

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

De Havilland, Inc.: Docket 97-NM-04-AD.

Applicability: Model DHC-8-100, -200, and -300 series airplanes having serial numbers 3 and subsequent; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the alternate release mechanism of the flight compartment door, which could delay or impede the evacuation of the flightcrew and passengers during an emergency, accomplish the following:

(a) Within 90 days after the effective date of this AD, modify the lower hinge assembly and main door latch (Modification 8/2337) of the flight compartment door, in accordance with de Havilland Service Bulletin S.B. 8-52-39, Revision 'D,' dated February 27, 1998.

Note 2: Modification of the flight compartment door accomplished prior to the effective date of this AD in accordance with de Havilland Service Bulletin S.B. 8-52-39, dated August 30, 1996; Revision 'A,' dated October 31, 1996; Revision 'B,' dated July 4, 1997; or Revision 'C,' dated September 1, 1997; is considered acceptable for compliance with the modification required by paragraph (a) of this AD.

(b) Within 800 flight hours after accomplishment of the modification required by paragraph (a) of this AD, inspect the hinge areas around the hinge pin holes of the flight compartment door for wear, in accordance with de Havilland Service Bulletin S.B. 8-52-39, Revision 'C,' dated September 1, 1997, or Revision 'D,' dated February 27, 1998.

(1) If no wear is detected, or if the wear is less than or equal to 0.020 inch in depth, repeat the inspection thereafter at intervals not to exceed 800 flight hours.

(2) If any wear is detected and its dimension around the hinge pin holes is less than 0.050 inch and greater than 0.020 inch in depth, prior to further flight, perform the applicable corrective actions specified in the service bulletin. Repeat the inspection thereafter at intervals not to exceed 800 flight hours.

(3) If any wear is detected and its dimension around the hinge pin holes is greater than or equal to 0.050 inch in depth, prior to further flight, replace the worn hinges with new hinges in accordance with

the service bulletin. Repeat the inspection thereafter at intervals not to exceed 800 flight hours.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Note 4: The subject of this AD is addressed in Canadian airworthiness directive CF-96-20R2, dated July 16, 1997.

Issued in Renton, Washington, on July 29, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-20833 Filed 8-4-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Parts 65, 66, and 147**

[Docket No. 27863; Notice No. 98-5]

RIN 2120-AF22

Revision of Certification Requirements: Mechanics and Repairmen; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Proposed Rulemaking (NPRM); correction.

SUMMARY: This document corrects the preamble to a proposed rule published in the **Federal Register** on July 9, 1998, (63 FR 37172) that would revise the certification requirements for mechanics and repairmen. This correction provides the public with the correct telephone number to obtain a copy of the NPRM.

FOR FURTHER INFORMATION CONTACT: Leslie K. Vipond, AFS-350, Continuous Airworthiness Maintenance Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington DC 20591, telephone: (202) 267-3269.

Correction

In proposed rule FR Doc. 98-17589 beginning on page 37172 in the **Federal**

Register issue of Thursday, July 9, 1998, make the following correction:

On page 37172, in the Availability of NPRMs section, in the third column, in the second complete paragraph, on line 7, the telephone number specified to obtain a copy of the NPRM is listed as "(202) 267-9860." This should be changed to read "(202) 267-9680."

Issued in Washington, DC on July 31, 1998.

Donald P. Byrne,

Assistant Chief Counsel, Regulations Division.

[FR Doc. 98-20934 Filed 8-4-98; 8:45 am]

BILLING CODE 4910-13-M

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

[Airspace Docket No. 95-AWA-12]

RIN 2120-AA66

Proposed Modification of the Salt Lake City Class B Airspace Area; Utah

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to modify the Salt Lake City, UT, Class B airspace area. Specifically, this action proposes to reconfigure three existing subarea boundaries. The FAA is proposing this action to enhance safety and improve the flow of air traffic into, out of, through, and around the Salt Lake City Class B airspace area, while accommodating the concerns of airspace users.

DATES: Comments must be received on or before October 5, 1998.

