

part in accordance with the Compliance Procedures section, paragraph "1A. Fabric Covered Wings." or paragraph "2. Inspect" of The Don Luscombe Aviation History Foundation Recommendation #2, dated December 15, 1993, Revised November 21, 1995, whichever paragraph is applicable to the wing construction of the airplane.

(c) For airplanes with metal covered wings, an alternative method of compliance for the required modification in paragraphs (a)(1) and (a)(2) of this AD can be accomplished in accordance with the procedures contained in the Appendix to this AD.

Note 2: Although not required by this AD, the FAA recommends inspection of the spars for other forms of corrosion which may be a result of nest residue from rodent and bird infestation within the cavity of the wing. If corrosion is detected, it should be treated by the recommended maintenance procedures (reference Advisory Circular 43-4A, Corrosion Control for Aircraft, dated July 25, 1991).

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California, 90712. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(f) The inspections and modifications required by this AD shall be done in accordance with The Don Luscombe Aviation History Foundation Recommendation #2, dated December 15, 1993, Revised November 21, 1995. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from The Don Luscombe Aviation History Foundation, P. O. Box 63581, Phoenix, Arizona 85082; telephone (602) 917-0969 and fax (602) 917-4719.

Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment (39-9841) becomes effective on January 27, 1997.

## Appendix to AD 96-24-17

I. Inspection Procedures for Luscombe Model 8, 8A, 8B, 8C, 8D, 8E, 8F, T-8F Airplanes That Have Not Accomplished the Inspection in Accordance With the Procedures in the Don Luscombe Aviation History Foundation Recommendation #2, Dated December 15, 1993; Revised November 21, 1995

1. Remove ALL existing wing root fairings, wing inspection hole covers, and wing strut cover plates on both the right and left wing.

2. Loosen the four wing spar root attach bolts on both the right and left wings to permit a small wing angulation.

3. Perform a visual inspection of the extruded rear spar aft face of the left and right wing.

4. Inspect the spar from the root to the spliced sheet metal tip spar at the wing root fairing location.

5. To permit removal of the wing strut, unbolt the wing strut and remove the strut.

Note: In the location under a spar, support the wing half at normal height by any stable means, such as a ladder and padded lashed block. Avoid excess vertical angulation of the wing as this may stress the wing root attach point.

6. Using suitable light and the access gained by the wing strut hole, visually inspect the front of the rear spar and the rear of the front spar for abnormal bulges or erupted spar surfaces. (See also Note 2 in the body of AD 96-24-17)

7. Remove the wing tip fairing by drilling out the rivets (using a #30 drill or smaller), and inspect the spars for abnormal bulges or erupted spar surfaces in the "U channel attach area" of each spar, and the outer lengths to the splices of the sheet metal spar extrusions. (See Note 2 in the body of AD 96-24-17)

Note: Inspection of the front of the front spar may be performed by using the existing inspection holes and a "light trolley" on the upper aileron cable. The light trolley is made from a standard clear 110 volt bathroom night light connected to a candelabra socket lamp extension cord. Attach the light trolley to the upper aileron cable with a tie wrap, connect a wire of suitable length to the tie wrap and use this as a means to move the light along the face of the spar.

8. Reattach wing tip fairings with approved sheet metal screws or approved pop rivets.

9. Reassemble wing strut on inspected wing, protecting the root joint by avoiding excess vertical deflection. Check the lock nuts for wear and replace as necessary. Torque the strut ends and wing root bolts using adequate torque (do not over torque the attach fittings).

10. If evidence of intergranular corrosion is detected, remove and replace the corroded part with an airworthy part.

11. Upon completion of the inspection, replace the wing root fairings, wing inspection hole covers and wing strut covers.

Issued in Kansas City, Missouri, on November 25, 1996.

Henry A. Armstrong,

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 96-30684 Filed 12-18-96; 8:45 am]

BILLING CODE 4910-13-U

## 14 CFR Part 71

[Airspace Docket No. 93-AWA-13]

RIN 2120-AA66

### Modification of the Los Angeles Class B Airspace Area; California

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This rule modifies the Los Angeles (LAX) Class B airspace area, California (CA). Specifically, this action lowers the ceiling of the LAX Class B airspace area from 12,500 feet mean sea level (MSL) to 10,000 feet MSL; reconfigures and/or raises the lower limits of several existing subareas to provide additional airspace for general aviation (GA) aircraft to navigate outside or under the LAX Class B airspace area; and creates several subareas in order to contain operations within the LAX Class B airspace area. The FAA is taking this action to enhance safety, to reduce the potential for midair collision in this high density traffic area, and to improve the management of air traffic operations into, out of, and through the LAX Class B airspace area.

