This action amends Class D airspace at Rickenbacker International Airport, Columbus, OH, to reflect the closure of South Columbus Airport. The exclusion of controlled airspace within a 1.3-mile radius is no longer needed and is removed from the airspace description, restoring Class D airspace to a 4.5-mile radius of Rickenbacker International Airport for the safety and management of IFR operations at the airport. The geographic coordinates of Rickenbacker International Airport, formerly called Rickenbacker Airport, are updated to coincide with the FAA’s aeronautical database. 

The FAA has determined that this action does not involve a significant impact on a substantial number of small entities due to the annual amendment process. Therefore, this rulemaking is deemed non-significant under the Regulatory Flexibility Act (15 U.S.C. 6301 et seq.) and does not warrant preparation of an environmental impact statement. Thus, this rulemaking is not a “significant regulatory action” under DOT Regulatory Policies and Procedures (49 FR 31036, August 22, 1984) and is not a “significant regulatory action” under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

The FAA has determined that this rulemaking action is non-significant under the Environmental Impact Policy Act (49 U.S.C. 301 et seq.) and is non-significant with respect to the national environmental policy (42 U.S.C. 4331 et seq.) and the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.). This rulemaking is non-significant under DOT Regulatory Policies and Procedures (44 FR 31036, August 22, 1979).