

DEPARTMENT OF AIRPORTS
BOARD MEETING

18 April 2018

AGENDA



Salt Lake City
Department of Airports

**SALT LAKE CITY DEPARTMENT OF AIRPORTS
BOARD MEETING AGENDA**

18 April 2018
8:00 A.M.

CONSENT AGENDA

- A. Minutes of the 21 February and 21 March 2018 Meetings

DISCUSSION ITEMS

- B. Director's Report – Bill Wyatt, Executive Director, SLCDA
- C. Master Plan Update – Allen McCandless, Planning Director, SLCDA
- D. Airport Redevelopment Program (ARP) Update – Mike Williams, ARP Director, SLCDA

INFORMATION ITEMS

- A. Financial Report – February 2018
- B. Air Traffic Statistics – February 2018
- C. Comparison of On-Time Operations – January 2018
- D. Construction Report – April 2018
- E. Media Clippings – April 2018

The next meeting will be held on **Wednesday, May 16, 2018**, at 8:00 a.m. Meetings are held in the Board Room located on the third level of the short-term parking garage. People with disabilities may make requests for reasonable accommodations no later than 48 hours in advance in order to attend this Airport Board Meeting. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions or additional information, please contact LuJean Christensen at 801-575-2096.

DEPARTMENT OF AIRPORTS
BOARD MEETING

18 April 2018

MINUTES

SALT LAKE CITY DEPARTMENT OF AIRPORTS MINUTES OF ADVISORY BOARD MEETING

February 21 2018

Members Present: Larry Pinnock, Chair
Wade Bitner
Theresa Foxley
J.T. Martin
Cyndy Miller
Jim Riding

Excused: Roger Boyer
Sam Granato
Karen Mayne
Steven Price

Mayor's Office: Mayor Jacqueline M. Biskupski
Patrick Leary

City Council Office: James Rogers

Department of Airports: Bill Wyatt, Executive Director
John Buckner, Director of Administration & Commercial Services
Ed Cherry, Chief Information Officer
LuJean Christensen, Administrative Assistant
Eddie Clayson, Director of Maintenance
Pete Higgins, Director of Operations
Marco Kunz, Attorney
Allen McCandless, Director of Planning
Kevin Robins, Director of Engineering
Ryan Tesch, Director of Finance
Craig Vargo, Police Chief
Nancy Volmer, Director of Public Relations & Marketing
Mike Williams, TRP Program Director

Larry Pinnock called the meeting to order at 8:05 a.m. Pinnock welcomed Mayor Jim Riding from West Jordan and Theresa Foxley for their willingness to serve on the Board.

Pinnock acknowledged the passing of two great icons, John Huntsman and Ian Cumming, and expressed thanks for the contributions they made to the community.

Pinnock expressed appreciation for the opportunity of being able to ride on the lead snow plow during the last snow storm. Pinnock encouraged the Board members to go out and experience watching the snow elements operate.

Pinnock presented an ARP construction hat in appreciation for J.T. Martin serving as Board Chair in 2017.

AGENDA

A. Minutes

The motion was made by Wade Bitner and seconded by Cyndy Miller to approve the minutes of January 17, 2018 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 Airport had 31,000 passengers on Monday and air passenger volumes continue to grow. Wyatt stated that Aero Mexico will be adding flights from Salt Lake City to Mexico City and Guadalajara.
- Wyatt and a collective team went to Capitol Hill a couple of weeks ago to discuss the Airport Redevelopment Project. The discussion was an update of where the project was and the relationship with Delta Air Lines. The information was well received.
- Wyatt informed the Board that he and key individuals from the Airport and Delta Air Lines would be traveling back to New York City for the annual meeting with the rating agencies. The meeting with the rating agencies is an immense undertaking where we have to demonstrate our current financial position. When the North Concourse was added it stretched the Airports debt ratios and as a result the Airport is currently working on a lease extension with Delta.
- Wyatt summarized the recent power outage at Hartsfield-Jackson Atlanta International Airport (ATL) and the ripple effect it had on airports across the country. Wyatt further explained that while ATL combined utility feeds and backup power systems are within the same building, SLC's backup power is distributed throughout the Airport campus.
- Wyatt stated that snow and heavy traffic volumes impacted travel on Monday. The crews did a good job of keeping the Airport open and functioning with slight delays, due to deicing, and a few cancellations.
- Wyatt announced that Lara Fritts will be talking about the Northwest Quadrant (NWQ) later in the meeting. Wyatt felt it was important for the Airport and Board to get a sense of the overall vision of the NWQ.
- Wyatt stated that the Maintenance Division is converting six spaces in the existing Airport into lactation rooms.

Miller asked for a rough idea of how many flights were cancelled on Monday due to snow. Nancy Volmer answered that two flights were reported cancelled.

C. Airport Redevelopment Program Update

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

- CGMP #4 – Landside and Airside Enabling status
- CGMP #5 – Terminal/South Concourse West/Gateway status
- CGMP #6 – Roadways/Parking Garage/Central Utility Plant status
- CGMP #7 – Baggage Handling System status
- CGMP #9 – Apron Paving – Taxilane 20/21
- CGMP #9A – SCW Apron Paving and Hydrant Fueling status
- CGMP #15 – NCP Phase 1 Enabling
- Project statistics
- Near term schedule
- Overall Airport Redevelopment Program Budget
- Job progress photos
- North Concourse secure area
- North Concourse construction operational & staging area

Patrick Leary arrived at the meeting at 8:27 a.m.

Theresa Foxley inquired if the Airport would be generating permanent power on site. Williams responded that currently the Airport has conducted several studies regarding solar panels but solar power was not the right answer. The Airport is pursuing a LEED Gold certification. Wyatt stated that one of the unique features of the Airport world is that solar panels has to be a good business decision or the FAA will not approve it. The Airport is committed to the City's broad goals on energy and are tracking it carefully.

Miller asked if the Central Utility Plant also provided the Airport's backup power. Williams answered that the backup generators are distributed throughout the campus.

J.T. Martin asked if there have been any problems with equipment deliveries. Williams answered that there haven't been any problems.

D. Northwest Quadrant (NWQ) Master Plan

Lara Fritts, Director of the Salt Lake City Department of Economic Development, presented an overview of the NWQ Master Plan to the Board (presentation on file). Main points included were:

- Timeline: Part 1
- Timeline: Part 2
- Development framework
- Future land uses
- Land use development estimates
- Industrial market
- Economic impact

- Financial tools
- Economic target areas

Foxley stated that during the negotiations that created the 4,000 acre ecological buffer in the NWQ it was done in collaboration with the private sector and the nongovernment organizations (NGO). The ecological buffer was not a government imposed or mandated decision it was a collaborative process that lead to protecting an important ecological section of our community.

Mayor Biskupski stated that it is important to know that the private property owners have also been meeting with Community Council on their own as we move forward on the NWQ.

Pinnock asked when the opening date for the prison was scheduled. Fritts answered that the prison opening date was 2020.

Foxley stated that the State is excited to partner and work with SLC on a couple of mega sites in the NWQ. There is a partnership between the local government agencies, the land owner and the State to do all the homework that a big tenant would want to have done before they say, and "Yes I'm going to put my next facility in your community." The partnership and process is very exciting and the ability to be an inland port and send our local products out to the world is thrilling.

Martin stated that he heard that the NWQ could potentially have a plan base of 100,000 people. Fritts answered that it is a little over 100,000 but it is based on the use of the land. Martin inquired on what the plan was to get people in and out. Fritts answered that conversations have been started with UDOT. UDOT attended the stakeholder's round tables and the question was raised on what the current plans were. UDOT answered that currently there were no plans. Need to make sure the people have access to jobs. Fritts stated that the Mayor has been deeply passionate about every opportunity brought into Salt Lake City provide jobs and there is a way to access those jobs. Fritts stated that conversations regarding access into the NWQ will continue.

Pinnock asked what the residential component of the NWQ was. Fritts stated that currently there isn't a residential component contemplated for the NWQ.

Mayor Biskupski stated that the City wants to make sure that we are partnering with the State for a couple of reasons. One reason is the backbone infrastructure has to be done correctly so the rest of the quadrant can be developed. The other piece is that partnering with the State will help us with prioritizing UDOT and their projects. So even though we have a very strong partnership with the land owners, have done all this work, and can handle the project, we want to make sure we are bringing the State to the table. We need them to do key things for us as we do this project and as we see a partnership evolve with the State.

Larry Pinnock adjourned the meeting at 9:22 a.m.

Larry Pinnock, Chair

Date

Jacqueline M. Biskupski, Mayor

Date

SALT LAKE CITY DEPARTMENT OF AIRPORTS MINUTES OF ADVISORY BOARD MEETING

March 21 2018

Members Present: Larry Pinnock, Chair
Wade Bitner
Roger Boyer
J.T. Martin
Karen Mayne
Cyndy Miller
Steven Price

Excused: Theresa Foxley
Sam Granato
Jim Riding

Mayor's Office: Mayor Jacqueline M. Biskupski
Patrick Leary

Department of Airports: Bill Wyatt, Executive Director
Treber Andersen, Operations Superintendent
John Buckner, Director of Administration & Commercial Services
Ed Cherry, Chief Information Officer
LuJean Christensen, Administrative Assistant
Eddie Clayson, Director of Maintenance
Marco Kunz, Attorney
Allen McCandless, Director of Planning
Kevin Robins, Director of Engineering
Ryan Tesch, Director of Finance
Craig Vargo, Police Chief
Nancy Volmer, Director of Public Relations & Marketing
Mike Williams, TRP Program Director
Brad Wolfe, Commercial Manager

Larry Pinnock called the meeting to order at 8:06 a.m. and welcomed Roger Boyer for his willingness to serve on the Board.

JT. Martin and Steve Price arrived at the meeting at 8:16 a.m.

AGENDA

A. Director's Report

Bill Wyatt, Executive Director, updated the Airport Advisory Board regarding current events.

- Wyatt stated that the Airport continues to have daily enplanements ranging from 22 – 28 thousand passengers daily. The Airport is heading for a 25 ½ - 26 million passenger year in a facility that was designed to handle 10 million passengers. It is incredibly crowded, the concessions and retail group have done great job of leasing every square centimeter of space for concessions.
- Wyatt informed the Board that he and key individuals, from the Airport and Delta Air Lines, traveled back to New York City to meet with the bond rating agencies. The meeting with the rating agencies is an immense undertaking where the current financial position is presented. The first rating agency report is back and it is maintaining the Airport as stable. Anticipate receiving the report from two more agencies in the upcoming two or three week timeframe. This is an annual review that is required by the Dodd-Frank Act. Another bond issuance is anticipated in late summer. Currently the Airport is in a strong position and would not anticipate any significant change with the next bond issuance.

Pinnock asked that Wyatt share the popularity of the last bond issuance. Wyatt answered that the bonds were oversubscribed about 10 to 1. Wyatt stated that it is important to acknowledge that Donnell Harvey and Andy Renner from Delta Air Lines attended the meetings to talk with the rating agencies of the importance of Salt Lake in the Delta system. The point made was that Salt Lake was absolutely vital to the success of Delta's overall western strategy. Both Seattle and Los Angeles hubs are constrained and the geographic location of Salt Lake is perfect for feeding those hubs with larger aircraft and receiving aircraft from those hubs.

B. Airport Redevelopment Program Update

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

- CGMP #4 – Landside and Airside enabling status
- CGMP #5 – Terminal/South Concourse West/Gateway status
- CGMP #6 – Roadways/Parking Garage/Central Utility Plant status
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- CGMP #15 – NCP Phase 1 enabling
- Project statistics
- Near term schedule
- Overall Airport Redevelopment Program budget
- Job progress photos
- North Concourse secure area
- North Concourse construction operational & staging area

Patrick Leary arrived at the meeting at 8:27 a.m.

Karen Mayne arrived at the meeting at 8:34 a.m.

C. Airport Budget for FY2019

Ryan Tesch, Director of Finance, SLCD, presented an update on the Airport budget for FY 2019 (presentation on file). Main points included were:

- Budget goals and objectives
- Operating statement forecast
- Comparison of airline revenues
- Cost Per Enplaned Passenger (CPE)
- Comparison of concession revenues
- Operating expenses for FY 2019
- New Capital Improvement Projects for FY 2019

Martin asked if Lyft and Uber were impacting parking revenues resulting in reduced revenues for the Airport. Tesch responded that Lyft and Uber have not impacted the parking revenues in Salt Lake City. Discussion ensued regarding industry trends and the trends Salt Lake City is seeing regarding parking, ground transportation and rental cars and the impact to revenues for the Airport. Wyatt stated that the general topic of ground transportation, Uber, Lyft, Transportation Network Companies, parking, and transit is a topic at all major airports because it is in such a period of change right now. A unique aspect of this airport is its proximity to the central city and for the foreseeable future will continue to have demand for parking.

Martin inquired if Lyft and Uber have impacted the rental car market. Tesch answered that no impact has been seen. Miller stated that passengers come to Salt Lake for vacation. They arrive at the airport and rent cars to be able to go to Park City to ski or southern Utah to visit the national parks. Wyatt stated that there is a unique situation in Salt Lake because tourism drives a rental business here.

The motion was made by Cyndy Miller and seconded by Larry Pinnock to recommend the FY 2019 budget to the Mayor and City Council for adoption as presented. All votes were affirmative; motion passed.

D. Future 5th Runway

Allen McCandless, Director of Planning and Environmental, presented an overview of the future 5th runway to the Board (presentation on file). Main points included were:

- Existing runways
- Reasons a new runway may be needed
- Aircraft operational delay
- Reasons for operational delays
- Potential improvements
- New runways and taxiways should be evaluated
- Passenger enplanements

- Challenges for a new runway

Mayne asked how many years does a runway last before repairs are needed. Wyatt answered that there are two kinds of runways, asphalt or concrete. Concrete lasts longer but is more expensive to build than asphalt. The concrete runway will last about 40 years until major maintenance is needed.

Bitner inquired as to what type of aircraft would be utilizing the new runway. Bitner asked if it would be high commercial or the lighter executive aircraft business. McCandless answered that would be one of the questioned answered with the master plan. The industry trend is for aircraft to get wider wing spans and longer fuselage. The runway would need to be able to accommodate larger aircraft. Bitner wondered how that would impact the executive aircraft business. McCandless answered that the executive aircraft are located on the east side of the airport and function separately from commercial traffic. A component of the master plan is to take a look at the general aviation airports and how they will function.

Mayor Biskupski stated that the map included with SB234 that was signed last week, took in some of the area the Airport would need for the additional runway. Biskupski stated that currently the Airport has been slowly acquiring the property and currently owns approximately 80% of the property needed in order to construct the future runway. The Airport owns the property where the runway would be constructed, the City owns the property on which the NWQ development would occur and yet we have this additional overlay which will complicate matters.

Martin asked on how long from conception to completion a new runway would take. McCandless answered that it would take approximately 15 to 20 years to complete a runway project.

E. Concessions Program RFP Update

John Buckner, Director of Commercial and Administration, introduced Brad Wolfe, Commercial Manager, who presented an update on the concession program RFP to the Board (presentation on file). Main points included were:

- Planning
- Overview
- Goals
- Considerations
- Scope and timing
- Broader objectives
- Outreach efforts over the past twelve months
- Project RFP release dates

Pinnock asked what the expectations as far as local versus regional would be. Wolfe responded that there are no set percentage goals. The same language that was used seven years ago on the current program will be used in this RFP and that an ideal mix is requested. The concessionaires on the last RFP responded with good mix of local versus national brands. Wyatt stated that he

has meet with a lot of the firms that are sure going to be bidding and they are all out pounding the streets in Salt Lake City to insure robust local participation.

Miller stated that because of the active interest, as well as to ensure the integrity of the program is maintained, in the event board members are contacted during this process where should the board members refer them to. Wolfe stated that a paragraph will be sent to board members and elected officials that they can read if they get contacted. Martin asked if someone has an issue with the process how would that be resolved and where would they be referred. Buckner answered that the City has very prescribed procurement process, whether it is concessions, purchasing commodities or services, it is very prescribed. There is a process for which someone can lodge a concern or discuss the issue. The process is very structured and prescribed within City ordinance. Refer individuals to Marco Kunz or the City Attorney's office.

JT asked if employee screening would be separate from passenger screening in the new facility. Wyatt stated that employee screening will be separate from passenger screening. It was presented to the airlines and we are talking with the airlines regarding a separate employee screening facility that would be separate from the terminal. During the last airline meeting there was a discussion regarding this and the airlines seemed favorable to the idea. Buckner stated that currently the Airport is in the early stages of designing a lot that would be remote for anyone that works airside. The employees would park in a different lot, go through a separate security screening area, get loaded on a bus and be delivered to the concourses.

Mayor Biskupski left the meeting at 9:30 a.m.

Larry Pinnock adjourned the meeting at 9:35 a.m.

Larry Pinnock, Chair

Date

Jacqueline M. Biskupski, Mayor

Date

DEPARTMENT OF AIRPORTS
BOARD MEETING

18 April 2018

DISCUSSION ITEMS

SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (B)
DATE: 18 April 2018
TO: Airport Board
FROM: Bill Wyatt, Executive Director
SUBJECT: **Executive Director's Report**

Bill Wyatt will present a monthly informational report to the Board, 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

SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (C)
DATE: 18 April 2018
TO: Airport Board
FROM: Bill Wyatt, Executive Director
SUBJECT: **Master Plan Update**

Allen McCandless, Director of Planning, will present an update of the Master Plan (presentation on file).



Salt Lake City International Airport

Board Update

April 18, 2018





Agenda

The Project Team

What is a Master Plan

Project Elements

Visioning Session

Project Team



RS&H



*Airspace System
Planning*



Airport GIS



*Aviation Noise
Consulting (DBE)*



Land Development



Tower Siting/Airspace



TRANSOLUTIONS

Simulation Modeling (DBE)



*Public Involvement
Program*



*Airport Landside
System*



*Forecasts/
Financial Plans (DBE)*



Bowen Collins
& Associates, Inc.
CONSULTING ENGINEERS

*Utility/Infrastructure
Coordination*



What is a Master Plan?

“An airport master plan is a comprehensive study of an airport and usually describes the short-, medium-, and long term development plans to meet future aviation demand.”

