

this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent undetected accretion of ice on the leading edge of the horizontal stabilizer, which could result in the loss of pitch control and consequent reduced controllability of the airplane, accomplish the following:

One-Time Inspection

(a) Within 100 flight hours after the effective date of this AD: Perform a one-time detailed visual inspection of the electrical wire leads of the horizontal stabilizer anti-ice system to verify that the numbers on the wire leads correctly correspond to the numbers on the connected airframe wiring, in accordance with Learjet Service Bulletins SB 23/24/25-30-3, (for Model 23, 24, and 25 series airplanes), SB 28/29-30-3 (for Model 28 and 29 series airplanes), SB 31-30-05 (for Model 31 series airplanes), SB 55-30-3 (for Model 55 series airplanes), or SB 60-30-4 (for Model 60 series airplanes); all dated October 27, 1998; as applicable.

Note 2: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required."

Corrective Action

(1) If no discrepancy is detected during the inspection required by paragraph (a) of this AD: Concurrent with the inspection, install a wire ID strap on the left- and right-hand sides of each terminal block, and install a warning placard on each terminal block, in accordance with the applicable service bulletin.

(2) If any discrepancy is detected during the inspection required by paragraph (a) of this AD: Prior to further flight, repair the discrepancy in accordance with the procedures specified in Chapter 30 of the Learjet Airplane Wiring Manual. Concurrent with the repair, install a wire ID strap on the left- and right-hand sides of each terminal block, and install a warning placard on each terminal block; in accordance with the applicable service bulletin.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Wichita Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

Special Flight Permits

(c) 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.

Issued in Renton, Washington, on May 10, 1999.

D.L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-12298 Filed 5-14-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 95-AWA-4]

Proposed Modification of the Orlando Class B Airspace Area, Orlando, FL; and Modification of the Orlando Sanford Airport Class D Airspace Area, Sanford, FL

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This notice proposes to modify the Orlando Class B airspace area, Orlando, FL; and the Orlando Sanford Airport Class D airspace area, Sanford, FL. Specifically, this action proposes to modify several subareas within the lateral boundaries of the existing Orlando Class B airspace area; and lower the vertical limits of the Orlando Sanford Airport Class D airspace area. The FAA is proposing this action to enhance safety, reduce the potential for midair collision, and improve the management of air traffic operations into, out of, and through the Orlando terminal area while accommodating the concerns of airspace users.

DATES: Comments must be received on or before June 30, 1999.

ADDRESSES: Send comments on the proposal in triplicate to the Federal Aviation Administration, Office of Chief Counsel, Attention: Rules Docket, AGC-200, Airspace Docket No. 95-AWA-4, 800 Independence Avenue, SW., Washington, DC 20591. Comments may also be sent electronically to the following Internet address: 9-NPRM-CMTS@faa.gov. The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916, 800 Independence Avenue, SW., Washington, DC, weekdays, except Federal holidays, between 8:30 a.m. and

5:00 p.m. An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division.

FOR FURTHER INFORMATION CONTACT: Sheri Edgett Baron, 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:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and should be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made:

"Comments to Airspace Docket No. 95-AWA-4." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will also be filed in the docket.

Availability of NPRM's

An electronic copy of this document may be downloaded from the FAA regulations section of the Fedworld electronic bulletin board service (telephone: 703-321-3339) or the Government Printing Office's electronic bulletin board service (telephone: 202-512-1661) using a modem and suitable communications software.

Internet users may reach the FAA's web page at <http://www.faa.gov> or the Government Printing Office's webpage

at <http://www.access.gpo.gov/nara> for access to recently published rulemaking documents.

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-8783. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should call the FAA's Office of Rulemaking, (202) 267-9677, for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, that describes the application procedure.

The coordinates for this airspace docket are based on North American Datum 83. Class B and Class D airspace areas are published, respectively, in paragraphs 3000 and 5000 of FAA Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR section 71.1. The Class B and Class D airspace areas listed in this document would be subsequently published in this Order.

Related Rulemaking Actions

On May 21, 1970, the FAA published, in the **Federal Register**, the Designation of Federal Airways, Controlled Airspace, and Reporting Points Final Rule (35 FR 7782). This rule provided for the establishment of Terminal Control Airspace (TCA) areas (now known as Class B airspace areas).

