

All submissions should refer to file number SR-CboeBZX-2026-080. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's internet website (<https://www.sec.gov/rules/sro.shtml>). Copies of the filing will be available for inspection and copying at the principal office of the Exchange. Do not include personal identifiable information in submissions; you should submit only information that you wish to make available publicly. We may redact in part or withhold entirely from publication submitted material that is obscene or subject to copyright protection. All submissions should refer to file number SR-CboeBZX-2026-080 and should be submitted on or before October 29, 2026.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.¹¹

Sherry R. Haywood,

Assistant Secretary.

[FR Doc. 2026-20593 Filed 10-7-26; 8:45 am]

BILLING CODE 8011-01-P

SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #21751 and #21752; WEST VIRGINIA Disaster Number WV-20027]

Presidential Declaration Amendment of a Major Disaster for the State of West Virginia

AGENCY: U.S. Small Business Administration.

ACTION: Amendment 2.

SUMMARY: This is an amendment of the Presidential declaration of a major disaster for the State of West Virginia (FEMA-4932-DR), dated August 3, 2026.

Incident: Severe Storms, Straight-line Winds, Tornadoes, Flooding, Landslides, and Mudslides.

DATES: Issued on October 2, 2026.

Incident Period: July 21, 2026 through July 22, 2026.

Physical Loan Application Deadline Date: October 17, 2026.

Economic Injury (EIDL) Loan Application Deadline Date: May 3, 2027.

ADDRESSES: Visit the MySBA Loan Portal at <https://lending.sba.gov> to apply for a disaster assistance loan.

FOR FURTHER INFORMATION CONTACT: Shaquille Lewis, Office of Disaster

Recovery, U.S. Small Business Administration, 409 3rd Street SW, Suite 6050, Washington, DC 20416, (202) 205-6734.

SUPPLEMENTARY INFORMATION: The notice of the President's major disaster declaration for the State of West Virginia, dated August 3, 2026, is hereby amended to extend the deadline for filing applications for physical damages as a result of this disaster to October 17, 2026.

All other information in the original declaration remains unchanged.

(Catalog of Federal Domestic Assistance Number 59008)

(Authority: 13 CFR 123.3(b).)

James Stallings,

Associate Administrator, Office of Disaster Recovery.

[FR Doc. 2026-20667 Filed 10-7-26; 8:45 am]

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OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

[USTR-2026-0661]

Request for Comments on the Effect of the European Union's Carbon Border Adjustment Mechanism and the Proposals To Expand Coverage on U.S. Trade

AGENCY: Office of the United States Trade Representative.

ACTION: Request for comments.

SUMMARY: The Office of the United States Trade Representative (USTR) invites comments regarding the current and potential impact of the European Union's (EU) Carbon Border Adjustment Mechanism (CBAM) on U.S. producers, including small- and medium-sized producers; workers; U.S. direct and indirect exports; and overall U.S. trade with the EU. Under CBAM, EU importers of products covered by the CBAM (covered products) in the aluminum, cement, electricity, fertilizer, hydrogen, and iron and steel sectors are required to declare information on carbon dioxide and other specified greenhouse gas emissions generated in the production of imported goods and to purchase CBAM certificates based on the amount of that embedded carbon. The EU began the full implementation of CBAM on January 1, 2026. The EU is also considering legislative proposals to expand CBAM coverage to downstream steel- and aluminum-intensive products. USTR is seeking comments on the impact of the CBAM on U.S. trade with the EU, as well as the potential impact of the EU's proposals to expand CBAM

coverage. Such comments will help inform continued USTR and U.S. government engagement with the EU on CBAM.

DATES: The deadline for submission of comments is November 9, 2026.

ADDRESSES: Submit written comments in response to this notice on [regulations.gov](https://www.regulations.gov). Follow the instructions for submission in section III below. The docket number is USTR-2026-0661. For alternatives to online submissions, please contact Timothy Wedding, at twedding@ustr.eop.gov or (202) 395-6072.

FOR FURTHER INFORMATION CONTACT:

Timothy Wedding, at twedding@ustr.eop.gov or (202) 395-6072.