-FAA Advisory Circular 150/5070-6B Airport Master Plans

Master Plan is a “Flight Plan”



Master Plan Goals



A Plan that . . .

» Provides guidelines for future development



» Satisfies future aviation demand

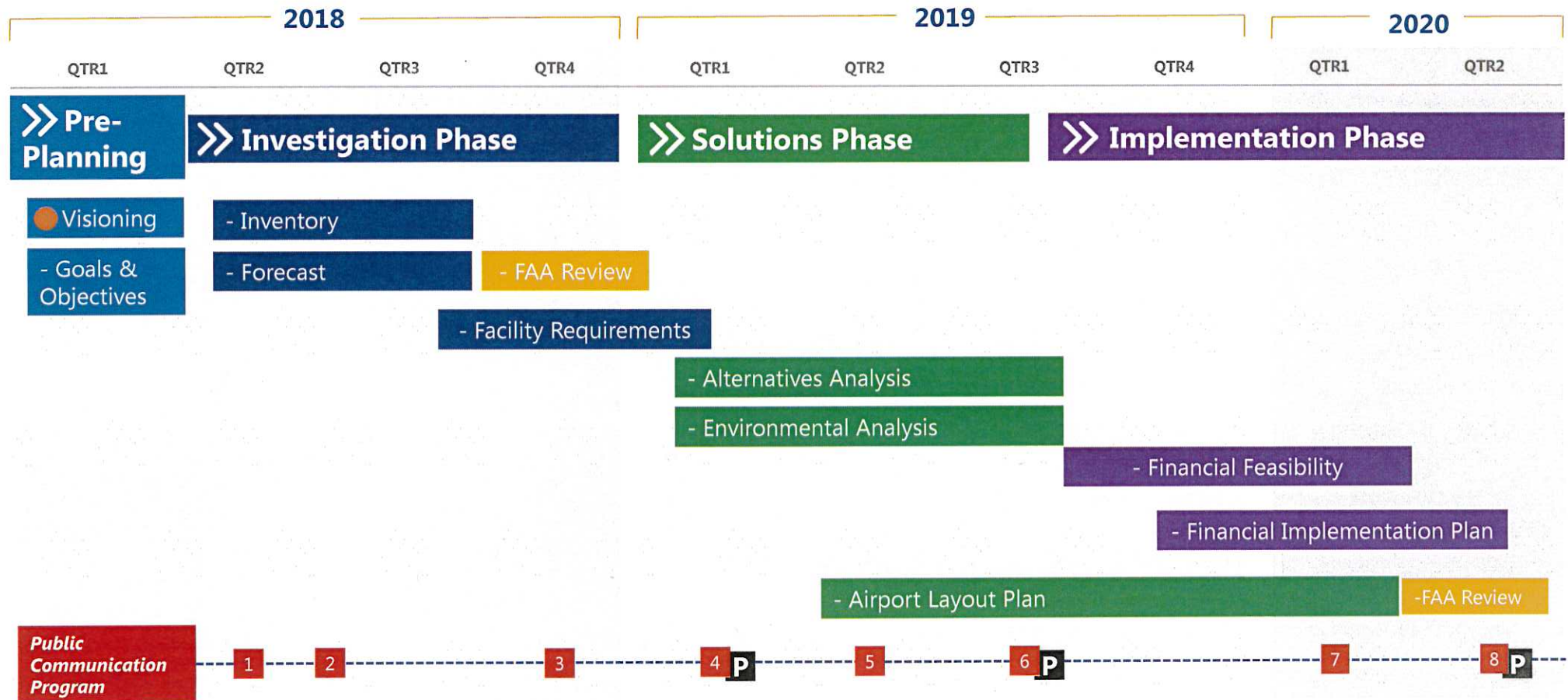


» Is financially feasible

» Achieves environmental stewardship

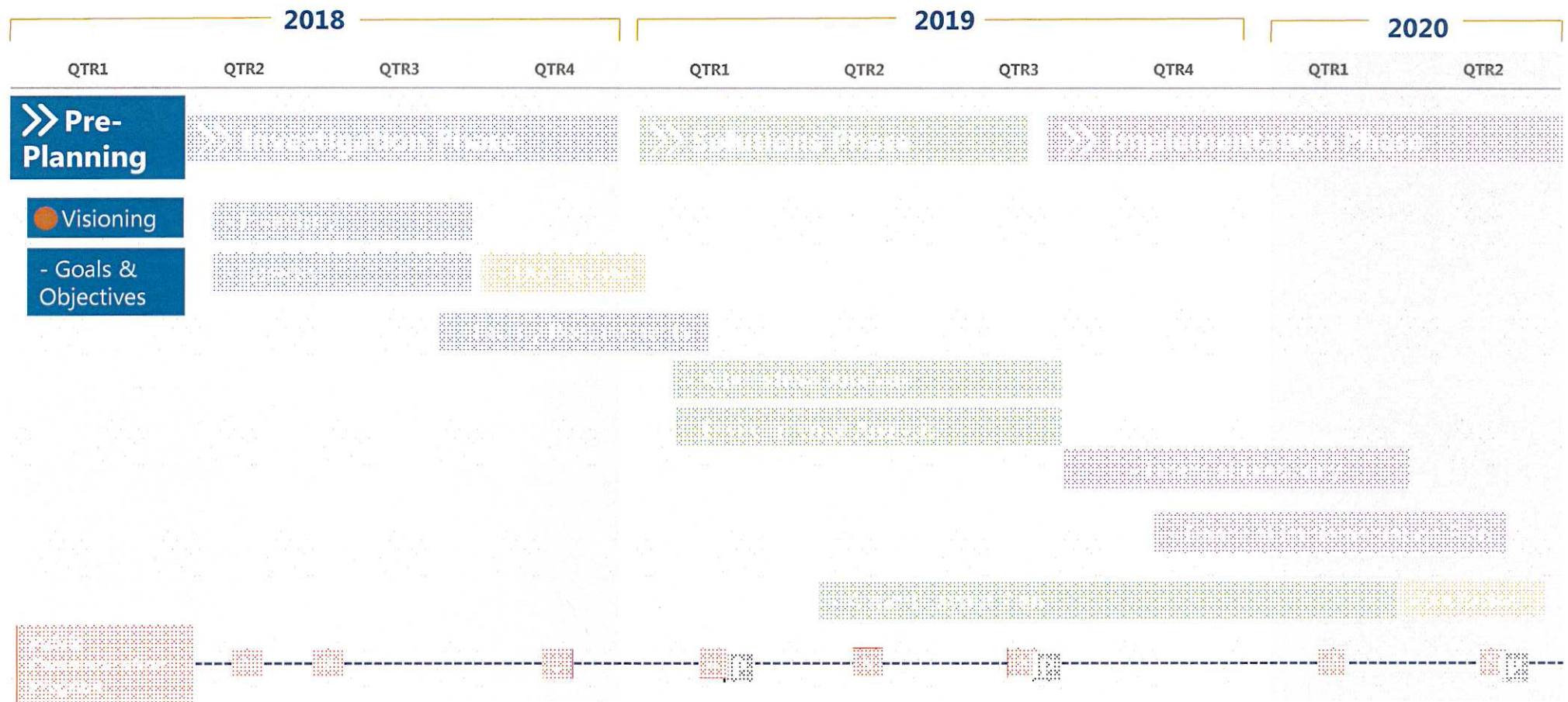
Master Plan Process

● = We Start Here



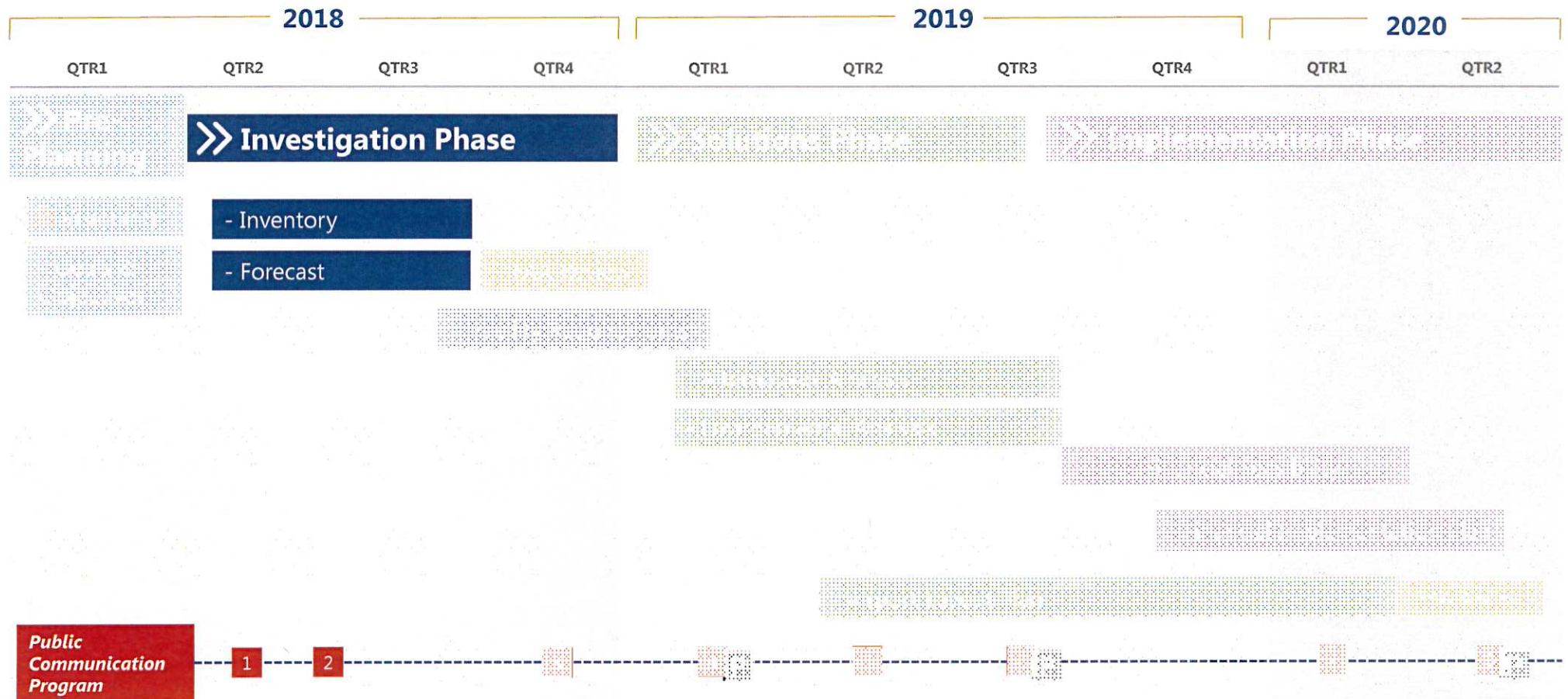
Master Plan Process

● = We Start Here



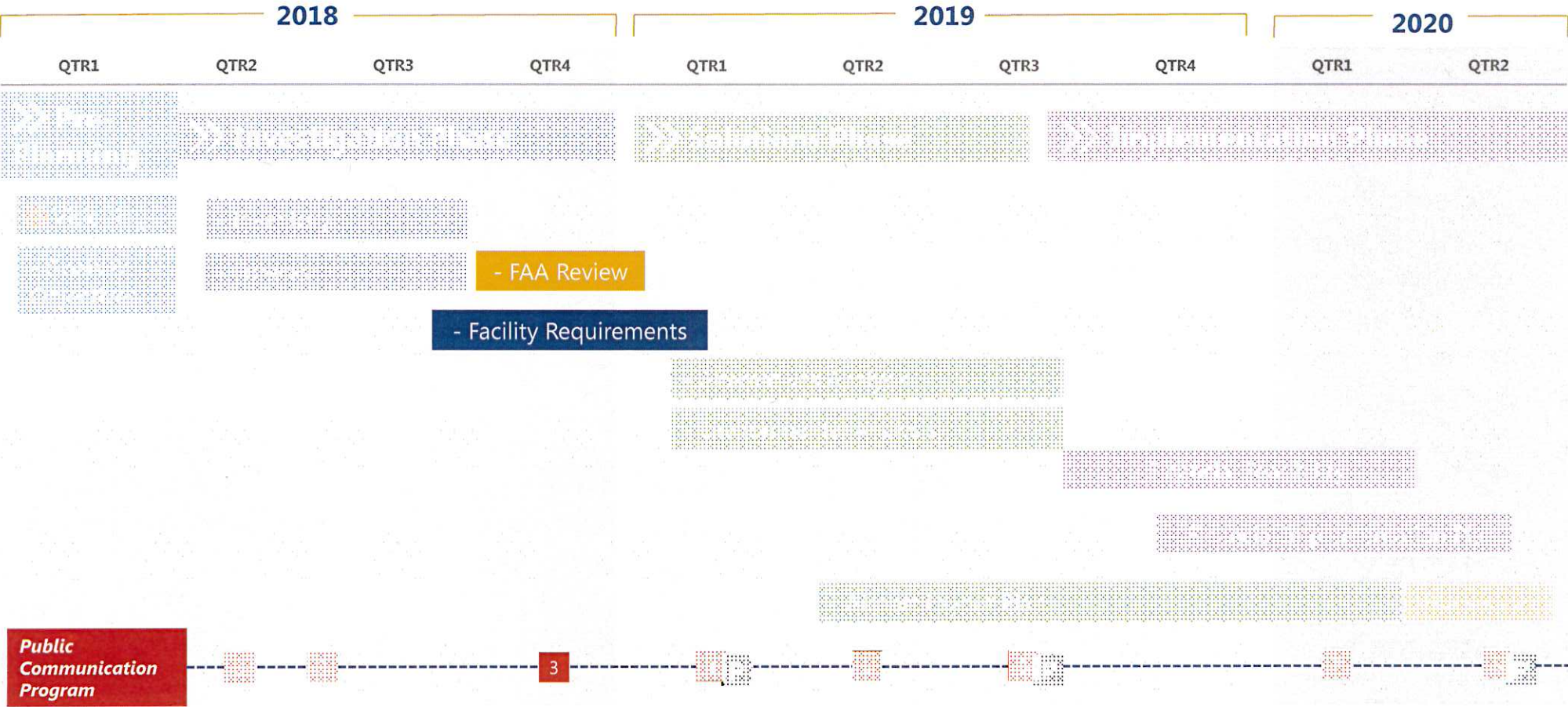
Master Plan Process

● - We Start Here



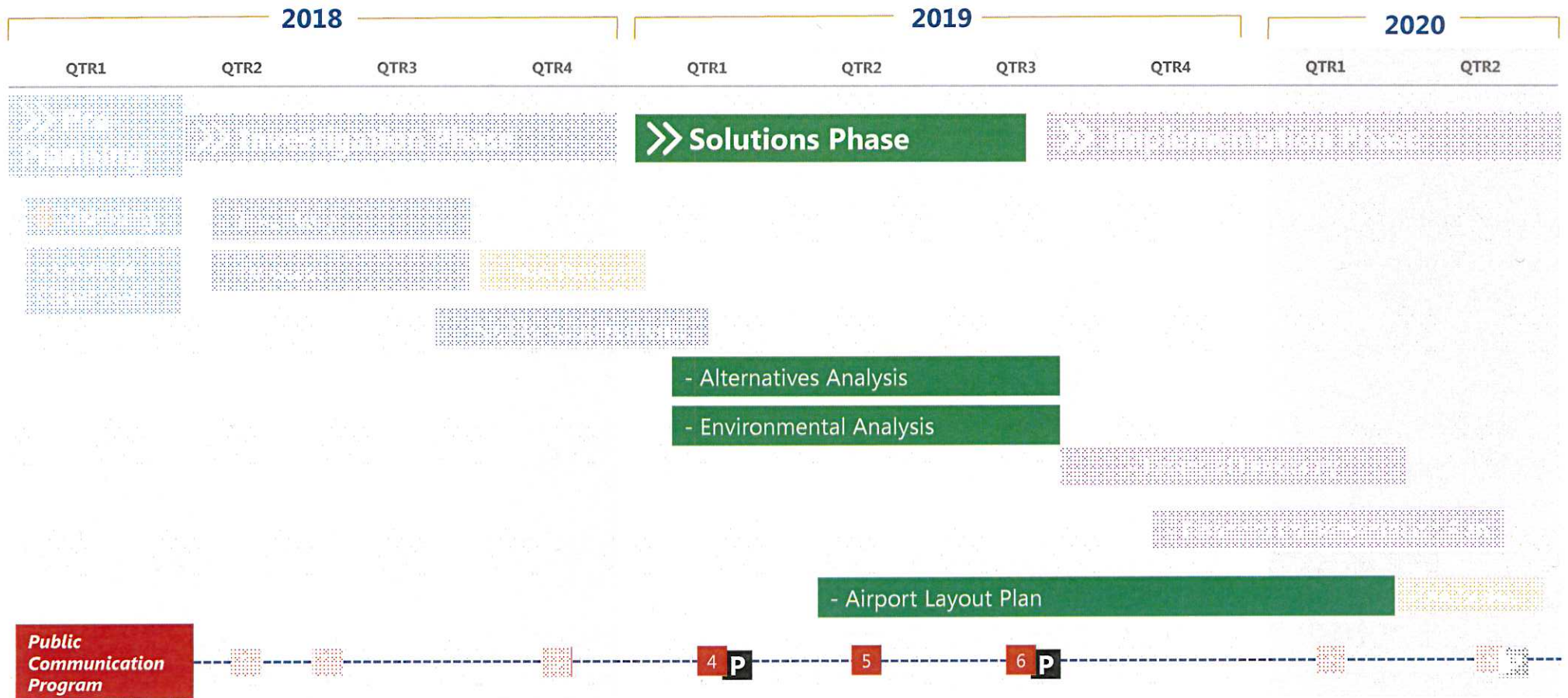
Master Plan Process

📍 = We Start Here



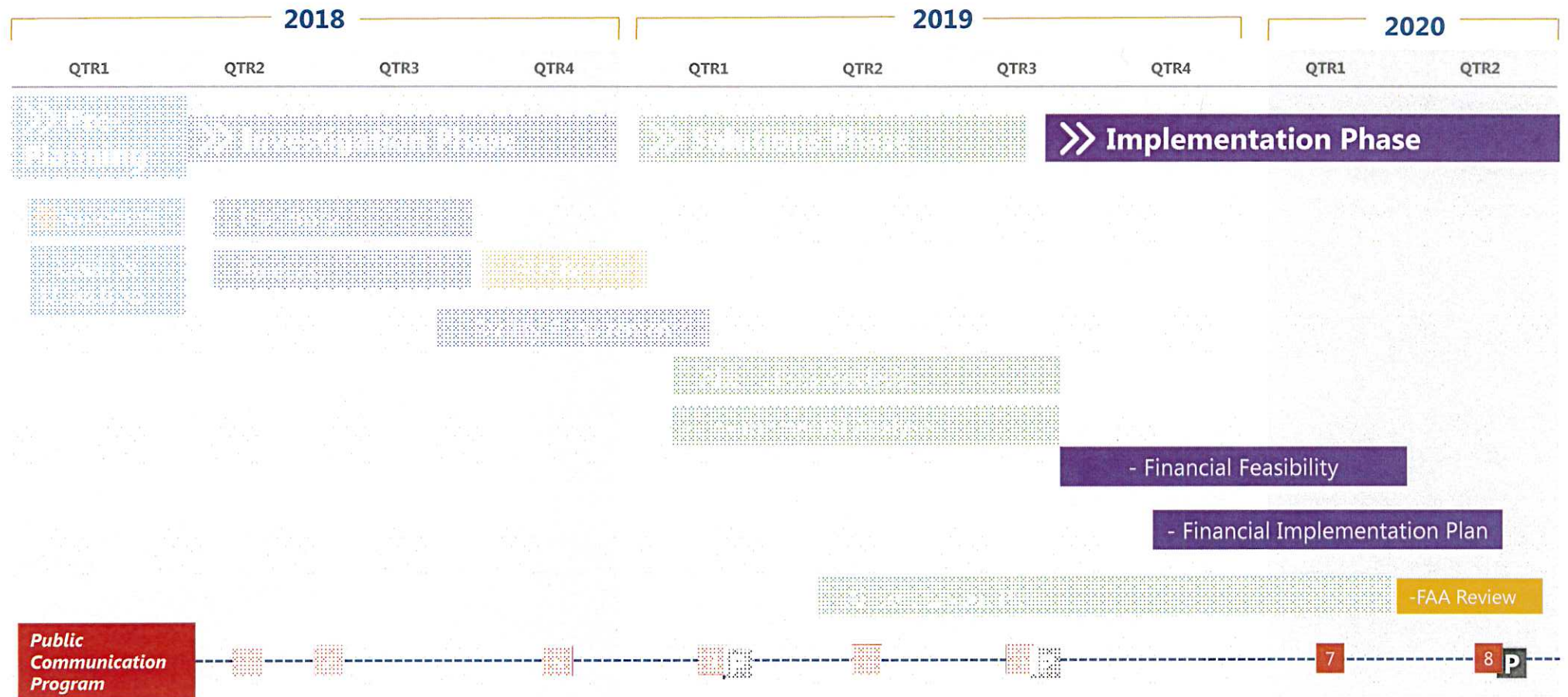
Master Plan Process

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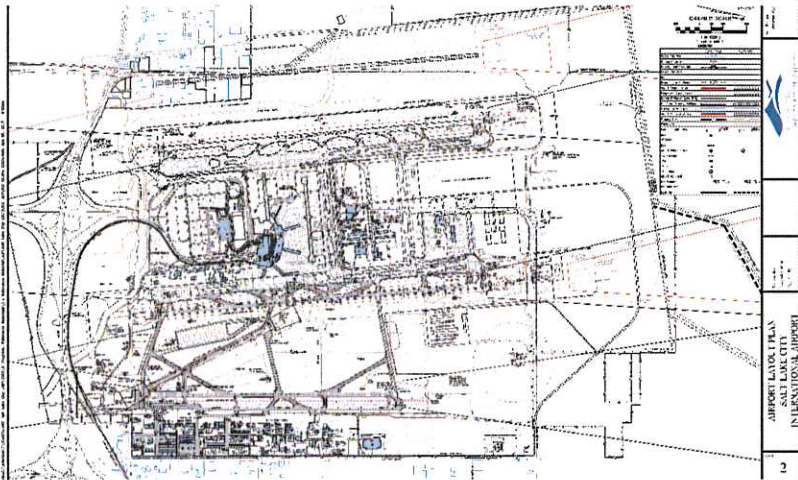
Master Plan Process

• We Start Here

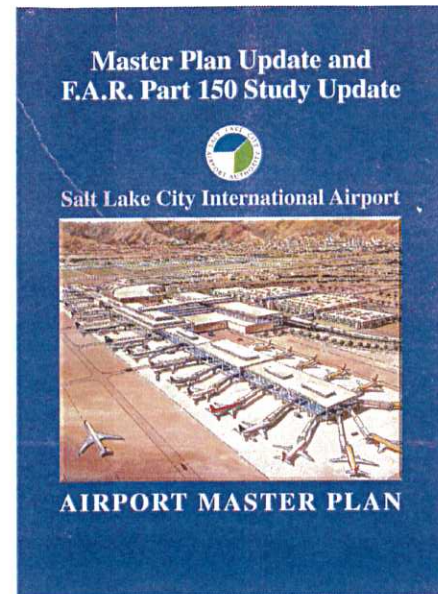


Master Plan Products

Airport Layout Plan:
(Illustrates the plan)

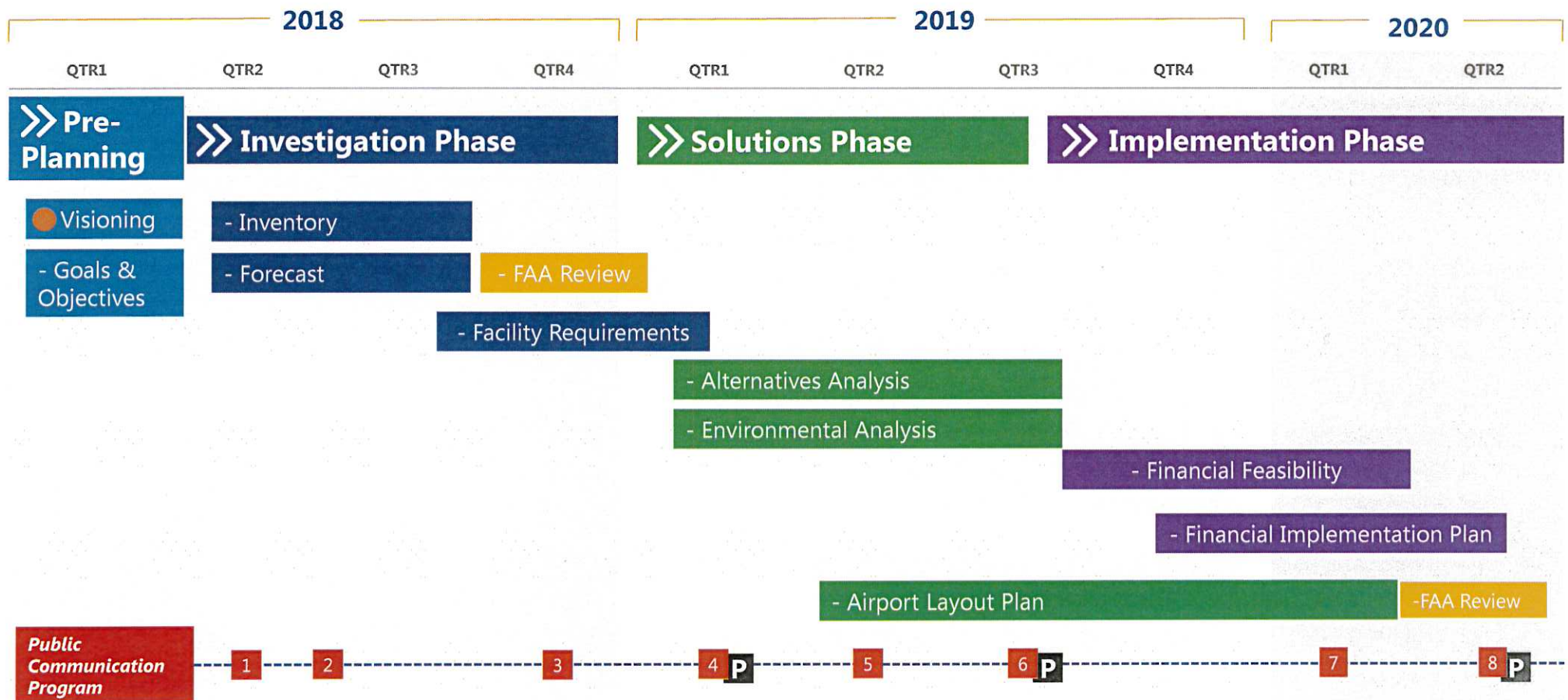


Technical Report:
(documents the why and how)



Master Plan Process

● = We Start Here



Stakeholder Visioning Sessions – Three Days



Three Stakeholder Groups

» SLCDA Airport Staff

» Technical

- Airlines/FBOs
- Tenants
- FAA
- Pilots/Users

» GA Policy

- SLCDA Board
- West Jordan City
- Tooele County



Vision Session Topics

- » Airside
- » Airspace
- » Landside
- » Terminal
- » Support Facilities
- » Environmental / Sustainability
- » Financial
- » Community
- » General Aviation
– (SLC, U42, TVA)



Airside

- » Maximize RW 17/35 capacity
- » Additional taxiways (U,V,X,K)
- » Determine benefits of a 5th runway
- » End-around taxiways
- » Deice apron enhancements
- » More RON
- » More gates
- » More international gates
- » Preserve land for airframe mfg.



Airspace

- » Consider East Downwind
- » Bury/move transmission lines
- » Prepare for new tech (drones)
- » Create more efficient airspace
 - Slow vs fast planes
- » Determine airspace capacity limits



Landside

- » More parking
 - Public parking
 - Employee parking
 - Rental car parking
 - Surface lots and garages
- » NW Quadrant/Inland Port integration
- » Terminal expansion
 - FIS, baggage claim