On June 21, 1988, the FAA published, in the **Federal Register**, the Transponder with Automatic Altitude Reporting Capability Requirement Final Rule (53 FR 23356). This rule, in part, requires all aircraft to have an altitude encoding transponder when operating within 30 nautical miles (NM) of any designated TCA (now known as Class B airspace area) primary airport from the surface up to 10,000 feet MSL. This rule also provides an exclusion for those aircraft not originally certificated with an engine-driven electrical system (or those that have not subsequently been certified with such a system) balloons, or gliders operating outside of the Class B airspace area, but within 30 NM of the primary airport.

On October 14, 1988, the FAA published, in the **Federal Register**, the Terminal Control Area Classification and Terminal Control Area Pilot and Navigation Equipment Requirements Final Rule (53 FR 40318). This rule, in part, requires the pilot-in-command of a civil aircraft operating within a TCA

(now known as Class B airspace area) to hold at least a private pilot certificate. Excepted from this requirement are student pilots who have received certain documented training.

On December 17, 1991, the FAA published, in the **Federal Register**, the Airspace Reclassification Final Rule (56 FR 65638). This rule, in part, discontinued the use of the term "Terminal Control Area" (TCA) and replaced it with the designation "Class B airspace area." This change in terminology is reflected in the remainder of this NPRM.

Background

The Class B airspace area program was developed to reduce the potential for midair collision in the congested airspace surrounding airports with high density air traffic operations 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 these major terminal areas increase the probability of midair collisions. In 1970, an extensive study found that the majority of midair collisions occurred between a general aviation (GA) aircraft and an air carrier or military aircraft, or another GA aircraft. The basic causal factor common to these conflicts was the mix of aircraft operating in accordance with visual flight rules (VFR) and aircraft operating under instrument flight rules (IFR). Class B airspace areas provide a method to manage the increasing number of IFR and VFR operations. The regulatory requirements of Class B airspace areas afford the greatest protection for the greatest number of people, by giving air traffic control (ATC) the increased capability to provide aircraft separation service.

The standard configuration of a Class B airspace area contains three concentric circles centered on the primary airport extending to 10, 20, and 30 NM respectively. The standard vertical limit of these airspace areas normally should not exceed 10,000 feet mean sea level (MSL) with the floor established at the surface in the inner area and at levels appropriate to the containment of operations in the outer areas. Variations of these criteria may be utilized contingent on the terrain, adjacent regulatory airspace, and factors unique to the terminal area.

Pre-NPRM Public Input

As announced in the **Federal Register** on July 23, 1992 (57 FR 32834) an informal airspace meeting was held on September 23, 1992, at the Orlando

Executive Airport. The purpose of this meeting was to provide local airspace users an opportunity to present input on the planned modifications to the Orlando Class B airspace area.

Additional informal airspace meetings were held on January 27 and January 28, 1998 (63 FR 71043) at the Orlando Sanford Airport, and the Kissimmee Municipal Airport respectively, to discuss planned changes, in addition to those presented in 1992. These additional changes are necessitated in part by the growth of airport operations at the Orlando Sanford Airport, FL. All comments received in response to the initial and subsequent informal airspace meetings, and the ensuing comment periods, were considered and/or incorporated into this notice of proposed rulemaking.

In response to initial and subsequent informal airspace meetings, the FAA received eleven written comments. These comments centered around the following: airspace configuration; equipment requirements; geographical landmarks; and flyways/corridors. An analysis of the comments and the Agency's response follows.

Analysis of Comments

Airspace Configuration

Several commenters recommended that the ceiling of the Orlando Class B airspace area be lowered from the existing 10,000-foot ceiling to 7,000 feet.

The FAA does not agree with these commenters. A ceiling at 10,000 feet supports IFR approach and departure procedures for the Orlando terminal area, and provides optimum use of the airspace to contain aircraft operations, and enhance aviation safety. The current ceiling of 10,000 feet is required for the separation, segregation, and control of aircraft operations, creating a safer environment in this congested terminal area.

The Air Line Pilots Association (ALPA) opposed raising the floors to the north in Area D from 1,600 to 2,100 feet MSL, and to the south of Orlando International Airport in Area C, from the current designated altitudes of 1,500 to 1,600 feet MSL. ALPA believes that raising the floors to the north and south of the Class B airspace area would reduce separation standards between IFR and VFR aircraft, and increase traffic conflicts and pilot deviations at critical phases of flight.

The FAA does not agree with these comments. In order to effectively design a safe and efficient airspace area, the FAA examined several factors, including the required climb gradients for departing aircraft, the standard rate

of descent for landing aircraft, and the requirement for operations to be contained within the Class B airspace area. Based on this examination, the FAA believes that the floor in Area D could be raised from 1,600 to a newly proposed 2,000 feet MSL, and Area C from 1,500 to 1,600 feet MSL without compromising safety.

