

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

[Airspace Docket No. 93-AWA-11]

RIN 2120-AF56

**Alteration of the Salt Lake City Class B Airspace Area, Salt Lake City, Utah**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

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

**EFFECTIVE DATE:** 0701 UTC, November 9, 1995.

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

**SUPPLEMENTARY INFORMATION:****Background**

Airspace reclassification, 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 rule. On May 21, 1970, the FAA published Amendment No. 91-78 to part 91 of Title 14 Code of Federal Aviation Regulations (CFR) that provided for the establishment of Class B airspace areas (35 FR 7782). The Class B airspace area 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 visual flight rules (VFR) and controlled aircraft operating under instrument flight rules (IFR). Class B airspace areas provides 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 providing 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.

On June 21, 1988, the FAA published a final rule which required aircraft to have Mode C equipment when operating within 30 nautical miles of any designated Class B airspace area primary airport from the surface up to 10,000 feet MSL, excluding those aircraft not certificated with an engine-driven electrical system, balloons, or gliders (53 FR 23356).

**Discussions of Comments**

The proposed changes to the SLC Class B airspace area were published in a Notice of Proposed Rulemaking (NPRM) on August 4, 1995 (60 FR 40020). The FAA did not receive any written comments regarding the proposed alteration of the SLC Class B airspace area. However, the FAA placed two documents in the docket to memorialize communication between the FAA and one user group that occurred during the comment period.

The FAA has determined that alterations to the SLC Class B airspace area, as contained herein, will promote the safe and efficient use of the airspace and will meet users' concerns.

**The Rule**

This amendment to 14 CFR part 71 modifies Class B airspace area around Salt Lake City International Airport. The Class B airspace area utilizes the Runway 17 ILS/DME antenna, latitude and longitude points, and landmarks. The upper limits of the Salt Lake City Class B airspace area remain at 10,000 feet mean sea level (MSL); however, the subareas within the area are modified. Area A is reduced to the west and northeast of the Salt Lake City International Airport. Modifying Area A enhances the utilization of the airspace for northeast-bound and west-bound VFR traffic transiting over the Skypark Airport. Area C is revised to provide

more transition routes for VFR operations, particularly for aircraft not equipped with the required flotation equipment to fly over the Greater Salt Lake. Additionally, this area will relieve the potential for traffic congestion around the Tooele Valley Airport. Areas D and E are subdivided and retain the original floor altitudes of 6,000 and 7,000 feet MSL respectively. The floor of Area F is 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. The floor of Area G is raised from 7,000 to 8,000 feet MSL. Area H is altered to provide controlled airspace for the new instrument approach procedures to the new parallel instrument runway 16R/34L at the Salt Lake City International Airport. A new area, Area M, is established north of the Salt Lake City International airport to include the airspace from 9,000 to 10,000 feet MSL to provide controlled airspace for the new instrument approach procedures to the new parallel instrument runway 16R/34L at the Salt Lake City International Airport. All alterations of the Salt Lake City Class B airspace area are depicted on the chart found in the attached appendix.

Class B airspace designations are published in Paragraph 3000 of FAA Order 7400.9C, dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR part 71.1. The Class B airspace area listed in this airspace alteration will be published subsequently in the Order. The coordinates for this airspace docket are based on North American Datum 83.

**Regulatory Evaluation**

This section summarized the regulatory evaluation prepared by the FAA on the amendment to 14 CFR part 71 to alter the SLC Class B airspace. This summary and the full regulatory evaluation quantify, to the extent practicable, estimated costs to the private sector, consumers, and Federal, State, and local governments as well as anticipated benefits.

The FAA has determined that this rulemaking is not "a significant rulemaking action," as defined by Executive Order (EO) 12866, Regulatory Planning and Review, 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 associated with this final rule and are summarized below. A detailed discussion of costs and benefits is contained in the full evaluation in the docket for this final rule.

### *Benefit-Cost Analysis*

This regulatory evaluation analyzes the potential costs and benefits of the modifications to the Salt Lake City International Airport, Utah, Class B airspace area. These modifications will 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 will 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 will 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 will provide additional airspace for VFR traffic operations. Also, an area of controlled airspace (Area M) will be added to the north, and the lateral boundaries of Area H will be expanded to the south with floor and ceiling altitudes of 9,000 and 10,000 feet MSL respectively. These two modifications are designed to provide additional controlled airspace for new 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 will not adversely impact their ability to monitor and control IFR and VFR traffic in the Class B airspace.

The rule will enhance aviation safety and operational efficiency by lowering the risk of midair collisions, while accommodating the legitimate concerns of system users. The modifications to the Salt Lake City Class B airspace will 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.

### *Cost*

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

In terms of the FAA, the rule will not impose any additional administrative costs for personnel, facilities, or equipment. This assessment is based on the fact that the modification will not increase the volume of air traffic using the Salt Lake City Class B airspace. The simultaneous contraction and expansion of the Class B airspace will not dramatically change the overall size of

the airspace and will not impose additional workloads on current personnel and equipment resources. Required revisions to aeronautical charts will be accomplished during normal charting cycles. Therefore, no additional costs beyond routine operating expenses will be imposed.

