

in the regulation. This guidance allows pilots to fly in the airspace between the 405 Freeway and the shoreline.

The FAA disagrees. This action amends the northern boundary of the SFAR 51-1 area to coincide with the current Class B airspace area boundary; clarifies the requirement for pilots to operate at fixed altitudes within the area; and codifies the current procedures in SFAR 51-1 as a Special Air Traffic Rule in part 93. This action does not change the procedures or operating requirements, such as the requirement to operate on the Santa Monica 132° radial, as currently described in SFAR 51-1, or the guidance provided by the Terminal Area Chart. Additionally, the visual ground reference points remain unchanged and there is no lateral width reduction of the route.

Another commenter recommended the current LAX SFRA be converted to a VFR corridor identical to the San Diego VFR corridor. The commenter preferred a VFR corridor because a squawk (discrete altitude encoding transponder code) change to 1201 would not be necessary; aircraft would not be required to navigate on the same radial (instead could spread out within the corridor); and this corridor would standardize procedures since San Diego and LAX share the same ATC facility, So Cal approach.

The FAA disagrees. The SFAR requires pilots to adhere to specific flight requirements that would not be required in a VFR corridor. We cannot over emphasize that the flight procedures for the SFAR 51-1 are necessary to achieve a greater degree of safety given the high concentration of aircraft operations near LAX.

Comments received from the LAX Community Noise Roundtable, as well as the Aircraft Owners and Pilots Association, strongly support the FAA's efforts detailed in the NPRM.

Analysis of the Final Rule

This action adds a new Subpart G of title 14 of the Code of Federal Regulations (14 CFR part 93) to codify current special flight rules for certain aircraft operating under visual flight rules in that airspace of the Los Angeles Class B airspace area designated as the Los Angeles Special Flight Rules Area. This rule also removes SFAR No. 51-1 from 14 CFR part 91.

The new 14 CFR part 93 subpart G will contain the revised boundary of the Los Angeles SFRA, aligning the boundary with the 1997 Class B airspace revisions. The action will also designate fixed altitudes for aircraft operating in

the SFRA to reduce the potential for climb/descent conflicts.

Paperwork Reduction Act

The Paperwork Reduction Act of 1995 (44 U.S.C. 3507(d)) requires that the FAA consider the impact of paperwork and other information collection burdens imposed on the public. The FAA has determined that there are no current or new information collection requirements associated with this rule.

International Compatibility

In keeping with U.S. obligations under the Convention on International Civil Aviation, it is FAA policy to comply with International Civil Aviation Organization (ICAO) Standards and Recommended Practices to the maximum extent practicable. The FAA has determined that there are no ICAO Standards and Recommended Practices that correspond to these regulations.

Economic Evaluation

Executive Order 12866, Regulatory Planning and Review, directs the FAA to assess both the costs and benefits of a regulatory change. The FAA is not allowed to propose or adopt a regulation unless we make a reasoned determination that the benefits of the intended regulation justify the costs. Our assessment of this rulemaking indicates that its economic impact is minimal. Because the costs and benefits of this action do not make it a "significant regulatory action" as defined in the Order, the FAA has not prepared a "regulatory evaluation," which is the written cost/benefit analysis ordinarily required for all rulemaking under the DOT Regulatory Policies and Procedures. The FAA does not need to do a full evaluation where the economic impact of a rule is minimal. This rule codifies current flight restrictions for aircraft operating under VFR in the vicinity of Los Angeles International Airport, California. This action also revises the boundary of the LAX SFRA to align with Los Angeles Class B airspace area revisions adopted in 1997. It also revises the description of airspace area to clarify the fixed altitudes for aircraft operating in the SFRA and reduces the potential climb/descent conflicts.

The FAA determined that this rule does not result in incremental costs to persons operating under VFR in the LAX Class B airspace area. This assessment is based on the fact that this rule revises and codifies existing special flight rules. These rules are already applicable to flight operations in the LAX Area. The rule aligns the LAX SFRA boundaries with the LAX Class B

airspace area and insures that climb/descent conflicts are eliminated in the SFRA. Therefore, the FAA determined this rule would be cost-beneficial.

Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (RFA) directs the FAA to fit regulatory requirements to the scale of the business, organizations, and governmental jurisdictions subject to the regulation. The FAA is required to determine whether a proposed or final action will have a "significant economic impact on a substantial number of small entities" as they are defined in the Act. If the FAA finds that the action will have a significant impact, we must do a "regulatory flexibility analysis."

In view of the no cost impact of this rule, we have determined that this rule will not have a significant economic impact. Therefore, the FAA certifies that this action will not have a significant economic impact on a substantial number of small entities.

Trade Impact Assessment

The Trade Agreement Act of 1979 prohibits Federal agencies from establishing any standards or engaging in related activities that create unnecessary obstacles to the foreign commerce of the United States. Legitimate domestic objectives, such as safety, are not considered unnecessary obstacles. The statute also requires consideration of international standards and, where appropriate, that they be the basis for U.S. standards. In accordance with the above statute, the FAA has assessed the potential effect of this rule and has determined that it would have only a domestic impact and therefore create no obstacles to the foreign commerce of the United States.

Unfunded Mandates Assessment

The Unfunded Mandates Reform Act of 1995 (the Act) is intended, among other things, to curb the practice of imposing unfunded Federal mandates on State, local, and tribal governments. Title II of the Act requires each Federal agency to prepare a written statement assessing the effects of any Federal mandate in a proposed or final agency rule that may result in an expenditure of \$100 million or more (adjusted annually for inflation) in any one year by State, local, and tribal governments, in the aggregate, or by the private sector; such a mandate is deemed to be a "significant regulatory action."

This final rule does not contain such a mandate. The requirements of Title II of the Act, therefore, do not apply.