**EFFECTIVE DATE:** 0901 UTC, July 17, 1997.

**FOR FURTHER INFORMATION CONTACT:** William C. Nelson, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; Telephone: (202) 267-8783.

#### SUPPLEMENTARY INFORMATION:

##### Background

Airspace reclassification, which became effective September 16, 1993, discontinued the use of the term "Terminal Control Area" (TCA) and replaced it with the term "Class B airspace." This change in terminology is reflected in this rule.

On May 21, 1970, the FAA published Amendment No. 91-78 to part 71 of the Federal Aviation Regulations (35 FR 7782). This rule provided for the establishment of Class B airspace. Class B airspace was developed to reduce the potential for midair collision in the congested airspace surrounding airports with high density air traffic by

providing an area wherein all aircraft are subject to certain operating rules and equipment requirements.

The density of traffic and the type of operations being conducted in the airspace surrounding major terminals increase the probability of midair collisions. In 1970, an extensive study found that the majority of midair collisions occurred between a GA aircraft and an air carrier, military, or another GA aircraft. The basic causal factor common to these conflicts was the mix of uncontrolled aircraft operating under visual flight rules (VFR) and controlled aircraft operating under instrument flight rules (IFR). The establishment of Class B airspace areas provides a means to accommodate the increasing number of IFR and VFR operations. The regulatory requirements of Class B airspace afford the greatest protection for the greatest number of people by providing air traffic control (ATC) with an increased capability to provide aircraft separation service, thereby minimizing the mix of controlled and uncontrolled aircraft.

The standard configuration of a Class B airspace area contains three concentric circles centered on the primary airport extending to 10, 20, and 30 nautical miles (NM), respectively. The vertical limit of a Class B airspace area normally does not exceed 10,000 feet MSL, with the floor established at the surface in the inner circular area and at levels appropriate to the containment of operations in the outer circular areas. Class B airspace may be designed using variations of these criteria which are dependent on terrain, adjacent regulatory airspace, and factors unique to the specific terminal area. To date, the FAA has established 29 Class B airspace areas.

The geographic coordinates for this airspace docket are based on North American Datum 83. Class B airspace areas are published in paragraph 3000 of FAA Order 7400.2D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class B airspace area listed in this document will be published subsequently in the Order.

#### *Related Rulemaking Actions*

On June 21, 1988, the FAA published the Transponder with Automatic Altitude Reporting Capability Requirement final rule (53 FR 23356). This rule requires all aircraft to have an altitude encoding transponder when operating within 30 NM of any designated Class B primary airport from the surface up to 10,000 feet MSL. This rule excluded those aircraft that were not originally certificated with an

engine-driven electrical system (or those that have not subsequently been certificated with such a system), balloons, or gliders.

On October 14, 1988, the FAA published the TCA Classification and TCA Pilot and Navigation Equipment Requirements final rule (53 FR 40318). This rule, in part, removed the different classifications of TCA's, and requires the pilot-in-command of a civil aircraft operating within a TCA to hold at least a private pilot certificate, except for a student who has received certain documented training.

#### *Public Input*

On November 22, 1994, the FAA published a Notice of Proposed Rulemaking in the Federal Register proposing to modify the LAX Class B airspace area (Airspace Docket 93-AWA-13; 59 FR 60244). Interested persons were invited to participate in this rulemaking action by submitting written data, views, or arguments. In response to this notice, the FAA received 33 comments. All comments received were considered before issuing this final rule. An analysis of the comments received in response to this notice is summarized below.

#### *Analysis of Comments*

##### *Area B Airspace Boundary*

Nineteen commenters opposed lowering the floor of the Class B airspace area from 2,000 feet MSL to 1,500 feet MSL in Area B. These commenters, all helicopter pilots, state that the proposed change would compress VFR GA aircraft with helicopter traffic that normally operates at or below 1,500 feet MSL in Area B, particularly along the Long Beach Freeway. These commenters recommend that the FAA retain the floor of Area B at 2,000 feet MSL.

