



Advisory Board
Meeting

September 21, 2022

Agenda



Advisory Board Meeting

September 21, 2022

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/onstage/g.php?MTID=e2d2b7a841daa21996523495a5c4fc472>



ADVISORY BOARD MEETING AGENDA

21 September 2022

9:00 A.M.

CONSENT

- A. Minutes of the 03 August 2022 Meeting

DISCUSSION

- A. Director's Report – Bill Wyatt, Executive Director, SLCDCA
- B. Airport Redevelopment Program (ARP) Update – Mike Williams, ARP Director, SLCDCA
- C. Phase IV Overview & Gates- Shane Andreasen, Director of Airport Administration/Commercial Service
- D. Amended Financial Terms & Next Steps- Brian Butler, Chief Financial Officer

INFORMATION ITEMS

Air Traffic Statistics – July 2022
Construction Report –August 2022

MEDIA CLIPPINGS

Media Clippings – August 2022

The next meeting will be held on **Wednesday, October 19, 2022**, 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 accommodations no later than 48 hours in advance in order to attend this Airport Advisory Board Meeting. Accommodations 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.



Advisory Board
Meeting

August 03, 2022

Minutes

SALT LAKE CITY DEPARTMENT OF AIRPORTS MINUTES OF ADVISORY BOARD MEETING

August 3, 2022

Members Present: Steve Price, Chair
Cyndy Miller*
Theresa Foxley
John Bradshaw
Karen Mayne
Dirk Burton

Mayor's Office Rachel Otto*

City Council Sam Owen*
Victoria Petro-Eschler

Department of Airports: Bill Wyatt, Executive Director
Brett Christensen, Executive Assistant
Treber Anderson, Director of Operations
Medardo Gomez, ORAT Director
Brady Fredrickson, Director of Planning and Environmental
Pete Higgins, Chief Operations Officer
Mike Williams, ARP Program Director
Nancy Volmer, Communication and Marketing Director
Melyssa Trnavskis, Director of Design and Construction Mgmt.

Mgmt
Kristen Elder, Management Analyst
Brian Butler, Chief Financial Officer*
Shane Andreasen, Director of Admin. and Commercial Services*

Services*
Megan DePaulis, Senior City Attorney*
Joel Nelson, Property and Real Estate Manager*
Brady George, Battalion Chief*

Other:
Mike Taylor, Visitor
Kory Cox, HOR Inc.
Tony Montano, Visitor
Peter Maiman, RS&H*
Steven Domino, RS&H*
Kelsey Reeves, RS&H*

Steve Price called the meeting, held in-person at the SLCDA Admin Offices Board Room and via Webex, to order at 9:06 a.m. (* indicates the party attended virtually)

AGENDA

A. Minutes

A motion was made by Cyndy Miller and seconded by Steve Price to approve the minutes of April 20, 2022, and May 18, 2022, as presented. All votes were affirmative; motion passed.

B. Director's Report

Bill Wyatt, Executive Director, updated the Airport Advisory Board regarding current events, the status of Phase 4 of the Airport Redevelopment Program, and indicators that business travel is returning.

Theresa Foxley asked how an economic slowdown might impact our forecast through 2023. Wyatt explained that a negative impact was unlikely for the remainder of the year because passengers typically book their flights well in advance. And while the price of oil may affect our operation, the Airport is well-positioned to withstand an economic slowdown.

C. Airport Redevelopment Program (ARP) Update – Mike Williams, ARP Director, SLCDA

Mike Williams, Airport Redevelopment Program (ARP) Director, presented an update on the ARP (presentation on file). Main points included were:

- Safety and Schedule Stats, and Cost Summary
- Near Term Schedule Milestones
- ARP Overall Budget
- Concourse 'A' East/Central Tunnel/Airfield
- Concourse 'B' East
- Overall Phase 2 and Phase 3 Phased Delivery
- Job progress photos

Price inquired about the status of Phase 4. Wyatt stated that we've done the preliminary engineering and architectural work, but the location of the 16-gate expansion is occupied by the hardstand operation so a lot of work remains to be done.

D. U42/ TVY Master Plans Facility Requirement Update – Brady Fredrickson, Director of Planning and Environmental, SLCDA and Kelsey Reeves and Peter Maiman, Aviation Consultants, RS&H

Brady Fredrickson, Director of Planning and Environmental, SLCDA and Kelsey Reeves and Peter Maiman, Aviation Consultants, RS&H presented an update on the U42/TVY Master Plans Facility Requirement Update. Main points included were:

- Tooele Valley Airport (TVY) High Growth Forecast
- South Valley Regional Airport (U42) High Growth Forecast
- Critical Aircraft Validated
- Planning Activity Levels
- TVY Facility Requirements
 - Airspace and Instrument Procedures
 - Navigational Aids
 - Runway
 - RPZ and Pavement Strength
 - Taxiways
 - Hangars
 - Tenant Survey Validated GA Strategy Plan
 - Landside Access
 - FBO & Support Facilities
 - Fuel Storage
 - Utilities
 - Land Use
- U42 Facility Requirements
 - Runway Length
 - Runway Capacity
 - Runway Wind Coverage
 - Runway
 - Taxiway Geometry
 - Airspace and Approach Capability
 - Other NAVAIDS
 - Runway Protection Zone
 - Support Facilities
 - Aircraft Parking and Storage
 - Vehicle Parking
 - Next Steps

Miller inquired, with the number of hangar requests received, when we expect to reach Passenger Activity Level (PAL) 1. Brady Fredrickson indicated that it would not be for a while because of the amount of space available at TVY.

Foxley asked where the Bureau of Land Management (BLM) offices are located, and who is delivering the water to TVY. Fredrickson explained the BLM offices are in trailers at TVY and the city of Grantsville is delivering the water.

Foxley then questioned whether or not Grantsville is the land use authority for TVY. Fredrickson stated the authority is primarily with Erda City, but also includes parts of Grantsville, Tooele City, and Tooele County.

Price inquired about the Airport Overlay Zones (AOZs) listed on the TVY AOZ drawing. Fredrickson noted they are various zones intended to protect aviation airspace.

Wyatt asked Peter Maiman to explain what TRACON does. Maiman stated the Terminal Radar Approach Control Facilities (TRACON) are run by the FAA and control an aircraft as it enters or leaves the airport environment.

John Bradshaw inquired about aircraft navigation on smoggy days. Maiman confirmed pilots can do an instrument departure or approach in those conditions.

Dirk Burton asked if there are any issues extending the runway at U42 to the north. Maiman acknowledged there is opportunity for extension to the north and stated that he wasn't aware of any obstructions.

Burton wondered what other enhancements at U42 are needed to encourage more business. Maiman said potential enhancements for better approaches and departures are being considered.

Bradshaw asked if the expansion at U42 is going to be on the north side of the shade hangar. Maiman answered yes, that's where the starting point is.

Steve Price adjourned the meeting at 10:24 a.m.

Steve Price, Chair

Date

Erin Mendenhall, Mayor

Date



Advisory Board
Meeting

September 21, 2022

Discussion Items

AGENDA: DISCUSSION ITEM (A)
DATE: 21 September 2022
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: **Executive Director's Report**

Bill Wyatt, Executive Director, 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: 21 September 2022
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 09/21/2022



Safety, Statistics and Schedule



Safety Statistics

Numbers for June

- **OSHA National Average**
 - **Lost Time Rate 1.60 Recordable Rate 2.50**
- **HDJV Metrics**
 - **9,618,339 Total Trade Hours worked**
 - **Lost Time Rate 0.22 Recordable Rate 2.30**

Trade Hours for the Program Overall

- **ARP Metrics (HDJV+AOJV)**
 - **11,779,954 Total Trade Hours worked**

Trade Workers on Site

- **775 Trade Workers (week ending 9/09/2022)**

Schedule Status - Critical Path

- **Completion of Fiber Backbone and Horizontal Cable Installation in Priority Communication Rooms**
- **Energize Permanent Power**
- **Concourse 'B' East (Phase 3) Slab-on-Grade Concrete Placement**
- **Start of Concourse 'B' (Phase 3) Structural Steel Erection**
- **Overall Program is on schedule**

Near Term Schedule Milestones



Target Date	Current Date	Description
09/12/22	Complete	Concourse A East Permanent Power Available
09/28/22	Complete	Concourse B East (Phase 3) - Start Steel Erection
09/14/22	09/14/22	Concourse A East - Lvl 1 Area C CR Rm Terminate/Test Horizontal Cables
10/07/22	10/07/22	Concourse B East (Phase 3) - Issue Sky Club Expansion Complete Design for
10/18/22	10/18/22	Concourse A East - Lvl 1 Area C CR Rm - Startup Cooling Unit
10/27/22	10/27/22	Concourse B East (Phase 3) - Issue Sky Club Expansion Complete Design
10/31/22	10/31/22	Taxiway H Rehabilitation. - Complete Middle
11/01/22	11/01/22	Concourse A East - Complete Paving Area F
11/09/22	11/09/22	Complete Taxilane 2E Fill-in Lane Paving

Airport Redevelopment Program Overall Budget



Construction Budget August 2022	Budget 9/8/22 FOC	Committed Jul-22	Commitments Aug-22	*Pending Commitments	Revised Commitments	Earned to Date	Estimate at Completion
Closed TRP CGMPs 1, 2, 2A-2D, 3, 4, 5, 7, 9, 09A, 12	\$1,532,021,660	\$1,532,021,660	\$0	\$0	\$1,532,021,660	\$1,532,021,660	\$1,532,021,660
Closed NCP CGMPs 13, 14, 15, 16, 17, 18 & 19	\$487,852,444	\$487,852,444	\$0	\$0	\$487,852,444	\$487,852,444	\$487,852,444
CGMP 2E,F&H CMAR General Conditions/Services	\$107,642,170	\$100,410,170	\$0	\$0	\$100,410,170	\$34,222,836	\$107,642,170
CGMP 06 Parking Garage, Roadways, CUP	\$403,477,666	\$405,856,439	\$0	(\$2,378,773)	\$403,477,666	\$401,115,592	\$403,477,666
CGMP 10 South Concourse East/Tunnel Shell	\$554,410,047	\$540,188,144	\$14,221,903	\$0	\$554,410,047	\$369,439,662	\$554,410,047
CGMP 11, 11A & 11B Apron Paving & Fueling	\$275,423,126	\$203,341,893	\$0	\$0	\$203,341,893	\$132,043,954	\$275,423,126
CGMP 19A Phase 3 NCP/Tunnel Buildout	\$332,870,248	\$332,870,248	\$0	\$0	\$332,870,248	\$52,223,056	\$332,870,248
CGMP 20 NCP Phase 2 Airfield Paving & Jet Fuel	\$77,645,774	\$77,645,774	\$0	\$0	\$77,645,774	\$6,191,900	\$77,645,774
Total Program Construction	\$3,771,343,135	\$3,680,186,772	\$14,221,903	(\$2,378,773)	\$3,692,029,902	\$3,015,111,104	\$3,771,343,135
TRP Owner Procurement	\$5,472,527	\$5,335,714	\$136,813	\$0	\$5,472,527	\$4,808,421	\$5,472,527
NCP Owner Procurement	\$3,039,266	\$3,039,266	\$0	\$0	\$3,039,266	\$1,860,182	\$3,039,266
Security Checkpoint Equipment	\$12,506,042	\$11,751,472	\$0	\$0	\$11,751,472	\$7,848,061	\$12,506,042
Automated Security Exit Door Equipment	\$917,430	\$917,430	\$0	\$0	\$917,430	\$0	\$917,430
TRP Soft Cost	\$379,249,010	\$322,541,465	\$3,831,555	\$0	\$326,373,020	\$299,700,378	\$379,249,010
NCP Soft Cost	\$185,593,794	\$138,645,028	\$994,595	\$0	\$139,639,623	\$109,593,266	\$185,593,794
Total Program Soft Cost	\$586,778,069	\$482,230,375	\$4,962,963	\$0	\$487,193,338	\$423,810,308	\$586,778,069
CGMP 2G CMAR Preconstruction Phase 4	\$1,414,757	\$1,414,757	\$0	\$0	\$1,414,757	\$1,073,803	\$1,414,757
NCP Soft Cost Phase 4	\$16,547,016	\$16,547,016	(\$7,485)	\$0	\$16,539,531	\$10,384,122	\$16,547,016
Total Phase 4 Planning Cost	\$17,961,773	\$17,961,773	(\$7,485)	\$0	\$17,954,288	\$11,457,925	\$17,961,773
TRP Owner Reserve	\$25,813,342	\$0	\$0	\$0	\$0	\$0	\$25,813,342
NCP Owner Reserve	\$50,076,743	\$0	\$0	\$0	\$0	\$0	\$50,076,743
Total Program Owner Reserve	\$75,890,085	\$0	\$0	\$0	\$0	\$0	\$75,890,085
Total ARP Program Budget	\$4,451,973,062	\$4,180,378,920	\$19,177,381	(\$2,378,773)	\$4,197,177,528	\$3,450,379,337	\$4,451,973,062

*Pending Commitment for Final/Closeout Revision to CGMP 6 will reduce the CGMP 6 commitment to the 09/02/21 Budget

Concourse 'A' East/ Central Tunnel/Airfield



Central Tunnel

- **Moving Walkway Installation Progressing – Last Set being Installed**
- **Mechanical, Electrical and Plumbing Hangar Installation Progressing**
- **HVAC Ductwork Installation Progressing**
- **Fire Protection Installation Progressing**
- **Started Prep to fill in South Access Hole**

Concourse 'A' East

- **Mechanical, Electrical and Plumbing Rough-in Progressing**
- **BHS Early Bag Storage Conveyor Installation Progressing**
- **Exterior Curtainwall Installation Nearing Completion**
- **Moving Walks Installed through Far East End**
- **IT/Special Systems Cabinet/Cabling Installation Progressing**
- **Ceiling Grid and Column Cover Installation Continuing**
- **Terrazzo Installation in Main Circulation Areas Progressing**
- **Restroom Fixture, Millwork, Toilet Partitions and Mirror Installation Progressing**

Concourse 'A' East/ Central Tunnel/Airfield



Airfield

- **Site Utilities Progressing**
- **Hydrant Fuel System Flushing of Loop around Concourse 'A' East Complete**
- **Airfield Paving East/West Taxiway Production Paving Progressing**
- **Airfield Paving South and North Sides of Concourse 'A' Progressing**
- **Airfield Paving Over Central Tunnel – Main Area Complete**
- **Taxiway 'H' for Rehabilitation Activities Progressing**

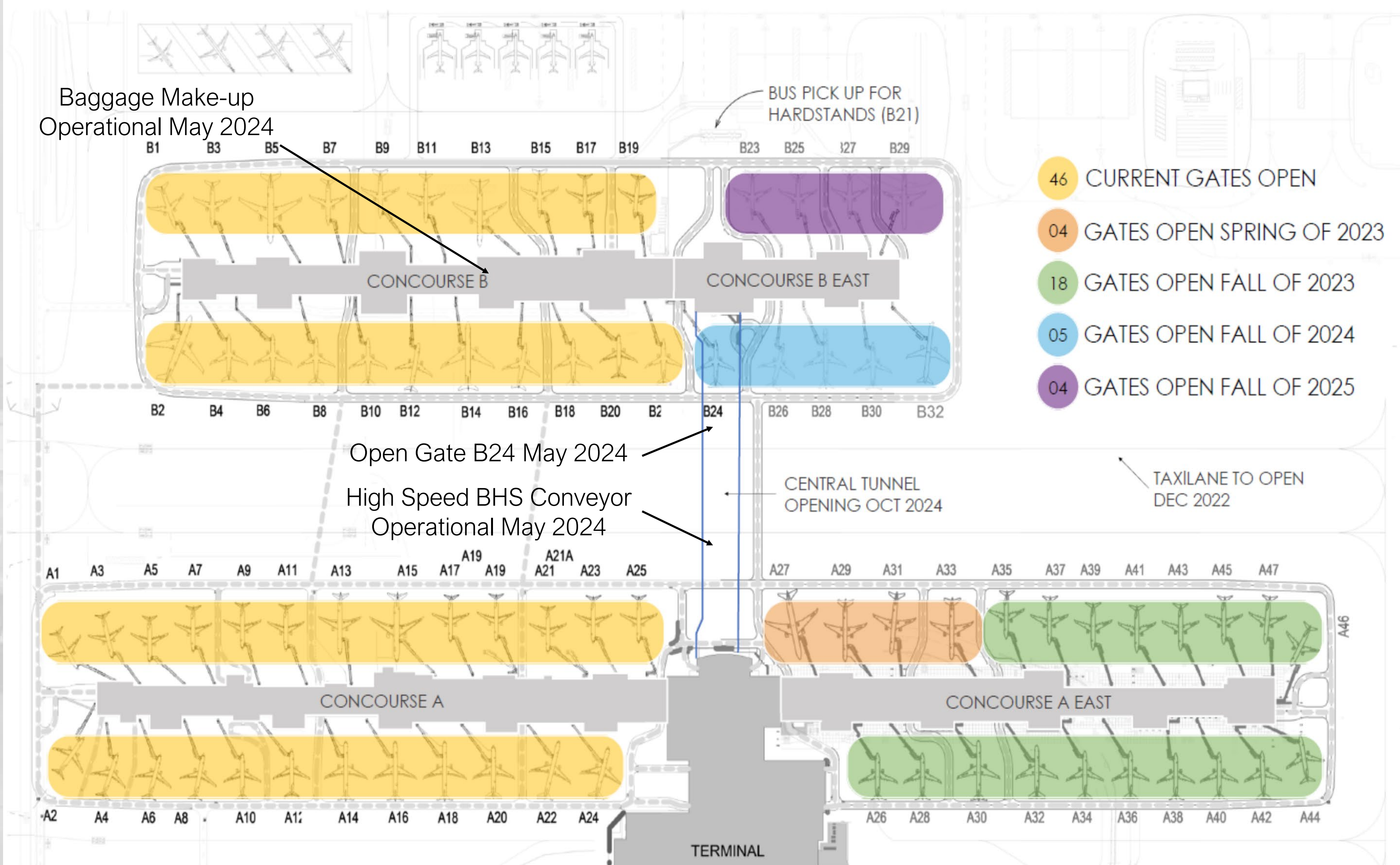
Concourse 'B' East (Phase 3)



Concourse 'B' East 8 Gate (Phase 3)

- **Completed Pile Driving for Sky Club Expansion**
- **Elevator Pit and Foundation Formwork and Concrete Placement Progressing**
- **Building Deep Underground MEP Progressing**
- **Slab-on-Grade Concrete Placement Continuing**
- **Started Structural Steel Erection**

Overall Phase 2 and Phase 3 Phased Delivery



Concourse A East (08-27-2022)



East/West Taxilane Paving (08-27-2022)



Airfield Activities



CGMP 11A, SCE North, P-306 Light-Duty pavement section, Lanes "AV", "AW", "AT"



CGMP 11A, Area #2, D-702 channel drain, P-610 placement.



CGMP 11A, Areas #2,#3 P-501 prep for Lane "M"

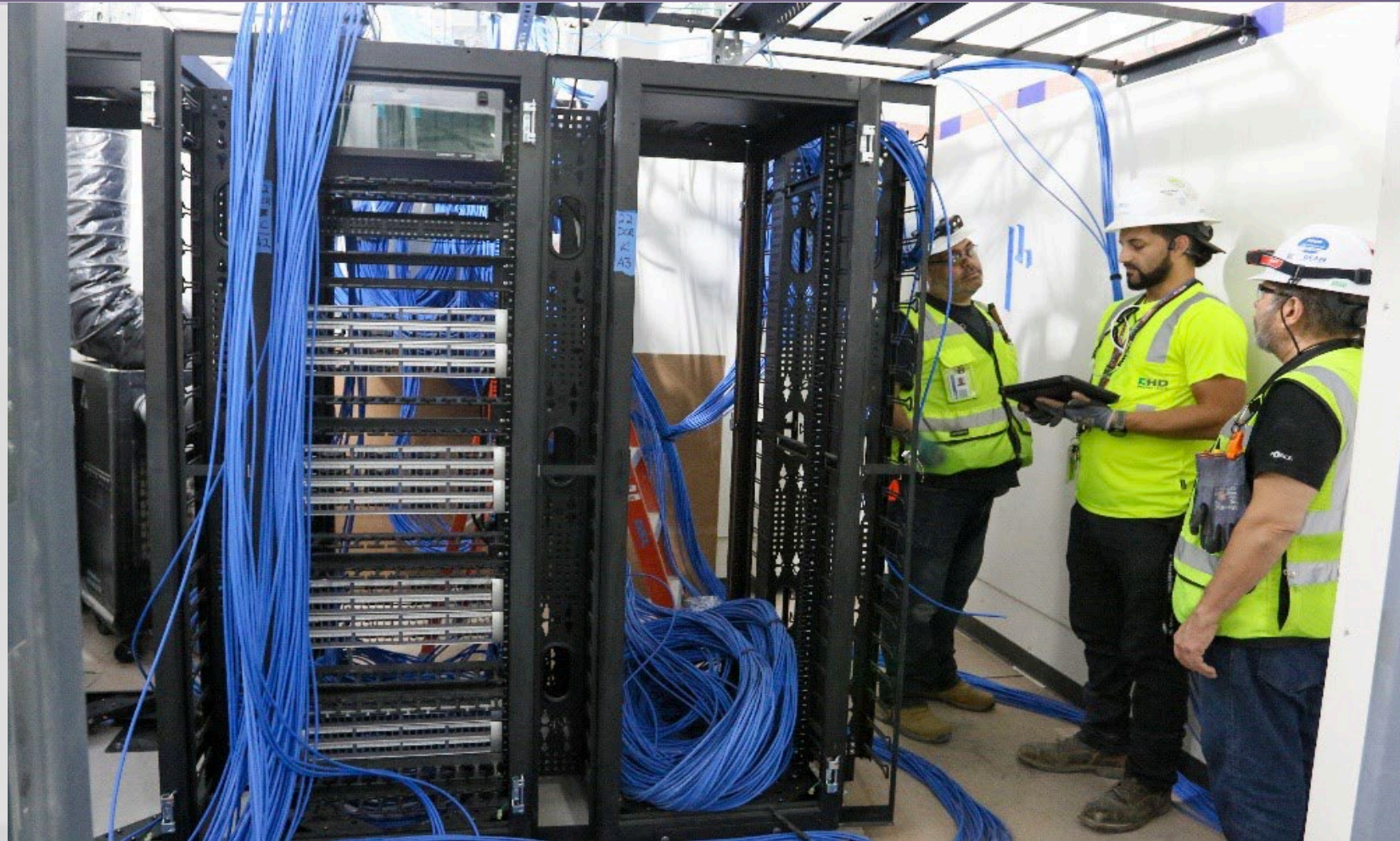


CGMP 11, SCE South, P-306 Lane "BD"

Concourse B (Phase 3) Footprint



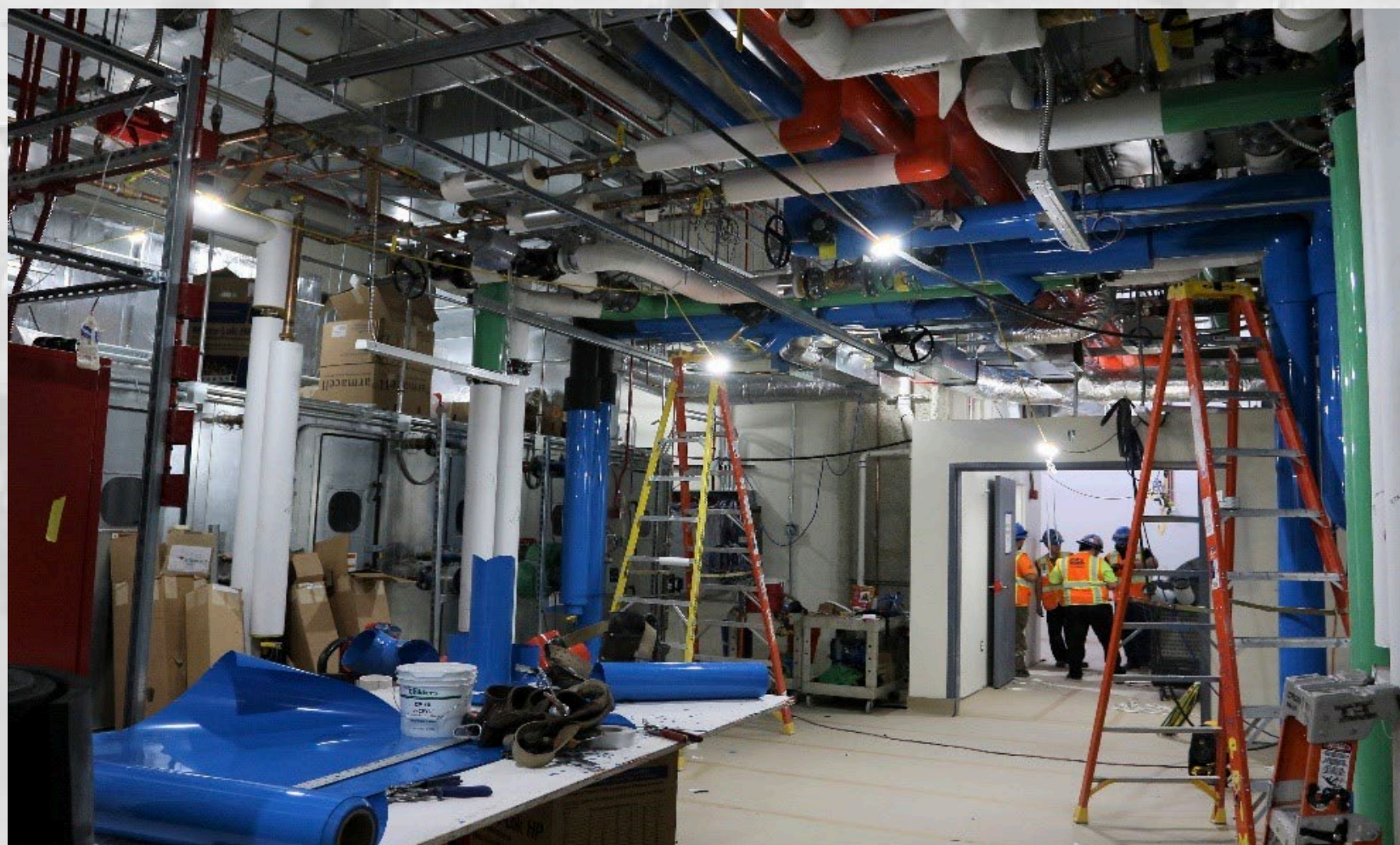
Concourse A East – Interior Progress



Concourse 'A' Level 1 Comm Room



Concourse 'A' BHS Early Bag Storage



Mechanical Room Concourse Area 'C'



Concourse 'A' Delta Support Space

Terminal – Security Exit Doors



First Passenger Approaches Door



First Passenger Walking Through Door

AGENDA: DISCUSSION ITEM (C)
DATE: 21 September 2022
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: Phase IV Overview & Gates

Shane Andreasen, Director of Airport Administration/Commercial Services, will present an update on Phase IV Overview and Gates (presentation on file).