SUPPLEMENTARY INFORMATION:

I. Background on the EU CBAM

The EU's CBAM is a carbon pricing mechanism that requires EU importers of covered products in the aluminum, cement, electricity, fertilizer, hydrogen, and iron and steel sectors to declare the embedded emissions (carbon dioxide and other specified greenhouse gas emissions generated in production) of the imported goods. Importers are then required to purchase CBAM certificates. The price of the certificates is based on the EU Emissions Trading System (ETS) allowance auction prices. According to the EU, the CBAM is intended to apply to imported goods a carbon price that is equivalent to the carbon price that EU producers pay under the ETS on domestically produced goods. To provide information on the embedded emissions generated in the production of imported goods, EU importers must either gather this information from foreign producers (e.g., U.S. producers of covered products that are exported to the EU) or, when company-level data is not available, use EU-provided default values. The EU calculates the default values using country- and sector-level production and energy data to estimate the emissions intensity across countries and sectors. However, the EU adds a punitive mark-up that increases the overall values, in order to encourage the use of company-level data. CBAM requires that any company-level data provided must be verified by an EU-accredited third-party verifier.

The EU's CBAM legislation was enacted in 2023 (Regulation (EU) 2023/956). Following a transition period, CBAM entered into full operation (the "definitive regime" or "definitive phase") on January 1, 2026. While EU importers of covered products are not required to begin paying CBAM obligations until September 2027, all covered products that are imported on

¹¹ 17 CFR 200.30-3(a)(12).

or after January 1, 2026 are accruing financial obligations based on their embedded emissions; and importers are required to, *inter alia*, maintain accurate records of embedded emissions per ton of product, carbon price already paid in the country of production, and supplier information. (For more information on the EU's CBAM, including the current product coverage, see https://taxation-customs.ec.europa.eu/carbon-border-adjustment-mechanism_en.)

In December 2025, the European Commission issued a legislative proposal to expand CBAM coverage to additional iron and steel products and a new sector of “combined metal products” that include over a hundred downstream steel- and aluminum-intensive goods. The Commission's proposal also included new anti-circumvention provisions. The Commission's *Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EU) 2023/956 as regards the extension of its scope to downstream goods and anti-circumvention measures* can be found here (see Annex 1 for the list of proposed products): <https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:52025PC0989>.

In June 2026, the Council of the EU, and in September 2026, the European Parliament adopted their positions on the Commission's legislative proposal. Both the Council and the Parliament expanded the list of covered products beyond the Commission's proposal. The Council's position would add over 300 products, and the Parliament's position would add approximately 400 products to the existing CBAM covered products. The Council's *Draft Regulation of the European Parliament and of the Council amending Regulation (EU) 2023/956 as regards the extension of its scope to downstream goods and anti-circumvention measures—General approach* can be found here (see Annex 1 for the list of proposed products): <https://data.consilium.europa.eu/doc/document/ST-10423-2026-INIT/en/pdf>.

The Parliament's *Amendments adopted by the European Parliament on 15 September 2026 on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2023/956 as regards the extension of its scope to downstream goods and anti-circumvention measures (COM(2025)0989—C10-0352/2025-2025/0419(COD))* can be found here: https://www.europarl.europa.eu/doceo/document/TA-10-2026-0276_EN.html.

Before the proposals become adopted into law, the three EU institutions (the Commission, Council, and Parliament)

will need to engage in “trilogue” negotiations to reconcile any difference in positions, and then formally approve the legislation, which may occur later this year.

II. Topics on Which USTR Seeks Information

USTR is seeking comments on:

(1) CBAM's *current impact* on the costs, regulatory burden, and access to the EU's market for U.S. producers, including small- and medium-sized producers; workers; direct and indirect exports; and overall trade with the EU;

(2) The *potential impact* of the EU's three proposals (the Commission, Council and Parliament proposals) to expand CBAM coverage to additional products on the costs, processes, and access to the EU's market for U.S. producers, including small- and medium-sized producers; workers; direct and indirect exports; and overall trade with the EU;

(3) Whether CBAM and the EU's three proposals (the Commission, Council and Parliament proposals) disadvantage, advantage, or have other impacts and potential impacts on U.S. companies as compared to EU companies or third-country companies; and

(4) Whether and what enforcement action may be appropriate to remedy any negative effects of CBAM.

Such comments may provide specific issues of concern or challenges related to complying with CBAM, economic analyses or data, and suggestions for changes to CBAM to address these issues. Such comments may identify whether or explain how CBAM acts as a trade barrier or limits opportunities in the EU market or provides advantages to EU companies. Such comments may also include specific products, trade values, loss of sales, impact on jobs, or other details to help USTR assess the impact of CBAM on U.S. producers, workers, exports, and overall trade with the EU. Such comments may also include information on the size of the producer (e.g., whether the producer is a micro-, small- or medium-sized business), geographic location of production, and any other relevant information to help USTR assess the potential impacts of CBAM on U.S. producers, workers, and exports.

