

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 impose, at most, de minimis costs. 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 of amending geographical coordinates of the Thedford VOR/DME in the legal descriptions of RNAV Routes T-285 and T-286 qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*) and 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 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 the concentration of aircraft on these tracks. As such, this action is not expected to result in any potentially significant environmental impacts. Additionally, in accordance with Appendix B, paragraph B-1 of FAA Order 1050.1G, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. Accordingly, the FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact statement.

List 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, effective September 15, 2025, is amended as follows:

Paragraph 6011 United States Area Navigation Routes.

* * * * *

T-285 NORTH PLATTE, NE (LBF) TO HURON, SD (HON) [AMENDED]

North Platte, NE (LBF)	VOR/DME	(Lat. 41°02′55.34″ N, long. 100°44′49.55″ W)
Thedford, NE (TDD)	VOR/DME	(Lat. 41°58′54.04″ N, long. 100°43′13.08″ W)
MARSS, NE	FIX	(Lat. 42°27′48.92″ N, long. 100°36′15.32″ W)
Valentine, NE (VTN)	NDB	(Lat. 42°51′41.85″ N, long. 100°32′58.73″ W)
LKOTA, SD	WP	(Lat. 43°15′28.00″ N, long. 100°03′14.00″ W)
LESNR, SD	WP	(Lat. 43°29′16.06″ N, long. 099°45′41.55″ W)
Huron, SD (HON)	DME	(Lat. 44°26′24.30″ N, long. 098°18′39.89″ W)

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T-286 FONIA, ND TO BOWLR, KS [AMENDED]

FONIA, ND	FIX	(Lat. 48°15′35.07″ N, long. 103°10′37.54″ W)
Dickinson, ND (DIK)	VORTAC	(Lat. 46°51′36.14″ N, long. 102°46′24.60″ W)
JELRO, SD	FIX	(Lat. 45°48′43.83″ N, long. 102°51′46.96″ W)
Rapid City, SD (RAP)	VORTAC	(Lat. 43°58′33.74″ N, long. 103°00′44.38″ W)
Gordon, NE (GRN)	NDB	(Lat. 42°48′03.90″ N, long. 102°10′45.82″ W)
Thedford, NE (TDD)	VOR/DME	(Lat. 41°58′54.04″ N, long. 100°43′13.08″ W)
BOKKI, NE	FIX	(Lat. 41°39′54.99″ N, long. 099°52′17.00″ W)
Grand Island, NE (GRI)	VOR/DME	(Lat. 40°59′02.50″ N, long. 098°18′53.20″ W)
HTHWY, NE	WP	(Lat. 40°12′01.96″ N, long. 096°12′22.51″ W)
Robinson, KS (RBA)	DME	(Lat. 39°51′03.00″ N, long. 095°25′23.00″ W)
BOWLR, KS	FIX	(Lat. 39°37′21.29″ N, long. 095°11′00.26″ W)

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Issued in Washington, DC, on July 29, 2026.

Alex W. Nelson,

Manager, Rules and Regulations Group.

[FR Doc. 2026–15603 Filed 7–30–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2025–2636; Airspace
Docket No. 25–AWA–6]

RIN 2120–AA66

Amendment of Class B Airspace; New York, NY

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class B airspace in New York, NY, to exclude Prohibited Area 75 (P-75) that overlies the residence of the President of the United States. P-75 is simultaneously established through a separate rulemaking action under Docket No. FAA–2025–2635. Additionally, the FAA makes technical amendments to geographic coordinates, an airport name, and navigational aid (NAVAID) type in the airspace description to

conform to the National Airspace System Resource (NASR) database.

DATES: Effective date 0901 UTC, October 29, 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 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 the 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/. You may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Ashley Toth, Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

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 terminal airspace as required to preserve the safe and efficient flow of air traffic in the New York, NY, area.

Background

On September 16, 2025, the U.S. Department of Homeland Security, USSS requested that the FAA establish a prohibited area at the presidential residence in New York, NY, to enhance the level of security provided to the President of the United States. In order to provide adequate safeguards for the

protection of the President, it is necessary to designate certain airspace above the presidential residence at New York, NY, as a prohibited area. Under the provision of 14 CFR 73.83, no person may operate an aircraft within that area without permission from the using agency. In response to that request, Prohibited Area P-75, New York, NY, is established concurrent with this action under Docket No. FAA-2025-2635. The New York, NY, Class B airspace overlies the presidential residence where Prohibited Area P-75 is established. Consequently, the New York, NY, Class B airspace, Areas A and E, must be amended concurrently to exclude this prohibited area airspace.