- » Optimal access along 2100 North
- » Rail access to Boeing



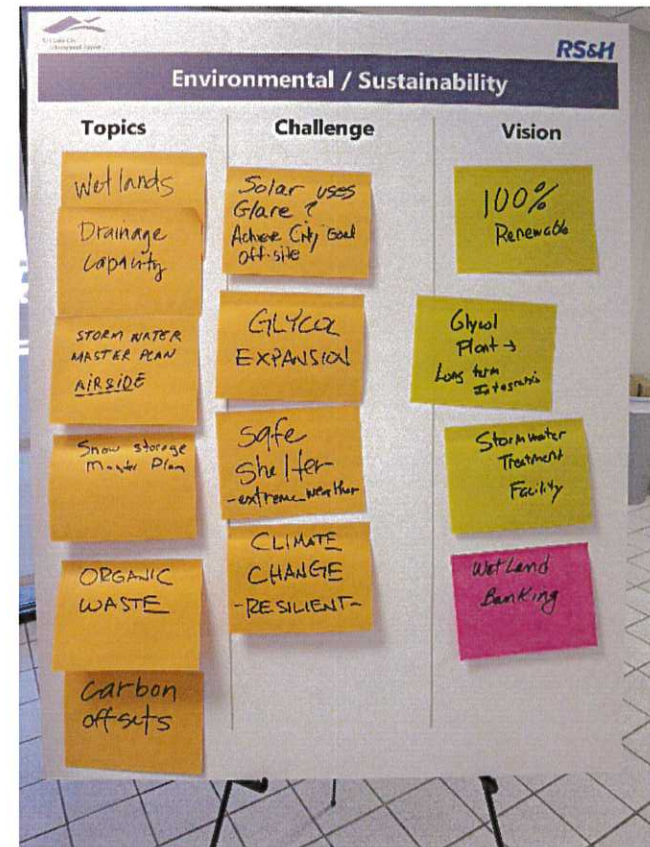
Support Facilities

- » Expand and relocate air cargo
- » More GSE storage areas
- » Plan for alternative fuels
 - Aviation and vehicle
- » Move north support facilities
- » Extend Taxiways U and V



Environmental

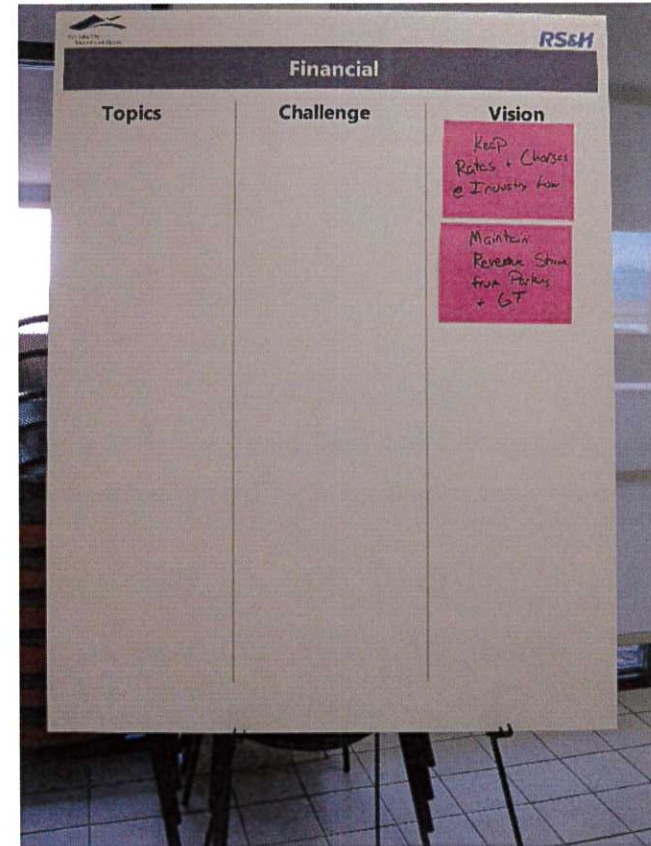
- » Use solar and other renewables
 - 100% renewable
- » Stormwater treatment facility
- » Glycol treatment facility
- » Resiliency to climate change
- » Wetland banking
- » Carbon offsets



Topics	Challenge	Vision
Wetlands Drainage Capacity	Solar uses Glare? Achieve City Goal off-site	100% Renewable
STORM WATER MASTER PLAN AIRSIDE	GLYCOL EXPANSION	Glycol Plant → Long term sustainable
Snow storage Master Plan	Safe Shelter - extreme weather	Stormwater Treatment Facility
ORGANIC WASTE	CLIMATE CHANGE - RESILIENT	Wetland Banking
Carbon offsets		

Financial

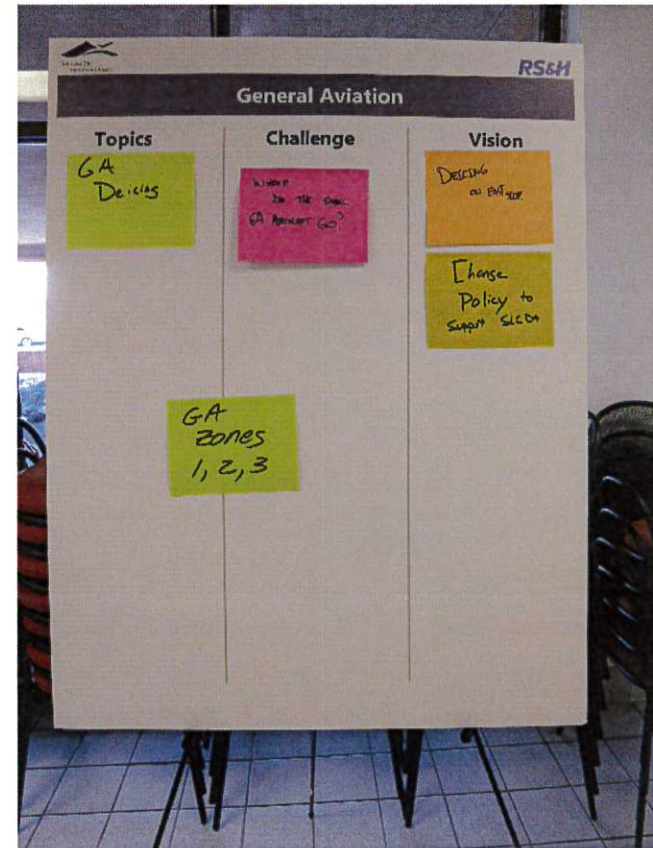
- » Keep rates and charges competitive
- » Keep/expand current revenue from parking
 - Plan/adapt to future technologies



Financial		
Topics	Challenge	Vision
		Keep Rates + Charges @ Industry level
		Maintain Revenue Stream from Parking + GT

General Aviation

- » GA deicing on east side
- » More apron/hangar for corporate GA
- » SLCIA to serve corporate GA
- » More space for future development
- » Inner taxiway on east side



Community

- » Integrate NW Quadrant development
- » Integration with community
 - Noise
 - Surrounding land uses
 - Maintain positive perception
- » Create area for aircraft viewing



Salt Lake City International - SLC

- » Parallel taxiways east side
- » Role in SLCDCA is split between groups
- » Small GA friendly
 - Cheaper rates – fuel, hangars, services
 - Better hangars
 - Restrooms
 - Self fueling
 - Wash rack
 - Single engine repair



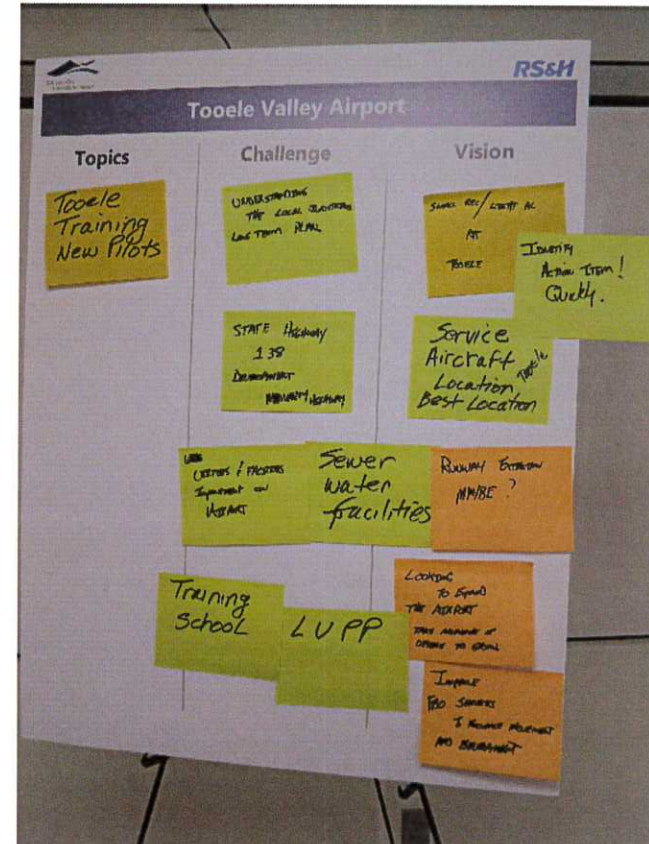
South Valley Regional - U42

- » Simultaneous action plan
- » Move training traffic to Tooele
- » East side development
- » Large corporate hangars
- » Enhanced FBO services
- » Precision approach
- » Runway shift and extension north
- » Improvements along 7800 South
- » Move Army ANG



