly related to safety of flight and authorized by BIS pursuant to Section 764.3(a)(2) of the Regulations; or

C. Benefitting in any way from any transaction involving any item exported or to be exported from the United States that is subject to the EAR, or from any other activity subject to the EAR except directly related to safety of flight and authorized by BIS pursuant to Section 764.3(a)(2) of the Regulations.

Second, that no person may, directly or indirectly, do any of the following:

A. Export, reexport, or transfer (in-country) to or on behalf of Aviastar any item subject to the EAR except directly related to safety of flight and authorized by BIS pursuant to Section 764.3(a)(2) of the Regulations;

B. Take any action that facilitates the acquisition or attempted acquisition by Aviastar of the ownership, possession, or control of any item subject to the EAR that has been or will be exported from the United States, including financing or other support activities related to a transaction whereby Aviastar acquires or attempts to acquire such ownership, possession, or control except directly related to safety of flight and authorized by BIS pursuant to Section 764.3(a)(2) of the Regulations;

C. Take any action to acquire from or to facilitate the acquisition or attempted

acquisition from Aviastar of any item subject to the EAR that has been exported from the United States except directly related to safety of flight and authorized by BIS pursuant to Section 764.3(a)(2) of the Regulations;

D. Obtain from Aviastar in the United States any item subject to the EAR with knowledge or reason to know that the item will be, or is intended to be, exported from the United States except directly related to safety of flight and authorized by BIS pursuant to Section 764.3(a)(2) of the Regulations; or

E. Engage in any transaction to service any item subject to the EAR that has been or will be exported from the United States and which is owned, possessed, or controlled by Aviastar, or service any item, of whatever origin, that is owned, possessed, or controlled by Aviastar if such service involves the use of any item subject to the EAR that has been or will be exported from the United States except directly related to safety of flight and authorized by BIS pursuant to Section 764.3(a)(2) of the Regulations. For purposes of this paragraph, servicing means installation, maintenance, repair, modification, or testing.

Third, that, after notice and opportunity for comment as provided in section 766.23 of the EAR, any other person, firm, corporation, or business organization related to Aviastar by ownership, control, position of responsibility, affiliation, or other connection in the conduct of trade or business may also be made subject to the provisions of this Order.

In accordance with the provisions of Sections 766.24(e) of the EAR, Aviastar may, at any time, appeal this Order by filing a full written statement in support of the appeal with the Office of the Administrative Law Judge, U.S. Coast Guard ALJ Docketing Center, 40 South

Gay Street, Baltimore, Maryland 21202–4022.

In accordance with the provisions of Section 766.24(d) of the EAR, BIS may seek renewal of this Order by filing a written request not later than 20 days before the expiration date. A renewal request may be opposed by Aviastar as provided in Section 766.24(d), by filing a written submission with the Assistant Secretary of Commerce for Export Enforcement, which must be received not later than seven days before the expiration date of the Order.

A copy of this Order shall be provided to Aviastar, and shall be published in the **Federal Register**.

This Order is effective immediately and shall remain in effect for one year.

David A. Peters,

Assistant Secretary of Commerce for Export Enforcement.

[FR Doc. 2026–06161 Filed 3–30–26; 8:45 am]

BILLING CODE 3510-DT-P

DEPARTMENT OF COMMERCE

International Trade Administration

Initiation of Antidumping and Countervailing Duty Administrative Reviews

AGENCY: Enforcement and Compliance, International Trade Administration, Department of Commerce.

SUMMARY: The U.S. Department of Commerce (Commerce) has received requests to conduct administrative reviews of various antidumping duty (AD) and countervailing duty (CVD) orders with February anniversary dates. In accordance with Commerce's regulations, we are initiating those administrative reviews.

DATES: Applicable March 31, 2026.

FOR FURTHER INFORMATION CONTACT: Brenda E. Brown, AD/CVD Operations, Customs Liaison Unit, Enforcement and Compliance, International Trade Administration, U.S. Department of Commerce, 1401 Constitution Avenue NW, Washington, DC 20230; telephone: (202) 482–4735.