The FAA agrees with this recommendation, and retains the floor of Area B at 2,000 feet MSL.

##### *Hollywood and Shoreline (H/S) VFR Routes, and Special Federal Aviation Regulation (SFAR) No. 51-1*

Several commenters objected to the elimination of the existing VFR transition routes. These commenters state that this action does not address the H/S VFR Routes, or the Special Flight Rules Area which the FAA interprets as SFAR No. 51-1. Many of these commenters state that this change will force them to fly alternate routes over populated and noise-sensitive areas. These commenters request that the FAA take action to preserve the existing VFR transition routes in the

final LAX Class B airspace design. The Air Line Pilots Association (ALPA) states that the Shoreline route should be deleted because it is an obstacle to the expeditious flow of traffic departing LAX.

This action does not eliminate SFAR No. 51-1, or the H/S Routes. The FAA finds that the H/S routes and SFAR No. 51-1 pose no impairment to air traffic operations into or out of LAX.

##### *Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) Boundaries*

Several commenters opposed defining the boundaries of the LAX Class B airspace area exclusively in terms of latitude and longitude (lat/long). These commenters recommended that the boundaries of the LAX Class B airspace area remain defined in terms of VOR/DME (fix/radial/distance) as well as geographical landmarks. The Northern California Airspace Users Working Group (NCAUWG) also believes that several boundary points are not shown on aeronautical charts, and that this will increase cockpit workload. The NCAUWG also states that the lat/long boundary identification method requires certified Global Positioning System (GPS) equipment.

The FAA does not agree. Defining the boundaries in terms of VOR radials and DME arcs would encompass more airspace than is required for the specific LAX Class B airspace area design. In addition, the FAA believes that there are sufficient geographical landmarks to determine the boundaries of the LAX Class B airspace area without GPS equipment.

##### *Terminal and Regional Airspace (TARA) Concept*

The Southern California Airspace Users Working Group (SCAUWG) proposed the implementation of the TARA concept as an alternative plan to the LAX Class B airspace area proposal. This concept envisions replacing the existing LAX Class B airspace area with two layers of regulated airspace. Specifically, the TARA configuration would have an upper area between 5,000 and 10,000 feet MSL called regional airspace and a lower area called terminal airspace. This concept is supported by the NCAUWG, ALPA, Aircraft Owners and Pilot Association (AOPA), and other airspace users.

The FAA believes that to implement a significant change such as the recommended TARA concept for the LAX airspace area, or any portion of the National Airspace System, will require additional study and evaluation. The FAA believes that to withdraw the

adopted modification to the LAX Class B airspace area at this point would compromise aircraft safety in and around the LAX area. The FAA believes, with the increase in traffic volume, the adopted modifications detailed in this action are necessary to ensure continued safe operations within the LAX Class B airspace area. Notwithstanding, the FAA has begun further analysis and evaluation of the recommended TARA concept.

#### *Turn Style Philosophy*

One commenter suggested that the FAA consider a general "turn style" philosophy that includes an inner and outer track, allowing approaches and departures along a tangential route with right hand patterns and the occasional straight-in approach.

The FAA does not agree with this suggestion. The suggested operation is not compatible in view of the Los Angeles Basin topography, traffic flow configurations, other airports, and noise abatement procedures in the Class B airspace area.

#### *LAX Class B Airspace Area Ceiling and Buffer Areas*

One commenter suggests lowering the LAX Class B airspace area ceiling to 8,000 feet MSL. This commenter believes that the San Francisco (SFO) Class B airspace area configuration works well with the ceiling at 8,000 feet MSL. In this commenter's opinion, SFO has arrival and departure structures similar to those currently in place at LAX, and this would allow non-turbocharged GA aircraft to overfly the LAX Class B airspace area "without bothering ATC."

The FAA does not agree. An 8,000 feet MSL ceiling would not adequately contain departing LAX traffic.

ALPA opposes lowering the LAX Class B airspace area ceiling below 12,000 feet MSL, contending it would allow VFR traffic to fly just above the top of the airspace area without being in contact with ATC. ALPA contends this would reduce safety between aircraft entering and exiting the LAX Class B airspace area, and aircraft operating outside the airspace area.