### *Costs to Aircraft Operators*

The modifications should impose little, if any, additional cost for items 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 very high frequency omni-directional range receiver) 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.

Similarly, the 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 as most are assumed to have the required avionics equipment.

### *Benefits*

The 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 changes to the airspace will enable VFR aircraft to circumnavigate the Salt Lake City Class B airspace area operations, thereby enhancing operational efficiency.

### *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 a rule will 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 will be unscheduled air taxis owning nine or fewer aircraft and flight training schools around the Oquirrh Mountains and none meet the applicable definition. The rule will maintain aviation safety and operational efficiency for VFR traffic while imposing negligible additional costs or requirements. Therefore, the regulation will not have a significant economic impact on a substantial number of small entities.

### *International Trade Impact Assessment*

The rule will 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 regulation will impose negligible costs on aircraft operators or aircraft manufacturers (United States or foreign).

### *Federalism Implications*

This rule will 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 rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

### *Paperwork Reduction Act*

This 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 regulation will 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 regulation is not a "significant regulatory action" under Executive Order 12866. In addition, the FAA certifies that this 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 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 regulation, including a final Regulatory Flexibility Determination and International Trade Impact Analysis has been placed in the docket.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 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., p389; 14 CFR 11.69.

#### **§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR part 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, 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°47'12"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).

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 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 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°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 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.

\* \* \* \* \*

Lane Speck,

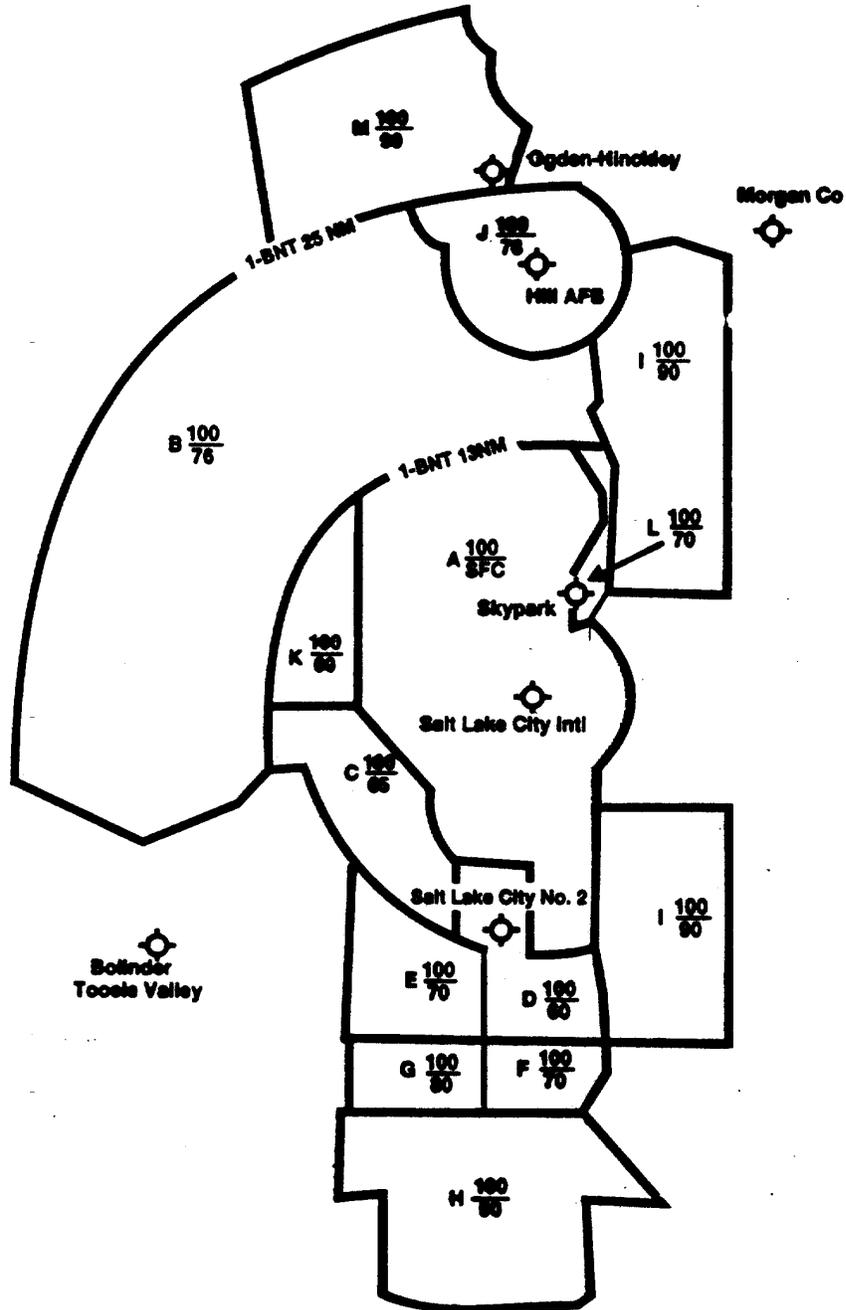
*Program Director for Air Traffic Rules and Procedures.*

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)



Prepared by the  
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