

LGB CLASS C AIRSPACE IS NOT THE SOLUTION

Implementation of Class-C airspace at Long Beach Airport in any configuration is not the solution for the traffic problems at Long Beach airport nor the Los Angeles basin. The possible configurations of LGB Class-C airspace have been discussed over the years show that an extremely complex airspace configuration would be created by the addition of Class-C airspace over the existing TOA and SLI Class-D airspaces and tops and bases of the SNA Class-C. VFR flight navigation in the LA south basin would be even more difficult and most likely unsafe.

Per FAA Order 7400-2F. "Before initiating rulemaking actions to establish Class C airspace, exhaust all nonrulemaking alternatives that provide for an acceptable level of safety and are consistent with the objectives of standardization and simplification. Such alternatives include, for example, the following actions: a. improved radar services. b. Pilot/controller education programs and aviation education safety seminars." This has not been done.

In 1991 the FAA rescinded the ARSA (Airport Radar Service Area, now called Class C) proposal for LGB, "In light of the comments received, it was concluded that the establishment of the Long Beach ARSA would increase the overall airspace complexity in the Los Angeles Basin. Currently, the Los Angeles Basin airspace is composed of 1 [Class B], 6 [Class C], 25 control tower facilities, and 4 military facilities. The amount and complexity of this airspace dictate a need to modify the entire Los Angeles Basin airspace to make it more compatible with the increasing amount of general aviation and air carrier activity. The NPRM is being withdrawn by the FAA because future rulemaking is planned for a comprehensive redesign of the airspace in the Los Angeles Basin. This future rulemaking would relieve congestion, reduce complexity, reduce controller workload, and make the airspace more compatible for both instrument flight rule and visual flight rule users in this region." The airspace redesign has not been accomplished.

Taking into consideration the proximity of Long Beach Airport to Santa Ana Class C and the LAX Class B airspace, the amount of traffic that would be compressed under, over and around the Class B and Class C, the ability which the controllers have to analyze the data, Class C airspace for Long Beach Airport of any design is unsafe. There is also concern that an the implementation of Class C airspace change will not reduce overall traffic conflicts, and may, in fact, degrade safety around LGB.

HOW TO DEFEAT AN AIRSPACE NPRM

A Notice of Proposed Rulemaking (NPRM) is the legislative process used to initiate airspace changes. The FAA meetings scheduled for June 22 and 23rd are "fact-finding" and "all comments received during these meetings will be considered prior to any issuance of a notice of proposed rulemaking." These meetings should be considered as a part of the NPRM process; airspace design will consider any suggestions received from the public. We must present convincing arguments at the public meetings to prevent the issue from going to a full NPRM. While it is possible to defeat an NPRM (we defeated the NPRM for the LGB ARSA in 1991), it is possible to stop the issue before it gets to that stage.

NETWORK: Don't pretend to be an expert. It's better to specialize in two or three aspects of the NPRM that you're knowledgeable than to bluff your way through a dozen bullet points and lose the message. Get a database together to keep the concerned group informed of the status of the project and of upcoming milestones.

PREPARE: Attend ALL the public forums, keep informed of the timetable, especially any extensions. A comment period may be extended to allow the 'wrong' side more time to comment. Continue to increase you own piloting skills. Practice situational awareness, navigation and scanning for traffic. Study the charts, airspace rules and be knowledgeable about TFRs ... It's difficult to espouse a position if in the process of getting violated for a Class B incursion. Stay current – it's better if current pilots are carrying the banner. Don't procrastinate. Start on your opposition early and make all deadlines getting your information into the docket. Commit to see the project through to the end. If an out of town trip forces you to miss a meeting, send someone to read your message into the record. Or mail it to the host of the meeting and ask that it be put into the minutes.

RALLY: Go political. Local state and federal officials need to know how the proposal affects us all. The city website (LGB.ORG) has all the city council addresses, California Pilot's Association has the state and national addresses. Start a petition. State your position clearly then collect as many signatures as possible. Don't listen to the naysayers and don't get discouraged. It doesn't cost anything to remain upbeat and confident throughout the process. The worst case is that you tried 100 percent.

MESSAGE: Stay on message. Soon just your appearance at a venue will trigger the knowledge of your position. Keep your message simple and factual. Put together a simple press release. Write articles and send to the trade publications and local newspapers. Offer alternative solutions to the problem. Just like Nancy Reagan's "Just Say No," no "Maybes", no "What If," No. Don't get sucked in to negotiate. Practice stating your position publicly. Your message will be heard more clearly if your passion is the message and the facts are incidental.. Don't bully -- but don't waiver. Agree to disagree. Don't be afraid to be unpopular. Proofread position statements carefully -- no misspellings. Stay focused. Don't attack. It's more effective to restate why your opinion is better than to ridicule the opposite side. If your position is self-serving don't hide the fact. We're pilots and we need the airspace to launch our aircraft.

