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135

Airport, Airspace, Aviation Security, and
Flight Operations Requirements; 1984
Summer Olympics, Los Angeles,
California; Final Rule and Request for
Comments

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration**

[Docket No. 23847; SFAR No. 46]

14 CFR Parts 91, 107, 108, 109, 121, and 135**Airport, Airspace, Aviation Security, and Flight Operations Requirements; 1984 Summer Olympics, Los Angeles, California****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule; request for comments.

SUMMARY: This Special Federal Aviation Regulation (SFAR) is applicable for the period July 14, 1984, to August 26, 1984. It establishes airport, airspace, aviation security, and flight operation requirements for the XXIII Olympic Games to be held primarily in the vicinity of Los Angeles, California, in the summer of 1984. The rule places restrictions on scheduled operations at Los Angeles International Airport and on certain unscheduled flights into selected major airports in southern California. In addition, this rule announces other FAA services, including the provision of air commerce and aviation security information which will be available to the national and international air commerce community during the Olympic period. This rule will terminate on August 26, 1984.

DATES: Effective Date: July 14, 1984. This rule will terminate on August 26, 1984.

Comment Date: Comments concerning provisions of this regulation must be submitted by May 16, 1984.

ADDRESSES: Send comments on the rule in duplicate to the Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket (AGC-204, Docket No. 23847), 800 Independence Avenue, SW., Washington, D.C. 20591, United States of America. Comments may be examined in the Rules Docket, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m.

FOR FURTHER INFORMATION CONTACT: Mr. Gene Falsetti, Office of the Associate Administrator for Air Traffic, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 426-8783.

SUPPLEMENTARY INFORMATION:**Comments Invited**

Interested persons are invited to participate in this regulatory action 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. Communications should identify the regulatory docket number and be submitted in duplicate to the above specified address. All communications received on or before the closing date for comments will be considered by the Administrator. Commenters who wish the FAA to acknowledge receipt of their comments must submit with those comments a self-addressed, stamped postcard on which the following statement is written: "Comments to Docket Number 23847." The postcard will be date/time stamped and returned to the commenter. The provisions in this rule may be changed in the light of comments received. All comments submitted will be available, both before and after the closing date for the comments, in the Rules Docket for examination by interested persons. A report summarizing substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of Document

Any person may obtain a copy of this document by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Information Center, APA-430, 800 Independence Avenue, SW., Washington, D.C. 20591, or by calling (202) 426-8058. Communications must identify the docket number.

Background

On November 25, 1983, the FAA published a Notice of Proposed Rulemaking (Notice 83-18) (48 FR 53374) proposing a Special Federal Aviation Regulation for the period July 14 to August 26, 1984, to establish airport, airspace, aviation security, and flight operations requirements for the XXIII Olympic Games. The major provisions proposed included—

(a) An advance airport reservation system applicable to scheduled operations of U.S. air carriers and commercial operators at identified Olympic Reservation Airports.

(b) A separate airport reservation system for U.S. unscheduled operations at the same airports with the option to add, delete, or change the category of airports.

(c) Flight plan filing requirements applicable to unscheduled U.S. and all foreign instrument flight rule or visual flight rule flights to or from an Olympic Reservation Airport.

(d) Air commerce security provisions pertaining to aircraft and airport

operators at identified Olympic Security Airports.

(e) The prohibition of most unscheduled operations at the Los Angeles International and Ontario Airports during the Olympic period.

(f) A notice requirement applicable to all foreign scheduled and unscheduled arrival flights to an identified Olympic Reservation Airport.

(g) Prohibition of airborne filing of flight plans in the Los Angeles Olympic Area.

In addition to the above, the proposal contained general provisions which—

(a) Identified the Los Angeles Olympic Area as the airspace within an 80 nautical mile radius of the Los Angeles International Airport.

(b) Identified specific Olympic reservation and security airports.

(c) Would have required pilot familiarity with appropriately issued Notices to Airmen (NOTAM's).

(d) Provided the authority for appropriate officials of the FAA to take air traffic control, security, and flight schedule reduction actions if necessary.

In recognition of a high degree of interest in the proposal, the FAA held a public meeting on December 14, 1983, in Los Angeles. Over 200 persons attended the meeting, at which 20 speakers made statements representing various interests. The interests represented were—

(a) Scheduled airlines.

(b) Unscheduled (general aviation) operators.

(c) On-demand air taxis and commuters.

(d) Business and Corporate fixed-wing operators.

(e) Commercial and business helicopter operators.

(f) Aviation service organizations and fixed-base operators.

(g) Banks.

(h) Media (television networks and stations).

(i) Los Angeles Visitors Convention Bureau.

(j) New commuter and air carrier operators and employees.

(k) Airport Operators.

Other interested parties, including banner towing operations, the Goodyear Blimp, and the U.S. Forest Service were also represented at the meeting.

In addition to the public hearing, written comments were invited. The proposed SFAR provided for a 45-day comment period ending January 12, 1984. A total of 128 written comments were received.

A summary of comments in each major area is provided below, along

with the FAA's response to those comments:

The Advance Airport Reservation System

The NPRM proposed an advance Airport Reservation System (ARS) at the following airports:

Burbank-Glendale-Pasadena—(BUR)
Los Angeles International—(LAX)
Las Vegas—(LAS)
Long Beach—(LGB)
Ontario International—(ONT)
San Diego International—(SAN)
Santa Ana (John Wayne/Orange County)—(SNA)

The proposed rule would have limited the number of scheduled operations, at reservation airports other than LAX, to a base number established by a carrier's operations during a base week prior to the Olympic Period. Operations at LAX were to be limited to those allowed under SFAR 44-5. Additional slots at all reservation airports including LAX, were to be allocated on the basis of a random drawing, until the number of slots matched Air Traffic Control (ATC) capacity at those airports.

Commenting on the advance airport reservation system, the Air Transport Association (ATA) stated that the major airlines have shown no intent to significantly alter or reschedule flight operations during the Olympic period. ATA contended that neither the current SFAR-44 allocations nor an Olympic airport reservation system were needed. Referring to traffic data from previous games in Montreal, ATA pointed out that scheduled airline traffic increased there at most by 10 percent. Further, the ATA contended that the airlines would undertake other initiatives to meet Olympic air traffic demand. Those initiatives included raising the passenger load factor from 65 to 80 percent and substituting larger aircraft in the schedule. Another factor cited as increasing capacity was the 750 million dollar airport improvement project at Los Angeles. Existing noise and traffic constraints at Burbank-Glendale-Pasadena (BUR), Long Beach (LGB), and Santa Ana (John Wayne/Orange County) (SNA) airports would limit traffic increases, according to ATA. ATA recommended an airline reservation system, to be operated by FAA's Command Center, for charters, extra sections, and certain ferry flights. It also recommended a regionally administered general aviation reservation system for both general aviation (GA) and on-demand air taxis in the southern California area and further suggested that these operations be limited at LAX and ONT based on pre-Olympic traffic. Several airlines, the

Los Angeles Visitors Convention Bureau, and airport operators including those representing Los Angeles, Long Beach, Las Vegas, and Santa Ana (John Wayne/Orange County) airports generally supported ATA's position that the air traffic increase would, at most, be moderate.

This rule modifies the proposal to require advance airport reservations for scheduled carriers and commercial operators only at LAX and only for arrival operations. The restriction is the minimum regulation necessary to ensure the safe and orderly movement of air traffic in keeping with the policies set forth in Executive Order 12291. The removal of the other airports from the advance airport reservation requirements primarily reflects the commenters' estimates that scheduled traffic into those airports would not increase enough to exceed ATC capacity. If necessary, capacity controls at airports, other than LAX which are affected by Olympic traffic, will be exercised through ATC flow control management procedures.

Air carrier arrival reservations at LAX are currently established under the procedures of SFAR 44-5. To ensure that traffic does not exceed capacity limits at LAX, the reservation procedures of SFAR 44-5 shall remain in effect for that airport until July 14, 1984. On that date, when Runway 25L will reopen, there will be additional capacity available for operations at LAX. It should be noted that SFAR 44-5 and the ARS apply to arrivals only. Between July 14 and August 26, 1984, only operators with slots obtained under SFAR 44-5 or under the Olympic SFAR will be able to operate scheduled arrivals at LAX. By August 26, 1984, slot restrictions will be eliminated at LAX.

