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FOR FURTHER INFORMATION CONTACT: Raul Garza Jr., Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5874.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it removes Class E airspace at the affected airport because it is no longer needed to support IFR operations.

History

The FAA published an NPRM for Docket No. FAA-2026-9901 in the **Federal Register** (91 FR 53203; August 17, 2026) proposing to remove Class E airspace at Diamond "O" Ranch Airport, Santa Elena, TX. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Incorporation by Reference

Class E airspace designations are published in paragraph 6005 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11M, dated July 30, 2026, and effective September 15, 2026. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11M, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

The Rule

This action modifies 14 CFR part 71 by removing the Class E airspace

extending upward from 700 feet above the surface at Diamond "O" Ranch Airport, Santa Elena, TX. This action is the result of instrument procedures being cancelled and the decommissioning of the Santa Elena RBN.

Regulatory Notices and Analyses

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Order 2100.6B, "Rulemaking and Guidance Procedure" (March 10, 2025); and (3) is expected to result in, at most, de minimis costs from compliance with applicable operating requirements or minor flight rerouting for operators choosing to navigate around the controlled airspace. Since these amendments are routine and the expected impact to operators is de minimis, the FAA certifies that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1G, "FAA National Environmental Policy Act Implementing Procedures," paragraph B-2.5(a), which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points); and paragraph B-2.5(k), which categorically excludes from further environmental impact review the publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. The FAA also determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact statement.

Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11M, Airspace Designations and Reporting Points, dated July 30, 2026, and effective September 15, 2026, is amended as follows:

Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.

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ASW TX E5 Santa Elena, TX [Remove]

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Issued in Fort Worth, Texas, on October 19, 2026.

Jerry J. Creecy,

Acting Manager, Operations Support Group, ATO Central Service Center.

[FR Doc. 2026-21564 Filed 10-21-26; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

U.S. Customs and Border Protection

19 CFR Part 145

RIN 1685-AA45

Indefinite Suspension of the De Minimis Exemption for Mail Shipments and New Postal Informal Entry Process; Delayed Compliance Extension

AGENCY: U.S. Customs and Border Protection, Department of Homeland Security.

ACTION: Final rule; extension of compliance date.

SUMMARY: This document announces that U.S. Customs and Border Protection (CBP) will extend the compliance date for the regulatory provisions mandating the formal entry of merchandise arriving through the international postal network that is subject to partner government agency requirements, subject to duties under Chapter 98 or Chapter 99 of the

Harmonized Tariff Schedule of the United States (HTSUS), or for which duty-free treatment is claimed under Chapter 98 of the HTSUS or pursuant to a Free Trade Agreement, which were published in the **Federal Register** on June 24, 2026. We believe the public will benefit from more time to prepare for compliance with these changes.

DATES: The compliance date for 19 CFR 145.12(a)(2)(v) and (vi) is January 20, 2027.

FOR FURTHER INFORMATION CONTACT: Christopher Mabelitini, Intellectual Property Rights & E-Commerce Division, Office of Trade, U.S. Customs and Border Protection, 202–325–6915, ecommerce@cbp.dhs.gov.

SUPPLEMENTARY INFORMATION:

I. Background

On June 24, 2026, U.S. Customs and Border Protection (CBP) published an interim final rule in the **Federal Register** (91 FR 37801) implementing in CBP regulations an indefinite suspension of the *de minimis* administrative exemption under 19 U.S.C. 1321(a)(2)(C) for merchandise arriving through the international postal network.¹ Further, to accommodate the entry of merchandise formerly eligible for the *de minimis* administrative exemption, the interim final rule established a new informal entry process for merchandise valued at \$2,500 or less entering the United States through the mail environment, including shipments that would previously have been eligible for the *de minimis* exemption.² The suspension of

the *de minimis* administrative exemption took effect on June 24, 2026. The remainder of the interim final rule was effective on July 24, 2026.

In the interim final rule, CBP made certain shipments ineligible for the new informal entry process for postal shipments. Merchandise subject to Partner Government Agency (PGA) requirements, merchandise subject to duties under Chapter 98 or Chapter 99 of the Harmonized Tariff Schedule of the United States (HTSUS), or for which duty-free treatment is claimed under Chapter 98 of the HTSUS or pursuant to a Free Trade Agreement, are ineligible for the postal informal entry procedures adopted in the interim final rule.³ However, in recognition of the time needed for the public to adjust to this formal entry requirement, CBP delayed the compliance date for 19 CFR 145.12(a)(2)(v) and (vi) to October 22, 2026. In consideration of the business process changes necessary to achieve full compliance, CBP provided for a delayed compliance date to allow time for the trade to adjust to the new requirement.

