

THE NEW SLC AIRPORT

# CLEARED FOR TAKEOFF

SEPTEMBER 15, 2020



UTAH'S INSPIRATIONAL  
ROLE IN THE NEW SLC'S  
STUNNING DESIGN

PASSENGER  
AMENITIES APLENTY

FABULOUS NEW SHOPPING  
& DINING OPTIONS



INTERNATIONAL

# WELCOME TO THE NEW SLC

No doubt, flying is a magical experience. As the plane takes off and the land below becomes smaller and smaller, the world seems to melt away as you embark on a journey that will become part of your story.

Airports become part of our travel stories, too, and some are more memorable than others. Maybe you remember Atlanta's Hartsfield-Jackson International Airport (ATL) for the Christmas Eve dinner you ate there after missing a connecting flight due to a massive winter storm. Or the Adolfo Suárez Madrid-Barajas Airport (MAD), where someone helped you connect when you couldn't find your gate because, at that airport, gates are not assigned until 20 minutes prior to departure. Or maybe you go out of your way to connect through the Cincinnati/Northern Kentucky International Airport (CVG) so you can visit the little shop with the so-unique gifts you found by accident there. When The New SLC International Airport (SLC) opens September 15, we're confident it will rise to the top of exceptional travel experiences for all those who pass through it, even if they never step foot outside of the building.

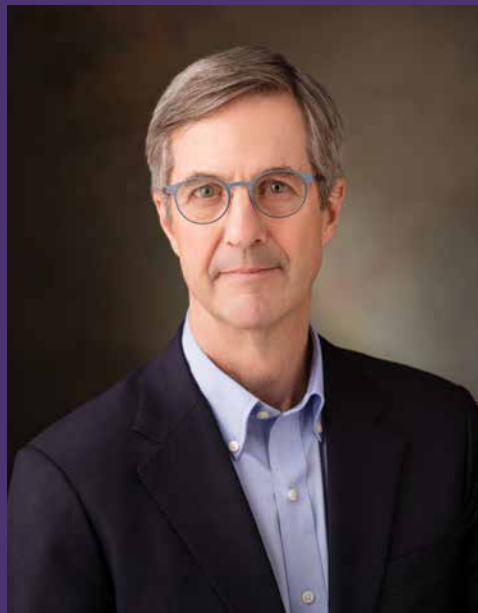
What will travelers remember about The New SLC? From awe-inspiring art installations like *The Canyon* and *The Falls*, and the Delta Sky Club's outdoor deck, with its beautiful mountain views to the electric plugs at each seat in the gate waiting areas to the eclectic roster of high-end shops and restaurants with street pricing, there's plenty to be impressed by within The New SLC.

We are hoping that SLC is the airport you want to connect through because of these amenities and many others—and that you will consider it an invitation to get to know Salt Lake City and Utah a little better as well.

More than six years has passed since the first shovelful of dirt was turned to begin the Airport Redevelopment Project. The spirit of the workers who built this airport, in spite of an earthquake and pandemic, is in every detail. We are proud of The New SLC and believe the community will be too.

Safe Travels,

Salt Lake City Mayor Erin Mendenhall & Salt Lake Department of Airports Executive Director Bill Wyatt





# DAWNING OF A NEW DAY

**SAY HELLO TO THE FIRST NEW HUB AIRPORT OF THE 21ST CENTURY, THE NEW SLC.**

On September 15, 2020, the Salt Lake City International Airport will triumphantly secure its position as a global aviation hub with the opening of The New SLC. This stunningly beautiful, LEED Gold-certified terminal complex will, as we overcome current challenges presented by the global COVID-19 pandemic, serve and grow with the region for decades to come. Spanning a central terminal and two linear concourses connected by a passenger tunnel, The New SLC is adorned with breathtaking art installations and outfitted with thoughtful passenger amenities to make every trip in and out of Utah's capitol city memorable, efficient and enjoyable. Welcome to The New SLC. ✈



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The mission of the Salt Lake City Department of Airports is to develop and manage a system of airports, owned by Salt Lake City, that provides quality transportation facilities and services to optimize convenience, safety and efficiency for aviation customers. The vision is to achieve excellence and unprecedented customer service in making Salt Lake City among the most convenient and efficient air transportation centers in the world.

