

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 amends the legal description for Class D airspace extending upward from the surface at Republic Airport, Farmingdale, NY.

#### Incorporation by Reference

Class D airspace is published in paragraph 5000 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

An airspace review revealed that administrative updates were needed for both the geographic coordinates and the FAA publication referenced in the Class D airspace legal description at Republic Airport, Farmingdale, NY. Accordingly, this action amends 14 CFR part 71 by updating the airport's geographic coordinates and replacing "Airport/Facility Directory" with "Chart Supplement" to comply with current FAA policy.

#### 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 "impracticable, unnecessary, or contrary to the public interest." 5 U.S.C. 553(b)(B). Under this section, an agency, upon finding good cause, may issue a final rule without first publishing a proposed rule subject to public notice and comment. This rule constitutes an administrative change that 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) (quoting *Util. Solid Waste Activities Grp. v. EPA*, 236 F.3d

749, 755 (D.C. Cir. 2001)); see also Attorney General's Manual on the Administrative Procedure Act (1947), at 31; U.S. Department of Transportation (DOT) Order 2100.6B, paragraph 11.j(1)(b) (saying proposed rules are not required for "[r]ules for which notice and comment is unnecessary to inform the rulemaking, such as rules correcting de minimis technical or clerical errors or rules addressing other minor and insubstantial matters, provided the reasons to forgo public comment are explained in the preamble to the final rule").

This amendment will not impose any additional or amended substantive restrictions or requirements on the persons affected by these regulations as it does not affect the airspace boundaries or operating requirements. The changes are ministerial in nature only. Accordingly, the FAA finds good cause that notice and public comment 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 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 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 Federal Aviation Administration 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*

\* \* \* \* \*

#### **AEA NY D Farmingdale, NY [Amended]**

Republic Airport, NY

(Lat. 40°43'45" N, long. 73°24'48" W)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4.2-mile radius of Republic Airport extending clockwise from the 065° bearing to the 270° bearing and within a 5.3-mile radius of Republic Airport extending clockwise from the 270° to the 065° bearing from the airport. This Class D airspace area is effective during the times and dates established in advance by a Notice to Airmen. The date and time will thereafter be continuously published in the Chart Supplement.

\* \* \* \* \*

Issued in College Park, Georgia, on February 26, 2026.

**Patrick Young,**

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

[FR Doc. 2026-04082 Filed 2-27-26; 8:45 am]

**BILLING CODE 4910-13-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

[Docket No. FAA-2025-2023; Airspace Docket No. 25-ANM-137]

**RIN 2120-AA66**

#### **Establishment of United States Area Navigation (RNAV) Route Q-151 and Revocation of Jet Route J-517 in the Northern United States**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects a final rule published by the FAA in the **Federal Register** on February 24, 2026, establishing United States Area Navigation (RNAV) Route Q–151 and revoking Jet Route J–517 in the northern United States. Specifically, this action administratively corrects an error in the effective date of this rule by updating it from May 19, 2026, to May 14, 2026, to coincide with the publication dates of aeronautical charts.

**DATES:** The effective date of the final rule published in the **Federal Register** on February 24, 2026, is changed to 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 7400.11 and publication of conforming amendments.

**ADDRESSES:** A copy of the notice of proposed rulemaking (NPRM), all comments received, the 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 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:** Steven Roff, Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267–8783.

**SUPPLEMENTARY INFORMATION:**

**History**

The FAA published a final rule in the **Federal Register** (91 FR 8729; February 24, 2026) establishing United States Area Navigation (RNAV) Route Q–151 and revoking Jet Route J–517 in the northern United States due to the lack of navigational signal coverage, restricting usage of J–517. After the publication of that final rule, the FAA discovered that the effective date in the rule was incorrect. The effective date listed in the final rule was listed as May 19, 2026, and should have been listed as

May 14, 2026. This rule corrects this error.

**Correction to the Final Rule**

Accordingly, pursuant to the authority delegated to me, the effective date of the final rule for Docket No. FAA–2025–2023 as published in the **Federal Register** on February 24, 2026 (91 FR 8729), FR Doc. 2026–03649, is corrected as follows:

- 1. On page 8729, in the second column, in the section titled ‘DATES’, delete the text “Effective date 0901 UTC, May 19, 2026.” and replace it with “Effective date 0901 UTC, May 14, 2026.”

Issued in Washington, DC, on February 25, 2026.

**Alex W. Nelson,**

*Manager, Rules and Regulations Group.*

[FR Doc. 2026–04028 Filed 2–27–26; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 107**

[Docket No. FAA–2025–2473]

**Accepted Means of Compliance for Small Unmanned Aircraft (sUA) Category 2 and Category 3 Operations Over Human Beings; ParaZero Technologies Ltd. (ParaZero)**

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

**ACTION:** Notification of availability.

**SUMMARY:** This document announces the acceptance of a means of compliance with FAA regulations for sUA Category 2 and Category 3 operations over human beings. The Administrator finds that ParaZero’s “ParaZero Part 107 Operations Over People Means of Compliance,” version 1.5, dated February 4, 2026, provides an acceptable means, but not the only means, of showing compliance with FAA regulations.

**DATES:** The means of compliance are accepted effective March 2, 2026.

**FOR FURTHER INFORMATION CONTACT:**

*FAA Contact:* Mike Thompson, Cabin Safety Section, AIR–624, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service, Federal Aviation Administration, 2200 South 216th Street, Des Moines, Washington 98198; telephone (206)

231–3188; email [Michael.T.Thompson@faa.gov](mailto:Michael.T.Thompson@faa.gov).

*ParaZero Contact:* Boaz Shetzer, CEO, 1 Hatachna Street, Kfar Saba, Israel 4453001, +972 50 275 3666; email [contact@parazero.com](mailto:contact@parazero.com).

**SUPPLEMENTARY INFORMATION:**

**Background**

Title 14, Code of Federal Regulations, part 107, subpart D, prescribes the eligibility and operating requirements for civil sUA to operate over human beings in the United States. To be eligible for use, the sUA must meet the requirements of § 107.120(a) for Category 2 operations or § 107.130(a) for Category 3 operations. These sections require the sUA to be designed, produced or modified such that it will not cause injury to a human being above a specified severity limit, does not contain any exposed rotating parts that would lacerate human skin, and does not contain any safety defects. Section 107.155 requires that means of compliance with § 107.120(a) or § 107.130(a) be established and FAA-accepted. Section 107.160 requires an applicant to declare that sUA for Category 2 or Category 3 operations meet an FAA-accepted means of compliance.

**Means of Compliance Accepted**

This notification of availability serves as a formal acceptance by the FAA of ParaZero’s “ParaZero Part 107 Operations Over People Means of Compliance,” version 1.5, as an acceptable means of compliance, but not the only means of compliance with §§ 107.120(a) and 107.130(a). Applicants may also propose alternative means of compliance for FAA review and possible acceptance.

**Revisions**

Revisions to ParaZero’s “ParaZero Part 107 Operations Over People Means of Compliance,” version 1.5, will not be automatically accepted and will require further FAA acceptance for any revisions to be considered an accepted means of compliance. Issued in Kansas City, Missouri, on February 25, 2026.

**Patrick R. Mullen,**

*Manager, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service.*

[FR Doc. 2026–04077 Filed 2–27–26; 8:45 am]

**BILLING CODE 4910–13–P**