CBP has determined that a further extension of this compliance date is needed to give importers, brokers, and logistics providers in the international postal network additional time to update their internal systems, develop policies and procedures for submission of relevant data, and to develop the technological infrastructure needed to comply with these requirements. Failure to afford the public extra time to comply with these requirements could lead to disruptions in the flow of important international postal shipments destined to Americans. For this reason, CBP is extending the date for compliance with

19 CFR 145.12(a)(2)(v) and (vi) to January 20, 2027.

II. Administrative Procedure Act

The Administrative Procedure Act (APA), 5 U.S.C. 551 *et seq.*, generally requires agencies to publish a notice of proposed rulemaking in the **Federal Register** and provide interested persons the opportunity to submit comments prior to issuing a final rule. The APA provides an exception to advance notice and comment requirements “when the agency for good cause finds (and incorporates the finding and a brief statement of reasons therefor in the rules issued) that notice and public comment thereon are impracticable, unnecessary, or contrary to the public interest.” 5 U.S.C. 553(b)(B). CBP finds that good cause exists to issue this document as a final rule under the APA’s good cause exception, because notice and comment are impracticable.

Providing notice and a public comment period on whether the compliance date should be delayed is impracticable because the current compliance date would have passed within the time needed to permit the solicitation of public comments on this rule. Because the public comment period would overtake the current compliance deadline of October 22, 2026, importers, brokers, and logistics providers in the international postal network would still be required to come into compliance with 19 CFR 145.12(a)(2)(v) and (vi) by October 22, 2026. Those importers and other parties who need additional time to comply would not be able to benefit from the extended compliance period that this rule provides.

Additionally, this rule does not impose any new substantive regulatory requirements on any person and merely reflects the extension of the compliance date for 19 CFR 145.12(a)(2)(v) and (vi) as set forth in the interim final rule published on June 24, 2026 (91 FR 37801). An extension of this compliance date is needed to give importers and other parties additional time to update internal systems, revise business practices, and develop technological infrastructure needed to comply with CBP’s requirements. Providing immediate certainty that this compliance date is extended is therefore needed to ensure that importers and other parties avoid incurring unnecessary costs, burdens, and other challenges associated with meeting the initial compliance date. The delayed compliance date does not change the process that importers and other parties currently use for informal mail entries, as established by the interim final rule

¹ CBP adopted these changes consistent with the policy objectives encapsulated in Executive Order (E.O.) 14324 of July 30, 2025 (Suspending Duty-Free De Minimis Treatment For All Countries, 90 FR 37775 (Aug. 5, 2025)), as modified by E.O. 14388 of February 20, 2026 (Continuing the Suspension of Duty-Free De Minimis Treatment for All Countries, 91 FR 9433 (Feb. 25, 2026)), and independently pursuant to CBP’s own statutory authority under Section 321 of the Tariff Act of 1930 (19 U.S.C. 1321), as amended by the Trade Facilitation and Trade Enforcement Act of 2015 (TFTEA), Section 901, Public Law 114–125, 130 Stat. 122.

² Informal entry procedures are authorized by 19 U.S.C. 1498(a)(1)(A) for shipments of merchandise valued at \$2,500 or less, and may incorporate formal entry procedures appearing in 19 U.S.C. 1484 and 1485. The Secretary of the Treasury is authorized to “prescribe rules and regulations for the declaration and entry of merchandise when the aggregate value of the shipment does not exceed an amount specified . . . by regulation, but not more than \$2,500.” See 19 U.S.C. 1498(a)(1)(A). The Homeland Security Act of 2002 (HSA) generally transferred the functions of the U.S. Customs Service from the Treasury Department to the Secretary of Homeland Security. See Public Law 107–296, 116 Stat. 2142; 6 U.S.C. 203 (“there shall be transferred to the Secretary [of Homeland Security] the functions . . . of (1) the United States Customs Service of the Department of the Treasury, including the functions of the Secretary of the

Treasury relating thereto”). Nevertheless, pursuant to Section 412 of the HSA, the Treasury Department retained authority related to various customs revenue functions, including those functions found in the Tariff Act of 1930, Public Law 71–361, 46 Stat. 590, as amended (codified at 19 U.S.C. 1202 *et seq.*). 6 U.S.C. 212(a)(1), (2). But the Secretary of the Treasury may delegate any such retained authority at the Secretary’s discretion. 6 U.S.C. 212(a)(1). Consistent with this delegation authority, the Secretary of the Treasury issued Treasury Order 100–20 (available at <https://home.treasury.gov/about/general-information/orders-and-directives/treasury-order-100-20>), delegating the authorities contained in 6 U.S.C. 212 and 215 to the Secretary of Homeland Security.

