

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

[Docket No. FAA–2026–0826; Airspace
Docket No. 25–AAL–162]

RIN 2120–AA66

**Amendment of United States Area
Navigation Route T–388 in the Vicinity
of Kodiak, Alaska**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends United States Area Navigation Route (RNAV) T–388 in the vicinity of Kodiak, Alaska. The FAA is taking this action to increase the route structure connectivity in Alaska.

DATES: Effective date 0901 UTC, October 29, 2026. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 71, 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 7400.11K, 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 20597; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Steven Roff, Rules and Regulations Group, Office of Policy, 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 the Air Traffic Services (ATS) route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

History

The FAA published an NPRM for Docket No. FAA–2026–0826 in the **Federal Register** (91 FR 5690; February 8, 2026), proposing to amend RNAV Route T–388 in the vicinity of Kodiak, Alaska. 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

RNAV Routes are published in paragraph 6011 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

The FAA is amending 14 CFR part 71 by modifying RNAV Route T–388 in the vicinity of Kodiak, Alaska.

T–388: Prior to this final rule, T–388 extended between the Wixer, AK, waypoint (WP) and the Baily, AK, Fix. The FAA is extending the airway to the Kodiak, AK, Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) located at the Kodiak Airport. As amended, T–388 extends between the Wixer WP and the Kodiak VOR/DME.

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 proposed 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 RNAV Route T–388 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 Reporting Points); 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 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 6011 United States Area Navigation Routes

* * * * *

T-388 WIXER, AK TO KODIAK, AK (ODK) [AMENDED]

WIXER, AK	WP	(Lat. 56°54'29.00" N, long. 158°36'10.00" W)
ZOPAB, AK	WP	(Lat. 57°09'28.12" N, long. 157°48'14.87" W)
HEBMI, AK	WP	(Lat. 57°24'13.13" N, long. 156°51'24.77" W)
ZEMIR, AK	WP	(Lat. 57°51'13.88" N, long. 154°02'28.16" W)
BAILY, AK	WP	(Lat. 57°54'33.79" N, long. 152°54'36.97" W)
Kodiak, AK (ODK)	VOR/DME	(Lat. 57°46'30.13" N, long. 152°20'23.42" W)

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

Alex W. Nelson,

Manager, Rules and Regulations Group.

[FR Doc. 2026–15599 Filed 7–30–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 73**

[Docket No. FAA–2025–2635; Airspace Docket No. 25–AWA–5]

RIN 2120–AA66

Establishment of Prohibited Area P–75; New York, NY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Prohibited Area 75 (P–75) in the vicinity of the New York, NY, residence of the President of the United States. The United States Secret Service (USSS) requested that the FAA restrict aircraft operations in the vicinity of President Trump's New York residence. To provide adequate safeguards for the USSS to fully secure the non-Governmental property and USSS protectees in the interest of national security, the FAA is establishing a prohibited area in the immediate vicinity of the presidential residence.

DATES: Effective date 0901 UTC, October 29, 2026.

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.

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:**I. Executive Summary**

The FAA is adding a regulation to Title 14 of the Code of Federal Regulations (14 CFR) part 73, subpart C establishing a prohibited area in the vicinity of Trump Tower in New York, New York. The prohibited area is necessary according to the United States Secret Service (USSS) to protect the President, secure the non-Governmental property in accordance with the Presidential Protection Assistance Act of 1976, and exercise its authority under 18 U.S.C. 3056 and 3056A.

Section 73.95 creates Prohibited Area P–75 (P–75). P–75 will prohibit aircraft operations from the surface to 1,000 feet above ground level (AGL) 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. In other words, P–75 will cover a circle with a 1 NM radius centered on Trump Tower and with a flat edge on the southeast side that parallels the East River. Aircraft operations will not be permitted within P–75 unless the using agency, which would be USSS, granted authorization to enter the area.

II. 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, the efficient use of airspace, and the protection of individuals and property on the ground. This regulation is within the scope of that authority as it establishes prohibited area airspace in the vicinity of New York, NY, to protect persons and property on the ground and to enhance national security.

III. Background and Final Rule

The FAA published an NPRM for Docket No. FAA–2025–2635 in the **Federal Register** (91 FR 23187; April 30, 2026), proposing to establish Prohibited Area 75 (P–75) in the vicinity of the New York, NY, residence of the President of the United States. Two comments were received, both of which supported the proposal. One commenter expressed that the rule will provide permanent charting of the prohibited area, which will enhance situational awareness. The commenter also opined that the rule effectively balances national security with efficiency, by preserving East River VFR corridors. The other commenter favorably remarked upon the past precedent of establishing prohibited areas over presidential residences, and supported greater protection for the president in light of past assassination attempts. The commenter also claimed that the affected airspace should be largely devoid of aircraft based on minimum altitude requirements. He alleged that the rule would have some impacts on certain operators, but that the FAA had appropriately minimized these impacts with the low ceiling and overall dimensions of the prohibited area. This final rule adopts the proposal without any changes.