III. Submission Instructions

To be assured of consideration, submit your written comments by the November 9, 2026, 11:59 p.m. ET deadline. All submissions must be in English. USTR strongly encourages submissions via *Regulations.gov*, using the Docket Number USTR-2026-0661.

To submit via *Regulations.gov*, use Docket Number USTR-2026-0661 in the ‘search for’ field on the home page and click ‘search.’ The site will provide a search-results page listing all documents associated with this docket. Find a reference to this notice by selecting ‘notice’ under ‘document type’ in the ‘refine documents results’ section on the left side of the screen and click on the ‘comment’ link.

Regulations.gov allows users to make submissions by filling in a ‘type comment’ field, or by attaching a document using the ‘upload file’ filed. USTR prefers that you provide submissions in an attached document and note “see attached comments with respect to CBAM” in the ‘comment’ field on the online submission form. The first page of the submission should identify ‘Comments Regarding CBAM.’ USTR prefers submissions in Microsoft Word (.doc) or Adobe Acrobat (.pdf). If you use an application other than those two, please indicate the name of the application in the ‘type comment’ field.

You will receive a tracking number upon completion of the submission procedure at *Regulations.gov*. The tracking number is confirmation that *Regulations.gov* received your submission. Keep the confirmation number for your records. USTR is not able to provide technical assistance for *Regulations.gov*.

For further information on using *Regulations.gov*, please consult the resources provided on the website by clicking on ‘How to Use *Regulations.gov*’ on the bottom of the home page. USTR may not consider submissions that you do not make in accordance with these instructions.

If you are unable to provide submissions as requested, please contact Timothy Wedding, in advance of the deadline at twedding@ustr.eop.gov or 202-395-6072 to arrange for an alternative method of transmission. USTR will not accept hand-delivered submissions.

General information concerning USTR is available at <https://www.ustr.gov>.

IV. Business Confidential Information (BCI) Submissions

If you ask USTR to treat information you submit as BCI, you must certify that the information is business confidential and you would not customarily release it to the public. For any comments submitted electronically containing BCI, the file name of the business confidential version should begin with the characters “BCI.” You must clearly mark any page containing BCI with “BUSINESS CONFIDENTIAL” on the top of that page. Filers of submissions

containing BCI also must submit a public version that will be placed in the docket for public inspection. The file name of the public version should begin with the character “P.” Follow the “BCI” and “P” with the name of the person or entity submitting the comments.

V. Public Viewing of Review Submissions

USTR will post written submissions in the docket for public inspection, except properly designated BCI. You can view comments on *Regulations.gov* by entering Docket Number USTR–2026–0661 in the search field on the home page.

Amy Kreps,

Acting Assistant United States Trade Representative for Environment and Natural Resources, Office of the United States Trade Representative.

[FR Doc. 2026–20615 Filed 10–7–26; 8:45 am]

BILLING CODE 3390–F4–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No.: FAA–2026–9043; Summary Notice No. 2026–23]

Petition for Exemption of the Terms of the Order Limiting Scheduled Operations at LaGuardia Airport

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

ACTION: Notice of grant of petition with condition.

SUMMARY: Federal Aviation Administration (FAA) is granting JetBlue Airways Corporation’s (JetBlue) and Spirit Airlines, LLC’s (Spirit) (together, the carriers) joint petition for an exemption from the prohibition on transferring Operating Authorizations (slots) at LaGuardia Airport (LGA) beyond the duration of the applicable order. The relief permits the carriers to consummate a transaction in which Spirit would transfer to JetBlue 22 slots at LGA. The relief is granted on the condition that JetBlue is prohibited from leasing or trading any of those 22 slots to any carrier until after April 2028.

DATES: This exemption is effective October 8, 2026.

FOR FURTHER INFORMATION CONTACT: *Nondie.R.Hemphill@faa.gov*, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, at 202–267–9677.

SUPPLEMENTARY INFORMATION:

The Proposed Transaction and the Exemption Request

FAA limits the number of scheduled and unscheduled operations during peak hours at LGA pursuant to an Order that was originally published in December 2006 and extended several times since (the Order).¹ The Order allocates slots to carriers and establishes rules for the use and operation of slots. The Order allows for a temporary lease or trade for consideration of a slot between carriers, subject to FAA approval, provided the transfer does not extend beyond the duration of the Order. The Order prohibits the sale or purchase of slots.² The only way for a carrier to transfer a slot at LGA beyond the duration of the Order and any extension(s) thereof is through an exemption from the Order.

