



Advisory Board
Meeting

March 20, 2024

Agenda



Advisory Board Meeting

March 20, 2024

Pursuant to City Code 2.14.060(A) and Utah Code section 52-4-207(2), the Airport Advisory Board adopted a rule permitting electronic meetings for this Board, regardless of whether a quorum is present at an anchor location, so long as such meetings comply with the Open and Public Meetings Act.

To access the meeting please visit:

<https://saltlakecity.webex.com/saltlakecity/j.php?MTID=mfb0497d7c5dd7201ef4058f197efb4f1>



ADVISORY BOARD MEETING AGENDA

20 March 2024

9:00 A.M.

CONSENT

- A. Minutes of the February 21, 2024 Meeting

DISCUSSION

- A. Director's Report –Pete Higgins, Airport Chief Operating Officer, SLCDCA
- B. Airport Redevelopment Program (ARP) Update – Mike Williams, Airport Redevelopment Program (ARP) Director, SLCDCA
- C. Budget Briefing FY2024 – Lorin Rollins, Airport Finance Manager, SLCDCA

MEDIA CLIPPINGS

Media Clippings – March 2024

INFORMATION ITEMS

Financial Report – January 2024
Air Traffic Statistics – January 2024
Construction Report –March 2024

The next meeting will be held on **Wednesday, April 17, 2024**, at 9:00 a.m. Meetings are usually held in the Board Room, located on the third level of the airport terminal and via Web-ex unless otherwise posted. People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this [Airport Advisory Board Meeting](#). Accommodation may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions or additional information, please contact [Brett Christensen](#) at [801-575-2042](tel:801-575-2042).



Advisory Board
Meeting

March 20, 2024

Minutes

SALT LAKE CITY DEPARTMENT OF AIRPORTS MINUTES OF ADVISORY BOARD MEETING

February 21, 2024

Members Present: Theresa Foxley
John Bradshaw
Steve Price
Hoang Nguyen
Dirk Burton*
Tye Hoffmann
Nathan Raferty
Arlyn Bradshaw
Roger Boyer

City Council Office: Sam Owen*
Lindsey Nikola*

Department of Airports: Bill Wyatt, Executive Director
Brett Christensen, Administration
Melissa Trnavskis, Director of Engineering
Eddie Clayson, Director of Maintenance
Shane Andreasen, Director of Real Estate & Comm Development
Joel Nelson, Real Estate & Commercial Development*
Lorin Rollins, Airport Finance Manager
Brady Frederickson, Director of Planning and Environmental
Sean Nelson, Airport Planning/DBE Manager
Nancy Volmer, Director of Communication and Marketing
Treber Anderson, Director of Operations
Medardo Gomez, Direct of ORAT
Megan DePaulis, Senior City Attorney*
Paige Christensen, Airport Principal Planner
Pete Higgins, Chief Operations Officer
Brian Stetson, Deputy Program Director
Megan DePaulis, City Attorney*
Ed Cherry, Director of IT*
Stefhan Bennet, Police Captain
Jasen Asay, Airport Communication Coordinator *

Other: Conner Butterfield
Andy C*
Mike Taylor
Andrew Scanlon

Theresa Foxley called the meeting, held in-person at the SLCDA Admin Offices Board Room and via Webex, to order at 9:02 a.m. (* indicates the party attended virtually)

AGENDA

A. Minutes

A motion was made by Theresa Foxley and seconded by John Bradshaw to approve the minutes of January 17, 2024, as presented. All votes were affirmative; motion passed.

B. Director's Report

Bill Wyatt, Executive Director, gave an update to the Airport Advisory Board regarding current events including,

- Ski bags will be isolated and sent through a separate route that will make the process a lot more efficient.
- The new central tunnel is almost complete. We are unable to use it because the work on the other end is not done, as a result of the decision to build an equally large sky club. We had to go back in and reinforce.

Nathan Rafferty asked when the central tunnel will be open. Bill Wyatt replied October 22, 2024

C. Airport Redevelopment Program (ARP) Update – Brian Stetson, Deputy Program Director, SLCDA

Brian Stetson, Deputy Program Director, presented an update on the ARP (presentation on file). Main points included were:

- Safety, Statistics and Schedule
 - Below national average for lost time
 - 13Million trade hours on the program today
 - We are averaging 595 trade workers
 - Completion of level 1 west baggage make-up room reinstallation and start-up for May 2024
 - Phase 4 – start of steel erection April 2024
- Near Term Schedule Milestones
 - Central Tunnel - Art audio system testing is complete
 - Concourse B West – Alaska space build out is almost complete
 - Central Tunnel fire alarm testing will start in April
- Airport Redevelopment Program Overall Budget
 - Remains the same
- Central Tunnel and Airfield
 - Passenger cell moving walk start-up and testing progressing
 - High speed baggage conveyor control wiring progressing
- Concourse 'B' East – 8Gates (Phase 3)

- Area G Mini-Plaza drywall and paint underway
 - Holdroom carpet progressing
 - Public restroom partition installation underway
- Concourse ‘B’ East – 16 Gates (Phase 4)
 - Driven pile complete
 - Deep and shallow MEP underground progressing
- Baggage Handling System Update – EBS & Concourse B
 - Meant to store bags in the system when passengers show up early
 - On schedule for March 2024 load testing
 - On schedule to start migrating airline carriers to Concourse B May 2024
- Overall Phase 3 and Phase 4 Phased Delivery
 - October 2024 the Tunnel and Concourse B East (Phase 3) will come online
- Baggage Handling System
 - Pictures of high-speed conveyor between concourses
 - Picture of early bag storage
- Central Tunnel
 - Camera systems and HVAC systems need to be complete
 - Fire alarm testing starts in April
- Ancillary Projects
 - Ticket counter expansion level 3
 - Concourse B ramp level Alaska space
 - Concourse B mid-concourse portal
 - Concourse B ramp level American space

Brian Stetson added now that covid is behind us we are seeing reasonable lead times. The trades are supporting the schedule with a good amount of manpower. Switch gear and electrical equipment can now be procured in a normal fashion.

Raferty inquired about the early bag storage asking if it’s 100% automated. Stetson stated the big advantage of that system is it reduces the chance of human error.

Raferty went on to ask if the first item of Concourse C was to plan for a central tunnel. Wyatt explained those decisions have not yet been made. It would be possible to build a west end of Concourse C now, but it wouldn’t be connected, it would have to be a bus terminal.

John Bradshaw asked when the new Sky Club was going to open. Shane Andreasen answered it will be 2025. Bradshaw then asked with the changes Delta has made to their program if they’ve seen any difference in the demand for the existing club. Wyatt explained they’ve been trying to find a solution to the problem. They’ve made some modest adjustments that seem to be helping.

D. SLC Airfield and Airspace Improvement – Brady Fredrickson, Director of Planning and Environmental, SLCDA

Brady Fredrickson, Director of Planning and Environmental, presented an update on SLC Airfield and Airspace Improvements (presentation on file).

- SLC – Master Plan Capacity Analysis 2021 Master Plan

- Forecasting for critical systems
- Parking lot capacity
- Runway lengths
- Strategic Vision
 - Tremendous amount of growth
 - Employee parking lot
 - Taxiway U & V
 - Fuel farm relocation
- Taxiway U & V
 - To start talking about Concourse C we need to cross field taxiways
 - 40th West Road alignment
- South Employee Parking and EAT
 - We are implementing a south employee screening checkpoint and screening lot facility
 - Possible remote check in facility
 - Relocating the surplus canal. That will enable a south and around taxiway
- Runway 14/32 Closure
 - 14/32 is a short runway that is not used for commercial operation
 - It has a hotspot on it that is considered dangerous to maneuver
- Runway Extension
 - The benefits to a runway extension
 - Utah is a high altitude desert the performance of the aircraft's engine diminishes, which causes weight penalties
 - Ability to increase capacity
 - Increase in efficiency
 - Brake Speed/Energy takes more brake energy
- NEPA – Environmental
 - Noise and Noise-Compatible land use
 - Floodplains
 - Powerline relocation

Bradshaw explained that due to Utah's high elevation, the aircraft struggles to gain altitude. On cooler days, this challenge is somewhat alleviated. Bradshaw then asked if there is a fuel benefit because we have a longer runway? Brady Fredrickson replied it is coming up in the presentation.

Nathan Rafferty inquired about the months with high temperatures. Asking if the airlines decrease their passenger and bag load. Wyatt explained they decrease cargo, then bags, people and fuel.

Steve Price asked how this fits into our budget parameters. Fredrickson explained bonding will be dropping off in that time frame. But the Planning division has a projection that shows what the projects will cost and what kind of capital we need. Our CFO is looking at bonding issues and FAA funding.

Theresa Foxley adjourned the meeting at 10:11 a.m.

Theresa Foxley, Chair

Date

Erin Mendenhall, Mayor

Date



Advisory Board
Meeting

March 20, 2024

Discussion Items

AGENDA: DISCUSSION ITEM (A)
DATE: 20 March 2024
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: Executive Director's Report

Pete Higgins, SLCDCA COO, will present a monthly informational report to the Board, which may include:

1. ARP progress
2. Ground transportation update
3. Concessions and rental cars
4. Airport safety and security
5. Airport facilities and operations
6. General aviation
7. Passenger and airport users
8. Environmental matters
9. Financial condition
10. Legislative issues
11. Airlines
12. Communications and marketing

AGENDA: DISCUSSION ITEM (B)
DATE: 20 March 2024
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: Airport Redevelopment Program Update

Mike Williams, Airport Redevelopment Program (ARP) Director, will present an update on the SLC Airport Redevelopment Program (presentation on file).



AIRPORT REDEVELOPMENT PROGRAM

Status Update 03/20/2024



Safety, Statistics and Schedule



Safety Statistics

Numbers for Last Month

- **OSHA National Average**
 - **Lost Time Rate 1.50 Recordable Rate 2.40**
- **HDJV Metrics**
 - **11,655,560 Total Trade Hours worked**
 - **Lost Time Rate 0.24 Recordable Rate 2.30**

Trade Hours for the Program Overall

- **ARP Metrics (HDJV+AOJV)**
 - **13,817,084 Total Trade Hours worked**

Trade Workers on Site

- **624 Trade Workers (week ending 03/08/2024)**

Schedule Status and Critical Path

- **Phase 3 – Completion of Level 1 West Baggage Make-up Room BHS Installations and Start-up for May 2024**
- **Phase 3 – Start-up and Operation of Building Systems including Commissioning Activities**
- **Phase 4 – Completion of MEP Underground Installations and Start of Slab-on-Grade Placement**
- **Phase 4 – Start of Steel Erection April 2024**
- **Overall Program is on Schedule**

Near Term Schedule Milestones



Target Date	Current Date	Description
Complete	Complete	Concourse B West - Alaska Ramp Space Ready for Move-in
03/11/24	03/11/24	Concourse B East (Phase 3) - Start PCCP/Lean Paving
04/15/24	03/31/24	Central Tunnel - Complete Art (River Tunnel) Installation
03/31/24	03/31/24	Concourse B East (Phase 3) - Start up Comm Room HVAC Units
04/01/24	04/01/24	Central Tunnel - Start Fire Alarm Testing
04/05/24	04/05/24	Concourse B East (Phase 4) - Start Slab-on-Grade Sequence 1
04/15/24	04/15/24	Concourse B East (Phase 3) - Start Canyon Art Installation
04/22/24	04/22/24	Concourse B East (Phase 3) - Start Northeren Lights Art Installation
04/26/24	04/26/24	Concourse B East (Phase 4) - Start Structural Steel Erection Sequence 1

Airport Redevelopment Program Overall Budget



	Budget 02/22/24 FOC	Committed Jan-24	Commitments Feb-24	Revised Commitments	Earned to Date	Estimate at Completion
Closed TRP CGMPs 1, 2, 2A-2D, 3-7, 9, 09A, 12	\$1,933,090,276	\$1,933,090,276	\$0	\$1,933,090,276	\$1,933,090,276	\$1,933,090,276
Closed NCP CGMPs 13, 14, 15, 16, 17, 18 & 19	\$487,852,444	\$487,852,444	\$0	\$487,852,444	\$487,852,444	\$487,852,444
CGMP 2E & F CMAR General Conditions/Services	\$99,720,169	\$99,720,169	\$0	\$99,720,169	\$66,988,203	\$99,720,169
CGMP 2G CMAR Preconstruction Phase 4	\$46,780,829	\$46,780,828	\$0	\$46,780,828	\$6,631,352	\$46,780,829
CGMP 10 South Concourse East/Tunnel Shell	\$559,426,248	\$562,969,284	(\$3,543,036)	\$559,426,248	\$545,798,384	\$559,426,248
CGMP 11, 11A & 11B Apron Paving & Fueling	\$288,621,400	\$288,621,400	\$0	\$288,621,400	\$205,427,817	\$288,621,400
CGMP 19A Phase 3 NCP/Tunnel Buildout	\$397,553,922	\$366,822,245	\$27,016,714	\$393,838,959	\$263,380,012	\$397,553,922
CGMP 20 NCP Phase 2 Airfield Paving & Jet Fuel	\$78,108,685	\$77,645,774	\$0	\$77,645,774	\$22,505,572	\$78,108,685
CGMP 22 & 22F Phase 4 Concourse	\$485,041,256	\$476,403,380	\$8,637,876	\$485,041,256	\$61,180,328	\$485,041,256
CGMP 24 Phase 4 Airfield	\$62,627,532	\$62,627,532	\$0	\$62,627,532	\$17,496,865	\$62,627,532
Total Program Construction	\$4,438,822,761	\$4,402,533,332	\$32,111,554	\$4,434,644,886	\$3,610,351,253	\$4,438,822,761
TRP Owner Procurement	\$6,241,169	\$6,241,169	\$0	\$6,241,169	\$5,869,160	\$6,241,169
NCP Owner Procurement	\$3,126,328	\$3,126,328	\$0	\$3,126,328	\$1,860,182	\$3,126,328
Security Checkpoint Equipment	\$12,751,472	\$11,751,472	\$0	\$11,751,472	\$7,848,061	\$12,751,472
Automated Security Exit Door Equipment	\$917,430	\$914,453	\$0	\$914,453	\$914,453	\$917,430
TRP Soft Cost	\$355,252,918	\$353,843,448	(\$1,646,773)	\$352,196,675	\$344,044,196	\$355,252,918
NCP Soft Cost Phases 1&3	\$185,506,732	\$150,770,587	\$135,974	\$150,906,561	\$134,228,174	\$185,506,732
NCP Soft Cost Phase 4	\$67,295,769	\$31,453,626	\$166,122	\$31,619,748	\$25,075,367	\$67,295,769
Total Program Soft Cost	\$631,091,818	\$558,101,083	(\$1,344,677)	\$556,756,406	\$519,839,593	\$631,091,818
TRP Owner Reserve	\$43,420,233	\$0	\$0	\$0	\$0	\$43,420,233
NCP Owner Reserve	\$21,638,250	\$0	\$0	\$0	\$0	\$21,638,250
Total Program Owner Reserve	\$65,058,483	\$0	\$0	\$0	\$0	\$65,058,483
Total ARP Program Budget	\$5,134,973,062	\$4,960,634,415	\$30,766,877	\$4,991,401,292	\$4,130,190,846	\$5,134,973,062

Central Tunnel and Airfield



Central Tunnel

- **High Speed Baggage Conveyor Ready for Testing**
- **River Art Installation Progressing**

Airfield

- **Phase 3 South Side Grading for Lean Concrete Underway**
- **Phase 4 Site Grading for Lean Concrete Underway**
- **Mid-Field Tunnel Realignment Construction Progressing**

Concourse 'B' East - 8 Gates (Phase 3)



Concourse 'B' East 8 Gates (Phase 3)

- **Area G Mini-Plaza Drywall and Paint Nearing Completion**
- **Area G Mini-Plaza Terrazzo Installation Started**
- **Holdroom Carpet Progressing**
- **Public Restroom Partition Installation Underway**
- **Gate B32 Millwork and Monitor Mockup Completed**
- **BHS Level 1 Installation Progressing**
- **West Bagroom BHS Equipment Started**

Concourse 'B' East – 16 Gates (Phase 4)



Concourse 'B' East 16 Gates (Phase 4)

- Shallow MEP Underground Progressing**
- Pile Caps and Foundations Concrete Continues**



Baggage Handling System Update - EBS & Concourse B



EBS Update:

- System Test: Early July 2024
- Site Acceptance Test: Late July 2024
- EBS 'Go Live': August 2024

Concourse B:

- Site Acceptance Test: early/mid April 2024
- 'Go Live': Phased approach starting April 30 with Delta first



Baggage Handling System – Future Capacity



Introba (CAGE)/Brock Tasks	Refresh <i>Baggage Rate Demand Analysis V3</i> based on actual system performance & 2027 Winter Master Plan flight schedule forecast and airline gate allocations	Complete
	Define inbound claim capacity based on 2027 Master Plan flight (summer & winter) schedule	Complete
	Validate CBIS capacity based on winter 2022/2023 throughput achieved	Complete
	Document when the 7th CTX machine is required and define system modifications, timeline & cost to install	Feb-24
	Respond to the TSA's <i>SLC Base Report 02.28.23 Final v1</i>	Complete
	Define <u>current state improvements that can be achieved to further improve the BHS flow</u> focusing primarily on programming and routing of long bags through CBIS	Ongoing
	Define <u>future baggage handling system expansion opportunities</u> based on 2027, 2032 & 2037 Master Plan (winter) Flight Schedule & emulation results	Ongoing w/TSA

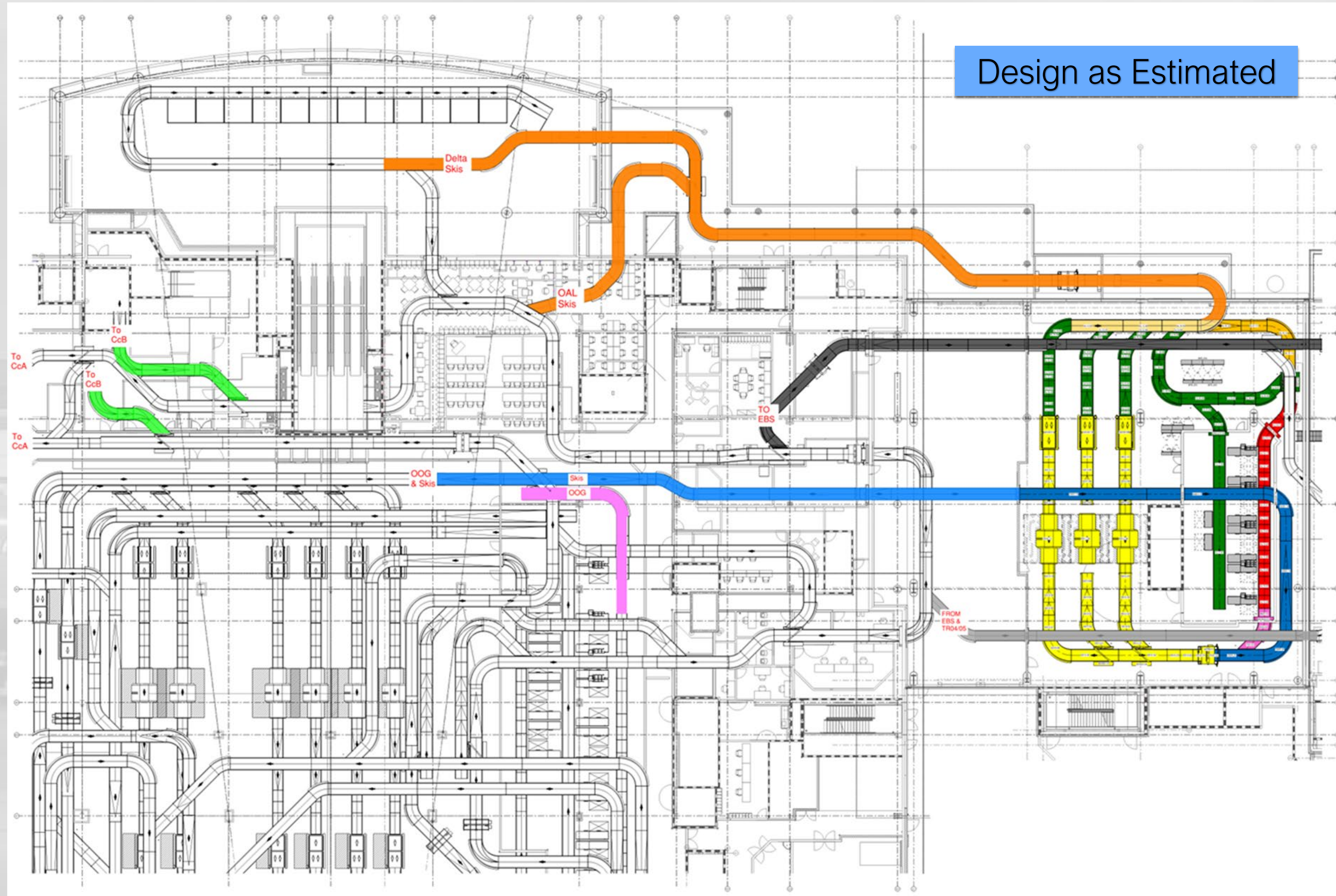


Baggage Handling System Expansion – Future Capacity

- Received SLC approval to submit the combined Predesign and Schematic Design submittal to the TSA Feb 28th
- Targeting TSA comments back March/April timeframe
- Working with local TSA on space planning their temporary operational space
- Working with Delta on options for Re-route operation
- ROM: \$67M
- Project completion: 4Q26

Facilitating Projects	Project Facilitating Activities	2024				2025				2026				2027			
		1st Q	2ndQ	3rdQ	4thQ	1st Q	2ndQ	3rdQ	4thQ	1st Q	2ndQ	3rdQ	4thQ	1st Q	2ndQ	3rdQ	4thQ
Phase 1 - BHS Flow Improvement	Start Phase One - Flow & New CBIS BHS Routing																
Gains the Post CBIS Flow Improvement	Design		█	█													
	Construct TSA Temporary Facilities			█	█												
	Relocate TSA				█												
	Demo & ROW Dev					█	█										
	Install BHS Infrastructure to Support Install					█	█	█									
	Phased BHS Installation					█	█	█									
Phase 2 - BHS Section A - POD 2 CBIS - OS Sortation	Start CBIS After Delta Move to West																
	Design		█	█													
Provides the Future OS Screening Capacity	Construct POD 2 CBIS, CBRA & OSR- Early Activities					█	█										
	Construct POD 2 CBIS, CBRA & OSR					█	█	█	█								
	Procure & Install TSA EDS Equipment									█							
	CBIS Test & Certification Process											█	█				
																	Operational November 2026

Baggage Handling System Expansion – Future Capacity



Overall Phase 3 and Phase 4 Phased Delivery



68 CURRENT GATES OPEN

05 Phase 3 GATES OPEN OCT OF 2024

05 Phase 4 GATES OPEN OCT OF 2025

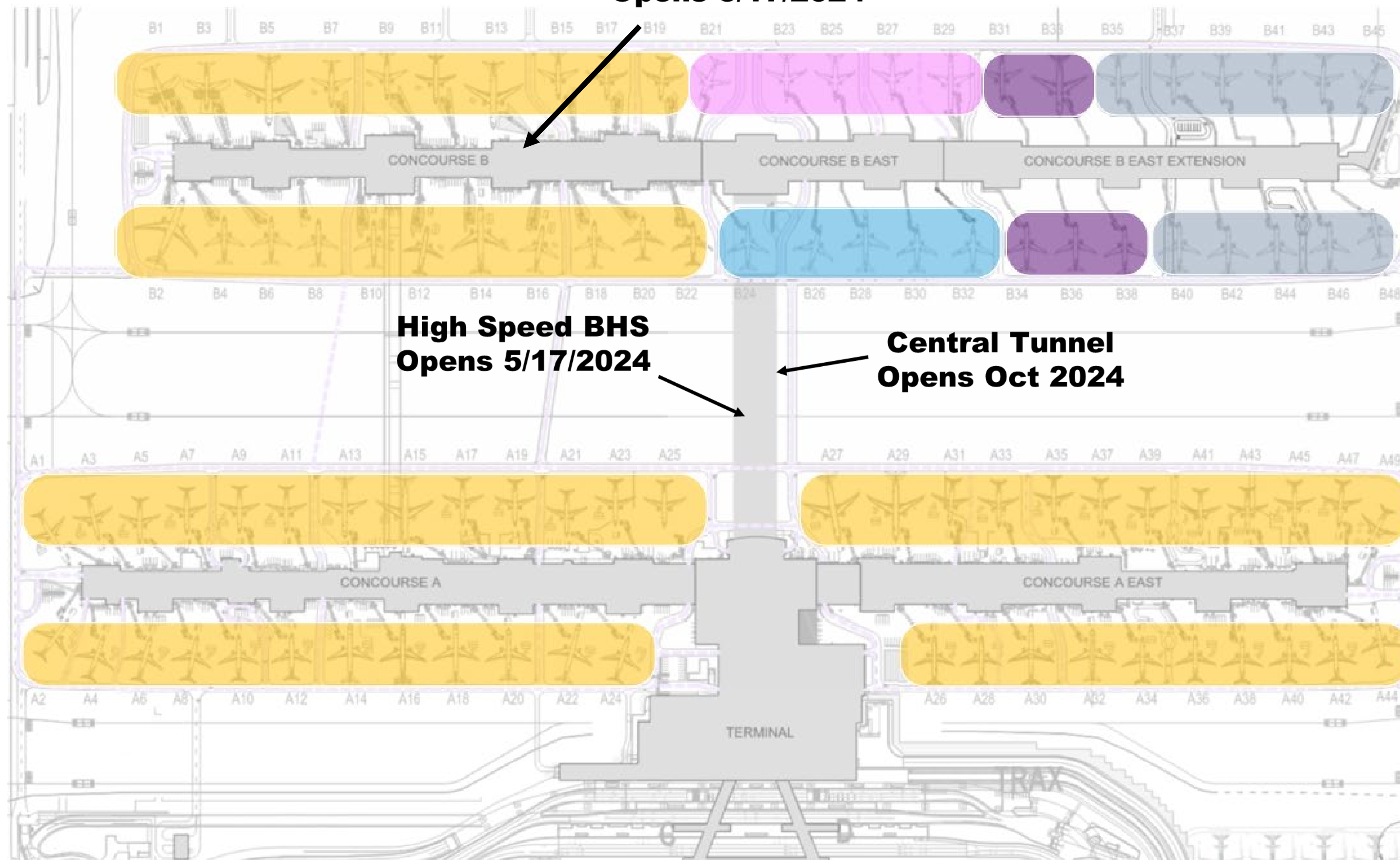
05 Phase 3 GATES OPEN OCT OF 2025

11 Phase 4 GATES OPEN OCT OF 2026

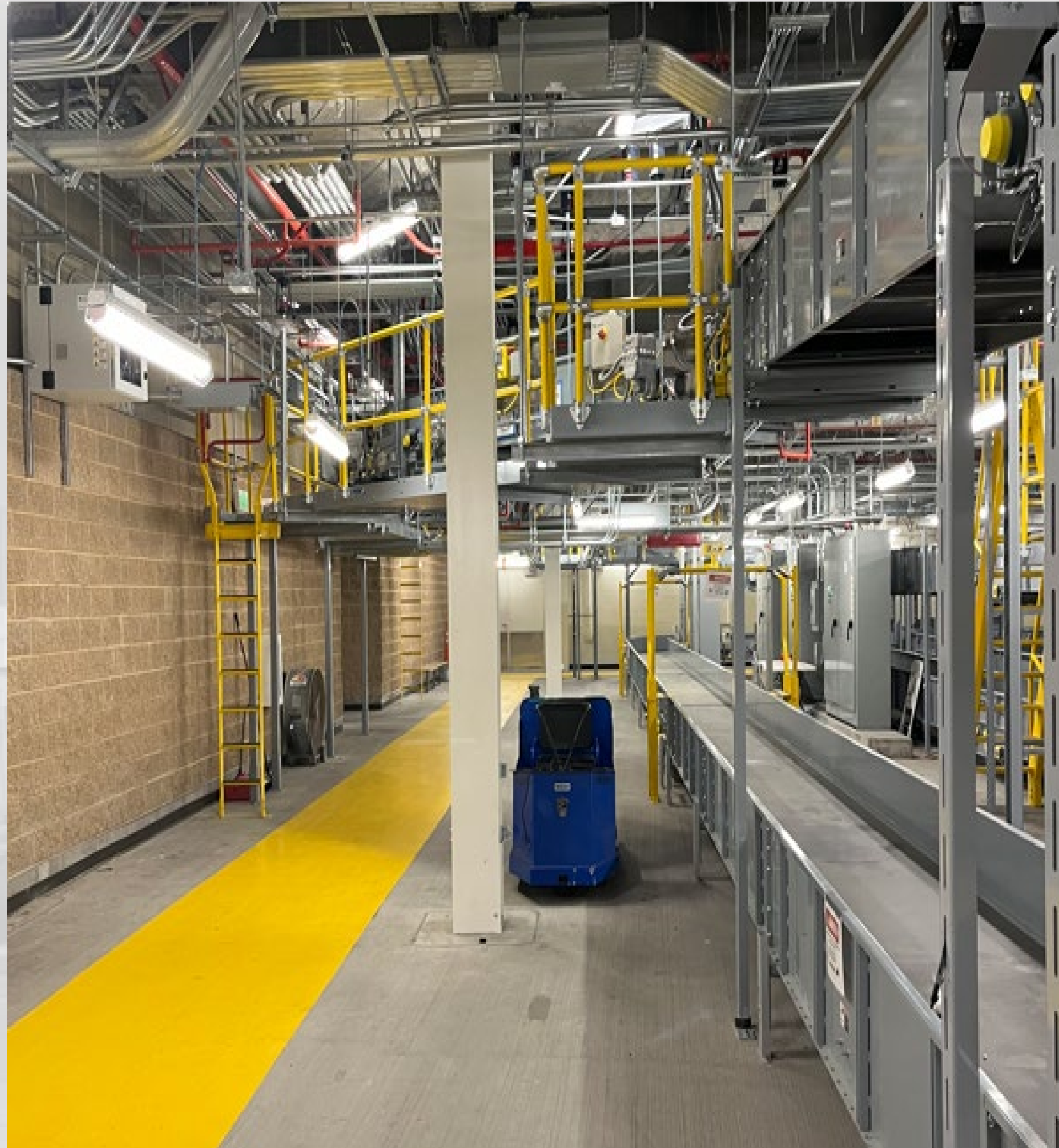
**OAL Bagroom
Opens 5/17/2024**

**High Speed BHS
Opens 5/17/2024**

**Central Tunnel
Opens Oct 2024**



Baggage Handling System



Early Bag Storage



Early Bag Storage

Central Tunnel – Ready for River Tunnel Art



Ancillary Projects



Ticket Counter Expansion Steel



Concourse B Ramp Level Alaska Space



Terminal Level 3 Landside Ops



Concourse B Ramp Level American Space

Concourse B East (Phase 3)



B32 Holdroom Millwork First Install



Canyon/Mini-Plaza - Northern Lights Mock-up



Comm Room Progress



Public Restroom Vanity Area

Concourse B East (Phase 3)



Phase 3 South Elevation



Phase 3 North Elevation

Concourse B East (Phase 4)



Foundation Concrete



Midfield Tunnel



Foundation Concrete



Building Pad Backfill

Concourse B East (Phase 4) Footprint and Airfield



AGENDA: DISCUSSION ITEM (C)
DATE: 20 March 2024
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: Airport Redevelopment Program Update

Lorin Rollins, Airport Finance Manager ,SLCDA, will present an update on the Budget FY2024 (presentation on file).



