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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2025–5141; Airspace Docket No. 25–ANM–147]

RIN 2120–AA66

Modification of Class D and Class E Airspace Areas; Roberts Field/ Redmond Municipal Airport, Redmond, OR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class D and Class E airspace areas designated as a surface area, the Class E airspace area designated as an extension to a Class D or Class E surface area, and the Class E airspace area extending upward from 700 feet above the surface at Roberts Field/Redmond Municipal Airport, Redmond, OR. This action supports the safety and management of visual flight rules (VFR) and instrument flight rules (IFR) operations at the airport.

DATES: Effective date 0901 UTC, February 18, 2027, 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* 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.*

FAA Order JO 7400.11M, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at *www.faa.gov/air_traffic/publications/.* You may also contact the Airspace Regulation Group, Operational Policy, Federal Aviation Administration, 800 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 D and Class E airspace to support VFR/IFR operations at Roberts Field/ Redmond Municipal Airport, Redmond, OR.

History

The FAA published an NPRM for Docket No. FAA 2025–5141 in the **Federal Register** (91 FR 58392; September 15, 2026), proposing to modify the Class D and Class E airspace areas at Roberts Field/Redmond Municipal Airport, Redmond, OR. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. One comment was received. The commenter supported the goals of this action. However, the commenter asked FAA to consider impacts to VFR operations and noted some specific operations that could be affected. The commenter also suggested that FAA publish updated aeronautical charts and conduct educational outreach with the aviation community. The commenter recommended aligning the airspace change with aeronautical publication cycles.

The FAA did consider the impact on VFR transitions during the design phase of this action. However, due to the proximity of Bend Municipal Airport and Roberts Field/Redmond Municipal Airport and FAA policies that require the airspace to be designed to contain the instrument flight procedures, it was not feasible to include a VFR transition route. The FAA created a shared boundary between Bend Municipal Airport and Redmond Municipal Airport, which also provides the benefits of a clearer airspace delineation and reducing potential inadvertent airspace intrusions.

Additionally, the airport and ATC facility managers have made significant strides to educate the aviation community, using methods such as including flight schools, newsletters, pamphlets, and community forums. Moreover, the FAA ensures that all public dockets are available for the public through the internet at *www.regulations.gov* and in person at the Docket Operations (see **ADDRESSES** section for address, phone number, and hours of operations).

Finally, the FAA makes every effort to ensure that the effective date aligns with the standard aviation charting cycle. The date effective of the final rule is listed in the **DATES** section of this document.

Incorporation by Reference

Class D, E2, E4, and E5 airspace designations are published in paragraphs 5000, 6002, 6004, and 6005, respectively, 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 amends 14 CFR part 71 by modifying the Class D surface area airspace, the Class E airspace area designated as surface area, the Class E

airspace area designated as an extension to a Class D or Class E surface area, and the Class E airspace area extending upward from 700 feet above the surface of the earth at Roberts Field/Redmond Municipal Airport, Redmond, OR.

The radii of the Class D surface area and Class E airspace area designated as surface area are expanded to a 5.6-mile radius to more appropriately contain Category E aircraft conducting circling maneuvers and departing IFR operations utilizing the Obstacle Departure Procedures for Runway (RWY) 11 and RWY 29 until reaching the base of adjacent controlled airspace.

A common airspace boundary between Bend Municipal Airport and Roberts Field/Redmond Municipal Airport is established to reduce the chance of inadvertent airspace incursions between the surface areas. An extension is established south of the Roberts Field/Redmond Municipal Airport to adjoin the two airspaces.

In addition, the Class E airspace area designated as an extension to a Class D or Class E surface area is modified to align with the circumference of the Class D and Class E surface areas as proposed in the NPRM. The extension is also widened to better contain the Area Navigation (RNAV) (Global Positioning System [GPS]) Z RWY 29 and RNAV (Required Navigation Performance [RNP]) M RWY 29 procedures when arriving IFR aircraft are less than 1,000 feet above the surface.

Finally, the current Class E airspace area extending upward from at least 700 feet above the surface is larger than necessary and is reduced to the north, east, and southwest to more appropriately contain arriving IFR aircraft descending below 1,500 feet above the surface and departing IFR aircraft until reaching 1,200 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 7400.11M, Airspace Designations and Reporting Points, dated July 30, 2026 and effective September 15, 2026, is amended as follows:

Paragraph 5000 Class D Airspace.

* * * * *

ANM OR D Redmond, OR [Amended]

Roberts Field/Redmond Municipal Airport, OR

(Lat. 44°15′15″ N, long. 121°09′00″ W)

That airspace extending upward from the surface to and including 5,600 feet MSL within a 5.6-mile radius of the airport and that airspace 3.9 miles east and 3.2 miles west of the airport's 194° bearing extending to 5.6 miles south. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

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Paragraph 6002 Class E Airspace Areas Designated as a Surface Area.

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ANM OR E2 Redmond, OR [Amended]

Roberts Field/Redmond Municipal Airport, OR

(Lat. 44°15′15″ N, long. 121°09′00″ W)

That airspace extending upward from the surface to and including 5,600 feet MSL within a 5.6-mile radius of the airport and that airspace 3.9 miles east and 3.2 miles west of the airport's 194° bearing extending to 5.6 miles south. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

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Paragraph 6004 Class E Airspace Areas Designated as an Extension to Class D or Class E Surface Area.

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ANM OR E4 Redmond, OR [Amended]

Roberts Field/Redmond Municipal Airport, OR

(Lat. 44°15′15″ N, long. 121°09′00″ W)

That airspace extending upward from the surface within 1.2 miles northeast and 1.9 miles southwest of the airport's 121° bearing extending from its 5.6-mile radius to 8.6 miles southeast of the airport.

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

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ANM OR E5 Redmond, OR [Amended]

Roberts Field/Redmond Municipal Airport, OR

(Lat. 44°15′15″ N, long. 121°09′00″ W)

That airspace extending upward from 700 feet above the surface within an area 5.8 miles east and 5.4 miles west of the airport's 017° bearing extending to 5.6 miles north, within 0.4 miles north and 6.4 miles south of the airport's 107° bearing extending to 13.2 miles east, and within 0.4 miles north and 6.4 miles south of the airport's 287° bearing extending to 7.6 miles west.

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Issued in Des Moines, Washington, on November 3, 2026.

B.G. Chew,

Group Manager, Operations Support Group, Western Service Center.

[FR Doc. 2026–22642 Filed 11–4–26; 8:45 am]

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