Los Angeles International Airport is one of the busier air carrier airports in the nation, ranking in the top five in terms of air carrier and total operations. Figures presented by ATA at the public meeting reflected the average traffic levels for the 1983 Thanksgiving holiday period. Since that time, the FAA has allocated additional slots, effective January 1, 1984, to raise the level up to the engineered performance standard (EPS) of 104 operations per hour. Under this SFAR, additional slots, up to a standard of 114 per hour, will be allocated at the completion of the construction activity on Runway 25L. Thus, at the time of the Olympics, the number of slots allowed at LAX will be significantly greater than it was at the time of the ATA survey. LAX is the primary arrival airport for the Olympic Games and will undoubtedly experience an increase in traffic during the

Olympics. That fact, combined with the unsatisfied demand for access to LAX evidenced in the slot allocation proceedings, mandates that the FAA hold the number of slots at the maximum number provided by the engineered performance standard. If ATA is correct that the scheduled traffic will not reach the limits of the ATC system, more capacity will be available for unscheduled operations.

The need for the continuation of a slot allocation process was demonstrated at the slot allocation meeting in October of 1983. At that meeting, all available slots were taken before the end of the first round. This left many carriers with unfulfilled requests, some of which were substantial. The number of spillover requests for additional LAX slots is estimated to be at least 200 per day. While these scheduled operations may not be related to the Olympics, the agency believes that the demand to operate at LAX exceeds available capacity. The agency must ensure that some capacity exists for Olympic operations and that the airport is available for expected Olympic activity. The FAA will schedule a slot allocation session for the additional LAX capacity as soon as practicable after publication of this rule. If the results of that session indicate that demand will not exceed the available capacity at LAX, the requirements of this SFAR and SFAR 44-5 may be adjusted or eliminated.

Allocation of Additional Capacity

The SFAR allocates additional capacity in the following manner:

1. A random drawing will be held for U.S. scheduled air carriers and commercial operators interested in additional arrival slots for Los Angeles International Airport during the reservation period. At this drawing, the numerical order in which carrier representatives will select slots will be established. A separate message will be sent to all carriers and interested parties presently included in the mailing list established under SFAR 44 regarding the date of the random drawing. The location will be in the FAA Auditorium, 800 Independence Avenue, S.W., Washington, D.C.

2. Representatives of air carriers and commercial operators participating in the random draw will be notified of a slot allocation session to be held on a date to be announced. At this session, they may choose arrival slots from the available capacity. A message will be sent to each air carrier and commercial operator participating in the random drawing and any additional parties that notify the FAA/APO-1 that they wish to

participate. The message will state the specific date, time, and location for the slot allocation session. This session is planned for a location in the vicinity of the Los Angeles International Airport.

3. At the slot allocation session, each operator's representative may choose two arrival slots during their turn. The slots available will be listed by day and by hour for LAX. Slot demands vary from a carrier that needs a weekly arrival slot for daily service at LAX to charter and other carriers or commercial operators that need only a specific day reservation. Based on input received, the greatest demand is for full slots (those that can be used for daily service), therefore approximately 90 percent of the additional capacity in any hour will be available for selection by carriers as full slots.

4. The slot allocation session will continue until all available capacity is selected or until the operators no longer desire to select the remaining slots.

5. Arrival slots not selected during the slot allocation session will be available on a first-come first-served basis from FAA/APO-1 from the day following the session until July 1, 1984. Requests for reservations made on July 1, 1984, and thereafter must be made to the Olympic Reservation Service. Requests for slots must be in writing to the address as specified in paragraph A-7 of Appendix 1 of this SFAR. The slot requests should be listed in order of priority with no more than two slots in each request. If capacity is not available for all requests, priority consideration will be given to the request received first in FAA/APO-1.

6. No trade or exchange of slots at the reservation airports will be accepted after July 1, 1984, because of administrative workload.

The Olympic Reservation System (Unscheduled Operations)

The proposed rule would have prohibited most unscheduled U.S. operations at LAX and ONT. Twenty-five (25) commenters opposed any prohibition of unscheduled operations at LAX/ONT. Most said that it established an unwarranted and dangerous precedent and was discriminatory to general aviation. Most said that the FAA had, in the past, always attempted to fairly apportion available system and airport capacity under constrained conditions to all categories of users. The National Business Aircraft Association (NBAA) and several members of the corporate business community that regularly use LAX and ONT airports said that if any apportionment of capacity were necessary, general aviation would be willing to share in

that capacity according to its historical percentage of use of those airports.

Opposition also came from other sources, including a few fixed-base operators. AiResearch Aviation Company, a fixed-base operator at LAX, said it would be asked to accept inordinate hardship. The company provides fuel and maintenance service for business aircraft which it said provides 99 percent of the transient aircraft served at the facility. With a prohibition of normal corporate business traffic in and out of LAX, the company would lose 10 percent of its annual fuel and 10 percent of its annual maintenance business.

Other commenters, representing the aviation business interests at LAX, said that Los Angeles is a center of corporate business activity, and that aviation business activity must be able to carry on business as usual at LAX airport regardless of the Olympics. These commenters included the corporate business interests of General Motors, GTE, Southern Natural Gas, Upjohn, New Hampshire Ball Bearings, and Hanna Mining Co. Others said that business and general aviation contributed more than their fair share to the "national airspace" and the nation's transportation systems and were, as well, substantial contributors to the Olympics.

The proposed rule would have required all unscheduled operations at Category A and B airports to obtain a reservation. Category "A" airports were identified as LAX and ONT. Category "B" Airports under the proposed Olympic Reservation System included Burbank, Santa Ana, Long Beach, Las Vegas, and San Diego. All IFR and some VFR operations into the Category "B" airports would have required a reservation. The NPRM also listed Category "C" airports, which would only have had restrictions if unexpectedly high traffic conditions developed during the Olympics.

A number of commenters opposed the reservation system for unscheduled operations. The CBS and NBC television networks, and KHJ-TV, Los Angeles, were concerned that the requirement to obtain a reservation at Category A and B airports for unscheduled operations not later than 2 hours prior to departure would effectively negate their ability to cover late-breaking news. Many of their operations entail use of helicopters, and in many cases, owned or leased fixed-wing aircraft. Those aircraft function to cover fast-breaking stories, pick up and transport reporters to and from LAX, BUR, and Van Nuys (VNY) airports with short notice, and deliver news cassettes for use by local and network stations.

Network news representatives also advised the FAA that in some situations, a microwave "repeater" aircraft is used to cover on-the-scene, live television broadcasts.

In addition to the TV news media, several major banks in the Los Angeles area explained that they are dependent upon the use of immediate-access helicopter service to transport millions of dollars in bank drafts daily. The banks maintained that helicopter service is essential to guarantee that customer deposits are properly credited, and that bank drafts are processed, in a timely fashion to ensure maximum collection of funds, as well as payment of interest to customers. Several banks said that their transferral operations accounted for hundreds of millions of dollars. One bank indicated the overall helicopter network accounts for the daily transport of billions of dollars.

Other helicopter businesses and interests, including the Professional Helicopter Pilots Association of California generally were opposed to the 2 hour reservation requirement as it applied to helicopters. Most believed that 10-15 minute advance warning was adequate and that helicopters generally can be operated so that they are not an air traffic congestion factor. Hughes Helicopters Inc. stated that reservations for helicopters in or out of Olympic Reservation Airports were inappropriate because helicopters are routed separately from fixed-wing traffic and are in fact "a different network with nonconflicting arrival/departure routes."

In light of the comments received and the lower than anticipated estimate of increased traffic, the prohibition, reservation, and advance flight plan filing restrictions on unscheduled operations proposed in the NPRM have been considerably relaxed as follows:

1. Unscheduled operations will be permitted into LAX and ONT, subject to reservation requirements.

2. VFR operations of fixed-wing aircraft are excluded from reservation requirements at Category B airports.

3. The final rule eliminates provisions for Category "C" airports.

4. Reservations for unscheduled IFR flights are required at LAX, ONT, SNA, BUR, and LGB, but only for arrival operations. Reservations will not be required at LAS and SAN. Capacity control will be applied at those airports, if necessary, through flow control management procedures. This final rule also exempts the following types of unscheduled operations from reservation requirements:

(a) Essential military flights.

(b) Medical emergency flights (fire and rescue).

(c) Law enforcement and security flights.

(d) Flights essential to the public health and welfare.

(e) Presidential or Vice Presidential flights.

(f) All VFR helicopter flights regardless of the airport utilized.

5. The final rule deletes the 2 hour advance flight plan filing requirement.

The Olympic Reservation Service will be in operation 24 hours a day beginning 12:01 a.m., Pacific Daylight Time, July 1, 1984. Reservation requests will be accepted and approved on a first-come first-served basis. All reservation requests must be made no more than 14 days and not less than 2 hours prior to the first planned arrival time.