PHASE IV & AUA AMENDMENT
AIRPORT ADVISORY BOARD





Phase IV Overview & Gates – Shane Andreassen

Phase IV – High Level Summary

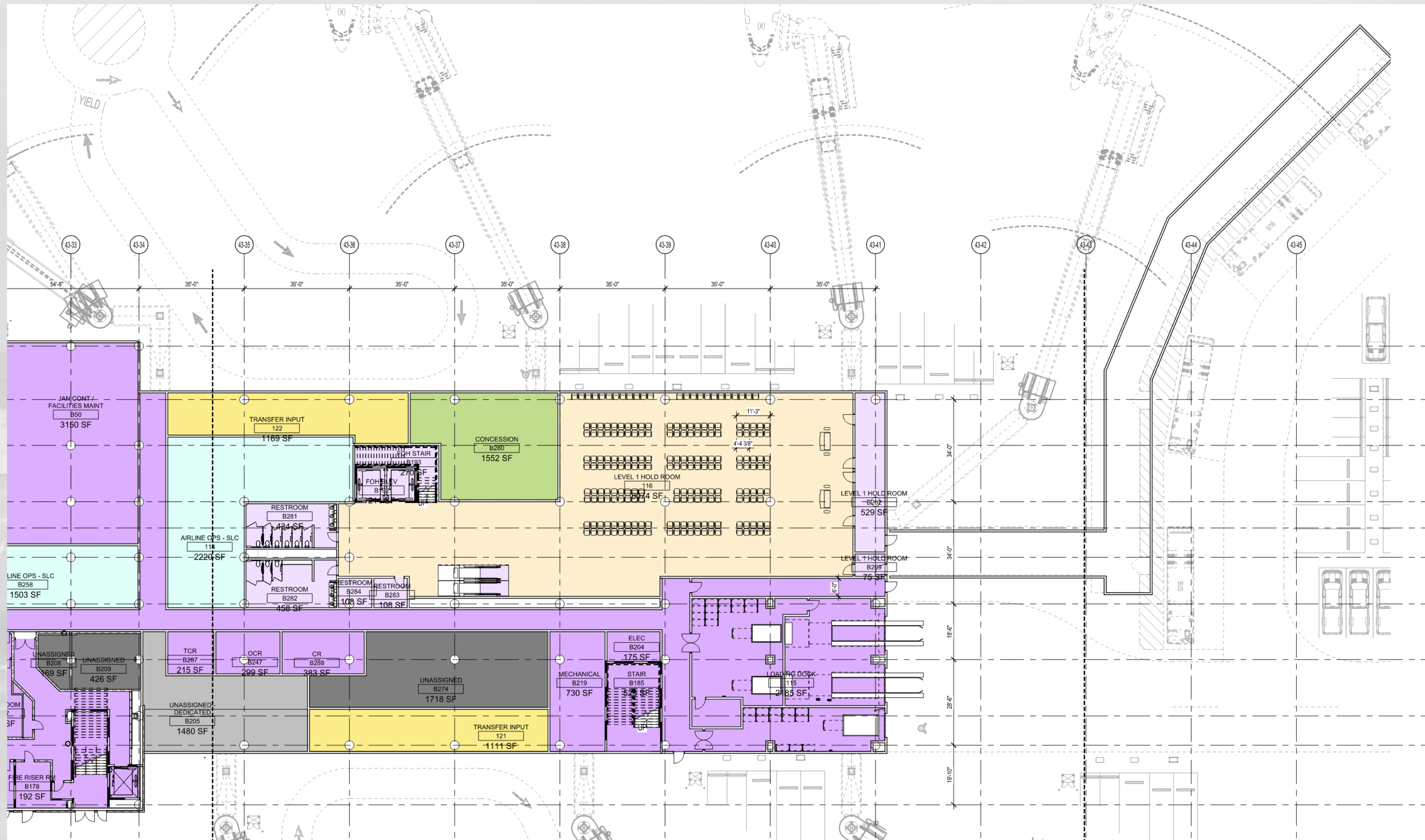


- 16 Gate Expansion to Concourse B (Formerly 15 Gates)
- Final Gates Built Until Concourse C (20+ Year Timeline)
- 94 Contact Gates / 5 Hardstand Positions When Complete
- Adequate Airline Support Space & Concession Storage on Level 1
- Approx. 39,500 SF of Concessions
- Approx. 15,000 SF Third Party Lounge w/ Outdoor Deck

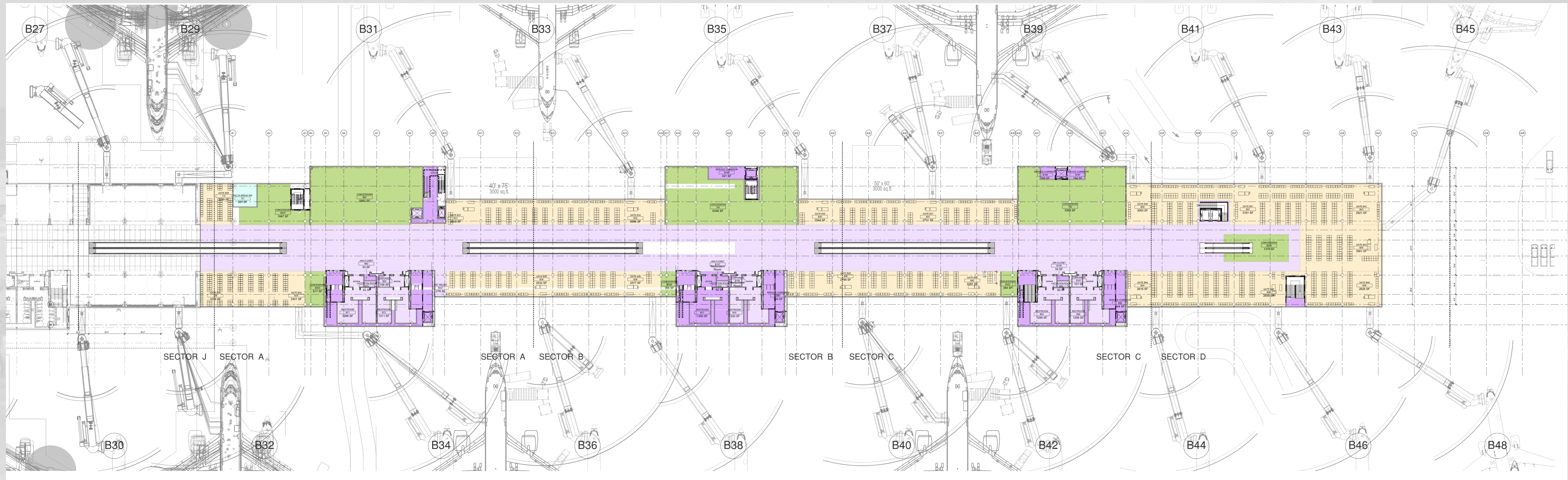
Phase IV – Level 1 Program

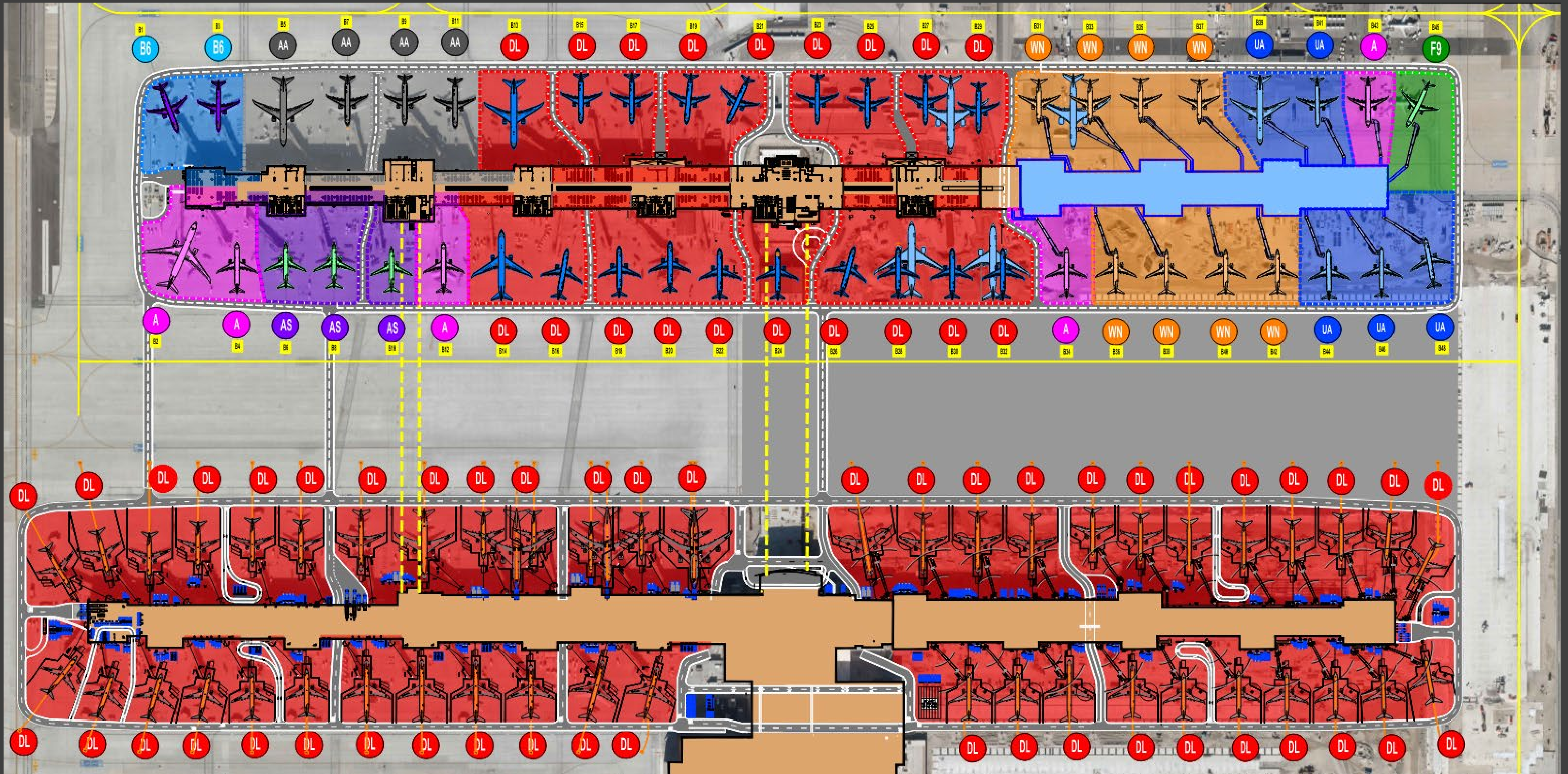


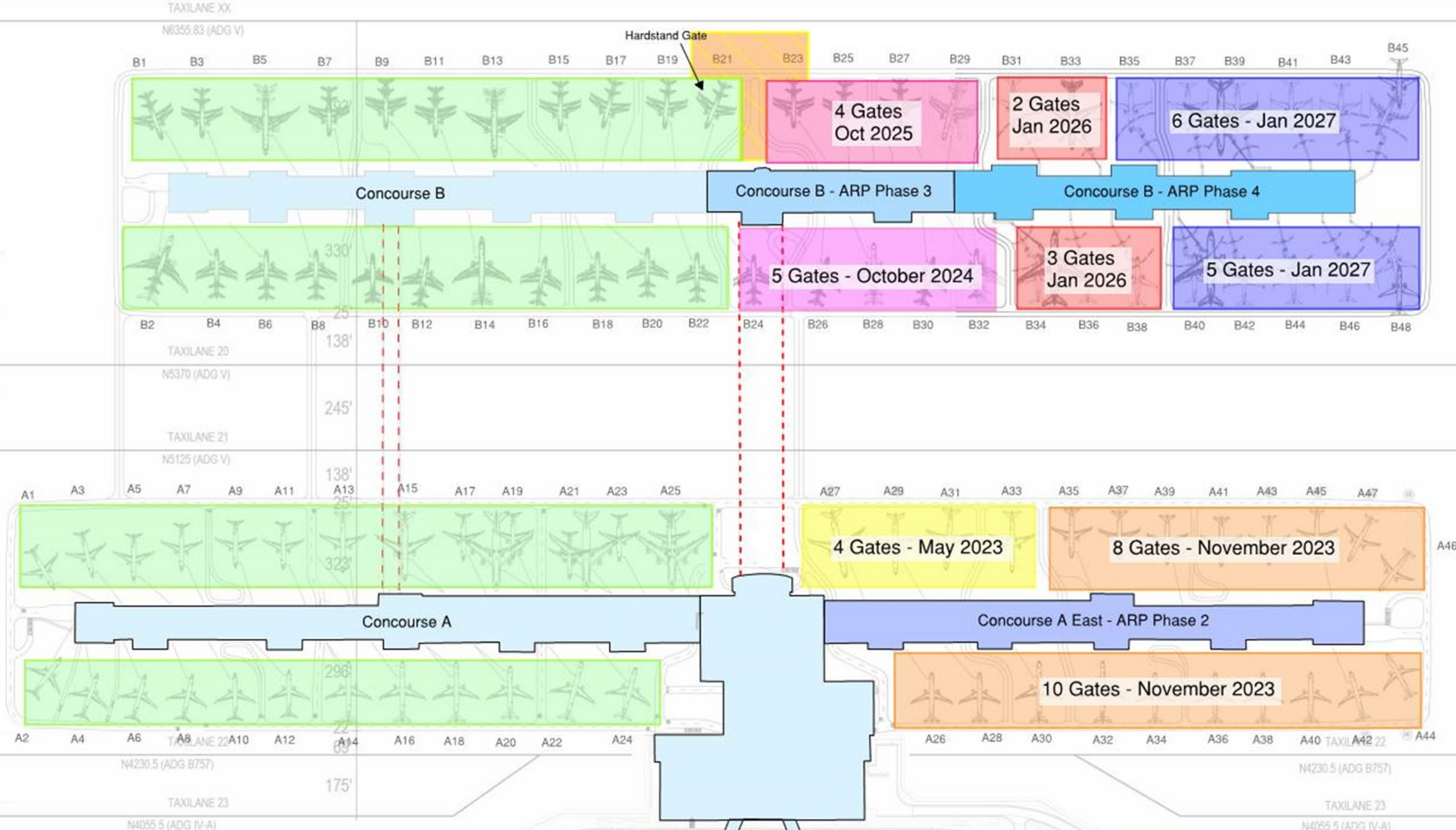
Phase IV – Level 1 Hardstand & Employee Bus Plaza



Phase IV – Level 2 Program







- 47 Gates Open 2022
- 51 Gates Open - May 2023
- 69 Gates Open - November 2023
- 74 Gates Open - October 2024
- 78 Gates Open - October 2025
- 83 Gates Open - Jan 2026
- 94 Gates Open - Jan 2027

AGENDA: DISCUSSION ITEM (D)
DATE: 21 September 2022
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: Amended Financial Terms & Next Steps

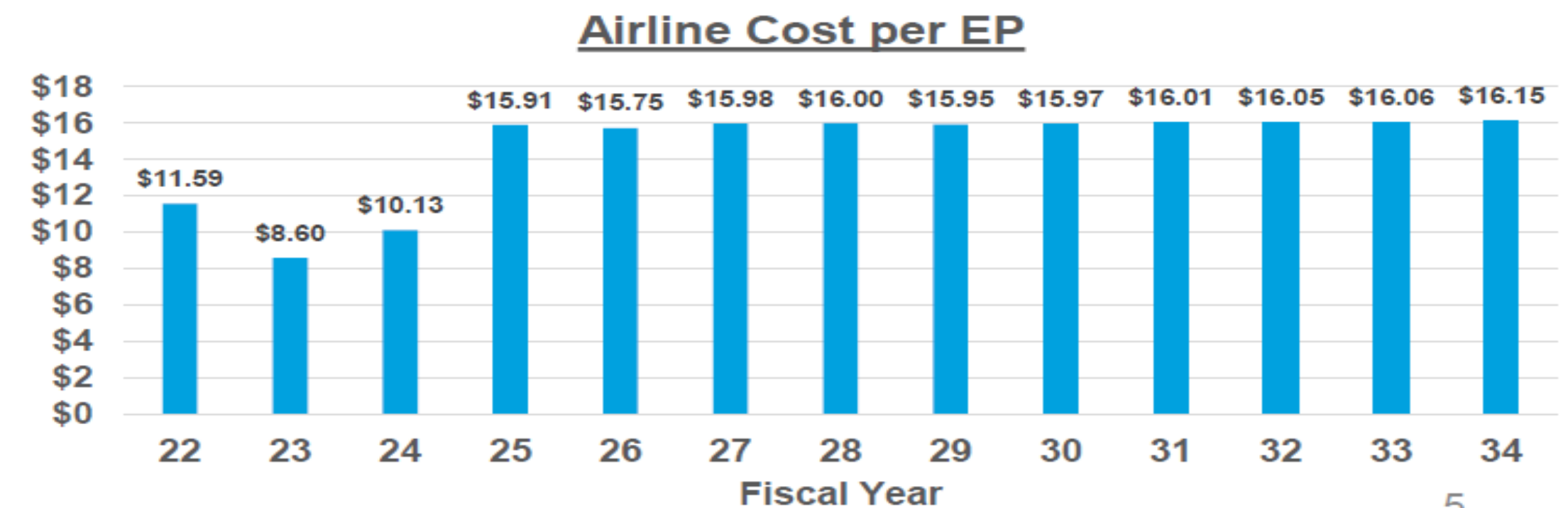
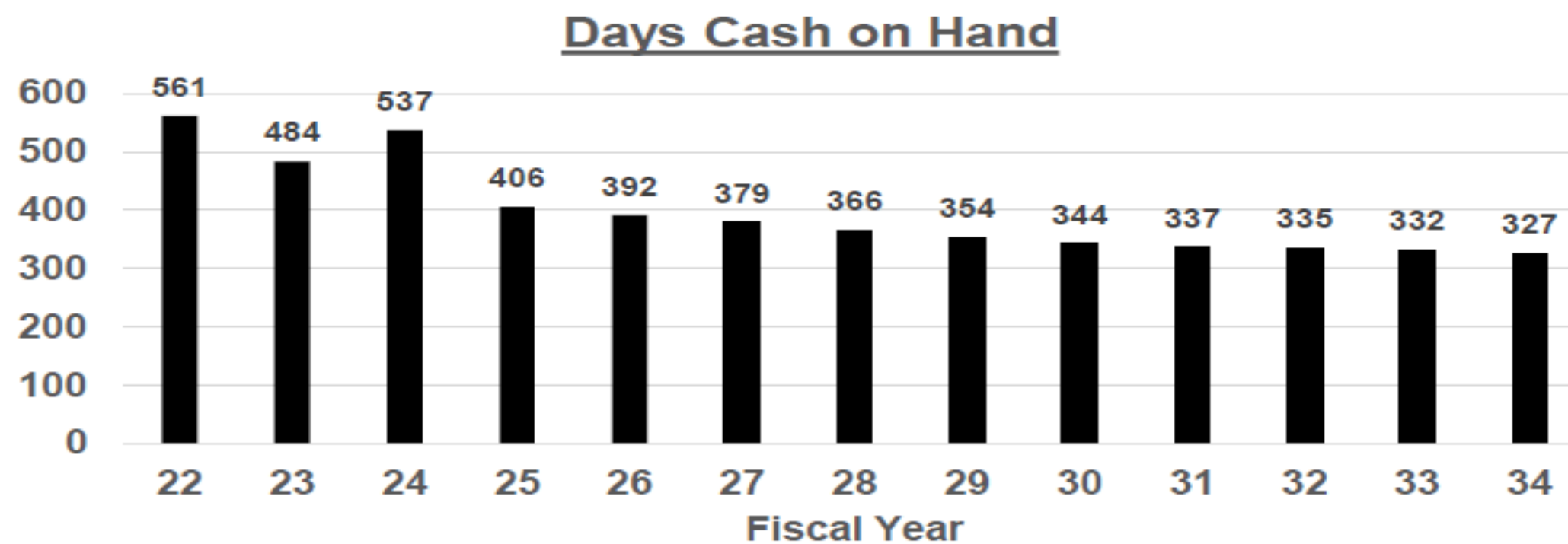
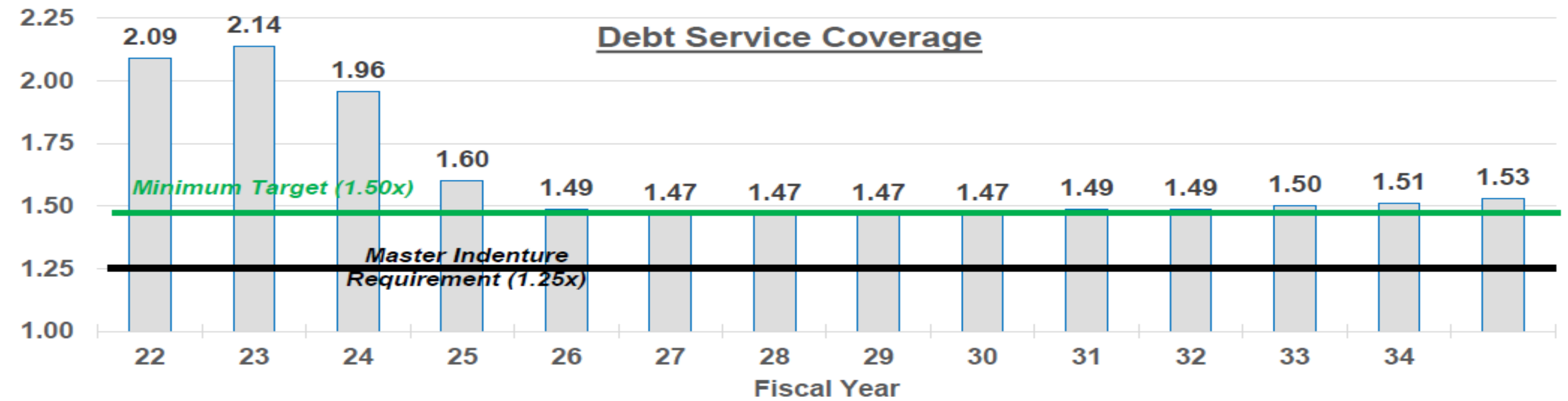
Brian Butler, Chief Financial Officer, will present an update of Amended Financial Terms and Next Steps (presentation on file).



