

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 93-AWA-11]

RIN 2120-AF56

Proposed Modification of the Salt Lake City (SLC) Class B Airspace Area, Salt Lake City, Utah

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This notice proposes to modify the Salt Lake City (SLC) Class B airspace area, Salt Lake City, Utah. This proposal would maintain the ceiling of the SLC Class B airspace area at 10,000 feet mean sea level (MSL); subdivide and redefine existing subareas by altering their floors and boundaries except for Area B; and create additional areas E, F, G, H, I, J, K, L, and M. This proposal would improve the flow of aviation traffic and enhance safety in the Salt Lake City area, while accommodating the concerns of the airspace users.

DATES: Comments must be received on or before September 5, 1995.

ADDRESSES: Send comments on the proposal in triplicate to the Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-10), Airspace Docket No. 93-AWA-11, 800 Independence Avenue, SW., Washington, DC 20591. Comments may also be sent electronically to the following Internet address: nprmcmts@mail.hq.faa.gov.

The official docket may be examined in the Rules Docket, Office of Chief Counsel, Room 916, 800 Independence Avenue, SW., Washington, DC, weekdays, except Federal holidays, between 8:30 a.m. and 5 p.m.

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

FOR FURTHER INFORMATION CONTACT:

Mr. Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9230.

SUPPLEMENTARY INFORMATION:**Comments Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 93-AWA-11." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will also be filed in the docket.

Availability of NPRM's

Any persons may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-220, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3485. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

Related Rulemaking Actions

On May 21, 1970, the FAA published Amendment 91-78 to part 91 of the Federal Aviation Regulations (35 FR 7782) which provided for the establishment of Terminal Control Areas (TCA's).

On June 21, 1988, the FAA published a final rule that requires aircraft to have

Mode C equipment when operating within 30 nautical miles of any designated TCA primary airport from the surface up to 10,000 feet MSL, except aircraft not originally certificated with an engine-driven electrical system, or which had not subsequently been certified with such a system installed (53 FR 23356).

On October 14, 1988, the FAA published a final rule that revised the classification and pilot/equipment requirements for conducting operations in a TCA (53 FR 40318). Specifically, the rule: (a) Established a single-class TCA; (b) required the pilot-in-command of a civil aircraft operating within a TCA to hold at least a private pilot certificate, except for a student pilot who has received certain documented training; and (c) eliminated the helicopter exception from the minimum navigational equipment requirements.

On December 17, 1991, the FAA published a final rule on airspace reclassification (56 FR 65655). This airspace reclassification, which became effective September 16, 1993, discontinued the use of the term "Terminal Control Area" (TCA) and replaced it with the designation "Class B airspace." This change in terminology is reflected in this proposed rule.

Background

The Class B airspace (formerly TCA) program was developed to reduce the midair collision potential in the congested airspace surrounding airports with high density air traffic by providing an area in which all aircraft will be subject to certain operating rules and equipment requirements.

The density of traffic and the type of operations being conducted in the airspace surrounding major terminals increase the probability of midair collisions. In 1970, an extensive study found that the majority of midair collisions occurred between a general aviation (GA) aircraft and an air carrier, military or another GA aircraft. The basic causal factor common to these conflicts was the mix of uncontrolled aircraft operating under VFR and controlled aircraft operating under instrument flight rules (IFR). Class B airspace areas provide a method to accommodate the increasing number of IFR and VFR operations. The regulatory requirements of Class B airspace areas afford the greatest protection for the greatest number of people by giving air traffic control (ATC) increased capability to provide aircraft separation service; this minimizes the mix of controlled and uncontrolled aircraft. To date, the FAA has established a total of 29 Class B airspace areas; the SLC Class

B airspace area was established on November 16, 1989 (54 FR 43786). The FAA is proposing to take action to modify or implement the application of these proven control techniques to more airports to provide greater protection of air traffic in the airspace regions most commonly used by passenger-carrying aircraft.

The coordinates for this airspace docket are based on North American Datum 83. Class B airspace areas are published in Paragraph 3000 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class B airspace area listed in this document would be published subsequently in the Order.

The standard configuration of a Class B airspace area is three concentric circles centered on the primary airport extending to 10, 20, and 30 nautical miles, respectively. The standard vertical limits of the Class B airspace area normally should not exceed 12,000 feet MSL, with the floor established at the surface in the inner area and at levels appropriate to containment of operations in the outer areas. Variations of these criteria may be authorized contingent upon terrain, adjacent regulatory airspace, and factors unique to the terminal area.

Pre-NPRM Public Input

As announced in the **Federal Register** on September 2, 1992, 57 FR 40202, a pre-NPRM airspace meeting was held on October 28, 1992, in the Salt Lake City area to provide local interested airspace users an opportunity to present input on the design of the proposed modification of the SLC Class B airspace area. Comments were received from local government agencies, private pilots, user groups, and local airport authorities. Pilot groups were concerned with three primary aviation aspects of the proposal: flight congestion, flights over water (Great Salt Lake), and flights in close proximity to nonparticipating aircraft (hang gliders). All comments were considered in the formulation of this proposed modification, and recommendations were incorporated, in part, in this proposed modification.

