

LGB CLASS C — PRESS RELEASES

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FEDERAL REGISTER	DEPARTMENT OF TRANSPORTATION, FAA	Tuesday, August 23, 2011

FAA BRINGS BACK PROPOSAL TO CHANGE LONG BEACH AIRSPACE

By Sean Belk - Staff Writer, Long Beach Business Journal

October 25, 2011

The Federal Aviation Administration (FAA) released a modified version of a proposal to increase air traffic controls over Long Beach Airport, a plan that local general aviation pilots have balked at for years.

The FAA is considering upgrading the airport's designated airspace to Class C, which would increase the area that pilots are required to communicate by radio with air traffic controllers at the Southern California Terminal Radar Approach Control, or TRACON, facilities in San Diego.

The airport currently has Class D airspace, which allows for airplanes to fly unregulated at certain altitudes. However, the FAA has been evaluating whether to reconfigure airspace at airports around the country to increase safety margins and prevent mid-air collisions between small aircraft and jet airliners as they land and depart.

Out of the country's 89 airports that served at least 1 million passengers in 2008, Long Beach Airport was the only airport with only Class D airspace, according to the FAA.

Ian Gregor, FAA spokesperson, said the new proposal released in August reduces restrictions of the original proposal based on comments received from the public and airspace-user groups.

"We scaled it back pretty significantly," he said. "This is a perfect example of how the system is supposed to work . . . We really take what everyone has to say very seriously and think this revised proposal shows we heard people's concerns, we listened to their concerns and changed our proposal based on those concerns."

Revisions to the original proposal include: eliminating changes to the Class C Airspace around John Wayne Airport and reducing the size of the Class C Airspace around Long Beach Airport, specifically over the ocean where general aviation pilots train and practice, according to Gregor.

The changes also raise the Class C ceiling west of Long Beach Airport to ensure departing aircraft would be in controlled airspace from takeoff until they reach the LAX Class B airspace, while requiring further controls on aircraft arriving from the west until they land on Runway 12, he said.

Gregor added that the proposal is not intended to change or create any new air routes used by jets, turbo props or private pilots or require any aircraft to fly where they don't now fly. "It would simply require private pilots to communicate with controllers in airspace where that requirement doesn't currently exist," he said.

But, airspace changes presented last year were met with strong opposition from general aviation pilots, who said the reconfiguration would only make matters worse in an already busy and complex system, squeezing private planes into certain routes and making flight patterns more dangerous.

While the FAA has cited a reported increase in mid-air collision alerts from commercial airlines as part of its motivation for increased restrictions, local pilots say the federal agency has yet to substantiate the claim. Some say the action comes from complaints by JetBlue Airways, which holds the largest share of flights at Long Beach Airport.

Candy Robinson, owner of Long Beach Flying Club and Flight Academy, said the proposed changes around the airport, even though different, still create problems for general aviation fliers. "There are some changes on it, but it's really a mess," she said. "It hasn't really changed a lot. It's actually just gotten more complicated."

Robinson added that the redesigned proposal still makes a "wall" for pilots traveling from inland to the shoreline, because of the imposed communication requirements. "It makes it more dangerous," she said. "It doesn't solve any problems at all."

Dennis Lord, member of the Los Angeles County Aviation Commission, said there are valid cases on both sides of the issue. But, he said raising restrictions does cause a "funnel effect," because east and westbound transition traffic avoid traveling through Class C airspace at all costs. Changes have the potential of impacting other nearby airports, Lord said.

At Compton Airport, the only non-towered airport in the Los Angeles Basin, general aviation traffic may increase due to the new proposal, he said. "One of the risks over there is having general aviation mid-air collisions," Lord said. "You solve one problem; you create another . . . That's been the whole scenario in this whole thing."

Meanwhile, local general aviation pilots also criticize the FAA for moving forward with its own varied plans while agencies are working on a full-scale review of reconfiguring airspace throughout Southern California. Robinson added that a project called Metroplex is looking at LAX and 11 other hubs across the United States, using satellite-based navigation to reconfigure the airspace with more modern technology.