See you June 22 and 23rd, Holiday Inn, Lakewood and Willow Streets, Long Beach. From 6 pm to 9 pm.

4910-13

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 71
[Airspace Docket No. 90-AWA-13]

Proposed Establishment of Long Beach Airport Radar Service Area and Alteration of John Wayne Airport/Orange County Airport Radar Service Area; CA

AGENCY: Federal Aviation Administration (FAA, DOT).

ACTION: Proposed rule; withdrawal.

SUMMARY: This action withdraws the Notice of Proposed Rulemaking (NPRM), Airspace Docket No. 90-AWA-13, which was published in the FEDERAL REGISTER on April 26, 1991 (56 FR 19498). That NPRM proposed to establish an Airport Radar Service Area (ARSA) at Long Beach (Daugherty Field), CA, and to adjust the southwest confines of the John Wayne Airport/Orange County ARSA to accommodate the adjoining Long Beach ARSA. After review of the public comments and the airspace configuration of the Los Angeles Basin, this NPRM is being withdrawn by the FAA because future rulemaking is planned for a comprehensive redesign of the airspace in the Los Angeles Basin.

EFFECTIVE DATE: December 19, 1991

FOR FURTHER INFORMATION CONTACT:

Alton D. Scott, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, Docket No. 90-AWA-13, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9252.

THE PROPOSED RULE

On April 26, 1991, a Notice of Proposed Rulemaking was published in the FEDERAL REGISTER to establish an ARSA at Long Beach (Daugherty Field), CA, and to adjust the southwest confines of the John Wayne Airport/Orange County ARSA to accommodate the adjoining Long Beach ARSA (56 FR 19498).

SUMMARY OF COMMENTS

Forty-eight comments were received regarding the proposal. A thorough review of the airspace proposal and the issues raised during the comment period was conducted by the FAA. The common view expressed during the comment period was that the FAA should redesign and simplify the regulatory airspace within the entire Los Angeles Basin. This redesigned airspace should be systematically developed to provide for increased levels of safety and efficiency.

CONCLUSION

In light of the comments received, it was concluded that the establishment of the Long Beach ARSA would increase the overall airspace complexity in the Los Angeles Basin. Currently, the Los Angeles Basin airspace is composed of 1 terminal control area, 6 airport radar service areas, 25 control tower facilities, and 4 military facilities. The amount and complexity of this airspace dictate a need to modify the entire Los Angeles Basin airspace to make it more compatible with the increasing amount of general aviation and air carrier activity. The NPRM is being withdrawn by the FAA because future rulemaking is planned for a comprehensive redesign of the airspace in the Los Angeles Basin. This future rulemaking would relieve congestion, reduce complexity, reduce controller workload, and make the airspace more compatible for both instrument flight rule and visual flight rule users in this region.

LIST OF SUBJECTS IN 14 CFR PART 71

Aviation safety, Airport radar service areas.

WITHDRAWAL OF PROPOSED RULE

Accordingly, pursuant to the authority delegated to me, the Notice of Proposed Rulemaking, Airspace Docket No. 90-AWA-13, as published in the FEDERAL REGISTER on April 26, 1991 (56 FR 19498), is hereby withdrawn.

(Authority: 49 U.S.C. App. 1348(a), 1354(a), 1510; Executive Order 10854; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); 14 CFR 11.69.)'

Issued in Washington, DC, on December 10, 1991.

Original signed by
Harold W. Becker
Manager, Airspace-Rules and
Aeronautical Information Division



NEWS

January: 8. 1991

Contact: Drew Steketee
(301) 695-2156

AOPA-ENDORSED USER GROUPS AFFECT AIRSPACE POLICY; FAA WITHDRAWS LONG BEACH ARSA PROPOSAL

FREDERICK, MD-Newly instituted airspace working groups are making a difference in many areas, most recently with FAA reconsideration of the proposed Airport Radar Service Area (ARSA) for Long Beach, California, according to the Aircraft Owners and Pilots Association.

"We've started seeing positive results," said Phil Boyer, president of the 300,000-member AOPA, "including most recently the Federal Aviation Administration's decision in Long Beach."

FAA withdrew in December its proposal for mandatory ARSA radar-based traffic control around Long Beach, citing both its effect on overall Los Angeles Basin airspace complexity and the need for more user input. Concerns raised by the Southern California Airspace Working Group, of which AOPA is a member, played a decisive role.

"We must be sure that regulatory airspace is more user-friendly," said Martin W. Shuey, AOPA director of air traffic control. The planned Long Beach ARSA would have complicated Los Angeles Basin airspace, which already includes a large Terminal Control Area, six other ARSAs, 25 airport traffic areas and four military traffic patterns.

