

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.

[FR Doc. 2026-15552 Filed 7-29-26; 4:15 pm]

BILLING CODE 4910-13-P

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.

Incorporation by Reference

Class D and Class E airspace designations are published in paragraphs 5000 and 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 latest 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 Class D and Class E airspace over Groton, CT and Fishers Island, NY. A review of the Groton, CT Class D airspace revealed a need for a reduction in the lateral dimensions of the airspace to properly contain Instrument Flight Rules (IFR) operations at the Groton-New London Airport. This action reduces the lateral dimensions of the Groton, CT Class D airspace from a 5-mile radius of the Groton-New London Airport, excluding that airspace within a 1-mile radius of Elizabeth Field to a 4.2-mile radius of the airport, excluding that airspace within a 1-mile radius of Elizabeth Field. This action also updates the geographic coordinates of the Groton-New London Airport in the Groton, CT Class D and Class E airspace legal descriptions from (lat. 41°19'48" N, long. 72°02'42" W) to (lat. 41°19'48" N, long. 72°02'43" W), which is one second of longitude.

This action also updates the geographic coordinates of the Elizabeth Field Airport, Fishers Island, NY, in the Groton, CT Class D airspace legal description from (lat. 41°15'07" N, long. 72°01'54" W) to (lat. 41°15'08" N, long. 72°01'54" W), which is one second of latitude. This action also updates the airport name for the Elizabeth Field Airport in the Groton, CT Class D airspace legal description. This action also updates the verbiage in the Groton, CT Class D airspace legal description from "Airport/Facility Directory" to "Chart Supplement" to comply with current FAA guidance. This action also removes the exclusion for the adjacent Class E airspace area of Westerly, RI from the Groton, CT Class E airspace legal description in order to comply with current FAA guidance.

This action also updates the geographic coordinates of the Elizabeth

Field Airport, Fishers Island, NY, in the Fishers Island, NY Class E airspace legal description from (lat. 41°15'05" N, long. 72°01'54" W) to (lat. 41°15'08" N, long. 72°01'54" W), which is three seconds of latitude. This action also removes the exclusions for the adjacent Class E airspace areas of Montauk, NY; Westerly, RI; and Groton, CT, from the Fishers Island, NY Class E5 airspace legal description in order to comply with current FAA guidance.

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). This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant the 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 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 5000. Class D Airspace

* * * * *

ANE CT D Groton, CT [Amended]

Groton-New London Airport, CT
(Lat. 41°19'48" N, long. 72°02'43" W)
Elizabeth Field, NY
(Lat. 41°15'08" N, long. 72°01'54" W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 4.2-mile radius of the Groton-New London Airport; excluding that airspace within a 1-mile radius of Elizabeth Field. This Class D airspace area is effective during 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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6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.

* * * * *

ANE CT E5 Groton, CT [Amended]

Groton-New London Airport, CT
(Lat. 41°19'48" N, long. 72°02'43" W)
Groton VOR
(Lat. 41°19'49" N, long. 72°03'07" W)

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of Groton-New London Airport, and within 1.3 miles each side of the Groton VOR 048° radial extending from the 7.5-mile radius to 15.6 miles northeast of the VOR.

AEA NY E5 Fishers Island, NY [Amended]

Elizabeth Field, NY
(Lat. 41°15'08" N, long. 72°01'54" W)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Elizabeth Field.

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Issued in College Park, Georgia, on July 29, 2026.

Gregory R. Garmon,

Acting Manager, Airspace & Procedures North Team, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2026–15556 Filed 7–30–26; 8:45 am]

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