Advance Notice—Foreign Arrivals

For purposes of this SFAR, the term foreign arrival applies to any flight which departed from an airport outside the contiguous U.S. Advance notice must be provided by all unscheduled foreign arrivals at least 30 days in advance of intended date of arrival at an Olympic Reservation Airport during the period July 14 to August 26, 1984. The purpose of notice is to provide operating knowledge of foreign air traffic demand upon the Olympic Reservation Airports and the U.S. air traffic control system. This information, combined with knowledge of domestic air traffic movements, provides the basis of action to assure the safe, efficient, and orderly movement of all air traffic during the Olympic period. This rule will enable ATC to spread out large numbers of international operations to provide for their more efficient accommodation.

The following foreign arrival flights would require notice:

All known, but unpublished arrival flights, including cargo, charter, private, and State flights.

All foreign flights published in the June 1, 1984, OAG will be assumed by the FAA to operate, therefore, notice of those flights is not required. In this connection, flights which had an origin from an airport outside of the contiguous U.S. (e.g., Honolulu), will be based in accordance with the June 1, 1984 OAG. Notice may be submitted by mail or via aeronautical radio and telegraph facilities. Specific addresses are provided in Appendix I of this SFAR. The notice information to be provided includes the place of foreign departure, last intermediate stop, aircraft type and flight identification, date, and hour of planned arrival in Greenwich Mean Time (GMT), and destination Olympic Reservation Airport.

Airspace Restricted Areas

In response to a request from the Los Angeles Police Department, which is coordinating the Olympic security efforts of all Federal, State, and local law enforcement agencies, this rule provides the authority for the FAA to establish airspace restricted areas over Olympic village and competition sites. Flights through, into, or out of, airspace restricted areas are prohibited except for the following:

1. Olympic security flights.
2. Emergency relief flights involving the public health and welfare.
3. Law enforcement flights.
4. Flights operating on FAA-designated ingress/egress routes to and from heliports located within an airspace restricted area in compliance with established security requirements.
5. Flights operating under an FAA-approved authorization issued under authority and procedures of the SFAR.

The locations and dimensions of the airspace restricted areas will be charted for use by all pilots. Requests for access to the airspace restricted areas may be filed with the FAA, in advance, using the procedures specified in Appendix IV. Under this authority, for example, media representatives could identify aircraft that would be utilized during this period and could be approved for such operations. The procedures provide for one time authorization for multiple flights throughout the period of the SFAR.

Most of the comments concerning the airspace restricted areas came from the TV media. They were concerned with the effect of the rule on their ability to cover late breaking news with either helicopters or fixed-wing aircraft. The FAA understands and is aware of concerns expressed by the TV media. In considering those concerns, the FAA is also aware and must also consider that the security precautions undertaken in this country for the Olympics are substantial and extensive. They include some 60 Federal, State, and local government agencies whose combined objective and responsibility is to provide or the security of the XXIII Olympiad in an urban environment which is the fourth largest in the world, and in times of increasing international tensions and terrorist activity. The FAA, for its part, must assure proper preparations regarding aviation security.

The removal of flight plan and reservation requirements on VFR helicopter operations in the Olympic area, and the provisions for advanced authorization through the restricted areas, will alleviate many of the concerns expressed by the media.

Air Commerce Security

This SFAR establishes requirements to assure the safety and security of all persons and property engaged in air commerce during the Olympic period and defines the Southern California Olympic Security Area (SCOSA). The SCOSA is defined in the rule as an area of southern California south of 35° latitude and from the coastline east to 116° longitude. The requirements are applicable to operators of airports and to all air carriers, commercial operators, and pilots conducting operations at airports within the SCOSA.

Airport Security

Airports of current concern to FAA within the SCOSA have already implemented security procedures as required by FAR Part 107. No other requirements are added by this amendment.

The SFAR contains authority, as conditions warrant, to add other airports, including general aviation airports, to the list by NOTAM's issued pursuant to this SFAR.

Aircraft operators should contact airport management or airport security at airports within the SCOSA prior to or immediately upon arrival to determine normal and extraordinary security procedures in effect. In addition, operators must be aware that certain airports within the SCOSA and all other airports which may be designated by NOTAM will have a security program in effect that meets FAA requirements.

General aviation airports, although not currently subject to FAR security requirements, may have local security rules or regulations which apply. Aircraft operators are advised to contact airport management at airports located in areas of Olympic activity prior to arrival for any security requirements that may be in effect.

Air Carrier/General Aviation Security

U.S. and foreign air carriers and commercial operators operating at selected airports within the SCOSA shall continue to operate pursuant to FAA approved or other (foreign air carriers) security programs. Those operators and all others who operate in or land at selected airports within the SCOSA shall be prepared to implement security procedures specified in the SFAR and in NOTAM's issued pursuant to the SFAR. Coordination of security procedures will be between security representatives of the aircraft operator and the FAA Los Angeles Civil Aviation Security Field Office (LAX CASFO). Under the SFAR, all persons operating helicopters and fixed-wing aircraft

(regardless of number of passenger seats) must be prepared to implement procedures that are designed to prevent weapons and explosives from being carried aboard aircraft, and be prepared to implement other required security procedures as the need arises.

Reporting of Criminal or Other Acts Against Air Transportation—FAA Olympic Security Services

The FAA will operate an Olympic Security Service (FAA/OSS) to provide air commerce security services. Two toll-free numbers are available for the use of interested parties. During the period of the Olympic games, these toll-free numbers will be available on a 24-hour basis. The FAA/OSS will be available to provide and collect information relative to the following:

1. Security procedures/requirements.
2. Law enforcement coordination.
3. Intelligence (threats).
4. Criminal acts directed toward the air transportation system (hijacking, sabotage, etc.).

In addition, information pertaining to any hijacking or bomb threat incident may be relayed to the nearest air traffic control facility by aircraft.

The ATA commented that FAA-approved security programs already required by Parts 107 and 108 essentially include the specific security measures proposed in the NPRM. The SFAR accommodates these comments and distinguishes between those currently covered by security regulations and others that might be required by NOTAM to implement security procedures.

Summary—The Special Federal Aviation Regulation

A. Major Provisions

1. An advance airport reservation system applicable to U.S. scheduled air carrier and commercial arrival operations at LAX. The system includes both IFR and VFR operations.

2. An airport reservation system applicable to U.S. unscheduled operations at BUR, LAX, LGB, ONT, and SNA airports. This reservation system will apply to arrival operations with the following exceptions:

- (a) All VFR helicopter operations at all airports
- (b) All VFR fixed wing operations at Category B airports.

(Category B airports specifically identified in the SFAR are BUR, LGB, ONT, and SNA). Reservations will continue to be required for VFR fixed-wing operations at Los Angeles International, a Category A airport.

3. A flight plan filing requirement applicable to each person who conducts an unscheduled VFR fixed-wing arrival flight to Los Angeles International Airport.

4. A flight plan filing requirement applicable to each person who conducts a foreign unscheduled flight to an Olympic Reservation Airport. The responsible operator must ensure that it will be received by ATC at least 2 hours prior to the time the flight enters U.S. airspace.

5. A prohibition of airborne filing within the Los Angeles Olympic Area (defined in general provisions below). The exceptions are an emergency or a flight that is conducted wholly within airspace controlled by the ATC facility in which the destination airport is located and is authorized by ATC.

6. A 30-day advance notice requirement applicable to each foreign unscheduled arrival operation landing at an Olympic Reservation Airport.

7. Security requirements applicable to operators of airports, air carriers, commercial operators, and pilots conducting operations at selected airports within the SCOSA.

8. The establishment of 26 airspace restricted areas. The FAA will establish 24 of the airspace restricted areas over the Olympic competition sites and Olympic villages in the southern California area, one at Palo Alto, California, and one over the competition site and Olympic village at Annapolis, Maryland. Flight operations are not authorized in these areas except for the following:

- (a) Olympic security flights.
- (b) Emergency relief activity flights involving public health and welfare.
- (c) Law enforcement flights.
- (d) Flights operating on FAA-designated ingress/egress routes to and from heliports located within an airspace restricted area in compliance with established security requirements.
- (e) Flights operating under an FAA-approved authorization issued under authority and procedures of the SFAR.

B. General Provisions

In addition to the provisions above, the SFAR contains the following general provisions:

1. The Los Angeles Olympic area is defined as the airspace within an 80 nautical mile radius of the Los Angeles International Airport, and it includes airports designated in the SFAR or in NOTAM's issued under the SFAR which are located in the area.
2. The Olympic Reservation Airports are identified.
3. The SCOSA is identified.