Amended Financial Terms & Next Steps – Brian Butler

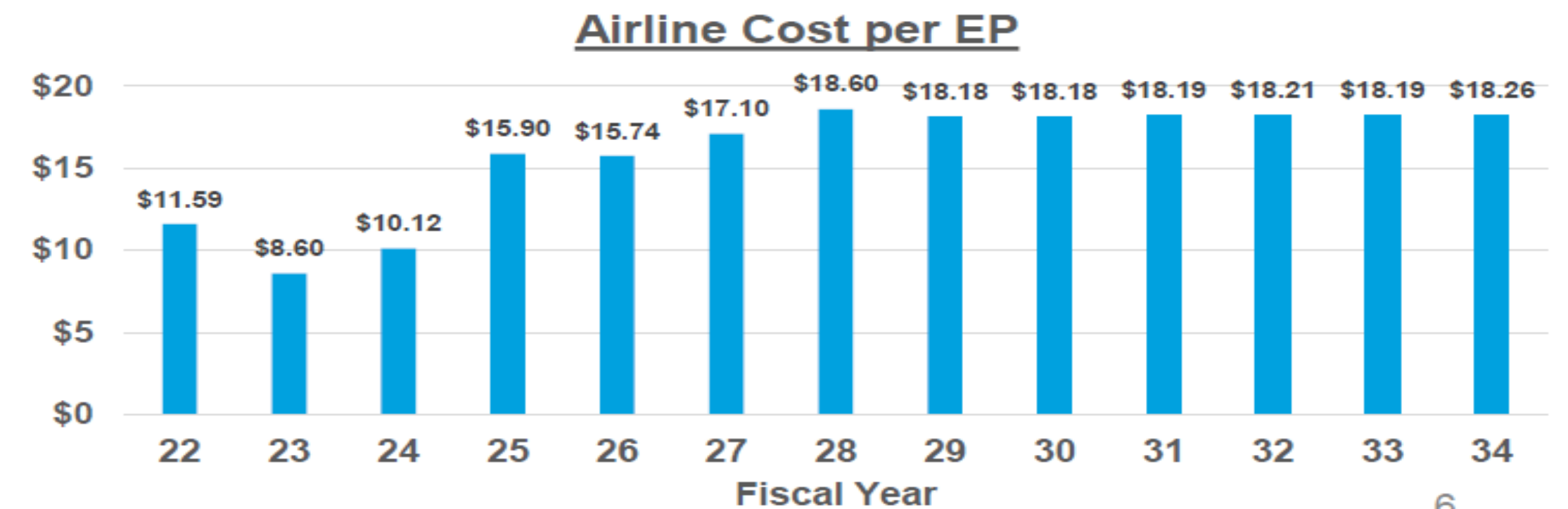
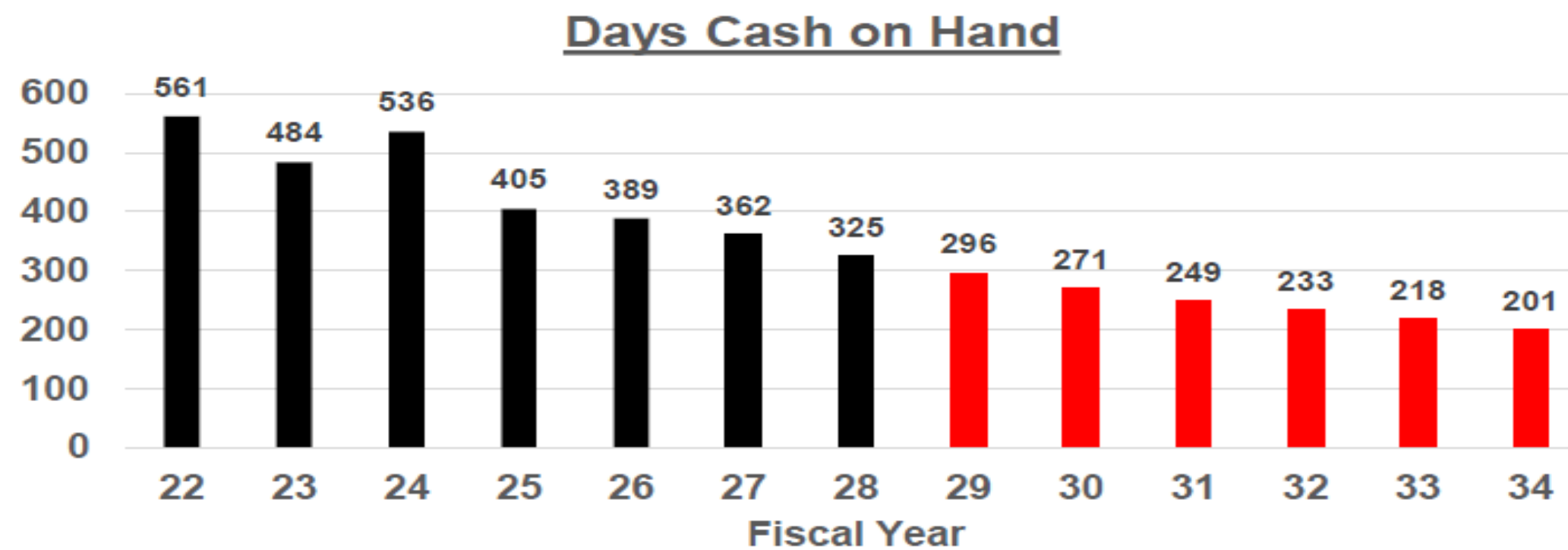
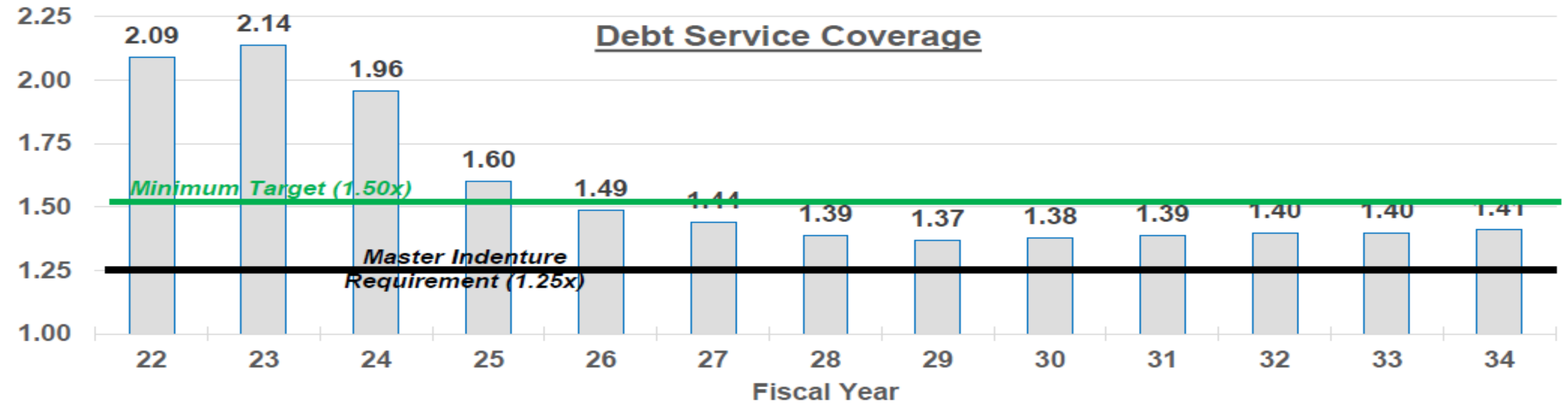
FINANCIAL PROJECTIONS – No Phase IV

Project Element	Project Cost Estimate (\$mil)
TRP	\$2,719.1
NCP	1,732.9
Phase IV	0.0
Subtotal	\$4,452.0
Other CIP	572.9
Total	\$5,024.9



FINANCIAL PROJECTIONS – Phase IV

Project Element	Project Cost Estimate (\$mil)
TRP	\$2,719.1
NCP	1,732.9
Phase IV	580.0
Subtotal	\$5,032.0
Other CIP	572.9
Total	\$5,604.9



AUA Amendment Highlights



- Net Terminal Revenue Requirement
- Increased Revenue Sharing
- Term
- General Language Updates
- Exhibit Updates

Next Steps



- Air Carrier Briefings - **Completed**
- Updated Phase IV Estimate & Design Development Drawings - **Completed**
- City Council Budget Amendment Approval – **In Process**
- Airlines Execute AUA Amendments
- Issue Solicitations for Phase IV Construction
- Phase IV Completion January 2027
- 700' Tunnel Extension Construction – **To be evaluated on an annual basis**



Thank You!



Advisory Board Meeting

September 21, 2022

Media Clippings

<https://slcairport.com/assets/pdfDocuments/AABoard/8SeptClippingPacket2022.pdf>

Compiled by the Communication & Marketing Dept.



**September 2022
Media Clippings**

Advisory Board Meeting

Compiled by Communication & Marketing Dept.

SLCDA Airport Advisory Board September 2022			
Date	Media Outlet	Subject	Market Value
7/26/2022	KUTV	Virgin Atlantic unruly passenger	
7/26/2022	ABC4	Virgin Atlantic unruly passenger	
7/26/2022	KSL	Virgin Atlantic unruly passenger	
7/26/2022	Fox 13	Virgin Atlantic unruly passenger	
7/26/2022	KSL Radio	Virgin Atlantic unruly passenger	
7/26/2022	Gephardt Daily	Virgin Atlantic unruly passenger	
7/26/2022	Engineering News	The New SLC construction	
7/27/2022	The Salt Lake Tribune	Virgin Atlantic unruly passenger	
7/27/2022	CNN	Virgin Atlantic unruly passenger	
7/27/2022	Fox News	Virgin Atlantic unruly passenger	
		<i>This story received coverage nationally and internationally.</i>	
7/28/2022	Salt Lake Magazine	Bill Wyatt feature	
7/29/2022	The Deseret News	Pete Buttigieg visits SLC	
7/29/2022	KUTV	Pete Buttigieg visits SLC	\$1,751.51
8/1/2022	The Deseret News	Make The New SLC more family-friendly	
8/1/2022	Salt Lake Chamber	The New SLC construction	
8/2/2022	The Deseret News	Central Tunnel	
8/2/2022	KUTV	Central Tunnel	\$814.38
8/2/2022	ABC4	Central Tunnel	\$967.76
8/2/2022	KSL	Central Tunnel	\$1,458.24
8/2/2022	Fox 13	Central Tunnel	\$5,202.50
8/2/2022	Univision	Central Tunnel	
8/2/2022	KSL Radio	Central Tunnel	
8/3/2022	The Salt Lake Tribune	Central Tunnel	
8/6/2022	The Wall Street Journal	Where to work out at airports	
8/9/2022	Capital City News	Central Tunnel	
8/10/2022	KSL	Upcoming phases of New SLC	
8/10/2022	The Wall Street Journal	Long walks at airports	
8/10/2022	Opera News	Things found by airport security	
8/22/2022	Utah Business	Raymond Christy award	
8/23/2022	Providence Business News	Cancelation percentage at airports	
8/26/2022	KUTV	Delta flight turbulence	\$1,361.79
8/26/2022	KSL	Delta flight turbulence	\$10,006.63
8/26/2022	Fox 13	Delta flight turbulence	\$2,247.27
8/27/2022	ABC4	Delta flight turbulence	\$244.76
8/31/2022	KUTV	Labor Day travel tips	\$1,247.30
8/31/2022	Fox 13	Labor Day travel tips	\$543.90
9/1/2022	KUTV	Labor Day travel tips	\$1,128.87
9/1/2022	KUTV	Gas prices affect Labor Day travel	\$1,633.85
9/1/2022	KUTV	Delta pilots picket at SLC	\$1,128.87
9/1/2022	ABC4	Delta pilots picket at SLC	\$320.79
9/1/2022	KSL	Delta pilots picket at SLC	\$2,275.50

9/1/2022	Univision	Labor Day travel tips	
9/2/2022	KUTV	Labor Day travel tips	\$750.44
9/5/2022	ABC4	Gas prices affect Labor Day travel	\$1,612.93
9/5/2022	Fox 13	Labor Day travel tips	\$892.29
9/6/2022	ABC4	Labor Day Travel	\$48.75
9/6/2022	Fox 13	TSA's newer technology at SLC	\$270.60
		<i>This story received coverage nationally.</i>	
9/7/2022	KUTV	Plane crash in West Jordan	\$1,985.43
9/7/2022	KUTV	Delta plane diverted to SLC	
9/7/2022	ABC4	Delta plane diverted to SLC	
9/7/2022	Fox 13	Linear configuration	\$320.00
9/7/2022	Fox 13	Artwork in The New SLC	\$320.00
9/7/2022	Fox 13	Plane crash in West Jordan	
9/7/2022	Gephardt Daily	Plane crash in West Jordan	
9/8/2022	ABC4	Delta plane diverted to SLC	\$57.50
9/8/2022	ABC4	Plane crash in West Jordan	\$57.59
9/8/2022	Fox 13	The New SLC construction	\$428.75
9/9/2022	Fox 13	SLC ready for busy travel season	\$455.63
9/9/2022	Fox 13	ARFF at SLC	\$455.63
9/9/2022	Fox 13	Jobs at SLC airport	\$455.63

SLC Airport News



Salt Lake International Airport executive director Bill Wyatt (Photo by Adam Finkle/Salt Lake magazine)

BILL WYATT: THE MAN BEHIND THE NEW SLC AIRPORT

 JEREMY PUGH • JULY 28, 2022

The first time I emerged from a jetway into the new [Salt Lake International Airport](#), I experienced something I can only describe as backward Deja vu. (Vuja day?) Where was I? It took a disoriented second to realize the airport I had known since I took my first-ever flight way back in high school was gone and that I had indeed arrived in SLC.

The shiny new airport that greeted my arrival that day, and all of us since, was decades in the making and is still in the making. The original SLC airport was built in the '60s and like many (most, actually) airports around the country was well beyond its capacity and lifespan. Thanks to what airport executive director Bill Wyatt called "an extraordinary occasion of public works prescience," Salt Lake is one of the few cities in the country to launch a new airport.

"I am in awe of the vision that was required to make this happen," he says. "There was a sustained will to take all of these small incremental steps to keep moving forward." Wyatt is looking at the airport's 1996 master plan on his desk as he says this. On the cover is a rendering of the new airport that is essentially the same design as what was built. "I look at this rendering from 1996 and think about all the changes that have happened in aviation since then," he says. "I am amazed."

For example, Wyatt points to a moment well before the official groundbreaking in 2014. 10 years earlier, in 2004, planners had realized that they needed to get rolling on a backbone step—the digging of the mid-concourse tunnel that would connect the terminals of the future.

"The staff at that time went to the FAA for \$8 million and built this tunnel and buried it before serious work even began in 2011," Wyatt says. "We're literally building on the bones of the old airport, and if that tunnel hadn't been in place we couldn't have gone forward."

If it sounds like Wyatt has a savant level of appreciation for the nitty gritty details of the airport project, it's because, as of 2017, he was in the hot seat to see it through. He'd retired after 16 years as the Executive Director of the Portland Airport Authority and saw firsthand how difficult managing modern aviation in an aging facility could be. He came out of retirement just for the chance to oversee the construction of a brand new airport and moved to Salt Lake in 2017.

"The job was very compelling," he says. "This project had been in the works for 20 years and was finally happening. It is almost unheard of in the airport business. This was something that rarely happens in the United States."



Although wheels were well in motion when Wyatt joined the project, it wasn't as if he got to just kick back and watch it happen. For one thing, he quickly realized that the original design's scale and size were far too small. Among the first words he said on the job were "we have to make it bigger."

After all, the Wasatch Front's population had grown and was still growing, the planes were bigger and the traffic through the airport was increasing dramatically every year. So, yeah. They were, as the famous line from *Jaws* goes, "going to need a bigger boat."

"This is what a modern airport has to be," he says. "We need to fly bigger planes at a faster rate. It cuts down on everything from schedule disruptions to emissions if planes can get in and get out efficiently."

Then, of course, came COVID and a near standstill for the airline industry. And while the challenge of pushing to keep building safely wasn't nothing, Wyatt says the slowdown was actually a benefit.

"Our opening day was Sept. 20, 2020," he says. "Remember, at that point, there was no optimism about vaccines and the COVID rate was very high. It was a dark period. On a regular day at the airport, we'd see about 30,000 people at the front door, plus 15,000 airline and airport workers. We were actually very fortunate to open at a lower capacity, which gave more breathing room to work through the many logistical problems we knew we'd encounter."

Now as work continues on the second terminal, Wyatt says he is glad that he came out of retirement to be part of history. "This airport is going to have a decades-long impact on the Wasatch Front and we're building it to last."

THE LONG WALK

The chief complaint about the new airport is the long slog to Terminal B, which will be shortened once the project is complete. But Wyatt shrugs off the complaints knowing that it takes time for people to become accustomed to a new airport. And, he asks, "have you ever flown out of JFK?"

"Now *that's* a long walk," he chuckles. "Salt Lake is nothing like that."

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Behind-the-scenes look at new security technology at Salt Lake City International Airport



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Posted at 10:10 AM, Sep 06, 2022 and last updated 10:23 AM, Sep 06, 2022

SALT LAKE CITY — The 21st anniversary of the September 11 attacks is just a few days away.

It also marks a pivotal moment in history that prompted the formation of the **Transportation Security Administration** (TSA) two months later.

Since then, the TSA has evolved with changing times, including the utilization of automated technology that the federal agency uses to keep passengers safe.

The Salt Lake City International Airport's Checked Baggage Inspection System (CBIS) began screening traveler's luggage in Sept. 2020. Baggage is transported from the ticket counter to the plane through a series of automated conveyor belts.

Each day, around 13,000 bags are screened at the airport.

“If the technology flags a security threat, the image generated pops up on screen. A TSA agent has a finite amount of time to look at that image to determine if they can resolve that threat on screen,” said TSA spokesperson Lorie Dankers.

If the issue can’t be resolved, the luggage is flagged to be physically inspected.

Dankers says their agents open less than five percent of bags, with technology clearing the rest.

“What we’ve been able to do is integrate technology into our processes that help with the efficiency. We’ve modified our procedures to make them relevant to today’s environment,” Dankers explained.

Because of the ongoing pandemic, she said the procedures involve integrating technology that reduces physical contact between travelers and TSA officers. An example of that can be seen right now for those flying through Salt Lake City.

This summer, TSA implemented the Credential Authentication Technology (CAT) unit, which is a facial verification system that helps an officer's ability to authenticate a traveler’s photo ID on-screen and in real-time.

“It scans somebody’s photo ID, but it also has a camera with it to take a live photo of the traveler to do a facial recognition match,” said Dankers.

Salt Lake City International Airport is one of a handful of airports nationwide that uses CAT. Dankers said the TSA selected the airport because it met certain criteria including size, infrastructure, location, and the airport's willingness to implement the technology. Therefore, it's likely more state-of-the-art technology will be featured at SLC in the future.

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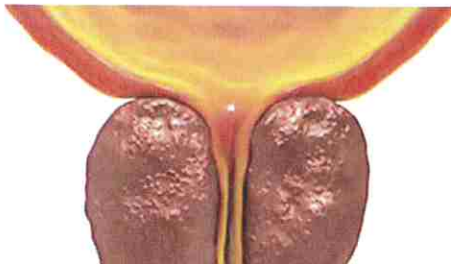
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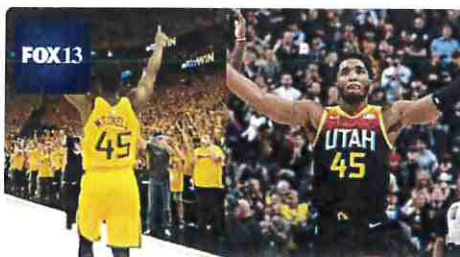
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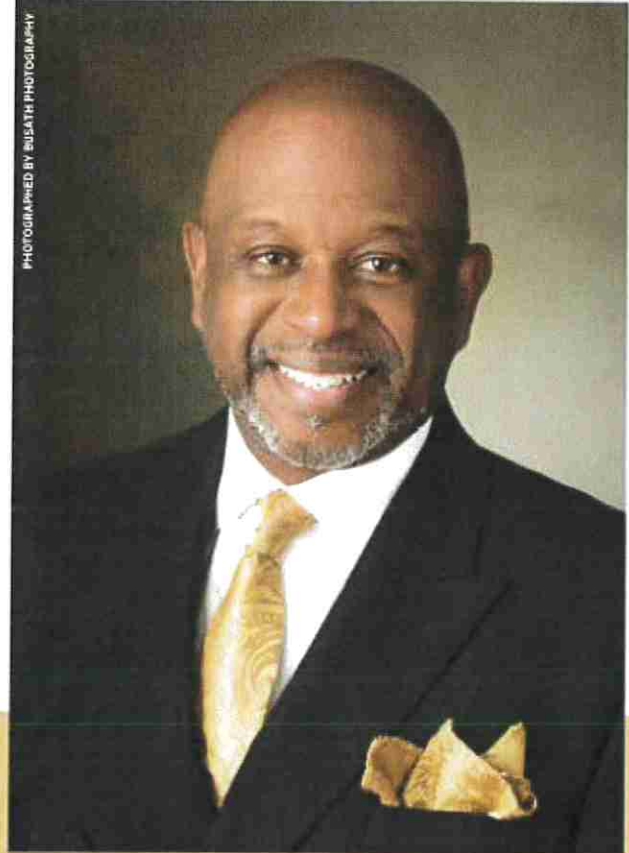
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DEPARTMENT OF AIRPORTS (SLCDA)

[in /IN/RAYMOND-CHRISTY-B5079915/](#)

What do you want others to know about the importance of DE&I in business? Martin Luther King Jr. said, "The ultimate measure of a man is not where he stands in moments of comfort and convenience, but where he stands at times of challenge and controversy." As a village, great ideas can come from anyone or anywhere. We should not judge fellow villages through our bias toward different concepts or processes. It's a human thing, and we as villages need to rise above that.



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What would you like to see in terms of DE&I efforts in Utah? I'd like to see the typical good intentions of all Utahns take the next steps to ensure intentions and impacts align. There is so much substantial work to do that will result in more people being acknowledged with dignity. I'm eager for us to get to that next level.

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LIFE & WORKTRAVELOFF DUTY TRAVEL

Yet Another Airport Hassle: 6 of America's Longest Walks to the Gate

LaGuardia and other newly expanded airports are putting passengers through a workout as they race to their departing flights. Here, some of the most exhausting treks.



By *Barbara Peterson* [Follow](#)

Aug. 10, 2022 4:05 pm ET

MAJOR U.S. AIRPORTS have been on a building binge lately, with so many “pardon our appearance signs” in terminals, you might feel obliged to pack a hard hat. Now that some of the biggest expansion projects are winding down, fliers are realizing a good pair of track shoes could come in handy too. Depending on where your departing flight is parked, in some terminals the hike to reach it can exceed a mile. When Salt Lake City International Airport revealed its spiffy new terminal in 2020, the buzz was all about the light and art-filled spaces and, less glowingly, the long march to the gates. Some fliers took to Twitter to complain; one user said it was like “having to train for a 5K just to get to my gate.” For the record, SLC’s longest walk is about 2/3 of a mile, and more moving walkways are in the works. Below, find some other U.S. airports notable for their marathon runs.

Dallas Fort Worth International Airport

Like its home state, DFW celebrates big spaces. The walk from the entrance through Terminal D to Terminal B is one of the longest airport treks in the U.S., clocking in at 2.16 miles. When athletic shoe company Kuru Footwear surveyed 1,000 consumers for a study about the most notorious airport walkathons, DFW topped the list, although an airport tram offers a shortcut.



New York LaGuardia Airport

The recent \$8 billion overhaul nearly doubled its size. Frequent fliers accustomed to sprinting from check-in to their gate in just a few minutes now have far more terrain to cover. At Delta Air Lines' brand-new Terminal C, the walk to the most distant gates on Concourse E can take almost 30 minutes, according to airport sources.

Phoenix Sky Harbor International Airport

At this capacious complex, the farthest-flung gates are more than a mile apart. The airport is making the trek a virtue: It's promoting the health benefits with a "Fitness Trail" map that covers the terrain from Gates A30 to D8, and helpfully pointing out landmarks like Camelback Mountain you'll spot along the way.

Hartsfield-Jackson International Airport (Atlanta)

Unsurprisingly, ATL, which routinely wins the title of the world's busiest hub, has one of the longest airport walks: 1.67 miles between the international terminal and domestic check-in. (A train is available.) Close behind is Philadelphia International Airport, where the 1.5 mile stroll from gate F39 to A26 crosses the county line.

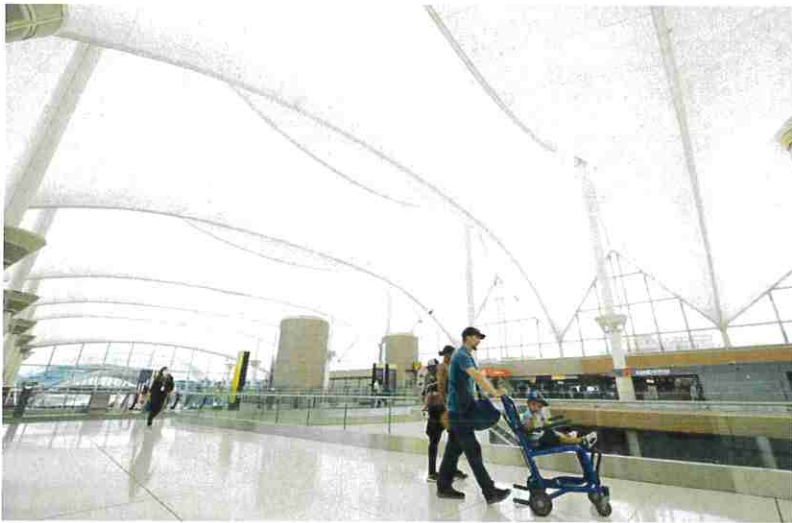
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LIFE & WORKTRAVEL

Where to Work Out at U.S. Airports

A cheat sheet for those who want to exercise during flight delays or layovers



By Jen Murphy

Aug. 6, 2022 6:00 am ET

Exercise can be one of the best ways to ease travel anxiety. Airports provide a lot of options for physical activities. Here is a helpful list of places you can work out at in major U.S. airports.