ADDRESSES: Send comments on the proposal in triplicate to the Federal Aviation Administration, Office of the Chief Counsel, *Attention:* Rules Docket, AGC-200, Airspace Docket No. 95-AWA-12, 800 Independence Avenue, SW., Washington DC 20591. Comments may also be sent electronically to the following Internet address: 9-NPRM-CMTS@faa.dot.gov. The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916, 800 Independence Avenue, SW., Washington, DC, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 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: Ken McElroy, Airspace and Rules Division,

ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; Telephone: (202) 267-8783.

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 should 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. 95-AWA-12." 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

An electronic copy of this document may be downloaded from the FAA regulations section of the Fedworld electronic bulletin board service (telephone: 703-321-3339) or the **Federal Register's** electronic bulletin board service (telephone: 202-512-1661), using a modem and suitable communications software.

Internet users may reach the **Federal Register's** web page at http://www.access.gpo.gov/su_docs for access to recently published rulemaking documents.

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, 800 Independence Avenue, SW.,

Washington, DC 20591, or by calling (202) 267-8783. Communications must identify the notice number of this NPRM.

Persons interested in being placed on a mailing list for future NPRM's should call the FAA's Office of Rulemaking, (202) 267-9677 for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

Related Rulemaking

On May 21, 1970, the FAA published the Designation of Federal Airways, Controlled Airspace, and Reporting Points Final Rule (35 FR 7782). This rule provided for the establishment of Terminal Control Airspace areas (now known as Class B airspace areas).

The Terminal Control Airspace area (TCA) program was developed to reduce the potential for midair collision in the congested airspace surrounding airports with high density air traffic by providing an area wherein all aircraft are 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 increases 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 or military aircraft, or another GA aircraft. The basic causal factor common to these conflicts was the mix of aircraft operating under visual flight rules (VFR) and 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 these airspace areas afford the greatest protection for the greatest number of people by giving air traffic control increased capability to provide aircraft separation service, thereby minimizing the mix of controlled and uncontrolled aircraft.

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

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 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR section 71.1. The Class B airspace area listed in this document would be published subsequently in the Order.

On June 21, 1988, the FAA published the Transponder With Automatic Altitude Reporting Capability Requirement Final Rule (53 FR 23356). This rule requires all aircraft to have an altitude encoding transponder when operating within 30 NM of any designated TCA (now known as Class B airspace area) primary airport from the surface up to 10,000 feet MSL. This rule excluded those aircraft that were not originally certificated with an engine-driven electrical system (or those that have not subsequently been certified with such a system), balloons, or gliders.

On October 14, 1988, the FAA published the Terminal Control Area Classification and Terminal Control Area Pilot and Navigation Equipment Requirements Final Rule (53 FR 40318). This rule, in part, requires the pilot-in-command of a civil aircraft operating within a Class B airspace area to hold at least a private pilot certificate, except for a student pilot who has received certain documented training.

On December 17, 1991, the FAA published the Airspace Reclassification Final Rule (56 FR 65638). This rule discontinued the use of the term "Terminal Control Area" and replaced it with the designation "Class B airspace area." This change in terminology is reflected in the remainder of this NPRM.

The Proposal

This action proposes to modify the Salt Lake City Class B airspace area. The FAA periodically reviews existing airspace areas to determine whether there is an operational need to modify the area. These proposed modifications reflect input from system users regarding operational needs, limitations, and local geographical anomalies. The proposed changes would reduce the lateral boundaries of Areas A and H, and redesign Area M of the Salt Lake City Class B airspace as follows:

Area A. The current boundary of Area A is not easily identifiable by geographical landmarks and also serves as a barrier to GA aircraft transiting north-south along Interstate 15 (I-15), requiring pilots to obtain a clearance to enter Class B airspace. Further, the portion of Area A east of I-15 provides no operational advantage to ATC. This action proposes to redefine the boundary of Area A using easily

identifiable geographical landmarks that would allow those aircraft that do not desire to enter the Class B airspace area a means of transition along the east side of I-15.