BUDGET BRIEFING FY2024
AIRPORT ADVISORY BOARD

03/20/2024

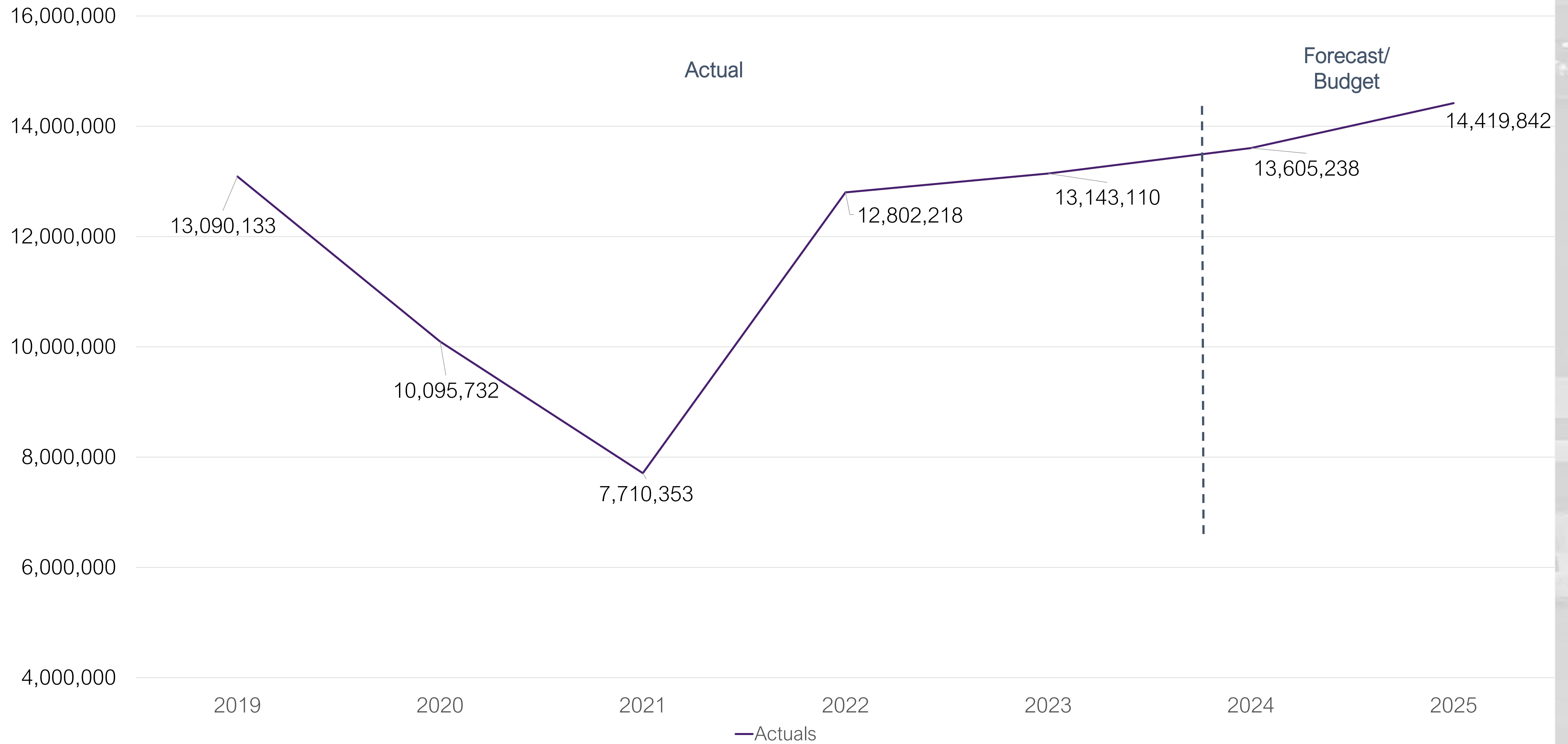


FY 2025 Budget Goals & Objectives - Budget Drivers



- Forecast revenues and expenses on information known today with reasonable assumptions for the future
- Assumptions and actual results will be reviewed in a timely manner and appropriate actions taken
- Control costs and look for ways to continue to strengthen non aeronautical revenue growth
- Fund major capital improvement projects with funding provided under the Bi-Partisan Infrastructure Law (BIL) Grants
- Secure interim credit facility to bridge gap for long term funding expected in FY26 to continue to finance the New SLC

Enplaned Passenger Traffic



Income Statement Forecast



Description	FY 2024 Budget	FY 2024 Forecast	FY 2025 Budget
Operating Revenue	\$339,023,100	\$ 340,773,400	\$471,440,600
Passenger Incentive Rebate	(13,047,400)	(13,078,500)	(20,187,800)
Operating Expenses	(195,627,900)	(184,855,800)	(218,806,300)
Net Operating Income	130,347,800	142,839,100	232,446,500
AIP and Other Grants	106,290,800	45,870,000	97,515,600
Passenger Facility Charges	52,176,800	51,176,800	55,007,900
Customer Facility Charges	14,320,300	14,756,100	15,125,400
Interest Income	18,619,900	29,137,500	16,099,700
Bond Issuance Costs	(2,134,900)	(2,327,100)	(2,800,000)
Interest Expense	(121,528,000)	(142,900,000)	(167,043,000)
Non-Operating Income	67,744,900	(4,286,700)	13,905,600
Total Sources and Revenues	198,092,700	138,552,400	246,352,100
Capital Projects & Equipment	(188,100,800)	(57,977,800)	(167,478,000)
Increase to Airport Reserves	\$9,806,700	\$ 68,466,800	\$78,874,100

Infrastructure Grants



Bi-Partisan Infrastructure Law Grants (in millions)

	Total	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
BIL (Infrastructure)	\$124.2	\$24.8	\$24.6	\$24.8	\$25*	\$25*
ATP (Airport Terminal Program)	65	-	30	20	15*	-
Total	\$189.2	\$24.8	\$54.6	\$44.8	\$40	\$25

*Anticipated future grant awards



Airline Use Agreement Rates and Charges

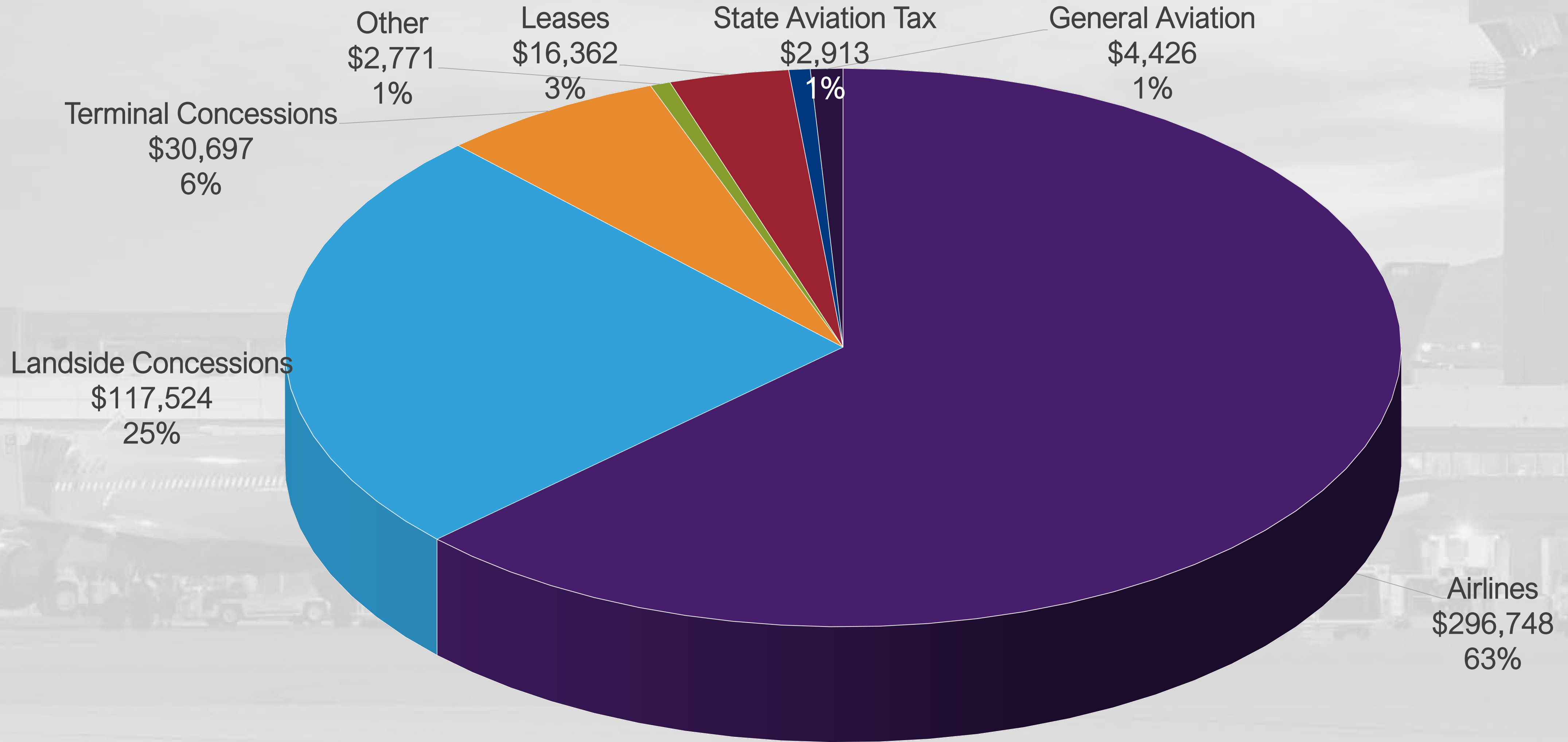
Description	Budget FY 2024	Forecast FY 2024	Budget FY 2025
Terminal Rents	\$ 152.93	\$ 147.78	\$ 250.96
Landing Fees	\$ 3.41	\$ 3.25	\$ 5.37

FY24 Due or (Owe) Calculation (Forecast)	Amount
LANDING FEES	
Due	\$ 49,370,300
Less Net Billed	(52,371,300)
Net Owed to Airlines	\$3,001,000*
TERMINAL RENTS	
Due	\$ 97,636,800
Less Net Billed	(99,916,800)
Net Due to Airlines	\$2,280,000
<i>Net Owed to Airlines for the FY24 Reconciliation</i>	\$5,281,000

*Airport plans to waive June landing fee's of approximately \$4.4 million



FY 2025 Operating Revenues Budget of \$471,440,600



Source: Airport records (in thousands)

Comparison of Airline Revenues



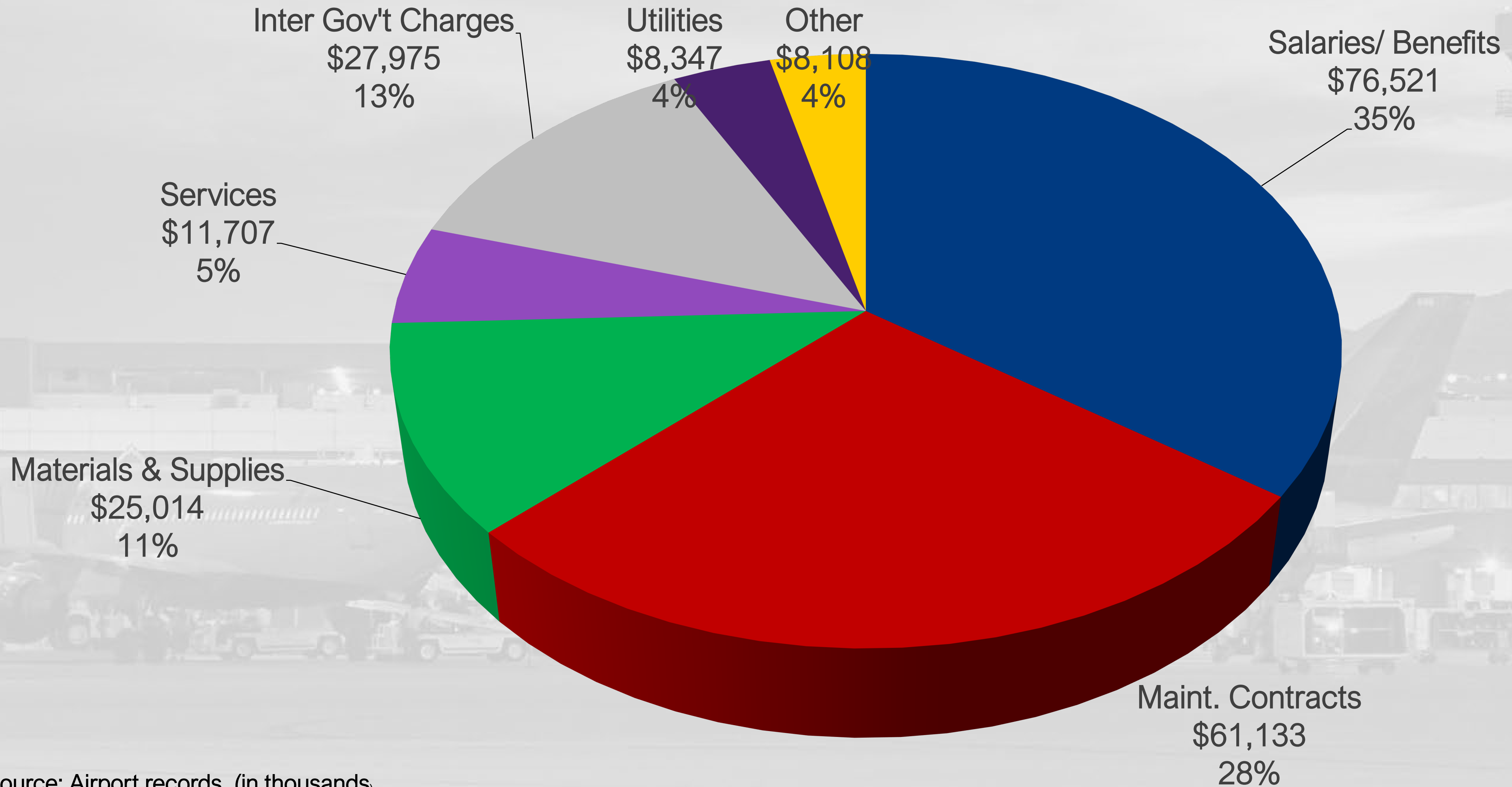
Revenue Category	FY 2024 Budget	FY 2024 Forecast	FY 2025 Budget
Landing Fees	\$62,515,500	\$55,417,400	\$90,607,900
Terminal Rents	119,851,300	116,759,200	212,834,900
Airline Revenue Sharing	(13,047,400)	(13,078,500)	(20,187,800)
Hardstand	1,831,000	1,123,800	195,600
Support Buildings	3,986,000	6,558,000	6,635,100
Passenger Boarding Bridge	2,031,100	1,979,000	2,151,100
Fuel Farm	2,729,500	2,731,500	3,641,000
Remain Overnight	375,100	426,600	870,200
TOTAL AIRLINE REVENUE	\$180,272,100	\$171,917,000	\$296,748,000
Enplaned Passengers	14,149,300*	13,605,200	14,419,800

Comparison of Concession Revenues



Revenue Category	FY 2024 Budget	FY 2024 Forecast	FY 2025 Budget
Auto Parking	\$61,002,400	\$65,504,200	\$69,627,800
Car Rental	37,850,200	38,932,700	39,758,300
Ground Transportation Fees	7,371,900	8,247,100	8,137,400
Food & Beverage	15,061,800	15,601,000	16,596,500
Retail	9,134,200	10,213,400	11,301,500
Flight Kitchen	2,930,100	2,984,900	3,134,200
Advertising Media	683,100	589,400	589,400
TOTAL CONCESSION REVENUE	\$134,033,700	\$142,072,700	\$149,145,100

FY 2025 Operating Expenses Budget of \$218,806,300



Source: Airport records (in thousands)

Comparison of Operating Expenses



Expense Category	FY 2024 Budget	FY 2024 Forecast	FY 2025 Budget
Salaries and Benefits	\$71,089,300	\$68,255,300	\$76,520,700
Maintenance Contracts	34,012,200	29,801,600	38,182,700
Services	33,420,300	29,343,000	34,657,500
Materials and Supplies	18,939,600	17,725,800	25,014,000
Intergovernmental Charges	23,501,800	24,312,800	27,974,700
Utilities	7,566,200	8,105,600	8,347,400
Other	7,098,500	7,311,700	8,109,300
TOTAL OPERATING EXPENSES	\$195,627,900	\$184,855,800	\$218,806,300



Labor and Operating Expense Highlights

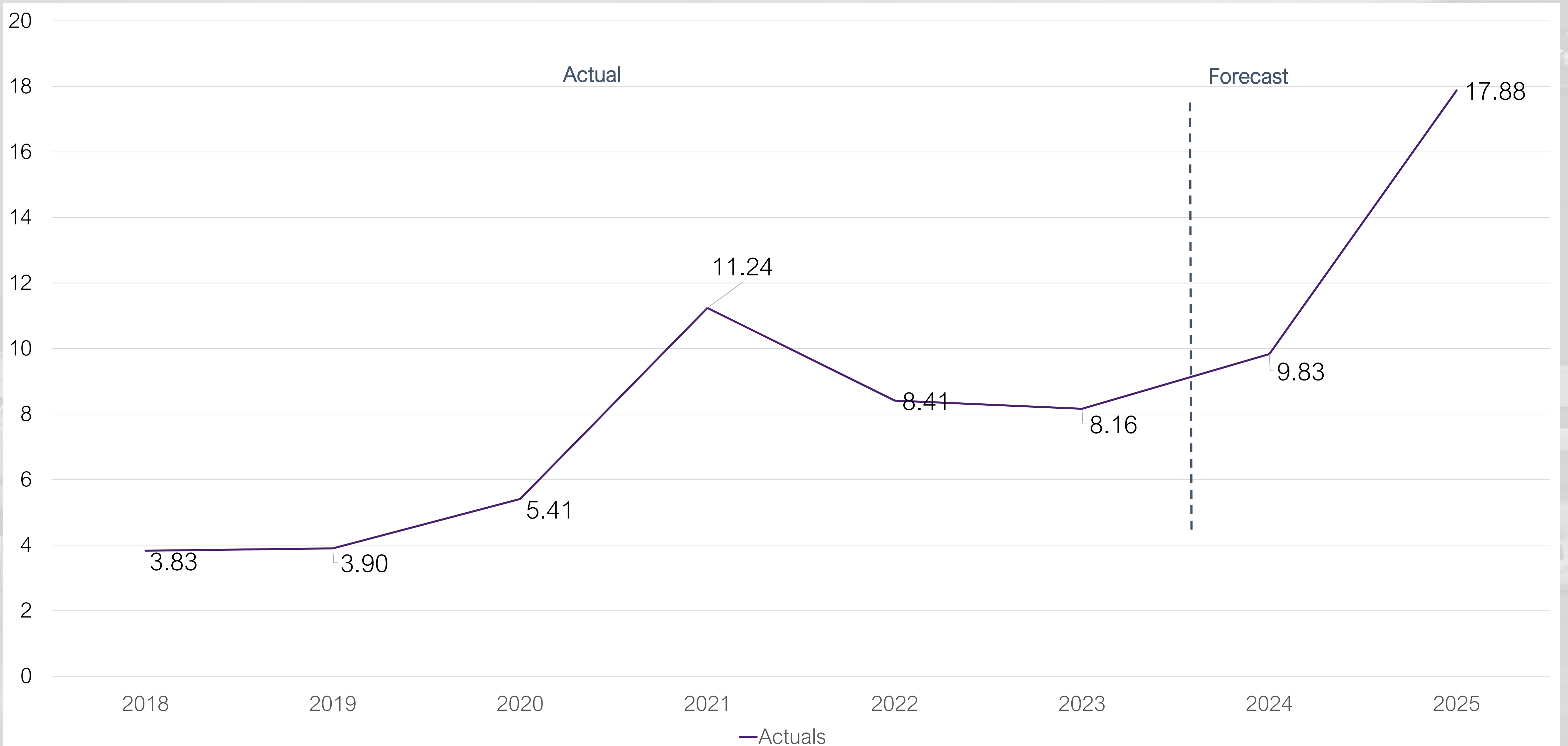
- 25 New Airport Employees \$3.2 Million
- Police \$2.8 million includes 6 new officers
- \$2.3 million for 5% COLA and 6.5% Insurance for all Airport Employees
- \$3.1 million for Janitorial increased scope and supplies
- \$1.8 million for one-time costs to upgrade and purchase radios
- \$1.6 million for VXS recorders installed in 2020 that have a five year life cycle
- \$1.6 million in Chemicals and Salt
- \$1 million in other fuel for SVRA and TVY Airports
- \$920k increase to City Data Processing Services



FY 2025 FTE's 31FTE's

- Assistant Operations Director Landside(1)
- Airport Police (6)
- Airport Operations Manager – Terminal Landside(1)
- Airport Operations – Terminal Landside Supervisor(1)
- Airport Access Control Specialist(1)
- Airport Operations Supervisor/Communications(1)
- Airport Safety Coordinator (1)
- Airport Safety Engagement & Training Manager (1)
- Airport Customer Service Representative Lost and Found(1)
- Assistant Maintenance Director Baggage Handling (1)
- Senior Warehouse Operator (1)
- General Maintenance Worker III (2)
- Airport Lead Sign Technician(1)
- Facilities Maintenance Coordinator (5)
- CMMS/Utilities Administrator(1)
- Airport Tenant Development Manager(1)
- Network Support Administrator II(1)
- Network System Engineer III (1)
- Airport Senior Planner (1)
- Communications Senior Manager (1)

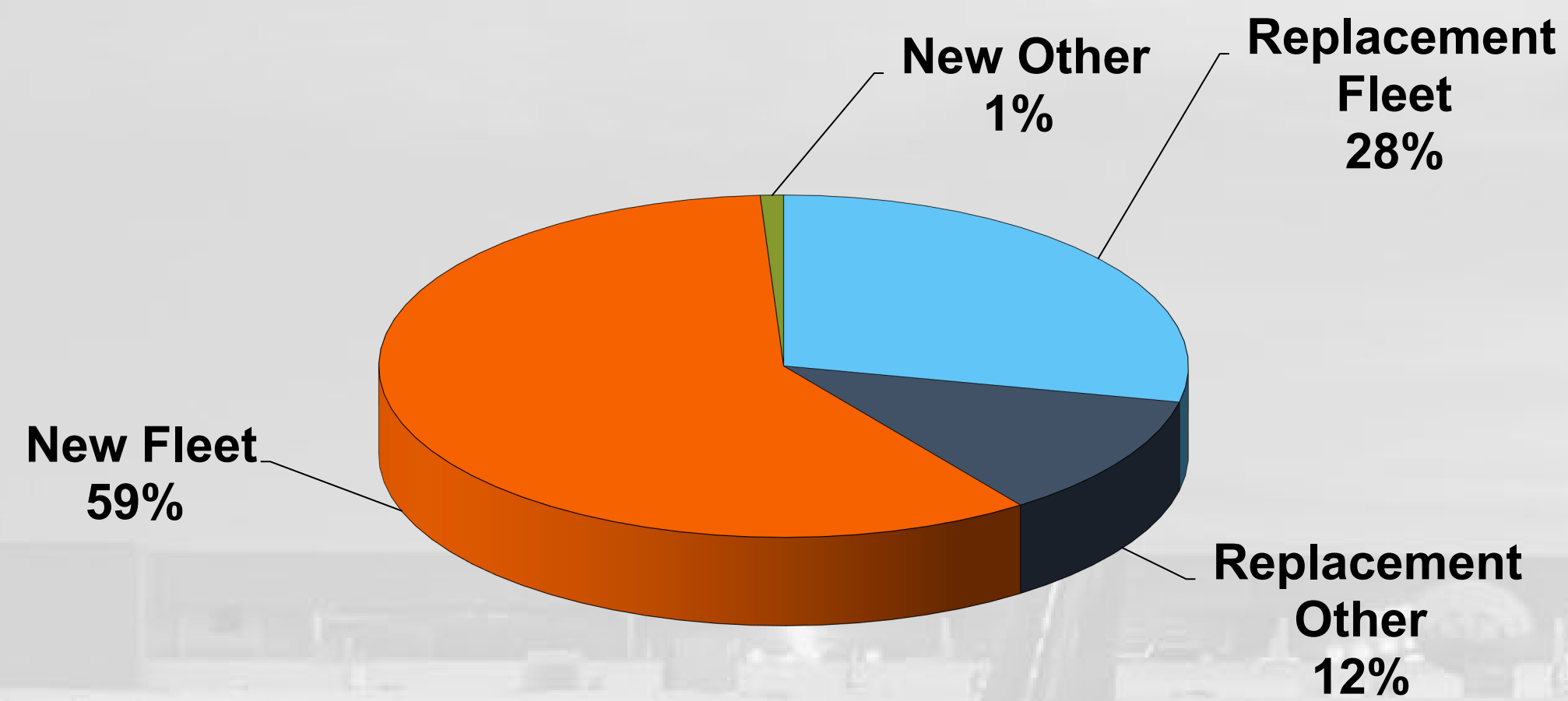
Cost Per Enplaned Passenger (CPE) Actual vs Forecast





Capital Equipment Budget Request

FY 2025 Capital Equipment By Type



	Replacement	New	Total
Fleet	\$5,395,000	\$11,211,600	\$16,606,600
Other	2,218,000	176,000	2,394,000
Total	\$7,613,000	\$11,387,600	\$19,000,600