The FAA does not agree and determined that the 10,000 feet MSL ceiling is sufficient to contain operations within the LAX Class B airspace area.

In addition, ALPA recommends that buffer areas be created between the horizontal and vertical boundaries of the Class B airspace area and the surrounding airspace, specifically, 500 feet from all floor and ceiling altitudes, and one mile from all lateral

boundaries. ALPA states that, under current rules, a pilot operating without benefit of ATC guidance can fly up to the very edge of the Class B airspace area, while pilots under ATC guidance are flying at assigned altitudes and routes immediately inside the Class B airspace area.

The FAA does not agree with these recommendations. The LAX Class B airspace area is designed to include only that airspace necessary to contain the operations of participating aircraft. Establishing buffers around the Class B airspace area would eliminate airspace that allows nonparticipating VFR aircraft to circumnavigate the Class B airspace area at prescribed VFR altitudes. Additionally, pilots are required to operate in accordance with the provisions of the Federal Aviation Regulations. These rules afford adequate protection between those aircraft operating within or navigating outside of regulatory airspace. The FAA is not establishing buffer zones around the LAX Class B airspace area.

#### *Class B airspace area Sector Modifications*

One commenter recommended that the FAA raise the floor of Area N west of Santa Monica Airport (SMO) to 5,000 feet MSL and consolidate the area with the adjacent Area M 5,000 foot MSL sector. This commenter also suggested realigning the northern boundary of Area A to "eliminate inadvertent airspace intrusions" into Area A by aircraft operating southeast of SMO in Area N.

The FAA agrees, in part, with these comments. This action raises the floor of Area N west of SMO to 5,000 feet MSL and adjusts Area M's floor to 7,000 feet MSL to contain aircraft departing to the west. In addition, this action reconfigures a portion of the northern boundary of Area A. This reconfiguration provides additional airspace for aircraft operations southeast of SMO (between SMO and LAX) by raising the floor from the surface to 5,000 feet MSL.

Several commenters recommended modification of the Class B airspace area east of SMO by raising the floor of Area C to 3,000 feet MSL. The FAA disagrees with this recommendation. Raising the floor of Area C to 3,000 feet MSL would have an adverse impact on aircraft executing instrument approach procedures into LAX.

Another commenter opposed raising the floor of Area N from 4,000 to 7,000 feet MSL west of SMO, claiming that this would decrease the margin of safety for aircraft arriving from the north and west. This commenter also states that

traffic is often flying at 7,000 feet MSL in the vicinity of the SMO VOR/DME, and the change will allow VFR aircraft to operate below 7,000 feet MSL.

The FAA does not agree with this comment. The modification to Area N and expansion of Area M will not decrease air safety. This action consolidates Area N into one subarea with a floor of 5,000 feet MSL. However, expansion to the west is necessary for traffic arriving from the north and west. In this action, Area M is expanded approximately 10 miles westward with a floor of 7,000 feet MSL. In addition, the floor in Area N is raised to 5,000 feet MSL returning a significant amount of airspace for GA aircraft using the SMO VOR/DME for navigation, and operating into and out of SMO to the west.

Another commenter recommends raising the floor of Area C, or moving the adjoining boundaries of Areas C and N further east in order to allow GA aircraft to climb above SMO's airspace, if necessary.

The FAA agrees, in part, and has moved the adjoining boundary of Areas C and N approximately 1½ NM eastward. This modification supports operations into and out of SMO and contains operations within the LAX Class B airspace area.

One commenter states that the revised Class B airspace area will overlie the Santa Ana (SNA) Class C airspace area surrounding the John Wayne/Orange County Airport. In this commenter's opinion, one can overfly SNA from the northeast to Catalina Island at only one cardinal VFR altitude, 6,500 feet MSL, which makes it difficult for an aviator to plan a VFR return trip.

The FAA does not concur. Area I overlaps a portion of the west side of the SNA Class C airspace area. However, VFR altitudes of 5,500, 6,000 and 6,500 feet MSL are available. In addition, GA aircraft can circumnavigate the revised LAX Class B airspace area by flying to the east approximately 8 NM and above the SNA Class C airspace area. Further, GA operators who choose not to circumnavigate the area can follow standard procedures and enter the LAX Class B or SNA Class C airspace areas.