Several recommendations were received to raise the floor of Area E north and south of Orlando International Airport from 3,000 to 6,000 feet MSL.

The FAA does not agree with this recommendation. Currently the floor of the Class B airspace area is designated at 3,000 feet MSL between a 10- to 25-mile radius of the Orlando International Airport. The designated floor of Area E, north and south of the Orlando International Airport, is required to allow sufficient airspace for sequencing arriving and departing aircraft into and out of the Orlando terminal area.

One commenter suggested eliminating the extensions to the Class B airspace area, in the vicinity of the LAMMA and LEESE intersections, and in the vicinity of the Lakeland Airport.

The FAA agrees with this suggestion. Based on current arrival routes and altitudes, the FAA is proposing to reduce the current Class B airspace area by removing the extensions northeast, northwest, and southwest of the Orlando International Airport.

Several pilots recommended removing the Mid-Florida Airport from the Class B airspace area, or raising the floor of the airspace between 20–30 NM northwest of Orlando International Airport.

The FAA agrees with this recommendation, and proposes to raise the floor in Area F over the Mid-Florida Airport from 3,000 to 6,000 feet MSL.

Two commenters recommended a higher ceiling for the Class B airspace area south of the Orlando Executive Airport. These commenters are of the opinion that a higher ceiling would provide additional airspace for aircraft operating on Runways 13/31 when the Orlando Executive Airport tower is closed.

The FAA agrees, in part, with this recommendation. The area south of the Orlando Executive Airport has been raised to 900 feet MSL, and the proposed boundary of the 1,600 feet MSL floor relocated to the Lake Underhill Road. These proposed changes will allow improved access for operations to and from Runway 13/31, and will allow Law Enforcement and Lifeguard helicopter operations below the floor of the Class B airspace area.

One commenter stated that Area E, located east of Orlando International Airport, should be eliminated because it appears to have little significance. This commenter also suggested that the northwest edge of the inner core, Area A, would have a negative impact on the approaches to Runway 07/25 at Orlando Executive Airport.

The FAA disagrees with this comment. Area E, east of Orlando International Airport, is required to contain approach procedures, and to ensure that aircraft remain in the Class B airspace area. Area A has been modified since the 1992 proposal and the proposed rule only encompass a 5-NM circle around the Orlando International Airport.

Equipment Requirements

One commenter recommended eliminating the area commonly known as the Mode C veil area.

The FAA does not agree with this comment. In response to the Department of Transportation and Related Agencies Appropriation Bill, 1988 (Pub. L. 100–202) and the Airport and Airway Safety and Capacity Expansion Act of 1987 (Pub. L. 100–223) the FAA published, in the **Federal Register**, the Transponder with Automatic Altitude Reporting Capability Requirement Final Rule (53 FR 23356; June 21, 1988). This rule, commonly referred to as the “Mode C rule,” requires all aircraft to have an altitude encoding transponder when operating within 30 NM of any designated Class B airspace area primary airport from the surface up to 10,000 feet MSL. This rule also provides an exclusion for those aircraft not originally certificated with an engine-driven electrical system, (or those that have not subsequently been certified with such a system) balloons, or gliders operating outside of the Class B airspace area, but within 30 NM of the primary airport.

The commenter is correct that the proposed airspace area will have a veil area wherein a transponder with altitude encoding capability will be required. Section 91.215 of Title 14 of the Code of Federal Regulations (CFR) sets out requirements for ATC transponder and altitude reporting equipment and use; however, this regulation also includes procedures whereby aircraft not equipped with the required transponder equipment may get relief from the stipulated requirements.

Landmarks/Fixes

Several commenters recommended using additional geographical landmarks to define the boundaries or

subareas of the proposed Class B airspace area, and the establishment of VFR corridors or VFR flyways for the Orlando terminal area.

The FAA agrees with the concept of these comments. Identifiable and prominent landmarks have proven to be extremely useful to pilots operating under VFR, providing assistance with identifying the boundaries of a Class B airspace area. During the preliminary planning for the Class B airspace area design, consideration was given to utilizing Global Positioning System coordinates, Very High Frequency Omnidirectional Radio Range (VOR) radials, latitudes and longitudes, as well as geographical landmarks wherever possible. The FAA will continue to work with airspace users to determine the feasibility of VFR flyways, and to further identify any additional landmarks to assist GA operators with identifying the Class B airspace area.