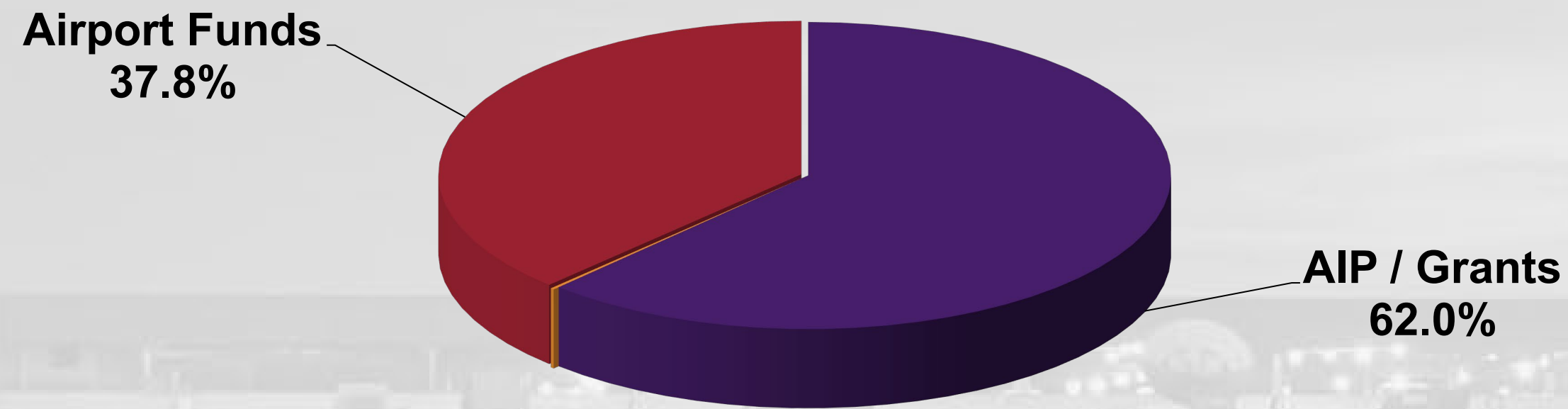
FY 2025 Major Capital Equipment Highlights

Gillig 40 Foot Electric Shuttle Bus (6)	\$7,200,000
96 TB Recorders	1,588,500
Boschung Jetbroom	1,150,000
Runway Snow Blower	1,100,000
MB Paint Striper	800,000
Mid-sized Loader (2)	700,000

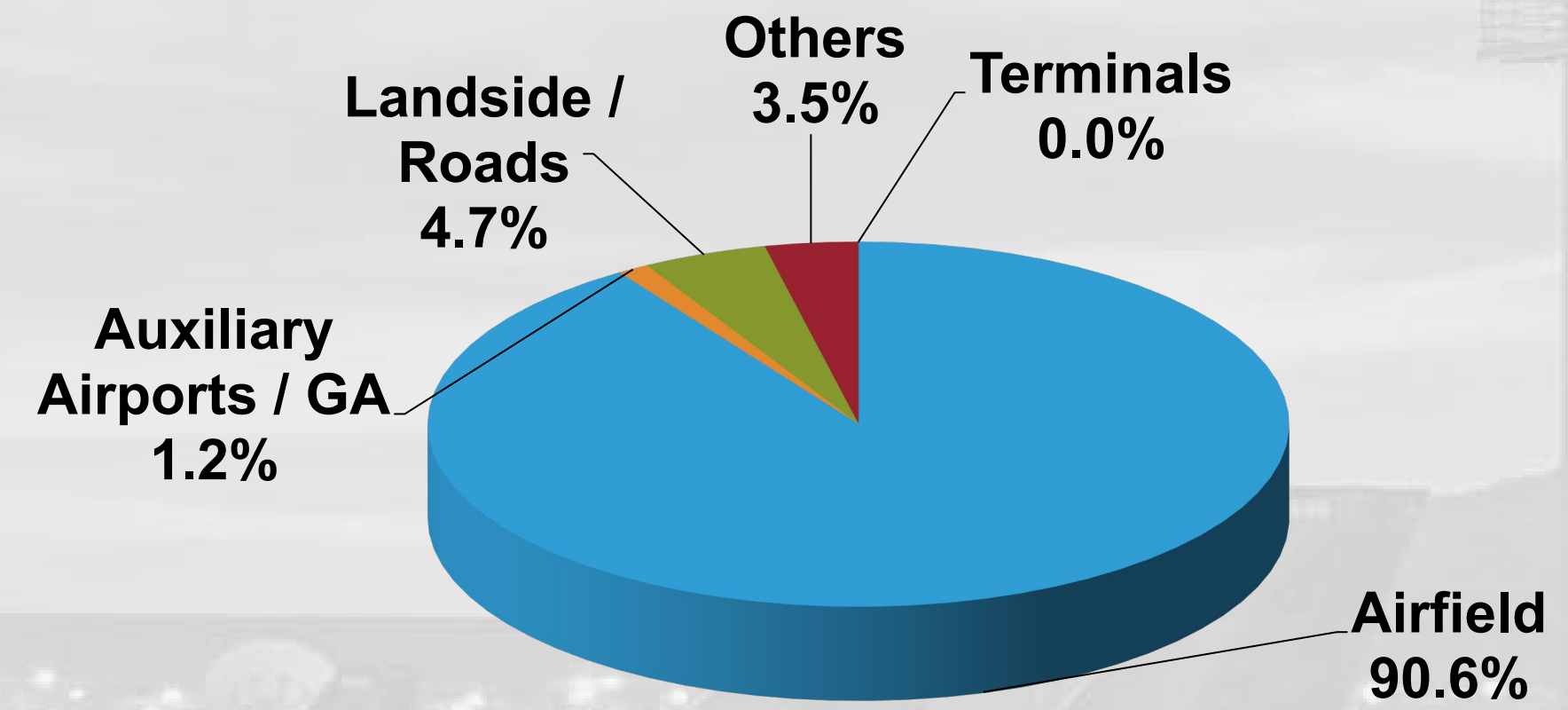
Capital Improvement Program



Projects Fund



FY 2025 Budgeted CIP Projects



Source of Funds:

AIP / Grants	\$92,115,600
Passenger Facility Charges	-
Customer Facility Charges	248,000
Airport Funds	56,113,800
Total	\$148,477,400

Use of funds:

Airfield	\$134,548,400
Auxiliary Airports / GA	1,760,000
Landside / Roads	6,968,000
Other Projects	5,201,000
Total	\$148,477,400

New Capital Improvement Projects for FY 2025

- Airfield Projects - \$134,548,400
 - Taxiway U Tunnel & Roadway Realignment
 - Taxiway G from E to North of Delta Ramp
 - Taxiway H1 & End Runway 16L34R Repair
 - Taxiway F Reconstruction F1-F2
 - Runway 16L/34R & Taxiway Complex EA
 - Cargo Utilities and Roadway
- Auxiliary Airports - \$1,760,000
 - SVRA Taxilane & Infrastructure
 - SVRA Pavement Preservation & Apron Expansion

Note: Partial listing of Projects



New Capital Improvement Projects for FY 2025

- Landside - \$6,968,000
 - Bus Plaza EV Stations
 - EV Charging Stations FY 25
 - Landside Pavement Management FY25
 - Economy Lot Bus Lane Reconstruction
- Other Projects - \$5,201,000
 - SLC Corporate Hanger Demolition
 - SLC T-Hanger Demolition
 - SLC North General Aviation Roadway & Site Improvements



Questions?



Advisory Board
Meeting

March 20, 2024

Media Clippings

<https://slcairport.com/assets/pdfDocuments/AABoard/March2024ClippingPacket.pdf>

Compiled by the Communication & Marketing Dept.



**March 2024
Media Clippings**

Advisory Board Meeting

Compiled by Communication & Marketing Dept.

SLCDA Airport Advisory Board March 2024			
Date	Media Outlet	Subject	Market Value
2/15/2024	KUTV	SLC Airport receives federal funding	\$478.14
2/15/2024	Fox 13	SLC Airport receives federal funding	\$644.00
2/15/2024	Flight Global	SLC Airport receives federal funding	
2/15/2024	Forbes	SLC Airport receives federal funding	
2/15/2024	Bloomberg	SLC Airport receives federal funding	
2/15/2024	Business Traveler	SLC Airport receives federal funding	
2/15/2024	Travel Pulse	SLC Airport receives federal funding	
2/16/2024	KUTV	Delta adds service at SLC	
2/16/2024	ABC4	Delta adds service at SLC	\$214.50
2/16/2024	KSL	SLC Airport receives federal funding	\$3,328.41
2/16/2024	The Points Guy	SLC Airport receives federal funding	
2/16/2024	Illuminati Press	SLC Airport receives federal funding	
2/16/2024	International Airport Review	SLC Airport receives federal funding	
2/16/2024	Aviation Week Network	SLC Airport receives federal funding	
2/20/2024	Airport Experience News	MCA concessions at SLC	
2/21/2024	The Durango Telegraph	Long walk at SLC	
2/22/2024	The Salt Lake Tribune	Letter about weapons at airport	
2/22/2024	Fox 13	Utah's economy	
2/22/2024	Gephardt Daily	SLC Airport receives federal funding	
2/23/2024	The Moodie Davitt Report	MCA concessions at SLC	
2/24/2024	The Salt Lake Tribune	SLC plans to extend runway	
2/24/2024	Fox 13	New state alcohol bill	
2/25/2024	ABC4	SLC to extend runway	\$218.40
2/26/2024	KSL	Spring break travel	
2/27/2024	KSL Radio	Spring break travel	
2/28/2024	Fox 13	SLC to extend runway	\$819.28
2/28/2024	KSL	SLC sixth-least delayed airport	\$795.97
2/28/2024	KSL	New Frontier service at SLC	\$795.97
2/28/2024	The Points Guy	New Frontier service at SLC	
2/29/2024	KSL Radio	Tooele Valley Airport Master Plan	
2/29/2024	Airways Magazine	New Frontier service at SLC	
2/29/2024	Rus Tourism News	New Frontier service at SLC	
3/1/2024	KUTV	Wind affect on SLC airport	\$1,167.60
3/2/2024	The Salt Lake Tribune	Expensive airfare at SLC	
3/2/2024	KUTV	Snowstorm affects flights at SLC	\$12,579.41
3/2/2024	ABC4	Snowstorm affects flights at SLC	\$7,766.01
3/2/2024	KSL	Snowstorm affects flights at SLC	\$2,019.28
3/2/2024	Fox 13	Snowstorm affects flights at SLC	\$5,051.14
3/3/2024	KSL	Snowstorm affects flights at SLC	
3/3/2024	Hispanic Business TV	Hawaiian Airlines service at SLC	
3/4/2024	Fox 13	Tooele Valley Airport Master Plan	\$7,152.60
3/4/2024	HOK	How to design a modern hub	
3/6/2024	Fox 13	Central tunnel to open on Oct. 22	\$5,570.63
3/6/2024	Utah Public Radio	Central tunnel to open on Oct. 22	

3/6/2024	The Park Record	Utah flight history	
3/7/2024	KUTV	Central tunnel to open on Oct. 22	\$1,510.34
3/7/2024	ABC4	Central tunnel to open on Oct. 22	\$192.08
3/7/2024	KSL	Central tunnel to open on Oct. 22	\$536.18
3/7/2024	Utah Stories	Central tunnel to open on Oct. 22	
3/9/2024	Travel and Tour World	Delta adds service at SLC	
3/11/2024	KUTV	Water leak in Mid-Concourse Tunnel	\$11,026.80
3/11/2024	ABC4	Water leak in Mid-Concourse Tunnel	\$3,489.72
3/11/2024	KSL	Water leak in Mid-Concourse Tunnel	\$10,838.96
3/11/2024	Fox 13	Water leak in Mid-Concourse Tunnel	\$7,152.60
3/11/2024	KSL Radio	Water leak in Mid-Concourse Tunnel	
3/11/2024	Gephardt Daily	Water leak in Mid-Concourse Tunnel	
3/11/2024	Town Lift	Central tunnel to open on Oct. 22	
3/11/2024	Simple Flying	SLC's 5 busiest international routes	
3/12/2024	KUTV	Crews looking for water leak cause	\$1,490.68

SLC Airport News

Key to stretching SLC International flights to 6,000 miles comes down to 2,500 feet

The airport is shifting from talk of the “long walk” to a longer runway for longer flights.



RICK EGAN | The Salt Lake Tribune A Delta Air Lines flight takes off at Salt Lake City International Airport on Thursday. The airport aims to lengthen a runway to enable longer nonstop international flights.

BY BLAKE APGAR THE SALT LAKE TRIBUNE

Salt Lake City's nonstop ticket to the world may be a 2,500-foot-long slab of concrete.

Seoul. Rio de Janeiro. Most of Europe. All of those destinations would be in reach for Airbus A350s and A330s if Salt Lake City International Airport officials get their way and extend the runway immediately east of the terminal.

“This airport, the most important thing is to be one stop from the world, right?” Salt Lake City Department of Airports planning director Brady Fredrickson recently told the city’s airport advisory board. “Be one stop from the world market. If you hit Incheon [South Korea], you’re one stop from the world.”

The plan to extend the center runway comes as the airport smashes passenger records and continues its rapid growth.

Bill Wyatt, the airport’s executive director, said an Airbus A350 can make the nearly 6,000-mile trip from Utah’s capital to South Korea with no problem, but the question is whether it would be able to carry a full load.

“We want to be sure they can because if they can’t,” he said, “the flight becomes less profitable and therefore less likely.”

AVIATION CHALLENGES IN SLC

Officials note that extending the runway would carry more benefits than unlocking new global destinations.

Airplane engine performance diminishes in Salt Lake City because of its elevation and hot summer temperatures, leaving airlines unable to pack planes to capacity.

When gate agents ask for passengers to give up their seats in the summer, Wyatt said, it’s often because they need to drop weight.

“Because, of course,” he said, “when people book their tickets, the airline can’t necessarily know what the weather is going to be.”

The extra runway space, Fredrickson said, would allow carriers to boost revenue by operating more efficiently and transport more passengers.

By dialing back the thrust needed for takeoff on an extended runway, airlines

could save fuel and reduce noise.

“There is a benefit,” he said, “for every flight.”

WETLAND CONSIDERATIONS

The plan to lengthen the runway would not come without turbulence. Construction crews would need to stretch north into wetlands along the shoreline of the Great Salt Lake.

In an interview, Fredrickson said the airport chose to extend the center runway because it would have the least impact on wetlands. The U.S. Army Corps. of Engineers, he said, would need to sign off before work could start.

A set of transmission lines immediately north of the runway would need to be buried. A second, taller set of lines farther away may be able to stay in place.

It’s important, Fredrickson told the advisory board, for takeoffs and landings over the lake’s shoreline to remain at about the same height they are today.

“It’s one of ... the most unique ecosystems in the world, right?” he said. “We want to have as little impact on that as we can and the users of that area.”

If work started today, the longer runway likely wouldn’t open until 2032. The airport first would have to undergo a federally mandated environmental review that could last until 2026.

Another two years would be needed to bury the power lines, and it would take an additional year to relocate 2100 North on the airport’s northern end.

Actual runway construction would last at least two years and wouldn’t be expected to begin until 2030.

The project would be paid for by airport funds and Federal Aviation Administration grants. An official cost estimate has not been calculated, Fredrickson said.

AIRPORT’S GROWTH CONTINUES

While airport officials are in the early stages of figuring out how to expand the airfield, work on the portions of the airport most travelers will notice is

well underway.

The Central Tunnel — perhaps the most anticipated coming attraction — is due to debut Oct. 22. The project will shorten the much-lampooned walk from security to the B gates by more than a thousand feet.

Once passengers reach the northern concourse, they'll see the salvaged terrazzo world map from the previous airport and, in 2025, have access to a new Delta Sky Club.

The final gates on concourse B are expected to open in October 2026, thanks to funding from a long-term lease that will keep Salt Lake City a Delta Air Lines hub through at least mid-2044.

WEATHER ALERT

There are 20 areas with 20 active weather alerts.

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Salt Lake City International Airport planning to expand runway

News / 13 hours ago

They hope to add 2500 feet to their center runway to help improve takeoff.

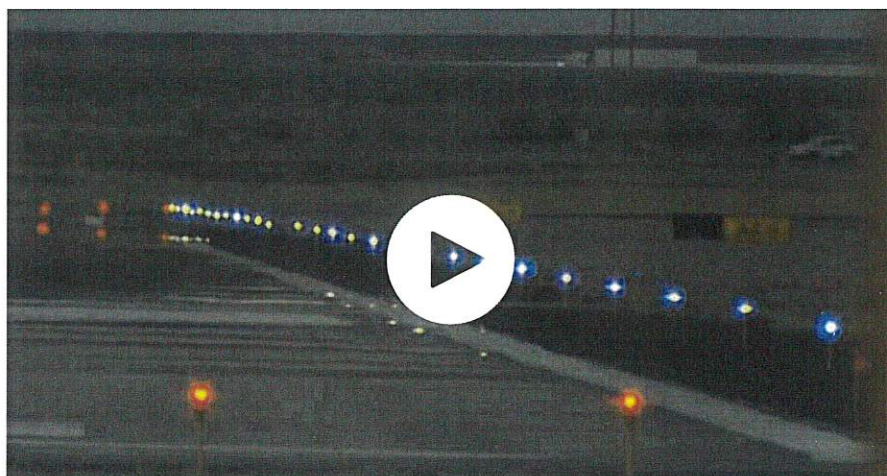
Salt Lake City Mineral, Fossil,
Gem & Jewelry Show ...
News / 12 hours ago

Salt Lake City International
Airport planning to ...
News / 13 hours ago

Cache County man charged
with manslaughter after ...
News / 13 hours ago

Two dead after car crosses
center line, slams head-on ...
News / 13 hours ago

Changes, updates laid out in master plan for Tooele Valley Airport



The landscape of the Tooele Valley Airport in Erda could look much different over the next two decades. Last week, the final of three public meetings showcasing the master plan for the airport was held at the Tooele City Police Department.

 By: Chris Arnold

Posted at 10:15 PM, Mar 04, 2024 and last updated 10:15 PM, Mar 04, 2024

ERDA, Utah — The landscape of the Tooele Valley Airport in Erda could look much different over the next two decades.

Last week, the final of three public meetings showcasing the master plan for the airport was held at the Tooele City Police Department.

The Salt Lake City Department of Airports has overseen the Tooele Valley Airport since the early 1990s.

Brady Fredrickson, the director of planning for the Salt Lake City Department of Airports, told FOX 13 News on Monday that when it comes to the master plan, the Federal Aviation Authority (FAA) requires them to reach out by 20 years.

Recent Stories from fox13now.com



He said the plan would call for the runway extended from 6,100 feet to 8,000 feet. Also said there will be a number of upgrades to protect some of that future airspace and planning growth around the airport.

In the more near-term future, Fredrickson spoke about what improvement would be coming to the airport.

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"It's going to be a lot of facilities for housing aircraft. You're going to see hangar development out there, you're going to see more places to park aircraft, apron, hangar space, upgrades to fuel facilities," said Fredrickson.

The airport currently has six hangars.

Fredrickson said the airport will also have all the necessary utilities by the end of the summer.

Fredrickson said there are 60,000 people who use the Tooele Valley Airport each year.

"None of the projects will be funded by taxpayer money, but you'll receive airport improvement grants, AIP or airport improvement grants from the FAA, and because we receive those grants, the FAA requires us to do master plans and they like to see one every 10 years or so," said Fredrickson.

One thing that won't be coming to the airport, Fredrickson says, is commercial operations.

He said the finalized plan is going to wrap up in about 60 days before it is sent to the FAA for their approval.



Salt Lake airport's concourse tunnel reopens after water leak

SALT LAKE CITY — Travelers have long complained about the dreaded walk between concourses at the Salt Lake City International Airport, but a water leak on Monday brought a whole new element of challenge to the trek.

About 3:30 p.m., airport staff members were alerted to water pooling in the underground tunnel between concourses A and B. A statement from the airport said a groundwater leak was the cause of the puddles.

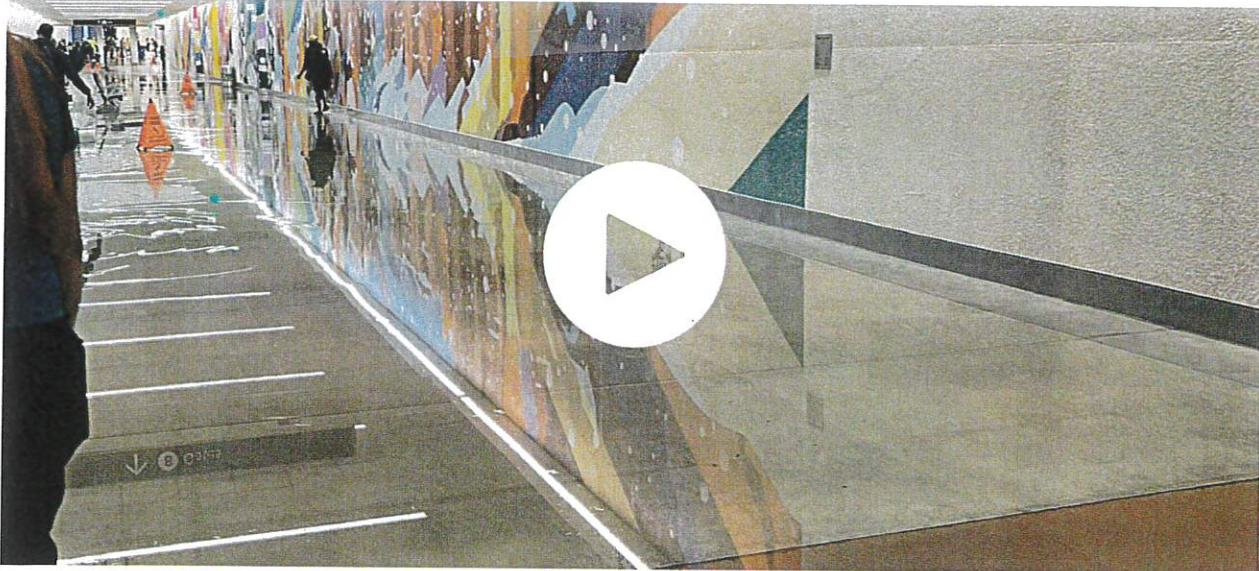
The wet areas were roped off while staff members worked to clean up the areas affected by the leak. Passengers were directed to avoid the water by using a utility corridor that was opened up for them.

The airport also initiated a bus bridge to transport passengers who require special assistance between the concourses. Nancy Volmer, director of communications for the airport, said the water leak was not impacting travel.

Volmer said the tunnel reopened to passenger traffic after 6 p.m. The leak was temporarily fixed, and airport staff members are working to find the cause of the leak to prevent future issues.

"The airport apologizes for any inconvenience this may have caused passengers," a statement from the airport said.

Water, water everywhere! Tunnel leak causes Salt Lake City Int'l Airport detours



By: Jeff Tavss

Posted at 4:57 PM, Mar 11, 2024 and last updated 10:07 PM, Mar 11, 2024

SALT LAKE CITY — For a few hours on Monday afternoon, passengers at Salt Lake City International Airport didn't have to suffer the [long walk between concourses](#), they could water ski it instead.

Just after 3:30 p.m., a groundwater leak in the tunnel that connects Concourses A and B made it appear as if a lake was a new airport feature.

In a photo shared by officials, crews were seen working on the leak that completely covered the tunnel floor with water.



SLC Int'l Airport

With the water accumulating, passengers were forced to use a utility corridor to access the different concourses, with a bus bridge set up to help those who need special assistance.

Airport officials said the leak was temporarily fixed, and the tunnel was reopened around 6 p.m. They said they are working to determine the cause of the leak in order to prevent such an incident from happening again.

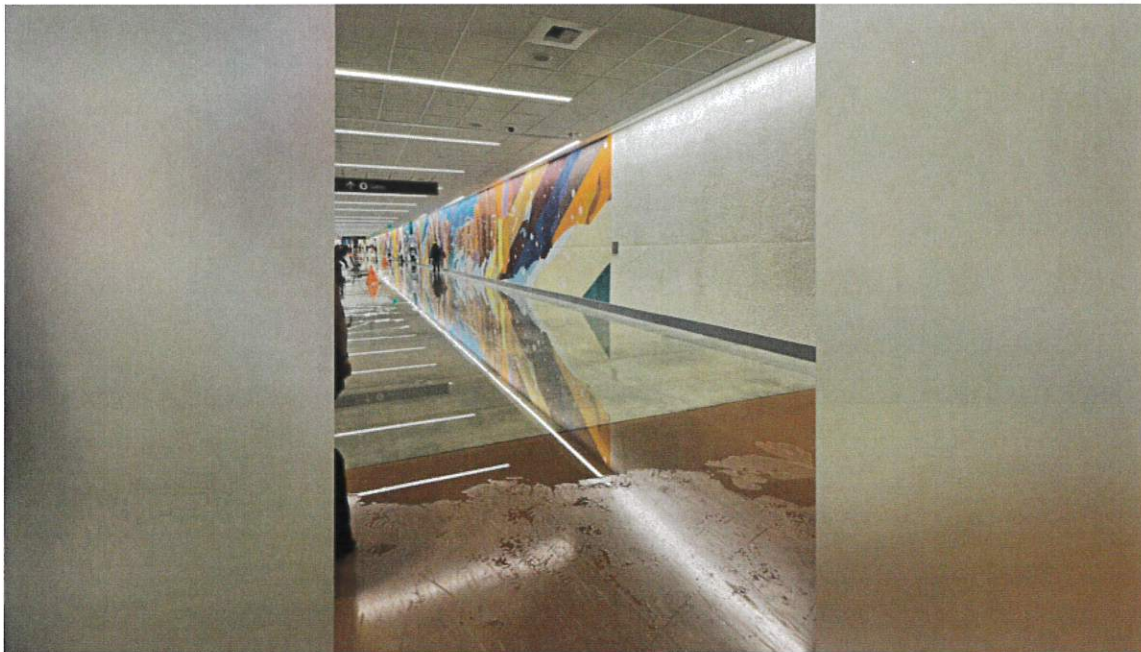
While the tunnel is often the bane of existence for travelers who trek the long journey between concourses, [the airport announced a new tunnel that will shorten the walking distance will open Oct. 22.](#)

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BREAKING NEWS

Water leak impacts Salt Lake International Airport

Mar 11, 2024, 4:07 PM | Updated: Mar 12, 2024, 7:21 am



(Nancy Volmer, Salt Lake International Airport)

BY AMIE SCHAEFFER

Digital Content Producer

Share ↗

SALT LAKE CITY– According to the Salt Lake International Airport, the mid-Concourse tunnel section that was closed due to a water leak has reopened. The tunnel that connects the A and B concourses was closed after it flooded.

Passenger traffic resumed shortly after 6 p.m. on Monday evening.


Previously, in an email, the airport stated, "A bus bridge to transport passengers who need special assistance has been coordinated, otherwise passengers are using a utility corridor to avoid the water."

In a social media post, the airport says they are working on the issue. There is no information at this time on the cause of the water leak.

The airport is experiencing a ground water leak in the tunnel connecting concourses A and B. We are working to address the issue as quickly as possible. Thank you for your patience.

— SaltLakeCityAirport (@slcairport) [March 11, 2024](#)

This is a breaking story and will be updated as information becomes available.



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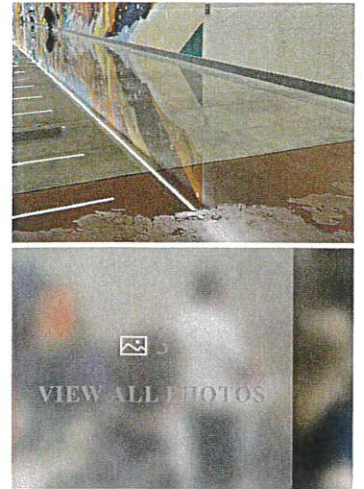
We want to hear from you.

Have a story idea or tip? Send it to the KSL NewsRadio team [here](#).

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Passengers use alternate walkway as water leak floods tunnel at Salt Lake City airport

by Victoria Hill & Arielle Harrison, KUTV Mon, March 11th 2024 at 5:47 PM
Updated Mon, March 11th 2024 at 10:16 PM



A ground water leak did not impact flights after it flooded a tunnel connecting gates at the Salt Lake City International Airport on March 11, 2024. (Photo: Courtesy of Justin Christensen)

SALT LAKE CITY (KUTV) — A ground water leak did not impact flights after it flooded a tunnel connecting gates at the Salt Lake City International Airport.

Airport officials said they became aware of the leak in the tunnel connecting concourses A and B at approximately 3:30 p.m. on Monday.



