

(ii) If the test was done before the effective date of this AD: Submit the report within 15 days after the effective date of this AD.

(2) For any airplane on which any test specified in paragraph (h) of this AD, or any check specified in paragraph (i)(1) of this AD, has been done: At the applicable time specified in paragraph (j)(2)(i) or (j)(2)(ii) of this AD, submit a report of the findings (both pass and fail) of the test specified in paragraph (h) of this AD; or the check specified in paragraph (i)(1) of this AD; as applicable; to the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, 3960 Paramount Boulevard, Lakewood, CA 90712-4137.

(i) If the test or check was done on or after the effective date of this AD: Submit the report within 15 days after the test or check.

(ii) If the test or check was done before the effective date of this AD: Submit the report within 15 days after the effective date of this AD.

(3) For Airbus Model A318, A319, A320, A321, A330-200 Freighter, A330-200, and A330-300 series airplanes: At the applicable time specified in paragraph (j)(3)(i) or (j)(3)(ii) of this AD, submit a report of the findings (both pass and fail) of the check required by paragraph (i)(1) of this AD to Honeywell by email

AeroTechSupport@honeywell.com or fax 602-365-1871. The report must include the information specified in the reporting sheet in Appendix B, "Air Data Module Check Procedure and Reporting Table," of Airbus AOT A34N001-12, including Appendices A and B, dated November 15, 2012, for Airbus Model A318/A319/A320/A321 series airplanes; or Airbus AOT A34N001-12, including Appendices A and B, dated November 15, 2012, for Airbus Model A330 series airplanes.

(i) If the check was done on or after the effective date of this AD: Submit the report within 15 days after the check.

(ii) If the check was done before the effective date of this AD: Submit the report within 15 days after the effective date of this AD.

(k) Parts Installation Limitation

As of the effective date of this AD, no person may install air data pressure transducers in air data computers, air data modules, air data attitude heading reference systems, and digital air data computers, having the part numbers and serial numbers identified in Honeywell Alert Service Bulletin ADM/ADC/ADAHRS-34-A01, dated November 6, 2012, on any aircraft.

(l) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per

response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(m) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(n) Related Information

For more information about this AD, contact Blake Higuchi, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles ACO, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5315; fax: 562-627-5210; email: *blake.higuchi@faa.gov*.

(o) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Honeywell Alert Service Bulletin ADM/ADC/ADAHRS-34-A01, dated November 6, 2012.

(ii) Airbus Alert Operators Transmission (AOT) A34N001-12, including Appendices A and B, dated November 15, 2012, for Airbus Model A318/A319/A320/A321 series airplanes.

(iii) Airbus AOT A34N001-12, including Appendices A and B, dated November 15, 2012, for Airbus Model A330 series airplanes.

(3) For Honeywell service information identified in this AD, contact Honeywell Aerospace, Technical Publications and Distribution, M/S 2101-201, P.O. Box 52170, Phoenix, AZ 85072-2170; telephone 602-365-5535; fax 602-365-5577; Internet *http://www.honeywell.com*. For Airbus service information identified in this AD for Model A330 series airplanes, contact Airbus SAS—Airworthiness Office—EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email *airworthiness.A330-A340@airbus.com*; Internet *http://www.airbus.com*. For Airbus service information identified in this AD for Model A318, A319, A320, and A321 series airplanes, contact Airbus, Airworthiness

Office—EAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email *account.airworth-eas@airbus.com*; Internet *http://www.airbus.com*.

(4) You may view this service information at FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

Issued in Renton, Washington, on December 21, 2012.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2012-31587 Filed 1-8-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2012-0632; Directorate Identifier 2011-SW-044-AD; Amendment 39-17305; AD 2012-26-10]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for all Eurocopter France (Eurocopter) Model SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-365C, SA-365C1, SA-365C2, and SA-366G1 helicopters. This AD requires inspecting portions of the main gearbox (MGB) for the presence of sealing compound and corrosion. This AD was prompted by reports of corrosion on the main MGB casing lower area between the two servo-control anchoring fitting attachment ribs. An investigation determined that the corrosion was associated with sealing compound on the lower part of the fitting/casing attachment. The actions in this AD are intended to detect corrosion on the MGB casing, which could lead to a crack, failure of the MGB, and subsequent loss of control of the helicopter.

DATES: This AD is effective February 13, 2013.

The Director of the Federal Register approved the incorporation by reference of certain documents listed in this AD as of February 13, 2013.