Accordingly, this action amends the description of the New York, NY, Class B airspace to exclude Prohibited Area P-75, which is defined as an area beginning at lat. 40°45'52" N, long. 073°57'11" W; then counterclockwise along an arc with a 1 nautical mile (NM) radius centered at lat. 40°45'46" N, long. 073°58'30" W; to lat. 40°44'48" N, long. 73°58'09" W, with a straight line to the point of beginning, and extending from the surface to 1,000 feet above ground level (AGL).

Incorporation by Reference

Class B airspace designations are published in paragraph 3000 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 by modifying the New York, NY, Class B, Area A and Area E, airspace legal descriptions to exclude Prohibited Area P-75. The FAA is taking this action due to the concurrent establishment of Prohibited Area P-75 under Docket No. FAA-2025-2635.

Additionally, the FAA makes technical amendments to airport and NAVAID information contained in the airspace description to conform to current data listed in the NASR database and current formatting requirements. The geographic coordinates for the airport reference point (ARP) for the John F. Kennedy International Airport,

NY, the point "lat. 40°38'25" N, long. 73°46'40" W" is changed to "lat. 40°38'24" N, long. 073°46'43" W" The geographic coordinates for the ARP for the Newark International Airport, NJ, the point "lat. 40°41'34" N, long. 74°10'07" W" is changed to "lat. 40°41'33" N, long. 074°10'07" W" The name of the "Newark International Airport, NJ" is changed to the "Newark Liberty International Airport, NJ." The NAVAID name "Kennedy (JFK) Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC)" is changed to the "Kennedy VOR/Distance Measuring Equipment (VOR/DME)." The NAVAID name "LaGuardia (LGA) VOR/Distance Measuring Equipment (DME)" is changed to the "LaGuardia VOR/DME." Finally, the geographic coordinates for the LaGuardia VOR/DME, the point "lat. 40°47'02" N, long. 73°52'07" W" is changed to "lat. 40°47'01" N, long. 073°52'07" W"

Good Cause for Bypassing Notice and Comment

Under 5 U.S.C. 553, federal agencies engaged in informal rulemaking must provide the public with a notice of proposed rulemaking and an opportunity for public participation. However, 5 U.S.C. 553(b)(B) exempts a rule from these 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 procedure thereon are impracticable, unnecessary, or contrary to the public interest." Courts have construed these exceptions narrowly, but have nonetheless accepted determinations of good cause that notice and comment is unnecessary in "those situations in which the administrative rule is a routine determination, insignificant in nature and impact, and inconsequential to the industry and to the public." *See Mack Trucks, Inc. v. EPA*, 682 F.3d 87, 94 (D.C. Cir. 2012). This action implements airspace exclusions necessitated by separate rulemaking and also includes ministerial updates. Public comment would not have the potential to alter the action because it is automatically triggered and required by the establishment of P-75. Therefore, the FAA finds good cause that notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

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. Since this is a routine matter that only affects air traffic procedures and air navigation, 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 of amending the New York, NY, Class B airspace 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), 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). As such, this action is not expected to result in any potentially significant environmental impacts. In accordance with the FAA’s NEPA implementation policy and procedures regarding extraordinary circumstances, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact statement.

List 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 3000 Class B Airspace

* * * * *

AEA NY B New York, NY [Amended]

John F. Kennedy International Airport, NY (Primary Airport)

(Lat. 40°38′24″ N, long. 073°46′43″ W)

LaGuardia Airport, NY (Primary Airport)

(Lat. 40°46′38″ N, long. 073°52′21″ W)

Newark Liberty International Airport, NJ (Primary Airport)

(Lat. 40°41′33″ N, long. 074°10′07″ W)

Kennedy VOR/DME

(Lat. 40°37′58″ N, long. 073°46′17″ W)

LaGuardia VOR/DME

(Lat. 40°47′01″ N, long. 073°52′07″ W)

Boundaries

That airspace up to and including 7,000 feet MSL.

Area A. That airspace extending upward from the surface to and including 7,000 feet MSL within an 8-mile radius circle of Kennedy (JFK) VOR/DME; within a 4-mile radius circle centered at lat. 40°41′30″ N, long. 074°09′59″ W; and within a 6-mile radius circle of LaGuardia (LGA) VOR; excluding the portion within Prohibited Area P–75, excluding the airspace within and below Areas B, J and K hereinafter described, and excluding that airspace east of LaGuardia Airport bounded by a line beginning at the point of intersection of the LGA VOR/DME 071° radial and the 6-mile arc of the LGA VOR/DME, thence clockwise along the LGA VOR/DME 6-mile arc to the LGA 093° radial, thence westerly to the intersection of the Clearview Expressway with a line extending from the LaGuardia 093° radial 6-mile DME fix to the southern edge of Bowne Park; thence to the southern edge of Leavitts Park; thence direct to the JFK VORTAC 340° radial 9-mile DME fix; direct to the JFK VORTAC 341° radial 10-mile DME fix; thence direct to the point of beginning.