4. Each person is required to be familiar with NOTAM's issued under authority of the SFAR if flying into or out of airports or airspace areas specified in the SFAR or NOTAM's issued under the SFAR.

5. The Associate Administrator for Air Traffic or his designee is given authorization to:

(a) Restrict, prohibit, or permit operations at airports or terminal/en route airspace areas specifically designated in the SFAR or NOTAM's issued under the SFAR;

(b) With regard to provisions of the SFAR and NOTAM's issued under it, exclude or give priority to essential military, medical/rescue, essential public health and welfare, Presidential/Vice Presidential, heads of state, Olympic Family, law enforcement/security, and other flights as specifically authorized;

(c) Implement flow control management procedures; and

(d) Establish airspace restricted areas.

6. The Associate Administrator for Air Traffic, and the Director, Office of Civil Aviation Security are provided authority to cancel or modify provisions of the SFAR or NOTAM's issued under the SFAR during the effective period of the SFAR. These actions may be taken if consistent with the safe and efficient use of airspace and the safety and security of persons and property on the ground as affected by air traffic.

7. The Associate Administrator for Policy and International Aviation is provided authority to review and, as conditions warrant, implement reductions in scheduled operations of U.S. carriers and commercial operators at LAX in accordance with air traffic capacity limits.

Other U.S. Laws and Regulations

Foreign aircraft operators should clearly understand that the proposed SFAR is in addition to other laws and regulations of the U.S. The SFAR does not waive or supersede them. When operating within the jurisdictional limits of the U.S., operators of foreign aircraft must conform with all applicable requirements of U.S. Federal, State, and local governments. In particular, aircraft operators planning flights into the U.S. must be aware of and conform to the rules and regulations established by the:

1. U.S. Civil Aeronautics Board regarding flights entering the U.S.;
2. U.S. Customs Service, Immigration and other authorities regarding customs, immigrations, health, firearms, and imports/exports;
3. U.S. Federal Aviation Administration regarding flight in or into

U.S. airspace. This includes compliance with Federal Aviation Regulations regarding operations into or within the U.S. through air defense identification zones, and compliance with general flight rules; and

4. Airport management authorities regarding use of airports and airport facilities.

Economic Evaluation

The FAA conducted a regulatory evaluation of this SFAR which is summarized below. The complete evaluation is in the public docket for inspection. The FAA invites comments on all aspects of this evaluation.

A. Identification of Proposals With Economic Impact:

Three parts of this rule would have economic impact:

1. Appendix I would limit U.S. scheduled carriers and commercial operators to the number of IFR and VFR operations per day at LAX established under SFAR 44-5 and any additional arrival operations established under this SFAR. Appendix II requires that certain U.S. unscheduled operators obtain a reservation prior to any operation into an Olympic Reservation Airport. These airports include LAX, which requires reservations for both IFR and VFR arrival operations, and BUR, LGB, ONT, and SNA, which require reservations for IFR arrival operations only. Interrelated Sections B1 and B2 would require those unscheduled operators to obtain a reservation, file and applicable flight plan, and record the reservation number in the remarks section of the flight plan.

2. Interrelated Sections B3 and B4 designed to prevent overloading of flight service stations in the Olympic area would require advance filing of foreign flight plans involving any flight originating outside of the contiguous U.S. arriving at an Olympic Reservation Airport and would forbid filing of airborne flight plans in the Los Angeles Olympic Area during the Olympic period.

3. Interrelated Sections C5 thru C7 would require airport and aircraft operators to be prepared to implement security measures at airports within the SCOSA during the Olympic period.

All other provisions of the rule would not have economic impact for various reasons. Table 1 summarizes reasons why they would not have impact.

B. Airport Reservation Requirements

1. Benefits

Elimination of unnecessary aircraft delay is the economic benefit of this interrelated set of proposals. The FAA

believes that, in most instances the airports involved can handle the expected increase in traffic during the Olympic period. However, relatively little increase in traffic at peak hours is needed to strain the capacity of the air traffic control system and cause delays nationwide. The airport reservation requirements would prevent abnormal peaking of traffic at the airports and the consequent delays.

The FAA cannot quantify the value of the delay avoided because its magnitude depends on the unknown plans of an unknown number of aircraft operators. However, the FAA ran its central flow control model to determine how much delay would result if two possible alternative conditions occurred on one day at LAX.

The first alternative condition is the addition of 25 arrivals per hour during the three peak morning hours. The model shows that this condition would result in 8,270 minutes of additional airborne and ground delays, and the FAA estimates the value of that delay, exclusive of the value of passenger time, at \$185,000. The second, more extreme, alternative condition was the addition of 20 arrivals per hour from 0700-0800. The model shows that this alternate condition would result in 60,430 minutes of additional airborne and ground delays, and the FAA estimates the value of that delay at \$1,350,000.

2. Costs

FAA estimates that a slot allocation procedure will cost about \$13,500. This equates to \$12,400 in FAA personal expenses and \$1,150 in materials and other costs.

The FAA will also incur costs to operate the Olympic Reservation Service. This cost, for the 52-day period, exclusive of overhead, will total approximately \$97,000. Every attempt will be made to detail FAA employees in the Los Angeles area to reduce per diem and travel costs. Nevertheless, some per diem and travel will probably be needed, and it should not exceed \$75,000. The installation and operation charges for 12 WATS and 2 FTS lines would total \$51,000.

System users will incur costs to participate in the slot allocation procedure. Although no data has been submitted by affected carriers, FAA estimates that all users will spend a total of \$16,800 to participate in a slot allocation procedure. This estimate is based on the assumption that each user would require a \$30,000 per year scheduler for 16 hours.

System users will also incur costs to make reservations. These costs are not cash outlays, but the value to the users

of the time spent making reservations. Valuing that time at \$20.25 an hour, FAA estimates the cost of making reservations to be at least \$86,000.

3. Comparison of Benefits and Costs

The FAA believes the benefits of the SFAR are likely to exceed the costs. FAA and user costs, which can be quantified, would be approximately \$339,000, while the benefits of avoiding even 1 day of abnormal peaking, under FAA's two alternatives, would total \$1,535,000.

4. Regulatory Flexibility Determination

An affected small entity would have to make over 2,000 arrival reservations to exceed even the lowest significant cost threshold in FAA Order 2100.14. Therefore, the FAA finds that this set of interrelated rules would not have a significant economic impact on a substantial number of small entities and regulatory flexibility analysis is not required.

C. Aviation Security Requirements

1. Benefits

The economic benefits of this rule consist of security incidents avoided. However, the FAA cannot quantify these benefits because they depend on the unknown plans of those who would perpetrate such incidents and because the concentration of aviation activity at the Olympics offers an unprecedented opportunity to perpetrate such incidents.

2. Costs

Aircraft operators who are not now required to implement security programs within the SCOSA may incur costs to implement such programs during the Olympic period and the airport operators may incur additional costs to support the aircraft operator security effort. FAA cannot quantify the costs of these requirements. Four air carriers now serve one or more of the airports in the area on a scheduled basis and are not required to screen but could be required to do so under the SFAR. In response to FAA inquiries, they estimated costs between \$5,000 and \$35,000 per screening point. The wide variance in their cost estimates is because of uncertainty whether they could share existing screening points or would have to establish new ones. An unknown number of aircraft operators who will serve airports in the area on an unscheduled basis may also incur security costs.

3. Regulatory Flexibility Determination

Because this rule actually would

require small entities to be prepared to implement security measures, FAA

believes that its cost to any given small entity would not be significant and that

a regulatory flexibility analysis is not required.