Spirit ceased all passenger operations on May 2, 2026, and began a wind-down and liquidation. Spirit, therefore, ceased operating its 22 slots at LGA. Based on the unique circumstances of this case, FAA granted relief from the use-or-lose requirements to allow Spirit to continue holding the slots and pursue an appropriate sale via the bankruptcy process—subject to further review and approval by FAA. On June 22, 2026, the U.S. Bankruptcy Court for the Southern District of New York approved competitive bidding and auction procedures for the disposition of Spirit’s assets, including the 22 slots.³ JetBlue participated in and became the “Successful Bidder” for the slots at the conclusion of the auction. Spirit notified interested parties of the auction’s results through the bankruptcy proceeding. At a hearing on July 22, 2026, the Bankruptcy Court approved the transfer subject to necessary regulatory approvals.

On July 23, 2026, JetBlue and Spirit petitioned the Department of Transportation (the Department) and

FAA for an exemption from the prohibition on transferring slots beyond the duration of the Order at LGA.⁴ The carriers requested, in part, an exemption to allow them to consummate a transaction in which Spirit would sell 22 slots to JetBlue. JetBlue also requested relief from the use-or-lose requirements in the Order through April 2027 due to the need to address administrative and operational factors prior to conducting operations.

FAA’s Tentative Determination

On August 31, 2026, FAA published a “Notice of petition for exemption and solicitation of comments on grant of petition with conditions” (Notice).⁵ In the Notice, FAA tentatively approved the proposed transfer subject to a condition prohibiting JetBlue from trading or leasing the slots until after April 2028. Consistent with prior slot transfer proceedings, FAA tentatively found that allocating scarce operating rights to carriers with limited access to congested markets directly serves the public interest by lowering average market fares, enhancing consumer choice, and disciplining legacy carrier pricing power.⁶ Moreover, FAA tentatively approved the sale because, after the transfer, JetBlue would continue to hold less than five percent of the total slot interest holdings at LGA, does not code share on flights to or from LGA with any carrier that has five percent or more slot interest holdings, and is not a subsidiary, either partially or wholly-owned, of a company whose combined slot interest holdings are equal to or greater than five percent at LGA.

FAA found that an approval of the request would directly support the public interest factors enumerated at 49 U.S.C. 40101(a) by enhancing the availability of a variety of adequate, economic, efficient, and low-priced services; placing maximum reliance on competitive market forces and on actual

¹ *Operating Limitations at New York LaGuardia Airport*, 71 FR 77854 (Dec. 27, 2006) as amended via 72 FR 63224 (Nov. 8, 2007) and 72 FR 48,428 (Aug. 19, 2008). FAA extended the expiration date of the amended Order on October 7, 2009, April 4, 2011, May 14, 2013, March 27, 2014, May 25, 2016, September 18, 2018, September 18, 2020, October 28, 2022, May 13, 2024, and June 23, 2026. 74 FR 51653; 76 FR 18616, amended by 77 FR 30585 (May 23, 2012); 78 FR 28278; 79 FR 17222; 81 FR 33126; 83 FR 47065; 85 FR 58255; 87 FR 65159; 89 FR 41484; and 91 FR 37771.

² “The FAA is not allowing carriers to buy and sell Operating Authorizations during the term of this Order.” 71 FR 77854 (Dec. 27, 2006).

³ Even when a carrier is the holder of a slot, the carrier only has a limited interest in that slot. During a bankruptcy proceeding, the FAA may opt to automatically withdraw the slot for non-usage or when it is in the public interest rather than allowing an auction to proceed. *FAA v. Gull Air, Inc.*, 890 F.2d 1255, 1260 (1st Cir. 1989).

⁴ A copy of the petition was placed in Docket FAA–2026–9043 and its contents were summarized and analyzed in the Notice. 91 FR 55968 (Aug. 31, 2026).

⁵ *Id.*

⁶ See Letter from Lorelei Peter, Assistant Chief Counsel for Regulations, Federal Aviation Administration, to Christopher Walker, Delta Airlines granting relief (May 4, 2017). See also, *Grant of Waiver* (Feb. 10, 2014), Docket No. FAAA–2014–0074; *Grant of Waiver* (Dec. 2, 2013), Docket No. FAA–2013–1011. “As we stated previously, we believe the competition induced by this action will bring many benefits, including lower fares, more throughput, higher utilization of scarce assets, more opportunities to develop flexible or common use airport facilities, and reduced opportunities for exclusionary behavior such as ‘babysitting.’” *Notice—Reassignment of Schedules at Newark-Liberty International Airport*, 86 FR 52285 (Sep. 20, 2021).