Area B. That airspace extending upward from above 500 feet MSL to and including 7,000 feet MSL within an 8-mile radius circle of JFK VORTAC south of a line beginning at the intersection of the JFK VORTAC 237° radial and the Atlantic Ocean shoreline, thence easterly along the shoreline to its intersection with the JFK VORTAC 125° radial 5-mile DME fix, thence northerly along the 5-mile DME arc to and easterly along the JFK VORTAC 94° radial to the 8-mile radius circle of JFK VORTAC; that airspace within a 6-mile radius circle of LGA VOR/DME bounded by a line beginning at the intersection of the 6-mile radius circle and the LGA VOR/DME 039° radial, thence southwesterly along the LGA VOR/DME 039° radial to and southerly along the Bronx shoreline to the north stanchion of the

Throggs Neck Bridge, thence direct to the intersection of the LGA VOR/DME 071° radial and the 6-mile radius circle of LGA VOR/DME, thence counterclockwise along the 6-mile radius circle to the point of beginning; and that airspace between the 4-mile and the 6.5-mile radii of a circle centered at lat. 40°41′30″ N, long. 074°09′59″ W; excluding that airspace within and below Areas C, J and K hereinafter described.

Area C. That airspace extending upward from above 800 feet MSL to and including 7,000 feet MSL within a 6.5-mile radius circle centered at lat. 40°41′30″ N, long. 074°09′59″ W, and bounded by a line beginning at the point where the 6.5-mile radius circle intersects U. S. Highway No. 1, thence northeast along U. S. Highway No. 1 to its point of intersection with a 4-mile radius circle centered at lat. 40°41′30″ N, long. 074°09′59″ W, at the Esso Research Center, thence direct to the public service power plant, thence direct to the Staten Island Expressway at its point of intersection with the 4-mile radius circle, thence east via the Staten Island Expressway to Richmond Avenue, thence south along Richmond Avenue to the 6.5-mile radius circle, thence clockwise along the 6.5-mile radius circle to the point of beginning.

Area D. That airspace extending upward from above 1,100 feet MSL to and including 7,000 feet MSL within the area between the east and west banks of the East River extending from the LGA VOR/DME 6-mile arc to the north end of Roosevelt Island.

Area E. That airspace extending upward from 1,500 feet MSL to and including 7,000 feet MSL within the area bounded by a line beginning at the intersection of the 20-mile radius circle of JFK VORTAC and the JFK VORTAC 208° radial, thence counterclockwise along the 20-mile arc to its intersection with the Long Island shoreline, thence southwest along the Long Island shoreline to and counterclockwise along the 13-mile radius circle of JFK VORTAC to and counterclockwise along the 11-mile radius circle of LGA VOR/DME to the LGA VOR/DME 351° radial, thence direct to the LGA VOR/DME 283° radial at the LGA VOR/DME 17-mile DME fix, thence counterclockwise along a 10-mile radius circle centered at lat. 40°41′30″ N, long. 074°09′59″ W, to its intersection with the Colts Neck VORTAC 005° radial, thence direct to the intersection of the Colts Neck VORTAC 034° radial and the New Jersey shoreline at Sandy Hook, thence south along the New Jersey shoreline to the point of beginning; and that airspace within 2 miles each side of the Newark ILS Runway 4L localizer course, extending from the CHESA outer marker to 6 miles southwest of the outer marker, excluding that airspace within and below Areas A, B, and C previously described; excluding the portion within Prohibited Area P–75; and excluding the airspace within and below Areas F, J and K hereinafter described.

Area F. That airspace extending upward from 1,800 feet MSL to and including 7,000 feet MSL within an area bounded by a line beginning at the intersection of the LGA VOR/DME 337° radial and the Conrail Railroad tracks, thence south and west along the railroad tracks to the LGA VOR/DME

299° radial, thence direct south to the intersection of the 6-mile radius circle of LGA VOR/DME and the west bank of the Hudson River, thence south along the west bank of the Hudson River to its intersection with and then counterclockwise along the 6.5-mile radius circle centered at lat. 40°41'30" N, long. 074°09'59" W, to and southwest along the New Jersey Highway Route No. 22 to and clockwise along a 10-mile radius circle centered at lat. 40°41'30" N, long. 074°09'59" W, to LGA VOR/DME 283° radial, thence direct to the point of beginning.

Area G. That airspace extending upward from 3,000 feet MSL to and including 7,000 feet MSL within a 20-mile radius circle centered at lat. 40°41'30" N, long. 074°09'59" W, within a 20-mile radius circle of JFK VORTAC; and within a 20-mile radius circle of LGA VOR/DME, excluding the airspace within and below Areas A, B, C, D, E, and F previously described and excluding the airspace within and below Areas H and J hereinafter described.