TABLE 1.—RULES WITHOUT ECONOMIC IMPACT

Rule No.	Rule summary	Reason for no impact
A1(a)	Designates airspace within an 80 nautical mile radius of LAX as Los Angeles Olympic area.	Definitional only.
A1(b)	States that other airports and airspace areas requiring restriction or prohibition of aviation activity will be designated in NOTAM's issued pursuant to this SFAR.	Provision is advisory only. Does not restrict aviation activity at other airports or in other airspace areas.
A1(c)	Designates SCOSA.	Definitional only.
A1(d)	Lists Olympic Reservation Airports.	Actual requirements are imposed on users of the airports and airport management in other sections of this SFAR.
A2	Requires persons operating into or out of areas of Olympic activity to be familiar with NOTAM's issued pursuant to this SFAR before operating into/out of specified areas of Olympic activity.	FAR 91.5, Preflight Action, already requires a pilot in command to familiarize himself with all information concerning a flight before beginning that flight.
A3	Prohibits operation of an aircraft contrary to any restriction, prohibition, or procedure specified by the Associate Administrator for Air Traffic or the Director, Civil Aviation Security.	Included in the rule for ease of enforcement. Impact is not separate from that caused by rules imposing additional requirements.
A4(a)	Associate Administrator for Air Traffic is authorized to issue additional restrictions.	Additional restrictions are not proposed at this time.
A4(b)	Establishes Airspace Restricted Areas.	Does not interfere with normal flow of traffic.
A4(c)	The Associate Administrator for Air Traffic is authorized to give priority to, or exclude, certain operators and flights from the provisions of this SFAR.	Such exclusions would have beneficial impact but are not proposed at this time.
A5	The Associate Administrator for Air Traffic, the Associate Administrator for Policy and International Aviation, and the Director, Office of Civil Aviation Security permitted to delegate authority to extent necessary.	Included in the rule for administrative convenience.
A6	Associate Administrator for Air Traffic and Director, Office of Civil Aviation Security permitted to cancel or modify provisions of the SFAR.	No additional requirements or revocations of requirements are proposed at this time.
A7	Associate Administrator for Policy and International Aviation authorized to review and implement reductions in scheduled operations and known but unpublished operations of U.S. air carrier and commercial operators as air traffic capacity requires at LAX.	No schedule adjustments are proposed at this time.
A8	Requires persons operating aircraft to or from Olympic Reservation Airports to do so in conjunction with this SFAR and NOTAM's issued pursuant to this SFAR.	Included for ease of enforcement. Does not in itself impose any additional requirements.
C1	Director, Office of Civil Aviation Security authorized to prescribe extraordinary security procedures and exempt aircraft operators and others from security regulations and procedures.	No extraordinary security measures or exemptions are proposed at this time.
C2	Persons aware of planned or actual criminal or other acts against civil aviation required to report this information to FAA/OSS.	Responsible citizens would report such information to law enforcement authorities anyway. This merely directs citizen reports to proper authorities.
C3	Forbids operation of an aircraft into an airport unless airport complies with security requirements specified in this SFAR and in NOTAM's issued pursuant to this SFAR.	Included for ease of enforcement. Does not in itself impose an additional requirement.
C4	Forbids aircraft operators to operate aircraft into an airport unless they comply with security requirements specified in this SFAR and in NOTAM's issued pursuant to this SFAR.	Included for ease of enforcement. Does not in itself impose any additional requirements.
Appendix II:		
A2	Categorizes Olympic Reservation Airports and permits other airports to be designated as Olympic Reservation Airports.	Does not actually impose new requirements.
A5	Permits changing the category of an airport.	No changes of category are proposed at this time.
A6	Excludes certain unscheduled operations from reservation requirements.	Reservations are not required for such flights today.

List of Subjects in 14 CFR Part 91, 121, 135, 107, 108 and 109

Aviation safety, Aircraft flight, Air traffic control, Security.

The Special Federal Aviation Regulation (SFAR)

Accordingly, Chapter I of Title 14 of the Code of Federal Regulations is amended by adding this SFAR No. 46 to Parts 91, 121, 135, 107, 108 and 109 as follows, effective July 14, 1984:

Special Federal Aviation Regulation No. 46

A. General

1. For purposes of this SFAR:

(a) The Los Angeles Olympic area is the airspace within an 80 nautical mile radius of the Los Angeles International Airport and includes the airports designated in this SFAR that are located in this area.

(b) Other airports and airspace areas associated with Olympic activity which require restriction or prohibition of

aviation activity will be designated in NOTAM's issued pursuant to this SFAR.

(c) The Southern California Olympic Security Area (SCOSA) is defined as that area of southern California south of 35° latitude and from the coastline east to 116° longitude.

(d) Airports listed below and in NOTAM's issued pursuant to this SFAR are identified as Olympic Reservation Airports:

- (1) Burbank-Glendale-Pasadena (BUR).
- (2) Los Angeles International (LAX).
- (3) Long Beach (Daugherty Field) (LGB).
- (4) Ontario International (ONT).
- (5) Santa Ana (John Wayne/Orange County) (SNA).

2. Each person shall be familiar with all Notices to Airmen (NOTAM's) issued pursuant to this SFAR and all other available information concerning that operation before conducting any operation into or out of an airport or area specified in this SFAR or in NOTAM's pursuant to this SFAR. In addition, each person operating a

foreign flight that will enter the U.S. shall be familiar with any international NOTAM's issued pursuant to this SFAR. NOTAM's are available for inspection at operating FAA Flight Service Stations.

3. Notwithstanding any provision of the Federal Aviation Regulations to the contrary, no person may operate an aircraft contrary to any restriction, prohibition, or procedure specified in this SFAR or by the Associate Administrator for Air Traffic, or the Director, Civil Aviation Security, in a NOTAM which is issued pursuant to this SFAR.

4. As conditions warrant, the Associate Administrator for Air Traffic is authorized to—

(a) Restrict, prohibit, or permit instrument flight rules and/or visual flight rules (IFR/VFR) operations at any Olympic Reservation Airport or terminal or en route airspace area designated in this SFAR or in a NOTAM issued pursuant to this SFAR.

(b) Establish airspace restricted areas over Olympic competition and Olympic

village areas for the purpose of providing security for the Olympic Games.

(c) Give priority to, or exclude, the following flights from provisions of this SFAR and NOTAM's issued pursuant to this SFAR:

- (1) Essential military.
- (2) Medical/rescue.
- (3) Essential public health and welfare flights.
- (4) Presidential/Vice Presidential flights.
- (5) Flights carrying visiting heads of state.

(6) Flights in the service of the International Olympic Committee, the International Sports Federation and the National Olympic Committees.

(7) Law enforcement/security flights.

(8) Flights authorized by the Associate Administrator for Air Traffic.

(d) Implement flow control management procedures.

5. The Associate Administrator for Air Traffic, AAT-1, the Associate Administrator for Policy and International Aviation, API-1, and the Director, Office of Civil Aviation Security, ACS-1, may delegate their authority under this regulation to the extent necessary for the safe and efficient conduct of flight operations.

6. AAT-1 and ACS-1 may issue NOTAM's during the effective period of this SFAR to cancel or modify provisions of this SFAR and NOTAM's issued pursuant to this SFAR if such action is consistent with the safe and efficient use of airspace and the safety and security of persons and property on the ground as affected by air traffic.

7. API-1 is authorized to review and, as conditions warrant, implement reductions in scheduled operations and known but unpublished operations of U.S. air carrier and commercial operators at Los Angeles International Airport.

8. No person may operate an aircraft to or from an Olympic Reservation Airport unless that person complies with the requirements of this SFAR and NOTAM's issued pursuant to this SFAR that are applicable to his/her operation.

9. No person may operate an aircraft within, into, or out of an airspace restricted area unless that person complies with the requirements of this SFAR and NOTAM's issued pursuant to this SFAR applicable to operations in those areas.

B. Flight Plan Filing

1. Each person who conducts an unscheduled instrument flight rules (IFR) or a fixed-wing visual flight rules (VFR) flight to the Los Angeles International Airport shall file an applicable flight

plan and shall obtain an Olympic reservation number from the Olympic Reservation Service (ORS) prior to filing the flight plan and record the number in the remarks section of the flight plan.

2. Each person who conducts an IFR unscheduled flight to Santa Ana (Orange County/John Wayne), Long Beach, Ontario or Burbank-Glendale-Pasadena airports shall obtain an Olympic reservation number from the ORS prior to filing the flight plan and record the number in the remarks section of the flight plan.

3. Each person who conducts a foreign unscheduled flight to an Olympic Reservation Airport shall file an IFR or VFR flight plan and shall ensure that the flight plan will be received by U.S. air traffic control (ATC) at least 2 hours prior to the time the flight enters U.S. airspace.

4. Airborne filing of an IFR or VFR flight plan is prohibited within the Los Angeles Olympic area, unless an emergency exists or the flight is conducted wholly within the airspace controlled by the air traffic facility in which the destination airport is located and is authorized by ATC.

C. Air Commerce Security

1. As conditions warrant, the Director, Office of Civil Aviation Security is authorized to—

(a) Prescribe security procedures as deemed necessary to protect persons and property in air commerce at designated airports within the SCOSA, and

(b) Exempt aircraft operators and others from security regulations and procedures required by the Federal Aviation Regulations and this SFAR or in NOTAM's issued pursuant to this SFAR.

2. Any person aware of criminal or other acts, planned or actual, against civil aviation conducted at an airport listed in this SFAR or in a NOTAM issued under this SFAR, or against a civil aircraft operating to or from those airports shall report this information to the FAA Olympic Security Service (FAA/OSS) by using the following toll-free telephone numbers:

(a) Calls made from within California (800) 732-6666; and

(b) Calls made from all States except California (800) 524-6666.