Baltimore/Washington International Thurgood Marshall Airport (BWI)

Travelers can buy a \$25 day pass, \$65 three-pass pack, \$100 five-pass pack, or a \$30 per-month unlimited use annual membership for Roam Fitness, located after security next to gate D1. The facility lends Lululemon clothing and Brooks running shoes and has four showers that can be reserved 24 hours in advance.

Chicago Midway International Airport (MDW)

A yoga room in Concourse C has sustainable bamboo floors, cubbies for baggage storage, and complimentary mats.

Dallas-Fort Worth International Airport (DFW)

A walking path endorsed by the American Heart Association is located in Terminal D. Measuring seven-tenths of a mile, the path aligns with 12 floor mosaics—part of the airport's art program. Want an extra burn? Climb the two 55-foot high staircases that lead up to the Skylink stations and terminal walkways. The free, 24-hour yoga room in Terminal E has reopened with complimentary mats while the yoga studio in Terminal B remains closed.

Denver International Airport (DEN)

There are plans to create designated walking routes within the terminals. For now, the best place to get some activity is the 82,000-square-foot open-air plaza located before security at the south end of the Jeppesen Terminal. Travelers can learn about events, such as pop-up yoga classes, from DIA's social-media feeds (@denairport) during a dedicated wellness week. A free mini golf course is open for one month each summer (around 4,500 travelers played this summer, according to an airport spokesperson) and from November through January a complimentary ice skating rink includes free skate rentals.

Harry Reid International Airport, Las Vegas (LAS)

Zero Level Fitness in Terminal 1 primarily sees use from airport and airline employees, but travelers can purchase day passes for \$25 that include access to cardio and weight equipment as well as locker rooms.

Hartsfield-Jackson Atlanta International Airport (ATL)

Travelers can take in an immersive art experience while walking between concourses in the Transportation Mall, located on the lower level where passengers catch the Plane Train. The length is about 1.7 miles from Concourse F to the baggage claim.

Minneapolis-St. Paul International Airport (MSP)

A dedicated 1.4-mile walking path created in partnership with the American Heart Association's Start! Walking program loops Gates C1-C12, the skyway connecting Concourses C and G, and the airport mall.

Salt Lake City International Airport (SLC)

The lengthy concourses of Salt Lake City's new airport are a nightmare for harried travelers, but ideal if you're killing time by getting in your steps. You will log 0.6 mile trekking from Concourse B to baggage claim.

San Francisco International Airport (SFO)

Two dedicated yoga rooms can be found post-security in Terminal 2 and Terminal 3. Complimentary yoga mats are available and the mats and space are disinfected regularly.

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President's Message: Salt Lake's "Field of Dreams"

"If you build it, they will come" – The iconic line from the famous baseball film Field of Dreams captured the imagination of a generation. As a community of innovators, creators and entrepreneurs, this rings true. Over the past several decades, our state and capital city have seen significant development, and with it, an influx of people looking to benefit from and contribute to the prosperity our community provides – a renowned business climate, strong job market and first class quality of life.

One of the newest features helping to bolster this prosperity is our new international airport. [The New SLC](#) is the only U.S. airport built in the 21st century, and its projected economic impact is forecasted at \$5.5 billion. Aside from the structural improvements, the redesign brings new terminal capacity, vendors, beautiful art, and investment. And the result is people and business coming to our state.

In addition, new airlines are coming to our terminals, and new routes are opening that will foster travel between Utah and more cities across the globe. These flights will create lasting connections between Salt Lake City and the world. For example, Delta has resumed nonstop flights to London and Air Canada, and now offers flights to Europe, Africa, and the Middle East. In addition to international locations, Spirit Airlines has joined the roster of airlines serving smaller cities and the important markets they represent.

Air travel has soared back with passengers traversing SLC International Airport at a steady level of 2.25 million visitors a month. This is after only two years from the largest drop in air travel – to 180,000 visitors – at the beginning of the pandemic. Although the new airport is attracting more travelers, it remains one of the most on-time airports in the country.

Building at the new airport continues and new phases are moving forward with the concourse and gateways opening next year. This will bring even more capacity, routes, and passenger services at the airport.

The new Salt Lake City International Airport will not only continue to serve the Intermountain West, but continue to bring opportunities to our community for generations to come. For example, the airport will be a key component in Utah's Olympic bid, our tourism economy, conventions, and more.

The undertaking to expand and build this airport was not an easy decision, and the pandemic could have derailed the project, but those in charge never wavered. They knew that if they built it, the benefits would come. The New SLC will continue to bring the world to Utah and facilitate our interaction with new peoples, cultures, businesses and adventures.

By MBomis | August 1st, 2022 | Blog, Policy, President's Message | 0 Comments

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TRAVEL THE WEST U.S. & WORLD

Don't expect air travel woes to be resolved by Thanksgiving, Sec. Pete Buttigieg says

'It's going to take a while for the pilot workforce to be back up to pre-COVID levels,' the transportation secretary told the Deseret News

By Kyle Dunphey

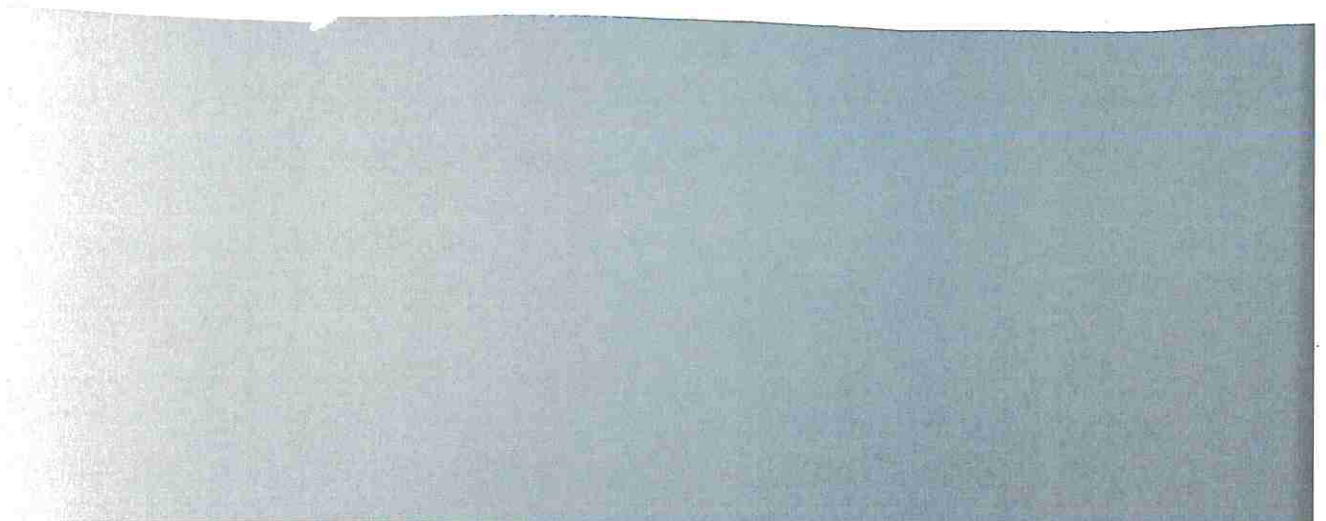
| Jul 29, 2022, 6:45pm MDT

The long lines, canceled flights, staffing shortages and customer service nightmares that have plagued the airline industry for the last year might be on the decline, but aren't going away anytime soon.

That's according to U.S. Department of Transportation Secretary Pete Buttigieg who told the Deseret News on Friday that he expects the current issues to persist through Thanksgiving and into Christmas.

"It's going to take a while for the pilot workforce to be back up to pre-COVID levels," he said in an interview, noting that in some cases demand is higher now than it was before the pandemic.

"I don't think this is going to be resolved overnight," Buttigieg said.





Transportation Secretary Pete Buttigieg, center, speaks to Salt Lake County Mayor Jenny Wilson and Summit County Council Chairman Chris Robinson after a roundtable with firefighters and community leaders at Unified Fire Authority Station 119 in Emigration Canyon on Friday, July 29, 2022. | Laura Seitz, Deseret News | [Purchase Photo](#)

Buttigieg spoke with the Deseret News on Friday during his stop in Utah, where he unveiled new funding for infrastructure projects alongside Gov. Spencer Cox, part of the recent \$1.2 trillion infrastructure package. Buttigieg also met with Salt Lake County Mayor Jenny Wilson, local leaders and firefighters about wildfire prevention at the Emigration Canyon fire station.

And while transportation resilience was the theme of the day, the secretary says his department is still engaging in daily talks with the airline industry.

“I have frequent conversations with them. And what we’ve seen is encouraging, but there’s a long way to go,” he said.

Cancellation rates are not as high as they were in the spring and early summer, hovering around 3% or 4% — they’re now down to around 2%, which is starting to resemble “normal,” Buttigieg said.

In addition, some airlines have made an effort to improve pay for pilots, while

inconsistent fares and refunds. Some airlines are also changing their flight schedules “to match the reality of their staffing.”

“We’ve certainly seen improvements since the unacceptable conditions that happened around the Memorial Day weekend,” Buttigieg said.

But the problems persist — in the U.S., over 12,000 flights were delayed during Fourth of July weekend, with more than 1,000 cancellations. London’s Heathrow Airport and Amsterdam’s Schiphol Airport both recently cut passenger capacity and forced airlines to cancel flights. German airline Lufthansa canceled almost all of its flights in Frankfurt and Munich this week, stranding thousands of passengers.

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Why are flights being canceled? London airport caps passengers amid summer chaos

Travel is at a record high — but flight delays and cancellations are on the rise, too

Delta airplanes are pictured at the Salt Lake City Airport on Friday, July 29, 2022. According to U.S. Department of Transportation

And as of Friday afternoon, there were nearly 1,600 delayed flights across the U.S. and 278 cancellations, according to Flight Aware.

There are a number of factors — many airlines blame airports and governments for congested airspace and air traffic control staffing issues. Bad weather has also canceled a number of flights this year. And across the board, both airlines and airports are dealing with staffing shortages.

South Carolina Republican Sen. Lindsey Graham recently put forth a bill that would raise the mandatory retirement age for pilots from 65 to 67 in an attempt to keep more people on the job.

Buttigieg isn't sold on that approach.

"I'm not comfortable with anything that could impact safety," he said "... If they had the data that showed there would be no safety impacts, we could have a conversation about that, but so far I'm not comfortable with any of the proposals that seem to be about softening safety rules."

Buttigieg said some solutions could come from his department — others, particularly anything dealing with safety, would require an act of Congress.

As for the levers that the Department of Transportation can pull, Buttigieg pointed to the consumer protection program, which is currently investigating a number of complaints over airlines failing to issue refunds, some of which will result in enforcement action soon.

Collaborating to manage the national airspace is another priority, he said, to address choke points that often result in delays or cancellations.

The department is also assessing the definition of unfair and deceptive practices "to make sure it gives us the room to do what we need to do," Buttigieg said.



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Are you going to travel during the holiday weekend? Follow these tips and don't miss your flight

During the *Labor Day* long weekend, thousands of people will fly to and from Salt Lake City International Airport. Are you one of them? The authorities share a series of tips and data so that you arrive on time.

BY: CARLOS LUIS GALAN

PUBLISHED 1 SEP 2022 - 01:22 PM EDT | UPDATED 1 SEP 2022 - 01:37 PM EDT

 REACTS

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Thousands of passengers will take their flights from Salt Lake City Airport during Labor Day weekend.

Credit: Courtesy

Salt Lake City, Utah. During the *Labor Day* holiday weekend, thousands of families go on vacation, saturating airports across the country.

ADVERTISING

Salt Lake City International Airport is **no exception.**

During **September 1, 2 and 6**, the authorities expect between **25,000 and 28,000 passengers each day**, two thousand more passengers per day compared to last year.



Authorities at Salt Lake City International Airport expect up to 28,000 passengers per day during the *Labor Day* holiday weekend.

Credit: Facebook/Salt Lake City International Airport (SLC)

What are the recommendations to get to your flight without problems?

Salt Lake City airport authorities advise you to **arrive in time** at the terminal and check your luggage, pass security checks and arrive at the boarding hall:

- **Two hours before** for domestic flights (Domestic)
- **Three hours before** for international flights

These helpful tips will make your experience as a passenger easier:

Check the airline's website or app for the flight's departure time, **on time or does it have a delay?**

If you have **one or more connections**, repeat the previous tip with each of your scales.

Do you arrive at the airport in your car? Book a long-term space on the website: www.slairport.com/parking-and-transportation/parking/

More about Salt Lake City



Leave your companions and suitcases at the pedestrian entrance and arrive alone in your car to the parking lot.

Check the services offered by your airline through its application or website

Are you going to check luggage? Most airlines allow you to do it through their website or applications, so you will only have to get to the counter to leave your bags.

Do you only carry carry hand luggage? You can also do your check through the airline's website or its application and so you will not have to go to the counter.

Do you have doubts about what you can or cannot carry in your hand luggage? Enter the website: <https://www.tsa.gov> and review the regulations in force.

Salt Lake City Airport offers wheelchair service

¿Dónde está tu puerta de embarque o el mostrador de la aerolínea? Puedes descargar la aplicación **SLC International** en tu teléfono o consultar la página web www.slcairport.com para conocer mejor el aeropuerto.

¿Necesitas una silla de ruedas o atención especial en el aeropuerto? Puedes llamar directamente a la aerolínea o pedir asistencia en la terminal aérea al **801-744292**.

¿Cancelaron tu vuelo o hay retrasos masivos? El Departamento de Transporte de Estados Unidos ofrece información sobre **reembolsos, garantías y hasta compensaciones** en la página web: <https://www.transportation.gov/airconsumer/airline-customer-service-dashboard>

¿Vas a buscar a alguien en el aeropuerto? Puedes revisar el estado de todos los vuelos a través de www.slcairport.com/airlines-flights

El Aeropuerto Internacional de Salt Lake City está entre los primeros puestos de las terminales de todo el país en **salidas y llegadas a tiempo**.

Además, está entre los que registran menor porcentaje de cancelaciones según el Departamento de Transporte.

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Report: T.F. Green airport has 4th highest cancellation percentage in U.S.

By PBN Staff - 08/23/2022



RHODE ISLAND T.F. Green International Airport had the fourth-highest percentage of cancellations in the United States in the first five months of 2022, according to a report by Warwick-based InsureMyTrip. / COURTESY RHODE ISLAND AIRPORT CORP.

PROVIDENCE – Rhode Island T.F. Green International Airport had the fourth-highest percentage of cancellations in the United States in the first five months of 2022, according to a [report](#) by Warwick-based InsureMytrip released Tuesday.

InsureMyTrip analyzed the latest flight cancellation data gathered by the U.S. Department of Transportation's Bureau of Transportation Statistics to look at the impact of flight disruptions, the COVID-19 pandemic and other factors on U.S. airports.

The rankings are based on newly released data, which includes January through May of this year. The company also compared the information with 2021 data from the same period.

Data showed 4.99% of flights were canceled at Green in the first five months of 2022, fourth in the nation and second in New England – that's up from 2.41% in the same period the year before. Boston Logan International Airport was third in the nation and top in New England at 5.14%, up from 1.41% in 2021.

Air travel nationwide has been plagued by delayed and canceled flights. In the first six months of 2022, 24% of U.S. flights have been delayed and 3.2% have been canceled, according to the Bureau of Transportation Statistics.

Earlier this week, U.S. Transportation Secretary Pete Buttigieg called the disruptions unacceptable.



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Newark Liberty International Airport in Newark, N.J., had the second highest percentage of cancellations in the U.S. at 5.6%. Buffalo was fifth in the U.S.

Bradley International Airport in Windsor Locks, Conn., which serves both Hartford and Springfield, Mass., was sixth in the nation and third-highest in New England at 4.94%.

Kahului Airport in Hawaii had the lowest cancellation percentage in the U.S. at 0.93%. Salt Lake City International Airport in Utah had the second lowest cancellation percentage at 1.10%.



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Gas prices drop helps with travel numbers

by: [Courtney Johns](#)

Posted: Sep 5, 2022 / 10:21 PM MDT
Updated: Sep 5, 2022 / 10:21 PM MDT

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UTAH (ABC4) – AAA predicts this could be the busiest travel weekend since the start of the pandemic and gas prices could play a role. AAA estimates that roughly 80% of people behind the wheel found relief at the pump.

The national average price for gas dropped just below \$4 a gallon. In Utah, it's \$4.38 a gallon, which is about \$0.50 higher than a year ago. That being said, people at the pump and airport agreed any improvement can make a difference.

[POLICE: Body found at American Fork Canyon](#) >

“With the dropping gas prices, it brings a little bit more excitement.. hope... maybe something else in the future is going to make some difference,” said driver David Johnson.

Tuesday is expected to be a big travel day in the sky. Salt Lake City International Airport expects at least 25,000 people to go through the airport tomorrow, which is about 2,000 more than last year's holiday.

The New SLC News

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ENR Mountain States

Digging Deeper | Airports

Airport Concourse Work Hits Cruising Speed

A resurgence in passenger traffic sustains ongoing Salt Lake City Airport redevelopment.



Concurrent concourse expansions continue Salt Lake City International Airport's reconstruction into a modern, more efficient facility capable of handling 34 million passengers annually.

Photo courtesy of SLC International Airport

July 26, 2022

Jim Parsons

Few things at major hub airports are more important to busy travelers than smooth connections between flights. So it's appropriate that Salt Lake City International Airport (SLC) has achieved a barely detectable handoff between the first and second phases of its decade-long \$4.5-billion redevelopment program.

On Sept. 16, 2020, the day after SLC officially unveiled its 909,000-sq-ft terminal and 457,000-sq-ft, 25-gate south concourse, crews from the joint venture of Holder Construction and Big-D Construction (HDJV) began demolition work for the program's \$540-million second phase.

Included are a 22-gate east extension to the south concourse that will open in stages beginning in May 2023 and a 990-ft-long central access tunnel to the 477,000-sq-ft, 22-gate north concourse—another Phase 1 project built by the Austin Commercial/Okland Construction Co. joint venture and opened in October 2020.

“No rest for the weary,” jokes HDJV project director Kevin Fauvell, who adds that “the transition was planned to be seamless, and it worked out that way.”



A new 990-ft five-bay underground connection between the north and south concourses can accommodate the eventual addition of an automated people mover system.

Photo courtesy of SLC International Airport

Just months before the Phase 1 opening, the urgency to sustain such a major aviation building program might have seemed incongruous with the uncertainties of a pandemic-depressed airline industry.

“Here we are, about to open a brand-new airport, and our passenger volume was about 10% of what it had been,” recalls Bill Wyatt, executive director of the Salt Lake City Dept. of Airports. Although SLC worked with the airlines to build as much flexibility into the Phase 2 construction plan as possible, such as incorporating “off and on ramps” to pause and restart work if needed, 2020’s gradual trend toward normalcy provided confidence to keep the program at full speed.

“We priced it out, and the airlines approved,” Wyatt says.

SLC’s rebound has been so strong that earlier this year, HDJV was authorized to begin a \$333-million Phase 3, which includes the first eight gates of what will eventually be a 22-gate east extension of the north concourse, a central connecting plaza to that facility’s west gates and the interior finishes and systems in the central tunnel.



The concourse design lends itself to easy expansion, including incorporating the evolving mechanical, electrical and information technology systems as new gates are added.

Photo courtesy of SLC International Airport

A Sense of Place

While the new concourses' linear layout is better suited to incremental need-driven expansion and efficiency than SLC's previous configuration of finger-style concourses, the HOK-led design team sought to incorporate a sense of place into the buildings.

"The problem with hub airports is that they tend to evolve and often end up being rather generic," explains Matt Needham, director of aviation for HOK, which led the design of SLC's redevelopment program. Because SLC is, in essence, a brand-new airport, "We wanted to do what we could to make sure passengers know where they are," he says.

Though the nearby Wasatch Front offers a postcard-perfect backdrop, Needham says it was important not to overdo windows and compromise the project's ability to achieve LEED Gold certification.

"Instead, we use daylight harvesting, with automatic controls on the windows to adjust tint during the day," he says.

Another advantage of the design, Wyatt adds, was that few adaptations were needed to accommodate post-COVID realities. "We upgraded the filters to MERV 14 and added sneeze guards to counters and other places where stationary workers deal with passengers," he says.



Copper sheathing combined with automatically controlled window tinting echo the Salt Lake Valley's distinctive landscape.

Photo courtesy of SLC International Airport

Tearing Down, Building Up

HDJV's first major task under Phase 2 was removal of most of the last vestiges of the "old SLC" to make way for the south concourse expansion. The newly decommissioned terminals and concourses and a parking deck were demolished in six months, creating 280,000 tons of material, of which 85% was reused. Concrete was ground into onsite backfill material while steel and other components were sent to offsite recycling plants.

Mike Williams, hired by SLC in 2012 to serve as an independent program director for the redevelopment, notes that despite decades of use, the cleared site for the terminal expansion presented few significant underground obstacles to continuing construction.

"You always plan for the unexpected, especially with an old airport that's been around for a long time," he says. "All we encountered were a few pockets of fuel-contaminated soil around the old concourses."

As with Phase 1, the north and south concourse extensions and central tunnel required ground stabilization measures necessary to accommodate SLC's location in a seismically active former lake bed. Hundreds of 3-ft-dia holes laid out in 10-ft by 10-ft grids and drilled 45 ft deep are pressure filled with small stones to prevent liquefaction in the event of an earthquake, such as the magnitude 5.7 event that rattled Salt Lake City in March 2020.

"We wanted to do what we could to make sure passengers know where they are."

**—Matt Needham,
Director of Aviation,
HOK**

The building and tunnels are founded on a combination of driven composite and H-piles, most averaging a depth of 65 ft to 75 ft, Williams says. The south concourse extension will contain an estimated 5,800 tons of rebar structural steel and 17,657 cu yd of concrete, while the Phase 3 extension to the north concourse will require 3,000 tons of steel and 8,500 cu yd of concrete.

Phase 2's other major element, the new central tunnel, will augment an existing mid-concourse connecting the north and south concourses.

Constructed using a cut-and-cover method, the 106,140-sq-ft tunnel's passenger walkway cell will be highlighted by "The River," a full-length membrane sculpture made up of individual aluminum-framed "fins" wrapped with a fabric material. Separate tunnel cells are provided for high-speed baggage systems, central utility plant distribution and the eventual addition of automated people movers.

"Those cells are designed to accommodate almost every type of technology available, providing flexibility for the airport's long-term decision-making," HOK's Needham says.

With SLC's water table only 7 ft below the surface, excavating 65 ft deep to construct the tunnel required sheet piles and an extensive dewatering system. Less than a year after the first bottom slab was placed in July 2021, Fauvell says, the tunnel was complete and backfilled.

"By the end of the year, we should have the surface paved and fully open as a taxiway between the concourses," he adds.

"The transition was planned to be seamless, and it worked out that way."

—Kevin Fauvell, Project Director, Holder Construction & Big-D Construction Joint Venture.

Williams says that construction has so far been able to stay ahead of both industrywide supply chain issues and labor shortages in the busy Salt Lake City construction market.

"We recently had an issue with cement powder, which fortunately seems to be easing," he says. "However, the next year or two could be challenging. As soon as awarded, we work with trade contractors to get all submittals and approvals done as quickly as possible so they can order materials."

Fauvell adds that the team keeps close watch on the status and movement of those materials, particularly since 40% of the project's steel is coming from overseas.

"The airport has been good about allowing the trades to bill for more stored material and makes sure what we need is here," he adds.

Unfortunately, the project has not been immune to tragedy. Last November, a worker for subcontractor SoNev Construction was fatally injured while performing equipment maintenance away from the construction site. SLC says the Occupational Safety and Health Administration completed its investigation but has yet to take any action.



Phase 2's foundations combine more than 32 miles of driven piles with extensive ground stabilization measures to ensure the new concourses withstand major seismic events.

Photo courtesy of SLC International Airport

Flight Planning

Plans call for the first four gates of the south concourse extension to open in May 2023, with the remaining 18 gates to follow later that year. The staggered opening of the north concourse's Phase 3 gates in 2024 and 2025 will enable the airport to smoothly phase out the last of its temporary "hardstand" operations, where passengers access parked aircraft via shuttles. The remainder of the north concourse's east side extension, being designed by HOK, will give SLC a total of 94 gates—a capacity that Wyatt says could be achieved by 2027.

"In terms of airline seats in the market, we may be the most recovered airport in the country," he says. "The airlines have expressed a strong interest in proceeding with the continued expansion."

Fauvell calls participating in construction of the nation's first major airport in a generation "a once in a lifetime opportunity" and praises the teamwide cooperation. "We didn't always agree, but we always found a resolution," he says.