ADDRESSES: For service information identified in this AD, contact American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.eurocopter.com>. You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov> or in person at the Docket Operations Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, any incorporated-by-reference service information, the economic evaluation, any comments received, and other information. The street address for the Docket Operations Office (phone: 800-647-5527) is U.S. Department of Transportation, Docket Operations Office, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Rao Edupuganti, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-4389; email: rao.edupuganti@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

On June 18, 2012, at 77 FR 36220, the Federal Register published our notice of proposed rulemaking (NPRM), which proposed to amend 14 CFR part 39 to include an AD that would apply to Eurocopter Model SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-366G1, SA-365C, SA-365C1, and SA-365C2 helicopters, with an MGB installed. That NPRM proposed to require inspecting the lower parts of the MGB casing anchoring fittings for sealing compound, and if there is sealing compound on the lower parts of the anchoring fittings, removing the sealing compound and inspecting the anchoring fittings for corrosion. If there is corrosion, the NPRM proposed repairing the affected area. If there is no corrosion, the NPRM proposed applying touch up protective treatment and renewing any damaged sealing

compound bead in the lower part of the anchoring fitting.

The proposed requirements were intended to detect corrosion on the MGB casing, which could lead to a crack, failure of the MGB, and subsequent loss of control of the helicopter.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued AD No.: 2011-0127, dated July 1, 2011 (AD No. 2011-0127), which supersedes Directorate General for Civil Aviation (DGAC France) AD F-2008-04, dated June 4, 2008, for the Eurocopter Model EC 155 B, EC 155 B1, SA 365 N, SA 365 N1, AS 365 N2, AS 365 N3, SA 366 G1, SA 365 C, SA 365 C1, SA 365 C2, and SA 365 C3 helicopters with a MGB, all part numbers, that was delivered before December 5, 2007, installed on helicopters delivered before December 5, 2007, or overhauled or repaired before September 30, 2008. EASA states that in 2008, it received two reports of atmospheric corrosion on the MGB casing lower area of two helicopters between the two servo-control anchoring fitting attachment ribs. The investigation showed that the corrosion occurred in this area due to the presence of "PR sealing compound" on the lower part of the fitting/casing attachment. The "PR sealing compound" may have been applied incorrectly on some helicopters due to a misinterpretation of the Eurocopter documentation during installation. EASA states that this condition, if not corrected, could lead to "crack initiation and crack growth in the affected area of the casing," which could cause this area to fail and result in loss of control of the helicopter.

Comments

We gave the public the opportunity to participate in developing this AD, but we did not receive any comments on the NPRM (77 FR 36220, June 18, 2012).

FAA's Determination

These helicopters have been approved by the aviation authority of France and are approved for operation in the United States. Pursuant to our bilateral agreement with France, EASA, its technical representative, has notified us of the unsafe condition described in the EASA AD. We are issuing this AD because we evaluated all information provided by EASA and determined the unsafe condition exists and is likely to exist or develop on other helicopters of these same type designs and that air safety and the public interest require adopting the AD requirements as proposed, except we have removed the

words "with a main gearbox installed" from the applicability paragraph because that language is unnecessary. This minor change is consistent with the intent of the proposals in the NPRM and will not increase the economic burden on any operator nor increase the scope of the AD.

Differences Between This AD and the EASA AD

The EASA AD requires inspecting the anchoring fittings for "PR sealing compound" within 15 flight hours, while this AD requires inspecting within 30 hours TIS. The EASA AD applies to the Model SA-365C3, and this AD does not include this model because it does not have an FAA-issued type certificate. This AD does not allow the compliance times provided in Appendix 1 of the EASA AD, since it is desirable to accomplish any required repairs before further flight.

Related Service Information

Eurocopter has issued one Emergency Alert Service Bulletin (EASB), Revision 0, dated May 7, 2008, with five different numbers. EASB No. 63.00.17 is for the Model AS 365-series helicopters; EASB No. 63.00.12 is for the military Model AS 565-series helicopters, which are not FAA type certificated; EASB No. 63A011 is for the Model EC 155-series helicopters; EASB No. 65.03 is for the Model SA 366-series helicopters; and EASB No. 65.47 is for the Model SA 365-series helicopters and the non-FAA type certificated Model SA 360-series helicopters. The EASB specifies inspecting for "PR sealing compound" on the lower parts of the MGB anchoring fittings, removing any "PR sealing compound," and repairing any corrosion. EASA classified this EASB as mandatory and issued AD No. 2011-0127 to ensure the continued airworthiness of these helicopters.