Corridors/Flyways

Several pilots recommended the establishment of an uncontrolled east-west VFR corridor over Orlando International Airport. The Experimental Aircraft Association also supported this recommendation, and suggested that an east-west special flight rules area be established.

The FAA does not agree with these recommendations, and believes that the establishment of an east-west special flight rules area, or an uncontrolled VFR corridor would restrict the flow of air traffic, and impede operations in the Orlando terminal area. Current approach procedures place a large volume of the aircraft arriving at the Orlando International Airport on the east downwind leg of flight while descending to 3,000 feet. The purpose of a Class B airspace area is to provide optimum use of the airspace to contain aircraft operations and enhance aviation safety, creating a safer environment in congested terminal areas. Establishing a VFR corridor in close proximity to aircraft operating in the Orlando Class B airspace area raises the potential for conflict.

The Proposal

The FAA proposes to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying the Orlando Class B airspace area, Orlando, FL; and the Orlando Sanford Airport Class D airspace area, Sanford, FL. This proposal (as depicted on the attached chart) would modify several subareas within the lateral boundaries of the existing Class B airspace area; and modify the vertical limits of the Orlando Sanford Airport Class D airspace area.

The FAA is proposing this action to enhance safety, reduce the potential for midair collision, and to improve the management of air traffic operations into, out of, and through the Orlando terminal area. Specifically, the FAA proposes the following:

Orlando Class B Airspace Area

Area A. In the reconfiguration of Area A (that area beginning at the surface up to 10,000 feet MSL), the FAA proposes to reduce the size of Area A to a 5-mile radius of the primary airport, Orlando International Airport. This proposed airspace modification would contain large turbojet aircraft within the limits of the Class B airspace area while operating to and from the primary airport. In addition, a portion of Area A beyond 5 NM would be removed from the surface area and reconfigured as Area B.

Area B. The FAA proposes to reconfigure Area B from a section of the current surface area, between the 5-mile radius of the primary airport, extending west to the John Young Parkway, north to Lake Underhill Road, east to the Stanton Power Plant, and south to the Orlando VORTAC 14 Distance Measuring Equipment (DME), extending upward from 900 feet MSL. This proposed modification would support approach and departure procedures for aircraft transitioning to and from the Orlando International Airport. Also, this proposed airspace modification would allow Law Enforcement and Lifeguard helicopter operations below the floor of the Class B airspace area.

Area C. The floor of Area C would remain at 1,600 feet MSL north of the Orlando Executive Airport; however, the FAA proposes to modify the lateral limits of Area C to extend north of Lake Underhill Road, south of S.R. 436, east of S.R. 423 and S.R. 434, and extending 8 miles east of the Orlando Executive Airport. This proposed airspace modification would support approach procedures for aircraft transitioning to the final approach course for the Orlando International Airport.

The FAA also proposes to lower the floor of Area C from 3,000 to 1,600 feet MSL, extending 3 miles to the north and south of the Orlando Sanford Airport, east of the Wekiva River, and west of Lake Harney's eastern shore. This proposed airspace modification would support approach procedures for large turbojet aircraft operations transitioning to and from the Orlando Sanford Airport.

In addition, the FAA proposes to raise the floor of Area C from 1,500 to 1,600 feet MSL, extending south of the Orlando VORTAC 14 DME arc, north of

the Orlando VORTAC 20 DME arc, and between 2 and 13 miles east of the Kissimmee Airport. This proposed airspace modification would support approach procedures for aircraft transitioning to the final approach course for the Orlando International Airport. This modification would also allow nonparticipating aircraft sufficient airspace to conduct VFR operations below the vertical limits of the Class B airspace area while transitioning to/ from secondary satellite airports.

Area D. The FAA is proposing to modify Area D by raising the floor of the area 10 miles north of the Orlando International Airport from 1,600 to 2,000 feet MSL, and the area southwest of the Orlando International Airport from 1,500 to 2,000 feet MSL. This proposed area extends between S.R. 423 and Kirkman Road, 6 to 9 miles west of the primary airport, between 2 miles north and 5 miles south of the Kissimmee Airport, and between 7 miles and 11 miles north of the Orlando VORTAC. This proposed airspace modification would provide sufficient airspace for sequencing and vectoring arriving and departing aircraft in close proximity to the primary airport. It would also increase the navigable airspace below the Class B airspace area in the vicinity of Kissimmee Municipal Airport.