Both the verbal and written comments along with the FAA's findings are summarized as follows:

1. One commenter suggested deleting a portion of the 9,000 to 10,000 foot MSL shelf of the Class B airspace area east of Salt Lake City International Airport, from due east of Skypark Airport south, to 3 miles south of Interstate 80 (I-80), from approximately lat. 40°53'00" N., long. 111°53'30" W., due east to long. 111°45'00" W., then

due south to lat. 40°42'30" N., then due west to long. 111°54'00" W., then north along the present Class B airspace area boundary to the point of origin. The FAA determined that the Salt Lake City Terminal Radar Approach Control (TRACON) does not utilize the middle portion of that 9,000 to 10,000 foot MSL shelf to contain slow climbing eastbound commercial aircraft and deleting that area would permit easier and safer access to both the Salt Lake Valley and airports to the east of the Wasatch Range by VFR aircraft.

2. Several commenters suggested raising the base altitude of the Class B airspace area from the surface to 7,600 feet MSL west of Farmington from Interstate Highway 15 (I-15) to the power line along the shore of Farmington Bay. These commenters believe this would permit VFR traffic to transit through a wider corridor and greatly lessen the chance of a midair collision. This proposal would retain the present eastern boundary of the Class B airspace area but would raise the base altitude to 7,600 feet MSL east of the power line and would require subdividing this sector along the power line from its intersection with the Salt Lake City International Instrument Landing System/Distance Measuring Equipment (I-BNT) 13-mile arc southward along the power line to the Skypark Airport "notch," (hereafter referred to as exclusion area) then northeastward along the exclusion area to I-15, then north along I-15 to the I-BNT 13-mile arc, then along the arc to the point of origin. The suggestion to raise the base altitude to 7,600 feet was not adopted, because the FAA is altering the exclusion area in the vicinity of the Skypark Airport by raising the base altitude from 5,300 feet to 7,000 feet MSL and extending the boundary to the north and west. This would provide more airspace for VFR traffic transiting north and south, thus further reducing the potential for midair collisions.

3. Several commenters suggested raising the altitude of Area C of the Class B airspace in the vicinity of Riverton from 6,000 to 7,000 feet MSL, subdividing this area along 12600 Street south, and raising the Class B airspace Area C south of 12600 Street south to 7,000 feet MSL. It was also recommended that the floor of the Class B airspace Area D in the southwest area be raised from 7,000 to 8,000 feet MSL and this area subdivided from the intersection of the Salt Lake City 167° radial and 12600 Street south due west along long. 112°05'00" W., then due north to the I-BNT 11-mile arc, then southeast along the arc to long. 112°09'00" W., to the present boundary

of the Area C then due south to lat. 40°27'30" N., south to the Class B airspace present boundary, then north along the Salt Lake City 167° radial to the Class B airspace boundary to the point of origin. These suggested altitude and subdivision changes are adopted. The FAA is proposing to subdivide Area C, forming Area D with a base altitude of 6,000 feet MSL and Area F with a base altitude of 7,000 feet MSL.

4. Several commenters recommended that the floor of Area C be raised from 6,000 to 7,000 feet MSL in the area south and west of Magna to the Garfield Stacks to eliminate possible compression caused by VFR traffic transiting in this area along the shore line. The commenters claim that most aircraft do not have flotation equipment to fly off shore over the Great Salt Lake thus making this area congested with opposite direction traffic. The FAA is proposing to subdivide this area and to raise the base altitude from 6,000 to 6,500 feet MSL. This would allow more vertical separation with recommended altitudes and transition routes that are now being used in designated areas within the SLC Class B airspace area. This would greatly assist with VFR pilots who normally fly the coastline of the Great Salt Lake because the aircraft may not be equipped with necessary flotation equipment to fly over the Great Salt Lake. This not only would enhance safety within this congested area, but would also relieve any potential traffic compression around the Tooele Valley Airport.

5. One commenter suggested raising the altitude one mile east of the Antelope Island in Area A, from the surface to 6,000 feet MSL, thus helping to relieve any compression of VFR traffic off shore along the main coastline. The FAA is proposing to raise the base altitude of Area A from the surface to 6,000 feet MSL. Area A would become a portion of Area K. This would provide that portion of airspace along the shoreline to allow VFR traffic to traverse Antelope Island and remain over land for most of this route. This is particularly important for single-engine aircraft without flotation equipment.

6. One pilot suggested that more uncontrolled airspace is required in Area C, near the Point of the Mountain, to allow aircraft below 6,000 feet MSL to clear the hang glider area. This pilot asserts that departing aircraft are frequently instructed to remain below 6,000 feet MSL east of I-15, keeping aircraft in an area of hang gliding activity.

Under this proposal, the airspace would be subdivided into two separate areas. The floor of one area, proposed

Area F, would be raised from 6,000 to 7,000 feet MSL, thus allowing for more vertical airspace for the transversing VFR aircraft traversing the constriction at Point of the Mountain. The floor of the other area, proposed Area G, would be raised from 7,000 to 8,000 feet MSL, providing more vertical airspace for traversing VFR aircraft in this mountainous area. Additionally, this change would greatly enhance the utility of area for flight instruction and other users.

