

**Classification****A. Administrative Procedure Act**

The Department issues this final rule without prior public notice and comment pursuant to the Administrative Procedure Act's exception for rules "relating to agency management or personnel or to public property, loans, grants, benefits, or contracts." 5 U.S.C. 553(a)(2). This rule falls into that exception, as part 315 pertains to a federal assistance program.

In addition, pursuant to 5 U.S.C. 553(b)(B), the Department finds good cause to waive the prior notice and opportunity for public participation requirements of the Administrative Procedure Act for this final rule. The Department considers this rule to be uncontroversial, and has determined that prior notice and opportunity for public participation is unnecessary, because this rule will only remove outdated regulations that lack a valid statutory authorization and no longer serve any actual function as of the effective date. The continued maintenance of these regulations would create a genuine risk of public confusion and/or distraction; this removal will reduce that risk and enhance clarity. The Department therefore finds good cause to waive the public notice and comment period under 553(b)(B).

**B. Executive Orders 12866, 14192, 13132**

The Office of Management and Budget has determined this rule is not significant pursuant to Executive Order ("E.O.") 12866. This rule is an E.O. 14192 deregulatory action. This rule does not contain policies having federalism implications as the term is defined in E.O. 13132.

**C. Regulatory Flexibility Act**

Because a notice of proposed rulemaking and an opportunity for public participation are not required to be given for this rule by 5 U.S.C. 553(a) and (b)(B), the analytical requirements of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) are not applicable. Accordingly, no regulatory flexibility analysis is required, and none has been prepared.

**D. Paperwork Reduction Act**

This rule will not impose additional reporting or recordkeeping requirements under the Paperwork Reduction Act of 1995, 44 U.S.C. 3501 *et seq.*

**List of Subjects for 13 CFR Part 315**

Administrative practice and procedure, Trade adjustment assistance, Eligible petitioner, Firm selection,

Certification requirements, Recordkeeping and audit requirements, Adjustment proposals.

Dated: June 9, 2026.

**Benjamin Page,**

*Deputy Assistant Secretary and Chief Operating Officer.*

**PART 315—[REMOVED AND RESERVED]**

■ For the reasons set forth above, and under the authority of 42 U.S.C. 3211, the Department of Commerce removes and reserves 13 CFR part 315, effective September 30, 2028.

[FR Doc. 2026-11800 Filed 6-10-26; 8:45 am]

**BILLING CODE 3510-24-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2026-3372; Airspace Docket No. 25-ANM-146]

RIN 2120-AA66

**Modification of Class E Airspace, Omak Airport, Omak, WA**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action modifies the Class E airspace area extending upward from 700 feet above the surface at Omak Airport, Omak, WA, to support the safety and management of instrument flight rules (IFR) operations at the airport.

**DATES:** Effective date 0901 UTC, September 3, 2026. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

**ADDRESSES:** A copy of the notice of proposed rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at [www.regulations.gov](http://www.regulations.gov) using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from [www.federalregister.gov](http://www.federalregister.gov).

FAA Order JO 7400.11K, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). You may also contact the

Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:**

Bryantjay T. Toves, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231-3465.

**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 the 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 modifies Class E airspace area to support IFR operations at Omak Airport, Omak, WA.

**History**

The FAA published an NPRM for Docket No. FAA 2026-3372 in the **Federal Register** (91 FR page 17910; April 9, 2026), proposing to modify the Class E airspace area at Omak Airport, Omak, WA. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

**Differences From the NPRM (Add Only if Needed)**

After publication of the NPRM, the FAA determined that an administrative amendment to the legal description of the affected airspace was needed to better describe the Class E airspace area. The FAA finds good cause that recirculating the proposal for notice and comment is unnecessary because the changes are ministerial in nature and do not have a substantive effect on airspace boundaries or operating requirements.

**Incorporation by Reference**

Class E airspace area 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 7400.11K,

dated August 4, 2025, and effective September 15, 2025. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11K, 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 amends 14 CFR part 71 due to the development of a special instrument approach procedure (IAP) at Omak Airport, Omak, WA: the Area Navigation (RNAV) (Global Positioning System [GPS]) M Runway (RWY) 35.

In particular, the central radius of the Class E airspace area is expanded by 0.8 miles to more appropriately contain IFR departure and missed approach operations until reaching 1,200 feet above the surface. Additionally, the airspace east of the airport is narrowed and extended 2.2 miles, as circling maneuvers are not authorized east of RWY 17/35.

Lastly, the Class E airspace area southern boundary is extended to nine miles and the southwestern boundary to 12 miles to more appropriately contain IFR arrival aircraft to RWY 35 operating below 1,500 feet above the surface.

### 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 (42 U.S.C. 4321, *et seq.*) and in accordance with FAA Order 1050.1G, “FAA National Environmental Policy Act Implementing Procedures,”

paragraph B–2.5.a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

### 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 7400.11K, Airspace Designations and Reporting Points, dated August 4, 2025, and effective September 15, 2025, is amended as follows:

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

\* \* \* \* \*

#### **ANM WA E5 Omak, WA (Amended)**

Omak Airport, WA  
(Lat. 48°27'52" N, long. 119°31'05" W)

That airspace extending upward from 700 feet above the surface within one mile either side of the airport's 189° bearing extending to 9 miles south, within two miles either side of the airport's 204° bearing extending to 12 miles southwest, and within a 5.1-mile radius excluding that airspace 2.2 miles northeast through 2.2 miles southeast of the airport's 090° bearing.

\* \* \* \* \*

Issued in Washington, DC, on June 9, 2026.

#### **B.G. Chew,**

*Group Manager, Operations Support Group,  
Western Service Center.*

[FR Doc. 2026–11792 Filed 6–10–26; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31667; Amdt. No. 4221]

#### **Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective June 11, 2026. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 11, 2026.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

#### **For Examination**

1. U.S. Department of Transportation, Docket Ops-M30. 1200 New Jersey Avenue SE, West Bldg., Ground Floor, Washington, DC 20590–0001.

2. The FAA Air Traffic Organization Service Area in which the affected airport is located;

3. The office of Aeronautical Information Services, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).