³ Concurrently with the interim final rule, CBP announced a test of a new voluntary electronic mail process for qualified shipments valued at \$2,500 or less, known as the Entry Type 13 test. 91 FR 38007 (Jun. 24, 2026). For eligible types of shipments, this test provides an optional alternative to filing formal entry. The Entry Type 13 test began on September 22, 2026. Accordingly, at the end of the delayed compliance window, filers may choose to file formal entry (in accordance with 19 CFR 145.12(a)(2)(v) and (vi)) or participate in the Entry Type 13 test for eligible shipments.

published on June 24, 2026 (91 FR 37801), during this period of delay.

The delayed compliance date also does not impose a burden on importers or other parties who have already come into compliance or had planned to come into compliance by October 22, 2026. Importers or other parties may voluntarily come into compliance at an earlier date if they have the processes already in place. Importers or other parties who do not have processes already in place will have until January 20, 2027, to comply with the requirements found in § 145.12(a)(2)(v) and (vi). Accordingly, importers and other parties who have not yet established the necessary processes will have additional time to comply with the requirements of § 145.12(a)(2)(v) and (vi), which provides further flexibility to the trade community as it transitions to these new requirements.

CBP also finds that the delayed compliance date does not conflict with the serious public health and safety implications that CBP outlined in the interim final rule published on June 24, 2026 (91 FR 37801). Because the informal entry process established by the interim final rule will remain in place during this period of delay, the dangers that justified the suspension of *de minimis* exception for mail remain addressed.

Thus, this rule is exempt from the prior public notice and comment requirements of the APA under the good cause exception. 5 U.S.C. 553(b)(B).

III. Signing Authority

In accordance with Treasury Order 100–20, the Secretary of the Treasury delegated to the Secretary of Homeland Security the authority related to the customs revenue functions vested in the Secretary of the Treasury as set forth in 6 U.S.C. 212 and 215, subject to certain exceptions. This regulation is being issued in accordance with DHS Delegation 07010.3, Revision 03.2, which delegates to the Commissioner of CBP the authority to prescribe and approve regulations related to customs revenue functions.

Rodney S. Scott, Commissioner, having reviewed and approved this document, has delegated the authority to electronically sign this document to Susan S. Thomas, Executive Assistant Commissioner, Office of Trade, for purposes of publication in the **Federal Register**.

Susan S. Thomas,

Executive Assistant Commissioner, Office of Trade, U.S. Customs and Border Protection.

[FR Doc. 2026–21600 Filed 10–21–26; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2026–1351]

RIN 1625–AA00

Safety Zone; Brownsville Ship Channel, Brownsville, TX

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for navigable waters on the Brownsville Ship Channel. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards associated with an over-sized dead ship tow transiting the area. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector Corpus Christi, or their designated representative.

DATES: This rule is effective without actual notice from October 22, 2026 through October 24, 2026. For the purposes of enforcement, actual notice will be used from October 20, 2026 until October 22, 2026. The rule will be subject to enforcement on only one day during the effective period when the vessel transits from the sea buoy to the International Shipbreaking Limited dock.

ADDRESSES: To view available documents go to <https://www.regulations.gov> and search for USCG–2026–1351.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, call or email Lieutenant Commander Timothy Cardenas, Sector Corpus Christi Waterways Management Division, U.S. Coast Guard; telephone 800–874–2143, email Timothy.J.Cardenas@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
COTP Captain of the Port
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background and Authority

The Coast Guard received notification that International Shipbreaking will be conducting a dead ship towing operation within the Brownsville Ship

Channel near Brownsville, TX. This operation will involve the transit of the decommissioned former United States naval vessel USS VICKSBURG from the sea buoy to the International Shipbreaking Limited Dock. Hazards from this operation include but are not limited to obstruction of vessel traffic, navigational limitations, and various other activities which create potential hazards for workers and the public. The Captain of the Port (COTP) Corpus Christi has determined that potential hazards associated with dead ship towing operations are a safety concern for anyone within the work area. Therefore, the COTP is issuing this rule under the authority in 46 U.S.C. 70034, which is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone.

Because of these potential hazards, the Coast Guard is issuing this rule without prior notice and comment. As is authorized by 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because it is impracticable. The Coast Guard was notified of this event on October 6, 2026, but we must establish this safety zone by October 20, 2026, to protect personnel, vessels, and the marine environment. Therefore, we do not have enough time to solicit and respond to comments.

For the same reason, the Coast Guard finds that under 5 U.S.C. 553(d)(3), good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**.

III. Discussion of the Rule

This rule establishes a safety zone from October 20, 2026 through October 24, 2026. The safety zone will be enforced on one day during this period. The day and time of enforcement will depend on the weather conditions and the transit of the vessel, and will be announced to the public in advance. The safety zone will cover all navigable waters in the Brownsville Ship Channel within a 500 ft radius of the dead ship tow of the USS VICKSBURG by M/V CAITLIN. Vessels and persons will not be allowed to enter the zone during this time, unless authorized by the Captain of the Port.

IV. Regulatory Analyses

We developed this rule after considering numerous statutes and Executive orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and Executive orders.