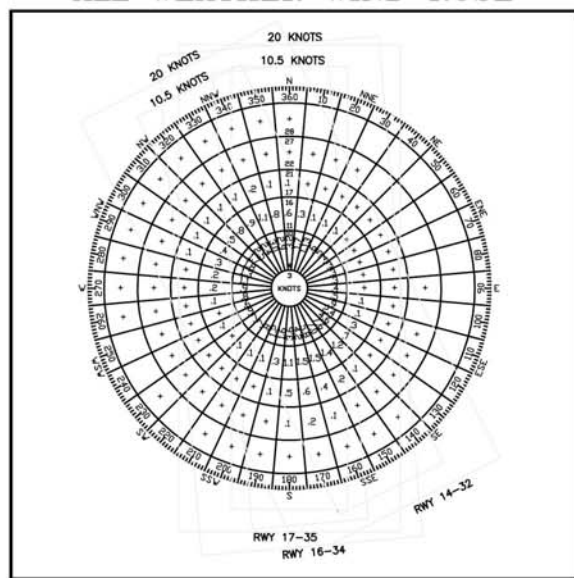
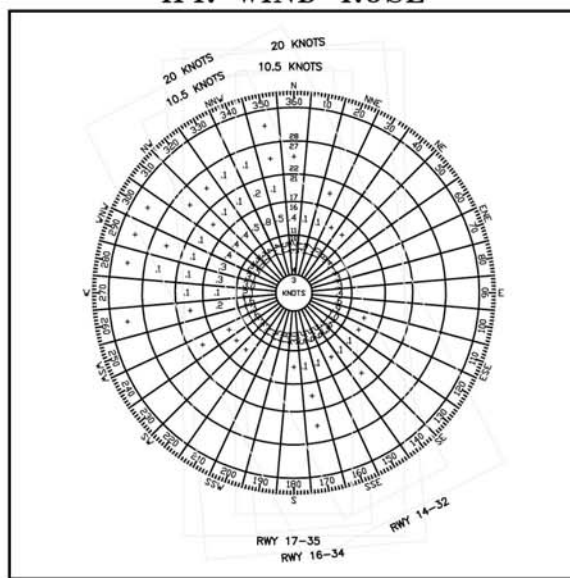


ALL WEATHER WIND ROSE



IFR WIND ROSE



WIND DATA TABLE

RUNWAY COVERAGE

10.5 Knot Cross Wind Component

Runway	All Weather	IFR
14	62.13%	46.26%
32	46.76%	67.12%
14-32	98.17%	98.95%
16	62.99%	49.25%
34	39.02%	63.33%
16-34	97.28%	98.04%
17	62.92%	50.12%
35	38.44%	62.20%
17-35	98.94%	97.76%
16-34 & 17-35	98.92%	98.95%
14-32, 16-34 & 17-35	97.36%	98.06%

20 Knot Cross Wind Component

Runway	All Weather	IFR
14	62.81%	46.34%
32	41.73%	68.08%
14-32	99.92%	99.90%
16	64.14%	49.58%
34	40.45%	64.76%
16-34	99.87%	99.78%
17	64.52%	50.80%
35	40.07%	63.80%
17-35	99.85%	99.77%
14-32, 16-34 & 17-35	99.95%	99.92%
14-32, 16-34 & 17-35	99.87%	99.79%

Colms: VFR 9.1%
IFR 31.5%
All Weather 10.7%

SOURCE: NOAA National Climatic Data Center, 1983 - 1993 HNTB analysis.