Public meetings on the new proposal are scheduled October 25, today, and October 26 from 6-9 p.m. at the Holiday Inn Long Beach Airport, 2640 N. Lakewood Blvd. Written comments must be received on or before December 12.

If the FAA decides to proceed with a Notice of Proposed Rulemaking in the Federal Register, the public will have another opportunity to comment, which the FAA will review before deciding to establish Class C airspace.

For more information, call FAA Support Managers Pat Anderson at 838/537-5847 or Rick Pfahler at 858/537-5830.

REBUTTLE TO PRESS TELEGRAM OCTOBER 22, 2011

From: Richard Eastman <reastman@eastmangroup.com>
To: kristopher.hanson@presstelegram.com
Sent: Tuesday, October 25, 2011 2:34 PM
Subject: Long Beach Class C Airspace

Mr. Hanson ...

With respect to your story << http://www.contracostatimes.com/ci_19172152?source=most_viewed >>

You need to do some additional research on the impact of Class C airspace at Long Beach. Your story is full of holes!

<< As it now stands, only large commercial jets are required to make contact with the center, known as the Southern California Terminal Radar Approach Control Facility. >>

This statement is a half-truth. Commercial jets are required to talk to SoCal Approach because they have filled instrument flight plans for the entirety of their flight – not because it is SoCal! Further, any pilot on an instrument flight plan must talk with SoCal ... including a pilot in a Cessna 150 (or a glider); it is not limited to commercial jets. Further, SoCalTRACon provides “flight following” to virtually any pilot that requests it (although not always without some delay).

<< Ian Gregor, an FAA spokesman, said Long Beach is the only airport of 89 in the country serving more than 1 million passengers annually without surrounding Class C or Class B airspace. >>

What Ian Gregor DID NOT tell you is that Long Beach is surround by Class B, Class C, Class D, AND an Congressionally mandated TFR over Disneyland ... providing the FAA more than adequate oversight and tracking of traffic arriving and departing Long Beach. He also did not tell you that whether there is Class C airspace at Long Beach or not – the problems created by commercial air traffic departing Long Beach will NOT be alleviated by the Class C airspace – and may, in fact, be made worse. The LAX Class B airspace precludes straight-out departures from Long Beach – forcing commercial jets into a sharp left turn climbing turn out over the Long Beach harbor that puts them right in the middle of general aviation traffic transiting north-south along the coast line to AVOID the airspace to which your story alludes – airspace which will NOT be “controlled” (as implied in Gregor’s response) by SoCalTRACon.

<< The coalition also cited environmental impacts from turboprop and piston-powered aircraft, which still use leaded fuel. >>

Piston powered airplanes still use leaded fuel. Turboprop airplanes do not!

<< Pilot and flight instructor Cody Pierce, who operates out of Aces High Aviation in Long Beach, believes the change wouldn't hinder business or disrupt training. >>

Mr. Cody is extremely optimistic. On balance, Class C airspace will likely decimate the training activities that take place in Long Beach – putting an entire sector of airport services and public workers out of business. Mr. Cody’s estimate of conversation time is grossly misguided. As an active pilot that flies out of Orange County airport, it takes a minimum of 30 seconds just to prepare to talk with Departure Control. It then takes 60 seconds to converse and copy the departure clearance. It then takes 30 seconds to get permission to taxi from Ground Control. And under the Class C airspace requirements, departure times for aircraft are increased for “separation” requirements – leading to delays in getting permission to take-off from the tower; and delays in landing. All of this time is clocked on a student’s “Hobbs Meter” – which is time that the student is paying. Further, Class C airspace requires that a student learn communication and traffic control prior or as a part of learning to fly – which extends the ability and learning time required to get a student pilot to a state where he/she can, in fact, actually fly the airplane safely. This increased learning time requires that the flight instructor be present in the airplane – which further adds to the cost of learning to fly. Students that can leave the airport ... not have to talk to SoCal ... are able to concentrate on learning to fly the airplane – after which they can add the radio-communication needs much faster because they already understand how to fly. The result is much lower learning costs. These added costs, while seemingly incremental, drive students away from the airport to airports that are not burdened by Class C airspace. The cost of learning to fly at Long Beach will go up by more than 33% -- and possibly 50% (as has happened at both Orange County and Burbank). One need only look at the impact of the Class C airspace implementation at Orange County or Burbank airports to understand. Orange County went from 7 active and profitable flight schools and 9 flying clubs to 2 active marginally profitable flight schools and 2 flying clubs. There are not many in the Long Beach area ... which means that students will go where they can get equivalent training at much lower costs ... i.e. to Torrance, Compton, or maybe Hawthorne – or simply opt to focus on other interests. With the demise of Boeing and the addition of Class C, Long Beach will become virtually a commercial airport ... with all of the ensuing noise and traffic burdens that now confront Los Angeles, Burbank, and Orange County.

