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

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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 enginedriven 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