A ground water leak did not impact flights after it flooded a tunnel connecting gates at the Salt Lake City International Airport on March 11, 2024. (Photo: Courtesy of Justin Christensen)

They said it was primarily impacting the north end of the tunnel. The flooded area was closed off and passengers were directed to walk around the water

A utility corridor was also opened for those who wanted to avoid the water. The tunnel was reopened just after 6 p.m. Monday.

Passengers who needed special assistance were able to use a bus bridge that was established.

Officials said in an update at 6:40 p.m. that "the ground water leak has been temporarily fixed and the airport is determining the cause of the leak to prevent future issues."

"The airport apologizes for any inconvenience this may have caused passengers," the update stated.

The airport is planning to soon open a **new walkway between concourse A and B** which will be called the "River Tunnel."

Some travelers said it was just another reason to be frustrated with a brand new airport they felt was poorly planned.

"Looked like some big boards put up—a temporary wall," said a passenger, Christian Hayes. "Most of the other passengers on our plane went that way, and I was glad not to follow them."

Hayes said he wasn't directly impacted by the initial closure, but was alerted about the issue on his plane.

"As we were landing, they mentioned that anyone with a connected flight that needed to go through a certain tunnel had to catch a train of some kind because it was flooded," Hayes said.

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WEATHER ALERT

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WASATCH FRONT NEWS

Groundwater leak impacted Salt Lake City International Airport, concourse now open

by: [Kayla Baggerly](#), [Trevor Myers](#)
Posted: Mar 11, 2024 / 04:39 PM MDT
Updated: Mar 11, 2024 / 10:46 PM MDT

SHARE    

LAST UPDATE 8:33 p.m. on March 11, 2024

SALT LAKE CITY (ABC4) — Officials with the [Salt Lake City International Airport](#) said the affected concourse was opened back up to passenger traffic after 6 p.m. on Monday.

"The ground water leak has been temporarily fixed and the airport is determining the cause of the leak to prevent future issues," the airport wrote in a press release.

ADVERTISING

Based on the timing of the information provided by airport officials, the leak caused issues for nearly three hours. SLC International Airport Operations first became aware of the leak around 3:30 p.m. on Monday afternoon, and passengers were able to walk through the concourse after 6 p.m. on Monday, officials said.

In the release, the airport also apologized for any inconvenience passengers may have faced because of the water and the delays caused by it.

Earlier in the evening, officials said passengers were directed to walk around the water, and the airport opened a "utility corridor" for passengers to walk through in order to avoid the water.

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Other passengers who needed "special assistance" were put on buses between to travel between concourses, airport officials said.

ORIGINAL STORY: Groundwater leak impacting Salt Lake City International Airport

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SLC airport says fix 'temporary' after tunnel floods between concourses

Mar 11, 2024, 11:08 PM | Updated: Mar 12, 2024, 7:18 am

BY LAUREN STEINBRECHER

KSLTV.com

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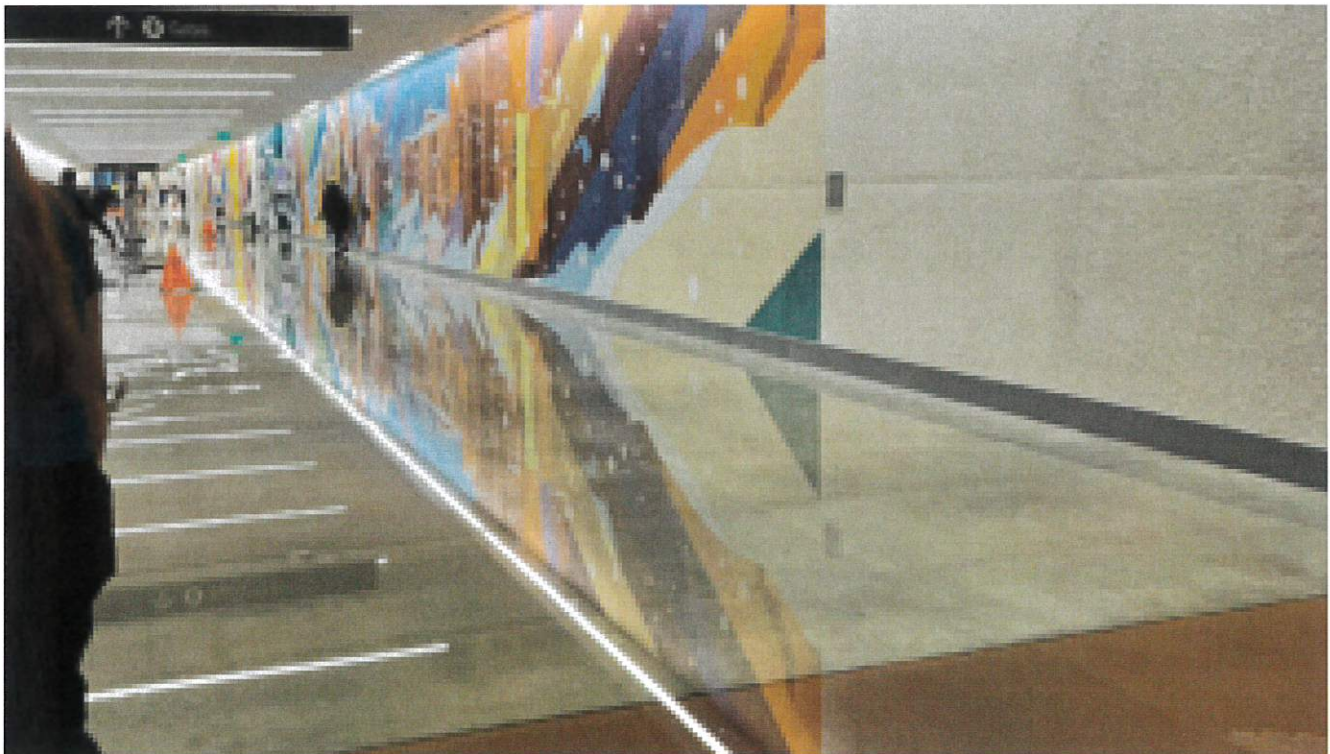


SALT LAKE CITY — The Salt Lake City International Airport is trying to figure out how a river of water seeped into the airport tunnel, creating chaos for travelers. The tunnel closed down for about three hours during the ordeal, and while it is back open, the airport says the fix is only for now.

Kevin Munro, who lives in Tooele, said he was sitting in the tunnel before his flight Monday afternoon to get some work done. An employee came up to him and alerted him to the leak — and that he'd need to move.

"I look down the hall, and there's water the entire distance of the hall almost all the way," Munro said. "It was crazy. Water is coming out of the ground."

The sudden stream of water, which Munro said "didn't smell the greatest," joined travelers during their tunnel trek to the B gates.



Water fills the tunnel between Concourses A and B at Salt Lake International Monday (SLC International Airport)

Munro said it caused "quite a little bit of a fiasco" as people tried to avoid it, and he was worried about making his flight.

“That was my concern, was I want to get to the gate because I don’t want to get stuck on the other side of this flood,” he said.

Airport spokesperson Nancy Volmer described how workers quickly funneled passengers through a utility corridor to the side of the tunnel, which is normally closed to the public.



Passengers walk through a utility tunnel to reach the B gates (SLC International Airport)

They also shuttled passengers between concourses, which one passenger reported created long lines.

Volmer said they’ve seen problems before, because the airport is built on a lakebed and construction crews had to remove water to dig down.

“What we see is a little bit of water leakage through the walls, so we always address that very quickly,” she said. “We have never had a leak to this extent.”

Crews diverted the water and about three hours later, the tunnel reopened to travelers. But Volmer said the fix is only temporary.

“We will be looking further into what caused the leak and see how we can have a more permanent fix so this doesn’t happen again,” she said.

Volmer mentioned how the second tunnel between the two concourses is opening in October, which will give the airport a backup route should this happen again.

Munro made it to his flight, and on his layover was still thinking about that strange, slippery situation.

“It was pretty surprising,” he said, “to see that much water just coming out of the ground in the tunnel there.”

Water leak closes concourse tunnel at Salt Lake City International Airport

By Gephardt Daily Staff - March 11, 2024



Photo: Salt Lake City International Airport

SALT LAKE CITY, Utah, March 11, 2024 (Gephardt Daily) — A water leak temporarily closed a concourse tunnel at Salt Lake City International Airport on Monday.

Airport officials say a groundwater leak in the tunnel connecting concourses A and B closed the area from about 3:30 p.m. until about 6 p.m.

The area was cordoned off and passengers were directed to walk around the water, officials said. The airport opened a utility corridor for passengers to use to avoid the water.

The leak has been temporarily fixed, though its cause remains under investigation.

"The airport apologizes for any inconvenience this may have caused passengers," airport officials said in a news release.

Gephardt Daily Staff

<https://gephardtdaily.com/>





Why there's a 'significant increase' in travel expected this spring break

SALT LAKE CITY — Spring break is just around the corner and it appears Americans may be antsy than ever to travel.

AAA organization reports that there's a "significant increase" in demand for flights and cruises ahead of the spring break rush, with heavy travel to warmer states like Arizona, California, Florida and Nevada. But there's also a 20% year-to-year rise in international travel, including a rise in European travel, on top of the more traditional spring break travel to countries like Mexico.

The organization also reports a 28% jump in March and April cruises, and cruises departing from southern Florida are up 60% from last year.

"We're expecting to see a dynamic blend of travelers, from people who meticulously planned ahead to those seizing a spontaneous adventure," said Julian Paredes, spokesman for AAA Utah.

Spring break begins as early as next week at some Utah college campuses before it reaches Utah's K-12 schools in late March and early April. AAA says people planning to travel should plan ahead for their trip, which may include preparing their vehicle to be ready for any extended road trip.

The travel forecast seems to continue the major leaps travel took just in Utah last year. For instance, Salt Lake City International Airport surpassed pre-COVID-19 pandemic levels and [set a new record](#) with 26.96 million passengers in 2023. Provo Airport also set a record, as its [passenger loads exceeded 1 million](#) about a decade earlier than initially anticipated.

Meanwhile, it may come just before gas prices rise again this summer. AAA reported last week that the national average remained steady after a sudden surge possibly tied to issues at a major Indiana refinery that have since been resolved. Andrew Gross, the organization's national spokesman, said "seasonal rise in gas prices is primed to begin" as warmer weather nears.

Gas prices [tend to be the highest in summer](#) for various reasons, such as demand and the cost to produce the gasoline blend.

Utah's average price remains below the national average, but it has started to rise in recent weeks as spring and summer slowly approach. A gallon of regular gas costs about \$3.04 in Utah, about 22 cents below the national average, according to AAA. Utah's average price was \$2.95 last week and \$2.65 last month.

Way We Were: Utah takes flight

Entertainment [FOLLOW ENTERTAINMENT](#) | Mar 6, 2024

David Nicholas
Park City Museum researcher



People gathered around a Wright Brothers plane in Utah, April 7, 1911. Photo by Shipler Commercial Photographers.
Courtesy of the Utah State Historical Society, Utah State Historical Society Classified Photo Collection

On December 17, 1903, on a remote windswept beach, mankind glimpsed the possibility of controlled flight — a dream that had proved elusive since 1782 when the Montgolfier Brothers took to the heavens in a hot air balloon. By 1905 the Wright Brothers introduced their third-generation flying machine — the Wright Flyer III. It was the first practical fixed-wing aircraft in human history. Aviation “fever” soon swept the country — Utah included.

By 1870 Salt Lake City had established itself as the most important transportation hub in the intermountain west. The resulting economic bonanza benefited the city and surrounding communities. Civic leaders had every intention to perpetuate and protect their status as the “Crossroads of the West.” Thus, it seems logical that Salt Lake City was destined to play a key role in helping Wilbur and Orville realize their vision of a national aeronautical transportation network.

Utah's first airplane flight occurred on January 30, 1910 at the Salt Lake Fairgrounds. Louis Paulhan, a French aerial daredevil, wooed a crowd of 10,000 spectators with a 10-minute flight at a height of 300 feet. The robust public response encouraged further flights, as well as a desire to monetize such enthusiasm. Salt Lake City's next aeronautical extravaganza commenced on February 11, 1911 at the Saltair Pavilion. The hastily developed Barrington Aviation Park hosted the three-day event. Another 10,000 attendees paid \$1.00 each to applaud the exploits of barnstormers Glen H. Curdiss, Eugene B. Ely and Charles S. Willard.

World War I cemented the legitimacy of flying machines — they were here to stay. In 1918 the US Postal Service (USPS) inaugurated airmail service between New York City and Washington DC. Soon thereafter USPS announced their intentions to establish airmail service between Chicago, the west coast and major metropolitan areas in between.

Cities desiring air mail service were expected to invest in making this a reality. In 1920 Salt Lake City purchased 106 waterlogged acres just west of downtown at a cost of \$6,000. The SLC Chamber of Commerce named the single-strip landing field after USPS executive and airmail proponent John Jordan, calling it Jordan Field. Building a hangar and service facilities required an additional \$20,000. Airmail service commenced inauspiciously on November 7, 1920 when the Wasatch mountains claimed their first pilot, John P. Woodward. It would not be their last.

Airmail pilots flew day and night regardless of the weather conditions. Under certain circumstances, it was death defying. Navigation depended on contact flight rules: following rail lines, roadways, etc. To aid flyers, states (Utah included) constructed massive concrete arrows, painted bright yellow. They helped guide pilots to their destinations. When pilots complained that the Salt Lake City airport was

difficult to locate, the Mormon Church installed an arrow on the roof of the Salt Lake Tabernacle pointing in the direction of the airport. The words "Salt Lake Airport" were painted a brilliant white and accompanied the arrow. Pilots rejoiced. This navigation aid would remain until the roof was replaced in the late 1940s.

Today, the Salt Lake City International Airport is the envy of the intermountain west. It serves as a testament to both the Wright Brothers and forward-thinking community leaders who shared a vision of aviation's future possibilities.

The Park City Museum will host a lecture titled "The Wright Brothers and Their Flying Machines," given by Dorian DeMaio on March 13 from 5-6 p.m. at the Park City Museum's Educational and Collections Center located at 2079 Sidewinder Drive.

David Nicholas is a Park City Museum researcher.

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Utah's economy off to strong start in 2024, report claims

Posted at 11:13 AM, Feb 22, 2024 and last updated 5:40 PM, Feb 22, 2024

SALT LAKE CITY — There's good news for Utah's economy with key indicators for the first month of 2024 holding promise for economic growth and stability, according to [recent report](#).

[READ: Utah named best state in America for 2023](#)

The Salt Lake Chamber partnered with the University of Utah's Kem C. Gardner Policy Institute for the "[Roadmap to Prosperity](#)," a report designed to help business leaders and decision-makers shape their actions for the upcoming year.

Some of the key takeaways included inflation being brought under control, [home prices in Utah falling a bit](#) and [record passenger numbers at Salt Lake City International Airport](#).

"The strong start to the year underscores the robust state of the economy," said Derek Miller, president and CEO of the Salt Lake Chamber.

“These insights signal resilience and positive momentum, which is a promising trajectory for the first month of 2024. With these indicators we can expect Utah to experience continued economic growth and stability for the foreseeable future.”

Diving further into the report showed how January inflation numbers came in at 3.1%, down from 6.4% a year ago, with inflation continuing to slow towards the Fed’s 2 percent goal.

In regards to the state's housing market, the report said high interest rates and limited supply continue to slow price increases with January 2023 the only month during the previous calendar year reporting a lower median home sales price than December.

Salt Lake City International Airport is bustling as it continues to expand. More than 26.9 million passengers came through the airport last year, beating the previous record set in 2019.

“Utah’s elite economy begins the new year strong and favorably positioned,” said Natalie Gochnour, director of the Kem C. Gardner Policy Institute.

“As we look ahead to 2024, economic indicators, elevated by robust travel data, favorable inflation rates, and falling housing prices, reinforce the state’s economic dynamism.”

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Winter storm delays over 85 flights at Salt Lake City airport

by Victoria Hill, KUTV Sat, March 2nd 2024 at 6:28 PM



Dozens of flights were impacted by a storm that blew through Salt Lake City on March 2, 2024, including a total of 86 reported delays. (Photo: Salt Lake City International Airport)

SALT LAKE CITY (KUTV) — Dozens of flights were impacted by a storm that blew through Salt Lake City on Saturday, including a total of 86 reported delays.

MORE: Westbound I-80 reopens as drivers inch through snow in Parleys Canyon

Officials at the Salt Lake City International Airport reported the following impacted flights:

- Outbound cancellations: 2 flights
- Inbound cancellations: 2 flights
- Outbound delays: 38 flights (45 minutes to 1 hour delays)
- Inbound delays: 48 flights (45 minutes to 1 hour)

They shared just before 6 p.m. that the snow removal team was "working hard to keep the airfield clear for safe travel."

Heavy snow and strong wind was reported around the state as several warnings were issued, prompting ski resorts to close early and thousands of Utahns to lose power.

WEATHER ALERT

There are 5 areas with 5 active weather alerts.

SALT LAKE CITY AIRPORT DELAYS
ABC4.COM

- 86 FLIGHT DELAYS
- OUTBOUND: 2 CANCELED FLIGHTS
- INBOUND: 2 CANCELED FLIGHTS

abc4 32° 5:09
LOCAL WEATHER

TOYOTA LOOK AHEAD Provo NOW 33° Tonight 27° Tomorrow 37°

WASATCH FRONT NEWS

Flights cancelled, delayed at Salt Lake City Airport amid severe weather

by: [Ryan Bittan](#)

Posted: Mar 2, 2024 / 03:54 PM MST

Updated: Mar 2, 2024 / 06:38 PM MST

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SALT LAKE CITY (ABC4) — Flights have been cancelled and delayed at **Salt Lake City International Airport** due to severe weather Saturday, according to airport officials.

The weather is reportedly affecting the following flights:

- Outbound: Two cancelled flights
- Inbound: Two cancelled flights
- Delays: 86
 - o Outbound: 38 outbound delays (45 minutes to 1 hour delay)





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WEATHER

Delays, cancellations reported at Salt Lake City International Airport

Mar 2, 2024, 4:17 PM | Updated: Mar 4, 2024, 7:20 am



Salt Lake City International Airport is also being impacted by the winterstorm moving through Utah. (Salt Lake City Airport media)

● KSL 5 TV Live



BY MARK JONES

KSLTV.com

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Delays, cancellations reported at Salt Lake City International Airport × Close



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Additionally, there are 86 delays, according to the airport — 38 outbound and 48 inbound flights that were facing delays of 45 minutes to one hour.

As of 7:40 p.m., the airport said 146 flights had been delayed, which is 39% of the departing flights. There have been five cancellations, according to flightaware.com.

The airport is also experiencing an average delay of an hour and 45 minutes and increasing, according to the website.

If you have a flight on Saturday evening, you are encouraged to check the status of your flight and the airline you are flying with.

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Over 100 US airports will get upgrades thanks to government funding

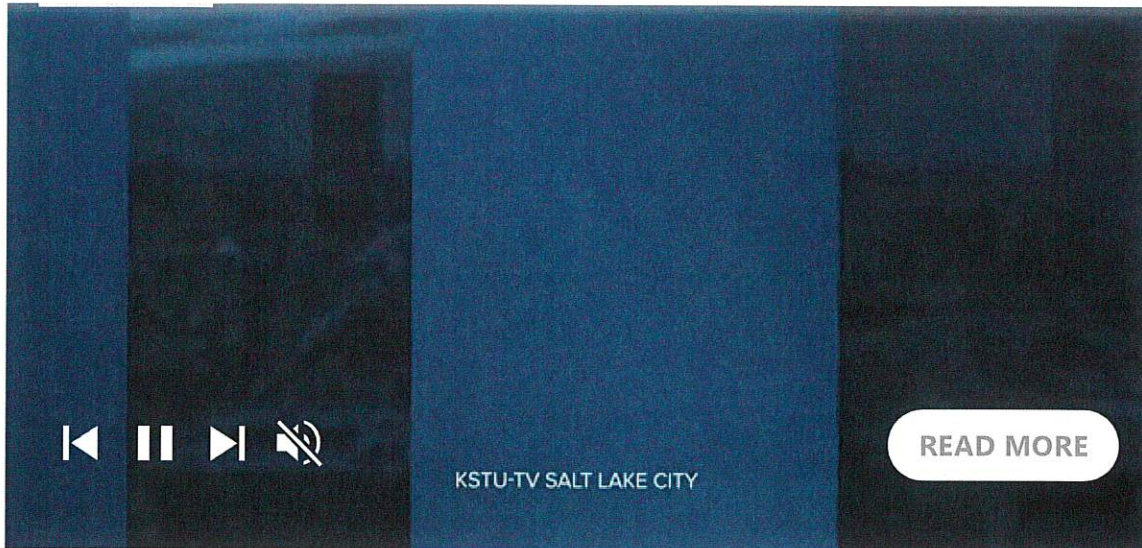
Airports in 44 states will undergo improvements, from new restrooms to adding gates, with some projects completed by 2025.

By: Joe St. George

Posted at 6:05 AM, Feb 15, 2024 and last updated 6:06 AM, Feb 15, 2024

The White House announced Thursday its latest round of funding for America's airports. In total, over 100 airports in 44 states are impacted.

The Bipartisan Infrastructure Law from 2021 is providing the funding. The legislation specifically gives billions for airport upgrades each year.



"It includes a lot of front-of-house improvements, ones that you see and feel when you get ready to fly," Secretary of Transportation Pete Buttigieg said.

One of the biggest upgrade announcements on Thursday involves Phoenix Sky Harbor International Airport. A \$36 million grant will help improve 30-year-old piping and update cooling towers to save water and improve air conditioning.

Salt Lake City is getting \$20 million to add 16 new gates so that more flights can be added.

In Denver, \$26 million will go to improve baggage handling to get your luggage perhaps a bit faster. In Colorado Springs, \$6 million will help modernize the concourse, including bathrooms.

SEE MORE: [Plane over upstate NY loses door mid-flight; search for door ongoing](#)

Tulsa, Oklahoma, is getting over \$12 million to upgrade the air traffic control tower.

In Baltimore, BWI is getting over \$14 million to improve boarding bridges that have become too old.

In Norfolk, \$6 million will help build a new inspection building to meet custom requirements.

Nashville is getting \$5 million to widen lanes around the airport, improving traffic.

West Palm Beach is getting \$7 million to help a concourse expansion project for 13 gates.

Scripps News asked Buttigieg how long it will take for some of these projects to be completed.

"The good news is these projects can often be done without a full environmental impact statement, which is the most lengthy form of permitting," Buttigieg said.

Large airports aren't the only ones getting money.

For instance, northeast Ohio's largest airport, Cleveland Hopkins International, is getting \$4.8 million to improve public transit to the airport. A smaller airport 35 minutes away, Lake County Executive Airport, is getting \$2.6 million to replace a 37-year-old trailer with an actual terminal building.

Of course, the timing of when these airport upgrades will be complete at 114 different sites is very much up to each airport.

Some projects could be done by next year's spring break, while others could take years.

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Feds grant \$20M to Salt Lake City International Airport for upgrades

By Tim Gurrister - February 22, 2024



Photo: Salt Lake City International Airport

SALT LAKE CITY, Utah, Feb. 22, 2024 (Gephardt Daily) — Utah's major airport is the recipient of \$20 million in federal funding for expansion and improvements.

"Big things are happening at Salt Lake City International Airport," the U.S. Department of transportation announced online.

The \$20 million from President Joe Biden's infrastructure package will expand the airport's Concourse B, opening 16 new gates to increase capacity at Utah's busiest airport, the department said.

The money is part of \$970 million from the Federal Aviation Administration announced Feb. 15 going to 114 airports spanning 44 states and three territories, which the department says "delivers on President Biden's commitment to rebuilding our nation's infrastructure while lowering costs for families, creating good jobs, and advancing opportunity for all Americans."

The \$20 million is in the mid-range of the awards, from \$40 million to Chicago O'Hare International Airport and \$700,000 to Standing Rock Airport in Fort Yates, North Dakota.

"Today's funding not only helps modernize airports to meet the needs of travelers today and for years to come but also creates good-paying job opportunities in communities both large and small," said Shannetta R. Griffin, FAA associate administrator for airports.

The awards are on top of the nearly \$2 billion for airport terminals announced over the past two years. The vast majority of the terminal projects are under construction.

Biden Pumps Nearly \$1 Billion Into Airport Modernization Projects

An airport construction boom across the U.S. will bring wider concourses, more security checkpoints, better baggage systems, additional gate capacity and upgraded air traffic control towers.

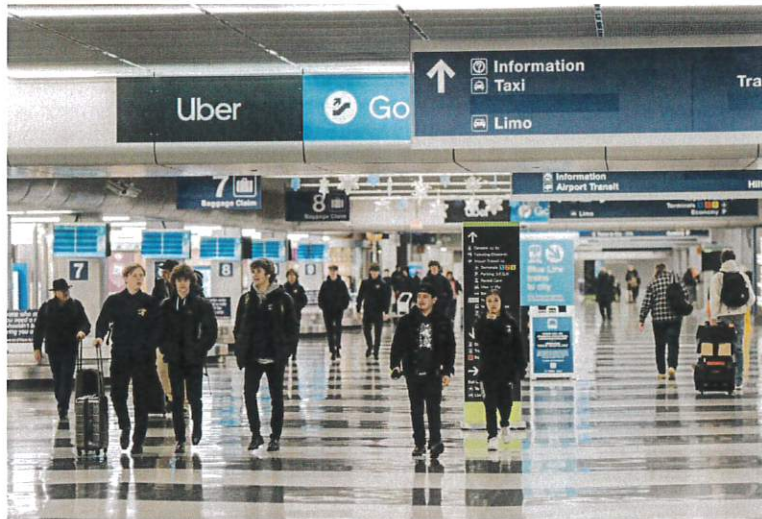
Suzanne Rowan Kelleher Forbes Staff

I write about travel trends and news you can use.

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Feb 15, 2024, 09:37am EST



Chicago O'Hare will get \$40 million to widen a terminal's central corridor, reconfigure a TSA checkpoint, add a new restroom, more. (Photo by Jim Vondruska) GETTY IMAGES

The White House announced Thursday it was allocating nearly \$1 billion in federal funding for infrastructure projects to modernize 114 U.S. airports across 44 states and three territories.

The \$970 million in funding will be used to create wider concourses, larger security checkpoints, more efficient baggage systems, additional gate capacity and more modern air traffic control towers. This new round of funding comes on top of the nearly \$2 billion for airport terminals announced over the past two years.

“We’re living through an unprecedented round of investment and improvements in all forms of our country’s infrastructure,” Transportation Secretary Pete Buttigieg said. “These investments we’re announcing today, made possible by President Biden’s historic infrastructure package, will make it easier for passengers to get to and

through airports, create jobs, and increase safety for all.”

The funding for the projects comes from the Airport Terminal Program, one of three aviation programs created by the Bipartisan Infrastructure Law, which comes on the heels of more than \$240 million in funding for Airport Infrastructure Grants. The law provides \$1 billion annually for five years for Airport Terminal Program grants. In total, the Bipartisan Infrastructure Law will provide \$25 billion to modernize the United States’ airport infrastructure.

Among the big winners, Chicago O’Hare International Airport will received \$40 million to improve Terminal 3 to widen the central passenger corridor, reconfigure a TSA checkpoint, add a new holdroom and restroom, and update the baggage system.

Washington Dulles International Airport will receive \$35 million to build a 400,000-square-foot, 14-gate terminal including connections to the Aerotrain and Metrorail. Other Virginia airports allocated federal funds include Richmond International (\$6.9 million); Charlottesville-Albemarle (\$3 million); Roanoke/Blacksburg Regional (\$2.9 million); Newport News/Williamsburg International (\$1.9 million); Lynchburg Regional/Preston Glenn Field (\$1.3 million); and Shenandoah Valley Regional (\$1 million).

Los Angeles International Airport in Southern California has been awarded \$31 million to improve surrounding roadways, including underground storm water containment systems.

Denver International Airport, which just opened a [new \\$51-million taxiway](#) last fall, is getting another \$26.6 million in federal funds to help replace the current baggage handling system with one that is more energy efficient and has greater capacity.

Salt Lake City International Airport, which is nearing the end of a 12-year, \$5-billion overhaul, was recently named the “[Utahn of the Year](#)” by *The Salt Lake Tribune* for injecting \$11 billion annually into the economy. It will receive \$20 million in federal funding to expand the Concourse B terminal, including 16 gates.

Senate Minority Leader Mitch McConnell of Kentucky, who voted for the Infrastructure Bill in 2021, issued a [press release](#) taking credit for the \$13 million secured for Louisville Muhammad Ali International Airport. That sum includes \$7.5 million to partially fund four additional screening lanes to the security checkpoint in Terminal A.