7. Several commenters suggested eliminating a portion of Area E east of I-15 between 9,000 and 10,000 feet MSL because there is no need to compress VFR aircraft in this area of the Wasatch Mountains. The commenters stated that 9,000 feet MSL is too restrictive and forces traffic to fly the canyons in order to get over the Wasatch range. The commenters further stated that the minimum altitude over the mountains should be raised to 10,000 feet MSL, establishing a VFR traffic flow (such as Immigration Canyon for eastbound traffic and Parleys Canyon for westbound traffic).

The FAA determined that commercial traffic is not heavy in this area of Area E and that deleting the middle segment of Area I would permit VFR aircraft easier and safer access to Salt Lake Valley and airports to the east of the Wasatch Range.

The Proposal

The FAA proposes to amend 14 Code of Federal Regulations (CFR) parts 71 and 91 and modify the Salt Lake City (SLC), UT, Class B airspace area. The decision to pursue modifications to the existing Class B airspace area was based on aviation safety and operational efficiencies. The proposed alteration, depicted in the attached chart, considers the current Class B airspace area flight operations and terrain. Specific areas would be modified as follows:

Area A. That airspace extending upward from the surface to and including 10,000 feet MSL beginning at a point where the 13-mile arc of the Salt Lake City International Airport Runway 17 Instrument Landing System (ILS) I-BNT ILS/DME antenna intercepts Interstate 15 (I-15), extending south on I-15 until intercepting the 4.3-mile arc from the Salt Lake City International Airport, extending south along the 4.3-mile arc from the Salt Lake City International Airport until intercepting I-15, extending south on I-15 until intercepting the 11-mile arc of the I-BNT ILS/DME antenna clockwise until intercepting the Union Pacific railroad tracks, extending southwest on the Union Pacific railroad tracks until

intercepting the 13-mile arc of the I-BNT ILS/DME antenna clockwise until the point of beginning, excluding Areas C, D, K, and L described hereinafter.

This airspace is necessary to accommodate high performance traffic within the Salt Lake City International Airport and to provide for ingress/egress to secondary airports. Reducing the area to the north would provide sufficient airspace for VFR traffic transiting over the Skypark Airport area. The exclusion area to the northeast of the Salt Lake City Airport in the vicinity of the Skypark Airport would be modified by expanding the boundary west and northwest. The floor would be raised from 5,300 to 7,000 feet MSL to provide transiting VFR traffic sufficient airspace to reduce the potential for midair collisions between northbound and southbound traffic.

Area B. That airspace extending upward from 7,600 feet MSL to and including 10,000 feet MSL between the 13-mile radius and the 25-mile radius of the I-BNT ILS/DME antenna, excluding that airspace south of the Union Pacific railroad tracks and that airspace east of where the 25-mile arc intercepts the Ogden-Hinckley Airport, UT, Airspace Class D airspace area and the Ogden, Hill AFB, UT, Class D airspace area until intercepting U.S. Highway 89, extending south on U.S. Highway 89 until intercepting the 11-mile arc of the I-BNT ILS/DME antenna. This segment of airspace provides sufficient room for aircraft climbing and descending into the Salt Lake City International Airport.

Area C. That airspace extending upward from 6,500 feet to and including 10,000 feet MSL beginning at a point where the 11-mile arc of the I-BNT ILS/DME antenna intercepts the Union Pacific railroad tracks extending southwest of the Union Pacific railroad tracks until intercepting the 13-mile arc of the I-BNT ILS/DME antenna clockwise until a point at lat. 40°46'30" N, long. 112°14'50" W, extending east to a bend on I-80 at lat. 40°46'30" N, long. 112°08'48" W, then southeast to the drive-in theater north of the city of Magna at lat. 40°43'00" N, long. 112°04'48" W, then southeast to the water tank at lat. 40°40'00" N, long. 112°03'33" W, extending southeast to a point at lat. 40°39'20" N, long. 112°02'33" W, extending south along long. 112°02'33" W, until intercepting the 11-mile arc of the I-BNT ILS/DME antenna then northwest on the 11-mile arc of the I-BNT ILS/DME antenna clockwise to the point of beginning.

This area would provide more transition routes for VFR operations, particularly for aircraft not equipped with the required flotation equipment to

fly over the Great Salt Lake. Additionally, this area would relieve the potential for traffic congestion around the Tooele Valley Airport.

Area D. That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning at a point at lat. 40°39'20" N, long. 112°02'33" W, extending east to a point at lat. 40°39'20" N, long. 111°58'13" W, extending south along long. 111°58'13" W, until intercepting the 11-mile arc of the I-BNT ILS/DME antenna, then counterclockwise until intercepting I-15, extending south on I-15 until intercepting a line at lat. 40°31'05" N, extending west on lat. 40°31'05" N, until a point at lat. 40°31'05" N, long. 112°00'33" W, then north along long. 112°00'33" W, to intercept the 11-mile arc of the I-BNT ILS/DME antenna at lat. 40°35'22" N, long. 112°00'33" W, then clockwise on the 11-mile arc of I-BNT ILS/DME antenna to long. 112°02'33" N, then to the point of beginning.