3. No person may operate at an airport in the SCOSA covered by Federal Aviation Administration (FAA) Part 107 unless the airport complies with the security requirements specified in FAR Part 107 and its FAA-approved security program or, for airports not covered by such regulations, in NOTAM's issued pursuant to this SFAR.

4. No person may operate an aircraft into an airport in the SCOSA which is covered by FAR Part 107 or required to adopt and implement a security program by NOTAM issued pursuant to this SFAR unless that person complies with the security requirements specified in FAR Part 108 and its FAA-approved security program or for persons not covered by such regulations as specified in this SFAR and in NOTAM's issued pursuant to this SFAR.

5. *Airport Security.* Each operator of an airport in the SCOSA shall assure that:

(a) If that airport is currently covered by FAR Part 107, it shall continue to be operated in accordance with its FAA-approved security program and any amendments thereto that are issued during the period of this SFAR.

(b) If that airport is not currently covered by FAR Part 107 and is subsequently notified by NOTAM's issued pursuant to this SFAR, it will adopt and implement a security program approved by FAA covering that airport. Such security program adopted pursuant to NOTAM shall be submitted to the Los Angeles Civil Aviation Security Field Office (LAX CASFO) as required by such NOTAM.

(c) All airport security procedures and security matters are coordinated with the LAX CASFO, unless a different FAA CASFO is specified for a particular airport in a NOTAM issued pursuant to this SFAR.

Note.—A sample airport security program and technical guidance regarding use of such programs are available at the LAX CASFO.

6. *Security of FAR Part 108 Certificate Holder Operations.* Each certificate holder defined in FAR Part 108 shall continue to operate to and from each airport in the SCOSA in accordance with its FAA-approved security program and any amendments issued thereto during the period of this SFAR.

7. *Security of Aircraft Operations Not Covered by FAR Part 108.* Each aircraft operator not covered by FAR Part 108 upon the issuance date of this SFAR who operates or plans to operate an aircraft, regardless of the number of passenger seats, to or from an airport within the SCOSA which is covered by FAR Part 107 or subsequently is required to adopt a security program by NOTAM issued pursuant to this SFAR, shall, during the period of this SFAR:

(a) If that operator is operating an aircraft that is carrying persons for compensation or hire, the operator shall adopt and implement a security program acceptable to FAA which meets the requirements of FAR Part 108 as

applicable to its operations. The security program shall be submitted to the LAX CASFO no later than 30 days following issuance of this SFAR, or

(b) If that operator is operating an aircraft that is not carrying persons for compensation or hire, the operator shall comply with any requirements contained in NOTAM's issued pursuant to this SFAR that are applicable to its operations.

Note.—A model security program and technical guidance regarding use of such program is available from the LAX CASFO.

Appendix I.—Airport Reservation System—U.S. Scheduled Operations

A. Advance Airport Reservations—U.S. Scheduled Operations—LAX

1. The number of arrival operations per day, per hour that a U.S. air carrier or commercial operator may operate under IFR and VFR at Los Angeles International Airport shall not exceed the number established under SFAR 44-5 and any additional arrival operations established under this SFAR.

2. The number of operations established under this appendix shall be the base operation schedule for that operator at LAX until August 26, 1984.

3. An air carrier or commercial operator who does not participate in the slot allocation session as part of the advance airport reservation service may obtain on a first-come first-served basis arrival slot reservation(s) by submitting such request in writing to the address as specified in paragraph A7 of this Appendix. Capacity available for allocation will be limited to arrival slots not selected during the slot allocation session and slot(s) made available by air carriers that do not fully utilize their base of authorized arrival(s) under SFAR 44-5. These slots may be requested from the date following the slot allocation session until July 1, 1984. Beginning July 1, 1984, slot reservations are to be requested from the FAA Olympic Reservation Service in accordance with procedures of Appendix II.

4. An air carrier or commercial operator who does not participate in the advance reservation procedure for LAX or who cannot schedule all of its flights before 15 days in advance of their operation may submit requests for reservations, including extra sections and charters to the FAA Olympic Reservation Service in accordance with the procedures set forth in Appendix II. Filing a request under Appendix II does not guarantee an arrival reservation, and the flight may not be operated unless a reservation is issued by the FAA.

5. FAA approval of scheduled operations at LAX does not relieve the aircraft operator from obtaining approval from the airport operator to land and use airport facilities, nor from adhering to airport operator requirements.

6. Strict adherence to the operational procedures contained in this SFAR and NOTAM's issued under this SFAR is essential to safe and efficient use of airspace. The Administrator will take whatever action is necessary to ensure adherence to operation

limits, including but not limited to withdrawal of previously approved slots, disqualification for participation in the program, temporary suspension of some or all slots, civil penalties, or combinations of the above.

7. All notifications to the FAA required to be submitted by this Appendix shall be in writing and shall be submitted in one of the following ways:

Mail: Department of Transportation, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20591, USA. Attention: Harvey B. Safeer, APO-1 ARINC: DCAYAXD. Attention: Harvey B. Safeer, APO-1
TELEX: 892562. Attention: Harvey B. Safeer, APO-1

B. Random Drawing—Procedure

1. Each U.S. air carrier and commercial operator that desires to participate in a selection session for any additional capacity at LAX shall notify the FAA by a date to be announced. A separate message will be sent to all air carriers and commercial operators presently included in the FAA mailing list established under SFAR 44-5 stating the date, time, and location, for the random drawing. Notification shall be in writing to the address specified in paragraph A7 of this Appendix.

2. Representatives of air carriers and commercial operators need not be present at the random drawing.

3. A capsule will be prepared for each air carrier and commercial operator that has notified the FAA of its interest in obtaining additional arrival reservations.

4. All capsules will be placed in a rotating drum.

5. Capsules will be randomly pulled from the drum to determine the order of selection of the reservations.

6. The results of the random drawing for order of selection will be available in the FAA docket.

7. An air carrier or commercial operator that was not able to participate in the random drawing but wishes to participate in the slot allocation session may do so by notifying the FAA up to 72 hours in advance of the slot allocation session. Such air carrier or commercial operator will be added to the bottom of the random drawing list in the order in which the request is received in writing in FAA.

8. Trading of a slot selection position will not be permitted.

C. Allocation of Additional Capacity

1. A slot allocation session will be held on a date, time, and place to be announced. At this session, representatives of the air carriers and commercial operators participating in the slot allocation session may select arrival reservations from the capacity available at LAX. A separate message will be sent to all carriers and commercial operators participating in the random drawing and those presently included in the FAA mailing list established under SFAR 44 stating the date, time, location for the slot allocation session.

2. An air carrier or commercial operator that does not notify the FAA at least 72 hours before the allocation session of the names of

the persons that will represent it at the selection session may not be permitted to participate in the allocation session.

3. The order of selection will be determined by the random draw as specified in the random drawing procedure of this appendix.

4. Each participant will have an opportunity to choose up to two arrival slots at LAX. Slots will be designated as "full" or "daily" slots. A participant may select its slots from either category. For example, the participant with rank order Number 1 may choose from any day within the reservation period at any available hour at LAX, or, the participant may choose any of the "full time" slots for any available hour beginning July 14, 1984, at LAX.

5. The representative of a participant must indicate that he/she is present within 1 minute and make his/her selection within 5 minutes after being requested to select or they will be eliminated from the rank order of participants.

6. The selection session will continue until all available reservations have been selected or until such time as the participants who are present no longer indicate a desire for the available reservations.

7. Each reservation selected will be assigned a reservation number for FAA tracking and surveillance purposes, e.g., 714 LAX 100 for an arrival slot at LAX.

8. Air carrier and commercial operators should advise the FAA as soon as possible of any reservation(s) that have been issued to them that they will not use, so that the reservation may be made available under Appendix II.

9. In view of the short schedule reservation period, trades of reservations between operators will not be accepted after July 1, 1984.

10. Slots selected during this session shall be effective on July 14, 1984, unless the FAA notifies the operator that it is effective at an earlier date.

11. Before selection, the representative must state that it is prepared to utilize all slots selected.

Appendix II

A. Airport Reservations—U.S. Unscheduled Operations

1. A reservation is required for certain U.S. unscheduled arrival operations at any airport specifically designated as an Olympic Reservation Airport in this SFAR or in a NOTAM issued pursuant to this SFAR.