North Dakota Senator John Hoeven, who also voted for the Infrastructure Bill, penned a [press release](#) touting that Hector International Airport in Fargo is granted \$10 million to rehabilitate the terminal and add four new gates, increase holdroom space, expand ticketing and baggage

handling, add restrooms and post-security concessions and improve accessibility for people with disabilities.

Senator Susan Collins of Maine, who also voted for the Infrastructure Bill in 2021, announced in a [press release](#) that \$18 million in federal funding has been allocated for airport improvements across her state. About a third of that sum, \$6.5 million, will go to Presque Isle International Airport to partially fund construction a new terminal.

Congressman Mike Turner, who represents Ohio's 10th District, touted the \$2.9 million in funding for Dayton International Airport in a [press release](#), noting that he had written to Polly Trottenberg, then-acting administrator of the Federal Aviation Administration (FAA), in November in support of Dayton International Airport's grant application for the Airport Terminals Program. "The funds will go towards improving structural safety, energy efficiency and lighting inside of certain passenger boarding bridges in Concourse B," Congressman Turner wrote. Notably, Turner voted against the Infrastructure Bill three years ago.

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Suzanne Rowan Kelleher

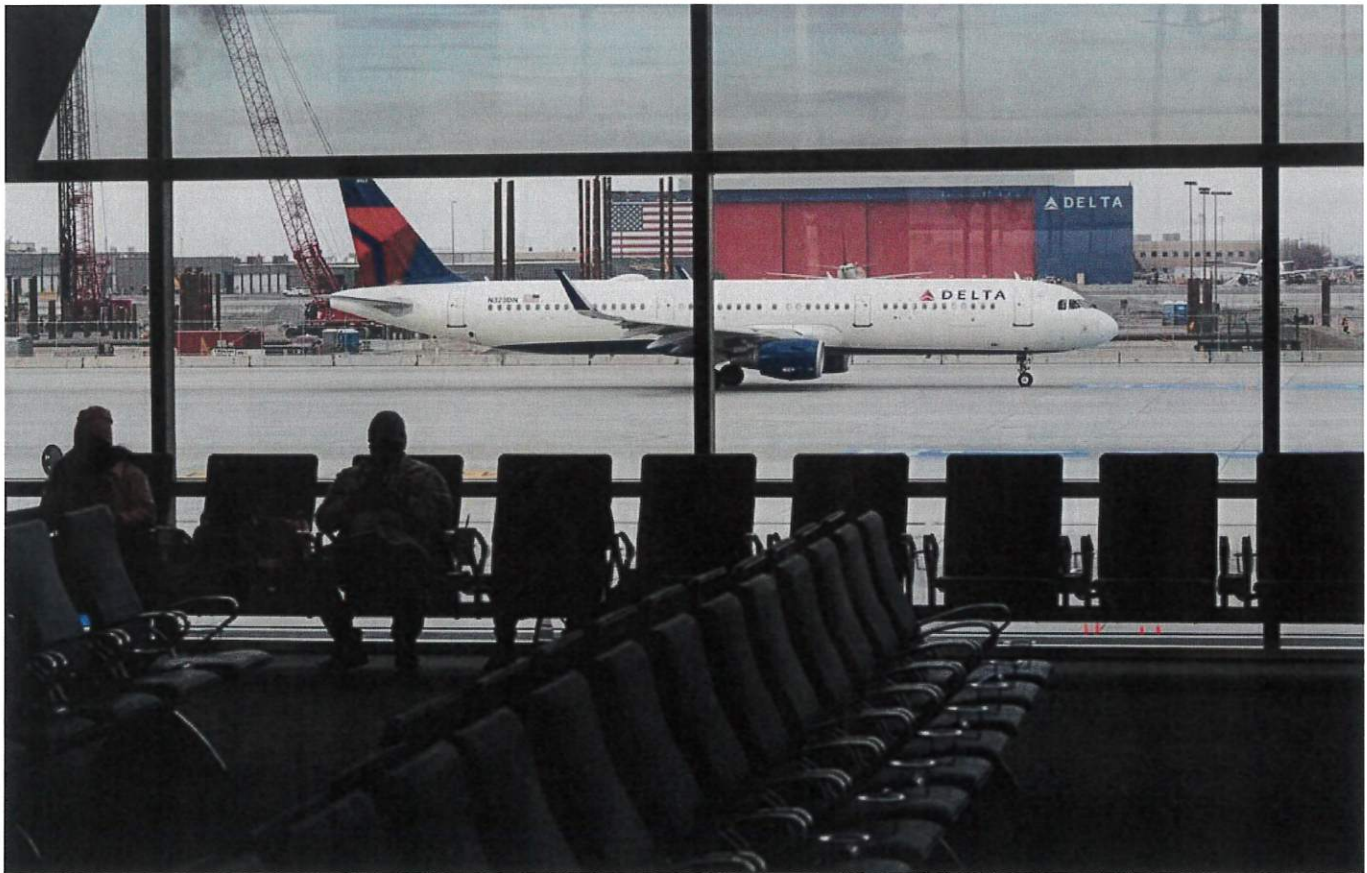
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Letter: Loosening regulations on weapons at airports is irresponsible



(Francisco Kjolseth | The Salt Lake Tribune) The Salt Lake City International Airport on Wednesday, Dec. 20, 2023.

By Nancy Halden | The Public Forum | Feb. 22, 2024, 6:00 a.m.

🗨️ Comment

It seems to me that the Utah Legislature is determined to encourage irresponsible gun ownership, despite the fact that most Utahns, (including most gun owners) would like to see a return to responsible gun ownership.

[HB228 \(Airport Weapon Possession Amendment\)](#) is a perfect example. The Salt Lake City airport has been in the [top 10 airports](#) in the nation for gun confiscation since 2019. Nationwide, over three-quarters of the guns recovered by TSA are loaded and over a third have

Let's not forget that TSA was created in the wake of the 9/11 terrorist attacks that occurred in airports in 2001. Since that time, and despite the inconvenience of having to remove shoes, take off coats, pull out laptops, and, yes, store your firearms in your checked luggage, we have not had additional terrorist attacks through our airports.

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It seems very poor judgment to be loosening these regulations now, especially as Salt Lake City prepares to entertain the world again at an upcoming winter Olympics.

Nancy Halden, Holladay



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Submit a letter to the editor

By Nancy Halden | The Public Forum

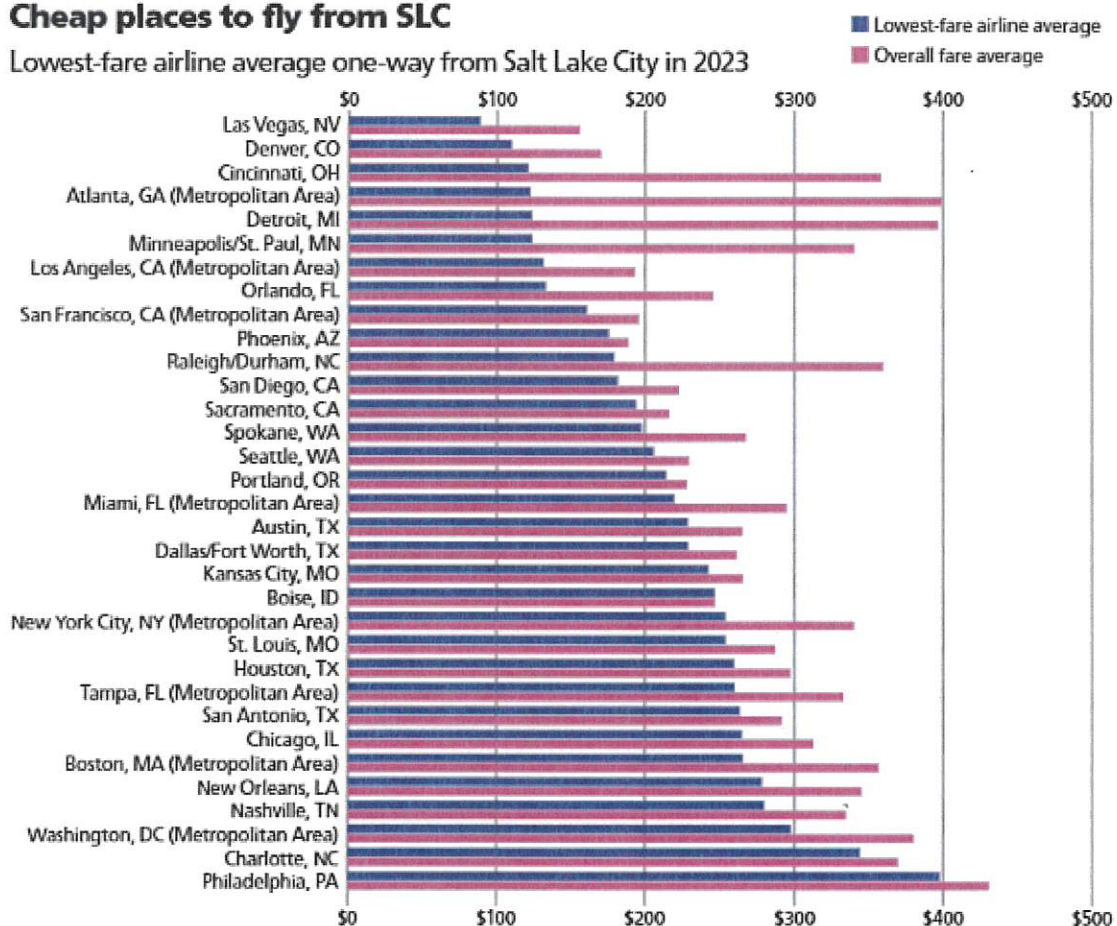
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Are you spending more to fly out of Salt Lake than other airports in the West?

Here's how much more expensive airfares are from SLC International compared to our neighbors.

Cheap places to fly from SLC

Lowest-fare airline average one-way from Salt Lake City in 2023

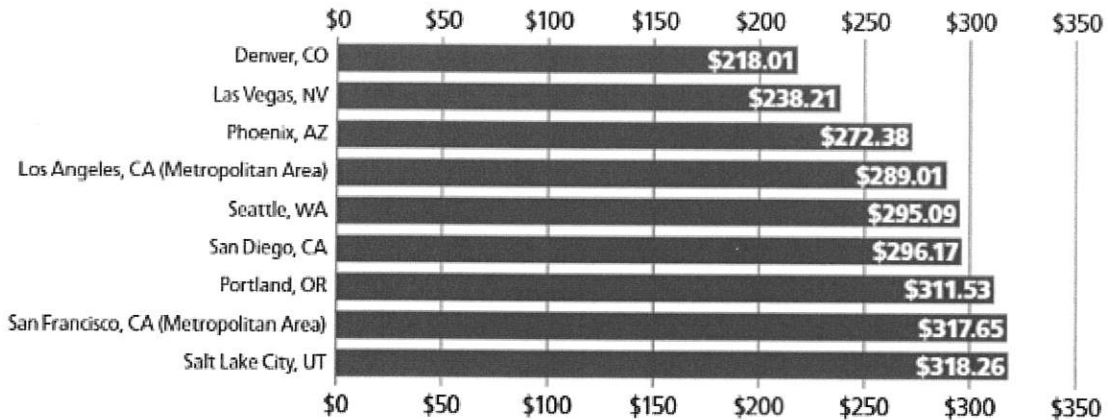


Index cities: Atlanta, Austin, Boise, Boston, Charlotte, Chicago, Dallas, Detroit, Houston, Kansas City, Miami, Minneapolis, Nashville, NYC, Orlando, Philadelphia, Spokane, St. Louis, Tampa, Washington DC. Data from Q1-Q3 of 2023.
 Source: U.S. Department of Transportation

GRAPHIC BY CHRISTOPHER CHERRINGTON | The Salt Lake Tribune

Comparing airfare costs from major Western airports

Average one-way fare from airport to index cities



Index cities: Atlanta, Austin, Boise, Boston, Charlotte, Chicago, Dallas, Detroit, Houston, Kansas City, Miami, Minneapolis, Nashville, NYC, Orlando, Philadelphia, Spokane, St. Louis, Tampa, Washington DC. Data from Q1-Q3 of 2023.

Source: U.S. Department of Transportation

GRAPHIC BY CHRISTOPHER CHERRINGTON | *The Salt Lake Tribune*

Low-fare airfare costs from major Western airports

Cheapest airline's one-way fare from airport to index cities in 2023



Index cities: Atlanta, Austin, Boise, Boston, Charlotte, Chicago, Dallas, Detroit, Houston, Kansas City, Miami, Minneapolis, Nashville, NYC, Orlando, Philadelphia, Spokane, St. Louis, Tampa, Washington DC. Data from Q1-Q3 of 2023.

Source: U.S. Department of Transportation

GRAPHIC BY CHRISTOPHER CHERRINGTON | *The Salt Lake Tribune*



ANDY LARSEN

ANDY LARSEN

Are you spending more to fly out of Salt Lake City than you would in the rest of the West?

Our international airport's position in the middle of the western United States means relatively short flights to a number of cities in any direction. That

geographical providence also has made it a great choice of hub for Delta Air Lines.

Delta's flights flew 57% of the passengers at SLC last year, a much higher percentage of one airport's traffic than most western airports.

To calculate the results here, I relied on the U.S. Department of Transportation's quarterly data, analyzing the airfares at the top 1,000 city pairs in the nation. The most recent data comes from the third quarter of 2023.

I compiled a list of the nearby major airports I wanted to compare Salt Lake City with: Denver, Las Vegas, Los Angeles, Phoenix, Portland, San Diego, San Francisco, and Seattle. (In the federal data, Oakland's airport is included in the San Francisco data; all five L.A.-area airports are included with LAX.) I originally had Albuquerque, Boise, and Sacramento on my list, but those airports had too few appearances in the top 1,000 list to adequately compare them to the bigger airports.

Then, to create an index so I could compare apples to apples, I looked at every city that was flown to from all nine airports above with data in the top 1,000 pairs list. Those 20 cities: Atlanta, Austin, Boise, Boston, Charlotte, Chicago, Dallas, Detroit, Houston, Kansas City, Miami, Minneapolis, Nashville, New York City, Orlando, Philadelphia, Spokane, St. Louis, Tampa, and Washington D.C.

Let's see what we found.

Average airfare comparison

We'll start simple. I compiled the average one-way airfare from our comparison list to our 20 index cities, then averaged those fares. This average airfare includes all types of airfare, including first class and comfort-plus arrangements. The average also includes flights with layovers. However, it does not include baggage fees or other optional fees.

Turns out that Salt Lake City has some pretty expensive airfare! On average, people spend \$318 on a one-way flight out of SLC, compared to \$218 from Denver or \$238 from Las Vegas.

Now, Denver's flights are, in part, cheaper because of closer proximity to more of our 20 index cities. The average flight from Denver in our index is

1,128 miles, while from Salt Lake City, it's 1,479 miles. Airlines obviously have to spend less fuel and pay flight attendants less on shorter flights.

But flying out of every other comparison city of our list of nine actually means longer flights to the index cities — and lower prices to boot — when compared to SLC. It appears that Delta's majority position from Salt Lake City's airport is bumping up prices.

Low-cost averages

But I wanted to make sure. The data from the USDOT also includes the lowest-fare airline in each city pair, and what they typically charge compared to the average. In Salt Lake City's case, the lowest fare average usually comes from competing flights to Delta's, from airlines like Southwest, Frontier, Spirit, or Alaska.

These lower-cost flights — including many airlines that don't offer a first-class cabin or fares to match — still see Salt Lake City's flights as among the highest airfares in the region. But they're no longer the absolute highest; that title belongs to Seattle. Flights to and from Las Vegas and Denver remain cheap by comparison.

Seasonal differences

One thing I noticed while looking at the data: the pattern of SLC's airfares over time was different than the other cities. Let me show you what I mean:

Most cities saw their highest prices in the second quarter of 2023, but for Salt Lake City, the highest prices came from January to March. That makes sense in a supply-and-demand economy — people want to fly to Utah during the winter to ski our slopes.

No matter the season, Salt Lake City airfares were above average when compared to the other cities.

Cheapest flights from SLC

So, that's the bad news. But I figured I'd still help out somehow, showing you the full list of airfares from cheapest to most expensive in 2023 from Salt Lake City. Perhaps this can help you decide where to take your next frugal vacation.

Las Vegas and Denver are the cheapest destinations. But you can also find

cheap flights to Cincinnati, Atlanta, Detroit, and Minneapolis — so long as you don't fly Delta. All four cities are Delta hubs, but when other airlines fly to those cities (sometimes on a seasonal basis), you'll get a much better deal.

Other than that, flights to New Orleans, Nashville, Washington D.C., Charlotte, and Philadelphia are the most expensive domestic destinations in the USDOT's top 1,000 list in 2023.

I'll admit — comparing flight prices across airlines has hurt my frequent flyer status with Delta. I miss the feeling of superiority that came with my name in gold.

But for a heavier wallet? I'll take the trade-off.

Home > Analysis

Crossroads Of The West: Salt Lake City's 5 Busiest International Air Routes

While Salt Lake City International Airport (SLC) is not an international network powerhouse, there are plenty of interesting routes from the airport.

BY RYTIS BERESNEVIČIUS PUBLISHED 2 HOURS AGO



☰ SUMMARY

- **Cancun and San Jose Del Cabo are Salt Lake City International Airport's (SLC) busiest flights in terms of weekly seats.**
- **Other destinations include European cities, such as Paris, Amsterdam, and London.**
- **Flights to these five destinations are operated by either Boeing 737-900 or Airbus A330 aircraft, including the A330-900.**

Salt Lake City International Airport (SLC), the primary airport serving Salt Lake City, Utah, the United States, is perhaps not known for its vast network of international destinations. However, the airport still has a fair share of flights outside of the US, including itineraries to various destinations to neighboring Mexico or Europe's most popular tourist destinations.

The airport is also a Delta Air Lines hub, which operates a large part of flights out of SLC. Henceforth, the data being used was provided by the aviation analytics company Cirium for the month of March 2023.

1 Cancun International Airport (CUN)

Weekly flights: 12

Weekly seats	Airline	Aircraft type	Distance
2,160	Delta Air Lines	Boeing 737-900	1,742 nautical miles (3,226 kilometers)

The tied-busiest international route from SLC is to Cancun International Airport (CUN), the popular Mexican resort on the Yucatán Peninsula, which borders the Caribbean Sea. Delta Air Lines, the hub airline, is the only carrier to operate the route with a Boeing 737-900.

Delta Air Lines also operates flights to CUN from ten airports in the United States, with the largest share of flights being from Atlanta Hartsfield-Jackson International Airport (ATL), Minneapolis Saint Paul International Airport (MSP), and Detroit Metropolitan Wayne County Airport (DTW), three other of the airline's hubs.

San Jose del Cabo Los Cabos International Airport (SJD)

Weekly flights: 12

Weekly seats	Airline	Aircraft type	Distance
2,160	Delta Air Lines	Boeing 737-900	1,062 nautical miles (1,967 kilometers)

Another Delta Air Lines flight from SLC to a Mexican destination, the airline has scheduled 12 weekly flights to San Jose del Cabo Los Cabos International Airport (SJD). Similarly to the SLC – CUN route, the flights are operated with a Boeing 737-900, meaning that the weekly scheduled seats are equal to the same number of flights and equipment being used on the route.

In general, Delta Air Lines has 355 weekly flights to Mexican destinations, most of which are routed from ATL, MSP, DTW, SLC, and John F. Kennedy International Airport (JFK). However, its route to Mexico is being threatened by the Department of Transportation (DOT) retaliating against the Mexican government and its actions at Mexico City International Airport (MEX), not extending the antitrust immunity (ATI) approval for the Aeromexico and Delta Air Lines partnership.

3 Amsterdam Schiphol Airport (AMS)

Weekly flights: 7

Weekly seats	Airline	Aircraft type	Distance
1,967	Delta Air Lines	Airbus A330-900	4,336 nautical miles (8,031 kilometers)

The first non-Mexican destination on the list is Amsterdam Schiphol Airport (AMS), which Delta Air Lines serves with an Airbus A330-900. Similarly to the two Mexican destinations on the list, the carrier serves both AMS and the next airport with the same type and frequency, meaning they are joint-tied for the third-busiest international destinations out of SLC.

AMS is also the main hub of KLM, which is Delta Air Lines' partner carrier on the SkyTeam alliance. The uniqueness of the SLC – AMS route is that while only Delta Air Lines has scheduled flights in March, by April, KLM will also begin flying

4 Paris Charles De Gaulle International Airport (CDG)

Weekly flights: 7

Weekly seats	Airline	Aircraft type	Distance
1,967	Delta Air Lines	Airbus A330-900	4,414 nautical miles (8,175 kilometers)

Identical to the SLC – AMS route, Delta Air Lines operates the journey across the Atlantic to Paris Charles De Gaulle International Airport (CDG) the same number of times per week with the same equipment, resulting in the same amount of weekly seats.

Similarly to AMS, CDG is a hub for another SkyTeam alliance member, Air France. In general, Delta Air Lines, Air France, KLM, and Virgin Atlantic expanded their partnerships, establishing one joint agreement on flights across the Atlantic in February 2020.

At the time, the partnership provided customers with up to 341 daily transatlantic services, covering the top ten routes across the Ocean on a non-stop basis, with up to 238, 98, and 16 onward destinations in North America, Europe, and the United Kingdom, respectively.

Scraping by into the list is the route between SLC and London Heathrow Airport (LHR), a hub for Virgin Atlantic. However, unlike other European destinations from the capital of the state of Utah, Delta Air Lines serves the flights to LHR with an Airbus A330-200, an older generation of aircraft compared to the Airbus A330-900.



Photo: Karolis Kavolelis | Shutterstock

As such, there are fewer seats, although much like on flights to AMS and CDG, Delta Air Lines has seven weekly itineraries to the capital of the United Kingdom. However, the airline will reduce flights between SLC and LHR to five weekly by the upcoming summer season. In addition, Delta Air Lines deployed an A330-900 on the route during the last peak summer season, so the airline will significantly reduce its capacity compared to 2023.

Nevertheless, Delta Air Lines and Virgin Atlantic announced the route in August 2015, planning to begin flights between SLC and LHR in May 2016, with it being a seasonal route at first. At the time, its flights to AMS were also seasonal, according to the announcement published by the airport.

The New SLC News

MCA Opens Three Restaurants At SLC



by David Ward | Feb 20, 2024 | News Flash

Master ConcessionAir has opened three new dining options at Salt Lake City International Airport (SLC). P.F. Chang's, Rockwell Ice Cream, and Hugo Coffee Roasters are all located in Concourse A.

P.F. Chang's offers flavorful dishes boasting a variety of iconic dishes rooted in recipes across Asia while embracing the traditional techniques of wok cooking. Rockwell Ice Cream – the airport location of a local favorite – is inspired by America's old fashioned ice cream parlors, while Hugo Coffee Roasters brings travelers fair-trade coffee made-to-order smoothies, protein shakes, and all-day breakfast options.

"Master ConcessionAir is thrilled to unveil three new concepts for travelers in Concourse A at Salt Lake City International Airport," said Peter Amaro, CEO and co-founder of Master ConcessionAir. "We take immense pride in introducing P.F. Chang's, Rockwell Ice Cream, and Hugo Coffee Roasters, each providing a distinct and elevated dining experience for our airport guests. These destinations are a sure stop for passengers before or after their flight and are sure to leave a lasting impression."

Master ConcessionAir debuts three F&B concepts at Salt Lake City Airport

by [Mark Lane](#) | 23 February 2024 | mark@moodiedavittreport.com

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USA. Master ConcessionAir has introduced three concessions at Salt Lake City International Airport. P.F. Chang's, Rockwell Ice Cream and Hugo Coffee Roasters have all opened in Concourse A.

P.F. Chang's is serving up authentic Asian cuisine while embracing the traditional techniques of wok cooking, a 2,000-year-old method that uses a 700-degree flame to preserve nutritional value and bring out the flavours of each ingredient.



The P.F. Chang's concession at Salt Lake City International Airport offers fast food to passengers on the go, as well as a seated restaurant environment

In addition to wok-fired favourites served for breakfast, lunch and dinner, guests can also enjoy decadent desserts and cocktails. There are both seated and to-go options.

P.F. Chang's Senior Director, Global Brand Development Rafik Farouk said: "Our heritage is a story of innovation and passion for creating authentic culinary experiences, and we are thrilled to finally share it with SLC travellers.

“As an airport guest, you do not have to sacrifice flavour or premium service just because you’re on-the-go. Our new location in Concourse A at SLC Airport provides an opportunity for guests to experience a unique ambiance while enjoying authentic dishes whether they choose to dine in or takeout.”



The Rockwell Ice Cream Company serves all-natural premium ice cream created by Founder Justin Williams



Utah company Rockwell Ice Cream offers guests premium ice cream made in-house daily. Using only natural ingredients and no artificial flavourings, the concession takes inspiration from traditional American ice cream parlours.

One of Rockwell's signature flavours, The G.O.A.T, won a Best Ice Cream in America award in 2019.

Hugo Coffee Roasters, another Utah brand, offers locally roasted organic fair-trade coffee with dog-themed names and food options. Founder & CEO Claudia McMullin named the company after her rescue dog Hugo and it has become known for its support of animal welfare charities.

Also on the menu are made-to-order smoothies, teas and protein shakes as well as all-day breakfast options such as baked bagels, breakfast sandwiches, pastries and more.



Alongside serving organic, fair-trade coffee, Hugo Coffee Roasters supports animal rescue organisations and is involved in community partnerships, education and adoption events

McMullin said: "At Hugo Coffee, we are thrilled to have a retail location in the SLC International Airport, Concourse A. And the positive feedback from travellers has been so heartwarming. We love to see how our animal welfare mission (coupled with our fantastic coffee) connects with our customers. We cannot thank MCA enough for this opportunity."

Master ConcessionAir CEO and Co-Founder Peter Amaro commented: "Master ConcessionAir is thrilled to unveil three new

concepts for travellers in Concourse A at Salt Lake City International Airport.

“We take immense pride in introducing P.F. Chang’s, Rockwell Ice Cream and Hugo Coffee Roasters, each providing a distinct and elevated dining experience for our airport guests. These destinations are a sure stop for passengers before or after their flight and are sure to leave a lasting impression.”

Master ConcessionAir’s airport portfolio also includes concessions in Miami, Orlando, Fort Lauderdale, Atlanta, Chicago, Boston, Newark, Washington and Los Angeles airports.

A new partnership with Starbucks

Master ConcessionAir also announced it has entered into a license agreement with Starbucks, the world’s largest roaster and retailer of speciality coffee, to expand the brand’s presence in airports across the US.

Amaro said: “We’re extremely thrilled and excited with the opportunity to work with Starbucks. There’s no doubt this is a historical moment for MCA in the addition of Starbucks to our brand portfolio.

“This aligns perfectly with our growth strategies for North America. Starbucks is also known for serving a welcoming atmosphere to relax and recharge between flights, while ensuring guests have access to their preferred cup of coffee while travelling.” ☕

Note: The Moodie Davitt Report publishes the FAB Newsletter, which features highlights of openings, events and campaigns from around the world of airport and travel dining.

Please email Kristyn@MoodieDavittReport.com to subscribe.



The world’s only event dedicated solely to the airport food & beverage and hospitality sectors makes a welcome return to the US in June.

New Salt Lake airport central tunnel gets opening date as Phase 3 construction continues

Mar 6, 2024, 10:57 AM | Updated: 2:25 pm



Construction is underway on the Salt Lake airport's central tunnel. (SLC Airport, X)

BY JOSH ELLIS

KSLTV.com

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SALT LAKE CITY — Shorter walks from security to your gate at the Salt Lake City International Airport are drawing closer as crews continue work on the central tunnel.

Once complete, the 1,175-foot-long tunnel will connect concourses A and B with moving sidewalks and eventually, two trams. On Wednesday, airport officials said the tunnel is now slated to open on Oct. 22.

“The walking distances for the vast majority of passengers here are really going to go down,” Salt Lake City Department of Airports Executive Director Bill Wyatt said in a [video](#) describing the new airport design.

“...that central tunnel opens, so you no longer have to walk a quarter-mile down the A concourse to get to B. You just go [straight ahead](#).”

The Salt Lake airport central tunnel

Artist Gordon Huether designed the “River Tunnel,” which he said will ideally make passengers feel like they’re walking on the floor of a river.

“You’re looking for your gate you realize you gotta go through the pedestrian tunnel. The river tunnel. The central tunnel,” [Huether said](#).

