

**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**