Wyatt adds that SLC's ability to reinvent itself, literally and figuratively, and nearly double the number of jet bridges in just seven years is a credit to the administrative structure that oversees such a massive multi-faceted construction operation.

"Building a structure of communications that keeps us up to speed and puts decisions in front of us as we need to make them has been invaluable," he says. "Had we tried to manage construction without this structure in place, I don't think we'd be open today."

Adds Williams: "When you have a big machine like this moving, you don't want it to stop."

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New Salt Lake City airport still growing as it approaches two years since debut



By: [John Franchi](#)

Posted at 9:32 AM, Sep 08, 2022 and last updated 9:32 AM, Sep 08, 2022

SALT LAKE CITY — The new Salt Lake City International Airport is approaching its second birthday and it is still growing.

Phase one of the airport opened in September 2020.

The demolition of the old airport allowed construction crews to dig in to begin the building of phase two.

Four new gates will open on Concourse A in May of 2023 with 18 more scheduled to debut in time for the holiday rush in November 2023. When Concourse A is complete, it will be home to 47 gates serving Delta Airlines.

“In 2011, Salt Lake City was the 24th busiest airport,” said Mike Williams of the Airport Redevelopment Program “In the statistics that came out last year, we are the 20th busiest airport.”

The numbers show just how much the new airport is allowing air travel in SLC to grow.

According to Airports Council International, 20.4 million passengers passed through the airport in 2011. In 2021, despite COVID-19 impacting the travel habits of many Americans, nearly 22.4 passengers utilized Salt Lake City International.

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“We’ve just done a master plan update looking 20 years into the future,” Williams said. “And that’s looking at 35 million passengers a year.”

Additional gates are being constructed to the east wing of Concourse B.

A third concourse is envisioned about 15-20 years in the future.

A runway that allows planes to take off and land in the east and west directions will open later this year.

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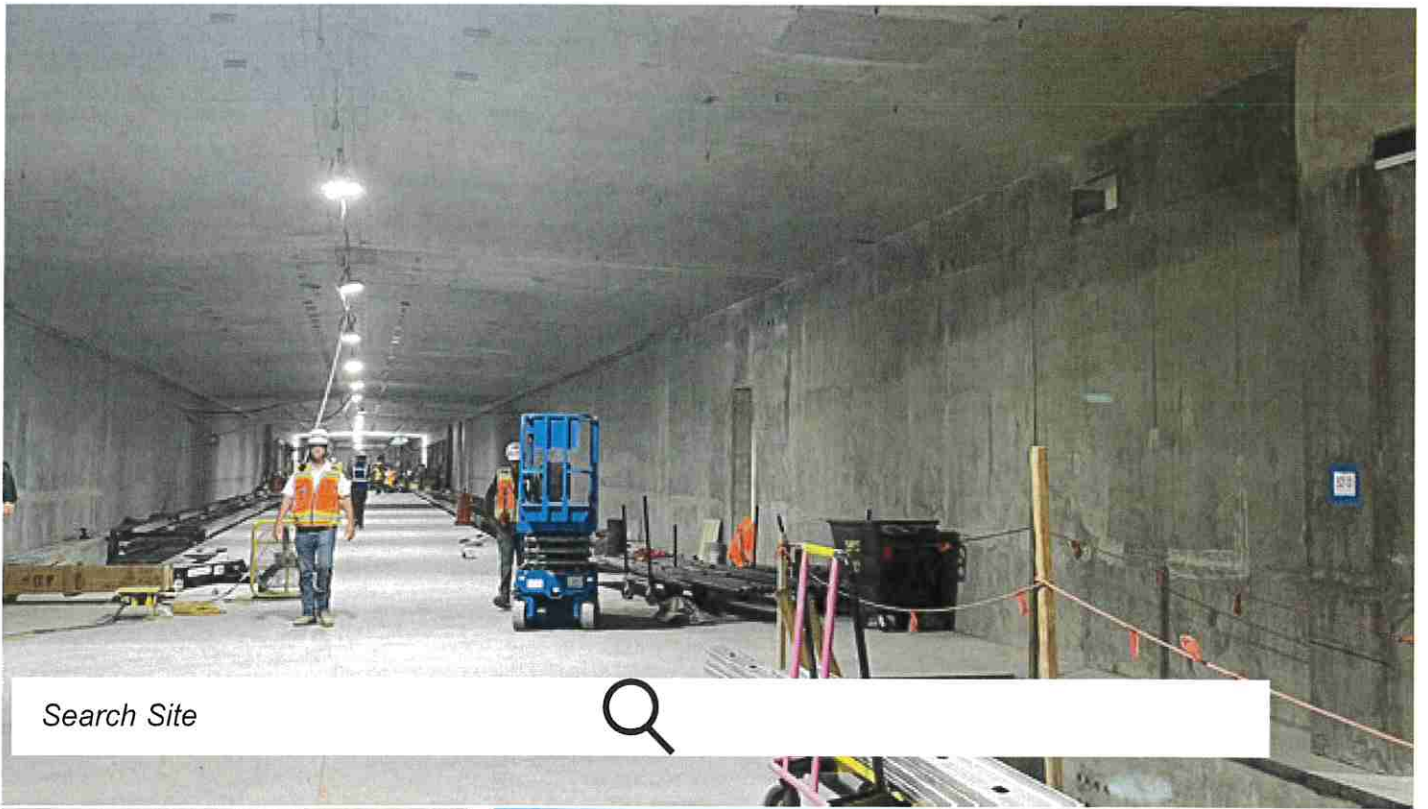
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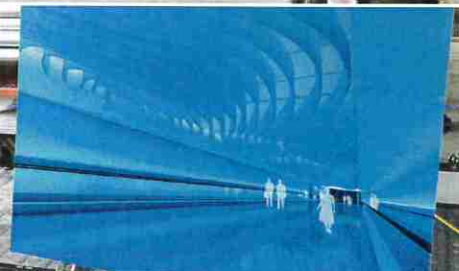
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GALLERY: Terminal B still a long walk away as work progresses at Salt Lake International

by Matthew Jacobson, KUTV
Tuesday, August 2nd 2022



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Construction is progressing at Salt Lake International Airport on a section of the site that will add amenities for travelers and off quicker access to various areas of the airport. (Photo: Kristen McPeck, KUTV)

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SALT LAKE CITY (KUTV) — Construction is continuing on a tunnel system at the Salt Lake International Airport that will add shopping, dining and other amenities for travelers flying in and out of Utah's capital city.

Once complete, it will also feature a shorter path to Terminal B, a 0.6-mile stretch of hallway that has become famous among airline travelers.

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Airport authorities on Aug. 2, 2022, gave 2News a look at how the subterranean work is progressing.

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NEWS

SLC International Airport shares 'underwater' central tunnel progress

by: Ally O'rullian

Posted: Aug 2, 2022 / 12:44 PM MDT

Updated: Aug 2, 2022 / 12:44 PM MDT

SALT LAKE CITY (ABC4) – Salt Lake City International Airport is just two years away from having a new central tunnel.

“It’s pretty fantastic because a year ago this was just a mud hole,” said Bill Wyatt, Executive Director of Salt Lake City International Airport.

The new tunnel will give travelers a straight shot from Concourse A to Concourse B with automated walkways and eventually trains.

And yes, the walk will be shorter than the current trek many people dread at the airport.

“Instead of having to turn left, go halfway down a concourse west, under the tunnel, back up and then turn right, you’ll just come straight ahead after the security checkpoint,” explained Wyatt.

The tunnel from one escalator to the other is 1,175 feet long, which is about a block and a half in downtown Salt Lake City.

But to make that walk more enjoyable, they're also adding a massive art installation inside the tunnel.

"Try to picture for a second like you're sleeping and you're in a dream and you're dreaming that you're walking on the bottom of a river that has a gentle current going," says tunnel artist Gordon Huether.

UTAH STAYS: Yelp names 4 Utah resorts among the best in the nation in 2022 >

It's dubbed the "River Tunnel" and it will make flyers feel like they're walking underwater.

"Makes you forget a little bit about being in an airport and you're going to think more about celebrating the natural beauty of Utah," Huether said.

The entire airport project costs about \$4.5 billion dollars, with the central tunnel costing \$80 million, according to Wyatt. The entire project will be paid for by the airlines.

"There's no local taxpayer commitment to this project," confirmed Wyatt.

The airport and airlines hope to make Salt Lake City a top destination to fly in the U.S.

"Building this all at once has allowed us to integrate the art with the construction which I think really makes it a lovely experience," said Wyatt.

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This tunnel will ease some distance between Salt Lake airport's concourses. Here's when it opens

SALT LAKE CITY — An airport is a fast-paced and oftentimes stressful experience as passengers run around making sure they reach their flights in time.


But Gordon Huether pictures a completely different experience once Salt Lake City International Airport travelers reach a new central tunnel currently under construction.

"When we drop you down into this tunnel, I'm going to take you into a whole other world. I'm going to bring the temperature down for you," he says, as he stares down the length of a vacant tunnel in front of him.

The world he envisions, named the "River Tunnel," is calm, cool and very blue. There are "miles and miles" of aluminum tubing, akin to "the Canyon" art installation he designed for the airport's main terminal. He likens this project to a dream in which you're walking at the bottom of a gently-moving river, while soothing music — curated for the experience — plays all around you.

When travelers awake from the dream at Concourse B, they'll reach "the Canyon 2.0" and the old airport's world map artwork.

"The whole idea is that it's a holistic, fully immersive experience that will make you maybe forget a little bit about being in an airport," Huether adds, during a tour of the tunnel to mark the construction halfway point Tuesday morning. "And you'll be thinking more about celebrating the natural beauty of Utah."

 A rendering of "River Tunnel," by Gordon Huether, is displayed inside the central tunnel, where the piece will be located, during a media tour at the Salt Lake City International Airport in Salt Lake City on Tuesday, Aug. 2, 2022. Once completed, the tunnel will open another way for passengers to transit between Concourse A and Concourse B and eventually to a future Concourse C.

A rendering of "River Tunnel," by Gordon Huether, is displayed inside the central tunnel, where the piece will be located, during a media tour at the Salt Lake City International Airport in Salt Lake City on Tuesday, Aug. 2, 2022. Once completed, the tunnel will open another way for passengers to transit between Concourse A and Concourse B and eventually to a future Concourse C. (Photo: Spenser Heaps, Deseret News)


However, this new 1,175-foot tunnel may also ease some travelers' nerves because of its convenience alone.

Since the new airport opened in 2020, many have vented about the distance between Concourse A and Concourse B. In fact, airport director Bill Wyatt said that is [among the top complaints received in the first year of the new airport's existence](#).

When the new tunnel opens — anticipated to be the fall of 2024 — travelers headed to Concourse B can simply walk to the entrance of the main terminal, through the river experience Huether imagines, and straight to the concourse without a detour around Concourse A. The route through the first concourse to the mid-concourse tunnel extends the trip for many Concourse B users.

This shortcut will help reduce the distance from the security lines to the boarding gate by about a third, in some cases, said Mike Williams, the program director for the Salt Lake Airport Redevelopment Program. People checking in and heading to, say, Gate B22, will benefit the most right now, but it will also benefit the future expansion of Concourse B because that growth extends the building farther from the mid-concourse tunnel.

There are also six moving walkways to make the trip go even faster if you don't want to walk through the whole tunnel.

 This map shows the central tunnel's location in relation to Concourse A and Concourse B at Salt Lake City International Airport. The tunnel is expected to be open in October 2024.

This map shows the central tunnel's location in relation to Concourse A and Concourse B at Salt Lake City International Airport. The tunnel is expected to be open in October 2024. (Photo: Salt Lake City International Airport)

Wyatt adds that the roughly \$80 million project will also thin the traffic coming through Concourse A because it is a mix of travelers using both concourses at the moment, which is also influenced by Delta Airlines flyers using the airport to connect with another flight.


"It depends on where your gate is, certainly, but the lack of crowds will be the biggest and most-notable feature," he said. "I think it will improve connect times significantly for people."

While most of the bare tunnel itself is finished, the biggest holdup now is constructing a connection from underground to Concourse B. Huether will then come in and complete his art installation once that's complete. All of it is on schedule for the new central tunnel to open in October 2024.

A growing airport

Another feature of the central tunnel, which most people won't see, is a faster system that will zip bags from planes landing at Concourse B back to the baggage carousel at the main terminal in 10 minutes.

It is one of several new airport features as the \$4.5 billion facility grows. Construction remains ongoing for the 22-gate Concourse A-East project; the first four gates of the second-phase extension are expected to open next spring and the rest of the facility is expected to open by the end of 2023. The extension will also feature 19 new restaurants and retail shops, [airport officials announced back in May](#).

 Mike Williams, program director of the Salt Lake City International Airport Redevelopment Program, gestures toward ongoing construction on the central tunnel at the airport in Salt Lake City on Tuesday, Aug. 2, 2022. Once completed, the tunnel will open another way for passengers to transit between Concourse A and Concourse B and eventually to a future Concourse C.

Mike Williams, program director of the Salt Lake City International Airport Redevelopment Program, gestures toward ongoing construction on the central tunnel at the airport in Salt Lake City on Tuesday, Aug. 2, 2022. Once completed, the tunnel will open another way for passengers to transit between Concourse A and Concourse B and eventually to a future Concourse C. (Photo: Spenser Heaps, Deseret News)

Airport administrators also plan to build nine more gates to Concourse B, which is scheduled to be completed by the end of 2025. The vast majority of the money for the projects have come from the airline industry, Wyatt said.

Meanwhile, the central tunnel is considered the first piece of planning that goes well beyond 2025. Crews are also including the wells needed for a future train that will someday connect the two concourses, as well as a third, once the future Concourse C is built.

Wyatt explains that there are no target dates for all of those other additions only because the need is based on passenger volumes. That said, current projects have the airport reaching the target passenger volumes by the end of the decade, which will begin the planning process for the third concourse

"We never imagined that a few years ago," he said. "I think we could see endless activity here."

×

New tunnel at SLC airport will make walk between concourses shorter, construction underway

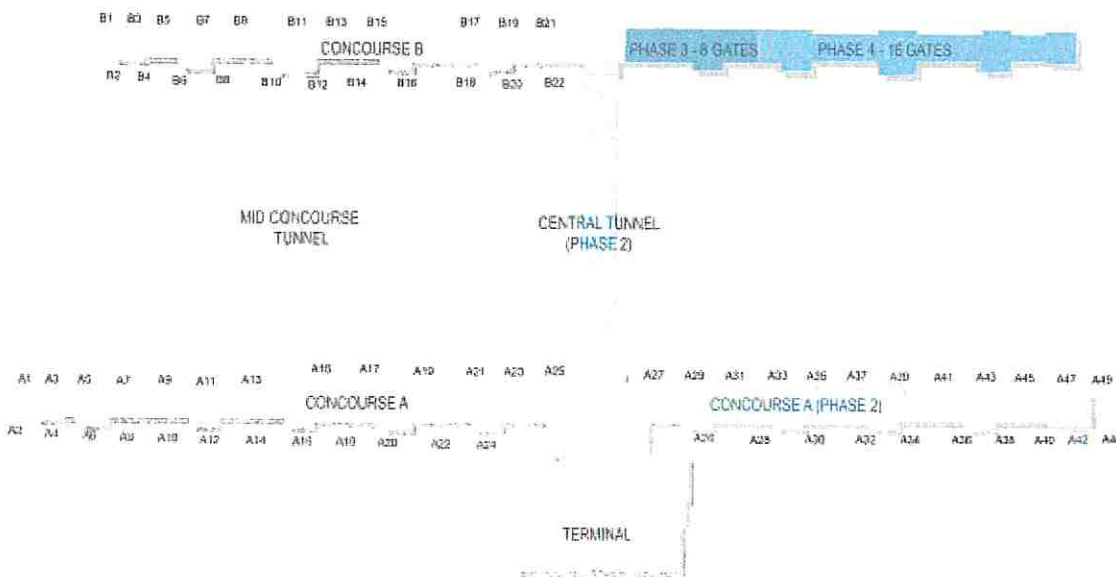


By: Scott McKane

Posted at 11:32 AM, Aug 02, 2022 and last updated 2:40 PM, Aug 02, 2022

SALT LAKE CITY — Construction is underway on a new tunnel at the Salt Lake City International airport that will make the walk from the main terminal to Concourse B shorter.

The new development is dubbed the "river tunnel" and will connect the terminal directly to Concourse B. Right now, travelers use the mid-concourse tunnel to walk from the terminal, halfway through Concourse A, and then to Concourse B.



Many Utahns and travelers have complained that the walk from the terminal to Concourse B is especially long. One lawmaker jokingly sought to rename the airport the "Pioneer Children Memorial Airport," playing on a common hymn of the Church of Jesus Christ of Latter-day Saints, "Pioneer Children Sang as They Walked."

"The tunnel itself, [there will be] passenger walking area in the center [and] moving sidewalks on either side the entire length of the tunnel," explained Mike Williams, who works as the Program Director for the Salt Lake Airport Redevelopment Program.

Nearly 33 miles of steel have been used to support the tunnel, along with 3,800 tons of rebar and 48,000 cubic yards of concrete.

When completed, the tunnel will also feature artwork with a river theme.

"When we drop you down into this tunnel I'm going to take you into a whole, another world," said artist Gordon Huether. "I'm just gonna bring it down, the

Huether explained the river tunnel is focused on helping travelers relax in what can be a stressful place.

A train will also eventually be added once Concourse C is complete but that's a couple of years down the road.

The river tunnel is scheduled to open in October 2024.



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SALT LAKE CITY

Get a glimpse of the salt lake city airport's central tunnel





A sight for sore feet: Meet the project that will make the SLC airport walk easier


Central Tunnel will cut the trek to B gates by more than a thousand feet, but keep those comfy shoes handy for now.

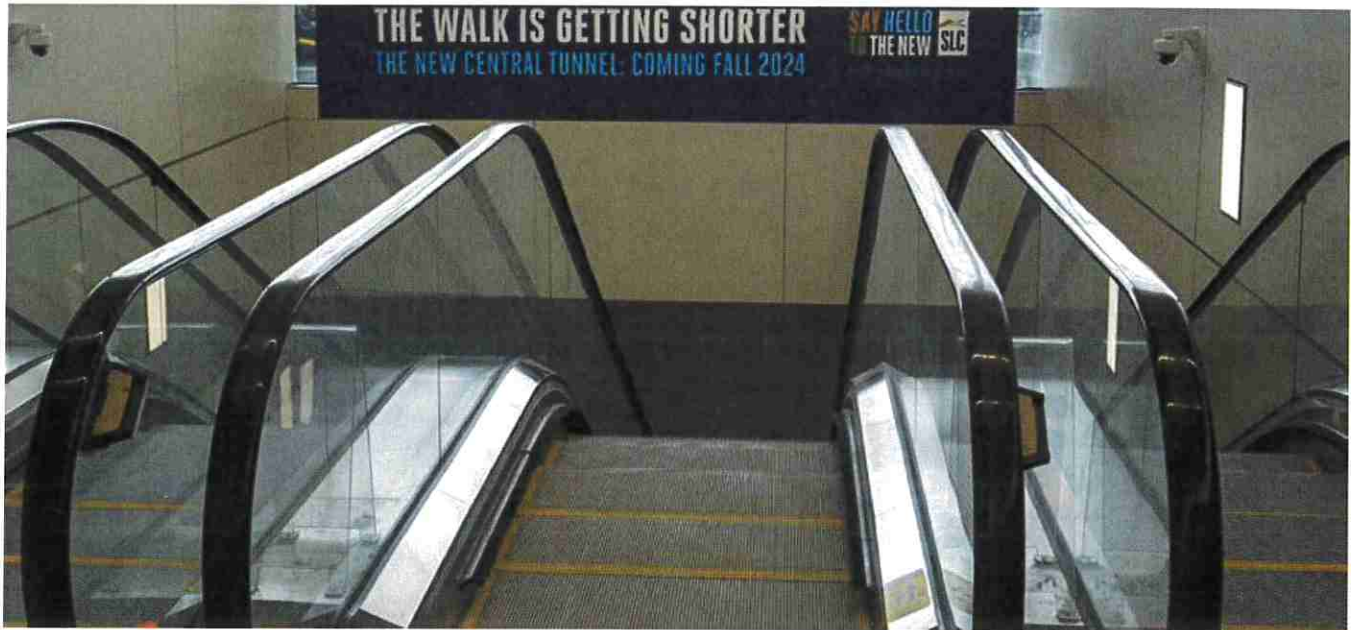
By Blake Apgar | Aug. 3, 2022, 7:00 a.m.

The trek across the Salt Lake City International Airport is getting shorter. Just give it another two years.

Construction on the so-called Central Tunnel, the straight-shot route from the main security checkpoint to concourse B, is now halfway complete. When it opens in October 2024, travelers no longer will have to [snake through concourse A](#) and then navigate an underground walk to get to their B gates in the outer reaches of the airport.

“This will be a really significant, and, I think, fabulous improvement in the airport experience,” [Bill Wyatt](#), executive director of the Salt Lake City Department of Airports, said during a tour Tuesday.

The new tunnel not only will speed up travel times for some passengers but will also relieve congestion on concourse A, which now experiences large crowds from those trying to access the lone, long tunnel to the B gates 




(Leah Hogsten | The Salt Lake Tribune) A man walks in front of the closed escalator that will carry Salt Lake City International Airport travelers to a new Central Tunnel on Tuesday, Aug. 2, 2022.

The journey to the B gates has been a [major source of criticism](#) for the airport since its [2020 debut](#) and the butt of many jokes. In some cases, the walk to a gate can stretch more than a half-mile and take more than 20 minutes.

The new tunnel will trim the walk from security to concourse B by more than 1,000 feet.

Escalators to the roughly \$80 million Central Tunnel will be accessible in the plaza passengers enter immediately after passing through security.

Workers began pouring concrete in the nearly 1,200-foot tunnel at the beginning of July 2021. Before it can open to passengers, crews will need to build a new entryway on concourse B that will display the [terrazzo world map from the old airport](#).

The map, a favorite fixture in the former airport, delighted travelers for decades. When the new airp 



“The River Tunnel,” as Huether calls it, is designed to give passengers the experience of walking at the bottom of a flowing river, with specialized lighting, custom terrazzo flooring and piped-in nature sounds or music curated just for the tunnel.

(Leah Hogsten | The Salt Lake Tribune) "It makes you forget a little bit about being in an airport," said Salt Lake City International Airport's Central Tunnel artist Gordon Huether of his "River Tunnel" art installation, designed to create a sense of walking on the bottom of a riverbed, Tuesday, Aug. 2, 2022.

The artist said he wants his work to calm passengers as they make their way through security lines and find their gates.

“The whole idea,” Huether said, “is that it is a holistic, fully immersive experience that will make you maybe forget a little bit about being in an airport, and you’re going to be thinking more about celebrating the natural beauty of Utah.”

(Leah Hogsten | The Salt Lake Tribune) Six moving walkways, like the one shown at left, Tuesday, Aug. 2, 2022, will be installed in Salt Lake City International Airport's Central Tunnel. The new tunnel, scheduled to open October 2024, will speed up travel time from concourse A to concourse B, giving travelers a straight shot from airport security with the help of moving walkways.

Travelers walking through the tunnel will have six moving walkways to help the flow of passengers. The new tunnel gives airport officials more room to work with, so they are looking at additional mobility options like electric carts.

The Central Tunnel contains enough space for two trains to carry passengers, though they are unlikely to be installed until a third concourse is built.

Wvatt said [swelling nassenger volumes](#) mean planning on a concourse C could come by decade's end



UTAH SALT LAKE COUNTY TRAVEL

This tunnel will ease some distance between Salt Lake airport's concourses. Here's when it opens

By Carter Williams, KSL.com

| Aug 2, 2022, 2:32pm MDT

8/3/22, 8:08 AM

This tunnel will ease some distance between Salt Lake airport's concourses. Here's when it opens - Deseret News



Crews work inside the central tunnel, which is being built between Concourse A and Concourse B, at the Salt Lake City International Airport in Salt Lake City on Tuesday, Aug. 2, 2022. Once completed, the tunnel will open another way for passengers to transit between the concourses, and will eventually extend to a future Concourse C. | Spenser Heaps, Deseret News | [Purchase Photo](#)

An airport is a fast-paced and oftentimes stressful experience as passengers run around making sure they reach their flights in time.

But Gordon Huether pictures a completely different experience once Salt Lake City International Airport travelers reach a new central tunnel currently under construction.