Six moving walkways will be installed in the tunnel to help with passenger flow, compared to the two in the mid-Concourse A tunnel, which airport officials said will remain open. Plans include adding a train on each side of the tunnel in the future.

The central tunnel couldn’t be built first because it would’ve cut through the old airport’s D and E gates while they were still operating.

Phase 3 of the new SLC airport

The entrance to Concourse B is a mini-plaza that will feature the [World Map](#) reinstalled from its previous home in the former airport, along with a large-scale art installation by Huether titled “Northern Light.”

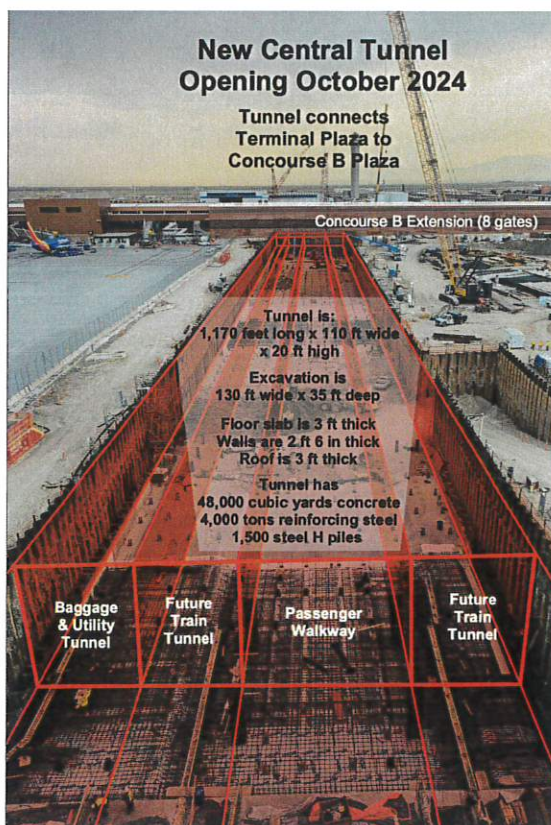
“It’s really an iconic piece of art for the airport,” said Nancy Volmer, the communication director of Salt Lake City International Airport.

This phase will also include the opening of [eight B gates](#) to the right of the central tunnel and several dining and retail options, including:

- Bambuza Vietnam Kitchen
- Freddy’s Frozen Custard and
Steakburgers
- Maggiano’s Little Italy
- Sunday’s Best
- The Coffee Bean and Tea Leaf
- Thirst
- Cotopaxi
- iStore Express
- Relay
- Travel Right
- The Canyon
- Weller Book Works

“The new airport has received national accolades for our concession’s program,” Wyatt said. “These unique restaurants and shops are expected to garner five-star reviews as well.”

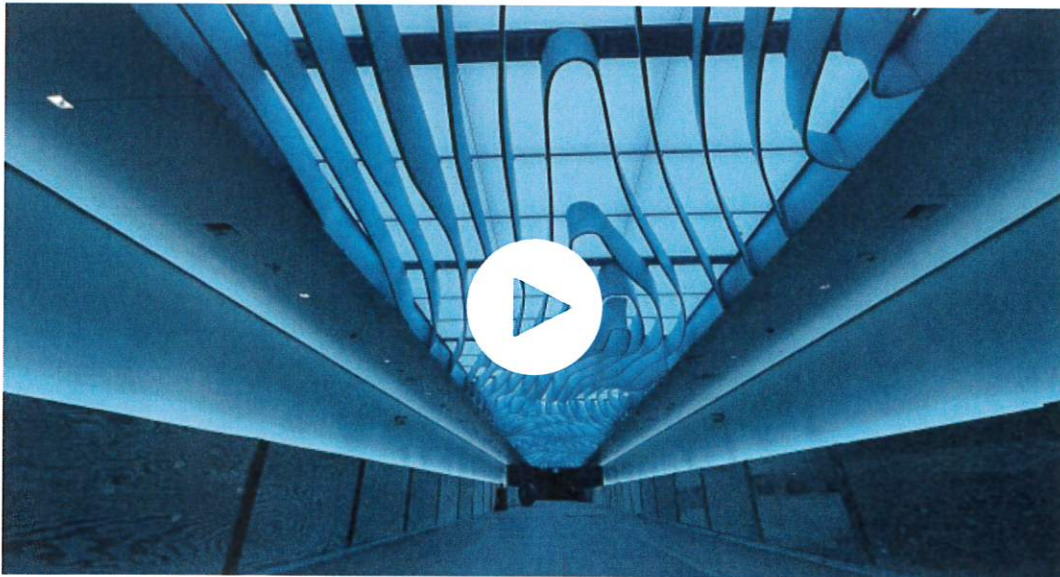
More than two dozen new Concourse B gates are slated to open between 2024 and 2027, as well as many more retail stores and restaurants.





NEWS > SALT LAKE CITY INTERNATIONAL AIRPORT

Date scheduled for opening of anticipated Salt City Int'l Airport tunnel

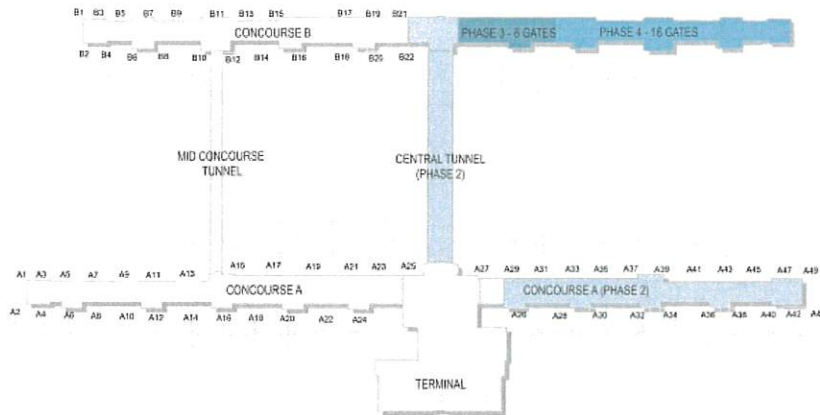


By: Jeff Tavss

Posted at 12:42 PM, Mar 06, 2024 and last updated 5:17 PM, Mar 06, 2024

SALT LAKE CITY — Tired legs traveling between concourses at Salt Lake City International Airport received much-awaited news Wednesday as a date has finally been set for the opening of a new tunnel that's expected to [considerably cut down on walking time](#).

When opened, the central tunnel will connect the airport's main terminal directly to Concourse B.



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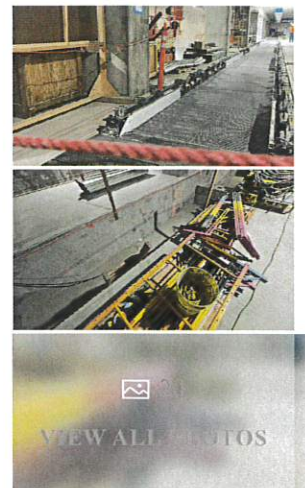
Since the airport's opening in 2020, [travelers have had to make the lengthy trek](#) down Concourse A before accessing a different tunnel to get to Concourse B. At nearly a mile, the distance between the front of the airport and Concourse B caused many to break into a sweat when walking to a gate.

In addition to the opening of The River Tunnel, a mini-plaza in Concourse B will be unveiled along with five additional gates.

The look of the The River Tunnel was created by artist Gordon Huether, who has said that his design will help travelers relax.

Salt Lake City Airport's 'River Tunnel' hoping to ease traveler's experience

by Kayla Winn, KUTV Wed, March 6th 2024 at 3:56 PM
Updated Wed, March 6th 2024 at 4:00 PM



Salt Lake City Airport's 'River Tunnel' hoping to ease traveler's experience (Photo: SLC Airport)

SALT LAKE CITY (KUTV) — Salt Lake City International Airport is preparing to make travel easier with the upcoming opening of the "River Tunnel."

The tunnel, connecting Concourse A to **Concourse B**, is scheduled to open on Oct. 22, with officials announcing the completion of the first of three sections.



Stretching 990 feet, the River Tunnel is designed to simplify travel between concourses. They said passengers will no longer **have to walk through the mid-concourse tunnel**.

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To hopefully make traveling even easier, the River Tunnel will have moving walkways, allowing passengers to reach their destinations more quickly.

Airport officials have also announced plans to add a train in the future to transport passengers to Concourse C once it is constructed.

MORE STORIES

- **Look inside Phase 2 of SLC Airport; trek to Concourse B remains - for now**
- **Concourse B still a long walk away as work progresses at Salt Lake International**

Photos reveal that the tunnel's walls will be decorated with artwork by artist Gordon Huether, adding aesthetic appeal to the .18-mile walk with cool blue colors and wavy designs.

Huether has worked on other parts of the airport too, like "The Peaks" and "The Canyon," which have become well-known features throughout the site.



BE THE FIRST TO COMMENT

The installation of the World Map is expected in the coming months, fulfilling another anticipated feature for travelers.

38°

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WASATCH FRONT NEWS

Salt Lake Airport's much-anticipated 'River Tunnel' to open later this year

A preview of the "River Tunnel" at Salt Lake City International Airport (Courtesy: Salt Lake International Airport)

by: [Derick Fox](#)

Posted: Mar 6, 2024 / 02:00 PM MST

Updated: Mar 6, 2024 / 02:06 PM MST

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SALT LAKE CITY (ABC4) — For frequent airport travelers who dread the long walk from Concourse A to Concourse B, there is a figurative light at the end of the tunnel.

Officials with the [Salt Lake City International Airport](#) announced the new "[River Tunnel](#)" will open to the public in October.

The official date for the tunnel's opening will be Oct. 22, providing a new more direct path between Concourse A and Concourse B. The Airport posted on social media an update on the tunnel, saying installation is underway and the first of three sections is now complete.

According to the [fact sheet on the new SLC Airport](#), the new River Tunnel will be just as long as the mid-concourse tunnel — 990 feet — but its entrance will be right as you directly walk onto Concourse A. This means passengers will no longer have to make the trek to the mid-concourse tunnel to cross over.

Airport officials also confirmed moving walkways have been installed in the River Tunnel to help make the journey a little easier and faster. The new tunnel will also include space for a future train that will help take passengers to the yet-built Concourse C.

The “River Tunnel” gets its name from the art installation that will decorate the .18-mile long walk. The tunnel itself is illuminated in a cool watery blue with wavy panels overhead simulating a river.

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‘The Peaks’ are Salt Lake City Airport’s new gateway welcome for visitors >

It was designed by German-American artist Gordon Huether, who has had an extensive hand in the look of the new Salt Lake International Airport. Heuther has created several large-scale installations for the airport including the “**The Peaks**” and the **resurrected Hoberman Arch** outside and the “**The Canyon**” that lines the walls leading to the airport’s terminals on the inside.

As for the often-bemoaned mid-concourse, Airport officials said it will still be open for use even after the new River Tunnel becomes accessible.

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Utah Public Radio | By [Duck Thurgood](#)



Published March 6, 2024 at 4:10 PM MST

New SLC airport tunnel coming this fall to shorten walking time

A date has finally been set for the opening of a new tunnel at Salt Lake City International Airport that's expected to cut down on walking time.

For about four years, travelers at the airport have had to make a roundabout, nearly mile-long trek down Concourse A and through a tunnel to get to Concourse B.

The new River Tunnel, set to open on Oct. 22, will connect the airport's main terminal directly to Concourse B, making the trip significantly shorter.

The airport will also be unveiling a mini plaza in Concourse B and five additional gates.

Portion of eastbound I-215 closed in SLC this weekend

A portion of eastbound I-215 in Salt Lake City will be closed throughout this weekend for bridge work.

Eastbound lanes will be closed between the I-15 interchange and State Street on March 9 and 10. Drivers in the area will detour off the highway at Exit 297 and can get back on at the State Street on-ramp.

The Utah Department of Transportation did not specify a time for the start of the closures, but lanes are expected to reopen in time for Monday's morning commute.

Crews will be working to remove the top layers of the 300 West bridge that runs over I-215 in the area.

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UPR Live
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New Salt Lake Airport Tunnel Will Make Walk To The B-Gate Much Shorter

On today's top 5, a new Salt Lake City airport tunnel will make the walk much shorter to your gate.



by Utah Stories | March 7, 2024

4. New Salt Lake City Airport Tunnel Gets Opening Date

As everyone knows the infamous walk to the gates at the Salt Lake City airport is truly well known by all but not well liked.

Shorter walks from security to your gate at the Salt Lake City International Airport are drawing closer as crews continue work on the central tunnel, according to KSL. Once complete, the 1,175-foot-long tunnel will connect concourses A and B with moving sidewalks and eventually, two trams. On Wednesday, airport officials said the tunnel is now slated to open on Oct. 22.

"The walking distances for the vast majority of passengers here are really going to go down," Salt Lake City Department of Airports Executive Director Bill Wyatt said in a video describing the new airport design.

Comment down below about what you think about the airport changes.



NEWS

SLC International Airport announces opening date for new central tunnel

 Ashtyn Asay
3 hours ago



"The River Tunnel" by Gordon Huether. Photo: SLC International Airport

SALT LAKE CITY — Those traveling through upper B gates at the Salt Lake City International Airport won't have quite so far of a walk this fall.

The SLC International Airport announced in a statement Wednesday that the central tunnel connecting A and B concourses is set to open on Oct. 22.



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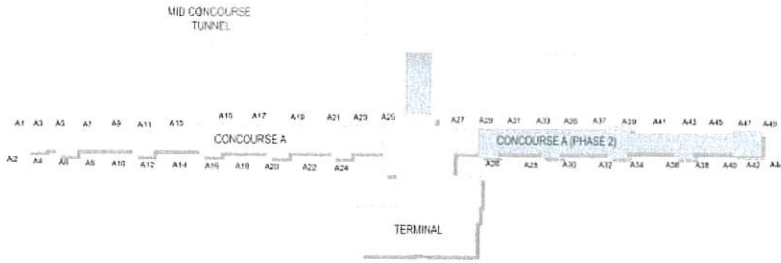




Photo: SLC International Airport

The new tunnel will feature an art installation by Gordon Huether entitled “The River Tunnel.” Installation of “The River Tunnel” is already underway, and one of the installation’s three sections has been completed.

The tunnel’s entrance to Concourse B will feature a mini-plaza, as well as the World Map from the former airport. The entrance will also feature another large-scale art installation by Huether, entitled “Northern Light.” Five additional B gates are also currently being built as part of the airport’s phase three improvements.

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The much-anticipated opening of #TheNewSLC Central Tunnel—connecting concourses A and B—is set for October 22, 2024, and will feature “The River Tunnel” art installation by @Gordon Huether. Installation is underway with the first of three sections now complete!

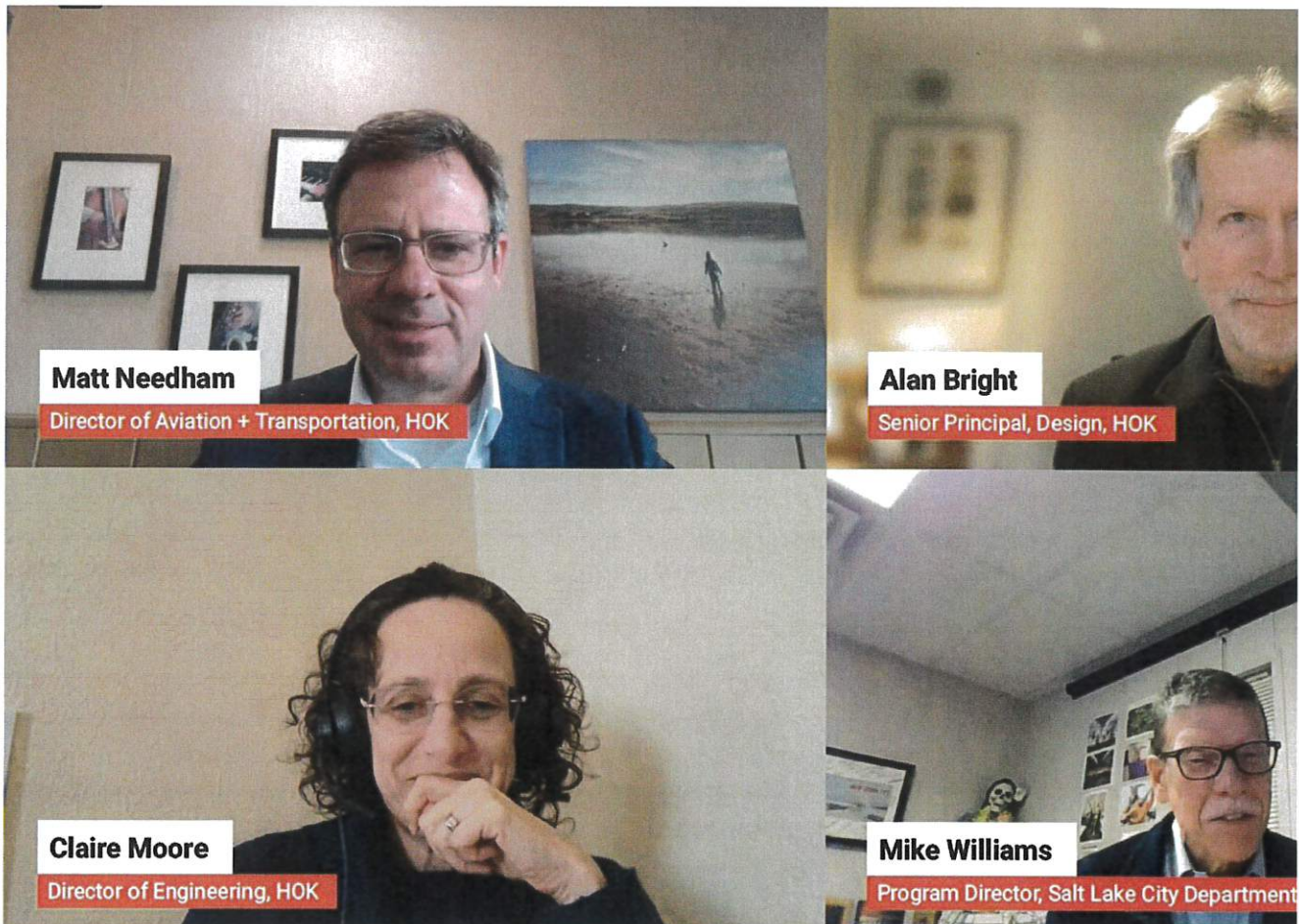
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NEWS & EVENTS

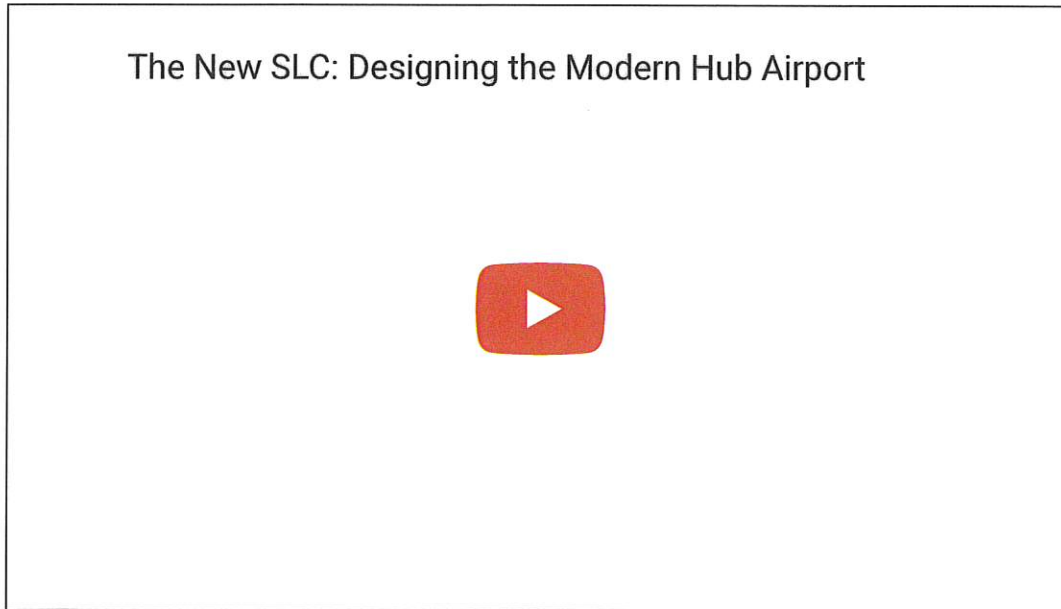
How to Design a Modern Hub Airport: Lessons Learned from Salt Lake City's New Aviation Hub



In a recent LinkedIn Live, HOK's [Matt Needham](#), [Alan Bright](#) and [Claire Moore](#) joined Salt Lake City International Airport's [Mike Williams](#) to discuss SLC's Terminal Redevelopment Program, recognized as the first new U.S. hub airport built in the 21st century.



Highlights from the talk.



1. Build a collaborative, integrative team with a clear design vision.

Highly complex projects like airport terminals require close collaboration from the start. Bright shared how he engaged with SLC stakeholders during visioning sessions to brainstorm key elements for the new airport. Passenger experience was a priority, along with showcasing Utah's natural landscape and culture, bringing back the wonder of flight, and creating a clear, single-level layout.



“The design provides clarity and simplicity in movement and servicing passengers and really celebrates Utah and its natural beauty,” said Bright, HOK’s design principal on the project.

2. Create a sense of place.

Salt Lake City International Airport distinctly represents Utah. The terminal’s central atrium (known as the Canyon) features an undulating art sculpture by artist Gordon Huether that symbolizes Utah’s slot canyons. Red, orange and brown lights illuminated on the wall sculpture mimic the canyons’ natural colors. Floor-to-ceiling windows in the space provide breathtaking views of the Wasatch Mountain Range.



Utah’s welcoming spirit is also woven into the design. Needham and Bright described how the team decided to incorporate a greeting room for families to reunite with loved ones. It includes a fireplace, art museum and windows overlooking the airfield. A world map lets family members share where they have traveled.

“We were just starting the design, meeting in the old airport, and would hear cheering outside near the old baggage claim. It could be five people or 20 people—it was interesting,” shared Needham, HOK’s lead aviation planner on the project. “Missionaries [from the LDS Church] were coming back and seeing their families for the first time in two years. The greeting room was a direct response to celebrate that.”

3. Maximize return on investment through design.

Design impacts an airport’s operational and maintenance costs, financial health, environmental stewardship and occupant well-being. SLC’s layout allows for growth and maximizes the airport’s ROI. Needham highlighted how the underground passenger tunnels that connect the concourses support flexibility and growth.

“This is designed for quick and efficient connections for hub operations,” said Needham. “It’s an investment that has been paying off because SLC has seen an incredible rise in



Widened concourses at SLC comfortably accommodate a growing number of travelers. This design consideration has more than doubled the amount of restaurant and retail space in the new terminal, leading to increased revenue streams.

4. Prioritize resilient and sustainable design.

Due to its proximity to the Wasatch Fault, SLC needed to be resilient and seismically safe against earthquakes. Moore discussed how the team tackled the structural design of 29 separate buildings to withstand earthquakes and extreme weather conditions.



“That was an interesting challenge based on the number of buildings that are part of the overall development,” said Moore, HOK’s lead structural engineer on the project. “The airport itself is comprised of what looks like one large terminal and concourse plus the tunnels that connect to Concourse B. But each one of those buildings is structurally separate. This allows for thermal movements for the buildings in this very hot and cold climate.”

Energy savings were also key to the design process. Air systems, high-performance glazing, energy-efficient mechanical systems and more were carefully chosen to reduce SLC’s energy usage.

5. Be adaptable during the project phasing process.

The New SLC’s phased approach ensured that a certain number of gates were always open, enabling the airport to continue operations and support revenue growth—a critical factor for the airport and Delta Air Lines, which uses SLC as its hub.

During the pandemic, the project team capitalized on an opportunity to accelerate the construction timeline for the four-phase development. Williams shared how the stakeholders agreed to move all operations into the hardstand terminal completed during Phase I in the fall of 2020 and demolish the rest of the old airport simultaneously.

Airline News

Home » [Airlines News](#) » Delta Air Lines Restarts Popular Nonstop Service To Indianapolis International Airport To Salt Lake City

Delta Air Lines Restarts Popular Nonstop Service To Indianapolis International Airport To Salt Lake City

Saturday, March 9, 2024

★ Favorite



Delta Air Lines is set to resume its daily nonstop flight service from **Indianapolis International Airport (IND)** to Salt Lake City (SLC) on March 11. This service, which was previously suspended due to the pandemic, will operate throughout the year, offering a flight every day of the week.

“Salt Lake City is often most known for its great recreational attractions, but it’s also a major business route – serving the industrial banking, freight logistics, life science and technology





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ke City flight is particularly
esses, with business travel

currently constituting about 46 percent of the airport's
passenger volume.



Marsha Wurster, IAA's senior director of commercial enterprise, noted that the return of the nonstop flight enhances the airport's connectivity to the West Coast. She added that Salt Lake City Airport serves as a pivotal Delta hub, facilitating onward connections to various destinations, including notable mountain and West Coast locations like Montana, Idaho, Oregon, and California.

Delta Air Lines presently offers an average of 26 daily flights from Indianapolis to seven direct destinations, including Atlanta, Boston, Detroit, New York-JFK and LaGuardia, Los Angeles, and Minneapolis.

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Aloha! Hawaiian Airlines opens new flights connecting Salt Lake City, Honolulu

By Hispanic Business TV March 3, 2024

7 0



Estimated read time: 2-3
minutes

SALT LAKE CITY – Hawaiian Airlines announced Wednesday it plans to add nonstop service from Salt Lake City to Honolulu next year, marking its first time flying in Utah.

The company plans to begin flying in and out of Salt Lake City International Airport every day, beginning May 15, 2024. Peter Ingram, the airline's president and CEO, said he believes the new routes, HA83 and HA84, will "excite travelers" from Utah and Hawaii because of the tourism, education and Pacific Island community ties each state shares.

"We are eager to strengthen these relationships when we launch our service," he said, in a statement.

Salt Lake City is now the 16th gateway city in the U.S. for the airline, which first began operations in 1929.

Once service begins in May 2024, HA83 will depart Salt Lake City International Airport every day at 7 a.m. and arrive at Daniel K. Inouye International Airport in Honolulu at 9:55 a.m. HA84 will depart Daniel K. Inouye International Airport at 6:50 p.m. every day and arrive at Salt Lake City International Airport at 5:15 a.m. the following day.

The announcement marks the latest new airline to begin service in Salt Lake City. Bill Wyatt, executive director at Salt Lake City International, said the airport is excited to have the new service because of the same connections Ingram outlined.

Utah is home to about 50,000 Native Hawaiian or Pacific Islanders, which is the fifth-highest total in the U.S., according to the University of Utah's Kem C. Gardner Policy Institute. Utah has the third-highest percentage in the U.S., with a large chunk of the state's Native Hawaiian or Pacific Islander community living in either Salt Lake or Utah counties.

"Hawaii is not only a favorite destination for Utahns to vacation, but is also a popular location for family members to visit," Wyatt said.

The new Salt Lake City International Airport opened in 2020 and...

[Read full Story ►](#)

Delta Airlines adds new daily, nonstop route from Salt Lake City to Honolulu

by Danielle MacKimm, KUTVFri, February 16th 2024 at 9:31 AM



Delta Airlines flight from Florida to Utah. (KUTV)

SALT LAKE CITY (KUTV) — Utahns seeking sunshine and palm trees are in for a treat, as Delta Airlines has recently announced a new nonstop route from both Salt Lake City hubs to Honolulu, Hawaii.

Representatives of the airline shared the news Friday, Feb. 16, expressing their excitement in offering Salt Lakers the second daily, seasonal frequency route to the Daniel K. Inouye International Airport.

The new flight route will kick into gear on Nov. 6, 2024, and will go through Mar. 29 each year.

Salt Lake International is proud to operate more Delta flights than all other carriers of the airline combined.

The addition to SLC International is just one piece of a large-scale initiative for Delta to deepen its "leisure footprint" with new routes to Hawaii and Miami.

NEWS

Delta Air Lines newest routes include more flights to Hawaii, Miami

AP Photo

by: [Megan Brugger](#)

Posted: Feb 16, 2024 / 10:22 AM MST

Updated: Feb 16, 2024 / 10:22 AM MST

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SALT LAKE CITY (ABC4) — **Delta Air Lines** is now offering more daily flights to Honolulu and Florida from Salt Lake City, announced this morning.

“This year, we’re strengthening our roots with well-positioned U.S. hubs to match increased demand,” said Joe Esposito, Delta’s Senior Vice President of Network Planning.