BUILDING REFERENCE TABLES

#	BUILDING	HEIGHT	TOP ELEV.
1	TERMINAL ONE	43'	4,263'
2	TERMINAL TWO	34'	4,254'
3	TERMINAL THREE (FUTURE)		
4	PARKING GARAGE	58'	4,279'
5	BOILER PLANT	17'	4,243'
6	DELTA AIRCRAFT HANGAR	105'	4,326'
7	DELTA RESERVATION CENTER	34'	4,254'
9	COVERED VEHICLE STORAGE	20'	4,243'
10	SAND AND UREA BUILDING	28'	4,251'
11	ROADS AND GROUNDS BUILDING	20'	4,243'
12	FUEL ISLAND	20'	4,242'
13	VEHICLE MAINTENANCE SHOP	22'	4,245'
14	STORAGE	20'	4,242'
15	FUEL TANKS	45'	4,264'
16	LAT OFFICE	18'	4,240'
17	AIR TRAFFIC CONTROL TOWER (future)	316'	4,543'
18	SKYWEST AIRCRAFT HANGAR	45'	4,264'
19	ARFF BUILDING	35'	4,255'
20	RESERVED		
21	RESERVED		
22	RESERVED		
23	ALAMO CAR RENTAL	20'	4,243'
24	DOLLAR CAR RENTAL	20'	4,244'
25	BUDGET CAR RENTAL	25'	4,249'
26	NATIONAL CAR RENTAL	22'	4,244'
27	AVIS CAR RENTAL	22'	4,246'
28	HERTZ CAR RENTAL	17'	4,241'
29	LANDSIDE OPERATIONS BUILDING	15'	4,238'
30	SHUTTLE FACILITY	24'	4,246'
31	CATERAIR FLIGHT KITCHEN	28'	4,243'
32	DELTA CARGO BUILDING	27'	4,251'
33	UNITED CARGO BUILDING	27'	4,251'
34	CATERAIR FLIGHT KITCHEN	33'	4,252'
35	JOINT CARGO BUILDING #1	22'	4,246'
36	JOINT CARGO BUILDING #2	22'	4,246'
37	US POST OFFICE	24'	4,246'
38	FEDERAL EXPRESS SORT BUILDING	22'	4,245'
39	GOLF CLUBHOUSE	27'	4,256'
40	GOLF COURSE MAINTENANCE	18'	4,239'
41	ANTI-ICING FACILITY	13'	4,234'
42	CONTINENTAL RES. CENTER FACILITY	23'	4,246'
43	UDOT AERONAUTICS HANGAR	25'	4,247'
44	SALT LAKE JET CENTER SOUTH	37'	4,259'
45	HUISS HANGAR	47'	4,266'
46	SALT LAKE JET CENTER SOUTH	30'	4,250'
47	FLIGHT SAFETY	36'	4,267'
48	MILLION AIR (FBO)	14'	4,234'
49	MILLION AIR (FBO)	25'	4,245'
50	EXECUTIVE TERMINAL	46'	4,266'

RUNWAY DATA TABLE

Runway	16L(C) - 34R(C)		16R - 34L		14 - 32		17 - 35		16L - 34R		16W - 34W	
ITEM	EXISTING	ULT.	EXISTING	ULT.	EXISTING	ULT.	EXISTING	ULT.	EXIST.	ULTIMATE	EXIST.	ULTIMATE
RUNWAY END ELEVATION	4,226.16'	15,100'	4,221.45'	15,100'	4,220.84'	15,100'	4,225.98'	15,100'	4,221.74'	15,100'	4,223.67'	15,100'
RUNWAY LENGTH	12,002'	15,100'	12,002'	15,100'	12,000'	15,100'	4,892'	12,000'	4,892'	12,000'	9,597'	12,000'
DISPLACED THRESHOLD	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
RELOCATED THRESHOLD	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
EFFECTIVE GRADIENT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1% UP	0.0%
RUNWAY WIDTH	150'	150'	150'	150'	150'	150'	150'	150'	150'	150'	150'	150'
SAFETY AREA WIDTH	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'	500'
STABILIZED SHOULDER	50' BIT.	50' BIT.	50' BIT.	50' BIT.	50' BIT.	50' BIT.	50' BIT.	50' BIT.	50' BIT.	50' BIT.	50' BIT.	50' BIT.
PAYMENT SURFACE	ASPH - G	ASPH - G	ASPH - G	ASPH - G	P.C.C.	ASPH - G	ASPH - G	ASPH - G	ASPH - G	ASPH - G	ASPH - G	ASPH - G
PAVEMENT STRENGTH	S-60,000	S-60,000	S-60,000	S-60,000	S-60,000	S-60,000	S-60,000	S-60,000	S-60,000	S-60,000	S-60,000	S-60,000
	D-200,000	D-200,000	D-200,000	D-200,000	D-200,000	D-200,000	D-200,000	D-200,000	D-200,000	D-200,000	D-200,000	D-200,000
	DT-400,000	DT-400,000	DT-400,000	DT-400,000	DT-400,000	DT-400,000	DT-400,000	DT-400,000	DT-400,000	DT-400,000	DT-400,000	DT-400,000
	DDT-800,000	DDT-800,000	DDT-800,000	DDT-800,000	DDT-800,000	DDT-800,000	DDT-800,000	DDT-800,000	DDT-800,000	DDT-800,000	DDT-800,000	DDT-800,000
RUNWAY LIGHTING	HIRL, CL, TDZ	HIRL, CL, TDZ	HIRL, CL, TDZ	HIRL, CL, TDZ	HIRL, CL, TDZ	HIRL, CL, TDZ	HIRL, CL, TDZ	HIRL, CL, TDZ	HIRL, CL, TDZ	HIRL, CL, TDZ	HIRL, CL, TDZ	HIRL, CL, TDZ
RUNWAY MARKING	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION
NAVIGATIONAL AID CATEGORY	P-CAT - III	P-CAT - III	P-CAT - III	P-CAT - III	P-CAT - III	P-CAT - III	CAT - III	P-CAT - I	P-CAT - I	P-CAT - I	P-CAT - I	P-CAT - I
RUNWAY APPROACH SURFACE	50:1	50:1	50:1	50:1	50:1	50:1	50:1	50:1	50:1	50:1	50:1	50:1
ELECTRONIC NAVIGATIONAL AIDS	LOC, VOR/DME	LOC, VOR/DME	LOC, VOR/DME	LOC, VOR/DME	LOC, VOR/DME	LOC, VOR/DME	LOC, VOR/DME	LOC, VOR/DME	LOC, VOR/DME	LOC, VOR/DME	LOC, VOR/DME	LOC, VOR/DME
	GPS, RVR	GPS, RVR	GPS, RVR	GPS, RVR	GPS, RVR	GPS, RVR	GPS, RVR	GPS, RVR	GPS, RVR	GPS, RVR	GPS, RVR	GPS, RVR
	MID. MARKER	MID. MARKER	MID. MARKER	MID. MARKER	MID. MARKER	MID. MARKER	MID. MARKER	MID. MARKER	MID. MARKER	MID. MARKER	MID. MARKER	MID. MARKER
VISUAL NAVIGATIONAL AIDS	ALSF-2	ALSF-2	ALSF-2	ALSF-2	ALSF-2	ALSF-2	REIL	ALSF-2	REIL	ALSF-2	REIL	ALSF-2
	PAPI	PAPI	PAPI	PAPI	PAPI	PAPI	PAPI	PAPI	PAPI	PAPI	PAPI	PAPI
AIRPLANE DESIGN GROUP	IV	IV	IV	IV	IV	IV	IV	IV	IV	IV	IV	IV
AIRCRAFT APPROACH CATEGORY	D	D	D	D	D	D	D	D	D	D	D	D
RUNWAY CRITICAL AIRCRAFT TOUCHDOWN ZONE ELEVATION	B-767-400	B-767-400	B-767-400	B-767-400	B-767-400	B-767-400	EMB-120	B-767-400	EMB-120	B-767-400	B-767-400	B-767-400
RUNWAY LINE OF SIGHT	MEETS CRITERIA	MEETS CRITERIA	MEETS CRITERIA	MEETS CRITERIA	MEETS CRITERIA	MEETS CRITERIA	MEETS CRITERIA	MEETS CRITERIA	MEETS CRITERIA	MEETS CRITERIA	MEETS CRITERIA	MEETS CRITERIA