I live in Newport Beach. I teach flying mostly out of Chino airport for reasons noted above; although I do instruct out of Orange County on occasion. As a flight instructor, I advocate that all pilots flying in the Los Angeles Basin should be in contact with SoCalTRACon or some other traffic control agency while flying in the Basin.

That said, there is no real need for Class C airspace at Long Beach beyond the FAA attempting to justify further expansion. There has been no proven additional risk to pilots or the community from the continuing existence of Long Beach operating under Class D airspace rules. And the limited claims by commercial airlines serving Long Beach, primarily with respect to the fact that their departures fly through an area with higher density general aviation aircraft – while somewhat accurate, are NOT rectified by the proposed Class C airspace; and may actually create even more hazards for commercial jets.

In my view, the Long Beach Press Telegram needs to write a more balanced and researched story. It is not doing justice to its paper’s constituency; let alone, the established businesses that currently serve the Long Beach community.

// Richard Eastman

AIRSPACE CHANGE MAY IMPROVE SAFETY AT LONG BEACH AIRPORT

Press Telegram

By Kristopher Hanson, Staff Writer

Posted: 10/22/2011 07:20:54 PM PDT

Updated: 10/23/2011 07:33:17 PM PDT

LONG BEACH — A federal proposal to tighten aviation rules for small planes around Long Beach Airport is being met with mixed reviews, with some residents concerned it may encourage pilots to use less restricted spaces over cities and neighborhoods surrounding Long Beach.

The plan, released in recent weeks by the Federal Aviation Administration, would essentially designate the air above Long Beach and portions of neighboring cities "Class C" airspace, requiring all pilots to make contact with a regional air traffic control center near San Diego.

As it now stands, only large commercial jets are required to make contact with the center, known as the Southern California Terminal Radar Approach Control Facility.

Under the new rules, all pilots would be required to contact TRACON and obtain permission before flying into the area. The impact could be significant.

Through September, the FAA has reported 188,075 smaller aircraft, helicopters, medical air taxis and other general aviation operations at Long Beach Airport, said airport spokeswoman Kerry Gerot. An operation is defined as a take-off or landing. The airspace above Long Beach is now designated Class D, a less restrictive level allowing most pilots to fly in using visual cues and speaking directly with Long Beach's control tower.

Ian Gregor, an FAA spokesman, said Long Beach is the only airport of 89 in the country serving more than 1 million passengers annually without surrounding Class C or Class B airspace.

Class B is even more restrictive and is the designation for most large airports, such as Los Angeles International or New York's La Guardia.

"The way it is now, commercial aircraft coming into or leaving Long Beach are essentially flying through uncontrolled airspace," Gregor said. "By improving controls, you improve safety for both large commercial jets and smaller general aviation." Gregor said air traffic controllers at the San Diego TRACON could handle the increased communication. "We have the resources and the manpower, so it's not an issue," Gregor said.

However, some small aircraft pilots and homeowners believe if the rule is enacted, pilots may avoid the restricted airspace and fly over cities not currently popular with most pilots.

Those areas include many above densely populated neighborhoods north, west and east of Long Beach.

Led by the city of Palos Verdes Estates, a coalition of South Bay communities contacted the FAA about what they said could be "unintended consequences" arising from the proposal, including increased noise and pollution.

In a report, the coalition stated "a greater number of general aviation aircraft would avoid the Class C airspace altogether and opt to fly along the entire Palos Verdes coastline and over neighborhoods in Redondo Beach, Torrance, Palos Verdes Estates, Rolling Hills, San Pedro, Lomita and Rancho Palos Verdes."