[Panda Express celebrates opening of newest Utah location](#) >

Delta said these flights come alongside a broader network expansion to Hawaii, with a new service from Boston that will make Honolulu accessible via a nonstop flight from every Delta hub market, including the **[Salt Lake City International Airport](#)**.

The addition of these new and additional flights to Hawaii mean that Hawaii-bound Delta customers will be able to choose from 22 daily nonstop flights next winter, including a second daily, seasonal nonstop service from SLC to Honolulu starting Nov. 6 through March 29.

Additionally, next winter, Delta will fly 38 peak-day departures to 13 destinations from Miami with a daily, year-round service. Delta will link all nine U.S. hubs from Miami, which includes SLC.

SLC is reportedly a **major hub** for Delta Air Lines, with about 70 percent of total traffic. The Salt Lake City International Airport, which **served 26,952,754 passengers in 2023**, ranks the 21st busiest airport in North America and 70th busiest in the world, in terms of passenger numbers, the airport states.

Frontier Airlines adds new flight from Salt Lake City International Airport

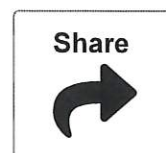
Feb 28, 2024, 3:55 PM | Updated: 4:02 pm



A Frontier Airlines jetliner arrives at Denver International Airport after a winter storm swept through the region Tuesday, Jan. 16, 2024, in Denver. On Wednesday, the airline announced a new flight between Salt Lake City and Portland. (AP Photo/David Zalubowski)

BY MARK JONES

KSLTV.com



SALT LAKE CITY — Frontier Airlines announced Wednesday a new nonstop flight from Salt Lake City International Airport to Portland, Oregon.

The service will begin on May 16, with airfare as low as \$19 for a limited time. The airline will provide service between the two cities three times a week.

The new flight is one of 17 new routes around the United States that the airline will begin offering in May. In addition to the new flight to Portland, Frontier also announced service to Missoula, Montana from Phoenix and Denver.

Last month, Frontier announced new service from Salt Lake City to cities in Texas and California. Service to Dallas/Ft. Worth, San Francisco and Ontario, California will begin in April.

Earlier this month, Frontier announced service from [Salt Lake City to Cleveland](#). The new flight to Cleveland will also begin in May, and will be available three times a week.

“We are excited to yet again expand our route map with a focus on underserved and overpriced markets as we head into spring,” said Josh Flyr, vice president, network and operations design for Frontier Airlines, in a news release.

“Increasing the number of cities with an ultra-low fare option helps ensure even more consumers can take to the skies this year to visit friends and family or experience a new destination on their travel wish list.”

Additional information can be found on the airline’s [website](#).

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Frontier adds 17 routes, slashes 16 in big route-map

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Frontier Airlines is making some big adjustments to its network.

The Denver-based carrier announced more than two dozen route changes Wednesday. The moves include 17 new routes that will launch in May. Plus, Frontier also filed plans in recent days to drop another 16 routes, including eliminating service to two cities. The schedule changes were first seen in

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Cirium timetables and later confirmed by a carrier spokesperson.

It's the latest in a series of changes the ultra-low-cost carrier has made to its route map in recent months as the airline aims for more profitable flying.

Want more airline-specific news? [Sign up for TPG's free biweekly Aviation newsletter.](#)

Frontier's new routes

In total, Frontier announced 17 new routes Wednesday. In keeping with a slew of recent changes it's made, Frontier is shifting its attention to many of the nation's largest hub airports. Hartsfield-Jackson Atlanta International Airport (ATL), for instance, will get the largest influx of new flights as part of this latest announcement, with four routes added to the carrier's schedule there.

Frontier is also expanding service to some smaller cities, from Missoula, Montana to Syracuse, New York and Grand Rapids, Michigan.

All of the new routes launch later this spring. Here's a full rundown:

- Atlanta to Gerald R. Ford International Airport (GRR) in Grand Rapids, Michigan – launches May 16, operates three times weekly
- Atlanta to Long Island MacArthur Airport (ISP) – launches May 16, operates three times weekly
- Atlanta to Norfolk International Airport (ORF) – launches May 17, operates three times weekly
- Atlanta to Syracuse Hancock International Airport (SYR) – launches May 17, operates three times weekly
- Nashville International Airport (BNA) to Chicago's O'Hare International Airport (ORD) – launches May 16, operates three times weekly

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- John Glenn Columbus International Airport (CMH) to Louis Armstrong New Orleans International Airport (MSY) – launches May 22, operates three times weekly
- Denver International Airport (DEN) to Missoula Montana Airport (MSO) – launches May 3, operates four times weekly
- El Paso International Airport (ELP) to Ontario International Airport (ONT) – launches May 17, operates three times weekly
- El Paso to San Diego International Airport (SAN) – launches May 16, operates three times weekly
- Houston George Bush Intercontinental Airport (IAH) to Chicago O'Hare – launches May 17, operates four times weekly
- Houston to Ontario – launches May 17, operates four times weekly
- Indianapolis International Airport (IND) to New Orleans – launches May 21, operates three times weekly
- Orlando International Airport (MCO) to Henry E. Rohlsen Airport (STX) in St. Croix, USVI – launches May 25, operates once weekly (pending government approval)
- Ontario to Seattle-Tacoma International Airport (SEA) – launches May 16, operates daily
- Chicago O'Hare to Portland International Jetport (PWM) – launches May 16, operates three times weekly
- Phoenix Sky Harbor International Airport (PHX) to Missoula – launches May 2, operates twice weekly
- Portland International Airport (PDX) to Salt Lake City International Airport (SLC) – launches May 16, operates three times weekly

Here's a map, below, of the 17 new routes:



Advisory Board
Meeting

March 20, 2024

Information

CONSTRUCTION REPORT

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11. Concourse B Maintenance T.I.
12. Terminal Fronts, Access Road & G.T. Lot Improvement

SALT LAKE CITY INTERNATIONAL AIRPORT
CONSTRUCTION PROGRAM
2023/2024 Construction Schedule

ID	Task Name	Start	Finish	March 2024	April 2024	May 2024	June 2024	July 2024	August 2024
1	Project Title	Wed 3/1/23	Fri 3/14/25						
2	(1) Pump House No. 5 Renovations	Wed 3/1/23	Fri 2/23/24						
3	(2) Glycol E. & Intermediate E. Pumpstation Rehabilitation	Mon 8/21/23	Thu 5/30/24						
4	(3) Pump Station #9 Renovations	Tue 8/8/23	Fri 3/14/25						
5	(4) Electrical Vehicle Charging Stations (FY23)	Mon 9/25/23	Wed 11/27/24						
6	(5) Equipment Storage Building	Mon 9/25/23	Mon 3/10/25						
7	(6) T/W F Reconstruction (G-F1)	Mon 4/15/24	Mon 9/30/24						
8	(7) Electrical & Communication Duct Bank from AOC to Gate 7	Mon 5/1/23	Wed 5/15/24						
9	(8) Replace PVC Roof - NS1	Mon 7/31/23	Wed 4/24/24						
10	(9) Replace PVC Roof - NS14	Mon 7/31/23	Wed 4/24/24						
11	(10) Toilet Carriers Upgrades	Mon 9/11/23	Fri 3/29/24						
12	(11) Concourse B Maintenance T.I.	Wed 1/24/24	Thu 6/20/24						
13	(12) Terminal Front Access Road & GT Lot Improvements	Mon 3/25/24	Tue 8/6/24						

Project: Microsoft Project (latest)
Date: Tue 3/12/24

CONSTRUCTION █

SALT LAKE CITY DEPARTMENT OF AIRPORTS
CONSTRUCTION PROJECT STATUS 2023 - 2024

#	PROJECT NAME	ENGINEER'S ESTIMATE	BID AMOUNT	APPROVED CHANGE ORDERS TO DATE	% OF COST INCREASE TO DATE	STATUS	CONTRACTOR
CONSTRUCTION							
1	Pump House No. 5 Renovations	\$ 841,630	\$ 1,630,000	\$ 2,986	0.18%	complete	Saunders Construction
2	Glycol E. and Intermediate E. Pumpstation Rehab.	\$ 794,862	\$ 358,508	\$ 30,451	8.49%	on schedule	IPW LLC
3	Pump Station #9 Renovations	\$ 956,629	\$ 2,255,819			on schedule	Crescent Construction
4	Electrical Vehicle Charging Stations (FY23)	\$ 570,367	\$ 620,745	\$ 5,000	0.81%	on schedule	Apex Electric LLC
5	Equipment Storage Building	\$ 4,482,931	\$ 4,070,100	\$ 2,010	0.05%	on schedule	Paulsen Construction
6	Taxiway F Reconstruction (G-F1)	\$ 11,347,940	\$ 11,197,743			award process	Granite Construction
7	Electrical & Communication Duct Bank AOC to Gate 7	\$ 3,371,053	\$ 3,517,988	\$ 124,274	3.53%	on schedule	Americom Technology LLC
8	Replace PVC Roof Membrane on NS1	\$ 676,591	\$ 415,600			on schedule	Heritage Roofing
9	Replace PVC Roof Membrane on NS14	\$ 203,656	\$ 185,850			on schedule	Heritage Roofing
10	Toilet Carriers Upgrades	\$ 2,213,106	\$ 1,387,841	\$ 23,132	1.67%	on schedule	Paulsen Construction
11	Concourse B Maintenance T.I.	\$ 2,151,320	\$ 1,248,800	\$ 5,512	0.44%	on schedule	AIS Commercial
12	Terminal Front Access Road & GT Lot Improvements	\$ 2,646,450	\$ 2,814,272			award process	Acme Construction
	Total	\$ 30,256,535	\$ 29,703,266	\$ 187,853	0.63%		
Engineer's estimate and Bid amount is based on construction cost only.							

CONSTRUCTION REPORT

CONSTRUCTION

- (1) **Pump House No. 5 Renovation** - Substantial completion for this project was issued on February 22, 2024. The Contractor is currently working on punch list items.
- (2) **Glycol East and Intermediate East Pumpstation Rehabilitation** - Construction in the Glycol East station has been completed with only a few minor punch list items remaining. Modifications to the Intermediate East Pumpstation will be done in the Spring of 2024 due to pending weather and deicing operations.
- (3) **Pump Station #9 Renovations** - The concrete work is 80% complete. The Contractor has completed the transformer pad and vault. Sump pump and miscellaneous steel submittals are being reviewed at this time. Anticipated completion for this project is March 2025.
- (4) **Electrical Vehicle Charging Stations (FY23)** - Site mobilization has been updated and construction is scheduled to begin on April 1, 2024. Substantial completion is anticipated for November 27, 2024.
- (5) **Equipment Storage Building** - The exterior CMU walls are nearing completion as well as the underground utilities inside the building. Roof framing will begin soon pending FAA clearance for the crane operation. The project is approximately 65% complete. Substantial completion is anticipated for April 2025.
- (6) **Taxiway F Reconstruction (G-F1)** - The bid opening for this project was held on November 30, 2023. The apparent low bidder is Granite Construction. SLCDA is currently waiting for grant approval from the FAA.
- (7) **Electrical & Communication Duct Bank from AOC to Gate 7** - The Contractor has completed the installation of the duct bank to the existing RMP vault tie-in on the south end of Runway 17/35. The project is in winter shutdown. Work will commence in the spring to complete the finish grading and seeding.
- (8) **Replace PVC Roof Membrane on NS1** - The Contractor has started the roofing membrane work with the project approximately 35% complete. Completion date for this project is April 24, 2024.
- (9) **Replace PVC Roof Membrane & Greenhouse Panels on NS14** - This project is approximately 95% complete. Substantial completion is anticipated for April 24, 2024.
- (10) **Toilet Carriers Upgrades** - The Contractor continues with work on the secure side of the terminal. The project is 98% complete. The anticipated completion date for this project is March 30, 2024.
- (11) **Concourse B Maintenance T.I.** - Construction of the interior walls is 90% complete. Mechanical, plumbing, and electrical work is currently underway and approximately 75% complete. Substantial completion for this project is anticipated for June 20, 2024.
- (12) **Terminal Front Access Road & GT Lot Improvements** - The bid opening for this project was held on February 8, 2024. The apparent low bidder is Acme Construction. Contract documents are currently being executed. The anticipated notice to proceed date for this project is March 25, 2024, with a completion date of August 6, 2024.



**SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
ONE MONTH ENDED JANUARY 2024**

	January 2024	CHANGE	Year to date 2024	CHANGE	12 MO ROLLING Ending 01/2024	CHANGE
PASSENGERS						
<i>DOMESTIC</i>						
Enplaned - Local	787,469	3.44%	787,469	3.44%	9,002,548	4.07%
Enplaned - Connections	322,775	7.60%	322,775	7.60%	4,428,679	1.65%
Less International Enplaned	-48,823 1,061,421	 4.89%	-48,823 1,061,421	 4.89%	659,985 14,091,212	 13.67%
Deplaned - Local	799,550	2.43%	799,550	2.43%	9,183,602	5.71%
Deplaned - Connection Less International Deplaned	322,775 -55,397 1,066,928	7.60% 3.97%	322,775 -55,397 1,066,928	7.60% 3.97%	4,428,679 663,797 14,276,078	1.65% 14.96%
TOTAL DOMESTIC	2,128,349	4.43%	2,128,349	4.43%	28,367,290	14.31%
<i>INTERNATIONAL</i>						
Enplaned	48,823	-1.06%	48,823	-1.06%	-659,985	-208.19%
Deplaned	55,397	1.86%	55,397	1.86%	-663,797	-206.05%
TOTAL INTERNATIONAL	104,220	0.47%	104,220	0.47%	-1,323,782	-207.11%
TOTAL PASSENGERS	2,232,569	4.24%	2,232,569	4.24%	27,043,508	3.81%
LANDED WEIGHT						
Air Carriers	1,313,507,311	7.57%	1,313,507,311	7.57%	14,989,107,210	5.29%
Cargo Carriers	79,672,721	-12.24%	79,672,721	-12.24%	1,032,869,762	-17.91%
TOTAL LANDED WEIGHT (LBS)	1,393,180,032	6.20%	1,393,180,032	6.20%	16,021,976,972	3.41%
MAIL						
Enplaned	597,373	-74.86%	597,373	-74.86%	13,753,411	-55.15%
Deplaned	318,414	-78.12%	318,414	-78.12%	8,805,592	-51.89%
TOTAL MAIL (LBS)	915,787	-76.10%	915,787	-76.10%	22,559,003	-53.93%
CARGO						
Enplaned	12,780,098	-8.10%	12,780,098	-8.10%	162,657,661	-13.57%
Deplaned	13,401,540	-0.28%	13,401,540	-0.28%	169,356,036	-15.32%
TOTAL CARGO (LBS)	26,181,638	-4.26%	26,181,638	-4.26%	332,013,697	-14.47%
MAIL & CARGO						
Enplaned	6,390	-8.10%	6,390	-8.10%	81,329	-13.57%
Deplaned	6,701	-0.28%	6,701	-0.28%	84,678	-15.32%
TOTAL MAIL & CARGO (TONS)	13,091	-4.26%	13,091	-4.26%	166,007	-14.47%
AIRCRAFT OPERATIONS						
Passenger Aircraft	20,930	6.68%	20,930	6.68%	236,440	1.59%
All-Cargo Aircraft	1,316	-1.64%	1,316	-1.64%	16,136	-12.24%
General Aviation	6,036	-3.07%	6,036	-3.07%	63,044	-6.87%
Military	276	36.63%	276	36.63%	4,637	58.91%
TOTAL AIRCRAFT OPERATIONS	28,558	4.28%	28,558	4.28%	320,257	-0.46%

**SALT LAKE CITY INTERNATIONAL AIRPORT
PASSENGER TRAFFIC REPORT
ONE MONTH ENDED JANUARY 2024**

	January 2023	January 2024	% CHANGE	Year to date 2023	Year to date 2024	% CHANGE	12 MO ROLLING Ending 01/2024	% CHANGE
ENPLANED PASSENGERS								
AEROMEXICO	2,181	2,994	37.3%	2,181	2,994	37.3%	22,755	-26.3%
AIR CANADA	380	-	-100.0%	380	-	-100.0%	7,831	-1.5%
ALASKA	12,112	11,741	-3.1%	12,112	11,741	-3.1%	171,336	18.1%
Horizon Air / Alaska	-	-	0.0%	-	-	0.0%	146	-97.9%
Skywest / Alaska	8,351	7,444	-10.9%	8,351	7,444	-10.9%	103,474	-25.7%
AMERICAN	55,684	64,553	15.9%	55,684	64,553	15.9%	597,256	7.4%
Envoy Air	76	487	540.8%	76	487	540.8%	4,212	16.5%
American/Mesa Air	189	-	-100.0%	189	-	-100.0%	6,271	-50.4%
Republic	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (American)	5,019	9,005	79.4%	5,019	9,005	79.4%	67,039	49.2%
DELTA	609,814	616,204	1.0%	609,814	616,204	1.0%	7,887,352	3.5%
SkyWest (Delta Connection)	122,630	132,140	7.8%	122,630	132,140	7.8%	1,565,512	-12.5%
EUROWINGS DISCOVER	-	-	0.0%	-	-	0.0%	7,700	-27.7%
FRONTIER	19,964	24,960	25.0%	19,964	24,960	25.0%	276,593	38.2%
JETBLUE	24,912	25,334	1.7%	24,912	25,334	1.7%	306,431	5.5%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	30,979	3.5%
SOUTHWEST	123,809	127,562	3.0%	123,809	127,562	3.0%	1,457,163	5.9%
SPIRIT	16,644	19,649	18.1%	16,644	19,649	18.1%	221,930	58.4%
UNITED	38,908	51,324	31.9%	38,908	51,324	31.9%	451,926	66.5%
Mesa Airlines (United Express)	57	825	1347.4%	57	825	1347.4%	10,762	-37.8%
Republic Airways (United)	-	-	0.0%	-	-	0.0%	-	-100.0%
SkyWest (United Express)	20,428	16,020	-21.6%	20,428	16,020	-21.6%	231,519	-25.6%
Charters	109	2	-98.2%	109	2	-98.2%	3,040	9.7%
West Coast Charters	-	0	0.0%	-	0	0.0%	0	0.0%
TOTAL ENPLANED PASSENGERS	1,061,267	1,110,244	4.6%	1,061,267	1,110,244	4.6%	13,431,227	3.3%
DEPLANED PASSENGERS								
AeroMexico	3,054	5,467	79.0%	3,054	5,467	79.0%	36,523	-11.4%
AIR CANADA	385	-	-100.0%	385	-	-100.0%	7,942	-3.1%
ALASKA AIR	12,044	11,922	-1.0%	12,044	11,922	-1.0%	167,407	13.4%
Horizon Air / Alaska	-	-	0.0%	-	-	0.0%	136	-98.0%
Skywest / Alaska	8,344	7,419	-11.1%	8,344	7,419	-11.1%	99,646	-27.2%
AMERICAN	55,241	64,099	16.0%	55,241	64,099	16.0%	598,242	8.5%
Envoy Air (American)	68	484	611.8%	68	484	611.8%	4,505	16.0%
Mesa Air	180	-	-100.0%	180	-	-100.0%	6,223	-52.6%
Republic	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (American)	4,561	8,535	87.1%	4,561	8,535	87.1%	97,047	119.9%
DELTA	630,923	632,138	0.2%	630,923	632,138	0.2%	8,017,054	4.9%
SkyWest (Delta Connection)	122,740	129,903	5.8%	122,740	129,903	5.8%	1,575,411	-12.8%
EUROWINGS DISCOVER	-	-	0.0%	-	-	0.0%	8,074	-31.4%
FRONTIER	20,045	25,980	29.6%	20,045	25,980	29.6%	279,530	39.5%
JETBLUE	24,307	23,518	-3.2%	24,307	23,518	-3.2%	308,226	8.4%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	33,110	-8.6%
SOUTHWEST	122,711	125,642	2.4%	122,711	125,642	2.4%	1,455,564	6.5%
SPIRIT	16,697	119,515	615.8%	16,697	119,515	615.8%	225,126	59.0%
UNITED	38,356	51,526	34.3%	38,356	51,526	34.3%	448,935	66.5%
Mesa Airlines / United Express	59	762	1191.5%	59	762	1191.5%	10,975	-41.0%
Republic Airways (United)	-	-	0.0%	-	-	0.0%	-	-100.0%
SkyWest (United Express)	20,833	15,415	-26.0%	20,833	15,415	-26.0%	229,970	-25.9%
Charters	-	-	0.0%	-	-	0.0%	2,635	-17.2%
West Coast Charters	-	-	0.0%	-	-	0.0%	0	0.0%
TOTAL DEPLANED PASSENGERS	1,080,548	1,222,325	13.1%	1,080,548	1,222,325	13.1%	13,612,281	4.4%
TOTAL PASSENGERS*	2,141,815	2,332,569	8.9%	2,141,815	2,332,569	8.9%	27,043,508	3.8%
INTERNATIONAL - ENPLANED								
AEROMEXICO	2,181	2,994	37.3%	2,181	2,994	37.3%	22,755	-26.3%
AIR CANADA	380	-	-100.0%	380	-	-100.0%	7,831	-1.5%
DELTA	46,224	40,555	-12.3%	46,224	40,555	-12.3%	549,768	7.2%
SkyWest (Delta Connection)	563	5,274	836.8%	563	5,274	836.8%	40,938	131.3%
EUROWINGS DISCOVER	-	-	0.0%	-	-	0.0%	7,700	-27.7%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	30,979	3.5%
Charters	-	-	0.0%	-	-	0.0%	-	0.0%
TOTAL ENPLANED INTERNATIONAL	49,348	48,823	-1.1%	49,348	48,823	-1.1%	659,971	8.2%
INTERNATIONAL - DEPLANED								
AEROMEXICO	3,054	5,467	79.0%	3,054	5,467	79.0%	36,523	-11.4%
AIR CANADA	385	-	-100.0%	385	-	-100.0%	7,942	-3.1%
DELTA	50,373	44,693	-11.3%	50,373	44,693	-11.3%	537,799	6.0%
SkyWest (Delta Connection)	572	5,237	815.6%	572	5,237	815.6%	40,345	90.7%
EUROWINGS DISCOVER	-	-	0.0%	-	-	0.0%	8,074	-31.4%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	33,110	-8.6%
Charters	-	-	0.0%	-	-	0.0%	-	0.0%
TOTAL DEPLANED INTERNATIONAL	54,384	55,397	1.9%	54,384	55,397	1.9%	663,793	6.1%
TOTAL INTERNATIONAL PASSENGERS	103,732	104,220	0.5%	103,732	104,220	0.5%	1,323,764	7.1%

*Includes International

**SALT LAKE CITY INTERNATIONAL AIRPORT
ONE MONTH ENDED JANUARY 2024
Based on Total Enplanements**

MARKET SHARE

	January 2023	MARKET SHARE	January 2024	MARKET SHARE	Year to date 2023	MARKET SHARE	Year to date 2024	MARKET SHARE	12 MO ROLLING Ending 01/2023	12 MO ROLLING Ending 01/2024	MARKET SHARE
AEROMEXICO	2,181	0.21%	2,994	0.27%	2,181	0.21%	2,994	0.27%	30,855	22,755	0.17%
ALASKA	20,463	1.93%	19,185	1.73%	20,463	1.93%	19,185	1.73%	291,297	274,956	2.05%
AMERICAN	60,968	5.74%	74,045	6.67%	60,968	5.74%	74,045	6.67%	617,479	674,778	5.02%
DELTA	732,444	69.02%	748,344	67.40%	732,444	69.02%	748,344	67.40%	9,409,468	9,452,864	70.38%
EUROWINGS DISCOVER	-	0.00%	-	0.00%	-	0.00%	-	0.00%	10,654	7,700	0.06%
FRONTIER	19,964	1.88%	24,960	2.25%	19,964	1.88%	24,960	2.25%	200,081	276,593	2.06%
JETBLUE	24,912	2.35%	25,334	2.28%	24,912	2.35%	25,334	2.28%	290,414	306,431	2.28%
KLM ROYAL DUTCH	-	0.00%	-	0.00%	-	0.00%	-	0.00%	29,944	30,979	0.23%
SOUTHWEST	123,809	11.67%	127,562	11.49%	123,809	11.67%	127,562	11.49%	1,376,230	1,457,163	10.85%
SPIRIT	16,644	1.57%	19,649	1.77%	16,644	1.57%	19,649	1.77%	140,115	221,930	1.65%
UNITED	59,393	5.60%	68,169	6.14%	59,393	5.60%	68,169	6.14%	599,899	694,207	5.17%
Charters	109	0.01%	2	0.00%	109	0.01%	2	0.00%	2,771	3,040	0.02%
TOTAL ENPLANEMENTS	1,061,267	100%	1,110,244	100%	1,061,267	100%	1,110,244	100%	13,007,156	13,431,227	100%

PERCENT CHANGE YOY

	January 2023	January 2024	PERCENT CHANGE	YTD 2023	YTD 2024	PERCENT CHANGE	12 MO ROLLING Ending 01/2023	12 MO ROLLING Ending 01/2024	PERCENT CHANGE
AEROMEXICO	2,181	2,994	37.28%	2,181	2,994	37.28%	30,855	22,755	-26.25%
ALASKA	20,463	19,185	-6.25%	20,463	19,185	-6.25%	291,297	274,956	-5.61%
AMERICAN	60,968	74,045	21.45%	60,968	74,045	21.45%	617,479	674,778	9.28%
DELTA	732,444	748,344	2.17%	732,444	748,344	2.17%	9,409,468	9,452,864	0.46%
EUROWINGS DISCOVER	-	-	#DIV/0!	-	-	#DIV/0!	10,654	7,700	-27.73%
FRONTIER	19,964	24,960	25.03%	19,964	24,960	25.03%	200,081	276,593	38.24%
JETBLUE	24,912	25,334	1.69%	24,912	25,334	1.69%	290,414	306,431	5.52%
KLM ROYAL DUTCH	-	-	0.00%	-	-	0.00%	29,944	30,979	3.46%
SOUTHWEST	123,809	127,562	3.03%	123,809	127,562	3.03%	1,376,230	1,457,163	5.88%
SPIRIT	16,644	19,649	18.05%	16,644	19,649	18.05%	140,115	221,930	58.39%
UNITED	59,393	68,169	14.78%	59,393	68,169	14.78%	599,899	694,207	15.72%
Charters	109	2	-98.17%	109	2	-98.17%	2,771	3,040	9.71%
TOTAL ENPLANEMENTS	1,061,267	1,110,244	4.6%	1,061,267	1,110,244	4.6%	13,007,156	13,431,227	3.3%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
ONE MONTH ENDED JANUARY 2024**