This area is currently a portion of Area C and would be redesignated by this proposal.

Area E. That airspace extending upward from 7,000 feet MSL to and including 10,000 feet MSL beginning at a point where the 11-mile arc of the I-BNT ILS/DME antenna intercepts a line at long. 112°09'03" W, bounded on the west by long. 112°09'03" W, on the south by a line at lat. 40°31'05" N, to a point at lat. 40°31'05" N, long. 112°00'33" W, extending north to lat. 40°35'22" N, long. 112°00'33" W, then clockwise on the 11-mile arc of the I-BNT ILS/DME antenna to the point of beginning.

This area is currently a portion of Area D and would be redesignated by this proposal.

Area F. That airspace extending upward from 7,000 feet MSL to and including 10,000 feet MSL beginning at a point where a line at lat. 40°31'05" N intercepts I-15 extending west on lat. 40°31'05" N, to long. 112°00'33" W, then south on long. 112°00'33" W, to lat. 40°27'30" N, then east along lat. 40°27'30" N, to I-15, then north to the point of beginning.

This area is currently a portion of Area D and would be redesignated by this proposal. Additionally, the floor of this area would be raised from 6,000 to 7,000 feet MSL to provide more airspace for the VFR aircraft transiting the area of Point of the Mountain.

Area G. That airspace extending upward from 8,000 feet MSL to and including 10,000 feet MSL beginning at the Bingham Copper Mine at lat. 40°31'05" N, long. 112°09'03" W, extending south to lat. 40°27'30" N,

long. 112°09'03" W, then east to lat. 40°27'30" N, long. 112°00'33" W, then north to lat. 40°31'05" N, extending west to the point of beginning. This is a subdivision of the former Area D, Salt Lake City Class B airspace area. The base altitude was raised from 7,000 feet MSL to 8,000 feet MSL.

This area is a portion of the current Area D and would be redesignated by this proposal. Additionally, the floor of this area would be raised from 7,000 to 8,000 feet MSL to provide more airspace for the VFR aircraft transiting this mountainous area and to allow space for flight instruction activity in this area.

Area H. That airspace extending upward from 9,000 feet MSL to and including 10,000 feet MSL beginning at a point where a line at lat. 40°27'30" N, intercepts the I-15 freeway, extending south along I-15 to lat. 40°23'30" N, extending west along lat. 40°23'30" N to long. 111°54'00" W thence south along long. 111°54'00" W until intercepting the 30-mile arc of the I-BNT ILS/DME, then clockwise along the 30-mile arc until intercepting long. 112°06'00" W, until intercepting lat. 40°23'30" N, extending west along lat. 40°23'30" N until long. 112°09'06" W, then north along long. 112°09'06" W until intercepting 40°27'30" N, extending east to the point of beginning, excluding that airspace contained in restricted areas R-6412A and R-6412B when active.

This area is currently area F and would be redesignated as Area H under this proposal.

Area I. That airspace extending upward from 9,000 feet MSL to and including 10,000 feet MSL beginning at a point where a line at long. 111°45'03" W intercepts Interstate 84 (I-84), extending south on long. 111°45'03" W, until intercepting lat. 40°31'05" N, extending west until intercepting I-15, then north along I-15 until intercepting the Salt Lake City International Airport 4.3-mile arc, extending north along the Salt Lake City International Airport 4.3-mile arc until intercepting I-15, then north along I-15 until intercepting U.S. Highway 89, extending north along U.S. Highway 89 until intercepting the Ogden, Hill AFB, UT, Class D airspace area, then north along the Ogden, Hill AFB, UT, Class D airspace area until intercepting I-84, extending east along I-84 until the point of beginning, excluding that block of airspace east of Salt Lake City International Airport between lat. 40°52'16" N, and lat. 40°42'00" N. This area is currently Area E and would be redesignated as Area I under this proposal.

Area J. That airspace extending upward from 7,800 feet MSL to and including 10,000 feet MSL beginning at

a point where the 25-mile arc of the I-BNT ILS/DME antenna intercepts the Ogden-Hinckley Airport, UT, Class D airspace area counterclockwise along the Ogden-Hinckley Airport, UT, Class D airspace area and the Ogden, Hill AFB, UT, Class D airspace area until intercepting the 25-mile arc of the I-BNT ILS/DME antenna to the point to beginning. This area currently is Area G and would be redesignated as Area J under this proposal.

Area K. That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning at a point on the 13-mile arc of the I-BNT ILS/DME antenna at lat. 40°46'30" N., long. 111°14'50" W., extending east to the bend on I-80 at lat. 40°46'30" N., long. 112°08'48" W., then north along long. 112°08'48" W., until intercepting the 13-mile arc of the I-BNT ILS/DME antenna, then counterclockwise along the 13-mile arc of the I-BNT ILS/DME antenna to the point of beginning.