Tooele Valley Airport - TVA

- » Water and sewer services
- » Flight school facilities
- » Additional land for expansion
- » Larger parking lot
- » FBO services
- » Jet-A fuel
- » Roadway connection to SR 138
- » Land use compatibility plan
- » Parachute friendly
- » Plan for drone facilities



Next Steps

📅 • Year Start Here

2018

2019

2020

QTR1

QTR2

QTR3

QTR4

QTR1

QTR2

QTR3

QTR4

QTR1

QTR2

>> Preliminary Phase

>> Investigation Phase

- Inventory

- Forecast

- FAA Review

>> Subsequent Phase

>> Implementation Phase

Public
Communication
Program

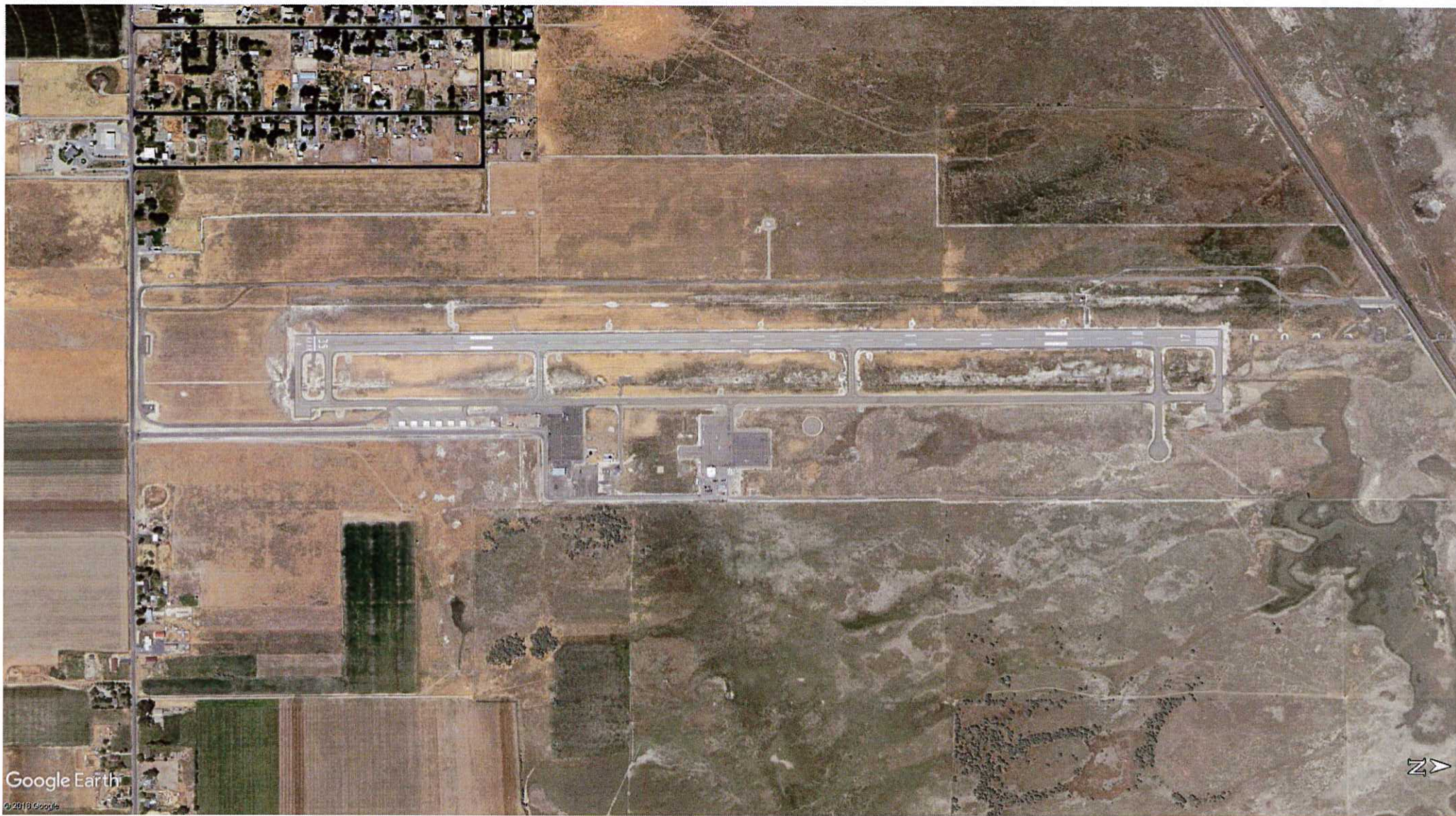
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Questions or Comments

Thank You

SALT LAKE CITY AIRPORT BOARD

AGENDA: DISCUSSION ITEM (D)
DATE: 18 April 2018
TO: Airport 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: 4-18-2018



Salt Lake City International Airport



CGMP# 4 – Landside and Airside Enabling

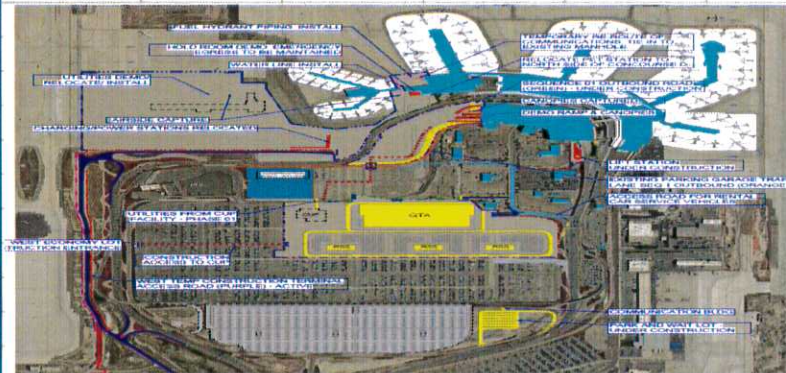
Project: CGMP# 4 - Landside and Airside Enabling

Budget: \$81.09M

EAC: \$79.3M

Terminal/South Concourse West/Gateway/Roadways/Airside and Landside Enabling and Central Utility Plant
Hydronic Piping

Schedule		Current Status
Activity		Recent Milestones Achieved
Complete Seq 2 Tunnel Excavation	Dec 2016 A	* Mid-Concourse Tunnel Tie-in Structural Steel Erection Underway.
Complete SCW Surcharge	Dec 2016 A	* Close-out Process Underway
Complete West Lift Station Pumps	Mar 2017 A	* Final CGMP Close-out Dependent on Mid-Concourse Tunnel Construction Completion
Complete SCW Ductbank	Mar 2017 A	
Complete Gateway Hydronic Piping	May 2017 A	
Substantial Completion	Apr 2017	
Concerns/Issues/Risks		
* None at this time		



CGMP# 5 – Terminal/South Concourse West/Gateway

Project: CGMP# 5 - Terminal/Gateway/SCW

Budget R1: \$795.39 EAC: \$795.39M

Terminal/Gateway/South Concourse West - Foundations, Structure, Building Envelope and Build-out

Schedule		Current Status
Activity		Recent Milestones Achieved
Complete Terminal Foundation	Feb 2018 A	* Terminal Structural Steel Erection Continues on schedule.
Complete Terminal Structural Stl	Jul 2018	
Complete SCW Temporary Dry-in	Sep 2018	* Terminal Elevated Deck Concrete Pours underway and on schedule.
Term Mech Rms Ready for Equip	Nov 2018	* Terminal Plaza Curtainwall Framing underway.
SCW Mech Rms Ready for Equip	Dec 2018	* SCW 2nd Moving Walk installation started.
Gateway Structure Complete	Apr 2019	* SCW Ext Metal Panel and Glass installation continues.
Concerns/Issues/Risks		
* Impact of Scope Change Requests.		



CGMP# 6 – Roadways/Parking Garage/Central Utility Plant

Project: CGMP# 6 - Parking Garage/Roadways/Central Utility Plant/Project-Wide Special Systems

Budget R1: \$359.49M EAC: \$359.49M

Parking Garage/Rental Car Ready Return/Elevated and At-Grade Roadways/Central Utility Plant/Project-Wide IT and Special Systems

Current Status

Schedule

Recent Milestones Achieved

Activity	Target Date
----------	-------------

Complete CUP Chiller Installation	Dec 2017 A
-----------------------------------	------------

CUP Dry-in	Mar 2018 A
------------	------------

CUP Permanent Power available	Mar 2018 A
-------------------------------	------------

Deliver Elevated Roadway Girders	Mar 2018 A
----------------------------------	------------

CUP Operational	May 2018
-----------------	----------

Parking Garage Roofing Complete	Aug 2019
---------------------------------	----------

* Parking Garage Level 2, 3, 4 and 5 Soffolding and Concrete Proceeding.

* Roadway Girders delivered and set on west side of Terminal.

* CUP Permanent Power available from RMP.

* CUP Exterior Metal Panel installation started.

* CUP Equipment piping and wiring continues.

Concerns/Issues/Risks

* None at this time.



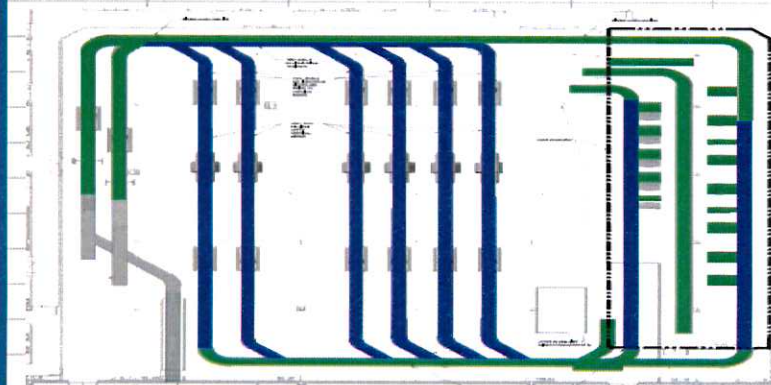
CGMP# 7 – Baggage Handling System

Project: CGMP# 7 - Baggage Handling System including
TSA Screening Area

Budget: \$86.09M EAC: \$86.09M

Terminal/Gateway/South Concourse West and TSA Screening Area Complete Baggage Handling System
IT and Special Systems

		Current Status
Schedule		Recent Milestones Achieved
Activity	Target Date	
Issue NTP	Sep 2016 A	* BHS SCW Conveyor Installation Underway.
Start BHS Hanger Installation	Aug 2017 A	* BHS Conveyor Fabrication Continues.
Install TSA Provided Equipment	Jun 2019	* BHS Terminal Tunnel Conveyor Installation Continues.
Start BHS Testing and Commissioning	Nov 2019	* TSA Technical Representative onsite to begin test plans.
Start TSA BHS Acceptance Testing	Mar 2020	* TSA Regional Representative onsite for site inspection.
BHS Substantial Completion	May 2020	
Concerns/Issues/Risks		
* None at this time.		



CGMP# 9 – Apron Paving – Taxilane 20/21

Project: CGMP# 9 - Apron Paving - Taxilane 20/21 and Taxiway A/B

Budget R1: \$25.66M EAC: \$24.05M

Initial Portion of Apron Paving that will Utilize \$10 million in AIP Funding and also Support Fence Installation for North Concourse Site.

Current Status

Schedule

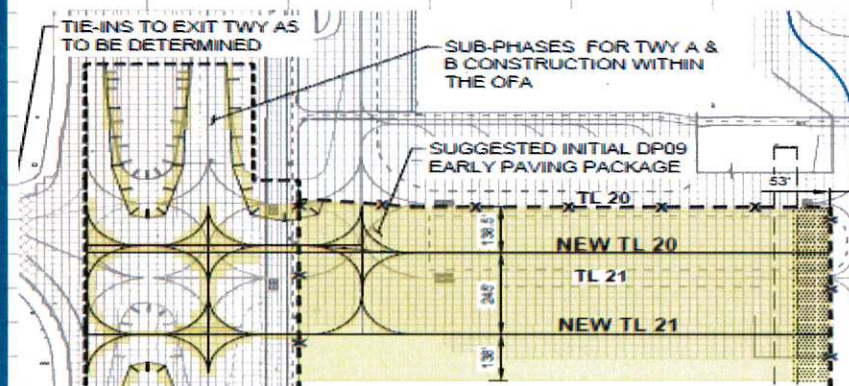
Recent Milestones Achieved

Activity	Target Date
Issue NTP	April 2017 A
Taxiway 'B' Reopens	Sep 2017 A
Taxilane 21 Reopens	Dec 2017 A
Taxiway 'A' Complete	Nov 2017 A
CGMP# 9 Bulletin# 1 Close-out	Mar 2018

- * CGMP# 9 Substantial Completion Documentation Submitted for Review.
- * CGMP# 9 Final Punchlist completion underway.
- * CGMP# 9 Final Close-out activities underway.

Concerns/Issues/Risks

* None at this time.



CGMP# 9A – SCW Apron Paving and Hydrant Fueling

Project: CGMP# 9A - SCW Apron Paving and Hydrant
Fueling

Budget: \$76.14M EAC: \$76.14M

Apron Paving and Hydrant Fueling that will Support SCW Opening Day.

Current Status

Schedule

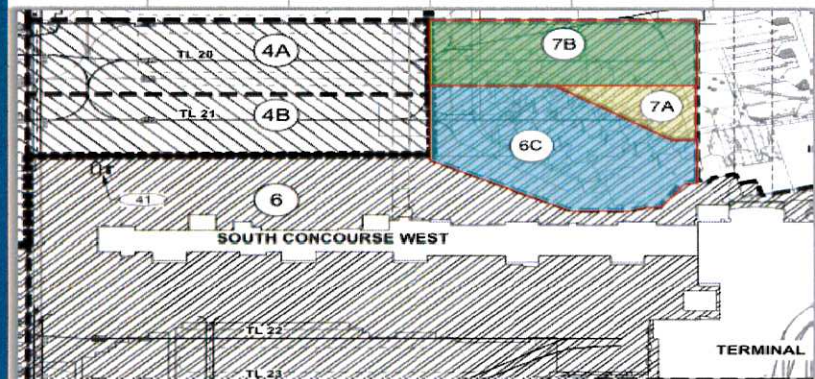
Recent Milestones Achieved

Activity	Target Date
Issue NTP	Dec 2017 A
Construction Start - Fueling	Jan 2018 A
Construction Start - Paving	Apr 2018
Taxiway 'B' Phase 6A Complete	Jul 2018
Taxiway 'B' Phase 6B Complete	Oct 2018
Taxiway 'B' Phase 6 Complete	Jul 2020

- * Fueling Trade Contractor welding pipe.
- * Civil/Apron Paving Trade Contractor mobilized.

Concerns/Issues/Risks

* None at this time.



CGMP# 15 – NCP Enabling Phase 1

Project: CGMP# 15 - NCP Phase 1 Enabling

Budget: \$28.2M

EAC: \$28.2M

North Concourse Phase 1 Enabling Construction including Ground Improvement and Driven Piles.

Current Status

Schedule

Recent Milestones Achieved

Activity	Target Date
Start Enabling Construction	Jan 2018 A
Start Driven Piles	Jun 2018
Complete Stone Columns	Jul 2018
Complete Driven Piles	Aug 2018
Start Outer Ramp Sitework	Aug 2018
Substantial Completion	Aug 2018

- * AOJV moved-in to Construction Field Offices.
- * Civil/Utilities construction started.
- * Stone Colume Trade Contractor Mobilized and started work.

Concerns/Issues/Risks

* None at this time.



CGMP# 16 – NCP Phase 1

Project: CGMP# 16 - NCP Phase 1

Budget: \$296.0M

EAC: \$166.7M (Part 1)

North Concourse Phase 1 including Building Structure, Enclosure and Interior Fit-out for 20 Gates.

Current Status

Schedule

Recent Milestones Achieved

Activity	Target Date	
CGMP Increment 1 Executed	Apr 2018 A	* All Trade Bids received.
CGMP Comprehensive Executed	Jun 2018	* Trade Contractor scoping sessions underway.
Start Building Foundations	Jul 2018	* Executed CGMP Increment 1 for initial Critical Trades.
Start Building Structure	Oct 2018	
Start Building Enclosure	Dec 2018	
Start Building Interior Construction	DEC 2018	
Concerns/Issues/Risks		
* Tarrif price increases.		