Area H. That airspace extending upward from 4,000 feet MSL to and including 7,000 feet MSL between the 13- and 20-mile radii circles of JFK VORTAC bounded on the north by the JFK VORTAC 050° radial and on the south by the Long Island shoreline, excluding that airspace north of Hempstead Turnpike and west of the Seaford-Oyster Bay Expressway.

Area J. That airspace extending upward from above 1,200 feet MSL to and including 7,000 feet MSL within a 6.5-mile radius circle centered at lat. 40°41'30" N, long. 074°09'59" W, and bounded by a line beginning at the intersection of the 6.5-mile radius circle and the tracks of the Central Railroad of New Jersey, thence eastward along the railroad tracks to their point of intersection with the 4-mile radius circle centered at lat. 40°41'30" N, long. 074°09'59" W, thence counterclockwise along the 4-mile radius circle to U. S. Highway No. 1 thence southwest along U. S. Highway No. 1 to the 6.5-mile radius circle, thence clockwise along the 6.5-mile radius circle to the point of beginning; and that airspace beginning at the north stanchion of the Throggs Neck Bridge, thence westerly to the Kennedy VOR/DME 341° radial 10-mile DME fix, thence southerly to the Kennedy VOR/DME 340° radial 9-mile DME fix, thence direct to the southern edge of Leavitts Park, thence direct to the south edge of Bowne Park, thence easterly to the intersection of the Clearview Expressway with a line extending from the south edge of Bowne Park to the LaGuardia 093° radial 6-mile DME fix; thence northerly along the Clearview Expressway to the north stanchion of the Throggs Neck Bridge.

Area K. That airspace extending upward from 1,300 feet MSL, to and including 7,000 feet MSL, north of LaGuardia Airport, within the area beginning on the west bank of the Hudson River at lat. 40°57'45" N, long. 073°54'48" W, (near Alpine Tower) thence south along the west bank of the Hudson River to intersect the Colts Neck VOR/DME 012° radial, thence southwest along the Colts Neck 012° radial to the Hudson River shoreline, thence south along the shoreline to the Verrazano-Narrows Bridge, thence east

along the Bridge to the east bank of the Hudson River, thence north along the east bank of the Hudson River to lat. 40°38'39" N, long. 074°02'03" W, thence north along a line drawn direct to the southwestern most point of Governors Island, thence north along a line drawn direct to the southwest tip of Manhattan Island, thence north along the east bank of the Hudson River to the LGA VOR/DME 11-mile arc, north of LaGuardia Airport, thence counterclockwise along the 11-mile arc to lat. 40°57'54" N, long. 073°54'23" W, thence to the point of beginning.

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Issued in Washington, DC, on July 28, 2026.

Alex W. Nelson,

Manager, Rules and Regulations Group.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2026-5644; Airspace Docket No. 26-ANE-4]

RIN 2120-AA66

Amendment of Class D Airspace and Class E Airspace Over Groton, CT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class D and Class E airspace over Groton, CT. This action reduces the dimensions of the Groton, CT, Class D airspace to a 4.2-mile radius of the airport, excluding that airspace within a 1-mile radius of Elizabeth Field, Fishers Island, NY. This action updates the geographic coordinates for the Groton-New London Airport, Groton, CT, and the Elizabeth Field Airport, Fishers Island, NY, in the associated airspace legal descriptions. This action also updates the airport name for the Elizabeth Field Airport in the Groton, CT Class D airspace legal description. This action also replaces "Airport/Facility Directory" in the Groton, CT Class D airspace legal description with "Chart Supplement" to comply with current FAA guidance. This action also removes the exclusions of adjacent Class E airspace areas from the Groton, CT and Fishers Island, NY Class E airspace legal descriptions to comply with current FAA guidance.

DATES: Effective 0901 UTC, October 29, 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 using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours a day, 365 days a year. An electronic copy of this document may also be downloaded from www.federalregister.gov.

FAA Order JO 7400.11K, Airspace Designations and Reporting Points, as well as subsequent amendments, can be viewed online at www.faa.gov/air_traffic/publications/. For further information, you may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20597; Telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT:

Marc Ellerbee, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone: (404) 305-5589.

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 amends Class D and Class E airspace in Groton, CT, and Class E airspace in Fishers Island, NY.

History

The FAA published an NPRM for Docket No. FAA-2026-5644 in the **Federal Register** (91 FR 31648; May 28, 2026), proposing to amend Class D and Class E airspace in Groton, CT, and Class E airspace in Fishers Island, NY. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.