The coalition also cited environmental impacts from turboprop and piston-powered aircraft, which still use leaded fuel.

But they concede it's an improvement from a 2010 FAA proposal to create a much broader Class C space above Long Beach and stretching far off the coast, where flight training and practicing is routine.

"We believe ... that concerns identified during the 2010 process have been adequately mitigated in the current 2011 LGB Class C proposal," said Palos Verdes Estates Mayor William John Rea.

Pilot and flight instructor Cody Pierce, who operates out of Aces High Aviation in Long Beach, believes the change wouldn't hinder business or disrupt training.

"Changing Long Beach to a Class C airspace would only have minor effects on our daily operations," Pierce said. "At most it would add a few radio transmissions at the beginning and end of each flight. Our instructors, pilots and students shouldn't have any issues adapting to the additional procedures."

Pierce noted that communication between pilots and TRACON takes "about 20 seconds of additional communications to receive a transponder code, and any further departure or arrival instructions," Pierce said. "Any proficient pilot shouldn't have any issue doing this with ease. And in turn, radar services are provided which will increase safety and traffic separation."

Pierce said pilots not comfortable with Class C operations could receive a couple hours of instruction to become comfortable with the new procedures.

The FAA is urging interested pilots to attend public hearings Tuesday and Wednesday, where FAA officials will take comments.

If the agency decides to move forward, a notice of "proposed rulemaking" will be listed in the National Registry. Any changes wouldn't take effect until early 2013 at the earliest, Gregor said.

Interested parties are urged to submit comments by Dec. 11 to John Warner, Operations Support Group, Western Service Center, Federal Aviation Administration, 1601 Lind Ave. SW, Renton, WA 98057.



A twin aircraft takes off from runway 24L at Long Beach Airport on Oct. 20. The Federal Aviation Administration is considering reclassifying the airspace around the airport to create more regulations -- and more safety -- for small aircraft. (Jeff Gritchen / Staff Photographer)



Flight instructor Ryan Davis, left, helps student pilot Kihyun Nam study the aviation chart for the Southern California at Long Beach Flying Club on Thursday.



Flight instructor Rand Sterrett, left, and commercial pilot student Arnold Pelekelo pull a Piper Arrow to the taxiway before heading out to do pattern work at Long Beach Flying Club on Oct. 20 at Long Beach Airport. (Jeff Gritchen / Staff Photographer)

FAA SETS MEETINGS ON SECOND TRY AT LONG BEACH AIRSPACE PLAN

Excerpts from www.aopa.org/advocacy/articles/2011

The FAA has scheduled two airspace meetings as it pursues an effort to establish Class C airspace for the now-Class D airspace at LGB. AOPA views the airspace change as a quick fix that should be incorporated into a full review of the airspace needs of all of Southern California, and encourages members to attend the meetings and submit comments to the FAA.

The FAA held a first round of meetings in June 2010, resulting in a design that narrowed options for pilots navigating to stay clear of the area, thus reducing safety. “The new design does mitigate some of the impacts of the previous design. However, the FAA still has not committed to a sweeping, full-scale review of the entire southern California area as requested by AOPA, local pilots, and other membership organizations,” said Tom Kramer, AOPA manager of air traffic services.

AOPA is reviewing the design and seeks input from local members as the association drafts its response to the proposal. Members are encouraged to submit comments in triplicate by Dec. 12 to John Warner, Operations Support Group, AJV–W2, Western Service Area, Air Traffic Organization, Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98057. Please also share your comments with AOPA at aopahq@aopa.org.

* * *

To see a presentation on the impact of this new version of the proposed Class C Airspace in the perspective of the Long Beach Flying Club, particularly with respect to VFR flight not requiring contact with SoCal ATC, go to www.scauwg.org/scauwg/ClassC2website_LBFlyingClub.pdf.