SOURCE OF TDZE: NOAA OC dated October 1998

DECLARED DISTANCES

	RUNWAY 16L(C) - 34R(C)		RUNWAY 16R - 34L		RUNWAY 14 - 32		RUNWAY 17 - 35		RUNWAY 16L - 34R		RUNWAY 16W - 34W	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
TAKEOFF RUN AVAILABLE (TORA)	12,002'	15,100'	12,002'	15,100'	12,000'	15,100'	4,892'	12,000'	4,892'	12,000'	9,597'	12,000'
TAKEOFF DISTANCE AVAILABLE (TODA)	12,002'	15,100'	12,002'	15,100'	12,000'	15,100'	4,892'	12,000'	4,892'	12,000'	9,597'	12,000'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	12,002'	15,100'	12,002'	15,100'	12,000'	15,100'	4,892'	12,000'	4,892'	12,000'	9,597'	12,000'
LANDING DISTANCE AVAILABLE (LDA)	12,002'	15,100'	12,002'	15,100'	12,000'	15,100'	4,892'	12,000'	4,892'	12,000'	9,597'	12,000'

RUNWAY PROTECTION ZONE DATA

Runway	EXISTING			FUTURE		
	W1	W2	L	W1	W2	L
17	1,000'	1,750'	2,500'	1,000'	1,750'	2,500'
35 Approach	1,000'	1,750'	2,500'	1,000'	1,750'	2,500'
35 Departure	500'	1,010'	1,700'	500'	1,010'	1,700'
16L (C)	1,000'	1,750'	2,500'	1,000'	1,750'	2,500'
34R (C)	1,000'	1,750'	2,500'	1,000'	1,750'	2,500'
14	500'	700'	1,000'	500'	700'	1,000'
32	500'	700'	1,000'	500'	700'	1,000'
16 R	1,000'	1,750'	2,500'	1,000'	1,750'	2,500'
34 L	1,000'	1,750'	2,500'	1,000'	1,750'	2,500'
16 L	500'	700'	1,000'	500'	700'	1,000'
34 R	500'	700'	1,000'	500'	700'	1,000'
16 W	500'	700'	1,000'	500'	700'	1,000'
34 W	500'	700'	1,000'	500'	700'	1,000'