Project Statistics

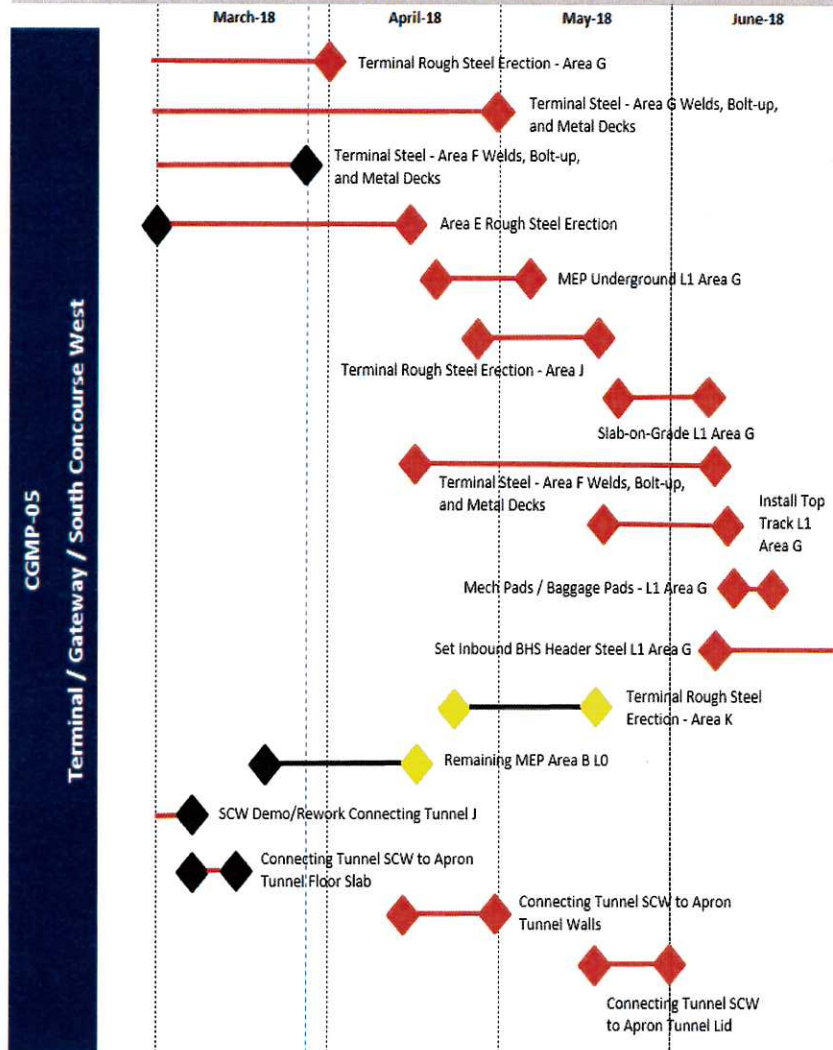
Safety Statistics Through 4/6/2018					TRP/NCP Trade Staffing 4/6/2018				
101 Days without a Lost Time Injury					1206 Trade Workers on Site				
2,425,175 Hours Worked to Date									
Contract Local/Non-Local Awarded Statistics									
Local Trades					Dollar Value		Trade Count		Percentage
Total Local (Wasatch Front) Contractors					\$864,063,237		81		68%
Total Out of State Contractors					\$406,581,529		17		32%
Total Contract Awards					\$1,270,644,766		98		100%
Contract Union/Merit Shop Awarded Statistics									
Union Trades					Dollar Value		Trade Count		Percentage
Total Union Contractors					\$437,059,661		23		34%
Total Merit Shop Contractors					\$833,585,105		75		66%
Total Contract Awards					\$1,270,644,766		98		100%



Near Term Schedule

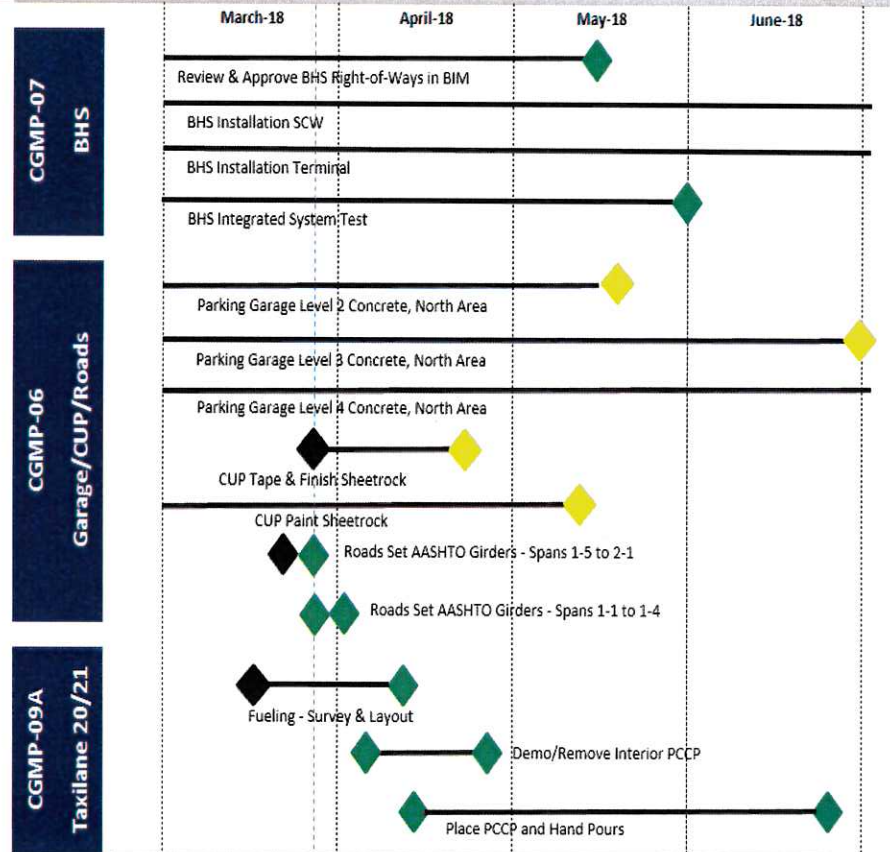
Schedule Overview

Milestone Progress



Schedule Overview

Milestone Progress



This month's schedule is based on March 2018 update. Overall, the program is running 1 days late.

Critical ———
Data Date - - - - -

Achieved On Target
Float Used Late



Salt Lake City International Airport

11



Overall Airport Redevelopment Program Tracking Budget

March 2018	Original Budget	Revisions	Revised Budget	Spent	EAC
CGMP 01 - HDJV Preconstruction Services	\$ 9,575,407		\$ 9,575,407	\$ 9,575,407	\$ 9,575,407
CGMP 02 - HDJV General Conditions Services	\$ 105,983,964		\$ 105,983,964	\$ 40,824,641	\$ 105,983,964
CGMP 03 - QTA/RSS Site Work, Utilities, Civil Enabling Ph 1	\$ 88,721,327		\$ 88,721,327	\$ 88,721,327	\$ 88,721,327
CGMP 04 - Landside/Airside Enabling	\$ 81,096,442	\$ (1,581,371)	\$ 79,515,071	\$ 74,936,011	\$ 79,515,071
CGMP 05 - Terminal/SCW/Gateway	\$ 788,346,442	\$ 7,047,049	\$ 795,393,491	\$ 278,781,829	\$ 795,393,491
CGMP 06 - Parking Garage, Roadways, CUP	\$ 363,855,782	\$ (4,364,924)	\$ 359,490,858	\$ 107,167,166	\$ 359,490,858
CGMP 07 - TRP Baggage Handling System	\$ 87,585,765		\$ 87,585,765	\$ 16,675,513	\$ 87,585,765
CGMP 09 - Taxilanes 20&21/Taxiways A&B	\$ 26,761,610	\$ (1,100,754)	\$ 25,660,856	\$ 22,090,109	\$ 25,660,856
CGMP 09A - Apron Paving & Fueling/SCW	\$ 76,135,399		\$ 76,135,399	\$ 763,550	\$ 76,135,399
CGMP 10 - South Concourse East (SCE)	\$ 395,174,615		\$ 395,174,615		\$ 395,174,615
CGMP 11 - Apron Paving & Fueling SCE	\$ 201,388,791		\$ 201,388,791		\$ 201,388,791
CGMP 12 - Existing Structure Demolition	\$ 20,788,411		\$ 20,788,411		\$ 20,788,411
CGMP 13 - AOJV Preconstruction Services	\$ 15,483,607		\$ 15,483,607	\$ 6,641,861	\$ 15,483,607
CGMP 14 - AOJV General Conditions Ph 1	\$ 87,131,130		\$ 87,131,130	\$ 3,443,356	\$ 87,131,130
CGMP 15 - NCP Enabling Ph 1	\$ 28,222,187		\$ 28,222,187		\$ 28,222,187
CGMP 16 - North Concourse Ph 1 & Mid-Concourse Tunnel	\$ 297,192,031		\$ 297,192,031		\$ 297,192,031
CGMP 17 - NCP Baggage Handling System	\$ 56,071,065		\$ 56,071,065		\$ 56,071,065
CGMP 18 - NCP Apron Paving & Fueling Ph 1	\$ 83,323,433		\$ 83,323,433		\$ 83,323,433
CGMP 19 - North Concourse Ph 2 & Central Tunnel	\$ 212,535,351		\$ 212,535,351		\$ 212,535,351
CGMP 20 - NCP Apron Paving & Fueling Ph 2	\$ 42,110,130		\$ 42,110,130		\$ 42,110,130
CGMP 21 - NCP FF&E/Furniture	\$ 4,121,026		\$ 4,121,026		\$ 4,121,026
Total Program Construction	\$ 3,071,603,915	\$ -	\$ 3,071,603,915	\$ 649,620,769	\$ 3,071,603,915
TRP Soft Cost	\$ 271,316,222		\$ 271,316,222	\$ 162,534,074	\$ 271,316,222
NCP Soft Cost	\$ 153,950,554		\$ 153,950,554	\$ 24,133,279	\$ 153,950,554
Total Program Soft Cost	\$ 425,266,776	\$ -	\$ 425,266,776	\$ 186,667,352	\$ 425,266,776
Terminal Redevelopment Program (TRP) Owner Reserve	\$ 38,482,957		\$ 38,482,957		\$ 38,482,957
North Concourse Program (NCP) Owner Reserve	\$ 40,617,352		\$ 40,617,352		\$ 40,617,352
Total Program Owner Reserve	\$ 79,100,309	\$ -	\$ 79,100,309	\$ -	\$ 79,100,309
Total Airport Redevelopment Program	\$ 3,575,971,000	\$ -	\$ 3,575,971,000	\$ 836,288,122	\$ 3,575,971,000



Job Progress Photos – Terminal Building



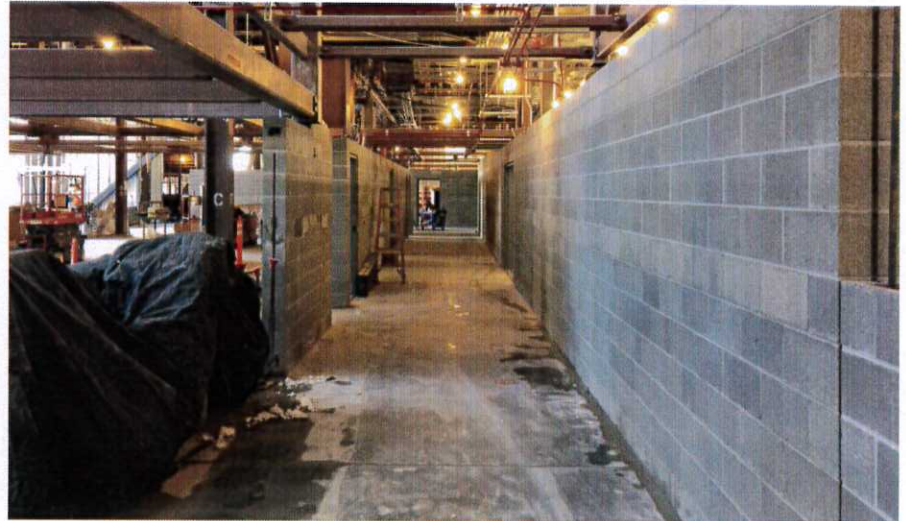
Terminal Canyon looking north



Terminal Building steel, including Area G



HVAC Ductwork in the Terminal



Interior block walls in the Terminal



Job Progress Photos – South Concourse West



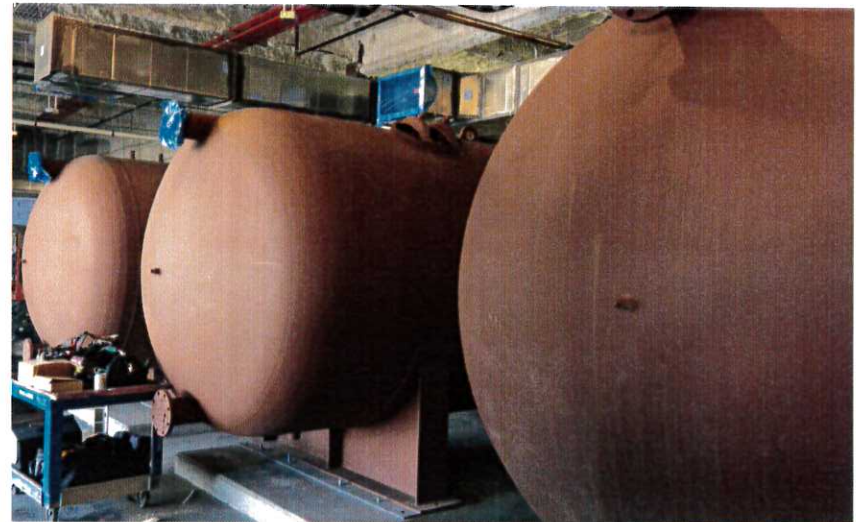
Mid-Concourse Tunnel area steel erection



Metal panel installation at the SCW nodes



Drywall and metal stud installation in SCW



Sand/oil separators in SCW



Job Progress Photos – Parking Garage, Roadways, CUP



Parking Garage looking north



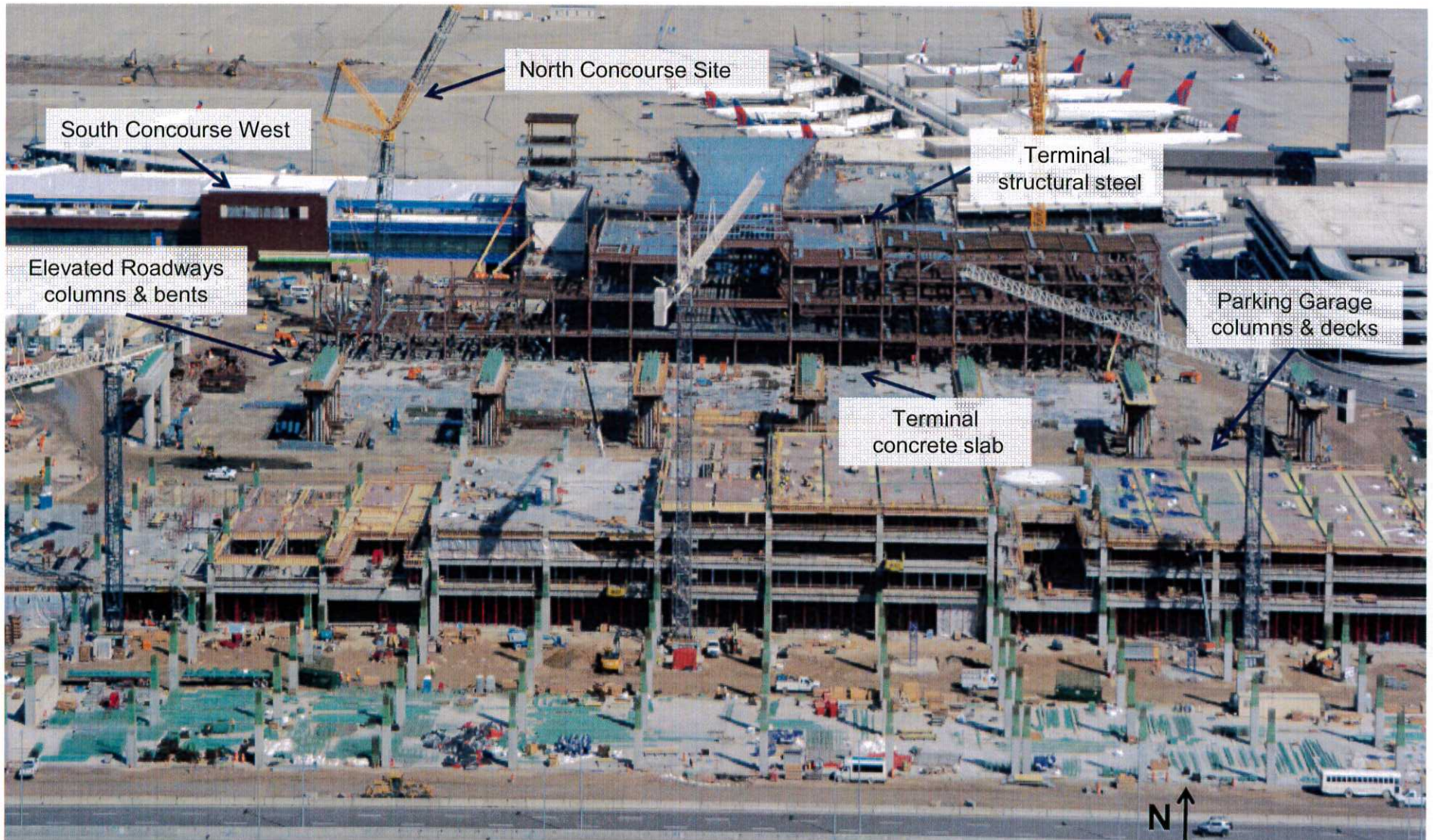
Central Utility Plant looking northeast



Elevated Roadway Bridge Girders looking east



Job Progress Aerial



Job Progress Photos – North Concourse



Start of Stone Column Installation



Stone Columns Underway



DEPARTMENT OF AIRPORTS
BOARD MEETING

18 April 2018

INFORMATIONAL ITEMS

SALT LAKE CITY DEPARTMENT OF AIRPORTS**(An Enterprise Fund of Salt Lake City Corporation)****Statements of Net Position****(Amounts in Thousands)**

<i>As of February 28,</i>	2018	2017
ASSETS		
Current Assets		
Cash and cash equivalents	\$ 224,967	\$ 224,162
Restricted cash and cash equivalents	51,740	24,270
Investments	16,203	-
Airline and rental fees receivable	23,360	17,021
Other assets	4,040	4,149
Total current assets	320,310	269,602
Noncurrent Assets		
Restricted cash and cash equivalents	809,704	1,152,691
Restricted investments	43,656	-
Investments	28,461	44,951
Other assets	2,000	1,207
Total noncurrent assets and investments	883,821	1,198,849
Capital assets		
Land	104,590	99,347
Building and improvements	1,369,273	1,278,012
Equipment	141,313	140,191
Construction in progress	692,344	355,325
Total capital assets - at cost	2,307,520	1,872,875
Less accumulated depreciation	966,393	911,015
Net capital assets	1,341,127	961,860
Total noncurrent assets	2,224,948	2,160,709
Total Assets	2,545,258	2,430,311
Deferred Outflows of Resources	11,948	10,181
Total Assets and Deferred Outflows of Resources	\$ 2,557,206	\$ 2,440,492