[slcairport.com](http://slcairport.com)



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# YOU'VE BEEN UPGRADED

THE PEOPLE SPOKE, THE DEPARTMENT OF AIRPORTS LISTENED. HERE ARE THE PERKS AND AMENITIES YOU CAN EXPECT TO ENJOY ON YOUR NEXT VISIT TO THE NEW SLC. BY JENÉ SHAW

Long before the first shovelful of dirt was turned to construct The New SLC, great lengths were taken to suss out what passengers wanted to see in their future airport. Using the results of an extensive Redevelopment Program survey (that yielded more than 4,000 responses) as their guide, designers and project managers chocked The New SLC full of thoughtful passenger amenities, from an enhanced Wi-Fi system and charging plug-ins at every seat (the community's top ask) to larger restroom stalls and an enhanced baggage handling system. Read on for more about how The New SLC is making travel easier, more efficient and simply more fun.

## GROUND TRANSPORTATION MADE EASY

The New SLC's state-of-the-art parking garage features a camera-based sensor system that uses lights to indicate where open spots are, decreasing overall traffic and eliminating extra search time. And with 3,600 stalls—double the old parking structure's capacity—spots will be easier to come by. (Tend to forget where you parked? Download a

mobile app and the vehicle locator will direct you to your spot when you get back.) As requested, rental car companies have remained onsite as well; the parking garage features 1,200 ready-to-return rental vehicle spaces. Pedestrian bridges (versus the old terminal's traffic-clogging crosswalks) seamlessly connect the parking garage to the terminal's arrival lobby.

## QUICKER BAGGAGE CLAIM

Seven miles of conveyor belts were built to accommodate luggage from multiple check points—parking garage, ticket counter and curbside—and the baggage claim is on the same level as the parking structure and ground transportation, so you can reach your vehicle quickly when arriving. Good news for outdoor enthusiasts: the belt system was intentionally built wider to accommodate skis, snowboards, bicycles and golf clubs, which means those oversized items will arrive on the same baggage claim carousels as your suitcase.

Charging plug-ins can be found at every seat. ▶

## NO MORE BATHROOM LINES

The new terminal boasts 24 restrooms, which are all 300 feet apart so passengers will never be more than 150 feet away from the next facility. The airport went above and beyond with the women's bathrooms, adding more stalls than required and equipping each with a lactation room and complementary feminine hygiene products. Both men's and women's restrooms have baby changing stations, and all restroom stalls are two feet deeper than the old terminals', with multiple hooks for bags and a secure door closure for privacy. Plus: Each restroom showcases a large-scale vinyl art mural designed by a local or national artist as part of the "Whimsy Walls" project. (Read more on page 15.)

## WARM WELCOME HOME

"A unique aspect of the SLC Airport is the crowds of families and friends who gather here to greet returning missionaries or service members," says Nancy Volmer, SLC Airport director of communications and marketing. In the old terminal, she says, it's been a challenge because crowds can flow over into the baggage area and create congestion. The solve planners devised for The New SLC was to create a dedicated space where people can relax and wait for their loved ones and colleagues to deplane. Built to accommodate 300 to 400 people, the Greeting Room has been outfitted with a fireplace, plenty of seating,



a reimagining of the old terminal's World Map (See page 17 for more on the World Map's history.) and the fast-casual restaurant, Blue Lemon.

## NEW DINING AND SHOPPING

The New SLC features a variety of high-quality local, national and regional restaurants and stores, including Frye, Hip & Humble, White Horse Spirits & Kitchen and Shake Shack. For a complete rundown of the restaurant and retail options, turn to page 9.

## NEW DELTA SKY CLUB

The new, 28,000-square-foot Delta Sky Club space will include comfortable seating with power outlets at nearly every seat, high-speed Wi-Fi, an extensive regional art program, Delta Air Line's award-winning beverage program, reimagined food offerings and an outdoor Sky Deck (open year-round) with breathtaking views.

