this time period of Class D operations, there has been no derogation of safety. The purpose of this docket is to initiate action to reference correctly Class D airspace in aeronautical directories and charts.

2. Responding to the issue of the airport being closed for snow removal, changing aeronautical maps and charts to reflect existing airspace will not impact the length of time that the airport would be closed for snow removal. The City of Akron, OH is responsible to remedy airport conditions caused by inclement weather. Comments regarding actions taken for snow removal at the airport can be directed to the City of Akron airport authorities. This comment addresses issues beyond the scope of the action proposed in this notice.

3. Implementation of the proposal on Class D airspace will not affect staffing at the Akron-Canton ATCT. Accordingly, the comment regarding staffing is beyond the scope of this notice.

A minor modification has been made to the legal description from that shown in the notice to exclude the airspace within the Akron-Canton Regional Airport Class C airspace area. This modification is required in accordance with new guidelines.

The coordinates for this airspace docket are based on North American Datum 83. Class D airspace designations are published in Paragraph 5000 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class D airspace designation listed in this document will be published subsequently in the Order.

## The Rule

This amendment to part 71 of the Federal Aviation Regulations establishes Class D airspace at Akron-Canton Regional Airport, Akron, Ohio during certain periods of time when the Akron-Canton ATCT radar approach control facility is not in operation. Currently, the airspace at Akron-Canton Regional Airport is designated as Class C airspace only. The intended effect of this proposal is to provide reference to Class D airspace to maintain the two-way radio communications requirements when the radar approach control facility is not in operation at the airport. This action does not change the existing method of handling traffic but will allow for action to be taken to correctly reference the airspace in aeronautical directories and charts.

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 will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

## List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

## Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

## PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

#### §71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 5000 General

\* \* \* \* \* \*

#### AGL OH D Akron-Canton, OH [New]

(Lat. 40°54′59" N., Long. 81°26′32" W.)

That airspace extending upward from the surface to and including 3700 feet MSL within a 4.3-mile radius of the Akron-Canton Regional Airport, excluding that airspace within the Akron-Canton Regional Airport, OH Class C airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be published in the Airport/Facility Directory.

Issued in Des Plaines, Illinois on February 9, 1995.

#### Roger Wall,

Manager, Air Traffic Division. [FR Doc. 95–4439 Filed 2–22–95; 8:45 am] BILLING CODE 4910–13–M

#### 14 CFR Part 71

[Airspace Docket No. 94-ASO-23]

# Amendment to Class E Airspace; Millington, TN

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

**ACTION:** Final rule.

SUMMARY: This amendment modifies the Class E airspace area at Millington, TN, to accommodate a VOR/DME RWY 22 Standard Instrument Approach Procedure (SIAP) at the Memphis NAS/Millington Municipal Airport. This amendment also makes a technical correction to the name of the airport, which is now joint use, and a minor correction to the geographic position coordinates of the airport.

EFFECTIVE DATE: 0901 UTC, March 30, 1995.

#### FOR FURTHER INFORMATION CONTACT:

Michael J. Powderly, System Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5570.

#### SUPPLEMENTARY INFORMATION:

## History

On December 2, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Class E airspace area at Millington, TN (59 FR 64878). The proposed action would provide additional controlled airspace to accommodate a VOR/DME RWY 22 SIAP at the Memphis NAS/Millington Municipal Airport. A technical correction is also being made to the name of the airport and a minor correction is being made to the geographic position coordinates of the airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Designations for Class E airspace extending upward from 700 feet or more above the surface are published in Paragraph 6005 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994. The Class E airspace designation listed in this document will be published subsequently in the Order.

## The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) modifies the Class E airspace area at Millington, TN, to accommodate