This area would provide more airspace for nonparticipating aircraft, particularly for aircraft not equipped with the required flotation equipment to fly over the Great Salt Lake. This would assist the VFR pilot who normally flies the coastline of the Great Salt Lake because the aircraft may not be equipped with flotation equipment to fly over the Great Salt Lake.

Area L. That airspace extending upward from 7,000 feet MSL to and including 10,000 feet MSL west of I-15 bounded on the south by Cudahy Lane, on the west by Redwood Road until intercepting the Utah Power Transmission lines, extending northeast along the power transmission lines until intercepting the 13-mile arc of the I-BNT ILS/DME antenna to the point of beginning.

This area would be expanded to maintain safety for north and southbound VFR traffic.

Area M. That airspace extending upward from 9,000 MSL to and including 10,000 feet MSL beginning at a point where the 25-mile arc of the I-BNT ILS/DME intersects the I-15 freeway south of the Ogden Municipal Airport extending north along the I-15 freeway to the 30-mile arc of the I-BNT ILS/DME, thence counterclockwise along the 30-mile arc to long. 112°10'00" W, then south along long. 112°10'00" W to the 25-mile arc of the I-BNT ILS/DME, then clockwise along the 25-mile arc to the point of beginning.

This proposal would provide additional controlled airspace for new instrument approach procedures to the new parallel instrument runway, 16 Right—34 Left at the Salt Lake City International Airport.

Regulatory Evaluation Summary

The FAA has determined that this rulemaking is not a "significant regulatory action" as defined by Executive Order 12866, and therefore no Regulatory Impact Analysis is required. Nevertheless, in accordance with the Department of Transportation policies and procedures, the FAA has evaluated the anticipated costs and benefits, which are summarized below. For more detailed economic information, see the full regulatory evaluation contained in the docket.

Benefit-Cost Analysis

This regulatory evaluation analyzes the potential costs and benefits of proposed modifications to the Salt Lake City International Airport, Utah, Class B airspace area. These proposed modifications would raise the floor of the Class B airspace in areas A, C, and D and reduce the lateral boundaries east of the airport in area E to enhance safe and efficient VFR traffic operations. The new floor altitudes would be raised by as much as 500 to 6,000 feet MSL in areas A, C, and D without changing the original lateral boundaries. The original areas of the Class B airspace would be subdivided and renamed as A, K, and L (from A); C, D, and F (from C); E and G (from D); H (from F); and I (from E). These modifications would provide additional airspace for VFR traffic operations. Also, an area of controlled airspace (area M) would be added to the north, and the lateral boundaries of area H would be expanded to the south with floor and ceiling altitudes of 9,000 and 10,000 feet MSL respectively. These two proposed modifications are designed to provide additional controlled airspace for new instrument flight rules (IFR) procedures to the new parallel instrument runway that is scheduled to open in the latter part of 1995. The Salt Lake City Tower/Tracon (SLC ATCT) has determined that the above modifications would not adversely impact their ability to monitor and control IFR and VFR traffic in the Class B airspace.

The NPRM would enhance aviation safety and operational efficiency by lowering the risk of midair collisions, while accommodating the legitimate concerns of system users. The proposed modifications to the Salt Lake City Class B airspace would provide VFR traffic with more operating room, aid controllers vectoring IFR traffic to and from the new parallel instrument runway, and improve the SLC ATCT's ability to separate controlled and uncontrolled aircraft near the floor and lateral boundaries of the airspace. The

FAA determined that implementing these proposed modifications would not impose any additional costs on either the agency or aircraft operators.

Cost

The FAA has determined that the implementation of the NPRM would not impose any additional cost on either the agency or aircraft operators for the reasons discussed below.

In terms of the FAA, the NPRM would not impose any additional administrative costs for personnel, facilities, or equipment. This assessment is based on the fact that the proposed modification would not increase the volume of air traffic using the SLC Class B airspace. The simultaneous contraction and expansion of the Class B airspace would not dramatically change the overall size of the airspace and would not impose additional workloads on current personnel and equipment resources. Required revisions to aeronautical charts would be accomplished during normal charting cycles. Therefore, no additional costs beyond routine operating expenses would be imposed.

Costs to Aircraft Operators

The proposed modifications should impose little if any, additional cost such as required avionics equipment, installation, or circumnavigation. Many affected GA aircraft operators are assumed to already have the types of avionic equipment (such as an operable two-way radio and VOR) required for entering a Class B airspace area. The only aircraft without Mode C transponders would be aircraft not originally certified with an engine-driven electrical system or not subsequently certified with such a system installed. These potential costs to aircraft operators without Mode C transponders have already been accounted for by the Mode C rule.

Additionally, the proposed modifications should not adversely impact aircraft operators who routinely operate under IFR, primarily large air carriers, business jets, commuters and air taxis, nor should the proposed modifications impose substantial cost to VFR users.

Benefits

The proposed modifications are expected to generate benefits primarily in the form of safety enhancements to the aviation community and the flying public. Such benefits include reduced aviation fatalities and property damages as a result of a lowered risk of midair collisions. The proposed changes would enable VFR aircraft to circumnavigate

the SLC Class B airspace area operations, thereby enhancing operational efficiency.