## LOCALLY INSPIRED DESIGN

Another top passenger request was that the beauty of Utah be showcased throughout the terminal. As such, landscaping features native plants and a distinctly indigenous-feeling color scheme was used on both the terminal's exterior and interior. Artwork such as *The Canyon*—a football-field-sized installation by Gordon Huether—gives passengers a unique sense of Utah's diverse topography. (Turn to page 11 for more on The New SLC's art installations.) And, of course, all you have to do to experience Salt Lake's striking mountain backdrop is to glance out the terminal Plaza's 50-foot-tall windows. "The new airport is much larger and feels more airy and spacious," says Nancy Volmer, SLC Airport director of communication and marketing. "And the views are incredible." ✈️

# GOING FOR GOLD

## HOW THE NEW SLC GOES ABOVE AND BEYOND ITS ORIGINAL LEED EXPECTATIONS.

In a spirit similar to what helped bring its jaw-dropping art installations to fruition, The New SLC's LEED Gold-level certification was the result of a purposeful focus on collaboration and cooperation. "From early on we took a holistic approach involving architects, engineers and systems consultants to create as many efficiencies as possible," says Matt Needham, principal and regional leader of the Aviation + Transportation division for HOK, lead architects for The New SLC.

LEED, or Leadership in Energy and Environmental Design, is an internationally recognized certification system providing third-party verification that a building was designed and constructed using strategies aimed at energy savings, water efficiency, CO2 emissions reduction, improved indoor environmental quality and stewardship of resources and sensitivity to their impacts. LEED certification levels begin at Certified and progress through Silver, Gold and Platinum. The Department of Airport's original mandate was for The New SLC to achieve LEED Silver status. Following are a few of the ways the new terminal complex rose above to Gold-level certification—a distinction only nine airports in the U.S. have achieved:

- The entire complex is outfitted with a Zoned Displacement HVAC System, which slowly moves fresh/temperature-controlled air through the terminal's occupied areas, i.e., near the floor (which, in The New SLC, was outfitted with efficient radiant heat) and, in turn, naturally forces waste air to the ceiling where it is

expelled through exhaust panels. Displacement systems are not only more efficient than traditional HVAC systems, which ventilate and control the temperature of an entire space, but also provide much better indoor air quality. In addition, the entire complex features a highly efficient Central Utility Plant, designed to circulate both heating and cooling throughout the facility in a continuous loop.

- Sophisticated start/stop sensors allow the seven-mile-long baggage conveyor system to shut down when no bags are present, versus traditional baggage systems that require constant operation.
- Recharge stations, located on the tarmac at each gate, fuel fully electric vehicles used to transport baggage between aircraft and the terminal and will reduce 8,000 metric tons of greenhouse gases per year. (Remaining ground support equipment will be converted to electric by 2024.)
- Windows on the terminal and concourse buildings are oriented in a northerly direction, reducing radiant heat while allowing for maximum natural light harvesting. An automated lighting system inside the terminal and concourses augments natural light on demand.
- Staff lockers and secure bicycle storage to encourage use of alternative transportation. ✈️

Workers fine-tune The New SLC's ▶  
7-mile baggage system.





# A RETURN TO TRAVELING WITH CONFIDENCE

## HOW THE SLC AIRPORT AND THE AIRLINES ARE ENSURING STAFF AND PASSENGER SAFETY DURING THE PANDEMIC.

In February 2020, thanks to a strong economy and a fantastic ski season, a record high of 30,000 passengers passed through the Salt Lake City International Airport each weekend. Just one month later, however, as COVID-19 made landfall in the U.S., that number plummeted to barely 1,500. And while over the last couple months travelers slowly but surely regained some of that “before days” confidence to fly again, many unknowns remain regarding the pandemic. As a result, both the Salt Lake City International Airport and the airlines that serve it have adopted a number of COVID-19 protocols to ensure air travel is as safe as possible.

A few strategies included in SLC Airport’s Fly Healthy Promise are increased use of disinfectant in high-touch areas of the airport, such as moving walkways, stair and escalator handrails, doorknobs, light switches, elevator buttons and

seating areas; more frequent restroom sanitization; installation of hand sanitizer stations throughout both the old terminal and The New SLC; and the requirement for all staff and passengers to wear face coverings while at the airport.