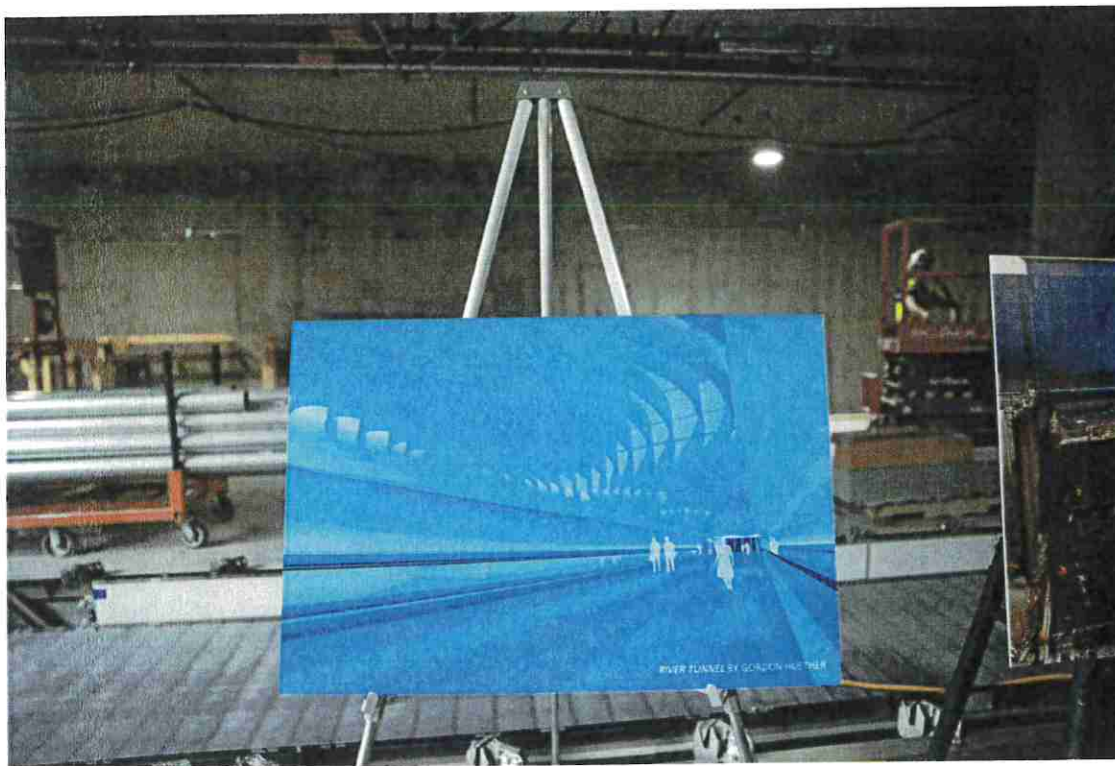
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The world he envisions, named the "River Tunnel," is calm, cool and very blue. There

designed for the airport's main terminal. He likens this project to a dream in which you're walking at the bottom of a gently-moving river, while soothing music — curated for the experience — plays all around you.

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A rendering of "River Tunnel," by Gordon Huether, is displayed inside the central tunnel, where the piece will be located, during a media tour at the Salt Lake City International Airport in Salt Lake City on Tuesday, Aug. 2, 2022. Once completed, the tunnel will open another way for passengers to transit between Concourse A and Concourse B and eventually to a future Concourse C. | Spenser Heaps, Deseret News | [Purchase Photo](#)

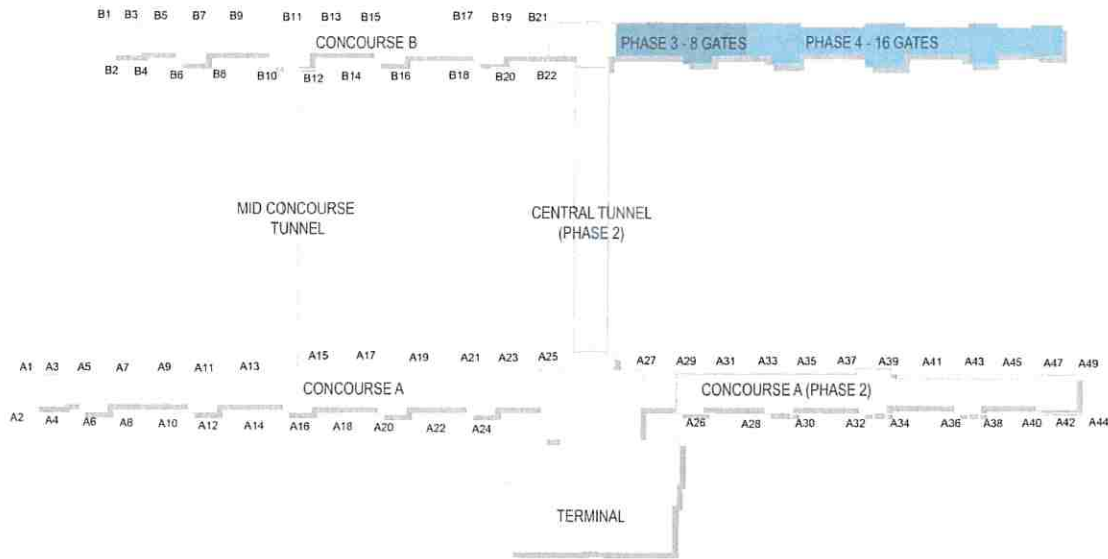
However, this new 1,175-foot tunnel may also ease some travelers' nerves because of its convenience alone.

Since the new airport opened in 2020, many have vented about the distance between

When the new tunnel opens — anticipated to be the fall of 2024 — travelers headed to Concourse B can simply walk to the entrance of the main terminal, through the river experience Huether imagines, and straight to the concourse without a detour around Concourse A. The route through the first concourse to the mid-concourse tunnel extends the trip for many Concourse B users.

This shortcut will help reduce the distance from the security lines to the boarding gate by about a third, in some cases, said Mike Williams, the program director for the Salt Lake Airport Redevelopment Program. People checking in and heading to, say, Gate B22, will benefit the most right now; but it will also benefit the future expansion of Concourse B because that growth extends the building farther from the mid-concourse tunnel.

There are also six moving walkways to make the trip go even faster if you don't want to walk through the whole tunnel.



This map shows the central tunnel's location in relation to Concourse A and Concourse B at Salt Lake City International Airport. The tunnel is expected to be open in October 2024. | Salt Lake City International Airport

Wyatt adds that the roughly \$80 million project will also thin the traffic coming through Concourse A because it is a mix of travelers using both concourses at the moment, which is also influenced by Delta Airlines flyers using the airport to connect with another flight.

"It depends on where your gate is, certainly, but the lack of crowds will be the biggest and most-notable feature," he said. "I think it will improve connect times significantly for people."

While most of the bare tunnel itself is finished, the biggest holdup now is constructing a connection from underground to Concourse B. Huether will then come in and complete his art installation once that's complete. All of it is on schedule for the new central tunnel to open in October 2024.

A growing airport

Another feature of the central tunnel, which most people won't see, is a faster system that will zip bags from planes landing at Concourse B back to the baggage carousel at

It is one of several new airport features as the \$4.5 billion facility grows. Construction remains ongoing for the 22-gate Concourse A-East project; the first four gates of the second-phase extension are expected to open next spring and the rest of the facility is expected to open by the end of 2023. The extension will also feature 19 new restaurants and retail shops, airport officials announced in May.

Airport administrators also plan to build nine more gates to Concourse B, which is scheduled to be completed by the end of 2025. The vast majority of the money for the projects have come from the airline industry, Wyatt said.

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Meanwhile, the central tunnel is considered the first piece of planning that goes well beyond 2025. Crews are also including the wells needed for a future train that will someday connect the two concourses, as well as a third, once the future Concourse C is built.

NEWS / UTAH COUNTIES / SALT LAKE COUNTY

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Salt Lake City's airport is already growing. Here's what's next after the current projects

By Carter Williams, KSL.com | Posted - Aug. 10, 2022 at 3:05 p.m.



People walk through the baggage claim with Delta jets visible at their gates at the Salt Lake City International Airport in Salt Lake City on Tuesday. The Salt Lake City International Airport is ready to update its master plan for the first time since 1998. (Spenser Heaps, Deseret News)

46

Estimated read time: 6-7 minutes

could see the drawing on its front cover.

"(It) is surprisingly like what we're building right now," said Wyatt, the airport's director, as he held up the large book during a council work session Tuesday.

Within minutes, he was ready to share with the council what planners now picture the future of the airport to look like, two decades after that rendering was drawn. Airport staff presented the council with details of the possible first new city airport master plan in at least 24 years.

This document is important, Wyatt contends, because it helps "paint a picture" of what the next 30 years of Utah's largest airport will look like, much like the picture on the previous master plan helped forecast the creation of the new Salt Lake City International Airport that opened two years ago.

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This isn't just a document that only helps illustrate the future of the facility, but also flight growth, employment changes, technology improvements and other elements that will dictate future needs.

Brady Frederickson, the senior aviation planner for Salt Lake City Corporation, believes the last plan successfully helped transform an airport that served the Intermountain region to one that serves an international economy. This was done because planners then — as the 1998 illustration shows — figured out a better design to allow planes to move about the runway more efficiently and effectively.

this airport with all the plans," he said.

The proposed master plan presented Tuesday is the result of three years of planning that collected input from about 350 community members, 65 meetings with major stakeholders and about 20,000 hours of planning work, according to airport officials. The Federal Aviation Administration, which granted airport planners about \$4 million to conduct a new master plan, will have to sign off on it along with the City Council before it's finally approved.

So what will the future of the airport look like?

The near future of the airport

Some of the future growth is already happening. The first four gates of the [Concourse A-East project](#) are scheduled to open in May 2023, while the remaining 18 gates are set to open by the end of 2023.

Airport administrations also celebrated just last week [the halfway point in constructing a new central tunnel](#), which is slated to open by the end of 2024. That is expected to cut the walking time for many travelers who need to use Concourse B, which also has the potential to grow by another 16 gates down the road.

The tunnel will contain the keys to other projects, too. It will have the space for a future train or tram that will connect the two current concourses with a future third concourse sometime in the future. The eventual Concourse C must include other amenities, including a relocated fire station, airport maintenance base, fuel farm and a Delta Air Lines hangar because they are all either nonexistent or currently in the way of the planned third concourse location, Wyatt explained.


"That's all very daunting but we have time — as long as we know where we're going," he said.

The slightly more distant future

Concourse C's future growth is still ultimately determined by how many people use the airport, though. Its demand is triggered when the airport receives about 32.6 million annual passengers, according to an airport presentation document.

But the demand for a new concourse isn't too far into the horizon.

"We're really recovering quickly and we're expanding quickly," he said.

 This graph shows projected Salt Lake City International Airport passenger levels every year up to 2037. The airport is currently on pace to receive 25 million passengers.

This graph shows projected Salt Lake City International Airport passenger levels every year up to 2037. The airport is currently on pace to receive 25 million passengers. (Photo: Salt Lake City International Airport)

Planners studied trends and interviewed the airline companies that use the airport to project three likely passenger activity scenarios by 2037. They found that the airport could reach 32.6 million passengers by the end of the decade.

The most bullish outlook from these sources estimates that the airport will reach 43.6 million annual passengers by 2037. The pessimistic projection states the figure is 32.8 million by 2037, while the baseline forecast is somewhere in the middle at 37.3 million passengers.

The document presented to the council shows what is needed for a fourth concourse, which is when the airport draws 47 million passengers annually. The airport could reach that level in the 2040s, based on these projections.

 This map shows where future projects, including Concourse C, are planned to be located at Salt Lake City International Airport.

This map shows where future projects, including Concourse C, are planned to be located at Salt Lake City International Airport. (Photo: Salt Lake City International Airport)

Cargo airline service and corporate hangars are also expected to expand over the next 15 years, especially with the growth of the Utah Inland Port. Fredrickson said he believes he's handled more requests for corporate hangars in the past year than all of the previous 15 years combined. All of this means there will be a growing demand for a more "balanced" airfield to handle all the future planes arriving and departing, he explained.

Wyatt also acknowledged that projected gate expansions will result in 42 new jet bridges over the next seven years, nearly double the amount now. That will require more employees to handle the airport's growth.

Parking and airport accessibility are other major future concerns. The airport's economy parking lot only reached three-fourths of capacity over the weekend, but it did reach 90% during this year's spring break and full capacity during last year's fall break.

Wyatt said there's a fear that not enough parking may lead to "suboptimal" street parking near the airport, even though there is a public transit station just outside the main terminal.

Meanwhile, he acknowledged there is some "consideration" for crews to extend the central tunnel construction beyond Concourse B early to speed up the process for when construction begins on Concourse C. This would also clear the path for a train system to open early, though it still wouldn't begin service for about another five years. The project is expected to cost about \$180 million in capital with an operation and maintenance of up to \$5 million annually.

"If we're going to invest in this anyway, it might be worth investing now rather than in how many more years," said Salt Lake City Councilman Darin Mano.

For now, passengers who need assistance can be shuttled around.

There are also environmental concerns that growth brings, including carbon monoxide, ozone, sulfur dioxide and particulate matter that can harm air quality and the climate, the document notes. Frederickson said the airport has switched out many of its diesel fleet vehicles for electric ones, while they ask airlines to do the same.

The document is ready to be adopted by the city, though it may have more adjustments before that happens. The timeline for it to be approved has yet to be established, as the council voted to continue the discussion for a future meeting. It will then be sent to the FAA for final approval.

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Passenger accused of being high on meth, crawling on seats caused flight to divert to SLC

by Jeremy Harris, KUTV
Wednesday, September 7th 2022



A Delta Airlines jet sits on the tarmac at the Atlanta Hartsfield-Jackson International Airport. (File photo: CNN)

SALT LAKE CITY (KUTV) — An airline passenger who allegedly admitted to using meth faces federal charges after causing a flight to divert to Salt Lake City International Airport over Labor Day Weekend.

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Saturday and caused a disturbance almost immediately after takeoff.

"Jones forced napkins and moist towelettes into the vents above his seat. As the plane was in flight, Jones was yelling that he was being poisoned, and demanding to speak to the captain and to the FBI. Jones would not remain seated and was moving from row to row through the cabin," an FBI affidavit states.

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- **Unruly passenger forces flight from London to divert to Salt Lake City**
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- **'Sit down now!' Video shows unruly passenger detained on flight into Salt Lake City**

Flight attendants blocked the front of the cockpit door with service carts to prevent Jones from getting access, according to the charges.

"At one point, Jones was climbing over seats from the exit row through the first class cabin and then was restrained by other passengers and flight attendants. He was placed in flex cuffs and restrained in a first class as the flight was diverted to Salt Lake City," the affidavit states.

Police arrested Jones when the flight landed. Officers observed that he appeared to be high on meth and he admitted to using meth when questioned, according to the charges.

Jones is scheduled to appear in federal court Wednesday afternoon.

This year, the FAA has logged nearly 2,000 reports of unruly passengers and has launched 650 investigations.

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Unruly passenger causes flight to divert to SLC

by: [Kiah Armstrong](#)

Posted: Jul 26, 2022 / 08:11 PM MDT

Updated: Jul 26, 2022 / 10:08 PM MDT

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SALT LAKE CITY (ABC4) – A flight heading to LAX had to be diverted to the Salt Lake International Airport due to an “unruly passenger.”

The Virgin Atlantic Flight took off from London and was expected to land at LAX. That plane had to be diverted due to an unruly passenger, a Salt Lake City International Airport spokesperson tells ABC4.

The passenger was then taken off the plane and the flight continued to LAX.

In a statement to ABC4, Virgin Atlantic said:

“Due to a disruptive passenger onboard flight VS141 operating from London Heathrow to Los Angeles on Tuesday 26 July, the aircraft [has] diverted to Salt Lake City to be met by police authorities. The safety and wellbeing of our customers and crew is always our top priority and we don’t tolerate any behaviour that compromises this. We always want our customers to have

Virgin Atlantic flight diverted to SLC due to unruly passenger

Jul 26, 2022, 10:06 PM | Updated: Jul 27, 2022, 6:33 am



BY [MADISON SWENSON](#)

KSLTV.com

SALT LAKE CITY — A Virgin Atlantic flight was diverted to the Salt Lake City International Airport Tuesday due to an unruly passenger.

Salt Lake police say the passenger had been physically detained by other passengers and flight crew members onboard the plane — which was headed from London to LAX.

Once the plane landed in Salt Lake around 4:30 p.m., the passenger was removed from the plane and the flight continued on its way.

Police did not say whether the individual was arrested.

A Virgin Atlantic spokesperson said, “Due to a disruptive passenger onboard flight VS141 operating from London Heathrow to Los Angeles on Tuesday 26 July, the aircraft diverted to Salt Lake City to be met by police authorities. The safety and well-being of our customers and crew is always our top priority and we don’t tolerate any behavior that compromises this. We always want our customers to have the best experience when they fly with us and our cabin crew are highly trained to deal with any individuals that may impact that experience for others.

“The flight continued to Los Angeles arriving just before 20:00 local time with an arrival delay of approximately four hours. We apologize for the inconvenience caused to customers onboard.”

Flight makes emergency landing in Salt Lake City due to unruly passenger



By: Spencer Burt

Posted at 7:53 PM, Jul 26, 2022 and last updated 7:28 AM, Jul 27, 2022

SALT LAKE CITY — A flight from London to Los Angeles was forced to land in Salt Lake City because of an unruly passenger.

Virgin Atlantic Flight 141 was flying from London and scheduled to land in Los Angeles, but was diverted to Salt Lake City International Airport instead at 4:30 p.m.

The unidentified passenger was physically detained by flight crew members and other passengers.

“Due to a disruptive passenger onboard flight VS141 operating from London Heathrow to Los Angeles on Tuesday 26 July, the aircraft diverted to Salt Lake City to be met by police authorities. The safety and wellbeing of our customers and crew is always our top priority and we don’t tolerate any behaviour that compromises this,” the airline wrote in a statement.

FOX 13 News obtained video of the passenger being escorted from a Virgin Atlantic plane at the airport.

The flight resumed and left Salt Lake City for Los Angeles at around 7:30 p.m.

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Unruly passenger arrested on Virgin Atlantic flight diverted to Salt Lake City

The flight was headed from the United Kingdom to Los Angeles.



(Rick Bowmer | AP) Travelers are shown at Salt Lake City International Airport Monday, June 13, 2022, in Salt Lake City.

By Associated Press | July 27, 2022, 11:11 a.m.

SALT LAKE CITY (AP) • A 39-year-old resident of the United Kingdom was arrested in Salt Lake City on Tuesday on suspicion of assaulting crew members and a passenger onboard a flight from London to Los Angeles.

The Salt Lake City Police Department said that the Virgin Air flight had to be diverted to Utah after William Stephen Hayes became upset mid-flight and had to be restrained by the flight crew. While restrained, Hayes allegedly kicked began kicking airplane seats and windows and injured crew members and a passenger. Police said injuries were minor and the incident left no permanent damage to the plane.

“The safety and wellbeing of our customers and crew is always our top priority and we don’t tolerate any behaviour that compromises this,” Virgin Atlantic said in a statement. “We always want our customers to have the best experience when they fly with us and our cabin crew are highly trained to deal with any individuals that may impact that experience for others.”

Upon arrest, Hayes was transported and booked at the Salt Lake County jail. Local law enforcement said it referred the case to the U.S. Attorney’s office, which typically has authority over international flights. The plane subsequently resumed its flight to Los Angeles.

Charges had yet to be filed as of Wednesday morning and it’s unkown if Hayes had an attorney. The U.S. Attorney’s office did not immediately return request for comment.

By Associated Press

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Unruly passenger forces flight from London to Los Angeles to divert to Salt Lake City

By **Chris Boyette**, CNN

🕒 Updated 8:49 AM ET, Wed July 27, 2022



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A Virgin Atlantic flight bound for Los Angeles was forced to divert to Salt Lake City International Airport on Tuesday due to an unruly passenger.

(CNN) — A disruptive passenger onboard a Virgin Atlantic flight from London's [Heathrow](#) airport to Los Angeles on Tuesday caused the aircraft to be diverted to Salt Lake City, according to an airline statement.

The passenger was "physically detained by other passengers and flight crew members" and was met by police upon arrival, according to Salt Lake City Police in a statement.

The flight then continued to Los Angeles and landed about four hours after its scheduled arrival, Virgin Atlantic said.



"The safety and wellbeing of our customers and crew is always our top priority and we don't tolerate any behavior that compromises this," the airline statement said. "We always want our customers to have the best experience when they fly with us and our cabin crew are highly trained to deal with any individuals that may impact that experience for others."

CNN has reached out to Salt Lake City Police for more information.

So far this year there have been 1,701 reports of unruly passengers, with 582 investigations initiated, [according to](#)

Unruly passenger forces London-to-Los Angeles flight to land at Salt Lake City; individual arrested

By Lawrence Richard

Published July 27, 2022

Fox News

A commercial flight from London to Los Angeles Tuesday was forced to divert from its intended flight path due to an unruly passenger, officials said.

Virgin Atlantic flight 141 took off from London Heathrow (LHR) but was forced to land before reaching its anticipated destination of Los Angeles International Airport (LAX) after the passenger's disturbance, a Virgin Atlantic spokesperson told Fox News Digital.

The plane landed at Salt Lake City International Airport (SLC), where the disruptive passenger was taken into custody, the spokesperson said.



next

Image 1 of 3

A passenger forced a Los Angeles-bound flight to divert to Salt Lake City on July 26, 2022. (KUTV)

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Image 2 of 3

A Virgin Atlantic flight was diverted due to a passenger's behavior on July 26, 2022. (KUTV)

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Image 3 of 3


An unruly passenger of a Virgin Atlantic flight was arrested on July 26, 2022. (KUTV)

The specifics of the disturbance are not known.

AIRLINE STAFFING ISSUES LEADING TO MORE LOST, UNCLAIMED BAGS IN AIRPORTS

A Virgin Atlantic spokesperson told Fox News Digital the airline diverted the flight to ensure the safety of the passengers.

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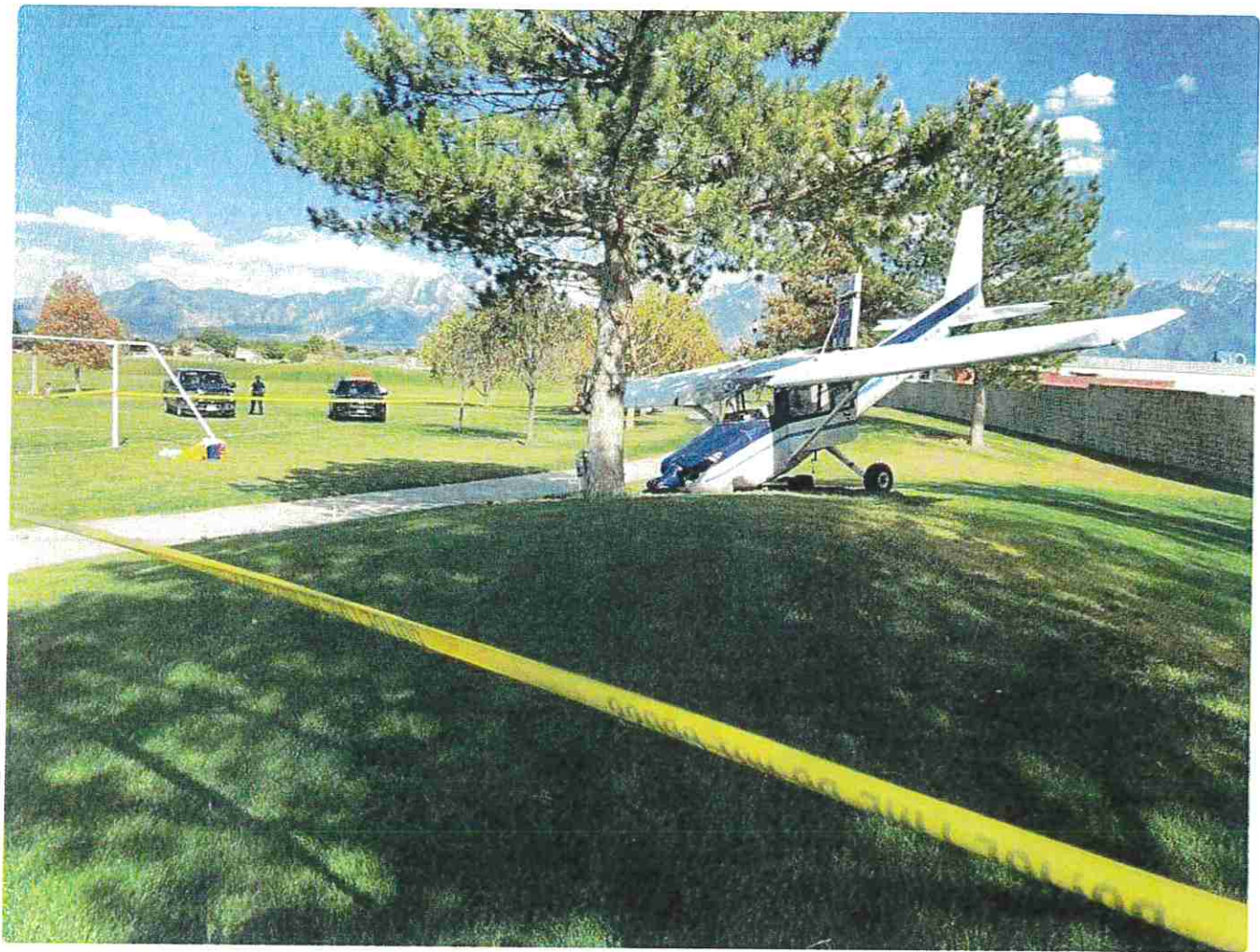
Plane crashes into West Jordan soccer fields; no injuries reported

 By: Jeff Tavss

Posted at 4:05 PM, Sep 07, 2022 and last updated 6:13 PM, Sep 07, 2022

WEST JORDAN, Utah — No one was injured after a small plane crashed into a West Jordan soccer field on Wednesday afternoon.