Conclusion

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

Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (RFA) was enacted by Congress to ensure that small entities are not unnecessarily and disproportionately burdened by Federal regulations. The RFA requires a Regulatory Flexibility Analysis if an NPRM would have "a significant economic impact on a substantial number of small entities." FAA Order 2100.14A outlines the FAA's procedures and criteria for implementing the RFA. A substantial number of small entities is defined as a number that is 11 or more and which is more than one-third of the small entities subject to the NPRM. The only potentially affected small entities would be unscheduled air taxis owning nine or fewer aircraft and flight training schools around the Oquirrh Mountains. The NPRM would maintain aviation safety and operational efficiency for VFR traffic while imposing negligible additional costs or requirements. Therefore, the NPRM would not have a significant economic impact on a substantial number of small entities.

International Trade Impact Assessment

The proposed rule would neither have an effect on the sale of foreign aviation products or services in the United States, nor the sale of United States products or services in foreign countries. The proposed rule would impose negligible costs on aircraft operators or aircraft manufacturers (United States or foreign).

Federalism Implications

This proposed rule would not have substantial direct effects on the States, the relationship between the national government and the States, or the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612 (52 FR 41695; October 30, 1987), it is determined that this proposed rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Paperwork Reduction Act

This proposed rule contains no information collection requests requiring approval of the Office of Management and Budget pursuant to the Paperwork Reduction Act (44 U.S.C. 3507 *et seq.*).

International Civil Aviation Organization (ICAO) and Joint Aviation Regulations (JAR)

The FAA has determined that this proposal, if adopted, would not conflict with any international agreements of the United States.

Conclusion

For reasons discussed in the preamble, and based on the findings in the Regulatory Flexibility Determination and the International Trade Impact Assessment, the FAA has determined that this proposed regulation is not a "significant regulatory action" under Executive Order 12866. In addition, the FAA certifies that this proposed regulation 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. This proposed regulation is not considered significant under DOT Order 2100.5, Policies and Procedures for Simplification, Analysis and Review of Regulations. A final regulatory evaluation of the proposed regulation, including a final Regulatory Flexibility Determination and International Trade Impact Analysis has been placed in the docket. A copy may be obtained by contacting the person identified under FOR FURTHER INFORMATION CONTACT.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

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

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective

September 16, 1994, is amended as follows:

Paragraph 3000—Subpart B-Class B Airspace

* * * * *

ANM UT B Salt Lake City, UT [Revised]

Salt Lake City International Airport
(Lat. 40°47'12" N, long. 111°58'08" W)
Salt Lake City International Airport Runway
17 ILS (I-BNT) ILS/DME Antenna
(Lat. 40°46'10" N, long. 111°57'44" W)

Boundaries

Area A. That airspace extending upward from the surface to and including 10,000 feet MSL beginning at a point where the 13-mile arc of the Salt Lake City International Airport Runway 17 ILS (I-BNT) instrument landing system/distance measuring equipment (ILS/DME) antenna intercepts Interstate 15 (I-15), extending south on I-15 until intercepting a 4.3-mile arc from the Salt Lake City International Airport, extending south along the 4.3-mile arc from the Salt Lake City International Airport until intercepting I-15, extending south on I-15 until intercepting the 11-mile arc of the I-BNT ILS/DME antenna clockwise until intercepting the Union Pacific railroad tracks, extending southwest on the Union Pacific railroad tracks until intercepting the 13-mile arc of the I-BNT ILS/DME antenna clockwise until the point of beginning, excluding Areas C, D, K, and L described hereinafter.

Area B. That airspace extending upward from 7,600 feet MSL to and including 10,000 feet MSL between the 13-mile radius and the 25-mile radius of the I-BNT ILS/DME antenna, excluding that airspace south of the Union Pacific railroad tracks and that airspace east of where the 25-mile arc intercepts the Ogden-Hinckley Airport, UT, Class D airspace area and the Ogden, Hill AFB, UT, Class D airspace area until intercepting U.S. Highway 89, extending south on U.S. Highway 89 until intercepting the 11-mile arc of the I-BNT ILS/DME antenna.

Area C. That airspace extending upward from 6,500 feet MSL to and including 10,000 feet MSL beginning at a point where the 11-mile arc of the I-BNT ILS/DME antenna intercepts the Union Pacific railroad tracks extending southwest on the Union Pacific railroad tracks until intercepting the 13-mile arc of the I-BNT ILS/DME antenna clockwise until a point at lat. 40°46'30" N, long. 112°14'50" W, extending east to a bend on Interstate 80 (I-80) at lat. 40°46'30" N, long. 112°08'48" W, then southeast to the drive-in theater north of the city of Magna at lat. 40°43'00" N, long. 112°04'48" W, then southeast to the water tank at lat. 40°40'00" N, long.

112°03'33" W, extending southeast to a point at lat. 40°39'20" N, long. 112°02'33" W, extending south along long. 112°02'33" W, until intercepting the 11-mile arc of the I-BNT ILS/DME antenna then northwest on the 11-mile arc of the I-BNT ILS/DME antenna clockwise to the point of beginning.