Costs of Compliance

We estimate that this AD will affect 31 helicopters of U.S. Registry. We estimate that operators may incur the following costs in order to comply with this AD. Inspecting the anchor fittings for sealing compound and corrosion will require about 0.5 work hour at an average labor rate of \$85 per hour, for a cost per helicopter of about \$43 and a cost to the entire U.S. fleet of \$1,318. Removing any sealing compound and repairing any corrosion damage will require about 8 work hours at an average labor rate of \$85 per hour, for a cost per helicopter of \$680.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on helicopters identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866;
- (2) Is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979);
- (3) Will not affect intrastate aviation in Alaska to the extent that it justifies making a regulatory distinction; and
- (4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared an economic evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

- 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

2012–26–10 Eurocopter France Helicopters:
Amendment 39–17305; Docket No. FAA–2012–0632; Directorate Identifier 2011–SW–044–AD.

(a) Applicability

This AD applies to Eurocopter France (Eurocopter) Model SA–365N, SA–365N1, AS–365N2, AS 365 N3, EC 155B, EC155B1, SA–366G1, SA–365C, SA–365C1, and SA–365C2 helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as corrosion on the main gearbox (MGB) casing lower area between the servo-control anchoring ribs, caused by sealing compound on the lower part of the fitting/casing attachment. This condition could result in a crack, failure of the MGB, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective February 13, 2013.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

(1) Within 30 hours time-in-service, inspect the lower parts of the MGB servo-control anchoring fittings (anchor fittings) for sealing compound, referring to Figure 1 of Eurocopter Emergency Alert Service Bulletin No. 63.00.17 (for Models SA–365N, SA–365N1, AS–365N2 and AS 365 N3); No. 63A011 (for Models EC 155B and EC155B1); No. 65.03 (for Model SA–366G1); and No. 65.47 (for Models SA–365C, SA–365C1, and SA–365C2), Revision 0, dated May 7, 2008 (EASB).

Note 1 to paragraph (e)(1): The Eurocopter EASB is one document with multiple EASB numbers, each applicable to different base model Eurocopter helicopters.

(2) If there is sealing compound on the lower part of an MGB anchor fitting, remove the sealing compound and inspect for corrosion in the lower area of the MGB casing.

(i) If there is corrosion, before further flight, repair the corrosion area.

(ii) If there is no corrosion, apply touch up protective treatment, if required, and renew the bead of any damaged sealing compound in the upper part of the anchor fitting.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Rao Edupuganti, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA,

2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222–4389; email: rao.edupaganti@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

(1) Eurocopter Repair Sheet 365–63–36–08, dated April 4, 2008, and Standard Practices Manual (MTC) Work Cards 20.04.04, 20.04.05, and 20.05.01, which are not incorporated by reference, contain additional information regarding the subject of this AD and in particular regarding the procedures for corrosion repair, protective treatment touch-up, and renewing the damaged sealing bead. For service information identified in this AD, contact American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053–4005, telephone (800) 232–0323, fax (972) 641–3710, or at <http://www.eurocopter.com>. You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in European Aviation Safety Agency AD No. 2011–0127, dated July 1, 2011.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6320: Main Rotor Gearbox.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Eurocopter Emergency Alert Service Bulletin No. 63.00.17, Revision 0, dated May 7, 2008.

(ii) Eurocopter Emergency Alert Service Bulletin No. 63A011, Revision 0, dated May 7, 2008.

(iii) Eurocopter Emergency Alert Service Bulletin No. 65.03, Revision 0, dated May 7, 2008.

(iv) Eurocopter Emergency Alert Service Bulletin No. 65.47, Revision 0, dated May 7, 2008.

Note 2 to paragraph (i)(2): Eurocopter Emergency Alert Service Bulletin (ASB) Nos. 63.00.17, 63A011, 65.03, and 65.47, all Revision 0, and all dated May 7, 2008 are co-published as one document along with Eurocopter Emergency ASB No. 63.00.12, Revision 0, dated May 7, 2008, which is not incorporated by reference in this AD.

(3) For Eurocopter service information identified in this AD, contact American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053–4005, telephone (800) 232–0323, fax (972) 641–3710, or at <http://www.eurocopter.com>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Fort Worth, Texas, on December 20, 2012.