SALT LAKE CITY DEPARTMENT OF AIRPORTS**(An Enterprise Fund of Salt Lake City Corporation)****Statements of Net Position****(Amounts in Thousands)**

<i>As of February 28,</i>	2018	2017
LIABILITIES		
Current Liabilities		
Accounts payable	\$ 34,770	\$ 6,258
Accrued compensation	905	1,328
Interest payable	8,333	-
Other accrued liabilities	4,085	3,826
Total current liabilities	48,093	11,412
Noncurrent Liabilities		
Revenue bonds payable	1,124,186	1,126,481
Noncurrent compensation liability	3,790	3,629
Net pension liability	27,424	25,465
Other accrued liabilities	17,698	4,238
Total noncurrent liabilities	1,173,098	1,159,813
Total Liabilities	1,221,191	1,171,225
Deferred Inflows of Resources	6,776	5,624
NET POSITION		
Net investment in capital assets	900,321	961,860
Restricted for		
Capital projects	52,440	171,892
Debt service	169,281	-
Unrestricted	207,197	129,891
Net Position	1,329,239	1,263,643
Total Liabilities, Deferred Inflows of Resources, and Net Position	\$ 2,557,206	\$ 2,440,492

SALT LAKE CITY DEPARTMENT OF AIRPORTS**(An Enterprise fund of Salt Lake City Corporation)****Statements of Revenues, Expenses, and Changes in Fund Net Position****(Amounts in Thousands)**

<i>for the eight month period ended February,</i>	2018	2017
Operating Revenues		
Airline revenue	\$ 48,944	\$ 45,619
Terminal concessions	12,422	11,901
Landside concessions	44,638	41,716
Lease revenue	4,013	3,625
General aviation	1,768	1,662
State aviation tax	2,048	1,975
Other revenue	4,270	3,481
Operating revenues	118,103	109,979
Less airline revenue sharing	(8,610)	(7,885)
Total operating revenues	109,493	102,094
Operating Expenses		
Salaries and benefits	33,020	32,110
Materials and supplies	6,744	7,512
Maintenance contracts	5,965	5,511
Charges and services	6,154	6,113
Utilities	4,400	4,480
Inter-governmental	3,852	4,047
Other expense	2,219	5,985
Total operating expenses before depreciation	62,354	65,758
Operating Income Before Depreciation	47,139	36,336
Depreciation Expense	43,110	43,596
Operating Income/(Loss)	4,029	(7,260)
Non-Operating Revenues (Expenses)		
Passenger facility charges	31,051	29,428
Customer facility charges	10,026	10,632
Interest income	12,273	1,687
Interest expense	(32,707)	-
Gain on disposition of property and equipment	65	45
Net non-operating income	20,708	41,792
Capital Contributions		
Contributions and grants, principally Airport Improvement Program	16,694	6,876
Total capital contributions	16,694	6,876
Net Position		
Increase in net position	41,431	41,408
Net Position, beginning of period	1,287,808	1,222,235
Net Position, end of period	\$ 1,329,239	\$ 1,263,643

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise fund of Salt Lake City Corporation)

OPERATING REVENUES AND EXPENDITURES TO BUDGET (Unaudited)

(Amounts in thousands)

	JUL 2017 - FEB 2018 ACTUALS	JUL 2017 - FEB 2018 BUDGET	SURPLUS/ DEFICIT	PERCENT CHANGE
Revenues				
Landing Fees	\$ 21,327	\$ 21,361	\$ (34)	-0.2%
Fuel Farm	357	352	5	1.5%
Aircraft Remain Overnight Fees	197	189	8	4.2%
Cargo Bldg. & Ramp Use Fee	1,055	1,073	(18)	-1.6%
Security Charges to TSA	669	214	455	212.6%
Extraordinary Service Charges	65	75	(10)	-13.8%
Passenger Boarding Bridges	1,116	1,175	(59)	-5.0%
Tenant Telephone Fees	206	225	(19)	-8.4%
Terminal Rents	23,195	22,562	633	2.8%
General Aviation Hangars	811	755	56	7.4%
FBO Hangars/Fuel Oil Royalty	288	226	62	27.3%
Flight Kitchens	1,203	1,089	114	10.5%
Other Buildings & Office Space	3,594	3,556	38	1.1%
Food Service & Vending	7,501	7,261	240	3.3%
News/Gift Shop	4,231	3,840	391	10.2%
Car Rental	19,543	16,996	2,547	15.0%
Leased Site Areas	1,659	1,505	154	10.2%
Auto Parking/Ground Transportation	25,061	23,941	1,120	4.7%
Advertising	690	902	(212)	-23.5%
State Aviation Fuel Tax	2,048	1,916	132	6.9%
Military	115	102	13	12.6%
Glycol Recycling Sales	210	150	60	40.2%
ARFF Training	481	453	28	6.2%
Auxiliary Airport Fuel Sales	669	617	52	8.3%
Other	1,812	1,177	635	54.0%
Less: Airline Revenue Sharing	(8,610)	(8,125)	(485)	5.97%
Total Operating Revenues	109,493	103,587	5,908	5.7%
Expenses				
Salary & Wages	23,176	23,571	395	1.7%
Employee Benefits	10,591	11,352	761	6.7%
Maintenance Supplies	4,179	5,386	1,207	22.4%
Automotive Supplies	1,713	1,961	248	12.6%
Other Supplies	852	1,527	675	44.2%
Insurance Premiums	1,338	1,322	(16)	-1.2%
Janitorial Service	4,816	4,877	61	1.3%
Maintenance Contracts	1,150	1,353	203	15.0%
Other Contractual Services	4,535	4,838	303	6.3%
Professional & Tech Service	1,620	3,223	1,603	49.7%
Utilities	4,400	5,217	817	15.7%
Administrative Service Fee	926	1,000	74	7.4%
Aircraft Rescue Fire Fighting	2,925	3,032	107	3.5%
Other Expenses	882	1,871	989	52.9%
Operating Expenses Before Capitalized Salaries	63,103	70,530	7,427	10.5%
Capitalized Salaries	749	749	-	0.0%
Total Operating Expenses	62,354	69,781	7,427	10.6%
Operating Income	\$ 47,139	\$ 33,806	\$ 13,333	39.4%

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise fund of Salt Lake City Corporation)

OPERATING REVENUES AND EXPENDITURES TO PRIOR YEAR (Unaudited)

(Amounts in thousands)

	JUL 2017 - FEB 2018	JUL 2017 - FEB 2017	SURPLUS/ (DEFICIT)	PERCENT CHANGE
Revenues				
Landing Fees	\$ 21,327	\$ 19,730	\$ 1,597	8.1%
Fuel Farm	357	352	5	1.5%
Aircraft Remain Overnight Fees	197	233	(36)	-15.6%
Cargo Bldg. & Ramp Use Fee	1,055	1,060	(5)	-0.5%
Security Charges to TSA	669	160	509	317.3%
Extraordinary Service Charges	65	72	(7)	-10.1%
Passenger Boarding Bridges	1,116	1,101	15	1.3%
Tenant Telephone Fees	206	185	21	11.2%
Terminal Rents	23,195	21,300	1,895	8.9%
General Aviation Hangars	811	861	(50)	-5.8%
FBO Hangars/Fuel Oil Royalty	288	233	55	23.7%
Flight Kitchens	1,203	1,127	76	6.8%
Other Buildings & Office Space	3,594	3,597	(3)	-0.1%
Food Service & Vending	7,501	7,131	370	5.2%
News/Gift Shops	4,231	3,904	327	8.4%
Car Rental	19,543	17,832	1,711	9.6%
Leased Site Areas	1,659	1,455	204	14.0%
Auto Parking/Ground Transportation	25,061	23,846	1,216	5.1%
Advertising	690	866	(176)	-20.4%
State Aviation Fuel Tax	2,048	1,975	74	3.8%
Military	115	77	38	50.0%
Glycol Recycling Sales	210	241	(31)	-12.8%
ARFF Training	481	429	53	12.3%
Auxiliary Airport Fuel Sales	669	-	669	100.0%
Other	1,812	2,212	(400)	-18.1%
Less: Airline Revenue Sharing	(8,610)	(7,885)	(724)	0.0%
Operating Revenues	109,493	102,094	7,399	7.2%
Expenses				
Salary & Wages	\$ 23,176	\$ 22,355	\$ 821	3.7%
Employee Benefits	10,591	10,485	106	1.0%
Maintenance Supplies	4,179	5,132	(953)	-18.6%
Automotive Supplies	1,713	1,528	185	12.1%
Other Supplies	852	851	1	0.1%
Insurance Premiums	1,338	1,589	(251)	-15.8%
Janitorial Service	4,816	4,518	298	6.6%
Maintenance Contracts	1,150	993	157	15.8%
Other Contractual Services	4,535	4,179	356	8.5%
Professional & Tech Service	1,620	1,934	(314)	-16.3%
Utilities	4,400	4,480	(80)	-1.8%
Administrative Service Fee	926	950	(24)	-2.6%
Aircraft Rescue Fire Fighting	2,925	3,097	(172)	-5.6%
Other Expenses	882	4,397	(3,515)	-79.9%
Operating Expenses Before Capitalized Salaries	63,103	66,488	(3,385)	-5.1%
Capitalized Salaries	749	730	19	2.6%
Total Operating Expenses	62,354	65,758	(3,404)	-5.2%
Operating Income	\$ 47,139	\$ 36,336	\$ 10,803	29.7%



**SALT LAKE CITY INTERNATIONAL AIRPORT
AIR TRAFFIC STATISTICS AND ACTIVITY REPORT
TWO MONTHS ENDED FEBRUARY 2018**

	FEBRUARY 2018	CHANGE	YTD 2018	CHANGE	12 MO ROLLING Ending 02/2018	CHANGE
PASSENGERS						
<i>DOMESTIC</i>						
Enplaned	888,089	5.06%	1,819,493	4.17%	11,725,126	4.04%
Deplaned	892,519	4.74%	1,805,164	3.90%	11,700,567	3.99%
TOTAL DOMESTIC	1,780,608	4.90%	3,624,657	4.03%	23,425,693	4.02%
<i>INTERNATIONAL</i>						
Enplaned	30,731	14.77%	62,903	9.79%	452,326	14.81%
Deplaned	32,683	20.01%	66,583	12.89%	475,049	17.72%
TOTAL INTERNATIONAL	63,414	17.41%	129,486	11.36%	927,375	16.28%
TOTAL PASSENGERS	1,844,022	5.29%	3,754,143	4.27%	24,353,068	4.44%
LANDED WEIGHT						
Air Carriers	1,037,704,379	3.79%	2,167,578,994	3.78%	13,569,002,916	3.96%
Cargo Carriers	90,673,999	11.83%	188,730,865	12.46%	1,147,848,894	5.13%
TOTAL LANDED WEIGHT (LBS)	1,128,378,378	4.39%	2,356,309,859	4.43%	14,716,851,810	4.05%
MAIL						
Enplaned	2,424,007	59.76%	4,966,984	49.82%	25,127,861	24.81%
Deplaned	1,095,815	22.05%	2,330,343	19.74%	14,002,545	34.71%
TOTAL MAIL (LBS)	3,519,822	45.74%	7,297,327	38.69%	39,130,406	28.18%
CARGO						
Enplaned	13,070,601	2.79%	27,241,502	3.71%	179,431,740	8.66%
Deplaned	15,023,340	4.35%	31,380,212	5.82%	205,471,024	7.69%
TOTAL CARGO (LBS)	28,093,941	3.62%	58,621,714	4.83%	384,902,764	8.14%
MAIL & CARGO						
Enplaned	6,535	2.78%	13,621	3.72%	89,716	8.66%
Deplaned	7,512	4.35%	15,690	5.81%	102,736	7.69%
TOTAL MAIL & CARGO (TONS)	14,047	3.61%	29,311	4.83%	192,452	8.14%
AIRCRAFT OPERATIONS						
Passenger Aircraft	19,114	2.00%	39,994	1.81%	249,730	2.05%
All-Cargo Aircraft	1,478	-2.64%	3,218	2.68%	20,224	0.27%
General Aviation	4,617	19.95%	9,042	15.35%	52,108	7.32%
Military	617	13.00%	1,108	16.88%	7,387	6.49%
TOTAL AIRCRAFT OPERATIONS	25,826	4.76%	53,362	4.21%	329,449	2.83%

SALT LAKE CITY INTERNATIONAL AIRPORT
PASSENGER TRAFFIC REPORT
TWO MONTHS ENDED FEBRUARY 2018

	FEBRUARY 2017	FEBRUARY 2018	% CHANGE	YTD 2017	YTD 2018	% CHANGE	12 MO ROLLING Ending 02/2018	% CHANGE
ENPLANED PASSENGERS								
AEROMEXICO	-	3,081	100.0%	-	4,455	100.0%	4,706	100.0%
AIR CANADA	954	-	-100.0%	2,029	-	-100.0%	15,364	1.9%
ALASKA	23,126	23,692	2.4%	47,986	47,969	0.0%	288,143	-0.4%
Horizon Air / Alaska	1,959	1,568	-20.0%	5,538	3,189	-42.4%	32,222	-40.5%
Skywest / Alaska	5,887	5,124	-13.0%	11,316	10,329	-8.7%	72,618	-7.3%
AMERICAN	52,573	57,816	10.0%	107,923	116,578	8.0%	641,447	6.8%
American Eagle/Republic	-	-	0.0%	-	-	0.0%	-	-100.0%
Compass	3,617	1,781	-50.8%	8,154	3,718	-54.4%	31,887	-51.3%
Envoy Air	-	-	0.0%	1,094	-	-100.0%	43	-99.7%
American/Mesa Air	-	986	100.0%	-	986	100.0%	986	-62.1%
SkyWest (American)	7,001	7,166	2.4%	13,385	14,650	9.5%	93,815	64.0%
DELTA	424,551	448,737	5.7%	876,610	916,145	4.5%	6,352,425	7.9%
SkyWest (Delta Connection)	150,907	140,374	-7.0%	317,331	293,531	-7.5%	2,021,969	-6.0%
Compass (Delta Connection)	3,872	19,006	390.9%	6,493	39,509	508.5%	146,430	29.6%
FRONTIER	23,434	17,812	-24.0%	43,692	37,178	-14.9%	228,406	-4.4%
JETBLUE	25,859	31,316	21.1%	54,471	64,422	18.3%	340,035	26.0%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	19,955	48.6%
SOUTHWEST	93,554	108,596	16.1%	196,118	223,036	13.7%	1,273,570	4.5%
UNITED	33,596	24,008	-28.5%	63,634	48,589	-23.6%	271,702	10.2%
GoJet Airlines	-	1,510	100.0%	-	3,362	100.0%	4,022	100.0%
Express Jet	-	-	0.0%	-	-	0.0%	131	-47.2%
Mesa Airlines (United Express)	-	3,120	100.0%	303	6,400	2012.2%	22,630	606.7%
Republic Airways (United)	3,667	175	-95.2%	7,988	443	-94.5%	29,236	30.7%
Shuttle America (United Express)	-	-	0.0%	-	-	0.0%	-	-100.0%
SkyWest (United Express)	17,170	22,822	32.9%	39,111	47,248	20.8%	278,026	-6.4%
Trans States	-	-	0.0%	-	-	0.0%	319	-81.0%
Charters	387	130	-66.4%	854	659	-22.8%	7,365	11.3%
TOTAL ENPLANED PASSENGERS	872,114	918,820	5.4%	1,804,030	1,882,396	4.3%	12,177,452	4.4%
DEPLANED PASSENGERS								
AeroMexico	-	3,539	100.0%	-	5,161	100.0%	5,445	108800.0%
AIR CANADA	951	-	-100.0%	2,058	-	-100.0%	14,731	-8.5%
ALASKA AIR	21,699	24,719	13.9%	44,852	48,618	8.4%	287,133	2.7%
Horizon Air / Alaska	1,977	1,507	-23.8%	5,403	3,344	-38.1%	29,807	-43.2%
Skywest / Alaska	5,779	4,990	-13.7%	11,429	10,074	-11.9%	75,953	-3.8%
AMERICAN	54,055	59,807	10.6%	109,029	118,398	8.6%	636,942	6.0%
American Eagle/Republic	-	-	0.0%	-	-	0.0%	-	-100.0%
Compass	3,490	1,659	-52.5%	7,604	3,397	-55.3%	31,679	-47.1%
Envoy Air (American)	-	-	0.0%	975	-	-100.0%	42	-99.7%
American/Mesa Air	-	948	100.0%	-	948	100.0%	948	-66.5%
SkyWest (American)	6,662	6,818	2.3%	13,114	13,157	0.3%	89,789	60.2%
DELTA	427,589	452,825	5.9%	870,932	910,379	4.5%	6,354,649	7.7%
SkyWest (Delta Connection)	150,406	139,716	-7.1%	315,520	292,341	-7.3%	2,019,341	-6.1%
Compass (Delta Connection)	3,806	18,482	385.6%	6,341	37,402	489.8%	144,502	30.0%
FRONTIER	24,916	17,598	-29.4%	46,133	36,981	-19.8%	230,266	-4.8%
JETBLUE	26,652	31,543	18.4%	54,725	63,872	16.7%	338,345	24.6%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	39,726	150.4%
SOUTHWEST	95,737	109,945	14.8%	196,507	222,880	13.4%	1,273,564	4.4%
UNITED	33,944	24,266	-28.5%	63,383	49,188	-22.4%	260,389	8.6%
GoJet Airlines	-	1,614	100.0%	-	3,467	100.0%	4,105	100.0%
Express Jet	-	-	0.0%	-	-	0.0%	174	-30.7%
Mesa Airlines / United Express	-	3,019	100.0%	206	6,334	2974.8%	22,953	617.3%
Republic Airways (United)	3,808	201	-94.7%	8,039	422	-94.8%	30,622	30.2%
Shuttle America (United Express)	-	-	0.0%	-	-	0.0%	-	-100.0%
SkyWest (United Express)	17,423	21,916	25.8%	39,145	44,662	14.1%	276,458	-6.0%
Trans States	-	-	0.0%	-	-	0.0%	314	-81.5%
Charters	439	90	-79.5%	1,001	722	-27.9%	7,739	-6.1%
TOTAL DEPLANED PASSENGERS	879,333	925,202	5.2%	1,796,396	1,871,747	4.2%	12,175,616	4.5%
TOTAL PASSENGERS*	1,751,447	1,844,022	5.3%	3,600,426	3,754,143	4.3%	24,353,068	4.4%
INTERNATIONAL - ENPLANED								
AEROMEXICO	-	3,081	100.0%	-	4,455	100.0%	4,706	100.0%
AIR CANADA	954	-	-100.0%	2,029	-	-100.0%	15,364	1.9%
DELTA	18,620	23,623	26.9%	40,491	49,275	21.7%	325,405	17.5%
SkyWest (Delta Connection)	7,203	73	-99.0%	14,773	1,182	-92.0%	69,294	-10.3%
Compass	-	3,954	100.0%	-	7,991	100.0%	17,460	56.8%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	19,955	48.6%
Charters	-	-	0.0%	-	-	0.0%	142	100.0%
TOTAL ENPLANED INTERNATIONAL	26,777	30,731	14.8%	57,293	62,903	9.8%	452,326	14.8%
INTERNATIONAL - DEPLANED								
AEROMEXICO	-	3,539	100.0%	-	5,161	100.0%	5,445	108800.0%
AIR CANADA	951	-	-100.0%	2,058	-	-100.0%	14,731	-8.5%
DELTA	19,223	25,276	31.5%	42,338	53,016	25.2%	330,655	18.2%
SkyWest (Delta Connection)	7,060	76	-98.9%	14,585	1,088	-92.5%	67,336	-17.6%
Compass	-	3,792	100.0%	-	7,318	100.0%	17,023	67.7%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	39,726	150.4%
Charters	-	-	0.0%	-	-	0.0%	133	100.0%
TOTAL DEPLANED INTERNATIONAL	27,234	32,683	20.0%	58,981	66,583	12.9%	475,049	17.7%
TOTAL INTERNATIONAL PASSENGERS	54,011	63,414	17.4%	116,274	129,486	11.4%	927,375	16.3%