Area H. The proposed design of this area, i.e., moving the existing boundary approximately two miles to the east, would provide additional maneuvering area for VFR aircraft wishing to remain clear of the Class B airspace area. Further, the portion of Area H southwest of the Salt Lake City airport provides no operational advantage to ATC.

Area M. The proposed modification to Area M is both a reduction to the east and an expansion to the north of the current Class B airspace area. Currently, IFR aircraft arriving from the north are held at 10,000 feet MSL until crossing the Class B boundary into Area M, at which time these aircraft must rapidly descend in order to arrive at the FANDS Intersection at 9,000 feet MSL, the normal altitude for transition to the ILS/DME Runway 16R approach. This action proposes an expansion of approximately two miles on the north side of the current Class B airspace area that would allow aircraft to make a more gradual descent to the FANDS Intersection.

The overall effect of these proposed changes is a net reduction in Salt Lake City Class B airspace area which would enhance the safe, efficient movement of both VFR and IFR aircraft into, out of, through, and around the Salt Lake Valley area.

Regulatory Evaluation Summary

Proposed changes to Federal regulations must undergo several economic analyses. First, Executive Order 12866 directs that each Federal agency shall propose or adopt a regulation only upon a reasoned determination that the benefits of the intended regulation justify its costs. Second, the Regulatory Flexibility Act of 1980 requires agencies to analyze the economic effect of regulatory changes on small entities. Third, the Office of Management and Budget directs agencies to assess the effect of regulatory changes on international trade. In conducting these analyses, the FAA has determined that this proposed rule: (1) would generate benefits that justify its costs and is not "a significant regulatory action" as defined in the Executive Order; (2) is not significant as defined in Department of Transportation's Regulatory Policies and Procedures; (3) would not have a significant impact on a substantial number of small entities; (4) would not constitute a barrier to international trade; and (5) would not impose a

significant intergovernmental or private sector mandate. Therefore, the requirements of Title II of the Unfunded Mandates Reform Act of 1995 do not apply. These analyses are summarized here in the preamble.

This regulatory evaluation analyzes the potential costs and benefits of the NPRM to amend part 71. This proposed action would modify the Salt Lake City Class B airspace area by reducing portions of Areas A and H, and by expanding part of Area M. These changes would provide GA aircraft enhanced accessibility to transition outside the Class B airspace area, and it would redefine the lateral boundaries along identifiable ground features.

The FAA has determined that the proposed modification of the Salt Lake City Class B airspace area would not result in any additional cost to either aircraft operators or the agency. This proposed action was prompted by a change in aircraft operations into and out of Salt Lake City International Airport, and it would enhance the Salt Lake City Airport Traffic Control Tower/Terminal Radar Approach Control capability to monitor and control IFR and VFR traffic in the Class B airspace.

This proposed action would provide benefits for systems users and the FAA by enhancing operational efficiency in the form of improving air traffic flow, and would not result in any reduction to aviation safety in the terminal area. The benefits of the proposed rule would stem from the creation of additional operating room for VFR traffic outside of the modified Salt Lake City Class B airspace area. The airspace modification proposed by this action would enhance aviation safety in the Salt Lake City Class B airspace area.

The FAA has determined that the implementation of the proposed rule would not impose any additional costs on either the agency or aircraft operators. This proposed rule would not impose any additional administrative costs for personnel, facilities, or equipment on the FAA. Another potential cost of this proposal is the cost associated with the revision of aeronautical charts to reflect the modified boundaries of the Salt Lake City Class B airspace area. The FAA has determined that these proposed modifications would be incorporated during routine charting cycles. The costs associated with printing aeronautical charts are a normal operating expense. Since the FAA requires the public to use only current charts, pilots would not incur any additional costs for obtaining revised Class B airspace charts.

The FAA has determined that aircraft operators would not incur any additional navigational or equipment costs, as a result of the reduction in Area A and Area H lateral boundaries, and expansion of Area M. The proposed modification of the controlled airspace would reduce the two lateral boundaries in subareas A and H. The reduction of the subareas would not impose any additional avionics equipment or circumnavigation costs. The expansion of Area M in the north would be insignificant in distance (2 to 6 NM); therefore, the alteration would not impose additional circumnavigation costs on operators. Overall, the Class B airspace area would be reduced in size.

