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