To see the Public Meeting Announcement of the informal meetings with regard to the proposed rule by the FAA as published in the Federal Register August 23, 2011, go to www.federalregister.gov/articles/2011/08/23/2011-21424/proposed-establishment-of-class-c-airspace-for-long-beach-ca-public-meetings

CLASS C AIRSPACE OVER LONG BEACH NOT JUSTIFIED
Reprinted Long Beach Flying Club Newsletter October 12, 2011
by AOPA ePublishing staff July 12, 2010
(submitted for the FAA proposal 2010; applicable to the 2011 proposal)

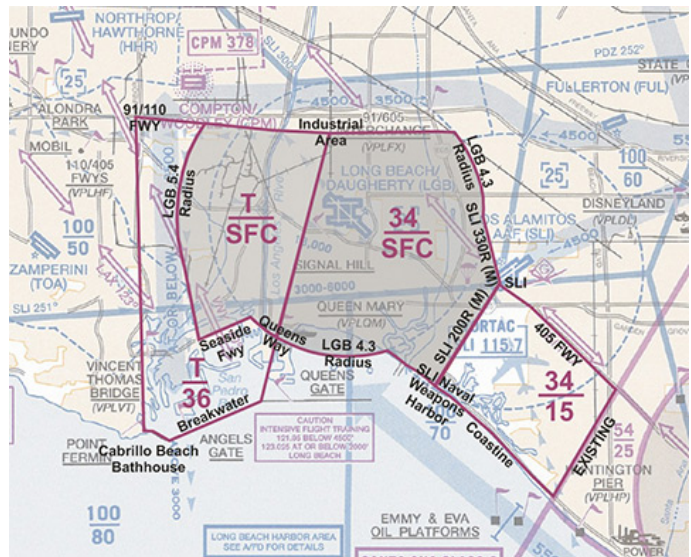
The Los Angeles area contains some of the most complex and congested airspace in the country. Establishing new controlled airspace in the midst of it may harm, not help, flight safety in the area, the FAA said in a 1991 Federal Register notice. Nearly 20 years later, the FAA is again attempting to establish Class C airspace to improve safety. The agency is proposing to change Long Beach/Daugherty Field's Class D airspace to Class C. Under the proposal, general aviation traffic would be forced into narrower passages to remain clear of the new airspace, decreasing safety in the area, AOPA told the agency in formal comments. The FAA withdrew a similar plan in 1991, saying that the Los Angeles Basin is so complex and congested that a review of the entire metroplex was needed. AOPA reminded the agency of its earlier decision and urged it to review the Los Angeles basin as a whole instead of evaluating the Long Beach airspace in isolation.

After reviewing air traffic data obtained through the Freedom of Information Act (FOIA), AOPA found that the only recurring safety issues identified all stemmed from Traffic Collision Avoidance System (TCAS) alerts between two aircraft operating under ATC control—something that Class D airspace should already prevent. The reclassification from Class D to Class C airspace at Long Beach will not enhance safety or mitigate the TCAS alerts that are being used as the justification for the airspace change, AOPA shared in comments.

“The establishment of additional, non-standard controlled airspace would increase the complexity of the airspace and cause a decrease in overall safety for the entire area,” wrote AOPA Manager of Air Traffic Services Tom Kramer. “Pilots will be forced to spend even more time ‘heads-down’ in the cockpit trying to ensure that they remain clear of controlled airspace, are communicating on the right frequency, and are on course to their destination.”

The FAA acknowledged the need to look at the area as a whole in 1991 when it withdrew a proposal to establish an airport radar service area, a precursor to today's Class C airspace, over Long Beach.

“Without question, the Los Angeles Basin airspace is more complex and congested than it was in 1991,” AOPA wrote. “Rather than address the issue in isolation, AOPA recommends that the FAA follow the advice they delivered in 1991 and take a comprehensive approach to the entire Los Angeles area. The airspace over Los Angeles is so complex that a solution cannot be successful without taking the entire airspace into account.”



Written by Melissa Pamer The Long Beach (CA) Press-Telegram
Wednesday, 12 October 2011 11:55

LONG BEACH AIRPORT AIRSPACE PLAN RELIEVES SOUTH BAY PILOTS

A new proposal to change how aircraft fly in the area surrounding Long Beach Airport has South Bay aviators relieved that it's much less restrictive than a federal plan released last year, but they remained concerned.