Shuey said airspace user groups have been successful recently in other areas including: Phoenix, Houston, Salt Lake City, Orlando, Tampa, Charlotte, Washington and Baltimore, San Jose, Harlingen, and Asheville.

AOPA participates actively in the Southern California group, and often helps organize airspace user groups by offering national perspective, experience from similar controversies elsewhere, and on-staff technical expertise.

The Aircraft Owners and Pilots Association represents over 300,000 U.S. pilots with a staff of 180, including 10 regional representatives locally involved in aviation issues.

-AOPA-

91-1-1

Section 6. INFORMAL AIRSPACE MEETINGS

2-6-1. PURPOSE

This section prescribes the procedures to be followed for all notices of informal airspace meetings held in advance of rulemaking/nonrulemaking airspace actions.

2-6-2. POLICY

a. It is the policy of the FAA to hold, if at all practicable, informal airspace meetings to inform the affected users of planned airspace changes. The purpose of these meetings is to gather facts and information relevant to the planned rulemaking or nonrulemaking action being studied.

b. Notwithstanding paragraph 2-6-2a, informal airspace meetings shall be held for any planned changes to Class B and Class C airspace areas prior to issuing an NPRM.

2-6-3. CLASS B AND C AIRSPACE AREAS NOTIFICATION PROCEDURES

a. The regional/service area office shall submit a draft notice of informal airspace meetings to Airspace and Rules for processing and publication in the Federal Register. The notice shall describe the proposal in sufficient detail, including charts, if necessary, to enable interested persons to prepare comments prior to the meeting. The notice shall identify the name and address of the office where additional information can be obtained.

b. Airspace and Rules shall process and submit the notice for publication in the Federal Register. For Class B airspace areas, the notice shall be published a maximum of 90 days, and a minimum of 60 days in advance of the meeting.

c. For Class C airspace areas, the notice shall be published a maximum of 60 days, and a minimum of 30 days in advance.

d. In addition to the above, notices of informal airspace meetings shall be sent to all known licensed pilots, state aviation agencies,

airport managers/operators, and operators of parachute, sailplane, ultralight, and balloon clubs within a 100-mile radius of the primary airport for Class B airspace actions; and within a 50-mile radius of the primary airport for Class C airspace actions.

e. Distribution of these notices may be accomplished through the facilities of the Airmen Certification Branch, AFS-760. The regional office should coordinate this distribution with the regional Aviation Safety Program Manager. It should be noted that AFS-760 needs a lead-time of 16 days from the receipt of material until mailing. Sufficient lead-time must be provided to allow processing and distribution in time to meet the above minimum advance notice requirements (e.g., 60/30 days).

f. When known or anticipated controversy warrants, the above procedures may also be used for informal airspace meeting notices concerning obstruction evaluation, airport airspace analysis, special use airspace, and the commissioning/decommissioning of navigational aids.

2-6-4. OTHER AIRSPACE ACTIONS

a. Every effort shall be made to notify all aviation organizations and/or persons that may be affected by, or interested in, the planned action. The meeting notice shall explain that the purpose of the meeting is to solicit aeronautical comments on the proposal's effect on the planned action.

b. The notice shall describe the planned action in sufficient detail, including charts if necessary, to enable interested persons to prepare comments prior to the meeting. Notice of the meeting should be distributed at least 30 days prior to the meeting date.

c. Regional/service area offices are also encouraged to make use of electronic media, local newspapers, radio, and television to

supplement the dissemination of notices and information.

2-6-5. LOCATION

Informal airspace meetings should be held at times and locations that are most conducive for gathering facts relative to the planned or proposed action under study. The chairperson shall represent the Regional Administrator. Each informal airspace meeting should be numbered consecutively and dated (e.g., "Meeting No. 50, February 15, 2000").

2-6-6. AGENDA ITEMS

Agenda items may be included in the notice of informal airspace meeting or distributed separately. Agendas may also include airspace matters of a rulemaking and/or nonrulemaking nature. When not included in the notice of informal airspace meeting, they should be distributed at least 15 days before the meeting.

Agendas involving Class B airspace proposals, shall be distributed at least 30 days prior to the meeting. Items concerning aeronautical studies not on the agenda should not be discussed except when the chairperson considers them appropriate.

2-6-7. RECORD OF MEETINGS

a. Official transcripts or minutes of informal airspace meetings shall not be taken or prepared. However, the chairperson shall prepare a memorandum for each of the discussed aeronautical study files listing attendees and a digest of the discussions held.

b. Written statements received from attendees during and after the informal airspace meeting shall also be included in the study files.

c. Forward one copy of the memorandum to Airspace and Rules.