*Includes International

SALT LAKE CITY INTERNATIONAL AIRPORT
TWO MONTHS ENDED FEBRUARY 2018
Based on Total Enplanements

MARKET SHARE

	FEBRUARY 2017	MARKET SHARE	FEBRUARY 2018	MARKET SHARE	YTD 2017	MARKET SHARE	YTD 2018	MARKET SHARE	12 MO ROLLING Ending 02/2017	12 MO ROLLING Ending 02/2018	MARKET SHARE
AEROMEXICO	-	0.00%	3,081	0.34%	-	0.00%	4,455	0.24%	-	4,706	0.04%
AIR CANADA	954	0.11%	-	0.00%	2,029	0.11%	-	0.00%	15,082	15,364	0.13%
ALASKA	30,972	3.55%	30,384	3.31%	64,840	3.59%	61,487	3.27%	421,726	392,983	3.23%
AMERICAN	63,191	7.25%	67,749	7.37%	130,556	7.24%	135,932	7.22%	747,662	768,178	6.31%
DELTA	579,330	66.43%	608,117	66.18%	1,200,434	66.54%	1,249,185	66.36%	8,151,813	8,520,824	69.97%
FRONTIER	23,434	2.69%	17,812	1.94%	43,692	2.42%	37,178	1.98%	238,973	228,406	1.88%
JETBLUE	25,859	2.97%	31,316	3.41%	54,471	3.02%	64,422	3.42%	269,970	340,035	2.79%
KLM ROYAL DUTCH	-	0.00%	-	0.00%	-	0.00%	-	0.00%	13,431	19,955	0.16%
SOUTHWEST	93,554	10.73%	108,596	11.82%	196,118	10.87%	223,036	11.85%	1,218,253	1,273,570	10.46%
UNITED	54,433	6.24%	51,635	5.62%	111,036	6.15%	106,042	5.63%	580,019	606,066	4.98%
Charters	387	0.04%	130	0.01%	854	0.05%	659	0.04%	6,620	7,365	0.06%
TOTAL ENPLANEMENTS	872,114	100%	918,820	100%	1,804,030	100%	1,882,396	100%	11,663,549	12,177,452	100%

PERCENT CHANGE YOY

	FEBRUARY 2017	FEBRUARY 2018	PERCENT CHANGE	YTD 2017	YTD 2018	PERCENT CHANGE	12 MO ROLLING Ending 02/2017	12 MO ROLLING Ending 02/2018	PERCENT CHANGE
AEROMEXICO	-	3,081	100.00%	-	4,455	100.00%	-	4,706	100.00%
AIR CANADA	954	-	-100.00%	2,029	-	-100.00%	15,082	15,364	1.87%
ALASKA	30,972	30,384	-1.90%	64,840	61,487	-5.17%	421,726	392,983	-6.82%
AMERICAN	63,191	67,749	7.21%	130,556	135,932	4.12%	747,662	768,178	2.74%
DELTA	579,330	608,117	4.97%	1,200,434	1,249,185	4.06%	8,151,813	8,520,824	4.53%
FRONTIER	23,434	17,812	-23.99%	43,692	37,178	-14.91%	238,973	228,406	-4.42%
JETBLUE	25,859	31,316	21.10%	54,471	64,422	18.27%	269,970	340,035	25.95%
KLM ROYAL DUTCH	-	-	0.00%	-	-	0.00%	13,431	19,955	48.57%
SOUTHWEST	93,554	108,596	16.08%	196,118	223,036	13.73%	1,218,253	1,273,570	4.54%
UNITED	54,433	51,635	-5.14%	111,036	106,042	-4.50%	580,019	606,066	4.49%
Charters	387	130	-66.41%	854	659	-22.83%	6,620	7,365	11.25%
TOTAL ENPLANEMENTS	872,114	918,820	5.4%	1,804,030	1,882,396	4.3%	11,663,549	12,177,452	4.4%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
TWO MONTHS ENDED FEBRUARY 2018**

	FEBRUARY 2017	FEBRUARY 2018	CHANGE	YTD 2017	YTD 2018	CHANGE	12 MO ROLLING Ending 02/2018	% CHANGE
TOTAL NUMBER OF LANDINGS								
SCHEDULED CARRIERS								
AEROMEXICO	-	32	100.0%	-	53	100.0%	55	5400.0%
AIR CANADA	16	-	-100.0%	34	-	-100.0%	196	-12.9%
ALASKA	189	192	1.6%	401	405	1.0%	2,322	-4.6%
Horizon Air / Alaska	36	29	-19.4%	97	60	-38.1%	528	-41.1%
Skywest / Alaska	95	76	-20.0%	179	157	-12.3%	1,149	-13.3%
AMERICAN	384	437	13.8%	802	930	16.0%	4,780	7.6%
Compass	56	28	-50.0%	122	59	-51.6%	522	-42.1%
American Eagle/Republic	-	-	0.0%	-	-	0.0%	-	-100.0%
American/Mesa Air	-	14	100.0%	-	14	100.0%	15	-69.4%
Envoy Air (American)	-	-	0.0%	-	-	-100.0%	5	-98.0%
SkyWest (American)	115	119	3.5%	225	248	10.2%	1,583	50.9%
DELTA	3,260	3,352	2.8%	6,748	6,960	3.1%	46,315	8.7%
SkyWest (Delta Connection)	2,948	2,740	-7.1%	6,243	5,776	-7.5%	37,944	-7.7%
Compass (Delta Connection)	29	283	875.9%	69	594	760.9%	2,179	26.9%
FRONTIER	138	106	-23.2%	263	225	-14.4%	1,367	-15.1%
JETBLUE	205	236	15.1%	425	487	14.6%	2,577	30.1%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	93	34.8%
SOUTHWEST	789	880	11.5%	1,658	1,855	11.9%	11,244	14.1%
UNITED	253	184	-27.3%	476	373	-21.6%	2,023	8.6%
GoJet	-	25	100.0%	-	53	100.0%	87	100.0%
Express Jet	-	-	0.0%	-	-	0.0%	4	-63.6%
Mesa / United Express	-	42	100.0%	3	89	2866.7%	320	627.3%
Republic Airways Holdings	56	3	-94.6%	120	6	-95.0%	460	32.9%
SkyWest (United Express)	275	337	22.5%	623	703	12.8%	4,527	-3.7%
Shuttle America (United Express)	-	-	0.0%	-	-	0.0%	-	-100.0%
Trans States	-	-	0.0%	-	-	0.0%	7	-81.1%
SUBTOTAL SCHEDULED CARRIERS:	8,844	9,115	3.1%	18,502	19,047	2.9%	120,302	2.2%
CHARTER CARRIERS								
ALLEGiant AIR	-	-	0.0%	-	1	100.0%	11	10.0%
BOMBARDIER BUSINESS JETS	34	42	23.5%	70	83	18.6%	249	0.4%
BOUTIQUE AIR	96	20	-79.2%	192	102	-46.9%	1,208	-8.1%
DELTA PRIVATE JETS	26	34	30.8%	46	61	32.6%	229	30.1%
EXECUTIVE JET MANAGEMENT	13	20	53.8%	34	37	8.8%	139	35.0%
FLIGHT OPTIONS	18	10	-44.4%	38	21	-44.7%	92	-27.0%
KEYLIME AIR	-	-	0.0%	3	3	0.0%	9	-59.1%
NETJETS	177	148	-16.4%	412	321	-22.1%	1,239	-6.9%
SUNSET AVIATION	4	6	50.0%	7	11	57.1%	57	137.5%
SWIFT AIR	5	-	-100.0%	7	-	-100.0%	6	-76.9%
VIRGIN AMERICA	9	-	-100.0%	25	1	-96.0%	35	-49.3%
XOJET	34	20	-41.2%	59	42	-28.8%	179	-7.3%
OTHER CHARTER	110	142	29.1%	247	267	8.1%	1,100	13.6%
SUBTOTAL CHARTER CARRIERS:	526	442	-16.0%	1,140	950	-16.7%	4,553	-1.3%
CARGO CARRIERS								
AERO CHARTER & TRANSPORT	-	-	0.0%	42	45	7.1%	264	4.3%
AIR TRANSPORT INTERNATIONAL	-	1	100.0%	2	4	100.0%	13	62.5%
AMERIFLIGHT	265	201	-24.2%	549	473	-13.8%	3,148	-11.9%
CORPORATE AIR (BILLINGS)	97	104	7.2%	203	217	6.9%	1,345	3.1%
EMPIRE	15	16	6.7%	30	34	13.3%	205	1.0%
FEDERAL EXPRESS	127	119	-6.3%	267	247	-7.5%	1,599	-7.8%
GEM AIR	21	-	-100.0%	52	58	11.5%	464	29.6%
SOUTHERN AIR	43	37	-14.0%	87	76	-12.6%	509	-8.6%
UPS	91	109	19.8%	181	227	25.4%	1,419	20.3%
WESTERN AIR EXPRESS	40	4	-90.0%	68	19	-72.1%	274	-38.1%
OTHER CARGO	60	148	146.7%	86	209	143.0%	873	86.5%
SUBTOTAL CARGO CARRIERS:	759	739	-2.6%	1,567	1,609	2.7%	10,113	0.3%
TOTAL LANDINGS	10,129	10,296	1.6%	21,209	21,606	1.9%	134,968	1.9%
TOTAL LANDED WEIGHT								
SCHEDULED CARRIERS								
AEROMEXICO	-	3,172,000	100.0%	-	5,295,583	100.0%	5,569,883	5775.5%
AIR CANADA	1,552,000	-	-100.0%	3,298,000	-	-100.0%	19,012,000	-12.9%
ALASKA	27,906,700	29,175,700	4.5%	59,318,400	61,326,900	3.4%	344,932,300	-1.6%
Horizon Air / Alaska	2,223,000	1,790,750	-19.4%	5,989,750	3,705,000	-38.1%	33,132,280	-40.2%
Skywest / Alaska	6,561,775	5,696,732	-13.2%	12,858,163	11,768,249	-8.5%	85,027,743	-10.2%
AMERICAN	56,039,900	63,656,288	13.6%	116,783,500	135,256,832	15.8%	697,905,328	8.8%
Compass	4,197,200	2,098,600	-50.0%	9,143,900	4,422,050	-51.6%	39,123,900	-42.1%
American Eagle/Republic	-	-	0.0%	-	-	0.0%	-	-100.0%
Envoy Air (American)	-	-	0.0%	1,049,300	-	-100.0%	358,850	-97.9%
American/Mesa Air	-	1,037,000	100.0%	-	1,037,000	100.0%	1,112,100	-69.1%
SkyWest (American)	7,625,000	7,973,000	4.6%	14,975,000	16,616,000	11.0%	105,981,000	65.8%
DELTA	487,697,752	503,265,581	3.2%	1,016,094,630	1,046,654,453	3.0%	6,933,574,538	5.2%
SkyWest (Delta Connection)	177,291,661	165,179,010	-6.8%	376,308,591	349,240,730	-7.2%	2,272,867,010	-7.2%

**SALT LAKE CITY INTERNATIONAL AIRPORT
LANDING ACTIVITY
TWO MONTHS ENDED FEBRUARY 2018**

	FEBRUARY 2017	FEBRUARY 2018	CHANGE	YTD 2017	YTD 2018	CHANGE	12 MO ROLLING Ending 02/2018	% CHANGE
Compass (Delta Connection)	2,165,803	21,275,091	882.3%	5,138,491	44,655,138	769.0%	163,767,693	27.3%
FRONTIER	21,379,512	16,085,220	-24.8%	40,637,284	34,134,742	-16.0%	205,755,120	-10.5%
JETBLUE	29,151,000	33,559,200	15.1%	60,435,000	69,251,400	14.6%	366,449,026	30.1%
KLM ROYAL DUTCH AIRLINES	-	-	0.0%	-	-	0.0%	39,576,150	43.0%
SOUTHWEST	101,810,000	115,138,000	13.1%	213,510,000	242,536,000	13.6%	1,462,810,000	14.8%
UNITED	36,170,700	26,675,980	-26.2%	68,193,400	53,880,780	-21.0%	294,245,600	9.6%
GoJet	-	1,875,000	100.0%	-	3,975,000	100.0%	6,525,000	100.0%
Express Jet	-	-	0.0%	-	-	0.0%	176,368	-65.8%
Mesa / United Express	-	3,150,000	100.0%	225,000	6,675,000	2866.7%	24,000,000	627.3%
Republic Airways Holdings	4,056,900	216,936	-94.7%	8,692,200	436,517	-95.0%	33,329,655	33.1%
SkyWest (United Express)	18,846,722	23,753,196	26.0%	42,479,713	49,421,220	16.3%	312,927,738	-1.4%
Shuttle America (United Express)	-	-	0.0%	-	-	0.0%	-	-100.0%
Trans States	-	-	0.0%	-	-	0.0%	326,700	-79.7%
SUBTOTAL SCHEDULED CARRIERS:	984,675,625	1,024,773,284	4.1%	2,055,130,322	2,140,288,594	4.1%	13,448,485,982	4.0%
CHARTER CARRIERS								
ALLEGIAN AIR	-	-	0.0%	-	139,500	100.0%	1,534,500	-20.1%
BOMBARDIER	1,259,795	1,776,722	41.0%	2,652,494	3,455,685	30.3%	9,525,103	7.9%
BOUTIQUE AIR	1,010,510	269,520	-73.3%	2,074,150	1,227,170	-40.8%	13,404,090	-5.4%
DELTA PRIVATE JETS	796,050	749,250	-5.9%	1,403,650	1,379,550	-1.7%	5,517,450	14.4%
EXECUTIVE JET MANAGEMENT	653,800	861,195	31.7%	1,653,500	1,640,445	-0.8%	6,442,194	42.6%
FLIGHT OPTIONS	381,280	192,570	-49.5%	859,065	378,085	-56.0%	1,871,445	-30.5%
KEYLIME AIR	-	-	0.0%	95,172	95,172	0.0%	285,518	-59.1%
NETJETS	5,238,115	4,624,281	-11.7%	12,296,801	9,901,922	-19.5%	37,556,290	-2.8%
SIERRA PACIFIC	-	110,000	100.0%	-	110,000	100.0%	965,000	29.9%
SUN COUNTRY	-	-	0.0%	-	-	0.0%	3,510,300	118.2%
SWIFT AIR	284,140	-	-100.0%	445,925	-	-100.0%	726,000	-73.6%
VIRGIN AMERICA	1,283,089	-	-100.0%	3,558,257	142,198	-96.0%	4,983,544	-49.3%
XOJET	1,114,350	647,700	-41.9%	1,934,700	1,362,900	-29.6%	5,836,500	-7.3%
OTHER CHARTER	3,123,908	3,699,857	18.4%	6,461,707	7,457,773	15.4%	27,227,526	12.3%
SUBTOTAL CHARTER CARRIERS:	15,145,037	12,931,095	-14.6%	33,435,421	27,290,400	-18.4%	119,385,460	-1.9%
CARGO CARRIERS								
AERO CHARTER & TRANSPORT	137,000	137,000	0.0%	287,700	308,250	7.1%	1,811,470	4.5%
AIR TRANSPORT INTERNATIONAL	-	19,500	100.0%	37,500	73,500	96.0%	240,000	61.6%
ALPINE AVIATION	644,000	1,787,900	177.6%	1,304,100	2,854,900	118.9%	11,075,000	235.6%
AMERIFLIGHT	643,968	2,919,662	353.4%	7,669,060	6,755,024	-11.9%	44,872,608	-12.1%
ATLAS AIR	-	1,184,000	100.0%	-	3,184,000	100.0%	14,296,000	1214.0%
CORPORATE AIR (BILLINGS)	824,500	884,000	7.2%	1,725,500	1,844,500	6.9%	11,432,500	3.1%
EMPIRE	542,325	578,480	6.7%	1,171,954	1,201,615	2.5%	7,520,160	0.5%
FEDEX EXPRESS	41,951,000	41,146,100	-1.9%	88,069,600	86,065,400	-2.3%	555,679,000	-2.9%
GEM AIR	153,600	-	-100.0%	386,425	484,000	25.3%	3,685,955	40.7%
SOUTHERN AIR INC	5,203,000	4,485,697	-13.8%	10,532,798	9,207,596	-12.6%	61,855,708	-8.9%
UPS	27,391,600	37,464,360	36.8%	54,785,040	76,474,480	39.6%	429,323,160	17.3%
WESTERN AIR EXPRESS	520,000	52,000	-90.0%	884,000	247,000	-72.1%	3,419,100	-40.1%
OTHER CARGO	3,068,400	15,300	-99.5%	967,300	30,600	-96.8%	2,797,707	94.9%
SUBTOTAL CARGO CARRIERS:	81,079,393	90,673,999	11.8%	167,820,977	188,730,865	12.5%	1,148,008,368	5.1%
TOTAL LANDINGS	1,080,900,055	1,128,378,378	4.4%	2,256,386,720	2,356,309,859	4.4%	14,716,851,810	4.1%