The tentative plan, made public last month by the Federal Aviation Administration, is intended to reduce the risk of midair collisions between small aircraft and jetliners over densely populated areas.

In the extremely complicated and congested Southern California urban airspace, where there are plenty of private general aviation pilots as well as commercial jets, FAA efforts to make changes have raised hackles in the past. Changes to Long Beach Airport's airspace have been discussed for years.

The latest plan for the airport is much scaled back from last year's, in large part because the agency saw such an outcry from South Bay pilots and local municipalities worried about safety and increased air traffic over residential neighborhoods. "We don't operate in a vacuum. We don't develop a proposal and solicit public comment and hold public hearings just to go through the motions," FAA spokesman Ian Gregor said. "We made some pretty significant changes to the proposal. ... It's really a very different proposal."

At issue is a move to create Class C airspace around Long Beach Airport, a designation that requires pilots to make two-way communication with a regional air traffic control facility in San Diego. Now, pilots can fly through much of the proposed Class C area using only visual cues.

Gregor repeated an often-cited fact in this debate: that Long Beach is the only airport of 89 in the continental United States that serves more than 1 million passengers without surrounding Class C or Class B airspace, which is even more restrictive. "It think it's pretty obvious that it's much better to have controlled airspace around a commercial airport than to have a situation where commercial aircraft have to fly through essentially uncontrolled airspace for a while," Gregor said. He said the proposal was part of an ongoing effort by the agency to be more "proactive" and identify future problems.

Is proposal needed?

But local pilots have questioned the agency's motivation, noting no near midair collisions with large jets, and saying they've yet to see data supporting claims of an increased number of alerts on anti-collision warning systems.

At an informational meeting last week hosted by the Torrance Airport Association, more than three dozen aviators met to question the plan and ask whether it's needed.

"Is it really that dangerous out there?" one asked. "We've got a solution here looking for a problem." Others called the change a "Band-Aid," saying a broad overhaul of Southern California airspace as a whole is needed.

On its website, the national Aircraft Owners and Pilots Association said it views the new plan as "a quick fix that should be incorporated into a full review of the airspace needs of all of Southern California."

Gregor confirmed that the FAA is "looking at a broader review" of regional airspace, but he said that would not result in the "cancellation of existing airspace proposals."

There was some relief at the Wednesday night meeting, held at Torrance Airport, that the 2010 proposal had been abandoned, though.

"Many people said: 'Holy smoke, that's a big piece of the sky,'" said Barry Jay, president of the association.

Keeping eye on safety

A widely used flight training area over the harbors will see much less conflict with the new Class C area, and that means novice pilots won't be pushed into another training area that runs along the Palos Verdes Peninsula coastline.

Rancho Palos Verdes officials have taken a particular interest in the plan because of concerns about aircraft noise and the safety of new pilots who might need to make emergency landings on inhospitable ground along the city's coast. The municipality alerted other South Bay cities to the FAA proposal last year, hiring an aviation consultant and leading criticism of the plan. The Rancho Palos Verdes City Council received a update on the new plan last week.

"We believe that the new proposal is safer for aircraft flight and should mitigate our concerns about increased aircraft noise in and around the South Bay area, especially the Palos Verdes Peninsula," said Dennis McLean, the city's finance director and a former airline official.

But the new plan doesn't follow visual landmarks that would make it easier for pilots to navigate. And there are lingering concerns about traffic conflicts in a corridor over Western Avenue leading to and from practice flight areas.

Pilots also are worried because the FAA does not plan to add air traffic controllers in San Diego. They say they won't get a response, or will be brushed off when trying to establish two-way contact before entering the Class C airspace.

Gregor said the agency has studied the issue and is confident there are sufficient controllers in San Diego to handle more calls from the Long Beach area.

Don Stewart, a Rancho Palos Verdes pilot who last year alerted officials in the city to the FAA proposal, said he sees a major improvement in the revised plan.

"The new proposal is 80 percent better than before. A lot of the traffic that was going to be going over the Peninsula is going to be reduced," Stewart said. "They did pretty good. It's an improvement but it's not perfect."