One commenter states that the FAA erroneously published the lat/long coordinates of the Area C boundary point named "West Los Angeles College." According to this commenter, the published coordinates would locate this boundary point 17 NM south of Santa Catalina Island, in the Pacific Ocean.

The FAA agrees with this commenter, and has corrected the coordinates for Area C (West Los Angeles College) in this final rule.

One commenter states that Areas A and G, as configured, are excessive. In this commenter's opinion, a new area should be created out of the western portion of Area A and the southern portion directly west of Torrance, extending to 3 NM offshore, with its base at 1,000 feet MSL, rather than at the surface. This commenter states that if the airspace design outlined in the NPRM is adopted, aircraft departing Torrance, and aircraft from the southeast following the coastline, may be adversely affected. The commenter suggested that the western and very southern portions of Area A do not need to extend down to the surface. The commenter further states that the designation of Class B airspace around Long Beach/Daugherty Field (LGB) is not necessary, and the western portion of Area G between Hawthorne and Torrance could be completely eliminated since this portion of the airspace is very seldom used by large jet aircraft.

The FAA disagrees with this commenter. The FAA has determined that for the protection of the primary airport, airspace extending from the surface is necessary. The LAX Class B airspace area has been configured to contain heavily loaded jet and turboprop aircraft departing LAX to remain within the Class B airspace area. In addition, this area is designed to control both arriving/departing turboprop and jet aircraft operating in the LAX Class B airspace area, whether the airport is in a east or west operation. The 5,000 foot MSL floor in Area G of the LAX Class B airspace area provides sufficient airspace for GA aircraft operating between Hawthorne and Torrance. Furthermore, the VFR Transition Routes and the SFAR No. 51-1 area provide for VFR aircraft transiting the LAX Class B airspace area.

One commenter states that areas E and F are unnecessarily complex, and suggested that the FAA simplify those areas by lowering the base of Area F to 8,000 feet MSL and combine it with Area E.

The FAA does not agree with this comment or suggestion. The FAA used only the minimum amount of airspace essential to support the Class B requirements and does not believe the Areas E and F are complex in design. In addition, the 9,000 foot MSL floor of Area F is designed to contain arriving and departing aircraft from and to the east.

One commenter states that on VFR flights to Avalon, Catalina, the base altitude and position of Area I might block the "preferred altitude" of 7,500 feet MSL that they feel is necessary to

glide and land in the event of engine failure.

The FAA does not agree. Area I's 7,000 feet MSL floor is necessary to contain high performance jet and turboprop aircraft departing out of the LAX Class B airspace area to the east and southeast. In addition, GA aircraft can alter their flight paths to the west and fly under Area J and then climb to 7,500 feet MSL, or these pilots can use standard procedures and enter the LAX Class B airspace area.

One commenter recommended modifying the boundary of Area K to remove VOR Federal Airway V25-27 from the LAX Class B airspace area.

The FAA concurs with this recommendation, and in this action modifies the boundary of Area K and L to parallel V25-27 along its western boundary.

#### The Rule

This amendment to 14 CFR part 71 modifies the LAX Class B airspace area, CA. This action lowers the ceiling of the LAX Class B airspace area from 12,500 feet MSL to 10,000 feet MSL; reconfigures and/or raises the lower limits of several existing subareas to provide additional airspace for GA aircraft to navigate outside or under the LAX Class B airspace area; and creates several subareas in order to contain operations within the LAX Class B airspace area. The FAA is taking this action to enhance safety, to reduce the potential for midair collision in this high density traffic area, and to improve the management of air traffic operations into, out of, and through the LAX Class B airspace area. The modifications are depicted on the attached chart.

#### Regulatory Evaluation Summary

Final rule changes to Federal regulations must undergo several economic analyses. First, Executive Order 12866 directs that each Federal agency shall propose or adopt a regulation only upon a reasoned determination that the benefits of the intended regulation justify its costs. Second, the Regulatory Flexibility Act requires agencies to analyze the economic effect of regulatory changes on small entities. Third, the Office of Management and Budget directs agencies to assess the effect of regulatory changes on small entities. In conducting these analyses, the FAA has determined that this final rule: (1) will generate benefits that justify its minimal costs and is not "a significant regulatory action" as defined in the Executive Order; (2) is not significant as defined in the Department of Transportation's Regulatory Policies and Procedures; (3)

will not have a significant impact on a substantial number of small entities; (4) will not constitute a barrier to international trade and (5) will not contain any Federal intergovernmental or private sector mandate. These analyses are summarized below.

