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 4.3mile 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 form 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,

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