Later this month, the FAA will host two public meetings in Long Beach on its proposal. Public comments will be accepted through Dec. 12.

If the agency decides to move forward, it will begin with a "notice of proposed rulemaking," beginning a process of at least 18 months.

What: The FAA will hold two informal meetings on proposed changes to restricted airspace around Long Beach Airport.

When: 6-9 p.m. Oct. 25 and 26

Where: Holiday Inn Long Beach Airport, 2640 N. Lakewood Blvd., Long Beach.

(CalPilots Editor - Another words it isn't what we wanted but it isn't as bad as it could have been....)

LONG BEACH CLASS C MEETINGS - SECOND ITERATION

CAL PILOTS ASSOCIATION

Written by Editor

Friday, 02 September 2011 06:49

The FAA has scheduled two (additional) informal airspace meetings on Oct. 25 and 26 2011 in an effort to establish Class C airspace for the now-Class D airspace in Long Beach, Calif.

FAA SUMMARY: This notice announces two fact-finding informal airspace meetings to solicit information from airspace users and others, concerning a proposal to establish Class C airspace at Long Beach, CA. The purpose of these meetings is to provide interested parties an opportunity to present views, recommendations, and comments on the proposal. All comments received during these meetings will be considered prior to any issuance of a notice of proposed rulemaking.

Most aviation organizations (CalPilots, AOPA, NBAA, EAA) view the airspace change as a quick fix that should be incorporated into a full review of the airspace needs of all of Southern California, and encourage their SOCAL members to attend the meetings and submit comments to the FAA.

The meetings set for Oct. 25 and 26 mark a second round of informational sessions intended to help develop a design for the Class C airspace proposal. The FAA held a first round of meetings in June 2010, resulting in a design that narrowed options for pilots navigating to stay clear of the area, thus reducing safety.

According to AOPA, the new design is smaller and does mitigate some of the impacts of the previous design. However, the FAA still has not committed to a sweeping, full-scale review of the entire southern California area as requested by CalPilots (see below), AOPA, NBAA, EAA, and local pilots.

The informal airspace meetings will be held Oct. 25 and 26 from 6 until 9 p.m. at the Holiday Inn Long Beach Airport, 2640 N. Lakewood Blvd., Long Beach, CA 90815. For more information call 562/597-4401.

SOCAL airspace users are encouraged to submit comments in triplicate by Dec. 12 to John Warner, Operations Support Group, AJV-W2, Western Service Area, Air Traffic Organization, Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98057.

CalPilots Editors Note:

- *Previous meetings were held during business hours subsequently attendance was limited*
- *What does informal meetings mean?*
- *Comments in triplicate - really? Where are we in the 1950's?*

MORE - From Jack Kenton - CalPilots Director-at-Large and Member of SCAUWG

I think that the proposal shouldn't use DME radials when there is no DME from which to measure -- BUT!!! The big problem that I have with the proposal is that it is a solution for which we have not found a legitimate problem. And the pilots at Torrance, who are heavily impacted by this, do not have a FAA meeting close to them.

Germany, has adopted and requires compliance with the Transport Canada AD.

Issued in Fort Worth, Texas, on June 3, 2011.

Kim Smith,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2011-21472 Filed 8-22-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

Proposed Establishment of Class C Airspace for Long Beach, CA; Public Meetings

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meetings.

SUMMARY: This notice announces two fact-finding informal airspace meetings to solicit information from airspace users and others, concerning a proposal to establish Class C airspace at Long Beach, CA. The purpose of these meetings is to provide interested parties an opportunity to present views, recommendations, and comments on the proposal. All comments received during these meetings will be considered prior to any issuance of a notice of proposed rulemaking.

DATES: The informal airspace meetings will be held on October 25 and 26, 2011. Meetings will run from 6 p.m. until 9 p.m. Comments must be received on or before December 12, 2011.

ADDRESSES: The meetings will be held at the Holiday Inn Long Beach Airport, 2640 N. Lakewood Blvd., Long Beach, CA 90815, 562-597-4401.

Comments: Send comments on the proposal, in triplicate, to: John Warner, Operations Support Group, AJV-W2, Western Service Area, Air Traffic Organization, Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98057.