2. For purposes of designating the types of U.S. unscheduled operations requiring reservations, the Olympic Reservation Airports are categorized below:

(a) Category A

- (1) Airport: Los Angeles International (LAX)
- (2) Operations Requiring Reservations:
IFR—all unscheduled arrivals;
VFR—all unscheduled fixed wing arrivals.

(b) Category B

- (1) Airports:
Burbank-Glendale-Pasadena (BUR)
Long Beach (Daugherty Field) (LGB)
Ontario International (ONT)
Santa Ana (John Wayne/Orange County) (SNA)

(2) Operations requiring reservations: IFR—all unscheduled arrivals.

In addition to the airports designated in this SFAR, the FAA may designate other airports as Olympic Reservation Airports in NOTAM's issued pursuant to this SFAR which may include but are not limited to the following:

Brackett Field	McClellan-Palomar
Cable Upland	Oxnard
Camarillo	Palm Springs Municipal
Chino	Rialto Municipal
Corona Municipal	Riverside Municipal
El Monte	Riverside Rubidoux
Fullerton Municipal	San Diego International
General Wm. J. Fox	Santa Barbara Municipal
Airfield	Santa Monica Municipal
Gilhepie Field	Torrance Municipal
Hawthorne Municipal	Van Nuys
Las Vegas McCarran	Whiteman
Montgomery Field	

3. For the purpose of establishing available capacity for unscheduled operations at Category B airports, the schedule of flights operated by air carriers and commercial operators on June 1, 1984, will be considered by the FAA as the base schedule of operation for that operator. As considered by the FAA, the schedules will be those which are—

- (a) Submitted to the June 1, 1984, OAG, or;
- (b) As determined by contact from the FAA regarding those air carriers and commercial operators that have scheduled flights but do not file them with the OAG.

Air Carriers and commercial operators are not required to submit schedules to the FAA.

4. The FAA/ORS will allocate reservations for unscheduled operations at the Category A and B airports.

5. If conditions warrant, NOTAM's may be issued to change the category of an airport or announce the inclusion of an airport in a category.

6. Unless otherwise required in a NOTAM issued pursuant to this SFAR, the following unscheduled operations are excluded from reservation requirements:

- (a) Essential military.
- (b) Medical emergencies—fire/rescue.
- (c) Law enforcement/security.
- (d) Flights essential to the public health and welfare.
- (e) Presidential/Vice Presidential and support flights.
- (f) All VFR helicopter operations.

7. Receipt of a reservation from the FAA does not relieve the aircraft operator from obtaining approval from the airport operator to land and use airport facilities, nor from adhering to airport operator requirements such as those pertaining to noise and curfews.

B. Airport Reservation Procedures—Unscheduled Operations

1. Period for which reservations are required: July 14, 1984, to August 26, 1984.
2. Effective Times: From 0600 Pacific Daylight Time (PDT) through 2359 PDT daily.
3. Reservation requests will be accepted and approved on a first-come first-served basis beginning 12:01 PDT July 1, 1984.
4. Reservation requests must be made no more than 14 days and not less than 2 hours prior to the first proposed arrival time.
5. Multiple reservation requests will be accepted provided the total request does not include more than three reservation airports.

C. Olympic Reservation Service—Telephone Number

To obtain a reservation at an Olympic Reservation Airport, call the Federal Aviation Administration Olympic Reservation Service (FAA/ORS) on the following special toll free telephone number: 800-451-6666.

To assure that available capacity of the system is utilized, cancellations must be called in to the ORS as soon as possible after the decision to cancel is made.

Appendix III.—Foreign Arrival Operations

A. Advanced Notice—Unscheduled Foreign Arrival Operations

Operations into the United States by foreign air carriers and commercial operators are conducted in accordance with international agreements including Annex 2 of the Convention on International Civil Aviation. However, to facilitate operations into Olympic Reservation Airports, the following applies:

1. Notice is required for any foreign unscheduled arrival operation into the United States landing at an Olympic Reservation Airport. Notice of all unscheduled operations is required, including extra sections, cargo, private, state and charter flights. For purposes of this SFAR, a foreign unscheduled arrival is any flight, which departs from an airport outside the contiguous U.S. and which is not published in the June 1, 1984, OAG.

2. Notice of arrival into the United States at an airport designated below, or in a NOTAM issued pursuant to this SFAR, shall be given to the FAA at least 30 days prior to the intended date of arrival.

3. Cancellations of intended flights into the U.S. shall be provided to the FAA as soon as possible after the decision to cancel is made.

4. The notice requirement of this SFAR is for air traffic control purposes. It does not constitute an air traffic control clearance and does not guarantee airport access, nor does it waive any other existing U.S. entry requirement. It does not waive or supersede any other notice requirement which may be applicable to flight operations regarding entry into the U.S.

B. Notice Procedures

1. Period for which Notice is Required: July 14, 1984 to August 26, 1984.
2. Effective Times: From 0600 Pacific Daylight Time (PDT) through 2359 PDT daily.
3. Airports requiring notice:
 - (i) Burbank-Glendale-Pasadena
 - (ii) Long Beach (Daugherty Field)
 - (iii) Los Angeles International
 - (iv) Ontario International
 - (v) Santa Ana (John Wayne/Orange County)

4. Notice specified in this Appendix to be given the FAA may be given in one of the following ways:

Mail: Department of Transportation, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. USA., 20591. Attention: Harvey B. Safer, APO-1 ARINC: DCAYAXD. Attention: Harvey B. Safer, APO-1
TELEX: 892562. Attention Harvey B. Safer, APO-1

5. The following information shall be provided in the notice:

- (i) Foreign departure country and airport.
- (ii) Aircraft type and flight identification number.
- (iii) Date and time of arrival at last point of landing prior to landing at Olympic Reservation Airport.
- (iv) Destination Olympic Reservation Airport.
- (v) Date/Hour (in GMT) of planned arrival at Olympic Reservation Airport.

C. Voluntary Participation—Airport Reservations

In lieu of filing advance notice of arrival at an Olympic Reservation Airport, all foreign scheduled operators are urged to voluntarily participate in the airport reservation service. Foreign scheduled operations would be included in the long-term advance reservation system; foreign unscheduled operations would be included in the reservation system for unscheduled operations. These systems are described in Appendices I and II. The intent of the advance airport reservation system is to even the scheduled demand at LAX during peak demand periods. The airport reservation system for unscheduled traffic is designed to accomplish the same objective, i.e., the balancing of the known air traffic demand to available air traffic control and airport capacity.

Appendix IV—Airspace Restricted Areas

A. Establishment

The airspace restricted areas described in this Appendix are established over Olympic village and competition sites. These areas are established in conjunction with and in support of United States Federal, State, and local government agencies responsible for the security of the XXIII Olympiad.

Aircraft operations within, into, or out of airspace restricted areas are prohibited except for the following:

1. Olympic security flights.
2. Emergency relief flights involving the public health and welfare.
3. Law enforcement.
4. Flights operated on FAA-designated ingress/egress routes to/from heliports located within an airspace restricted area in compliance with established security requirements.

5. Flights operating under an FAA-approved authorization issued under authority and procedures of the SFAR.

For operations conducted under A4 and A5 above, an authorization must be obtained in accordance with procedures detailed under Section C of this appendix, "Access to Airspace Restricted Areas."

The FAA maintains responsibility and authority for use of the designated airspace restricted areas and will ensure that any authorization to operate within, into, or out of an airspace restricted area is issued on a nondiscriminatory basis and solely on the prevailing needs of security.

B. Description

The following describe the airspace restricted areas established under this SFAR.

Except for Palo Alto, California, and Annapolis, Maryland, the number of each airspace restricted area description coincides with the number of the description as it appears in the special edition of the Los Angeles VFR terminal area chart and also as it appears in the special edition of the Los Angeles and vicinity VFR helicopter aeronautical chart. The effective period for all airspace restricted areas is from July 14 to August 15, 1984.

