

the FAA is updating the publication name “Airport Facility Directory,” which is now referred to as the “Chart Supplement.”

Good Cause for Bypassing Notice and Comment

The Administrative Procedure Act (APA) authorizes agencies to dispense with ordinary notice and comment requirements when the agency for “good cause” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” 5 U.S.C. 553(b)(B). This action will not impose any additional substantive restrictions or requirements on the persons affected by these regulations. As mentioned, the geographic coordinate updates are nominal and do not materially impact airspace boundaries. Accordingly, these changes are administrative in nature. Therefore, the FAA finds good cause that notice and public procedure under 5 U.S.C. 553(b) is 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 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 of amending the “South Bend, Michiana Regional Airport, IN”, Class C airspace description to update the airport name, geographic coordinates, and title of the Chart Supplement 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, effective September 15, 2025, is amended as follows:

Paragraph 4000 Class C Airspace.

* * * * *

AGL IN C South Bend, IN

South Bend International Airport, IN
(Lat. 41°42’30” N, long. 86°19’02” W)
Chain-O-Lakes Airport
(Lat. 41°39’45” N, long. 86°21’15” W)

That airspace extending upward from the surface to and including 4,800 feet MSL within a 5-mile radius of the South Bend International Airport, excluding that airspace within a 1-mile radius of the Chain-O-Lakes Airport and excluding that airspace 1 mile either side of the 214° bearing from Chain-O-Lakes Airport to the 5-mile radius from South Bend International Airport; and that airspace extending upward from 2,000 feet MSL to and including 4,800 feet MSL within a 10-mile radius of South Bend International Airport from the 160° bearing from the South Bend International Airport clockwise to the 120° bearing from the airport and that airspace extending upward from 2,500 feet MSL to and including 4,800 feet MSL from the 120° bearing from the airport clockwise

to the 160° bearing from the airport. This Class C airspace area is effective during the specific days and times of the South Bend Tower and Approach Control Facility as established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Chart Supplement.

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Issued in Washington, DC, on February 17, 2026.

Alex W. Nelson,

Manager, Rules and Regulations Group.

[FR Doc. 2026–03251 Filed 2–18–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–1454; Airspace Docket No. 25–ANM–159]

RIN 2120–AA66

Amendment of United States Area Navigation Routes Q–121 and Q–156

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action renames a waypoint (WP) on United States Area Navigation (RNAV) Routes Q–121 and Q–156 currently identified as “SWTHN” with the new identifier “STORZ” for pronounceability. This action does not change the structure or flight path of either RNAV route.

DATES: Effective date 0901 UTC, May 14, 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 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, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT:

Ashley Toth, Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; 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 route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System (NAS).

History

The WP "SWTHN" is frequently referenced by Air Traffic Control (ATC) Traffic Management Unit (TMU) as a fix on multiple RNAV Routes, but it is not easily pronounceable. This action renames the WP from "SWTHN" to "STORZ" on RNAV Routes Q-121 and Q-156 to enhance pronounceability. This action does not otherwise impact the routes or alter their course.

Incorporation by Reference

United States RNAV Routes are published in paragraph 2006 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 renaming the waypoint identified as "SWTHN" to "STORZ" on RNAV Routes Q-121 and Q-156 to ensure the WP names are pronounceable.

Good Cause for Bypassing Notice and Comment

The Administrative Procedure Act (APA) authorizes agencies to dispense with ordinary notice and comment requirements for rules when the agency, for "good cause," finds that those procedures are unnecessary. 5 U.S.C. 553(b)(B). The renaming of the WP from "SWTHN" to "STORZ" on RNAV Routes Q-121 and Q-156 will not impose any additional restrictions or requirements on the persons affected by these regulations, as it only changes the name of an existing WP to a name that is easier to pronounce. This action also does not alter the course of the affected routes. The updating of the WP name constitutes "a routine determination, insignificant in nature and impact, and inconsequential to the industry and to the public." *Mack Trucks, Inc. v. EPA*, 682 F.3d 87, 94 (D.C. Cir. 2012). The action is administrative in nature. Therefore, the FAA finds that notice and public procedure under 5 U.S.C. 553(b) is 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 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 renaming the waypoint identified as "SWTHN" to "STORZ" on RNAV Routes Q-121 and Q-156 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). 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 2006 United States Area Navigation Routes.

* * * * *

Q-121 PARZZ, NV to STORZ, MT [Amended]

PARZZ, NV	WP	(Lat. 41°36'14.64" N, long. 115°02'09.69" W)
Pocatello, ID (PIH)	VOR/DME	(Lat. 42°52'13.38" N, long. 112°39'08.05" W)
STORZ, MT	WP	(Lat. 46°13'58.39" N, long. 105°12'52.30" W)

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Paragraph 2006 United States Area
Navigation Routes.

