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This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2025–5384; Airspace Docket No. 25–ANM–144]

RIN 2120–AA66

#### Modification of Class E Airspace; Denver International Airport, Denver, CO

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies the Class E airspace extending upward from 700 feet above the surface and removes the Class E airspace extending upward from 1,200 feet above the surface at Denver International Airport, Denver, CO. Additionally, this action makes an administrative modification to the airport's Class E airspace legal description. These actions support the safety and management of instrument flight rules (IFR) operations within the airspace described herein.

**DATES:** Effective date 0901 UTC, July 9, 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:** Nathan A. Chaffman, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–3460.

#### 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 to support IFR operations in Denver, CO.

##### History

The FAA published an NPRM for Docket No. FAA–2025–5384 in the **Federal Register** (90 FR 61105; December 30, 2025), proposing to modify the Class E airspace at Denver International Airport, Denver, CO. 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 E5 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 7400.11K, 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 rule modifies the transitional Class E airspace at Denver International Airport, Denver, CO, by extending the portion of the Class E airspace extending upward from 700 feet above the surface and removing the portion extending upward from 1,200 feet above the surface.

The transitional Class E airspace at Denver serves Denver International Airport and provides containment for IFR aircraft operating from Denver's surrounding airports. The Class E airspace at Denver extends to 17.8 miles south of Centennial Airport, Denver, CO, to provide containment for Centennial Airport's arriving IFR aircraft operations below 1,500 feet above the surface. Prior to this final rule, the extension was not sufficient in size to fully capture the ZOMBZ SIX ARRIVAL (Area Navigation [RNAV]) procedure that provides guidance to aircraft arriving at Centennial Airport until established on an instrument arrival procedure (or otherwise). Accordingly, the Class E airspace extending upward from 700 feet above the surface at Denver is extended approximately four miles to the south to better contain the ZOMBZ SIX ARRIVAL (RNAV) procedure.

Furthermore, the portion of Class E airspace extending upward from 1,200 feet above the surface at Denver is removed, as the Denver Class E Domestic En Route Airspace provides sufficient containment and duplication is not necessary.

Finally, the legal description for Denver's Class E airspace extending upward from at least 700 feet above the surface uses the Denver Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) as its reference point (which is incorrectly listed as a VOR). The VOR Minimum Operational Network (MON) Implementation Program (81 FR 48694) selected the Denver VOR/DME for Phase 2 discontinuance from the National Airspace System. As such, the Denver VOR/DME is no longer used to describe the airspace. A "Point of Origin" with identical geographical coordinates as

the Denver VOR/DME now describes the airspace in its place.

### 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 Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified 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,” Appendix B–2.5. 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 CO E5 Denver, CO [Amended]

Point of Origin

(Lat. 39°48′45″ N, long. 104°39′39″ W)

That airspace extending upward from 700 feet above the surface within a 28-mile radius of the Point of Origin, and within 13 miles west of the Point of Origin’s 178° bearing extending to 37 miles south.

\* \* \* \* \*

Issued in Des Moines, Washington, on March 26, 2026.

**B.G. Chew,**

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

[FR Doc. 2026–06214 Filed 3–30–26; 8:45 am]

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## DEPARTMENT OF THE INTERIOR

### Office of Surface Mining Reclamation and Enforcement

#### 30 CFR Part 816

**[Docket ID: OSM–2025–0025 S1D1S SS08011000 SX064A000 256S180110; S2D2S SS08011000 SX064A000 25XS501520]**

**RIN 1029–AD03**

#### Backfilling and Grading

**AGENCY:** Office of Surface Mining Reclamation and Enforcement, Interior.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** The Office of Surface Mining Reclamation and Enforcement (OSM) is confirming the effective date of the direct final rule entitled, “Backfilling and Grading,” which was originally published on November 28, 2025. The direct final rule rescinded a regulation that prescribed time and distance performance standards for the completion of rough backfilling and grading for surface mining operations that were suspended by the Secretary of the Interior in 1992 but never removed from the Code of Federal Regulations. During the comment period, OSM received two comments that required further review and consideration to determine whether the comments warranted a response or the withdrawal or modification of the final rule. After further review and consideration, OSM determined that these comments were not significant adverse comments and is confirming the effective date of this rule.

**DATES:** The effective date of March 30, 2026, for the direct final rule published

at 90 FR 54573 (Nov. 28, 2025), delayed at 91 FR 3374 January 27, 2026, is confirmed.

#### FOR FURTHER INFORMATION CONTACT:

James Tyree, Chief, Division of Regulatory Support, (202) 208–4479, [jtyree@osmre.gov](mailto:jtyree@osmre.gov). Individuals in the United States who are deaf, deafblind, hard of hearing, or have a speech disability may dial 711 (TTY, TDD, or TeleBraille) to access telecommunications relay services. Individuals outside the United States should use the relay services offered within their country to make international calls to the point-of-contact in the United States.

**SUPPLEMENTARY INFORMATION:** The direct final rule, which was published at 90 FR 54573 (Nov. 28, 2025), included a 30-day public comment period that ended on December 29, 2025. The original effective date of the direct final rule was January 27, 2026. However, OSM received two timely comments on the rule, and OSM decided to extend the original effective date to allow for sufficient time to review and consider those comments to determine whether they were significant adverse comments warranting a response or withdrawal or modification of the final rule.

Consequently, on January 27, 2026, OSM published a **Federal Register** notice delaying the effective date for 60 days until March 30, 2026.

The two timely comments expressed opposition to OSM’s decision to lift the suspension of 30 CFR 816.101 and remove the suspended language. Commenters generally disagreed with OSM’s characterization of the provision as unnecessary and unlawful and alleged that OSM’s final rule is major, controversial, and should be reconsidered with notice and comment rulemaking. In addition to receiving the two timely comments, in March 2026, long after the close of the comment period, OSM received one additional comment; due to the untimely nature of this comment, it was not considered.

After careful review of the timely comments, and discussed in greater detail below, OSM determined that the comments are not significant adverse comments warranting withdrawal or modification of the final rule because the commenters misunderstand the intent and effect of this final rule. Contrary to the commenters’ allegations, removing inoperative language will not have any impact on the current requirements of SMCRA and the Federal regulations or on OSM’s ability in the future to promulgate regulations setting forth time and distance requirements for backfilling and grading. The bottom line