Area E. The floor of Area E would remain at 3,000 feet MSL; however, the FAA is proposing to expand the lateral limits of Area E to the north and south. The FAA proposes to extend Area E 3 miles west of the Wekiva River, and between 3 to 6 miles north of the Orlando Sanford Airport. This proposed airspace modification would provide sufficient airspace for sequencing and vectoring aircraft, and ensure that operations are contained within the Class B airspace area.

The FAA also proposes to extend Area E between the 20-mile and 30-mile arcs south of the primary airport, and between 7 miles and 15 miles east of the primary airport. This proposed airspace modification would provide sufficient airspace for sequencing and vectoring aircraft, and would provide a controlled environment for aircraft arriving and departing the Class B airspace area.

Area F. The FAA proposes to reconfigure the subareas of the existing Class B airspace areas as Area F, from 6,000 up to and including 10,000 feet MSL, extending from 8 miles west of the primary airport to Highway 27. This proposed airspace modification would provide sufficient airspace to contain aircraft in a controlled environment when transitioning between the en route and terminal phase of flight.

The FAA also proposes to modify Area F from the power line located approximately 15 miles east of the primary airport, eastward, to the power line located approximately 22 miles east of the primary airport. This proposed airspace modification would provide sufficient airspace to contain aircraft in a controlled environment when transitioning between the en route and terminal phase of flight.

Orlando Sanford Airport Class D Airspace Area

The FAA proposes to lower the Orlando Sanford Airport Class D airspace area from 3,000 to 1,600 feet MSL. The Orlando Sanford Airport Class D airspace area would include a radius of 4.4 NM from the Orlando Sanford Airport up to but not including 1,600 feet MSL. This proposed airspace modification coincides with the FAA's proposal to lower the floor of the Class B airspace area in the vicinity of the Orlando Sanford Airport.

Regulatory Evaluation Summary

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 businesses and other small entities. Third, the Office of Management and Budget directs agencies to assess the effect of regulatory changes on international trade. In conducting these analyses, the FAA has determined that this proposed rule: (1) would 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) would not have a significant impact on a substantial number of small entities; (4) would not constitute a barrier to international trade; and (5) would not contain any Federal intergovernmental or private sector mandate. These analyses are summarized here in the preamble, and the full Regulatory Evaluation is in the docket.

The FAA proposes to modify the Orlando Class B and the Orlando Sanford Airport Class D airspace areas. The Orlando Class B airspace area modification would maintain the 10,000 feet mean sea level (MSL) airspace ceiling and redefine the lateral limits of several of the existing subareas to

improve the management of air traffic operations in the Orlando terminal area. The Orlando Sanford Airport Class D airspace area modification would lower the airspace area from 3,000 to 1,600 feet MSL and would include a radius of 4.4 NM from the Orlando Sanford Airport up to but not including 1,600 feet MSL.

The FAA has determined that the modification of the Orlando Class B and the Orlando Sanford Airport Class D airspace areas would improve the operational efficiency while maintaining aviation safety in the terminal area. Also, clearer boundary definition and changes to lateral and vertical limits of the subareas would leave additional noncontrolled airspace for VFR aircraft transitioning to and from satellite airports. This proposal would impose only negligible costs on airspace users and could potentially reduce circumnavigation costs to some operators.

The proposed rule would result in negligible additional administrative costs to the FAA and no additional operational costs for personnel or equipment to the agency. Notices would be sent to pilots within a 100-mile radius of the Orlando International Airport at an estimated cost of \$2,931.00 for postage. Printing of aeronautical charts which reflect the changes to the Class B and Class D airspace areas would be accomplished during a scheduled chart printing, and would result in no additional costs for plate modification and updating of charts. Furthermore, no staffing changes would be required to maintain the modified Class B and Class D airspace areas. Potential increase in FAA operations workload could be absorbed by current personnel and equipment.

In view of the negligible cost of compliance, enhanced aviation safety, and improved operational efficiency, the FAA has determined that the proposed rule would be cost-beneficial.

Initial Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 establishes "as a principle of regulatory issuance that agencies shall endeavor, consistent with the objective of the rule and of applicable statutes, to fit regulatory and informational requirements to the scale of the business, organizations, and governmental jurisdictions subject to regulation." To achieve that principal, the Act requires agencies to solicit and consider flexible regulatory proposals and to explain the rationale for their actions. The Act covers a wide-range of small entities, including small

businesses, not-for-profit organizations and small governmental jurisdictions.

Agencies must perform a review to determine whether a proposed or final rule will have a significant economic impact on a substantial number of small entities. If the determination is that it will, the agency must prepare a regulatory flexibility analysis (RFA) as described in the Act.