Area D. That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning at a point at lat. 40°39'20" N, long. 112°02'33" W, extending east to a point at lat. 40°39'20" N, long. 111°58'13" W, extending south along long. 111°58'13" W, until intercepting the 11-mile arc of the I-BNT ILS/DME antenna, then counterclockwise until intercepting I-15, extending south on I-15 until intercepting a line at lat. 40°31'05" N, extending west on lat. 40°31'05" N, until a point at lat. 40°31'05" N, long. 112°00'33" W, then north along long. 112°00'33" W, to intercept the 11-mile arc of the I-BNT ILS/DME antenna at lat. 40°35'22" N, long. 112°00'33" W, then clockwise on the 11-mile arc of I-BNT ILS/DME antenna to long. 112°02'33" N, then to the point of beginning.

Area E. That airspace extending upward from 7,000 feet MSL to and including 10,000 feet MSL beginning at a point where the 11-mile arc of the I-BNT ILS/DME antenna intercepts a line at long. 112°09'03" W, bounded on the west by long. 112°09'03" W, on the south by a line at lat. 40°31'05" N, to a point at lat. 40°31'05" N, long. 112°00'33" W, extending north to lat. 40°35'22" N, long. 112°00'33" W, then clockwise on the 11-mile arc of the I-BNT ILS/DME antenna to the point of beginning.

Area F. That airspace extending upward from 7,000 feet MSL to and including 10,000 feet MSL beginning at a point where a line at lat. 40°31'05" N, intercepts I-15 extending west on lat. 40°31'05" N, to long. 112°00'33" W, then south on long. 112°00'33" W, to lat. 40°27'30" N, then east along lat. 40°27'30" N, to I-15, then north to the point of beginning.

Area G. That airspace extending upward from 8,000 to MSL to and including 10,000 feet MSL beginning at the Bingham Copper Mine at lat. 40°31'05" N, long. 112°09'03" W, extending south to lat. 40°27'30" N, long. 112°09'03" W, then east to lat. 40°27'30" N, long. 112°00'33" W, then north to lat. 40°31'05" N, extending west to the point of beginning.

Area H. That airspace extending upward from 9,000 feet MSL to and including 10,000 feet MSL beginning at a point where a line at lat. 40°27'30" N intercepts the I-15 freeway, extending

south along I-15 to lat. 40°23'30" N, extending west along lat. 40°23'30" N to long. 111°54'00" W thence south along long. 111°54'00" W, until intercepting the 30-mile arc of the I-BNT ILS/DME, then clockwise along the 30-mile arc until intercepting long. 112°06'00" W then north along long. 112°06'00" W until intercepting lat. 40°23'30" N, extending west along lat. 40°23'30" N, until along long. 112°09'06" W, then north along long. 112°09'06" W until intercepting lat. 40°27'30" N extending east to the point of beginning, excluding that airspace contained in Restricted Areas R-6412A and R-6412B when active.

Area I. That airspace extending upward from 9,000 feet MSL to and including 10,000 feet MSL beginning at a point where a line at long. 111°45'03" W, intercepts Interstate 84 (I-84), extending south on long. 111°45'03" W, until intercepting lat. 40°31'05" N, extending west until intercepting I-15, then north along I-15 until intercepting the Salt Lake City International Airport 4.3-mile arc, extending north along the Salt Lake City International Airport 4.3-mile arc until intercepting I-15, then north along I-15 until intercepting U.S. Highway 89, extending north along U.S. Highway 89 until intercepting the Ogden, Hill AFB, UT, Class D airspace area, then north along the Ogden, Hill AFB, UT, Class D airspace area until intercepting I-84, extending east along I-84 until the point of beginning, excluding that block of airspace east of Salt Lake City International Airport between lat. 40°52'16" N, and lat. 40°42'00" N.

Area J. That airspace extending upward from 7,800 feet MSL to and including 10,000 feet MSL beginning at a point where the 25-mile arc of the I-BNT ILS/DME antenna intercepts the Ogden-Hinckley Airport, UT, Class D airspace area counterclockwise along the Ogden-Hinckley Airport, UT, Class D airspace area and the Ogden, Hill AFB, UT, Class D airspace area until intercepting the 25-mile arc of the I-BNT ILS/DME antenna to the point of beginning.

Area K. That airspace extending upward from 6,000 feet MSL to and including 10,000 feet MSL beginning at a point on the 13-mile arc of the I-BNT ILS/DME antenna at lat. 40°46'30" N, long. 111°14'50" W, extending east to the bend on I-80 at lat. 40°46'30" N, long. 112°08'48" W, then north along long. 112°08'48" W, until intercepting the 13-mile arc of the I-BNT ILS/DME antenna, then counterclockwise along the 13-mile arc of the I-BNT ILS/DME antenna to the point of beginning.

Area L. That airspace extending upward from 7,000 feet MSL to and including 10,000 feet MSL west of I-15 bounded on the south by Cudahy Lane, on the west by Redwood Road until intercepting the Utah Power Transmission lines, extending northeast along the power transmission lines until intercepting the 13-mile arc of the I-BNT ILS/DME antenna to the point of beginning.