#### A. Costs

The final rule will alter several existing areas and lateral boundaries, as well as create several new areas within the limits of the LAX Class B airspace area. All of the changes to the revised LAX Class B airspace area occur entirely within the Los Angeles Mode C veil centered around LAX. The FAA has determined that altering the LAX Class B airspace area will impose minimal, if any, additional cost to either the agency or aircraft operators. The FAA has concluded this for several reasons. First, the FAA can absorb any additional workload with existing personnel and equipment. Second, the FAA routinely and periodically updates aeronautical charts; therefore, alterations in LAX Class B airspace area aeronautical charts will not impose any additional cost. Third, aircraft operating in the expanded areas of Class B airspace will already have two-way communication capability and Mode C transponders. Fourth, pilots can avoid the expanded areas of the Class B airspace area with only small deviations from their current flight paths.

#### B. Benefits

The FAA has determined the final rule will improve traffic flow while enhancing safety. Enhancements to safety come in the lowered risk of midair collisions (despite the rise in traffic density) due to increased control in those subareas where Class B airspace will be expanded. The final rule will benefit GA aircraft operators by modifying the size of various subareas of the Class B airspace area. In addition, the alterations of the Class B airspace will simplify airspace boundaries.

#### C. Conclusion

In view of the minimal cost of compliance and benefits of enhanced aviation safety and increased operational efficiency, the FAA has determined that the final rule will be cost beneficial.

#### Final Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (RFA) was enacted by Congress to ensure that small entities are not unnecessarily and disproportionately burdened by Federal regulations. The RFA requires a Regulatory Flexibility

Analysis to determine if a final rule will have "significant economic impact on a substantial number of small entities." FAA Order 2100.14A outlines the FAA's procedures and criteria for implementing the RFA.

The small entities that may be affected by the implementation of the final rule are unscheduled operators of aircraft for hire owning nine or less aircraft. Only those unscheduled aircraft operators without the capability to operate under IFR conditions will be potentially affected by the final rule. The FAA contends that all of the potentially affected unscheduled aircraft operators will already be equipped to operate under IFR conditions. Therefore, the FAA contends that the final rule will not have a significant economic impact on a substantial number of small entities.

#### International Trade Impact Assessment

The final rule will not constitute a barrier to international trade, including the export of American goods and services to foreign countries and the import of foreign goods and services into the United States (U.S.). This assessment is based on the fact that the final rule will neither impose costs on aircraft operators nor aircraft manufacturers (U.S. or foreign).

#### Unfunded Mandate Assessment

Title II of the Unfunded Mandates Reform Act of 1995 (the Act), enacted as Public Law 104-4 on March 22, 1995, requires each Federal agency, to the extent permitted by law, to prepare a written assessment of the effects of any Federal mandate in a proposed or final agency rule that may result in the expenditure of \$100 million or more adjusted annually for inflation in any one year by State, local, and tribal governments, in the aggregate, or by the private sector. Section 204(a) of the Act, 2 U.S.C. 1534(a), requires the Federal agency to develop an effective process to permit timely input by elected officers (or their designees) of State, local and tribal governments on a proposed "significant intergovernmental mandate." A "significant intergovernmental mandate" under the Act is any provision in a Federal agency regulation that would impose an enforceable duty upon State, local, and tribal governments, in the aggregate, (of \$100 million adjusted annually for inflation) in any one year. Section 203 of the Act, 2 U.S.C. 1533, which supplements section 204(a), provides that before establishing any regulatory requirements that might significantly or uniquely affect small governments, the agency shall have developed a plan that

among other things, provides for notice to potentially affected small governments, if any, and for a meaningful and timely opportunity to provide input in the development of regulatory proposals.

This rule does not contain any Federal intergovernmental or private sector mandate. Therefore, the requirements of Title II of the Unfunded Mandates Reform Act of 1995 do not apply.