Southern California

1. *University of California/Santa Barbara*—2 nautical mile (NM) radius of 34°24'30" N, 119°50'58" W, (within the Santa Barbara Airport Traffic Area). Surface to 2,500' mean sea level (MSL).
2. *Lake Casitas*—2 NM radius of 34°24'10" N, 119°20'00" W. Surface to 4,000' MSL.
3. *Rosebowl*—2 NM radius of 34°09'41" N, 118°10'00" W excluding the Ventura Freeway. Surface to 2,500' MSL.
4. *Santa Anita Park*—1 NM radius of 34°08'27" N, 118°02'38" W excluding El Monte Control Zone. Surface to 2,500' MSL.
5. *Pepperdine College*—1 NM radius 34°02'30" N, 118°32'40" W excluding coastline. Surface to 2,500' MSL.
6. *UCLA*—2 NM radius 34°04'13" N, 118°26'45" W excluding the north portion of the Santa Monica Control Zone; truncated to the west by a line (fifty feet east) from reservoir (34°02'40" N, 118°28'30" W); northeast to the Brentwood Bel Air Holiday Inn; thence, northeast from the Brentwood Bel Air Holiday Inn to the northern most point of Stone Canyon Reservoir. Surface to 2,500' MSL.
7. *Dodger Stadium*—1 NM radius 34°04'28" N, 118°14'21" W excluding the Golden State Freeway (#5), Glendale Freeway (#2), Pasadena Freeway (#11), and Hollywood Freeway (#101). Surface to 2,500' MSL.
8. *CSLA (Cal State University)*—1 NM radius of 34°04'00" N, 118°10'02" W bordering and including the intersection of the Long Beach and San Bernardino Freeways. Surface to 2,500' MSL.
9. *USC/Coliseum/Convention Center*—2 NM radius of 34°01'58" N, 118°17'27" W bordering but excluding Wilshire Blvd.; to the NE bordering and including Olive St. and 7th St.; Southbound Olive St. to the Santa Monica Freeway; thence south to Lindsey Park. Surface to 2,500' MSL.
10. *East Los Angeles College*—1 NM radius 34°02'28" N, 118°08'54" W truncated to the Northwest and South; bordering but excluding the Pomona Freeway, Long Beach Freeway and Monterey Pass Road. Surface to 2,500' MSL.
11. *Loyola Mary Mount College*—1 NM radius of 33°58'07" N, 118°24'53" W truncated to the north, bordering but not including the Marina Freeway and Los Angeles International Airport excluding Sepulveda Blvd. Surface to 2,500' MSL.
12. *Forum*—1 NM radius of 33°57'30" N, 118°20'28" W. Surface to 2,500' MSL.
13. *CSF (Cal State Fullerton)*—1 NM radius of 33°52'45" N, 117°53'00" W. Surface to 2,500' MSL.
14. *Prado (San Bernardino)*—1 NM radius 33°56'20" N, 117°39'15" W, excluding Pine Ave. Surface to 2,500' MSL.

15. *Cal State University Dominguez Hills*—2 NM radius of 33°51'55" N, 118°15'15" W excluding the Long Beach Control Zone; truncated to the north; bordering and including the eastbound lanes of the 91 Freeway. Truncated to the west and south to border but not including the Harbor and San Diego Freeways. Surface to 2,500' MSL.
16. *El Dorado Park*—1 NM by 1 NM rectangle from 33°48'30" N, 118°05'00" W. Truncated to the east to border but not including Freeway 605. Surface to 2,500' MSL.
17. *Anaheim Convention Center*—2 NM radius of 33°48'04" N, 117°55'11" W, truncated to the North to border, but not including Freeway I-5 truncated to the southeast to the border, but not including the Garden Grove Freeway. Surface to 2,500' MSL.
18. *Long Beach Convention Center*—area is a rectangle whose borders are ½ NM North; 1 NM South and West; 2 NM east of 33°45'53" N, 118°11'16" W; bordering but excluding the Long Beach Freeway on the West; bordering and including Belmont Pier on the east which includes the Queen Mary on the south border. Surface to 2,500' MSL.
19. *Heritage Park*—1 NM radius of 33°41'20" N, 117°46'25" W truncated to the north to border but not including Freeway I-5. Surface to 2,500' MSL.
20. *Coto De Caza*—2 NM radius of 33°39'25" N, 117°36'05" W. Surface to 2,500' MSL.
21. *Fairbanks Ranch (San Diego)*—2 NM radius of 32°58'32" N, 117°12'42" W excludes I-5 Freeway. Surface to 2,500' MSL.
22. *Mission Viejo*—1 NM radius 33°35'25" N, 117°39'25" W excludes Freeway I-5. Surface to 2,500' MSL.
23. (Site number 23 is outside Southern California, see Palo Alto below.)
24. *Mount St. Mary's College*—1 NM radius of 34°05'07" N, 118°28'53" W; truncated to the east by a line (fifty feet west) from the Brentwood Bel Air Holiday Inn Northeast to the northern most point of Stone Canyon Reservoir. Surface to 2,500' MSL.
25. *Occidental College*—1 NM radius of 34°07'30" N, 118°12'30" W excluding the Glendale Freeway. Surface to 2,500' MSL.

Palo Alto, California

23. *Stanford University, Palo Alto*—2 NM radius of 37°25'40" N, 122°10'10" W. Surface to 2,500' MSL.

Annapolis, Maryland

- Navy-Marine Corps Stadium, Annapolis, Maryland*—2 NM radius of 38°59'00" N, 076°29'20" W. Surface to 2,500' MSL.

C. Access to Airspace Restricted Areas

Each person who wishes to conduct operations within, into, or out of an airspace restricted area established under this SFAR must request authorization from the FAA. The FAA will review and approve/disapprove each request. Disposition of the request will be accomplished through facilities of the Olympic Air Support Headquarters, Los Angeles, California. To request authorization, each person must:

1. Submit a completed and signed application for Certificate of Waiver or Authorization (FAA Form 7711-2) to the FAA at the following address: Commander, Olympic Air Support Headquarters, 555 E. Ramirez Street, Los Angeles, California

90012. ATTN: Captain Woods, Tele: (213) 485-2600.

2. Completion of Applications.

Applications for authorization must be completed as follows:

- (a) All items—type or print.
- (b) Items 1 through 8—Each item must be completely answered by all applicants.
3. If an FAA Form 7711-2 is not available, submit a letter request to the above address specifying as a minimum the following information:
 - (a) Name of Requesting Organization/name of person responsible.
 - (b) Mailing address/Telephone No.
 - (c) Detailed description of proposed operation.
 - (d) Area of operation—include location and altitudes.
 - (e) Beginning/ending date and times.
 - (f) Aircraft make/model, identification number, color, owner, and address of owner.
 - (g) Pilot(s) name(s), home address(es) certificate number(s).
 - (h) Signature of responsible person.
4. Submit the application not less than 7 days in advance of the proposed operation.

The requester will be notified of the disposition of the request. If granted, an FAA authorization will:

1. Issue to an organization, if possible, in preference to an individual.
2. Specify operations which are permitted.
3. Specify special provisions. Special provisions will be on the reverse side of a Certificate of Waiver or Authorization (FAA Form 7711). The special provisions of authorization establish conditions and limitations under which operations may be conducted. They may include, but are not limited to:

- (a) Locations;
- (b) Time periods;
- (c) Type aircraft;
- (d) Altitudes at which or below which operations may or may not be conducted;
- (e) Ingress/egress routes;
- (f) Special communication/coordination procedures;

- (g) Equipment required to operate in the area, such as navigation, communication, and transponder equipment;
- (h) Special procedures that may be required, such as those regarding implementation of short-notice operations;

- (i) Procedures to terminate operations, if necessary; and
- (j) The extent to which the operation is authorized.

4. Specify effective/expiration dates, times, including times of operation.

5. Limit the certificate to those activities required by the operations.

D. Compliance

The holder of the Certificate of Waiver or Authorization is responsible for compliance with its provisions. It is likewise the holder's responsibility to brief all persons participating in the operation.

E. Cancellation/Termination

Failure to comply with the provisions of a certificate is cause for cancellation. A certificate may be cancelled at any time by the responsible FAA authority designated to

monitor operations within airspace restricted areas. In addition, authorization for a particular operation may be terminated if security actions by Olympic and/or law enforcement security forces become necessary to provide for the safety and security of persons and property.

(Secs. 307, 313(a), and 601, Federal Aviation Act of 1958 as amended (49 U.S.C. 1348, 1354(a) and 1421); 49 U.S.C. 106(g) (Revised, Pub. L. 97-449, January 12, 1983); and 14 CFR 11.45)

Note.—For the reasons set forth in the preamble: (1) The FAA has determined that the SFAR does not involve a major rule under Executive Order 12291; and (2) is not significant under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and I certify that under the criteria of the Regulatory Flexibility Act, this SFAR, will not have a significant economic impact on a substantial number of small entities. Since the effective time period of the SFAR is for the Olympic Period only, it will have very little impact on trade opportunities for U.S. firms doing business overseas or for foreign

firms doing business in the United States. A copy of the regulatory evaluation prepared for this action is contained in the regulatory docket, and copy may be obtained by contacting the person identified under the caption, "FOR FURTHER INFORMATION CONTACT."

Issued in Washington, D.C., on April 8, 1984.

Michael J. Fenello,
Acting Administrator.

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