Area M. That airspace extending upward from 9,000 feet MSL to and including 10,000 feet MSL beginning at a point where the 25-mile arc of the I-BNT ILS/DME intersects the I-15 freeway south of the Ogden Municipal Airport extending north along the I-15 freeway to the 30-mile arc of the I-BNT ILS/DME, thence counterclockwise along the 30-mile arc to long. $112^{\circ}10'00''$ W, then south along long. $112^{\circ}10'00''$ W to the 25-mile arc of the I-BNT ILS/

DME, then clockwise along the 25-mile arc to the point of beginning.

Issued in Washington, DC, on July 31, 1995.

Nancy B. Kalinowski,

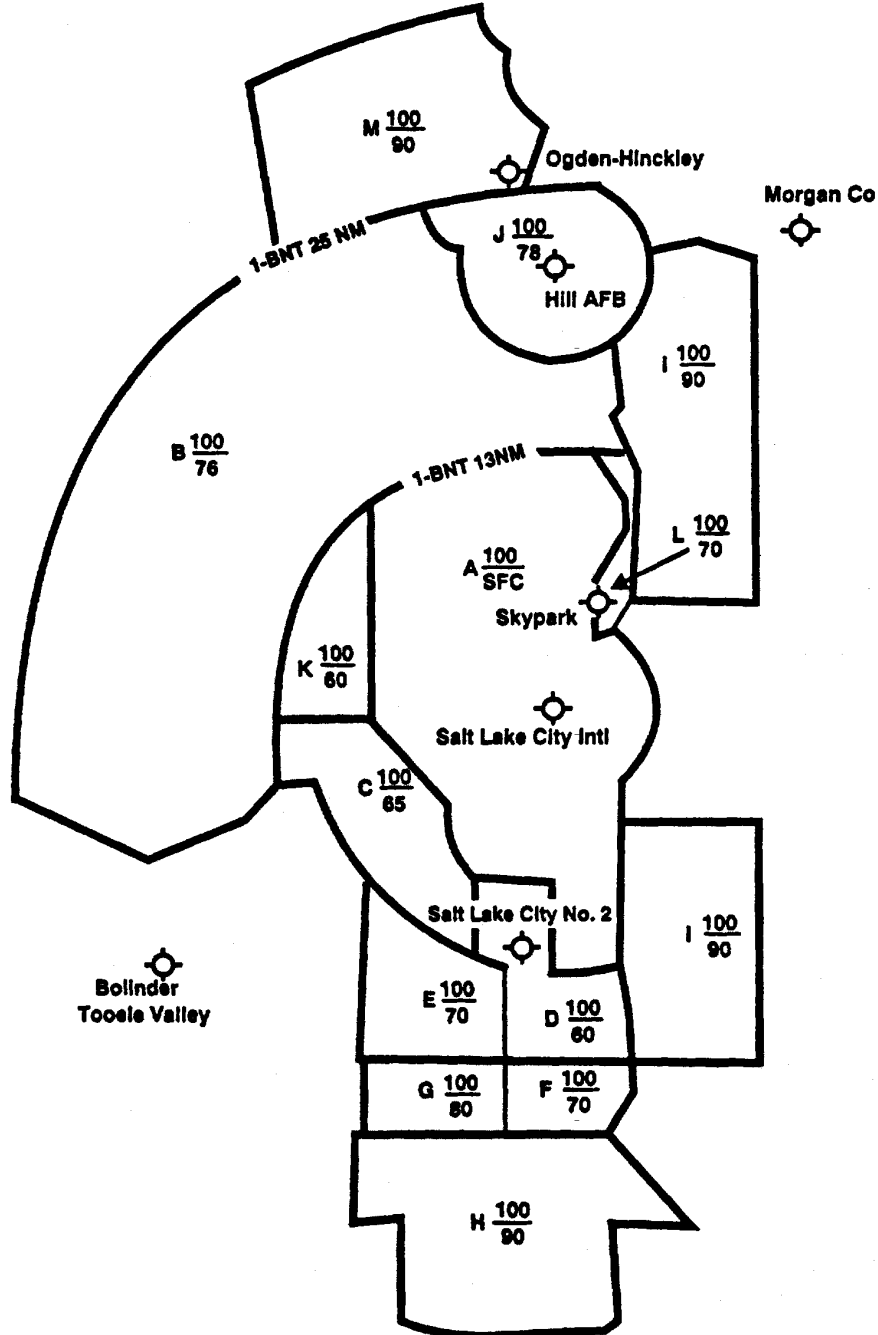
Acting Manager, Airspace-Rules and Aeronautical Information Division.

Appendix—Salt Lake City International Airport Class B Airspace Areas

Note: This appendix will not appear in the Code of Federal Regulations.

BILLING CODE 4910-13-M

SALT LAKE CITY INTERNATIONAL AIRPORT CLASS B AIRSPACE AREA Field Elevation - 4227 feet (Not to be used for navigation)



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