#### List 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—[AMENDED]

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

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

##### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

*Paragraph 3000—Subpart B-Class B Airspace*  
\* \* \* \* \*

AWP CA B Los Angeles, CA [Revised]

Los Angeles International Airport (Primary Airport)

(lat. 33°56'33"N, long. 118°24'29"W)

#### Boundaries

*Area A.* That airspace extending upward from the surface to 10,000 feet MSL bounded by a line beginning at lat. 34°00'08"N, long. 118°45'01"W; to lat. 34°00'33"N, long. 118°32'56"W; to lat. 33°57'42"N, long. 118°27'23"W (Ballona Creek/Pacific Ocean); to lat. 33°57'42"N, long. 118°22'10"W (Manchester/405 Fwy); to lat. 34°01'00"N, long. 118°15'00"W; to lat. 33°55'48"N, long. 118°13'54"W; to lat. 33°55'51"N, long. 118°26'05"W (Imperial Hwy/Pacific Ocean); to lat. 33°45'34"N, long. 118°27'01"W (LIMBO intersection); to lat. 33°45'14"N, long. 118°32'29"W (INISH intersection); to the point of beginning.

*Area B.* That airspace extending upward from 2,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at lat. 34°01'00"N, long. 118°15'00"W; to lat. 34°00'01"N, long. 118°07'58"W (Garfield Washington Blvd); to lat. 33°56'10"N, long. 118°07'21"W (Stonewood Center); to lat. 33°55'48"N, long. 118°13'54"W (V16/V370 10 DME); to the point of beginning.

*Area C.* That airspace extending upward from 2,500 feet MSL to and including 10,000 feet MSL bounded by a line beginning at lat.

34°06'00"N, long. 118°14'27"W (Railroad Freight Yard); to lat. 34°06'00"N, long. 118°11'23"W (Ernest E. Debs Regional Park); to lat. 34°02'03"N, long. 118°03'39"W (Legg Lake); to lat. 33°58'40"N, long. 118°01'49"W (Whittier College); to lat. 33°54'10"N, long. 118°01'49"W; to lat. 33°53'35"N, long. 118°10'55"W (Dominguez High School); to lat. 33°55'48"N, long. 118°13'54"W (V16/V370 10 DME); to lat. 33°56'10"N, long. 118°07'21"W (Stonewood Center); to lat. 34°00'01"N, long. 118°07'58"W (Garfield/Washington Blvd); to lat. 34°01'00"N, long. 118°15'00"W (V264 10 DME); to lat. 33°57'42"N, long. 118°22'10"W (Manchester/405 Fwy); to lat. 34°00'20"N, long. 118°23'05"W (West Los Angeles College); to lat. 34°02'49"N, long. 118°21'48"W; to the point of beginning.

*Area D.* That airspace extending upward from 4,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at lat. 34°02'03"N, long. 118°03'39"W (Legg Lake); to lat. 34°06'00"N, long. 118°11'23"W (Ernest E. Debs Regional Park); to lat. 34°00'45"N, long. 117°54'03"W; to lat. 33°57'40"N, long. 117°53'35"W; to lat. 33°54'26"N, long. 117°54'21"W (Brea Municipal Golf Course); to lat. 33°54'10"N, long. 118°01'49"W; to lat. 33°58'40"N, long. 118°01'49"W (Whittier College); to the point of beginning.

*Area E.* That airspace extending upward from 8,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at lat. 34°02'19"N, long. 117°59'13"W; to lat. 34°02'50"N, long. 117°50'43"W (Mt. San Antonio College); to lat. 33°59'28"N, long. 117°50'42"W (SUZZI Intersection); to lat. 33°54'34"N, long. 117°52'10"W (Imperial Golf Course); to lat. 33°54'26"N, long. 117°54'21"W (Brea Municipal Golf Course); to lat. 33°57'40"N, long. 117°53'35"W; to lat. 34°00'45"N, long. 117°54'03"W; to the point of beginning.