However, if an agency determines that a proposed or final rule is not expected to have a significant economic impact on a substantial number of small entities, section 605(b) of the 1980 act provides that the head of the agency may so certify and an RFA is not required. The certification must include a statement providing the factual basis for this determination, and the reasoning should be clear.

The FAA has determined that the proposed rule would have a de minimus impact on small entities. All commercial and general aviation operators who presently use the Orlando International Airport are equipped to operate within the modified Class B airspace area. As for aircraft that regularly fly through the Orlando Sanford Airport Class D airspace area, since the airport is situated within the established Orlando Mode C Veil, all aircraft should already have the necessary equipment to transition the modified Class B airspace area. Therefore, there would be no additional equipment cost to these entities.

Accordingly, pursuant to the Regulatory Flexibility Act, 5 U.S.C. 605(b), the Federal Aviation Administration certifies that this rule would not have a significant economic impact on a substantial number of small entities. The FAA solicits comments from affected entities with respect to this finding and determination.

International Trade Impact Assessment

The proposed rule would not constitute a barrier to international trade, including the export of U.S. goods and services to foreign countries or the import of foreign goods and services into the United States.

Unfunded Mandates 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 (when 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, which, among other things, must provide for notice to potentially affected small governments, if any, and for a meaningful and timely opportunity for these small governments to provide input in the development of regulatory proposals.

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

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3507(d)) there are no requirements for information collection associated with this notice.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

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

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR 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.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points,

dated September 10, 1998, and effective September 16, 1998, is amended as follows:

Paragraph 3000—Subpart B—Class B Airspace

* * * * *

ASO FL B Orlando, FL [Revised]

Orlando International Airport (Primary Airport) (Lat. 28°25'44" N., long. 81°18'58" W.) Orlando VORTAC (Lat. 28°32'34" N., long. 81°20'06" W.)

Boundaries

Area A—That airspace extending upward from the surface to and including 10,000 feet MSL within a radius of 5 NM from the Orlando International Airport.

Area B—That airspace extending upward from 900 feet MSL to and including 10,000 feet MSL beginning at a point of the intersection of State Road (S.R.) 423 (John Young Parkway) and Interstate 4, thence northeast along Interstate 4 to the intersection of Interstate 4 and S.R. 441 (Orange Blossom Trail), thence direct to the intersection of Lake Underhill Road and Palmer Street, thence east along Lake Underhill Road to the intersection of Lake Underhill Road and the Central Florida Greenway, thence direct to lat. 28°30'00" N., long. 8°11'00" W., (one mile northwest of the Stanton Power Plant), thence south to the intersection of the ORL VORTAC 14-mile radius arc, thence clockwise along the 14-mile radius arc of the ORL VORTAC to the intersection of S.R. 423, thence north along S.R. 423 to the point of beginning.

Area C—That airspace extending upward from 1,600 feet MSL to and including 10,000 feet MSL beginning at a point of the intersection of the Wekiva River at lat. 28°44'00" N., long. 81°25'30" W., thence north along the Wekiva River to the intersection of lat. 28°50'00" N. Thence east to lat. 28°50'00" N., long. 81°02'30" W., thence south to the intersection of lat. 28°44'00" N., long. 81°02'30" W., thence west to the point of beginning.

Also that airspace north of the Orlando Executive Airport extending upward from 1,600 feet MSL to and including 10,000 feet MSL beginning at a point of the intersection of Interstate 4 and S.R. 423. Thence north along S.R. 423 to the intersection of S.R. 423 and S.R. 441 (Orange Blossom Trail). Thence direct to the intersection of S.R. 434 (Forest City Road) and S.R. 424 (Edgewater Drive), thence north along S.R. 434 to the intersection of S.R. 436 (Altamonte Drive.), thence east along S.R. 436 to the intersection of Hwy 17-92, thence east along lat. 28°39'20" N., to long. 81°11'00" W. Thence south to the intersection of lat. 28°30'00" N., thence northwest direct to the intersection of Lake Underhill Road and S.R. 417 (Central Florida Greenway), thence west along Lake Underhill Road to the intersection of Palmer Street. Thence southwest direct to the intersection of Interstate 4 and the S.R. 441, thence southwest along Interstate 4 to the point of beginning.

Also that airspace south of the primary airport extending upward from 1,600 feet MSL to and including 10,000 feet MSL beginning at a point of the intersection of long. 81°24'06" W. and the ORL VORTAC 14-mile radius arc, thence counterclockwise along the 14-mile radius arc of the ORL VORTAC to the intersection of long. 81°11'00" W., thence south to the intersection of the ORL VORTAC 20-mile radius arc, thence clockwise along the ORL VORTAC 20-mile radius arc to long. 81°24'06" W., thence north to the point of beginning.

