31 U.S.C. 3717 and shall accrue from the date of billing. To collect unpaid bills, the Office will follow the provisions of the Debt Collection Act of 1982, as amended (96 Stat. 1749 *et seq.*) including the use of consumer reporting agencies, collection agencies, and offset.

Subpart F—Annual Report to Congress

§ 2604.601 Submission of report.

On or before March 1 of each calendar year, a report of OGE's activities over the preceding year relating to the Freedom of Information Act will be submitted to the Speaker of the House of Representatives and the President of the Senate.

§ 2604.602 Contents of the report.

The annual report to Congress will include for the relevant reporting period:

- (a) The number of FOIA requests made to OGE, determinations made by OGE not to comply with requests for records made to it under the FOIA and the reasons for each such determination:
- (b) The number of appeals made by persons under the FOIA, the results of such appeals, and the reasons for the action by OGE upon each appeal that results in a denial of information;
- (c) The names and titles or positions of each person responsible for the denial of records requested under the FOIA;
- (d) The results of each proceeding conducted pursuant to subsection (a)(4)(F) of the FOIA, including a report of the disciplinary action taken against the officer or employee who was primarily responsible for improperly withholding records or an explanation of why disciplinary action was not taken:
- (e) A copy of every rule made by OGE regarding the FOIA;
- (f) A copy of the fee schedule and the total amount of fees collected by OGE for making records available under the FOIA; and
- (g) Such other information as indicates efforts by OGE to administer fully the FOIA.

Subpart G—Fees for the Reproduction and Mailing of Public Financial Disclosure Reports

§ 2604.701 Policy.

Fees for the reproduction and mailing of public financial disclosure reports (SF 278s) requested pursuant to section 105 of the Ethics in Government Act of 1978, as amended, and § 2634.603 of this chapter shall be assessed according to the schedule contained in § 2604.702. Requesters shall pay fees by check or money order made payable to the Treasury of the United States. Except as

provided in § 2604.702(d), nothing concerning fees in subpart E of this part supersedes the charges set forth in this subpart for records covered in this subpart.

§ 2604.702 Charges.

(a) *Duplication*. Except as provided in paragraph (c) of this section, copies of public financial disclosure reports (SF 278s) requested pursuant to section 105 of the Ethics in Government Act of 1978, as amended, and § 2634.603 of this chapter will be provided upon payment of \$.03 per page furnished.

(b) Mailing. Except as provided in paragraph (c) of this section, the actual direct cost of mailing public financial disclosure reports will be charged for all forms requested. Where the Office elects to comply, as a matter of administrative discretion, with a request for special mailing services, the actual direct cost of such service will be charged.

(c) *De minimis fees.* The Öffice will not assess fees for individual requests if the total charge would be \$10.00 or less.

(d) *Miscellaneous fee provisions*. The miscellaneous fee provisions set forth in § 2604.504 apply to requests for public financial disclosure reports pursuant to § 2634.603 of this chapter.

[FR Doc. 95–4347 Filed 2–22–95; 8:45 am] BILLING CODE 6345–01–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 94-AGL-23]

Establishment of Class D Airspace; Akron-Canton, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class D airspace at Akron-Canton Regional Airport, Akron, Ohio. Currently, the airspace at Akron-Canton Regional Airport is designated as Class C airspace. During certain periods of time, the Akron-Canton Air Traffic Control Tower (ATCT) radar approach control facility is not operational. However, the ATCT at Akron-Canton Regional Airport is full-time. The intended effect of this proposal is to provide accurate reference to Class D airspace at Akron-Canton Regional Airport.

EFFECTIVE DATE: 0901 UTC, May 25, 1995.

FOR FURTHER INFORMATION CONTACT: Jeffrey L. Griffith, Air Traffic Division, System Management Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (708) 294–7568.

SUPPLEMENTARY INFORMATION:

History

On August 24, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class D airspace at Akron-Canton Regional Airport, Akron, Ohio (59 FR 43517).

Currently, the airspace at Akron-Canton Regional Airport is designated as Class C airspace. During certain period of time, the Akron-Canton ATCT radar approach control facility is not operational and traffic is re-routed to Cleveland ARTCC during those times. However, the ATCT at Akron-Canton Regional Airport is full-time. The intended effect of this proposal is to correctly reference Class D airspace in aeronautical maps and charts. This action does not change the existing method of handling air traffic operations at Akron-Canton ATCT.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. Eight (8) letters of objection were received in response to the proposal. These objections were based on concerns for safety. The following concerns were raised:

- 1. Establishing Class D airspace at Akron, Ohio would jeopardize safety at Akron-Canton Regional Airport for air traffic operations during the hours that Class D airspace would be in effect. VFR traffic should be separated from IFR traffic.
- 2. Within the Weather Bureau closing, the airport would be unattended for the hours of Class D operation (midnight to 6:00 a.m. local time) and therefore there would be no controllers at the ATCT to observe and instruct snow removal from the runways during these times. This was of concern to the commenter because the airport is in the snow belt of Lake Erie.
- 3. Akron-Canton ATCT needs more controllers to handle the existing and increasing traffic so as not to jeopardize the continued growth of Akron-Canton Regional Airport.

All of these comments were considered and evaluated. They are responded to as follows:

1. There is no change to the existing method of handling air traffic operations at Akron-Canton Regional Airport. Class D airspace has existed at Akron-Canton Regional Airport for several years; however, it is not correctly indicated on aeronautical maps and charts. During