*Area F.* That airspace extending upward from 9,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at lat. 34°02'50"N, long. 117°50'43"W (Mt. San Antonio College); to lat. 34°03'15"N, long. 117°47'00"W (General Dynamics); to lat. 33°59'55"N, long. 117°45'55"W (ARNES Intersection/Water Tower); to lat. 33°54'39"N, long. 117°46'57"W; to lat. 33°54'34"N, long. 117°52'10"W (Imperial Golf Course); to lat. 33°59'28"N, long. 117°50'42"W (SUZZI Intersection); to the point of beginning.

*Area G.* That airspace extending upward from 5,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at lat. 33°55'51"N, long. 118°26'05"W (Imperial Hwy/Pacific Ocean); to lat. 33°55'52"N, long. 118°16'43"W (Broadway/Imperial Hwy); to lat. 33°53'35"N, long. 118°10'55"W (Dominguez High School); to lat. 33°54'10"N, long. 118°01'49"W; to lat. 33°47'00"N, long. 118°03'17"W (Seal Beach VORTAC/Los Alamitos Armed Forces Reserve Center); to lat. 33°46'28"N, long. 118°11'54"W (Long Beach VA Hospital); to lat. 33°45'34"N, long. 118°27'01"W (LIMBO Intersection); to the point of beginning.

*Area H.* That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at lat. 33°54'10"N, long. 118°01'49"W; to lat. 33°54'26"N, long. 117°54'21"W (Brea

Municipal Golf Course); to lat. 33°47'23"N, long. 117°57'40"W (Garden Grove Mall); to lat. 33°47'00"N, long. 118°03'17"W (Seal Beach VORTAC/Los Alamitos AFRC); to point of beginning.

*Area I.* That airspace extending upward from 7,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at lat. 33°47'00"N, long. 118°03'17"W (Seal Beach VORTAC/Los Alamitos AFRC); to lat. 33°47'23"N, long. 117°57'40"W (Garden Grove Mall); to lat. 33°28'56"N, long. 117°51'49"W; to lat. 33°26'40"N, long. 118°00'54"W; to lat. 33°34'42"N, long. 118°07'48"W; to lat. 33°46'28"N, long. 118°11'54"W (Long Beach VA Hospital); to the point of beginning.

*Area J.* That airspace extending upward from 8,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at lat. 33°45'34"N, long. 118°27'01"W (LIMBO Intersection); to lat. 33°46'28"N, long. 118°11'54"W (Long Beach VA Hospital); to lat. 33°34'42"N, long. 118°07'48"W; to lat. 33°35'58"N, long. 118°25'39"W; to the point of beginning.

*Area K.* That airspace extending upward from 5,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at lat. 33°45'34"N, long. 118°27'01"W (LIMBO Intersection); to lat. 33°35'58"N, long. 118°25'39"W; to lat. 33°33'50"N, long. 118°33'23"W; to lat. 33°44'27"N, long. 118°42'23"W; to lat. 33°45'14"N, long. 118°32'29"W (INISH Intersection); to the point of beginning. *Area L.* That airspace extending upward from 2,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at lat. 33°45'14"N, long. 118°32'29"W (INISH Intersection); to lat. 33°44'27"N, 93-AWA-13 5 long. 118°42'23"W; to lat. 33°59'44"N, long. 118°55'22"W; to lat. 34°00'08"N, long. 118°45'01"W; to the point of beginning.

*Area M.* That airspace extending upward from 7,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at lat. 34°06'00"N, long. 118°56'33"W; to lat. 34°06'00"N, long. 118°47'06"W; to lat. 34°00'08"N, long. 118°45'01"W; to lat. 33°59'44"N, long. 118°55'22"W; to the point of beginning.

*Area N.* That airspace extending upward from 5,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at lat. 34°06'00"N, long. 118°47'06"W; to lat. 34°06'00"N, long. 118°14'27"W (Railroad Freight Yard); to lat. 34°02'49"N, long. 118°21'48"W; to lat. 34°00'20"N, long. 118°23'05"W (West Los Angeles College); to lat. 33°57'42"N, long. 118°22'10"W (Manchester/405 Hwy); to lat. 33°57'42"N, long. 118°27'23"W (Ballona Creek/Pacific Ocean); to lat. 34°00'33"N, long. 118°32'56"W; to lat. 34°00'08"N, long. 118°45'01"W; to the point of beginning.

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Jeff Griffith,

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## Appendix

Note: This appendix will not appear in the Code of Federal Regulations.