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Q-156 STEVS, WA to ZZIPR, IA [Amended]

STEVS, WA	WP	(Lat. 47°14'54.49" N, long. 120°32'09.93" W)
ZAXUL, WA	FIX	(Lat. 47°10'02.58" N, long. 120°02'41.75" W)
FINUT, WA	WP	(Lat. 46°44'56.48" N, long. 117°05'19.69" W)
TUFFY, MT	FIX	(Lat. 46°42'29.02" N, long. 114°05'01.34" W)
UPUGE, MT	FIX	(Lat. 46°38'04.56" N, long. 112°10'02.39" W)
HEXOL, MT	FIX	(Lat. 46°36'49.09" N, long. 111°09'20.70" W)
STORZ, MT	WP	(Lat. 46°13'58.39" N, long. 105°12'52.30" W)
JELRO, SD	FIX	(Lat. 45°48'43.83" N, long. 102°51'46.96" W)
KEKPE, SD	WP	(Lat. 45°17'54.91" N, long. 100°16'49.04" W)
UFFDA, MN	WP	(Lat. 44°29'46.00" N, long. 096°05'25.00" W)
HSTIN, MN	WP	(Lat. 44°00'08.00" N, long. 093°57'40.00" W)
ZZIPR, IA	WP	(Lat. 43°11'09.00" N, long. 091°39'33.00" W)

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Issued in Washington, DC, on February 13, 2026.

Alex W. Nelson,

Manager, Airspace Rules and Regulations Group.

[FR Doc. 2026-03246 Filed 2-18-26; 8:45 am]

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DEPARTMENT OF COMMERCE

National Institute of Standards and Technology

15 CFR Part 272

[Docket No. 260210-0043]

RIN 0693-AB73

Eliminating Obsolete Marking Requirements for Toy, Look-Alike, and Imitation Firearms

AGENCY: National Institute of Standards and Technology (NIST), Department of Commerce (Department).

ACTION: Final rule.

SUMMARY: By this rule, NIST removes its regulation setting forth marking requirements for toy, look-alike, and imitation firearms. Pursuant to statutory amendments made by the CHIPS and Science Act of 2022, the subject regulation now lacks an underlying statutory authorization and has been rendered obsolete by the new, operative marking requirements issued by the Consumer Product Safety Commission (CPSC). The removal of the subject NIST regulation is therefore necessary to reflect the current state of the underlying law and to eliminate obsolete regulatory language. This action is intended to minimize the risk of public confusion regarding the applicable marking requirements and governing authority for toy, look-alike, and imitation firearms and to promote administrative efficiency.

DATES: The rule is effective February 19, 2026.

FOR FURTHER INFORMATION CONTACT: Daniel Sweeney, Senior Counsel, Office of the General Counsel, at (202) 482-1395.

SUPPLEMENTARY INFORMATION: This action eliminates NIST's regulation at 15 CFR part 272, which sets forth various marking requirements for toy, look-alike, and imitation firearms. Part 272 was promulgated by a final rule published on May 5, 1989 (54 FR 19358), to implement Section 4 of the Federal Energy Management Improvement Act of 1988 (Pub. L. 100-615), codified at 15 U.S.C. 5001. In 2022, as part of the CHIPS and Science Act, Section 4 was amended to replace the Department (and NIST) with CPSC as the relevant agency. See Public Law 117-167, 136 Stat. 1366, 1492. CPSC has since promulgated the new, operative marking requirements for toy, look-alike, and imitation firearms at 16 CFR part 1272. In sum, NIST's regulation at 15 CFR part 272 is now no longer authorized by the underlying statute, and it also has been rendered obsolete by CPSC's regulation at 16 CFR part 1272. The elimination of 15 CFR part 272 is therefore necessary to reflect Congress's amendment of 15 U.S.C. 5001, to remove outdated and obsolete regulatory language, and to minimize the risk of public confusion regarding the status and applicability of both 15 CFR part 272 and 16 CFR part 1272.

Regulatory Classifications

A. Administrative Procedure Act

Pursuant to 5 U.S.C. 553(b)(B), the Department finds good cause to waive the prior notice and opportunity for public participation requirements of the Administrative Procedure Act for this final rule. The Department considers this rule to be uncontroversial, and has determined that prior notice and opportunity for public participation is unnecessary, because this rule only

removes a regulation that lacks a valid statutory authorization, no longer serves any purpose, and poses some risk of confusing the public; public participation would not justify the continued maintenance of 15 CFR part 272 under the Department's regulatory policy. For the same reason, the Department has determined that delaying the effectiveness of this elimination would be contrary to the public interest. Eliminating part 272, an obsolete regulation that poses some risk of confusion, will immediately benefit the public at little to no cost. The Department therefore finds good cause to waive the public notice and comment period under 553(b)(B) and to waive the 30-day delay in effectiveness under 553(d).

B. Executive Orders 12866, 14192, and 13132

The Office of Management and Budget has determined this rule is not significant pursuant to Executive Order (E.O.) 12866. This rule is an E.O. 14192 deregulatory action. This rule does not contain policies having federalism implications as the term is defined in E.O. 13132.

C. Regulatory Flexibility Act

Because a notice of proposed rulemaking and an opportunity for public participation are not required to be given for this rule by 5 U.S.C. 553(b)(B), the analytical requirements of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) are not applicable. Accordingly, no regulatory flexibility analysis is required, and none has been prepared.

D. Paperwork Reduction Act

This rule will not impose additional reporting or recordkeeping requirements under the Paperwork Reduction Act of 1995, 44 U.S.C. 3501, *et seq.*