DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2004–18538; Directorate Identifier 2004–NE–29–AD; Amendment 39–13711; AD 2004–14–02]

RIN 2120–AA64

Airworthiness Directives; Rolls-Royce Corporation (formerly Allison Engine Company, Allison Gas Turbine Division, and Detroit Diesel Allison) Models 250–C28, –C28B, and –C28C Turboshaft Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2004–14–02. That AD applies to Rolls-Royce Corporation (formerly Allison Engine Company, Allison Gas Turbine Division, and Detroit Diesel Allison) models 250–C28, –C28B, and –C28C turboshaft engines with certain serial number (SN) third-stage turbine wheels, part number (P/N) 6899383. We published AD 2004–14–02 in the **Federal Register** on July 9, 2004 (69 FR 41389). The **SUMMARY** and the **SUPPLEMENTAL INFORMATION** paragraphs each have a sentence that is not clear. This document corrects these two sentences. In all other respects, the original document remains the same.

DATES: Effective August 11, 2005.

FOR FURTHER INFORMATION CONTACT: John Tallarovic, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, 2300 East Devon Avenue, Des Plaines, IL 60018–4696; telephone (847) 294–8180; fax (847) 294–7834.

SUPPLEMENTARY INFORMATION: A final rule; request for comments AD, FR Doc. 04–15508, that applies to Rolls-Royce Corporation (formerly Allison Engine Company, Allison Gas Turbine Division, and Detroit Diesel Allison) models 250–C28, –C28B, and –C28C turboshaft engines with certain SN third-stage turbine wheels, P/N 6899383, was published in the **Federal Register** on July 9, 2004, (69 FR 41389). The following corrections are needed:

■ On page 41390, in the first column, in the **SUMMARY**, in the twelfth line, ''before reaching new reduced life limits'' is corrected to read ''before the new reduced life limits for these turbine wheels are reached''.

■ On page 41390, in the first column, in the **SUPPLEMENTARY INFORMATION**, in the twelfth line, ''manufactured and accepted with a blueprint variance'' is corrected to read ''manufactured and inadvertently accepted with a blueprint variance''.

Issued in Burlington, MA, on August 4, 2005.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2004–18612; Airspace Docket No. 04–AWA–05]

RIN 2120–AA66

Modification of the Los Angeles Class B Airspace Area; CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Los Angeles (LAX), CA, Class B airspace. Specifically, this action expands the eastern boundary of the airspace to ensure containment of the LAX Standard Terminal Arrival Routes (STAR), and correct the inefficiencies of several existing areas identified during public meetings and Southern California TRACON (SCT) reviews of the airspace. The FAA is taking this action to improve the flow of air traffic, enhance safety, and reduce the potential for midair collision in the LAX Class B airspace, while accommodating the concerns of airspace users. Further, this effort supports the FAA's national airspace redesign goal of optimizing terminal and en route airspace to reduce aircraft delays and improve system capacity.

EFFECTIVE DATE: 0901 UTC, December 22, 2005.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace and Rules, Office of System Operations and Safety, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Background

On March 24, 2005, the FAA published in the **Federal Register** a notice of proposed rulemaking to modify the LAX Class B airspace area (70 FE 15022). The FAA proposed this action to improve several areas where boundary locations and identification could be enhanced, and modified several areas to ensure the containment of arrivals within the LAX Class B airspace. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. In response to the notice, the FAA received four written comments. All comments received were considered before making a determination on the final rule. An analysis of the comments received and the FAA's responses are summarized in the ''Discussion of Comments'' section.

Discussion of Comments

The Aircraft Owners and Pilots Association (AOPA) cited the work of the Southern California Airspace User Working Group (SCAUWG) and the collaborative efforts of the FAA in developing this rule. They pointed out that the overall modifications will prove beneficial to the general aviation community and result in a reduction of approximately 100 square miles of existing Class B airspace.

The Airline Pilots Association, International endorsed the proposal stating ''This is a significant improvement to the current Class B airspace.''

The FAA agrees with these comments. The modifications will improve the flow of air traffic, enhance safety, and reduce the potential for midair collision in the LAX Class B airspace, while accommodating the concerns of airspace users.

One commenter stated it would be helpful for General Aviation pilots if the FAA reinstated (with multiple altitudes) a shoreline transition, so that we don't have to lose Flight following to transit LAX airspace, and then re-establish it on the other side. The commenter stated, ''I think it would decrease the workload for both pilots and controllers, and increase safety.''

The FAA agrees. In concert with the SCAUWG, the Shoreline Route has been redesigned to allow uninterrupted transitions where pilots can retain Flight Following at all times. This change should become effective on or before the revised LAX Class B airspace becomes effective.

One commenter suggested the FAA use approach and climb corridors, and eliminate the need for taking 3000 square miles away from general aviation to free an airport from traffic.

The FAA does not agree. If the FAA adopted a rule in which only approach and climb corridors were used in the LAX Class B airspace, it would result in a reduced air traffic control capability to maintain an efficient flow of air traffic