**SALT LAKE CITY INTERNATIONAL AIRPORT
CARGO ACTIVITY REPORT
TWO MONTHS ENDED FEBRUARY 2018**

	FEBRUARY 2017	FEBRUARY 2018	CHANGE	YTD 2017	YTD 2018	CHANGE	12 MO ROLLING Ending 02/2018	% CHANGE
ENPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	1,210	34,320	2736.36%	1,210	49,702	4007.60%	227,416	98.23%
Horizon Air / Alaska	-	-	0.00%	-	-	0.00%	1,023	-15.10%
Skywest / Alaska	740	-	-100.00%	778	-	-100.00%	252	-97.83%
AMERICAN	9,524	52,445	450.66%	9,754	118,407	1113.93%	389,774	9.16%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	-	-100.00%
Compass	-	-	0.00%	-	-	0.00%	-	-100.00%
Envoy Air (American)	-	-	0.00%	-	-	0.00%	-	-100.00%
Mesa	-	-	0.00%	-	-	0.00%	-	-100.00%
SkyWest (American)	10	-	-100.00%	10	-	-100.00%	469	-80.87%
DELTA	982,246	1,224,194	24.63%	2,107,550	2,276,463	8.01%	13,653,084	38.09%
KLM ROYAL DUTCH	-	-	0.00%	-	-	0.00%	400,078	15.54%
SOUTHWEST	309,164	238,671	-22.80%	623,289	506,771	-18.69%	3,611,458	-10.43%
UNITED	4,367	3,680	-15.73%	6,416	9,548	48.82%	66,398	-34.63%
Others	-	-	0.00%	-	-	0.00%	345	-98.29%
CARGO CARRIERS								
FEDEX EXPRESS*	7,085,013	6,910,867	-2.46%	14,608,642	14,752,583	0.99%	91,641,822	0.49%
GEM AIR	15,160	-	-100.00%	41,228	53,755	30.38%	461,287	75.69%
SOUTHERN AIR	333,328	375,071	12.52%	660,555	753,373	14.05%	4,613,546	6.00%
UPS	3,284,935	3,346,804	1.88%	6,770,204	7,010,349	3.55%	48,239,675	6.37%
MISC CARGO	689,914	884,549	28.21%	1,437,184	1,710,551	19.02%	16,115,503	77.30%
TOTAL ENPLANED CARGO	12,715,611	13,070,601	2.79%	26,266,820	27,241,502	3.71%	179,422,130	8.66%
DEPLANED CARGO								
PASSENGER CARRIERS								
ALASKA	17,038	28,285	66.01%	41,381	54,365	31.38%	310,147	14.43%
Horizon Air / Alaska	358	217	-39.39%	482	1,159	140.46%	6,482	57.18%
Skywest / Alaska	775	1,020	31.61%	1,060	1,386	30.75%	7,494	-52.24%
AMERICAN	24,131	26,504	9.83%	48,205	66,918	38.82%	427,672	13.13%
American Eagle/Republic	-	-	0.00%	-	-	0.00%	-	-100.00%
Compass	-	-	0.00%	-	-	0.00%	6,826	883.57%
Envoy Air (American)	-	-	0.00%	-	-	0.00%	-	-100.00%
SkyWest (American)	26	285	996.15%	358	840	134.64%	6,922	67.00%
DELTA	1,373,957	1,325,845	-3.50%	2,905,195	2,598,760	-10.55%	17,368,748	15.62%
KLM ROYAL DUTCH	-	-	0.00%	-	-	0.00%	894,108	81.92%
SOUTHWEST	362,327	342,088	-5.59%	750,232	725,352	-3.32%	4,626,119	-1.58%
UNITED	27,570	27,832	0.95%	46,449	52,844	13.77%	329,386	2.05%
Others	12	-	-100.00%	32,265	-	-100.00%	682	-98.45%
CARGO CARRIERS								
FEDEX EXPRESS*	7,317,419	7,681,227	4.97%	15,123,126	15,962,799	5.55%	101,581,183	5.03%
GEM AIR	12,707	-	-100.00%	21,174	22,427	5.92%	220,946	36.88%
SOUTHERN AIR	344,302	415,789	20.76%	809,696	770,940	-4.79%	5,304,127	-7.20%
UPS	4,536,646	4,925,546	8.57%	9,124,961	10,640,112	16.60%	70,931,092	13.95%
MISC CARGO	380,116	248,702	-34.57%	750,657	482,310	-35.75%	3,438,707	-26.88%
TOTAL DEPLANED CARGO	14,397,384	15,023,340	4.35%	29,655,241	31,380,212	5.82%	205,460,641	7.68%
TOTAL CARGO	27,112,995	28,093,941	3.62%	55,922,061	58,621,714	4.83%	384,882,771	8.13%

*FEDEX EXPRESS includes mail



Salt Lake City
Department of Airports

COMPARISON OF ON TIME OPERATIONS January 2018

ARRIVALS

Airport	Flights	% On Time	Rank
SLC SALT LAKE CITY INTL	9,294	88.2	1
PDX PORTLAND INTL	4,938	88.0	2
SEA SEATTLE-TACOMA INTL	10,719	86.5	3
DEN DENVER INTL	18,228	85.6	4
LAS LAS VEGAS MCCARRAN INTL	13,296	85.6	5
LAX LOS ANGELES INTL	17,795	84.5	6
SAN SAN DIEGO LINDBERGH FIELD	7,139	84.4	7
IAD WASHINGTON DULLES	5,090	84.1	8
DFW DALLAS-FT. WORTH REGIONAL	2,357	84.0	9
BWI BALTIMORE/WASHINGTON INTL	8,523	83.7	10
STL ST. LOUIS LAMBERT INTL	5,171	82.6	11
IAH HOUSTON GEORGE BUSH	14,045	82.2	12
MIA MIAMI INTL	7,869	82.0	13
ATL HARTSFIELD-JACKSON ATLANTA INTL	30,619	81.3	14
MSP MINNEAPOLIS-ST. PAUL INTL	11,888	81.3	15
CLT CHARLOTTE DOUGLAS	18,362	79.7	16
TPA TAMPA INTL	6,530	79.2	17
DTW DETROIT METRO WAYNE CNTY	12,393	79.1	18
MCO ORLANDO INTL	11,623	78.7	19
MDW CHICAGO MIDWAY	6,623	78.0	20
CVG CINCINNATI NORTHERN INT. KY	3,612	77.7	21
ORD CHICAGO O HARE	25,676	77.3	22
PHL PHILADELPHIA INTL	8,731	77.0	23
FLL FT. LAUDERDALE	8,504	76.8	24
SFO SAN FRANCISCO INTL	14,143	75.8	25
DCA RONALD REAGAN NATIONAL	10,752	75.5	26
PHX PHOENIX SKY HARBOR INTL	14,430	72.8	27
JFK NEW YORK JFK INTL	10,055	72.5	28
BOS BOSTON LOGAN INTL	11,148	69.8	29
LGA NEW YORK LAGUARDIA	13,597	68.9	30
EWR NEWARK LIBERTY INTERNATIONAL	11,629	68.5	31
AVERAGES	11,444	79.7	

DEPARTURES

Airport	Flights	% On Time	Rank
PDX PORTLAND INTERNATIONAL	4,937	89.2	1
SEA SEATTLE-TACOMA INTL	10,726	88.5	2
SLC SALT LAKE CITY INTL	9,282	88.1	3
LAX LOS ANGELES INTL	17,785	84.2	4
LAS LAS VEGAS MCCARRAN INTL	13,291	83.9	5
IAD WASHINGTON DULLES	5,094	83.8	6
DEN DENVER INTERNATIONAL	18,231	83.3	7
MIA MIAMI INTL	7,878	82.7	8
DFW DALLAS-FT. WORTH REGIONAL	22,349	82.6	9
IAH HOUSTON GEORGE BUSH	14,058	82.3	10
SAN SAN DIEGO LINDBERGH FIELD	7,136	82.3	11
SFO SAN FRANCISCO INTL	14,135	80.8	12
MSP MINNEAPOLIS-ST. PAUL INTL	11,885	80.4	13
TPA TAMPA INTERNATIONAL	6,544	80.2	14
CVG CINCINNATI NORTHERN INT. KY	3,615	80.1	15
STL ST. LOUIS LAMBERT INTL	5,174	80.0	16
BWI BALTIMORE/WASHINGTON INTL	8,525	79.4	17
DTW DETROIT METRO WAYNE CNTY	12,402	79.0	18
CLT CHARLOTTE DOUGLAS	18,362	78.4	19
PHX PHOENIX SKY HARBOR INTL	14,435	78.1	20
ATL HARTSFIELD-JACKSON ATLANTA INTL	30,617	78.0	21
MCO ORLANDO INTL	11,632	77.8	22
DCA RONALD REAGAN NATIONAL	10,742	76.8	23
PHL PHILADELPHIA INTL	8,725	76.5	24
ORD CHICAGO O HARE	25,682	76.1	25
FLL FT. LAUDERDALE	8,512	74.1	26
EWR NEWARK LIBERTY INTERNATIONAL	11,641	73.0	27
JFK NEW YORK JFK INTL	10,050	72.2	28
LGA NEW YORK LAGUARDIA	13,587	71.6	29
BOS BOSTON LOGAN INTERNATIONAL	11,151	70.7	30
MDW CHICAGO MIDWAY	6,625	69.7	31
AVERAGES	12,091	79.5	

ON TIME ARRIVAL PERFORMANCE AT SLC

By Carrier

Air Carrier	Flights	% On Time
AS ALASKA	213	90.6%
AA AMERICAN	489	84.3%
DL DELTA	3,406	92.5%
F9 FRONTIER	119	77.3%
B6 JETBLUE	248	73.0%
OO SKYWEST	3,596	87.0%
WN SOUTHWEST	979	85.0%
UA UNITED	244	91.1%
	9,294	88.2%

Source: DOT Air Travel Consumer Report - Issued March 29, 2018

DESIGN AND CONSTRUCTION REPORT

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- I. Area Map of Project Locations
- II. Project Schedule
- III. Construction Analysis
- IV. Design and Construction Report

SALT LAKE CITY DEPARTMENT OF AIRPORTS
April 11, 2018



Salt Lake City
International Airport

2017 - 2018 Project Legend

Airfield

1. R/W 17-35 and T/W P & R
Pavement Rehabilitation
2. R/W 14-32 Pavement Rehabilitation
3. Airfield Signage Replacement
4. Taxiway G Panel Replacement
5. PCC Joint Seal and Repair N & S
Cargo Aprons

Landside

6. Fiber Run 2200 W and 2200 N
to North Vault
7. Airport Training & Activities Center (ATAC)
Roof Replacement
8. National Weather Service Building Roof
Replacement
9. 3700 W. Realignment/Employee Parking
Expansion/AOC Parking Lot

Terminal

10. Carpet Replacement - Concourse A, B, &
TU3



**SALT LAKE CITY INTERNATIONAL AIRPORT
CONSTRUCTION PROGRAM
2016/2017 Construction Schedule**

ID	Task Name	Start	Finish	Oct '17	Nov '17	Dec '17	Jan '18	Feb '18	Mar '18	Apr '18	May '18	Jun '18	Jul '18
1	Airfield	Mon 8/1/16	Thu 9/13/18										
2	(1) R/W 17-35 & T/W's P & R Pavement Rehabilitation	Mon 8/1/16	Mon 7/31/17										
3	(2) R/W 14-32 Pavement Rehabilitation	Mon 7/10/17	Tue 10/31/17										
4	(3) Airfield Signage Replacement	Tue 8/1/17	Thu 9/13/18										
5	(4) Taxiway G Panel Replacement	Mon 4/23/18	Mon 7/2/18										
6	(5) PCC Joint Seal & Repair - North & South Cargo Aprons	Mon 4/30/18	Sat 6/30/18										
7	Landside	Mon 8/14/17	Fri 9/28/18										
8	(6) Fiber Run 2200 West and 2200 North to North Vault	Mon 8/14/17	Tue 7/24/18										
9	(7) Airport Training & Activities Center (ATAC) Roof Replacement	Wed 4/18/18	Fri 6/1/18										
10	(8) National Weather Service Building Roof Replacement	Mon 4/16/18	Fri 6/1/18										
11	(9) 3700 W Realignment/Emp Parking Expansion/AOC Parking Lot	Mon 4/16/18	Fri 9/28/18										
12	Terninal	Thu 3/8/18	Fri 6/1/18										
13	(10) Carpet Replacement - Concores A, B, and TU3	Thu 3/8/18	Fri 6/1/18										
14	South Valley Regional Airport (SVRA)	Mon 4/30/18	Tue 10/30/18										
15	(11) SVRA Apron Fiber Installation	Mon 4/30/18	Tue 10/30/18										

Date: Wed 4/11/18

Design
Construction

DESIGN

CONSTRUCTION

SCOPING

SUMMARY

Inactive Task



Inactive Milestone

Inactive Summary

Manual Task

Duration-only

Manual Summary Rollup



Manual Summary

Start-only

Finish-only

Deadline



**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CONSTRUCTION PROJECT STATUS 2017 - 2018**

#	PROJECT NAME	ENGINEER'S ESTIMATE	BID AMOUNT	APPROVED CHANGE ORDERS TO DATE	% OF COST INCREASE TO DATE	STATUS	CONTRACTOR
CONSTRUCTION							
1	R/W 17-35 & T/W's P & R Pavement Rehabilitation	\$ 11,525,000	\$ 9,871,843	\$ 121,656	1.23%	subs. complete*	Staker Parson Companies
2	Runway 14-32 Pavement Rehabilitation	\$ 3,696,205	\$ 3,852,800			on schedule	Granite Construction Company
3	Airfield Signage Replacement	\$ 3,916,511	\$ 1,844,679			on schedule	Skyline Electric Company
6	Fiber Run 2200 West and 2200 North to North Vault	\$ 1,960,273	\$ 1,797,585			on schedule	Americom Technology, Inc.
7	ATAC Roof Replacement	\$ 345,000	\$ 209,800			on schedule	Heritage Roofing, Inc.
8	National Weather Service Bldg. Roof Replacement	\$ 145,000	\$ 77,300			on schedule	Contract West Roofing
9	3700 W Realignment/Emp Parking Expansion/AOC Parking Lot	\$ 2,678,403	\$ 2,865,202			on schedule	Geneva Rock Products
10	Carpet Replacement - Concourses A, B, and TU3	\$ 595,000	\$ 614,200			on schedule	Webb Brothers
	Sub-Total	\$ 24,861,392	\$ 21,133,409	\$ 121,656	0.58%		
DESIGN/BID/AWARD							
4	Taxiway G Panel Replacement	\$ 235,437	\$ 274,991			award	Granite Construction
5	PCC Joint Seal & Repair - North & South Cargo Aprons	\$ 414,008	\$ 471,460			award	Granite Construction
11	SVRA Apron Fiber Installation	\$ 188,730	\$ 178,842			award	Americom Technology
	Total	\$ 25,699,567	\$ 22,058,702	\$ 121,656	0.55%		
	* Resolving electrical punch list items						
	Budget amount, Engineer's estimate, and Bid amount is based on construction cost only.						

DESIGN AND CONSTRUCTION REPORT

DESIGN/BID/AWARD

- (4) **Taxiway G Panel Replacement** - The bid opening for this project was held March 29, 2018. The apparent low bidder is Granite Construction. Bids are currently being reviewed.
- (5) **PCC Joint Seal & Repair - North & South Cargo Aprons** - The bid opening for this project was held on April 5, 2018. The apparent low bidder is Granite Construction. Bids are currently being reviewed.
- (11) **SVRA Apron Fiber Installation** - The bid opening for this project was held March 15, 2018. The apparent low bidder is Americom Technology. Contract documents are currently being prepared. A Notice to Proceed is anticipated to be given on April 30, 2018.

CONSTRUCTION

- (1) **Runway 17-35 and Taxiways P & R Pavement Rehabilitation** - The Contractor is currently working on punch list items as weather permits.
- (2) **Runway 14-32 Pavement Rehabilitation** - The Contractor is currently working on punch list items as weather permits.
- (3) **Airfield Signage Replacement** - The Contractor has been on site installing signs when weather permits. It is anticipated work will take place full time by the first week of May.
- (6) **Fiber Run 2200 West and 2200 North to North Vault** - The Contractor has set the GA-54 structure and is installing racks and conduit in the building. Most of the inner-duct and micro-duct installation has been completed and the Contractor is preparing to pull fiber-optic cable as weather permits. Rocky Mountain power is also on-site completing the power feed installation to the GA 54 building.
- (7) **Airport Training & Activities Center (ATAC) Roof Replacement** - The bid opening for this project was held on February 15, 2018. The apparent low bidder for this project is Contract West Roofing. Work is anticipated to begin on April 18, 2018.
- (8) **National Weather Service Building Roof Replacement** - The bid opening for this project was held on February 15, 2018. The apparent low bidder is Heritage Roofing, Inc. Work is anticipated to begin on April 16, 2018.
- (9) **3700 West Realignment/Employee Parking Expansion/AOC Parking Lot** - A preconstruction meeting was held on April 10, 2018. A notice to proceed is anticipated to be issued to the Contractor on April 16, 2018. Submittals are currently being reviewed by SLCDA.
- (10) **Carpet Replacement - Concourses A, B, and TU3** - The carpet replacement at TU3 and Concourse A ramp area, gate and holding area has been completed. The Contractor will begin working at Concourse B, the connector, holding and gate areas beginning April 12, 2018.



**April 2018
Media Clippings
Advisory Board Meeting**

<https://slcairport.com/assets/pdfDocuments/AABoard/MediaClippingsApr2018.pdf>

Compiled by P.R. & Marketing Dept.