The plane came down just south of South Valley Regional Airport, crash landing in the West Jordan Soccer Complex. A photo of the single-engine plane showed it coming to a stop just before a tree next to a walkway.



FOX 13 News

Plane sits feet away from tree after crashing into West Jordan soccer field on Wednesday

West Jordan Fire Department officials said a gust of wind forced the plane down, but offered no other information.

Two male passengers on board the plane were not injured in the crash.

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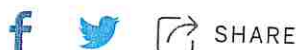
OPINION UTAH BUSINESS

Opinion: How to make the Salt Lake International Airport family friendly

The newly remodeled Salt Lake International Airport has a huge potential for tourism if we can capture the unique culture of Utah within the airport

By Evan Ward

| Aug 1, 2022, 8:00am MDT



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As I write, I'm seated on the outdoor observation deck at San Francisco International Airport. I'm waiting for a flight to Sydney, Australia, where I will be researching how flight patterns between Australia and Europe with an intermediate stop, something known as the "Kangaroo Route," helped integrate Australia into the Asian economy. Many times, passengers stopping in places like Singapore decide to return for a vacation to the city where they had a stopover on the way to Europe.

Now that the new Salt Lake City International Airport has been operational for two years, it's fair to ask if the airport will be able to achieve "the stopover effect." I've adapted this term from my own research on the evolution of how airports spur tourism as well as the work of aviation specialists on how passengers select connecting cities and make layover cities into tourist destinations in their own right.

"The stopover effect" happens when a passenger in transit has such a favorable experience in a connecting airport that he or she chooses to return to the city as a destination in its own right.



Despite persistent complaints about the distance passengers must walk between concourses at the new airport, among other critiques, it still may be too early to render a final verdict on the new airport's form and function until the second phase is completed in 2024.

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What would convert a transit passenger into a Salt Lake City tourist just by making a connection at the airport?

While some factors are now fixed (such as the orientation of the concourses), there are adaptations that might provide a more pleasurable experience for passengers. Some factors might include greater attention to families traveling with children and a cultural experience associated with Salt Lake's historical identity.

Frankly, Salt Lake City should be known as one of the most family-friendly airports in the *world*, given the Utah's high per capita rate of natural increase, youthful population and cultural association with robust families. The airport has won praise for its elegant lines, particularly at the nexus where passport control intersects with concourse A, also known as "Terminal Plaza."

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What's coming to Salt Lake City International Airport: 22 new gates, more restaurants

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The wide observation deck there is a nice touch, where families are often found, their children with little to do while waiting for their flight. The grand piano is classy but offers limited opportunity for use among the throngs transiting the space. This is the one area that could be transformed into a children's play area, conceivably called "the Valley" — to continue the architectural metaphor that extends from "the canyons"

Given the incidence of “trampoline parks” and children’s play places throughout Utah, some variety of activities — perhaps including modest rope ladders arranged around a foam or ball pit — would brighten Terminal Plaza, which will be extended to include more shops when Concourse A is extended to its final length of 3,700 feet by the end of 2024.

To add to the family-friendly approach, a sweet spot in dining options needs to be considered. Images come to mind of long lines snaking out of the McDonalds in the old Salt Lake Airport. The current airport features what might be considered “premium price” dining options as well as the outlet of a convenience store, but little in the way of modestly priced fast food that was in abundance in the former airport. A family-friendly airport has a place to buy an inexpensive fountain soft drink, a small pack of fries, or a soft serve ice cream cone to keep an overwrought child happy until the next flight.

Finally, a memorable cultural experience might help lure passengers back to Salt Lake City for a two-to-three-day vacation. Skiing sells itself, as do the state’s supernal national parks. Other airports in the region, however, have marketed their airports based on the airport itself or a cultural offering housed there.

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Denver International Airport has embraced its conspiratorial history (of cost overruns and what might exist in the underground tunnels) and made it a selling part of the airport. San Francisco International Airport boasts a library dedicated to commercial aviation, located inside and open to anyone interested in flight.

If money were not an issue, it would be both an educational experience and a reflection of Utah’s heritage to have Ancestry.com or FamilySearch locate a highly interactive public or private space in one of the concourses, featuring an array of opportunities for passengers to learn basic aspects about their individual family history — with an

While there have been many criticisms of the new airport, there are ample opportunities to help the airport grow as a part of the community, which will also contribute to the economic and cultural well-being of the state.

Evan Ward is associate professor of history at Brigham Young University, where he teaches courses on world history and researches the history of travel and tourism, with an emphasis on commercial aviation. He welcomes continued dialogue about the new airport at evan_ward@byu.edu.

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**SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
SEVEN MONTHS ENDED JULY 2022**

	July 2022	CHANGE	Year to date 2022	CHANGE	12 MO ROLLING Ending 07/2022	CHANGE
PASSENGERS						
<i>DOMESTIC</i>						
Enplaned - Local	768,211	1.33%	5,031,567	32.90%	8,294,636	54.88%
Enplaned - Connections	410,317	-13.99%	2,454,253	14.74%	4,450,949	41.23%
Less International	-75,161		-332,635		-471,713	
Enplaned	1,103,367	-8.51%	7,153,185	23.90%	12,273,872	47.76%
Deplaned - Local	753,709	0.29%	4,913,925	29.77%	8,192,740	53.30%
Deplaned - Connection	410,317	-13.99%	2,454,253	14.74%	4,450,949	41.23%
Less International	-62,428		-341,425		-479,549	
Deplaned	1,101,598	-8.15%	7,026,753	21.77%	12,164,140	46.63%
TOTAL DOMESTIC	2,204,965	-8.33%	14,179,938	22.83%	24,438,012	47.20%
<i>INTERNATIONAL</i>						
Enplaned	75,161	157.90%	332,635	119.44%	471,713	135.12%
Deplaned	62,428	113.69%	341,425	120.41%	479,549	139.47%
TOTAL INTERNATIONAL	137,589	135.77%	674,060	119.93%	951,262	137.30%
TOTAL PASSENGERS	2,342,554	-4.92%	14,853,998	25.34%	25,389,274	49.32%
LANDED WEIGHT						
Air Carriers	1,267,629,013	-9.22%	8,212,942,311	-0.94%	14,540,166,971	10.39%
Cargo Carriers	100,131,738	-5.13%	725,524,771	-2.37%	1,313,529,354	-2.89%
TOTAL LANDED WEIGHT (LBS)	1,367,760,751	-8.93%	8,938,467,082	-1.05%	15,853,696,325	9.15%
MAIL						
Enplaned	2,735,111	-16.38%	18,295,207	-7.50%	32,186,991	-8.19%
Deplaned	1,494,238	-2.07%	10,073,302	5.90%	17,462,618	-11.98%
TOTAL MAIL (LBS)	4,229,349	-11.83%	28,368,509	-3.15%	49,649,609	-9.56%
CARGO						
Enplaned	14,625,604	-14.02%	108,889,840	-9.77%	196,146,933	-8.88%
Deplaned	15,707,871	-6.54%	114,332,892	0.04%	204,646,269	-1.14%
TOTAL CARGO (LBS)	30,333,475	-10.30%	223,222,732	-5.00%	400,793,202	-5.09%
MAIL & CARGO						
Enplaned	7,313	-14.02%	54,445	-9.77%	98,073	-8.88%
Deplaned	7,854	-6.54%	57,166	0.04%	102,323	-1.14%
TOTAL MAIL & CARGO (TONS)	15,167	-10.30%	111,611	-5.00%	200,396	-5.09%
AIRCRAFT OPERATIONS						
Passenger Aircraft	20,888	-12.74%	135,922	-4.38%	242,790	6.30%
All-Cargo Aircraft	1,486	-12.49%	11,100	-6.39%	20,066	-2.80%
General Aviation	5,786	-0.05%	39,854	-1.18%	69,367	1.73%
Military	249	68.24%	1,935	16.01%	3,102	3.19%
TOTAL AIRCRAFT OPERATIONS	28,409	-10.02%	188,811	-3.67%	335,325	4.71%

**SALT LAKE CITY INTERNATIONAL AIRPORT
PASSENGER TRAFFIC REPORT
SEVEN MONTHS ENDED JULY 2022**

	July 2021	July 2022	% CHANGE	Year to date 2021	Year to date 2022	% CHANGE	12 MO ROLLING Ending 07/2022	% CHANGE
ENPLANED PASSENGERS								
AEROMEXICO	-	2,855	100.0%	-	18,347	100.0%	24,039	100.0%
AIR CANADA	-	1,092	100.0%	-	2,373	100.0%	2,373	100.0%
ALASKA	16,953	16,701	-1.5%	50,086	68,463	36.7%	130,322	134.7%
Horizon Air / Alaska	-	-	0.0%	17,507	8,609	-50.8%	19,202	-29.8%
Skywest / Alaska	16,127	15,011	-6.9%	91,087	93,532	2.7%	144,461	18.0%
AMERICAN	64,423	46,136	-28.4%	312,001	308,644	-1.1%	561,565	25.2%
Envoy Air	4,812	64	-98.7%	11,061	4,990	-54.9%	19,679	66.9%
American/Mesa Air	2,089	2,024	-3.1%	7,152	10,330	44.4%	14,020	73.7%
Republic	-	-	0.0%	3,152	-	-100.0%	2,049	-48.4%
SkyWest (American)	6,389	3,737	-41.5%	58,961	30,095	-49.0%	64,467	-30.4%
DELTA	677,671	686,618	1.3%	3,223,002	4,382,275	36.0%	7,373,007	59.2%
SkyWest (Delta Connection)	210,801	166,186	-21.2%	1,032,048	1,065,225	3.2%	1,960,295	27.2%
EUROWINGS DISCOVER	-	2,227	100.0%	-	6,105	100.0%	6,105	100.0%
FRONTIER	26,140	14,094	-46.1%	136,296	109,376	-19.8%	205,247	-1.8%
JETBLUE	26,959	30,221	12.1%	107,191	164,792	53.7%	252,685	90.6%
KLM ROYAL DUTCH AIRLINES	-	4,126	100.0%	-	17,094	100.0%	17,094	100.0%
SOUTHWEST	126,148	119,361	-5.4%	600,276	795,977	32.6%	1,319,864	59.1%
SPIRIT	-	18,302	100.0%	-	39,622	100.0%	39,622	100.0%
UNITED	21,492	17,775	-17.3%	106,853	165,707	55.1%	248,727	65.1%
Mesa Airlines (United Express)	3,492	1,457	-58.3%	3,836	10,595	176.2%	16,874	291.5%
Republic Airways (United)	-	-	0.0%	3,114	345	-88.9%	1,425	-61.5%
SkyWest (United Express)	31,665	30,259	-4.4%	161,220	182,592	13.3%	321,638	36.8%
Charters	-	282	100.0%	134	732	446.3%	825	318.8%
West Coast Charters	-	0	0.0%	-	0	0.0%	0	0.0%
TOTAL ENPLANED PASSENGERS	1,235,161	1,178,528	-4.6%	5,924,977	7,485,820	26.3%	12,745,585	49.8%
DEPLANED PASSENGERS								
AeroMexico	-	4,135	100.0%	-	25,833	100.0%	32,470	100.0%
AIR CANADA	-	1,415	100.0%	-	2,517	100.0%	2,517	100.0%
ALASKA AIR	16,288	16,630	2.1%	49,474	66,854	35.1%	131,608	141.3%
Horizon Air / Alaska	-	-	0.0%	17,263	8,519	-50.7%	19,432	-28.7%
Skywest / Alaska	15,251	14,102	-7.5%	90,127	90,898	0.9%	142,568	16.2%
AMERICAN	64,373	46,188	-28.2%	315,165	304,591	-3.4%	558,394	24.6%
Envoy Air (American)	5,075	64	-98.7%	11,381	5,744	-49.5%	19,515	61.2%
Mesa Air	2,044	2,051	0.3%	7,475	10,794	44.4%	13,860	63.6%
Republic	-	-	0.0%	2,951	-	-100.0%	1,950	-47.5%
SkyWest (American)	6,343	3,704	-41.6%	59,014	30,537	-48.3%	65,066	-29.6%
DELTA	674,162	670,826	-0.5%	3,213,392	4,266,950	32.8%	7,273,701	57.6%
SkyWest (Delta Connection)	210,499	167,066	-20.6%	1,032,877	1,065,587	3.2%	1,958,487	26.8%
EUROWINGS DISCOVER	-	3,402	100.0%	-	6,199	100.0%	6,199	100.0%
FRONTIER	26,521	14,230	-46.3%	137,784	109,162	-20.8%	205,498	-2.6%
JETBLUE	26,481	29,494	11.4%	105,926	160,957	52.0%	247,087	87.4%
KLM ROYAL DUTCH AIRLINES	-	5,576	100.0%	-	21,205	100.0%	21,205	100.0%
SOUTHWEST	124,114	118,574	-4.5%	597,953	791,471	32.4%	1,310,364	59.0%
SPIRIT	-	18,291	100.0%	-	40,675	100.0%	40,675	100.0%
UNITED	22,181	16,964	-23.5%	109,451	164,146	50.0%	247,612	64.2%
Mesa Airlines / United Express	3,986	1,544	-61.3%	4,555	11,172	145.3%	18,172	260.3%
Republic Airways (United)	-	-	0.0%	3,051	317	-89.6%	1,285	-66.3%
SkyWest (United Express)	31,230	29,469	-5.6%	167,513	182,963	9.2%	324,844	34.9%
Charters	-	301	100.0%	260	1,087	318.1%	1,180	350.4%
West Coast Charters	-	0	0.0%	-	0	0.0%	0	0.0%
TOTAL DEPLANED PASSENGERS	1,228,548	1,164,026	-5.3%	5,925,612	7,368,178	24.3%	12,643,689	48.8%
TOTAL PASSENGERS*	2,463,709	2,342,554	-4.9%	11,850,589	14,853,998	25.3%	25,389,274	49.3%
INTERNATIONAL - ENPLANED								
AEROMEXICO	-	2,855	100.0%	-	18,347	100.0%	24,039	100.0%
AIR CANADA	-	1,092	100.0%	-	2,373	100.0%	2,373	100.0%
DELTA	29,141	66,977	129.8%	151,583	278,175	83.5%	407,292	103.0%
SkyWest (Delta Connection)	-	2,008	100.0%	-	14,607	100.0%	18,876	100.0%
EUROWINGS DISCOVER	-	2,227	100.0%	-	6,105	100.0%	6,105	100.0%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	12,968	100.0%	12,968	100.0%
Charters	-	-	0.0%	-	58	100.0%	60	100.0%
TOTAL ENPLANED INTERNATIONAL	29,141	75,159	157.9%	151,583	332,633	119.4%	471,713	135.1%
INTERNATIONAL - DEPLANED								
AEROMEXICO	-	4,135	100.0%	-	25,833	100.0%	32,470	100.0%
AIR CANADA	-	1,415	100.0%	-	2,517	100.0%	2,517	100.0%
DELTA	29,212	51,371	75.9%	154,905	277,542	79.2%	404,749	102.1%
SkyWest (Delta Connection)	-	2,077	100.0%	-	13,651	100.0%	17,931	100.0%
EUROWINGS DISCOVER	-	3,402	100.0%	-	6,199	100.0%	6,199	100.0%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	15,629	100.0%	15,629	100.0%
Charters	-	26	100.0%	-	52	100.0%	54	100.0%
TOTAL DEPLANED INTERNATIONAL	29,212	62,426	113.7%	154,905	341,423	120.4%	479,549	139.5%
TOTAL INTERNATIONAL PASSENGERS	58,353	137,585	135.8%	306,488	674,056	119.9%	951,262	137.3%

*Includes International

SALT LAKE CITY INTERNATIONAL AIRPORT
SEVEN MONTHS ENDED JULY 2022
Based on Total Enplanements

MARKET SHARE

	July 2021	MARKET SHARE	July 2022	MARKET SHARE	Year to date 2021	MARKET SHARE	Year to date 2022	MARKET SHARE	12 MO ROLLING Ending 07/2021	12 MO ROLLING Ending 07/2022	MARKET SHARE
AEROMEXICO	-	0.00%	2,855	0.25%	-	0.00%	18,347	0.25%	-	24,039	0.19%
ALASKA	33,080	2.68%	31,712	2.74%	158,680	2.68%	170,604	2.29%	205,267	293,985	2.31%
AMERICAN	77,713	6.29%	51,961	4.49%	392,327	6.62%	354,059	4.76%	565,066	661,780	5.21%
DELTA	888,472	71.93%	852,804	73.64%	4,255,050	71.82%	5,447,500	73.22%	6,171,605	9,333,302	73.49%
FRONTIER	26,140	2.12%	14,094	1.22%	136,296	2.30%	109,376	1.47%	209,098	205,247	1.62%
JETBLUE	26,959	2.18%	30,221	2.61%	107,191	1.81%	164,792	2.21%	132,586	252,685	1.99%
SOUTHWEST	126,148	10.21%	119,361	10.31%	600,276	10.13%	795,977	10.70%	829,620	1,319,864	10.39%
UNITED	56,649	4.59%	49,491	4.27%	275,023	4.64%	359,239	4.83%	393,807	588,664	4.64%
Charters	-	0.00%	282	0.02%	134	0.00%	732	0.01%	197	825	0.01%
TOTAL ENPLANEMENTS	1,235,161	100%	1,157,999	100%	5,924,977	100%	7,440,093	100%	8,507,246	12,699,858	100%

PERCENT CHANGE YOY

	July 2021	July 2022	PERCENT CHANGE	YTD 2021	YTD 2022	PERCENT CHANGE	12 MO ROLLING Ending 07/2021	12 MO ROLLING Ending 07/2022	PERCENT CHANGE
AEROMEXICO	-	2,855	100.00%	-	18,347	100.00%	-	24,039	#DIV/0!
ALASKA	33,080	31,712	-4.14%	158,680	170,604	7.51%	205,267	293,985	43.22%
AMERICAN	77,713	51,961	-33.14%	392,327	354,059	-9.75%	565,066	661,780	17.12%
DELTA	888,472	852,804	-4.01%	4,255,050	5,447,500	28.02%	6,171,605	9,333,302	51.23%
FRONTIER	26,140	14,094	-46.08%	136,296	109,376	-19.75%	209,098	205,247	-1.84%
JETBLUE	26,959	30,221	12.10%	107,191	164,792	53.74%	132,586	252,685	90.58%
SOUTHWEST	126,148	119,361	-5.38%	600,276	795,977	32.60%	829,620	1,319,864	59.09%
UNITED	56,649	49,491	-12.64%	275,023	359,239	30.62%	393,807	588,664	49.48%
Charters	-	282	#DIV/0!	134	732	446.27%	197	825	318.78%
TOTAL ENPLANEMENTS	1,235,161	1,157,999	-6.2%	5,924,977	7,440,093	25.6%	8,507,246	12,699,858	49.3%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
SEVEN MONTHS ENDED JULY 2022**

	July 2021	July 2022	CHANGE	Year to date 2021	Year to date 2022	CHANGE	12 MO ROLLING Ending 07/2022	% CHANGE
TOTAL NUMBER OF LANDINGS								
SCHEDULED CARRIERS								
AEROMEXICO	-	31	100.0%	-	212	100.0%	273	100.0%
AIR CANADA	-	13	100.0%	-	26	100.0%	26	100.0%
ALASKA	120	115	-4.2%	391	474	21.2%	1,022	121.2%
Horizon Air / Alaska	-	-	0.0%	342	121	-64.6%	250	-54.5%
Skywest / Alaska	250	226	-9.6%	1,648	1,430	-13.2%	2,331	-4.5%
AMERICAN	413	273	-33.9%	2,161	1,850	-14.4%	3,666	15.0%
Mesa Air (American)	29	27	-6.9%	103	144	39.8%	208	74.8%
Envoy Air (American)	74	1	-98.6%	169	86	-49.1%	294	61.5%
Republic/ (American)	-	-	0.0%	8	-	-100.0%	29	45.0%
SkyWest (American)	122	63	-48.4%	1,120	500	-55.4%	1,143	-35.2%
DELTA	4,626	4,570	-1.2%	28,440	30,141	6.0%	52,155	11.8%
SkyWest (Delta Connection)	3,972	2,915	-26.6%	23,955	18,355	-23.4%	34,837	-12.7%
EUROWINGS DISCOVER	-	13	100.0%	-	30	100.0%	30	100.0%
FRONTIER	191	90	-52.9%	985	721	-26.8%	1,378	-10.2%
JETBLUE	193	186	-3.6%	911	1,109	21.7%	1,894	52.1%
KLM ROYAL DUTCH AIRLINES	-	14	100.0%	-	53	100.0%	53	100.0%
SOUTHWEST	1,000	935	-6.5%	4,983	6,155	23.5%	10,684	42.1%
SPIRIT	-	123	100.0%	-	267	100.0%	267	100.0%
UNITED	159	124	-22.0%	957	1,201	25.5%	1,851	37.9%
Mesa / United Express	58	21	-63.8%	67	157	134.3%	383	410.7%
Republic Airways Holdings	-	-	0.0%	48	5	-89.6%	20	-66.7%
SkyWest (United Express)	513	447	-12.9%	2,954	2,874	-2.7%	5,297	20.8%
Trans States	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL SCHEDULED CARRIERS:	11,720	10,187	-13.1%	69,242	65,911	-4.8%	118,091	6.0%
CHARTER CARRIERS								
ALLEGIAN AIR	-	-	0.0%	-	-	0.0%	-	0.0%
BOMBARDIER BUSINESS JETS	59	56	-5.1%	403	489	21.3%	765	27.7%
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	1	5	400.0%	64	17	-73.4%	41	-55.9%
KEYLIME AIR	-	-	0.0%	4	8	100.0%	8	100.0%
NETJETS	177	176	-0.6%	1,322	1,308	-1.1%	2,182	11.8%
SUNSET AVIATION	-	-	0.0%	-	-	0.0%	-	0.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%	-	0.0%
SUN COUNTRY	-	10	100.0%	-	16	100.0%	16	100.0%
XOJET	12	14	16.7%	101	223	120.8%	318	66.5%
OTHER CHARTER	-	1	100.0%	-	3	100.0%	6	500.0%
SUBTOTAL CHARTER CARRIERS:	249	262	5.2%	1,894	2,064	9.0%	3,336	17.5%
CARGO CARRIERS								
AERO CHARTER & TRANSPORT	-	-	0.0%	-	-	0.0%	-	0.0%
AIRNET 11 LLC	5	6	20.0%	22	39	77.3%	78	254.5%
ALPINE AVIATION	192	184	-4.2%	1,225	1,505	22.9%	2,587	25.9%
AMERIFLIGHT	103	23	-77.7%	732	160	-78.1%	421	-68.6%
AMERIJET INTERTIONAL	-	20	100.0%	-	104	100.0%	133	100.0%
CORPORATE AIR (BILLINGS)	138	129	-6.5%	966	889	-8.0%	11,590	662.0%
EMPIRE	19	16	-15.8%	127	118	-7.1%	208	6.1%
FEDERAL EXPRESS	140	141	0.7%	1,053	985	-6.5%	1,756	-7.5%
GEM AIR	52	49	-5.8%	393	405	3.1%	775	5.2%
NORTHERN AIR CARGO	22	27	22.7%	60	176	193.3%	286	376.7%
SOUTHERN AIR	-	-	0.0%	-	-	0.0%	-	0.0%
UPS	156	122	-21.8%	1,126	980	-13.0%	1,796	-14.4%
WESTERN AIR EXPRESS	22	20	-9.1%	159	163	2.5%	348	18.4%
OTHER CARGO	-	1	100.0%	5	12	140.0%	(9,977)	-99870.0%
SUBTOTAL CARGO CARRIERS:	849	738	-13.1%	5,868	5,536	-5.7%	10,001	-2.3%
TOTAL LANDINGS	12,818	11,187	-12.7%	77,004	73,511	-4.5%	131,428	5.5%
TOTAL LANDED WEIGHT								
SCHEDULED CARRIERS								
AEROMEXICO	-	2,938,738	100.0%	-	20,097,176	100.0%	25,879,854	100.0%
AIR CANADA	-	1,994,000	100.0%	-	3,996,000	100.0%	3,996,000	100.0%
ALASKA	17,724,200	17,199,658	-3.0%	59,193,706	70,868,912	19.7%	154,710,714	122.0%
Horizon Air / Alaska	-	-	0.0%	25,635,294	9,069,797	-64.6%	18,739,250	-54.5%
Skywest / Alaska	18,739,250	16,940,282	-9.6%	123,529,136	107,188,510	-13.2%	174,724,767	-4.5%
AMERICAN	66,138,212	44,227,958	-33.1%	351,956,988	295,922,790	-15.9%	587,644,330	15.9%
Envoy Air (American)	5,546,300	72,310	-98.7%	12,666,550	6,440,420	-49.2%	22,024,740	61.5%
American/Mesa Air	2,150,700	2,011,700	-6.5%	7,628,100	10,710,400	40.4%	15,438,400	75.0%
Republic (American)	-	-	0.0%	599,600	-	-100.0%	2,173,550	45.0%
SkyWest (American)	8,330,000	4,221,000	-49.3%	75,547,000	33,980,850	-55.0%	77,847,800	-34.4%
DELTA	752,805,564	722,399,890	-4.0%	4,687,974,524	4,765,970,548	1.7%	8,327,641,207	10.3%
SkyWest (Delta Connection)	261,449,618	201,728,164	-22.8%	1,587,973,941	1,261,369,568	-20.6%	2,359,656,010	-11.8%
EUROWINGS DISCOVER	-	5,304,200	100.0%	-	12,243,000	100.0%	12,243,000	100.0%
FRONTIER	28,989,990	12,797,820	-55.9%	144,143,572	107,157,318	-25.7%	207,778,688	-6.6%
JETBLUE	27,444,600	26,449,200	-3.6%	129,544,200	157,699,800	21.7%	269,326,800	52.1%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
SEVEN MONTHS ENDED JULY 2022**