FOR FURTHER INFORMATION CONTACT: Pat Anderson (838) 537-5847 or Rick Pfahler, (858) 537-5830, FAA Support Managers, Southern California TRACON, 9175 Kearny Villa Road, San Diego, CA 92126;

SUPPLEMENTARY INFORMATION:

Meeting Procedures

(a) Doors open 30 minutes prior to the beginning of each meeting. The meetings will be informal in nature and will be conducted by one or more representatives of the FAA Western Service Area. A representative from the

FAA will present a briefing on the proposed establishment of Class C airspace at Long Beach, CA. Each participant will be given an opportunity to deliver comments or make a presentation, although a time limit may be imposed. Only comments concerning the proposal to establish Long Beach Class C airspace will be accepted.

(b) The meetings will be open to all persons on a space-available basis. There will be no admission fee or other charge to attend and participate.

(c) Any person wishing to make a presentation to the FAA panel will be asked to sign in and estimate the amount of time needed for such presentation. This will permit the panel to allocate an appropriate amount of time for each presenter. These meetings will not be adjourned until everyone on the list has had an opportunity to address the panel.

(d) Position papers or other handout material relating to the substance of these meetings will be accepted. Participants wishing to submit handout material should present an original and two copies (3 copies total) to the presiding officer. There should be additional copies of each handout available for other attendees.

(e) These meetings will not be formally recorded. However, a summary of comments made at the meetings will be filed in the docket.

Agenda for the Meetings

- Sign-in.
- Presentation of meeting procedures.
- FAA briefing on the proposed establishment of the Class C Airspace Area.
- Solicitation of public comments.
- Closing comments.

Issued in Washington, DC, on August 16, 2011.

Gary A. Norek,

Acting Manager, Airspace, Regulations and ATC Procedures Group.

[FR Doc. 2011-21424 Filed 8-22-11; 8:45 am]

BILLING CODE 4910-13-P

FEDERAL TRADE COMMISSION

16 CFR Parts 239, 700, 701, 702 and 703

Request for Comment Concerning Interpretations of the Magnuson-Moss Warranty Act; Rule Governing Disclosure of Written Consumer Product Warranty Terms and Conditions; Rule Governing Pre-Sale Availability of Written Warranty Terms; Rule Governing Informal Dispute Settlement Procedures; and Guides for the Advertising of Warranties and Guarantees

AGENCY: Federal Trade Commission.

ACTION: Request for public comment.

SUMMARY: As part of its systematic review of all Federal Trade Commission (“FTC” or “Commission”) rules and guides, the FTC seeks public comment on a set of warranty-related Interpretations, Rules and Guides: its Interpretations of the Magnuson-Moss Warranty Act (“Interpretations” or “Rule 700”); its Rule Governing Disclosure of Written Consumer Product Warranty Terms and Conditions (“Rule 701”); its Rule Governing Pre-Sale Availability of Written Warranty Terms (“Rule 702”); its Rule Governing Informal Dispute Settlement Procedures (“Rule 703”); and its Guides for the Advertising of Warranties and Guarantees (“Guides”). The Commission requests public comment on the overall costs, benefits, necessity and regulatory and economic impact of these Interpretations, Rules and Guides.

DATES: Written comments must be received on or before October 24, 2011.

ADDRESSES: Interested parties may file a comment online or on paper by following the instructions in the Request for Comment portion of the **SUPPLEMENTARY INFORMATION** section below. Write “Magnuson-Moss Warranty Act Rule Review, 16 CFR Part 700, P114406,” on your comment, and file your comment online at <https://ftcpublish.commentworks.com/ftc/warrantyrulesanprm> by following the instructions on the Web-based form. If you prefer to file your comment on paper, mail or deliver your comment to the following address: Federal Trade Commission, Office of the Secretary, Room H-113 (Annex G), 600 Pennsylvania Avenue, NW., Washington, DC 20580.

FOR FURTHER INFORMATION CONTACT: Svetlana S. Gans, Attorney, Division of Marketing Practices, Bureau of Consumer Protection, Federal Trade Commission, H-286, 600 Pennsylvania