AIRPORT DATA

	EXISTING	ULTIMATE
AIRPORT ELEVATION	4231'	4231'
AIRPORT REFERENCE POINT (ARP)	LAT. 40° 47' 18.196" N LON. 111° 58' 39.983" W	LAT. 40° 47' 30.80" N LON. 111° 59' 3.70" W
AIRPORT AND TERMINAL NAV. AIDS	ATCT, VORTAC, ASR-9	SAME
PART 139 ARFF INDEX	E	SAME
HUB TYPE	LARGE	SAME
MEAN MAX. TEMP. HOTTEST MONTH	92.3° F	SAME
N.P.I.A.S. CLASSIFICATION	PR = COMM. SERV.	SAME
SERVICE TYPE	AIR CARRIER	SAME
AIRCRAFT CATEGORY	TRANSPORT	SAME
TAXIWAY LIGHTING T/W'S H, H1, H2, H3, H4, H5, H6, H7, H8, H9, H10, H11, H12, H13, E, F, K, K1, K2, K3, K4, K5, K6, K7, K8, K9, F1, F2, F3	MITL	MITL, HICL
LAND AREA (FEE TITLE)	7690 AC.	D-V
AIRPORT REFERENCE CODE (ARC)	D-IV	D-V
AIRPORT MAXIMUM ELEVATION	4546.5' (322.5' AGL)	4546.5'

RUNWAY END LATITUDES AND LONGITUDES

Runway	EXISTING	ULTIMATE
17	LAT. N40° 47' 56.09" N LON. W111° 57' 43.44" W	RUNWAY REALIGNED LON. W111° 57' 43.44" W
35	LAT. N40° 46' 21.29" N LON. W111° 57' 43.44" W	RUNWAY REALIGNED LON. W111° 57' 43.44" W
16L (C)	LAT. N40° 48' 26.81" N LON. W111° 58' 36.95" W	RUNWAY REALIGNED LON. W111° 58' 40.37" W
34R (C)	LAT. N40° 46' 28.71" N LON. W111° 58' 23.25" W	SAME
14	LAT. N40° 47' 08.57" N LON. W111° 58' 16.45" W	SAME
32	LAT. N40° 46' 25.51" N LON. W111° 57' 47.59" W	SAME
16 R	LAT. N40° 48' 27.99" N LON. W111° 59' 57.42" W	SAME
34 L	LAT. N40° 46' 29.90" N LON. W111° 59' 43.68" W	SAME
16 L	LAT. N40° 48' 27.72" N LON. W111° 57' 55.08" W	SAME
34 R	LAT. N40° 46' 49.26" N LON. W111° 57' 43.81" W	SAME
16 W	TBD	TBD
34 W	TBD	TBD

MODIFICATIONS TO STANDARDS

#	DESCRIPTION	STANDARD	REASON	CORRECTION DATE
1	ACUTE ANGLED EXIT TAXIWAY RUNWAY 16R - 34L - APPROVED BY FAA, JANUARY 25, 1994 LETTER			
2				
3				

NON-STANDARD CONDITIONS

#	DESCRIPTION	STANDARD	REASON	CORRECTION DATE
1				
2				
3				

RUNWAY OBJECT FREE AREA'S, ZONE'S, & SAFETY AREA'S

Runway	RSA WIDTH/LENGTH BEYOND RW END	REQUIRED		ACTUAL		
		OFA	OFZ	RSA	OFA	OFZ
17	500' / 1,000'	800' / 1,000'	400' / 200'	500' / 1,000'	800' / 1,000'	400' / 200'
35	500' / 1,000'	800' / 1,000'	400' / 200'	500' / 1,000'	800' / 1,000'	400' / 200'
16L (C)	500' / 1,000'	800' / 1,000'	400' / 200'	500' / 1,000'	800' / 1,000'	400' / 200'
34R (C)	500' / 1,000'	800' / 1,000'	400' / 200'	500' / 1,000'	800' / 1,000'	400' / 200'
14	300' / 600'	800' / 600'	400' / 200'	300' / 600'	800' / 600'	400' / 200'
32	300' / 600'	800' / 600'	400' / 200'	300' / 600'	800' / 600'	400' / 200'
16 R	500' / 1,000'	800' / 1,000'	400' / 200'	500' / 1,000'	800' / 1,000'	400' / 200'
34 L	500' / 1,000'	800' / 1,000'	400' / 200'	500' / 1,000'	800' / 1,000'	400' / 200'
16 L	500' / 1,000'	800' / 1,000'	400' / 200'	500' / 1,000'	800' / 1,000'	400' / 200'
34 R	500' / 1,000'	800' / 1,000'	400' / 200'	500' / 1,000'	800' / 1,000'	400' /