	July 2021	July 2022	CHANGE	Year to date 2021	Year to date 2022	CHANGE	12 MO ROLLING Ending 07/2022	% CHANGE
KLM ROYAL DUTCH AIRLINES	-	5,993,280	100.0%	-	22,653,498	100.0%	22,653,498	100.0%
SOUTHWEST	135,949,600	125,488,400	-7.7%	673,538,400	838,142,000	24.4%	1,450,336,400	43.6%
SPIRIT	-	17,490,354	100.0%	-	37,966,866	100.0%	37,966,866	100.0%
UNITED	22,591,640	18,177,900	-19.5%	134,885,220	173,612,400	28.7%	266,053,240	40.9%
Mesa / United Express	4,350,000	1,575,000	-63.8%	5,025,000	11,775,000	134.3%	28,725,000	410.7%
Republic Airways Holdings	-	-	0.0%	3,548,361	364,200	-89.7%	1,483,800	-66.5%
SkyWest (United Express)	36,177,456	31,600,186	-12.7%	208,769,853	198,284,688	-5.0%	364,314,523	19.3%
Trans States	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL SCHEDULED CARRIERS:	1,388,387,130	1,258,610,040	-9.3%	8,232,159,445	8,145,513,741	-1.1%	14,431,358,437	10.3%
CHARTER CARRIERS								
AMERISTAR	-	107,000	100.0%	-	107,000	100.0%	107,000	100.0%
BOEING COMMERCIAL AIRPLANE	-	-	0.0%	-	-	0.0%	163,900	100.0%
BOMBARDIER	1,787,668	2,074,392	16.0%	13,453,943	16,974,525	26.2%	26,433,896	34.2%
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	15,300	77,900	409.2%	1,204,520	425,300	-64.7%	1,572,740	-27.3%
KEYLIME AIR	-	-	0.0%	131,526	301,500	129.2%	301,500	129.2%
MIAMI AIR	-	-	0.0%	-	-	0.0%	-	0.0%
NETJETS	5,753,825	4,908,681	-14.7%	40,727,339	38,830,995	-4.7%	66,344,288	12.4%
SIERRA PACIFIC	-	-	0.0%	-	110,000	100.0%	440,000	300.0%
SUN COUNTRY	-	1,463,000	100.0%	-	2,340,800	100.0%	2,340,800	100.0%
SWIFT AIR	-	-	0.0%	-	-	0.0%	-	0.0%
VIRGIN AMERICA	-	-	0.0%	-	-	0.0%	-	0.0%
XOJET	447,550	465,900	4.1%	3,980,650	8,187,750	105.7%	11,901,950	69.4%
OTHER CHARTER	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL CHARTER CARRIERS:	8,004,343	9,096,873	13.6%	59,497,978	67,277,870	13.1%	109,606,074	24.4%
CARGO CARRIERS								
ABX AIR INC	-	272,000	100.0%	555,000	2,209,000		3,591,000	547.0%
AIRNET 11	78,600	96,000	22.1%	342,200	606,500	77.2%	1,211,600	254.1%
ALPINE AVIATION	2,690,800	2,530,800	-5.9%	16,992,500	20,845,300	22.7%	35,982,700	24.9%
AMERIFLIGHT	1,371,900	370,300	-73.0%	9,771,782	2,539,900	-74.0%	6,204,894	-65.2%
AMERJET INTERNATIONAL	-	5,440,000	100.0%	-	28,342,000	100.0%	36,230,000	100.0%
AMERISTAR	-	-	0.0%	27,300	-	-100.0%	354,100	1197.1%
ATLAS AIR	-	-	0.0%	544,000	-	-100.0%	326,000	-82.9%
CORPORATE AIR (BILLINGS)	1,173,000	1,096,500	-6.5%	8,211,000	7,556,500	-8.0%	13,515,000	4.5%
EMPIRE	855,724	753,088	-12.0%	5,294,456	5,543,111	4.7%	9,702,840	18.3%
FEDEX EXPRESS	49,971,000	47,395,000	-5.2%	355,862,000	335,291,000	-5.8%	604,336,800	-5.2%
GEM AIR	442,000	416,500	-5.8%	3,324,000	3,421,500	2.9%	6,485,500	4.5%
NORTHERN AIR CARGO	2,662,000	3,267,000	22.7%	7,260,000	21,296,000	193.3%	34,606,000	376.7%
SOUTHERN AIR INC	-	-	0.0%	-	-	0.0%	-	0.0%
SWIFT AIR	-	-	0.0%	-	576,000	100.0%	576,000	100.0%
UPS	46,009,440	38,163,660	-17.1%	331,690,100	295,334,180	-11.0%	555,011,400	-11.3%
WESTERN AIR EXPRESS	287,000	252,990	-11.9%	2,077,000	2,114,480	1.8%	4,597,980	19.8%
OTHER CARGO	-	-	0.0%	-	-	0.0%	-	0.0%
SUBTOTAL CARGO CARRIERS:	105,541,464	100,053,838	-5.2%	741,951,338	725,675,471	-2.2%	1,312,731,814	-2.8%
TOTAL LANDED WEIGHT	1,501,932,937	1,367,760,751	-8.9%	9,033,608,761	8,938,467,082	-1.1%	15,853,696,325	9.1%

**SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
SEVEN MONTHS ENDED JULY 2022**

	July 2021	July 2022	CHANGE	Year to date 2021	Year to date 2022	CHANGE	12 MO ROLLING Ending 07/2022	% CHANGE
ENPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	7,178	9,531	32.78%	66,722	55,803	-16.36%	87,290	-15.17%
Horizon Air / Alaska	-	-	0.00%	7,344	4,118	-43.93%	7,429	-69.53%
Skywest / Alaska	1,883	1,844	-2.07%	23,567	16,124	-31.58%	22,439	-73.80%
AMERICAN	3,283	7,919	141.21%	31,484	48,971	55.54%	76,235	55.69%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	140	100.00%
Envoy Air (American)	50	-	-100.00%	50	-	-100.00%	414	728.00%
Mesa	-	-	0.00%	10	-	-100.00%	283	2730.00%
SkyWest (American)	955	500	-47.64%	8,955	4,060	-54.66%	8,502	-47.04%
DELTA	547,700	658,472	20.22%	4,220,213	4,795,627	13.63%	7,603,447	34.31%
KLM ROYAL DUTCH	-	104,114	100.00%	-	600,607	100.00%	600,607	100.00%
SOUTHWEST	383,268	366,246	-4.44%	1,893,214	2,327,683	22.95%	4,073,490	51.27%
UNITED	5,008	4,669	-6.77%	54,044	52,321	-3.19%	99,360	27.69%
Others	-	-	0.00%	9,273	24,697	166.33%	142,955	220.96%
CARGO CARRIERS								
FEDEX EXPRESS*	9,796,422	7,799,155	-20.39%	67,078,162	58,124,284	-13.35%	106,348,740	-11.53%
GEM AIR	65,784	41,846	-36.39%	477,748	377,884	-20.90%	683,142	-28.15%
SOUTHERN AIR	-	-	0.00%	-	-	0.00%	-	0.00%
UPS	5,350,192	4,521,667	-15.49%	38,850,318	34,949,208	-10.04%	63,453,595	-12.42%
MISC CARGO	848,295	1,109,641	30.81%	7,954,736	7,508,453	-5.61%	12,938,865	0.29%
ABX AIR	-	17,078	100.00%	50,557	181,275	258.56%	256,895	408.13%
TOTAL ENPLANED CARGO (LBS)	17,010,018	14,625,604	-14.02%	120,675,840	108,889,840	-9.77%	196,146,933	-8.88%
DEPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	15,944	25,699	61.18%	59,343	98,543	66.06%	207,371	150.53%
Horizon Air / Alaska	-	-	0.00%	11,719	5,716	-51.22%	10,893	-69.54%
Skywest / Alaska	8,563	912	-89.35%	61,264	19,048	-68.91%	37,703	-63.45%
AMERICAN	45,092	35,645	-20.95%	185,943	254,067	36.64%	424,258	30.80%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	7	100.00%
Envoy	418	-	-100.00%	1,240	9	-99.27%	1,063	-14.27%
Mesa (American)	-	23	100.00%	256	910	255.47%	1,032	303.13%
SkyWest (American)	329	970	194.83%	6,041	3,982	-34.08%	10,142	-34.22%
DELTA	925,288	891,607	-3.64%	5,476,524	7,676,909	40.18%	12,598,188	67.95%
KLM ROYAL DUTCH	-	224,990	100.00%	-	890,795	100.00%	890,795	100.00%
SOUTHWEST	417,264	359,632	-13.81%	2,663,174	2,533,848	-4.86%	4,699,713	18.64%
UNITED	30,867	26,551	-13.98%	155,485	170,885	9.90%	352,503	55.72%
Others	-	5,251	100.00%	47,803	37,076	-22.44%	217,790	9.85%
CARGO CARRIERS								
FEDEX EXPRESS*	8,704,716	8,041,200	-7.62%	59,439,974	56,772,819	-4.49%	102,510,632	-2.98%
GEM AIR	21,088	3,607	-82.90%	156,994	86,966	-44.61%	184,620	-31.19%
SOUTHERN AIR	-	-	0.00%	-	-	0.00%	-	0.00%
UPS	6,066,205	5,083,112	-16.21%	42,200,435	38,943,914	-7.72%	71,637,870	-13.29%
MISC CARGO	571,573	1,008,672	76.47%	3,822,017	6,837,405	78.90%	10,861,689	80.53%
ABX AIR	-	48,044	100.00%	108,180	404,756	274.15%	698,047	545.26%
TOTAL DEPLANED CARGO (LBS)	16,807,347	15,707,871	-6.54%	114,288,212	114,332,892	0.04%	204,646,269	-1.14%
TOTAL CARGO LBS	33,817,365	30,333,475	-10.30%	234,964,052	223,222,732	-5.00%	400,793,202	-5.09%

*FEDEX EXPRESS includes mail



Salt Lake City
Department of Airports

COMPARISON OF ON TIME OPERATIONS
June 2022

ARRIVALS

Airport	Flights	% On Time	Rank
IAH HOUSTON GEORGE BUSH	12,334	81.8	1
MSP MINNEAPOLIS-ST. PAUL INTL	10,442	81.8	2
SLC SALT LAKE CITY INTL	9,564	81.5	3
DTW DETROIT METRO WAYNE CNTY	11,110	81.0	4
ORD CHICAGO O HARE	25,370	79.6	5
SEA SEATTLE-TACOMA INTL	15,168	79.3	6
ATL HARTSFIELD-JACKSON ATLANTA INTL	26,927	78.0	7
SFO SAN FRANCISCO INTL	11,441	77.2	8
DEN DENVER INTL	24,061	76.3	9
IAD WASHINGTON DULLES	6,430	76.2	10
LAX LOS ANGELES INTL	16,474	74.7	11
BNA NASHVILLE INTL	7,329	74.2	12
PHX PHOENIX SKY HARBOR INTL	13,345	73.2	13
CLT CHARLOTTE DOUGLAS	19,049	72.8	14
LAS LAS VEGAS MCCARRAN INTL	14,807	72.8	15
SAN SAN DIEGO LINDBERGH FIELD	7,918	72.8	16
PHL PHILADELPHIA INTL	9,124	72.5	17
DFW DALLAS-FT. WORTH REGIONAL	24,375	72.4	18
DAL DALLAS LOVE FIELD	5,372	72.3	19
MDW CHICAGO MIDWAY	7,077	70.7	20
BWI BALTIMORE/WASHINGTON INTL	7,170	70.4	21
DCA RONALD REAGAN NATIONAL	12,285	69.7	22
BOS BOSTON LOGAN INTL	11,820	68.4	23
FLL FT. LAUDERDALE	6,561	67.8	24
LGA NEW YORK LAGUARDIA	14,336	67.4	25
JFK NEW YORK JFK INTL	11,471	65.8	26
TPA TAMPA INTL	5,546	65.8	27
MCO ORLANDO INTL	11,667	63.6	28
MIA MIAMI INTL	8,635	63.2	29
EWR NEWARK LIBERTY INTERNATIONAL	12,922	60.3	30
AVERAGES	12,671		

DEPARTURES

Airport	Flights	% On Time	Rank
SEA SEATTLE-TACOMA INTL	15,173	80.7	1
MSP MINNEAPOLIS-ST. PAUL INTL	10,444	79.9	2
DTW DETROIT METRO WAYNE CNTY	11,019	79.3	3
SLC SALT LAKE CITY INTL	9,570	79.3	4
IAH HOUSTON GEORGE BUSH	10,259	77.2	5
SAN SAN DIEGO LINDBERGH FIELD	7,918	76.5	6
SFO SAN FRANCISCO INTL	11,442	76.0	7
IAD WASHINGTON DULLES	4,697	75.9	8
LAX LOS ANGELES INTL	16,480	75.7	9
ORD CHICAGO O HARE	22,326	75.3	10
BNA NASHVILLE INTL	7,299	72.6	11
ATL HARTSFIELD-JACKSON ATLANTA INTL	26,928	72.4	12
PHL PHILADELPHIA INTL	7,785	71.6	13
BOS BOSTON LOGAN INTERNATIONAL	11,688	70.9	14
DCA RONALD REAGAN NATIONAL	11,791	69.7	15
PHX PHOENIX SKY HARBOR INTL	13,346	69.4	16
LAS LAS VEGAS MCCARRAN INTL	14,799	69.0	17
DFW DALLAS-FT. WORTH REGIONAL	24,373	68.9	18
DEN DENVER INTERNATIONAL	23,397	68.6	19
TPA TAMPA INTERNATIONAL	5,554	68.5	20
CLT CHARLOTTE DOUGLAS	17,165	67.6	21
LGA NEW YORK LAGUARDIA	14,164	67.4	22
FLL FT. LAUDERDALE	6,562	65.8	23
DAL DALLAS LOVE FIELD	5,371	64.1	24
MCO ORLANDO INTL	11,677	63.7	25
JFK NEW YORK JFK INTL	11,476	62.9	26
MIA MIAMI INTL	8,633	62.5	27
BWI BALTIMORE/WASHINGTON INTL	7,174	59.3	28
EWR NEWARK LIBERTY INTERNATIONAL	11,254	58.5	29
MDW CHICAGO MIDWAY	7,079	52.4	30
AVERAGES	12,228		

ON TIME ARRIVAL PERFORMANCE AT SLC
By Carrier

Air Carrier	Flights	% On Time
DL DELTA	6,980	84.9%
UA UNITED	592	78.9%
B6 JETBLUE	190	74.7%
AS ALASKA	335	74.3%
WN SOUTHWEST	899	70.6%
F9 FRONTIER	90	70.0%
AA AMERICAN	358	60.1%
	9,444	84.4%

Source: DOT Air Travel Consumer Report

CONSTRUCTION REPORT

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- II. Project Schedule
- III. Construction Analysis
- IV. Construction Report



Salt Lake City
International Airport

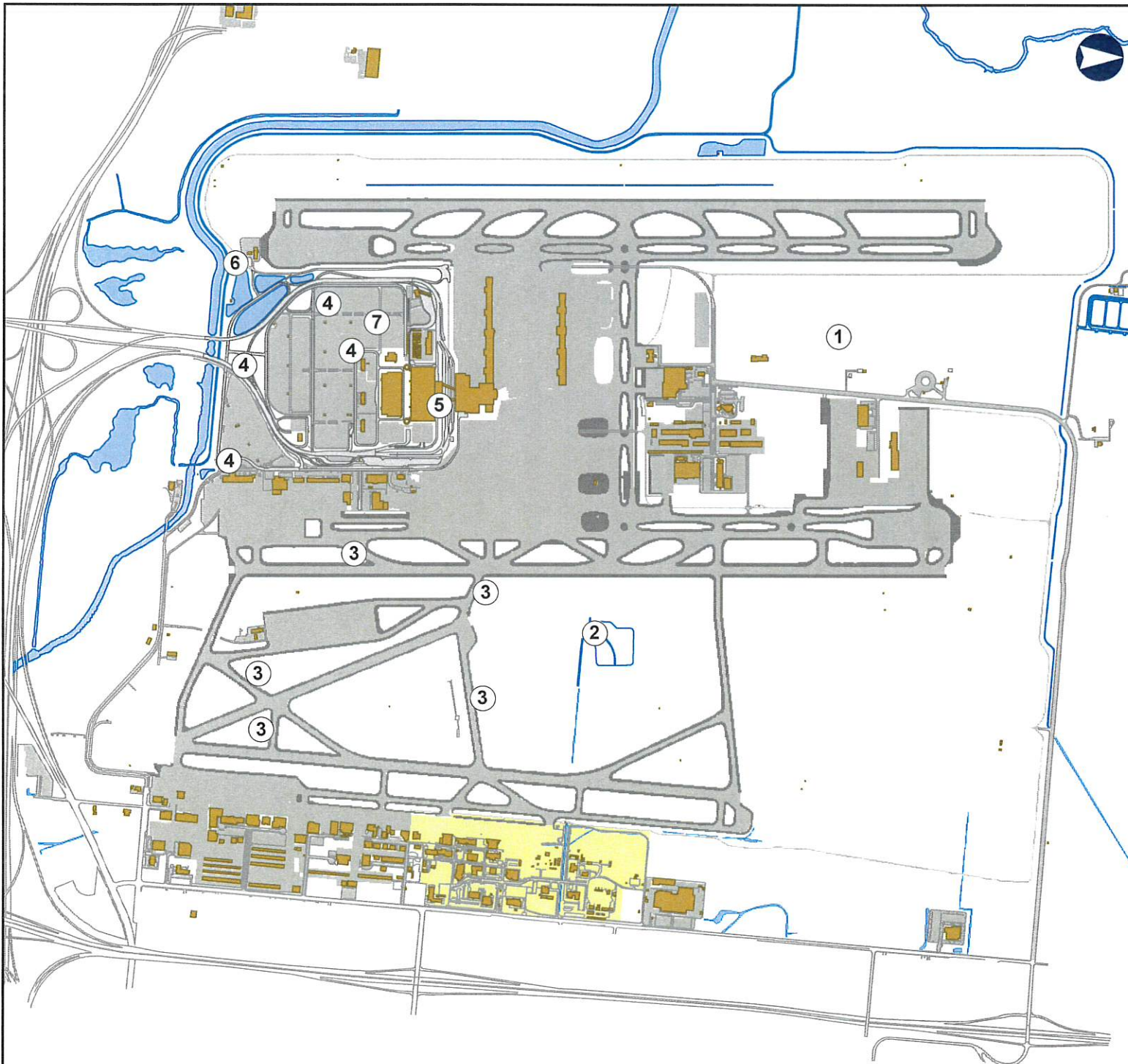
2022 - 2023 Project Legend

Airfield

1. North Cargo Apron Site Development
2. Pump House #5 Renovations
3. Taxiway P,Q,N & H3 Pavement Rehabilitation

Landside

4. Landside Lighting Wire Replacement
5. Gateway Building Restroom Renovations
6. Gate 39 Reconstruction
7. Electrical Vehicle Charging Stations



SALT LAKE CITY INTERNATIONAL AIRPORT
CONSTRUCTION PROGRAM
2022/2023 Construction Schedule

ID	Task Name	Start	Finish	Feb '22	Mar '22	Apr '22	May '22	Jun '22	Jul '22	Aug '22	Sep '22	Oct '22
1	Project Title	Thu 9/2/21	Thu 2/23/23									
2	(1) North Cargo Apron Site Development	Thu 9/2/21	Mon 9/26/22									
3	(2) Pump House No. 5 Renovations	Mon 3/7/22	Thu 2/23/23									
4	(3) Taxiways P, Q, N & H3 Pavement Rehab.	Tue 6/21/22	Fri 9/30/22									
5	(4) Landside Lighting Wire Replacement	Mon 4/11/22	Mon 9/26/22									
6	(5) Gateway Building Restroom Renovations	Tue 3/22/22	Fri 10/7/22									
7	(6) Gate 39 Reconstruction	Tue 7/26/22	Fri 11/11/22									
8	(7) Electrical Vehicle Charging Stations (FY2022)	Mon 6/27/22	Tue 1/24/23									
9	(8) TVY Runway & Taxiway Rehabilitation	Mon 8/1/22	Fri 10/28/22									

Project: Microsoft Project (latest) Date: Tue 9/13/22	DESIGN		Inactive Milestone		Manual Summary	
	CONSTRUCTION		Inactive Summary		Start-only	
	SCOPING		Manual Task		Finish-only	
	SUMMARY		Duration-only		Deadline	
	Inactive Task		Manual Summary Rollup			

SALT LAKE CITY DEPARTMENT OF AIRPORTS
CONSTRUCTION PROJECT STATUS 2022 - 2023

#	PROJECT NAME	ENGINEER'S ESTIMATE	BID AMOUNT	APPROVED CHANGE ORDERS TO DATE	% OF COST INCREASE TO DATE	STATUS	CONTRACTOR
CONSTRUCTION							
1	North Cargo Apron Site Development	\$ 25,763,000	\$ 22,141,148	\$ (15,000)	-0.07%	on schedule	Ames Construction
2	Pump House No. 5 Renovations	\$ 841,630	\$ 1,630,000			on schedule	Saunders Construction
3	Taxiway P, Q, N and H3 Pavement Rehabilitation	\$ 2,244,861	\$ 2,515,291			on schedule	Staker Parson Companies
4	Landside Lighting Wire Replacement	\$ 1,353,672	\$ 815,689			on schedule	Prime Power & Electric, Inc.
5	Gateway Building Restroom Renovations	\$ 405,898	\$ 403,636			on schedule	Paulsen Construction
6	Gate 39 Reconstruction	\$ 1,841,505	\$ 2,127,962			on schedule	Cal Wadsworth Construction
7	Electrical Vehicle Charging Stations (FY2022)	\$ 217,656	\$ 337,500			on schedule	Cal Wadsworth Construction
8	TVY Runway & Taxiway Rehabilitation	\$ 3,355,248	\$ 3,386,851			on schedule	Granite Construction
	Total	\$ 36,023,470	\$ 33,358,077	\$ (15,000)	-0.04%		
Budget amount, Engineer's estimate, and Bid amount is based on construction cost only.							

CONSTRUCTION REPORT

CONSTRUCTION

- (1) **North Cargo Apron Site Development** - The Contractor has completed the new 1580 North Street connection to 4000 West including the Public Utilities water line connection. The 54" storm drain trunk line extension and glycol transmission line are complete. The connector taxilane to connect the new apron to Taxiway B is underway with anticipated lean mix concrete by the end of September.
- (2) **Pump House No. 5 Renovations** - The Contractor has completed the generator pad. Excavation of the vault is approximately 80% completed. The new duckbill valve has been installed and the new main pump will be available in December of 2022.
- (3) **Taxiways P, Q, N and H3 Pavement Rehabilitation** - The Contractor has paved approximately 50% of the pavement for the project and is beginning the final paving phase the week of September 13, 2022. Once paving is complete, the Contractor will begin restoring airfield lighting, and upgrading the remaining quartz lights within the project area to LED lights.
- (4) **Landside Lighting Wire Replacement** - The Contractor has currently completed 220 of the 250 total light poles. Wire installation has been completed in the South Employee Parking Lot. Wire installation continues in Phase 5, near the Crossbar traffic signal.
- (5) **Gateway Building Restroom Renovations** - Demolition work for this project is now complete. The Contractor has completed 80% of the plumbing work and 98% of the electrical work. Substantial completion for this project is anticipated for October 7, 2022.
- (6) **Gate 39 Reconstruction** - The Contractor continues with excavation and import of subbase material. Pavement removal and demolition is on-going. The footings for the guard enclosure were completed last week. It is anticipated that Gate 39 will be closed until November 18, 2022.
- (7) **Electrical Vehicle Charging Stations** - Submittal approval for this project is nearing completion and all the permits have been obtained. The Contractor will begin site work on September 19, 2022, with an anticipated completion date of November 30, 2022.
- (8) **TVY Runway and Taxiway Rehabilitation** - The Contractor has completed milling on the south half of Taxiway A. Asphalt paving is scheduled for September 17 and 18, 2022. There will be a 14-day runway closure from September 26 to October 10, 2022, for paving and electrical work.