SUPPLEMENTARY INFORMATION:

Background

Commerce has received timely requests, in accordance with 19 CFR 351.213(b), for administrative reviews of various AD and CVD orders with February anniversary dates. All deadlines for the submission of various types of information, certifications, comments, or actions by Commerce discussed below refer to the number of calendar days from the applicable starting time.

Respondent Selection

In the event that Commerce limits the number of respondents for individual examination for administrative reviews initiated pursuant to requests made for the orders identified below, Commerce intends to select respondents based either on U.S. Customs and Border Protection (CBP) data for U.S. imports during the period of review (POR) or questionnaires in which we request the quantity and value (Q&V) of sales, shipments, or exports during the POR. Where Commerce selects respondents based on CBP data, we intend to place the CBP data on the record within five days of publication of the initiation notice. Where Commerce selects respondents based on Q&V data, Commerce intends to place the Q&V questionnaire on the record of the review within five days of publication of the initiation notice. In either case, we intend to make our respondent selection decision within 35 days of the **Federal Register** publication of the initiation notice. Comments regarding the CBP data (and/or Q&V data (where applicable)) and respondent selection should be submitted within seven days after the placement of the CBP data/submission of the Q&V data on the record of the review. Parties wishing to submit rebuttal comments should submit those comments within five days after the deadline for the initial comments.

In the event that Commerce decides it is necessary to limit individual examination of respondents and conduct respondent selection under section 777A(c)(2) of the Tariff Act of 1930, as amended (the Act), the following guidelines regarding collapsing of companies for purposes of respondent selection will apply. In general, Commerce has found that determinations concerning whether particular companies should be “collapsed” (e.g., treated as a single entity for purposes of calculating AD rates) require a substantial amount of detailed information and analysis, which often require follow-up questions and analysis. Accordingly, Commerce will not conduct collapsing analyses at the respondent selection phase of the review and will not collapse companies at the respondent selection phase unless there has been a determination to collapse certain companies in a previous segment of the AD proceeding (e.g., investigation, administrative review, new shipper review, or changed circumstances review). For any company subject to the review, if Commerce determined, or continued to treat, that company as collapsed with

others, Commerce will assume that such companies continue to operate in the same manner and will collapse them for respondent selection purposes. Otherwise, Commerce will not collapse companies for purposes of respondent selection.

Parties are requested to: (a) identify which companies subject to review previously were collapsed, and (b) provide a citation to the proceeding in which they were collapsed. Further, if companies are requested to complete the Q&V questionnaire for purposes of respondent selection, in general, each company must report volume and value data separately for itself. Parties should not include data for any other party, even if they believe they should be treated as a single entity with that other party. If a company was collapsed with another company or companies in the most recently completed segment of the proceeding where Commerce considered collapsing that entity, complete Q&V data for that collapsed entity must be submitted.

Notice of No Sales

With respect to AD administrative reviews, we intend to rescind the review where there are no suspended entries for a company or entity under review and/or where there are no suspended entries under the company-specific case number for that company or entity. Where there may be suspended entries, if a producer or exporter named in this notice of initiation had no exports, sales, or entries during the POR, it may notify Commerce of this fact within 30 days of publication of this initiation notice in the **Federal Register** for Commerce to consider how to treat suspended entries under that producer's or exporter's company-specific case number.

Deadline for Withdrawal of Request for Administrative Review

Pursuant to 19 CFR 351.213(d)(1), a party that has requested a review may withdraw that request within 90 days of the date of publication of the notice of initiation of the requested review. The regulation provides that Commerce may extend this time if it is reasonable to do so. Determinations by Commerce to extend the 90-day deadline will be made on a case-by-case basis.

Deadline for Particular Market Situation Allegation

Section 504 of the Trade Preferences Extension Act of 2015 amended the Act by adding the concept of a particular market situation (PMS) for purposes of constructed value under section 773(e)