The proposed rule would not impose any additional administrative costs on the FAA for personnel, facilities, or equipment. The proposed alteration of Areas A, H, and M would reduce the overall size of the Class B airspace area. This proposed action would decrease workload demands on current FAA personnel and equipment, and enhance aviation safety. The FAA maintains that changes proposed in this NPRM would allow ATC to concentrate current resources onto those subareas with greater activity and enhance safety and efficiency.

In view of the zero cost of compliance, combined with benefits of enhanced operational efficiency, the FAA has determined that this proposed rule would be cost-beneficial.

Initial Regulatory Flexibility Determination

Regulatory Flexibility Act of 1980 (RFA) was enacted by Congress to ensure that small entities (small business and small not-for-profit government jurisdictions) are not unnecessarily and disproportionately burdened by Federal regulations. The RFA, which was amended May 1996, requires regulatory agencies to review rules that may have "a significant economic impact on a substantial number of small entities." The Small Business Administration suggests that "small" represent the impacted entities with 1,500 or fewer employees.

Since this NPRM would only potentially affect those GA aircraft operators who fly under visual flight rules in accordance with 14 CFR, part 91 as individuals, rather than as small entities, no small entities would be impacted. For this reason, the FAA has determined that this NPRM would not result in a significant economic impact on a substantial number of small entities. Therefore, a regulatory flexibility analysis is not required under the terms of the RFA.

International Trade Impact Assessment

The NPRM would neither constitute a barrier to international trade, for the export of American goods and services to foreign countries nor for the import of foreign goods and services into the United States. The NPRM would not impose costs on aircraft operators or aircraft manufacturers in the U.S. or foreign countries. The proposed modifications to the Salt Lake City Class B airspace would only affect GA aircraft utilizing U.S. VFR procedures.

Unfunded Mandates Assessment

Title II of the Unfunded Mandates Reform Act of 1995 (the Act), enacted as Pub. L. 104-4 on March 22, 1995, requires each Federal agency, to the extent permitted by law, to prepare a written assessment of the effects of any Federal mandate in a proposed or final agency rule that may result in the expenditure of \$100 million or more adjusted annually for inflation in any one year by State, local, and tribal governments, in the aggregate, or by the private sector. Section 204(a) of the Act, 2 U.S.C. 1534(a), requires the Federal agency to develop an effective process to permit timely input by elected officers (or their designees) of State, local and tribal governments on a proposed "significant intergovernmental mandate." A "significant intergovernmental mandate" under the Act is any provision in a Federal agency regulation that would impose an enforceable duty upon State, local, and tribal governments, in the aggregate, (of \$100 million adjusted annually for inflation) in any one year. Section 203 of the Act, 2 U.S.C. 1533, which supplements section 204(a), provides that before establishing any regulatory requirements that might significantly or uniquely affect small governments, the agency shall have developed a plan that among other things, provides for notice to potentially affected small governments, if any, and for a meaningful and timely opportunity to provide input in the development of regulatory proposals.

Since this proposed rule would not impose any costs on either private or public entities, it does not contain neither a Federal intergovernmental nor private sector mandate. Therefore, the requirements of Title II of the Unfunded Mandates Reform Act of 1995 do not apply.

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.*).

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—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 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.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 3000—Subpart B—Class B Airspace

* * * * *

ANM UT B Salt Lake City, UT [REVISED]

Salt Lake City International Airport (Primary Airport)

(lat. 40°47'18"N, long. 111°58'40"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 the 11-mile arc of 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°02'33"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"W, 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 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.

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°55'00"W thence south along 111°55'00"W until intercepting the 30-mile Mode C veil of the Salt Lake City International Airport, 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°09'03"W, then north along long. 112°09'03"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. 112°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 Runway 34 at the Ogden Municipal Airport extending north along Runway 34 extended centerline until it intersects the I-15 freeway north of the Ogden Municipal Airport extending north along the I-15 freeway to the 30-mile Mode C veil of the Salt Lake City International Airport, thence counterclockwise along the 30-mile Mode C veil 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.