	January 2023	January 2024	CHANGE	Year to date 2023	Year to date 2024	CHANGE	12 MO ROLLING Ending 01/2024	% CHANGE
TOTAL NUMBER OF LANDINGS								
SCHEDULED CARRIERS								
AEROMEXICO	24	26	8.3%	24	26	8.3%	253	-28.9%
AIR CANADA	4	-	-100.0%	4	-	-100.0%	68	-28.4%
ALASKA	98	95	-3.1%	98	95	-3.1%	1,169	8.0%
Horizon Air / Alaska	-	-	0.0%	-	-	0.0%	2	-98.0%
Skywest / Alaska	129	123	-4.7%	129	123	-4.7%	1,493	-29.1%
AMERICAN	331	425	28.4%	331	425	28.4%	3,663	6.9%
Mesa Air (American)	3	-	-100.0%	3	-	-100.0%	68	-61.1%
Envoy Air (American)	1	8	700.0%	1	8	700.0%	64	14.3%
Republic/ (American)	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (American)	87	140	60.9%	87	140	60.9%	1,134	52.2%
DELTA	4,501	4,496	-0.1%	4,501	4,496	-0.1%	55,485	6.3%
SkyWest (Delta Connection)	2,178	2,316	6.3%	2,178	2,316	6.3%	26,614	-13.2%
EUROWINGS DISCOVER	-	-	0.0%	-	-	0.0%	36	-23.4%
FRONTIER	122	188	54.1%	122	188	54.1%	1,698	33.7%
JETBLUE	168	196	16.7%	168	196	16.7%	2,268	18.7%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	93	2.2%
SOUTHWEST	993	1,025	3.2%	993	1,025	3.2%	12,015	11.5%
SPIRIT	103	130	26.2%	103	130	26.2%	1,441	56.8%
UNITED	274	401	46.4%	274	401	46.4%	3,331	72.4%
Mesa / United Express	1	11	1000.0%	1	11	1000.0%	160	-38.9%
Republic Airways Holdings	-	-	0.0%	-	-	0.0%	-	-100.0%
SkyWest (United Express)	324	267	-17.6%	324	267	-17.6%	3,684	-23.1%
Trans States	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL SCHEDULED CARRIERS:	9,341	9,847	5.4%	9,341	9,847	5.4%	114,739	1.5%
CHARTER CARRIERS								
ALLEGIAN AIR	-	-	0.0%	-	-	0.0%	5	-58.3%
BOMBARDIER BUSINESS JETS	117	290	147.9%	117	290	147.9%	1,061	47.2%
BOUTIQUE AIR	-	-	0.0%	-	-	0.0%	-	0.0%
DELTA PRIVATE JETS	-	-	0.0%	-	-	0.0%	-	0.0%
EXECUTIVE JET MANAGEMENT	-	-	0.0%	-	-	0.0%	-	0.0%
FLIGHT OPTIONS	-	-	0.0%	-	-	0.0%	-	0.0%
KALITTA CHARTERS	-	5	100.0%	-	5	100.0%	21	40.0%
KEYLIME AIR	-	-	0.0%	-	-	0.0%	-	-100.0%
NETJETS	350	317	-9.4%	350	317	-9.4%	2,217	-5.4%
SUNSET AVIATION	-	-	0.0%	-	-	0.0%	-	0.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%	-	0.0%
SUN COUNTRY	-	-	0.0%	-	-	0.0%	68	74.4%
XOJET	-	11	100.0%	-	11	100.0%	93	-56.9%
OTHER CHARTER	2	-	-100.0%	2	-	-100.0%	4	33.3%
SUBTOTAL CHARTER CARRIERS:	469	623	32.8%	469	623	32.8%	3,469	3.4%
CARGO CARRIERS								
ABX AIR INC	-	3	100.0%	-	3	100.0%	11	-8.3%
AIRNET 11 LLC	-	11	100.0%	-	11	100.0%	82	49.1%
ALPINE AVIATION	186	198	6.5%	186	198	6.5%	2,392	-0.4%
AMERIFLIGHT	19	24	26.3%	19	24	26.3%	293	11.8%
AMERIJET INTERTIONAL	5	20	300.0%	5	20	300.0%	33	-82.4%
CORPORATE AIR (BILLINGS)	114	117	2.6%	114	117	2.6%	1,515	-0.1%
EMPIRE	16	17	6.3%	16	17	6.3%	210	1.9%
FEDERAL EXPRESS	129	121	-6.2%	129	121	-6.2%	1,544	-8.7%
GEM AIR	27	35	29.6%	27	35	29.6%	354	-35.9%
GLOBAL CROSSING AIRLINES	-	-	0.0%	-	-	0.0%	111	100.0%
NORTHERN AIR CARGO	23	17	-26.1%	23	17	-26.1%	139	-53.7%
SWIFT AIR	4	-	-100.0%	4	-	-100.0%	39	-17.0%
UPS	120	90	-25.0%	120	90	-25.0%	1,347	-19.9%
WESTERN AIR EXPRESS	26	-	-100.0%	26	-	-100.0%	-	-100.0%
OTHER CARGO	-	-	0.0%	-	-	0.0%	10	11.1%
SUBTOTAL CARGO CARRIERS:	669	653	-2.4%	669	653	-2.4%	8,080	-12.3%
TOTAL LANDINGS	10,479	11,123	6.1%	10,479	11,123	6.1%	126,288	0.6%
TOTAL LANDED WEIGHT								
SCHEDULED CARRIERS								
AEROMEXICO	2,275,152	3,278,384	44.1%	2,275,152	3,278,384	44.1%	24,797,530	-26.5%
AIR CANADA	616,000	-	-100.0%	616,000	-	-100.0%	10,472,000	-28.3%
ALASKA	14,987,300	14,344,200	-4.3%	14,987,300	14,344,200	-4.3%	180,105,600	10.6%
Horizon Air / Alaska	-	-	0.0%	-	-	0.0%	149,914	-98.0%
Skywest / Alaska	9,669,453	9,219,711	-4.7%	9,669,453	9,219,711	-4.7%	111,910,801	-29.1%
AMERICAN	53,933,206	68,963,170	27.9%	53,933,206	68,963,170	27.9%	598,234,546	9.9%
Envoy Air (American)	74,950	599,600	700.0%	74,950	599,600	700.0%	4,796,800	14.4%
American/Mesa Air	223,700	-	-100.0%	223,700	-	-100.0%	5,081,200	-61.0%
Republic (American)	-	-	0.0%	-	-	0.0%	-	0.0%
SkyWest (American)	5,844,900	10,167,050	73.9%	5,844,900	10,167,050	73.9%	79,857,600	58.5%
DELTA	705,324,723	718,300,188	1.8%	705,324,723	718,300,188	1.8%	8,688,060,864	5.2%
SkyWest (Delta Connection)	156,310,722	173,442,465	11.0%	156,310,722	173,442,465	11.0%	1,926,810,403	-9.5%
EUROWINGS DISCOVER	-	-	0.0%	-	-	0.0%	14,634,400	-23.8%
FRONTIER	17,406,796	27,801,128	59.7%	17,406,796	27,801,128	59.7%	250,407,380	36.1%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
ONE MONTH ENDED JANUARY 2024**

	January 2023	January 2024	CHANGE	Year to date 2023	Year to date 2024	CHANGE	12 MO ROLLING Ending 01/2024	% CHANGE
JETBLUE	23,889,600	28,105,752	17.6%	23,889,600	28,105,752	17.6%	323,075,101	18.9%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	39,771,584	2.3%
SOUTHWEST	137,605,400	141,560,400	2.9%	137,605,400	141,560,400	2.9%	1,645,901,100	12.1%
SPIRIT	14,646,394	21,758,948	48.6%	14,646,394	21,758,948	48.6%	208,195,298	59.3%
UNITED	40,417,300	57,424,400	42.1%	40,417,300	57,424,400	42.1%	488,683,000	74.5%
Mesa / United Express	75,000	825,000	1000.0%	75,000	825,000	1000.0%	11,938,020	-39.2%
Republic Airways Holdings	-	-	0.0%	-	-	0.0%	-	-100.0%
SkyWest (United Express)	23,144,132	17,877,819	-22.8%	23,144,132	17,877,819	-22.8%	255,699,210	-23.6%
Trans States	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL SCHEDULED CARRIERS:	1,206,444,728	1,293,668,215	7.2%	1,206,444,728	1,293,668,215	7.2%	14,868,582,351	5.3%
CHARTER CARRIERS								
ALLEGiant AIR	0	0	0.0%	0	0	0.0%	705,477	-58.6%
AMERISTAR	-	-	0.0%	-	-	0.0%	-	-100.0%
BOEING COMMERCIAL AIRPLANE	-	-	0.0%	-	-	0.0%	-	0.0%
BOMBARDIER	4,163,562	10,174,633	144.4%	4,163,562	10,174,633	144.4%	36,963,833	46.7%
BOUTIQUE AIR	-	-	0.0%	-	-	0.0%	-	0.0%
DELTA PRIVATE JETS	-	-	0.0%	-	-	0.0%	-	0.0%
EXECUTIVE JET MANAGEMENT	-	-	0.0%	-	-	0.0%	-	0.0%
FLIGHT OPTIONS	-	-	0.0%	-	-	0.0%	-	0.0%
KALITTA CHARTERS	-	88,520	100.0%	-	88,520	100.0%	347,440	-41.6%
KEYLIME AIR	-	-	0.0%	-	-	0.0%	-	-100.0%
MIAMI AIR	-	-	0.0%	-	-	0.0%	-	0.0%
NETJETS	10,202,039	9,314,663	-8.7%	10,202,039	9,314,663	-8.7%	64,164,849	-6.1%
SIERRA PACIFIC	110,000	-	-100.0%	110,000	-	-100.0%	440,000	100.0%
SUN COUNTRY	146,300	-	-100.0%	146,300	-	-100.0%	9,897,100	75.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%	-	0.0%
VIRGIN AMERICA	-	-	0.0%	-	-	0.0%	-	0.0%
XOJET	-	349,800	100.0%	-	349,800	100.0%	3,987,000	-50.4%
OTHER CHARTER	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL CHARTER CARRIERS:	14,621,901	19,927,616	36.3%	14,621,901	19,927,616	36.3%	116,505,699	5.8%
CARGO CARRIERS								
ABX AIR INC	-	827,000	100.0%	-	827,000		3,014,000	-9.2%
AIRNET 11	-	171,800	100.0%	-	171,800	100.0%	1,270,700	48.7%
ALPINE AVIATION	2,589,000	2,777,000	7.3%	2,589,000	2,777,000	7.3%	33,176,000	-0.3%
AMERIFLIGHT	305,900	385,200	25.9%	305,900	385,200	25.9%	4,655,900	10.6%
AMERIJET INTERNATIONAL	1,360,000	5,440,000	300.0%	1,360,000	5,440,000	300.0%	8,976,000	-82.4%
AMERISTAR	-	-	0.0%	-	-	0.0%	463,100	-37.0%
ATLAS AIR	-	-	0.0%	-	-	0.0%	1,913,000	100.0%
CORPORATE AIR (BILLINGS)	969,000	994,500	2.6%	969,000	994,500	2.6%	12,877,500	-0.1%
EMPIRE	753,088	837,641	11.2%	753,088	837,641	11.2%	9,870,191	1.8%
FEDEX EXPRESS	44,473,200	39,685,300	-10.8%	44,473,200	39,685,300	-10.8%	510,653,100	-11.4%
GEM AIR	229,500	297,500	29.6%	229,500	297,500	29.6%	2,925,400	-37.7%
GLOBAL CROSSING AIRLINES	-	-	0.0%	-	-	0.0%	19,862,691	100.0%
NORTHERN AIR CARGO	2,771,000	2,057,000	-25.8%	2,771,000	2,057,000	-25.8%	17,431,500	-51.9%
SWIFT AIR	576,000	-	-100.0%	576,000	-	-100.0%	5,570,000	-17.7%
UPS	36,421,920	26,111,260	-28.3%	36,421,920	26,111,260	-28.3%	404,229,840	-22.0%
WESTERN AIR EXPRESS	340,000	-	-100.0%	340,000	-	-100.0%	-	-100.0%
OTHER CARGO	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL CARGO CARRIERS:	90,788,608	79,584,201	-12.3%	90,788,608	79,584,201	-12.3%	1,036,888,922	-17.8%
TOTAL LANDED WEIGHT	1,311,855,237	1,393,180,032	6.2%	1,311,855,237	1,393,180,032	6.2%	16,021,976,972	3.4%

**SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
ONE MONTH ENDED JANUARY 2024**

	January 2023	January 2024	CHANGE	Year to date 2023	Year to date 2024	CHANGE	12 MO ROLLING Ending 01/2024	% CHANGE
ENPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	6,638	7,476	12.62%	6,638	7,476	12.62%	128,533	25.03%
Horizon Air / Alaska	-	-	0.00%	-	-	0.00%	-	-100.00%
Skywest / Alaska	1,973	255	-87.08%	1,973	255	-87.08%	18,264	-15.02%
AMERICAN	8,307	5,827	-29.85%	8,307	5,827	-29.85%	68,688	-25.00%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	-	0.00%
Envoy Air (American)	-	-	0.00%	-	-	0.00%	-	0.00%
Mesa	-	-	0.00%	-	-	0.00%	251	100.00%
SkyWest (American)	531	910	71.37%	531	910	71.37%	8,320	28.89%
DELTA	837,691	933,532	11.44%	837,691	933,532	11.44%	9,007,415	3.24%
EW DISCOVER GMBH	-	-	0.00%	-	-	0.00%	181,535	100.00%
FRONTIER	-	-	0.00%	-	-	0.00%	-	0.00%
KLM ROYAL DUTCH	-	-	0.00%	-	-	0.00%	671,955	-24.68%
SOUTHWEST	306,054	320,627	4.76%	306,054	320,627	4.76%	5,091,321	13.80%
UNITED	5,003	5,735	14.63%	5,003	5,735	14.63%	62,822	-49.94%
Others	-	-	0.00%	-	-	0.00%	-	-100.00%
CARGO CARRIERS								
FEDEX EXPRESS*	7,820,700	6,711,668	-14.18%	7,820,700	6,711,668	-14.18%	86,086,200	-13.64%
GEM AIR	13,379	17,117	27.94%	13,379	17,117	27.94%	192,125	-57.79%
GLOBAL CROSSING	-	-	0.00%	-	-	0.00%	26,306	100.00%
SWIFT AIR	6,446	-	-100.00%	6,446	-	-100.00%	182,702	16.17%
UPS	4,144,692	3,668,271	-11.49%	4,144,692	3,668,271	-11.49%	50,440,953	-16.64%
MISC CARGO	754,395	1,108,680	46.96%	754,395	1,108,680	46.96%	10,490,271	-18.55%
TOTAL ENPLANED CARGO (LBS)	13,905,809	12,780,098	-8.10%	13,905,809	12,780,098	-8.10%	162,657,661	-13.57%
DEPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	1,184	6,305	432.52%	1,184	6,305	432.52%	185,925	-6.41%
Horizon Air / Alaska	-	-	0.00%	-	-	0.00%	-	-100.00%
Skywest / Alaska	6,487	860	-86.74%	6,487	860	-86.74%	26,177	-24.84%
AMERICAN	27,636	27,761	0.45%	27,636	27,761	0.45%	334,744	-25.44%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	-	0.00%
Envoy	-	26	100.00%	-	26	100.00%	281	100.00%
Mesa (American)	-	-	0.00%	-	-	0.00%	559	-34.08%
SkyWest (American)	305	1,349	342.30%	305	1,349	342.30%	5,749	43.44%
DELTA	1,010,015	1,353,864	34.04%	1,010,015	1,353,864	34.04%	12,805,938	-2.28%
SkyWest (Delta Connection)	-	-	0.00%	-	-	0.00%	-	0.00%
Compass (Delta Connection)	-	-	0.00%	-	-	0.00%	-	0.00%
EW DISCOVER GMBH	-	-	0.00%	-	-	0.00%	131,425	100.00%
KLM ROYAL DUTCH	-	-	0.00%	-	-	0.00%	848,120	-45.81%
SOUTHWEST	263,769	346,843	31.49%	263,769	346,843	31.49%	4,342,868	3.22%
UNITED	46,631	43,106	-7.56%	46,631	43,106	-7.56%	358,901	17.86%
Others	-	-	0.00%	-	-	0.00%	5,522	-91.88%
CARGO CARRIERS								
FEDEX EXPRESS*	6,940,079	6,481,304	-6.61%	6,940,079	6,481,304	-6.61%	87,253,183	-11.74%
GEM AIR	1,122	447	-60.16%	1,122	447	-60.16%	13,928	-84.41%
GLOBAL CROSSING	-	-	0.00%	-	-	0.00%	18,597	-
SWIFT AIR	83,169	-	-100.00%	83,169	-	-100.00%	1,037,910	-11.08%
UPS	4,653,401	4,004,278	-13.95%	4,653,401	4,004,278	-13.95%	56,036,047	-18.40%
MISC CARGO	405,680	1,135,397	179.88%	405,680	1,135,397	179.88%	5,950,162	-47.18%
ABX AIR	-	88,553	100.00%	-	88,553	100.00%	335,284	-32.53%
TOTAL DEPLANED CARGO (LBS)	13,439,478	13,401,540	-0.28%	13,439,478	13,401,540	-0.28%	169,356,036	-15.32%
TOTAL CARGO LBS	27,345,287	26,181,638	-4.26%	27,345,287	26,181,638	-4.26%	332,013,697	-14.47%

*FEDEX EXPRESS includes mail



Salt Lake City
Department of Airports

COMPARISON OF ON TIME OPERATIONS
December 2023

ARRIVALS

Airport	Flights	% On Time	Rank
SLC SALT LAKE CITY INTL	9,361	89.9	1
MSP MINNEAPOLIS-ST. PAUL INTL	10,026	89.4	7
DTW DETROIT METRO WAYNE CNTY	10,107	88.2	3
ATL HARTSFIELD-JACKSON ATLANTA INTL	28,146	87.8	4
IAH HOUSTON GEORGE BUSH	13,103	86.8	5
DEN DENVER INTL	26,016	86.6	6
SAN SAN DIEGO LINDBERGH FIELD	7,898	86.5	7
ORD CHICAGO O HARE	23,582	86.2	8
SEA SEATTLE-TACOMA INTL	14,043	85.8	9
EWK NEWARK LIBERTY INTERNATIONAL	11,556	85.4	10
PHX PHOENIX SKY HARBOR INTL	16,203	85.4	11
LAX LOS ANGELES INTL	16,051	85.3	12
IAD WASHINGTON DULLES	5,915	85.1	13
DFW DALLAS-FT. WORTH REGIONAL	23,856	84.9	14
CLT CHARLOTTE DOUGLAS	18,987	84.6	15
LAS LAS VEGAS MCCARRAN INTL	15,980	84.6	16
LGA NEW YORK LAGUARDIA	12,647	83.8	17
BNA NASHVILLE INTL	8,352	83.2	18
AUS AUSTIN	7,747	82.9	19
DCA RONALD REAGAN NATIONAL	11,240	82.3	20
PHL PHILADELPHIA INTL	8,474	82.3	21
BWI BALTIMORE/WASHINGTON INTL	8,418	81.4	22
MDW CHICAGO MIDWAY	6,837	80.6	23
JFK NEW YORK JFK INTL	10,412	79.8	24
SFO SAN FRANCISCO INTL	11,289	79.4	25
BOS BOSTON LOGAN INTL	10,760	79.2	26
TPA TAMPA INTL	7,261	78.3	27
MCO ORLANDO INTL	15,125	77.4	28
MIA MIAMI INTL	9,880	75.8	29
FLL FT. LAUDERDALE	8,460	72.0	30
AVERAGES	12,924		

DEPARTURES

Airport	Flights	% On Time	Rank
SLC SALT LAKE CITY INTL	9,301	89.2	1
MSP MINNEAPOLIS-ST. PAUL INTL	9,904	88.6	2
DTW DETROIT METRO WAYNE CNTY	9,982	87.5	3
IAD WASHINGTON DULLES	3,980	86.7	4
SAN SAN DIEGO LINDBERGH FIELD	7,848	86.0	5
ORD CHICAGO O HARE	20,664	85.7	6
ATL HARTSFIELD-JACKSON ATLANTA INTL	28,027	85.6	7
IAH HOUSTON GEORGE BUSH	9,076	84.7	8
PHX PHOENIX SKY HARBOR INTL	15,996	84.4	9
LAX LOS ANGELES INTL	15,948	84.3	10
DFW DALLAS-FT. WORTH REGIONAL	23,714	84.2	11
EWK NEWARK LIBERTY INTERNATIONAL	10,517	84.2	12
SEA SEATTLE-TACOMA INTL	12,736	83.4	13
DCA RONALD REAGAN NATIONAL	11,014	82.9	14
AUS AUSTIN	7,664	82.8	15
LGA NEW YORK LAGUARDIA	12,432	82.7	16
PHL PHILADELPHIA INTL	7,047	82.1	17
LAS LAS VEGAS MCCARRAN INTL	15,872	81.6	18
BNA NASHVILLE INTL	8,239	81.3	19
DEN DENVER INTERNATIONAL	25,054	81.1	20
CLT CHARLOTTE DOUGLAS	16,220	80.8	21
BOS BOSTON LOGAN INTERNATIONAL	10,660	80.5	22
SFO SAN FRANCISCO INTL	11,036	80.4	23
JFK NEW YORK JFK INTL	10,413	80.1	24
MIA MIAMI INTL	9,861	76.9	25
MDW CHICAGO MIDWAY	6,836	76.2	26
MCO ORLANDO INTL	15,112	76.0	27
BWI BALTIMORE/WASHINGTON INTL	8,418	69.5	28
FLL FT. LAUDERDALE	8,440	67.2	29
TPA TAMPA INTERNATIONAL	7,257	81.1	30
AVERAGES	12,309		

ON TIME ARRIVAL PERFORMANCE AT SLC
By Carrier

Air Carrier	Flights	% On Time
DL DELTA	6,557	92.3%
UA UNITED	635	86.1%
AA AMERICAN	512	85.2%
WN SOUTHWEST	1,048	84.9%
F9 FRONTIER	157	84.1%
NK SPIRIT	111	82.0%
AS ALASKA	183	79.8%
B6 JETBLUE	158	77.2%
AVERAGES	9,361	91.3%

Source: DOT Air Travel Consumer Report

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise Fund of Salt Lake City Corporation)

Statements of Revenues, Expenses, and Changes in Fund Net Position (Unaudited)

(Amounts in Thousands)

<i>for the seven month period ended January,</i>	2024	2023
Operating Revenues		
Airline revenue	\$ 98,542	\$ 86,788
Terminal concessions	16,346	3,426
Landside concessions	67,197	57,661
Lease revenue	6,789	6,163
General aviation	2,596	2,328
State aviation tax	1,628	1,811
Other revenue	3,677	3,131
Operating revenues	196,775	161,308
Less airline revenue sharing	(8,170)	(9,072)
Total operating revenues	188,605	152,236
Operating Expenses		
Salaries and benefits	39,813	35,008
Materials and supplies	12,106	11,278
Maintenance contracts	13,604	12,279
Charges and services	17,208	16,036
Utilities	4,775	4,650
Inter-governmental	14,593	11,045
Other expenses	4,611	5,438
Total operating expenses before depreciation	106,710	95,734
Operating Income Before Depreciation	81,895	56,502
Depreciation Expense	97,162	85,972
Operating Loss	(15,267)	(29,470)
Non-Operating Revenues (Expenses)		
Passenger facility charges	27,949	27,094
Customer facility charges	8,857	7,724
Interest income	38,256	15,387
Interest expense	(82,921)	(77,504)
Bond issuance costs	(2,327)	-
Other revenue (expenses), net	217	286
Net non-operating loss	(9,969)	(27,013)
Capital Contributions		
Contributions and grants	12,700	27,163
Total capital contributions	12,700	27,163
Net Position		
Decrease in net position	(12,536)	(29,320)
Net Position, beginning of period	1,413,245	1,409,761
Net Position, end of period	\$ 1,400,709	\$ 1,380,441

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise Fund of Salt Lake City Corporation)

Operating Revenues and Expenditures to Budget (Unaudited)

(Amounts in Thousands)

	Jul 2023 - Jan 2024 ACTUALS	Jul 2023 - Jan 2024 BUDGET	SURPLUS/ DEFICIT	PERCENT CHANGE
Revenues				
Landing Fees	\$ 36,663	\$ 36,684	\$ (21)	-0.1%
Fuel Farm	1,216	1,475	(259)	-17.6%
Aircraft Remain Overnight Fees	196	247	(51)	-20.6%
Cargo Bldg & Ramp Use Fees	1,390	1,166	224	19.2%
Security Charges to TSA	15	159	(144)	-90.6%
Extraordinary Service Charges	38	48	(10)	-20.8%
Passenger Boarding Bridges	1,111	1,182	(71)	-6.0%
Tenant Telephone Fees	33	34	(1)	-2.9%
Terminal Rents	56,540	65,924	(9,384)	-14.2%
General Aviation Hangars	628	652	(24)	-3.7%
FBO Hangars / Fuel Oil Royalty	398	458	(60)	-13.1%
Flight Kitchens	1,720	1,601	119	7.4%
Other Buildings & Office Space	4,426	3,521	905	25.7%
Food Service & Vending	9,936	9,814	122	1.2%
News / Gift Shops	6,052	5,703	349	6.1%
Car Rental	22,626	21,242	1,384	6.5%
Leased Site Areas	3,570	3,258	312	9.6%
Auto Parking / Ground Transportation	44,571	39,908	4,663	11.7%
Advertising	358	399	(41)	-10.3%
State Aviation Fuel Tax	1,628	1,844	(216)	-11.7%
Military	118	118	-	0.0%
Glycol Recycling Sales	320	292	28	9.6%
ARFF Training	-	42	(42)	-100.0%
Auxiliary Airport Fuel Sales	1,569	1,200	369	30.8%
Other	1,653	544	1,109	203.9%
Less: Airline Revenue Sharing	(8,170)	(7,611)	(559)	7.3%
Total Operating Revenues	188,605	189,904	(1,299)	-0.7%
Expenses				
Salaries & Wages	30,481	28,970	(1,511)	-5.2%
Employee Benefits	9,891	12,952	3,061	23.6%
Maintenance Supplies	6,075	6,901	826	12.0%
Automotive Supplies	4,206	3,969	(237)	-6.0%
Other Supplies	1,825	2,331	506	21.7%
Insurance Premiums	3,087	3,472	385	11.1%
Janitorial Service	9,825	12,253	2,428	19.8%
Maintenance Contracts	3,779	4,972	1,193	24.0%
Other Contractual Services	9,300	11,560	2,260	19.6%
Professional & Tech Services	7,909	10,520	2,611	24.8%
Utilities	4,775	4,170	(605)	-14.5%
Administrative Service Fees	3,642	3,481	(161)	-4.6%
Aircraft Rescue Fire Fighting	4,142	4,142	-	0.0%
Police Services	6,810	6,810	-	0.0%
Other Expenses	1,515	1,310	(205)	-15.6%
Contingency Reserve	8	584	576	98.6%
Operating Expenses Before Capitalized Salaries	107,270	118,397	11,127	9.4%
Capitalized Salaries	560	560	-	0.0%
Total Operating Expenses	106,710	117,837	11,127	9.4%
Operating Income	\$ 81,895	\$ 72,067	\$ 9,828	13.6%

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise Fund of Salt Lake City Corporation)

Operating Revenues and Expenditures to Prior Year (Unaudited)

(Amounts in Thousands)

	Jul 2023 - Jan 2024	Jul 2022 - Jan 2023	DOLLAR CHANGE	PERCENT CHANGE
Revenues				
Landing Fees	\$ 36,663	\$ 29,448	\$ 7,215	24.5%
Fuel Farm	1,216	1,182	34	2.8%
Aircraft Remain Overnight Fees	196	245	(49)	-20.0%
Cargo Bldg & Ramp Use Fees	1,390	1,083	307	28.4%
Security Charges to TSA	15	103	(88)	-85.4%
Extraordinary Service Charges	38	48	(10)	-20.8%
Passenger Boarding Bridges	1,111	1,032	79	7.7%
Tenant Telephone Fees	33	34	(1)	-3.0%
Terminal Rents	56,540	53,405	3,135	5.9%
General Aviation Hangars	628	616	12	2.0%
FBO Hangars / Fuel Oil Royalty	398	460	(62)	-13.5%
Flight Kitchens	1,720	1,518	202	13.3%
Other Buildings & Office Space	4,426	3,322	1,104	33.2%
Food Service & Vending	9,936	3,494	6,442	184.4%
News / Gift Shops	6,052	(319)	6,371	-1995.5%
Car Rental	22,626	19,649	2,977	15.2%
Leased Site Areas	3,570	3,004	566	18.8%
Auto Parking / Ground Transportation	44,571	37,981	6,590	17.4%
Advertising	358	252	106	42.0%
State Aviation Fuel Tax	1,628	1,811	(183)	-10.1%
Military	118	118	0	0.3%
Glycol Recycling Sales	320	243	77	31.8%
Auxiliary Airport Fuel Sales	1,569	1,252	317	25.3%
Other	1,653	1,327	326	24.5%
Less: Airline Revenue Sharing	(8,170)	(9,072)	902	-9.9%
Operating Revenues	188,605	152,236	36,369	23.9%
Expenses				
Salaries & Wages	30,481	24,798	5,683	22.9%
Employee Benefits	9,891	10,744	(853)	-7.9%
Maintenance Supplies	6,075	7,005	(930)	-13.3%
Automotive Supplies	4,206	3,007	1,199	39.9%
Other Supplies	1,825	1,267	558	44.0%
Insurance Premiums	3,087	2,673	414	15.5%
Janitorial Service	9,825	8,618	1,207	14.0%
Maintenance Contracts	3,779	3,661	118	3.2%
Other Contractual Services	9,300	8,204	1,096	13.4%
Professional & Tech Services	7,909	7,831	78	1.0%
Utilities	4,775	4,650	125	2.7%
Administrative Service Fees	3,642	755	2,887	382.5%
Aircraft Rescue Fire Fighting	4,142	4,180	(38)	-0.9%
Police Services	6,810	6,110	700	11.4%
Other Expenses	1,515	2,765	(1,250)	-45.2%
Contingency Reserve	8	-	8	0.0%
Operating Expenses Before Capitalized Salaries	107,270	96,268	11,002	11.4%
Capitalized Salaries	560	534	26	4.9%
Total Operating Expenses	106,710	95,734	10,976	11.5%
Operating Income	\$ 81,895	\$ 56,502	\$ 25,393	44.9%