Kim Smith,

Directorate Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2012-31682 Filed 1-8-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2011-1237; Airspace
Docket No. 08-AWA-5]

RIN 2120-AA66

Amendment to Class B Airspace; Atlanta, GA

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Atlanta, GA, Class B airspace area to ensure the containment of large turbine-powered aircraft operating to and from the Hartsfield-Jackson Atlanta International Airport (ATL). The FAA is taking this action to enhance safety and reduce the potential for midair collision in the Atlanta, GA, terminal area.

DATES: *Effective Date:* 0901 UTC, March 7, 2013. The Director of the **Federal Register** approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Airspace Policy and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

On February 3, 2012, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to modify the Atlanta, GA, Class B

airspace area (77 FR 5429). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. A total of 159 commenters responded to the NPRM. The FAA considered all comments received before making a determination on this final rule.

Discussion of Comments

Of the 159 responses received, 135 concerned the airspace in the vicinity of Dekalb-Peachtree Airport (PDK). All of these commenters opposed the Class B modification in the vicinity of PDK contending that it would result in lower flight paths for ATL arrivals, and PDK arrivals and departures, thus leading to various adverse impacts, such as: increased noise, increased air pollution and health problems, lower property values, detrimental effect on local businesses, decreased tax revenues due to lower property value and decreased commerce, inability to sell homes and decreased quality of life.

The above perceived impacts appear to be based on the belief that the Class B change would lead to IFR flights operating at lower altitudes than they do today. This is incorrect. The Class B modifications, including those in the PDK area, are based on the need to contain IFR aircraft that are now operating below Class B airspace. It is important to note that existing IFR operating altitudes will not change.

Noise concerns were a recurring theme in the PDK-related comments, in that the main concern was that lowering the floor of the Class B airspace would allow more aircraft to fly lower over residential areas. The vast majority of the noise experienced by these residents is caused by aircraft flying at or below 3,000 feet MSL during takeoff and/or landing operations at the PDK airport. Those aircraft will continue to fly at those altitudes regardless of any changes made in the Atlanta Class B airspace. In addition, an FAA study done in response to comments at the Informal Airspace Meetings, held in 2010, shows that almost 98 percent of the aircraft that fly in the vicinity of PDK are already operating below 5,000 feet MSL. Therefore, lowering the floor of the Class B airspace will not have an appreciable effect on the amount of noise experienced by the residents in neighborhoods surrounding PDK.

Further, the FAA is not changing air traffic procedures. Where IFR aircraft fly today is where they will continue to fly after implementation of the Class B modification. This rule addresses the issue that these aircraft are currently operating at altitudes that are below the floor of the existing Class B airspace. In

order to minimize the potential for midair collisions in the Atlanta terminal area, FAA directives require that large turbine powered aircraft arriving at and departing from the primary airport (in this case, ATL) be contained within Class B airspace. Since the routes and altitudes that ATL IFR arrivals and departures are currently flying will not change, there will not be an increase of over-flights or noise from what residents in the PDK area are already experiencing today. Aircraft operating to and from Hartsfield will not begin flying lower over residential areas near PDK Airport due to lowering the Class B floor.

The commenters also contend that the Class B changes would increase IFR delays for PDK departures and arrivals, resulting in wasted fuel and increased operating costs as well as causing PDK IFR arrivals to circle over the neighborhoods while waiting to land.

The FAA does not agree. Today, PDK IFR departures are initially cleared to climb to the highest available altitude, typically 5,000 feet MSL, but sometimes lower based on other traffic. These aircraft climb at their normal rate until reaching their assigned altitude, so even if an aircraft is cleared to 4,000 feet instead of 5,000 feet, its initial rate of climb would be the same and there would be no increased impact on the ground that might be caused by a slower climb rate. Lowering the floor of the Class B in the vicinity of PDK will not alter this practice, since 5,000 feet will continue to be assigned by the satellite controller. PDK IFR arrivals operate on final approach at minimum altitudes that are based on obstacle clearance criteria and descent profiles defined by instrument procedure design standards. These IFR procedure altitudes cannot be lowered. Additionally, the established VFR traffic patterns at the satellite airports are not changing due to this rule.

ATL arrivals currently fly in the PDK area at 6,000 feet today and they will continue to operate at that altitude after the Class B change. The purpose of lowering the floor to 5,000 feet in the PDK area is to contain, within Class B airspace, the ATL departures that are now flying at 5,000 feet underneath the arrivals. Since arrivals and departures at both ATL and PDK will continue to operate at the same altitudes as they do today, none of the above listed impacts would occur as a result of the Class B airspace modification.

However, in view of the large number of comments received, and the Ad Hoc Committee recommendation concerning the Class B changes near PDK, we explored the possibility of modifying