* * * * *

Issued in Washington, DC, on July 29, 1998.

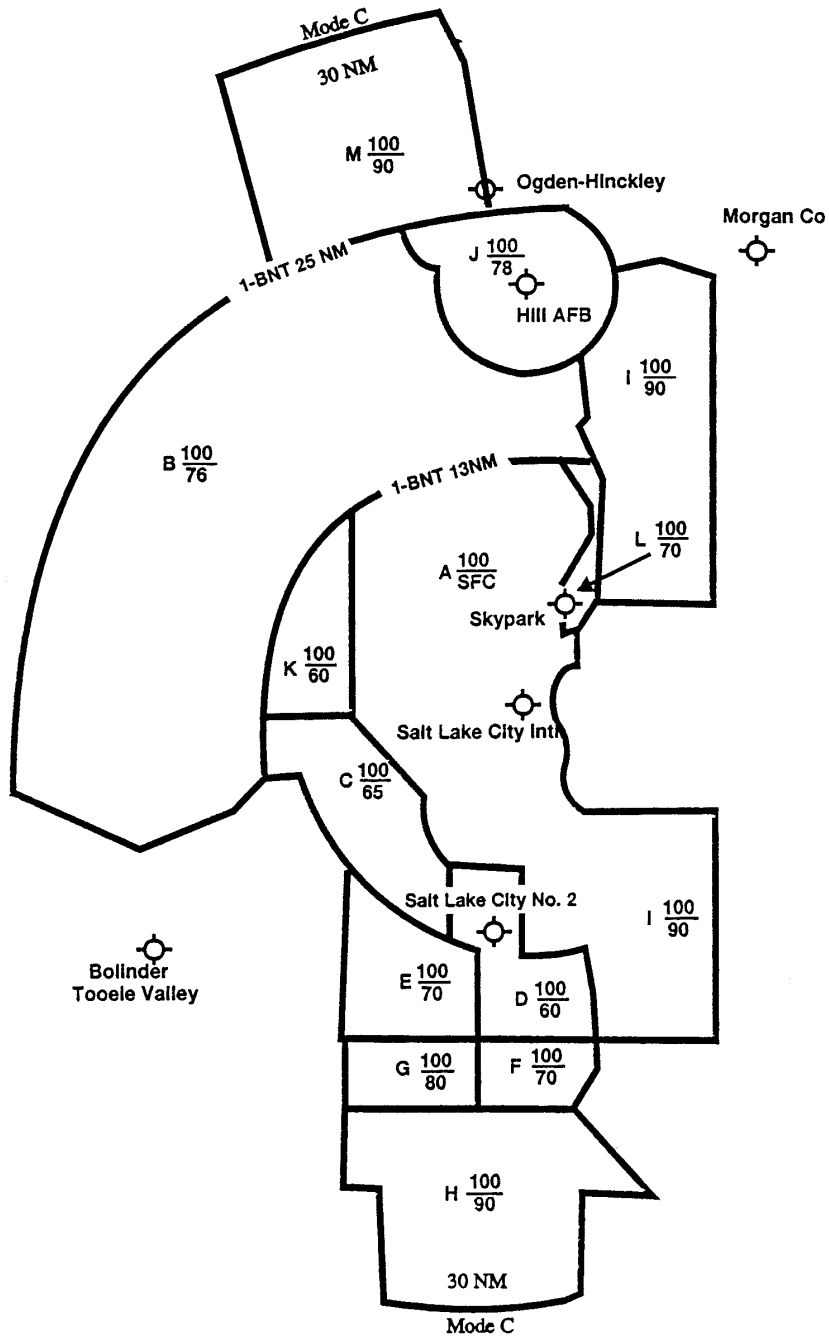
Reginald C. Matthews,

*Acting Program Director for Air Traffic
Airspace Management.*

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

**Appendix—Salt Lake City, UT, Class B
Airspace Area.**

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



Prepared by the
FEDERAL AVIATION ADMINISTRATION
Publications Branch