Area D—That airspace extending upward from 2,000 feet MSL to and including 10,000 feet MSL beginning at a point of the intersection of Interstate 4 and long. 81°27'30" W., thence north to lat. 28°44'00" N., thence east to long. 81°11'00" W., thence south to lat. 28°39'20" N., thence west to the intersection of S.R. 436 and Hwy 17-92, thence west along S.R. 436 to the intersection of S.R. 436 and S.R. 434, thence south along S.R. 434 to the intersection of S.R. 434 and S.R. 424, thence direct to the intersection of S.R. 423 and S.R. 441, thence south along S.R. 423 to the intersection of the ORL VORTAC 14-mile radius arc, thence counterclockwise along the 14-mile radius arc of the ORL VORTAC to long. 81°24'06" W. thence south to the intersection of the ORL VORTAC 20-mile radius arc, thence clockwise to the intersection of long. 81°27'30" W., thence north to the point of beginning.

Area E—That airspace extending upward from 3,000 feet MSL to and including 10,000 feet MSL beginning at a point of the intersection of lat. 28°44'00" N., long. 81°27'30" W., thence north to the intersection of lat. 28°53'00" N., thence east to the intersection of the MCO Mode C Veil 30-NM radius arc, thence southeast along this arc to the intersection of the power lines at lat. 28°50'20" N., thence southeast along these power lines to lat. 28°44'00" N., thence west to long. 81°02'30" W., thence north to lat. 28°50'00" N., thence west to the intersection of the Wekiva River, thence south along the Wekiva River to lat. 28°44'00" N., thence west to the point of beginning.

Also that airspace extending upward from 3,000 feet MSL to and including 10,000 feet MSL beginning south of the primary airport at a point of the intersection of long. 81°27'30" W. and the ORL 20-mile radius arc, thence counterclockwise along the 20-mile radius arc of the ORL VORTAC to the intersection of long. 81°11'00" W., thence north to the intersection of lat. 28°44'00" N., thence east to the intersection of the Florida Power transmission lines at lat. 28°44'00" N., long. 81°05'20" W., (one half mile west of Southerland Airport), thence south along this power line to the intersection of Highway 50 at lat. 28°32'10" N., long. 81°03'45" W., thence south to the Bee Line Expressway, at lat. 28°27'05" N., long. 81°03'45" W., thence west along the Bee Line Expressway to the intersection of lat. 28°27'00" N., long. 81°04'40" W., thence south to the intersection of the ORL VORTAC 30-mile radius arc, thence clockwise along the 30-

mile radius arc of the ORL VORTAC to long. 81°27'30" W., thence north to the point of beginning.

Area F—That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning south of the primary airport at the intersection of the ORL VORTAC 30-mile radius arc and long. 81°27'30" W., thence clockwise to the intersection of Highway 27, thence north along Highway 27 to the intersection of Highway 27 and long. 81°45'00" W., thence north along long. 81°45'00" W. to the intersection of the ORL VORTAC 24-mile radius arc, thence clockwise along the 24-mile radius arc to the intersection of lat. 28°53'00" N., thence east to lat. 28°53'00" N., long. 81°27'30" W., thence south to the point of beginning.

Also that airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning at the Florida Power transmission lines at lat. 28°44'00" N., long. 81°05'20" W., thence east along lat. 28°44'00" N. to the Florida Power transmission lines at lat. 28°44'00" N., long. 81°55'40" W., thence southeast and south along these power lines to the intersection of Highway 50, thence south to the power lines at lat. 28°22'14" N., long. 80°52'30" W., thence southwest along these power lines to the intersection of long. 81°04'40" W., thence north along long. 81°04'40" W., to the intersection of the Bee Line Expressway at lat. 28°27'05" N., long. 81°04'40" W., thence east along the Bee Line Expressway to lat. 28°27'00" N., long. 81°03'45" W., thence north to the intersection of Highway 50 and the Florida Power transmission lines at lat. 28°32'10" N., long. 81°03'45" W., thence north along these power lines to the point of beginning.

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Paragraph 5000—Subpart D—Class D Airspace

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ASO FL D Sanford, FL [Revised]

Orlando Sanford Airport, FL [formerly known as the Central Florida Regional Airport] (Lat. 28°46'44" N., long. 81°14'18" W.)

That airspace extending upward from the surface to but not including 1,600 feet MSL within a 4.4-mile radius of the Orlando Sanford Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

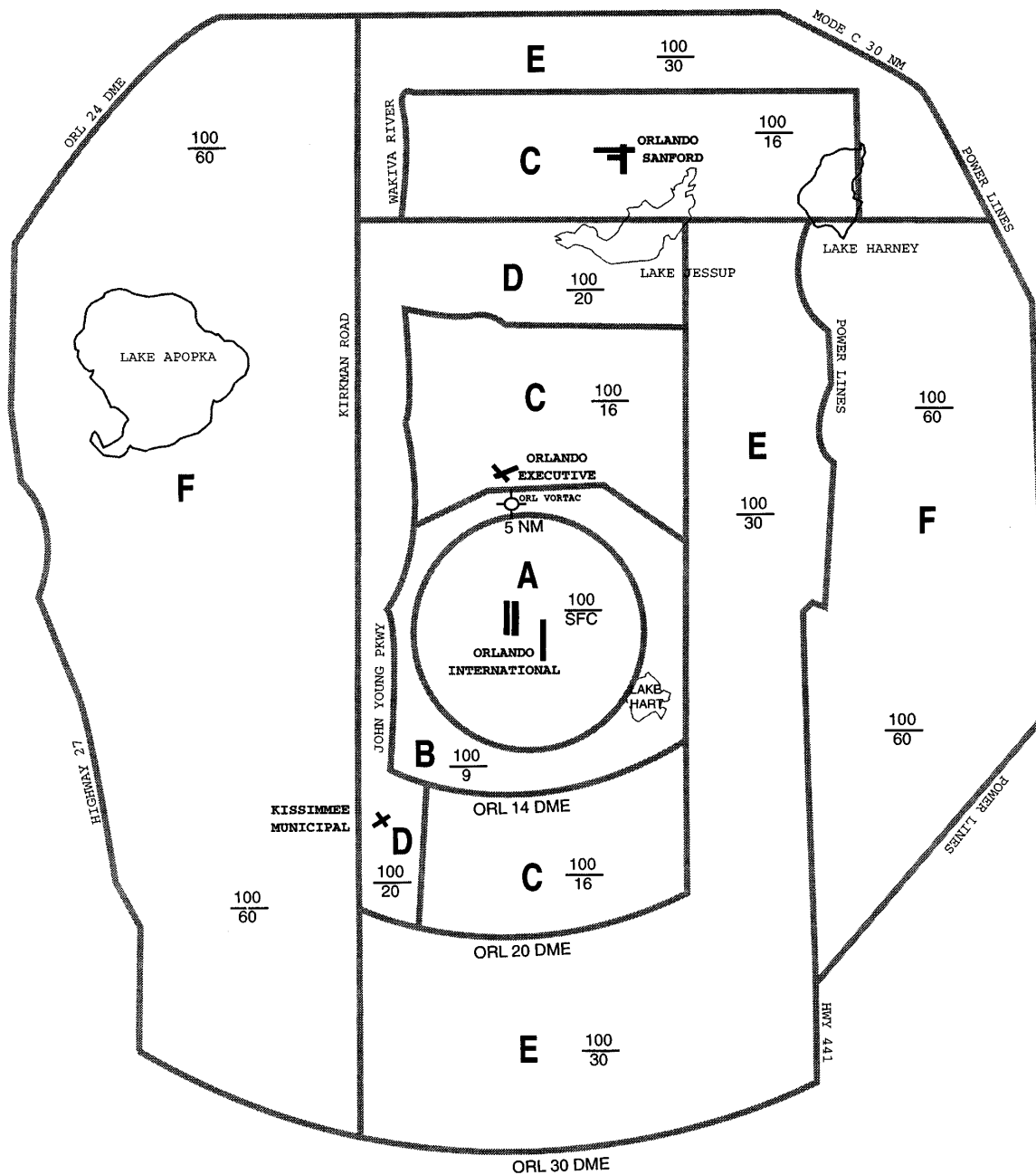
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Issued in Washington, DC, on May 11, 1999.

Reginald C. Matthews, Acting Program Director for Air Traffic Airspace Management.

Appendix—Proposed Orlando Class B Airspace

**ORLANDO
PROPOSED
CLASS B AIRSPACE**
NOT TO BE USED FOR NAVIGATION



PREPARED BY THE
FEDERAL AVIATION ADMINISTRATION
AIR TRAFFIC GRAPHICS (ATX-10)

034398.ILL