Only individuals with an airline ticket, airport badge or airport authorization are allowed in the public areas of the airport. All drop-offs and pick-ups must occur curbside in designated locations or in the parking garage. One individual may accompany a ticketed passenger if the passenger needs assistance with arrival or departure.

COVID-19 has impacted the scheduled opening of some shops and restaurants within The New SLC (turn to page 9 for a complete list and map). The concessions that are open have implemented social distancing and other measures recommended by the Salt Lake County Health Department.

Most U.S.-based airlines have sharply increased aircraft sanitization schedules; armed both ground and aircraft personnel with hand sanitizer and sanitizing wipes; are limiting cabin capacity; and are requiring all airplane crew members and passengers to wear masks at check in, in gate waiting areas and while aboard planes. Some airlines have even launched new divisions to uphold cleaning standards, including Delta Air Lines’ Global Cleanliness Division and United Airlines’ United CleanPlus. “COVID-19 safety measures are no longer novel,” says SLC Airport Executive Director Bill Wyatt, “but have become an integrated part of airport and airline operations’ culture.” ✈️

### COVID-19 SAFETY MEASURES



Sanitizing and disinfecting restrooms, hand rails, monitors and other high-touch areas more frequently.



Fogging and misting of areas throughout the airport, including seating at boarding gates, passenger bridges and baggage claim areas.



Installing sneeze guards and additional hand sanitizing stations.



Face coverings required at all times.

# AN UNCOMMON MIX

WHAT'S IN STORE—AND ON THE MENU—AT THE NEW SLC.

BY MELISSA FIELDS

Trip Advisor/King's English, Uinta Brewing Company, LEGO, Shake Shack and Hip & Humble. No, we're not ticking through the roster of some fabulous, new downtown Salt Lake City shopping and dining development. These well-respected national and local brands are, in fact, just a taste of the distinctive shopping and dining opportunities passengers enjoy at The New SLC. "The intent in creating the restaurant and retail mix was to give passengers brands that they are both familiar with and ones that will give them a strong sense of Salt Lake City's character," says Shane Andreasen, SLC Airport director of administration and commercial services.

Not only was The New SLC's lineup of shops and eateries carefully considered, but a plan for how concessions operate within the new terminal complex was meticulously executed as well. Likely the biggest difference passengers will notice is the implementation of street pricing. What this means is that everything sold within The New SLC, from lattes to LEGOs, is priced the same as it is outside of the airport in the "real" brick-and-mortar world. (The markup at many airport restaurants and shops—including the SLC Airport's old terminal—ranges from about 10 to 15 percent above street pricing.) Other upgrades and efficiencies in place within The New SLC's concessions program include:

- Restaurants that emphasize fresh, high-quality and, when possible, locally sourced ingredients, as well as more vegan, vegetarian and gluten-free options.
- Internally accessible back-of-the-house areas for streamlined transport of supplies and employee ingress and egress, versus using concourse passenger areas to fulfill these operational functions.

- A central receiving and distribution center, allowing much greater efficiencies in security procedures and supplies delivery. Additionally, all of the airport's excess food supplies will be donated to local food banks for redistribution into the community.
- A restaurant—Blue Lemon—when constructed, will be located outside the TSA security checkpoint, providing a fast-casual meal option for both airport staff and family members visiting the airport to see friends and family arrive or depart.
- Concessions are located within evenly spaced nodes throughout the terminal, denoted by changes in finish colors and light fixtures, similar to how the restrooms are placed.

The New SLC's Central Terminal and A and B Concourses house 58 shops and restaurants, most of which are new, but that also include several favorites that occupied the old terminal, like Cafe Rio, Squatters Pub and XpresSpa. With The New SLC's Phase 2 opening—the eastern ends of the two concourses, scheduled for completion in 2024, will have additional dining and shopping options. The New SLC will offer a wealth of options for having a glass of wine, grabbing a bite to eat, finding something to read or getting that last-minute gift before catching your flight. ✈

"THE NEW SLC HOUSES 58 SHOPS AND RESTAURANTS, MOST OF WHICH ARE NEW, BUT ALSO INCLUDES SEVERAL FAVORITES THAT OCCUPIED THE OLD TERMINAL."



# THE NEW SLC'S RESTAURANTS AND RETAILERS

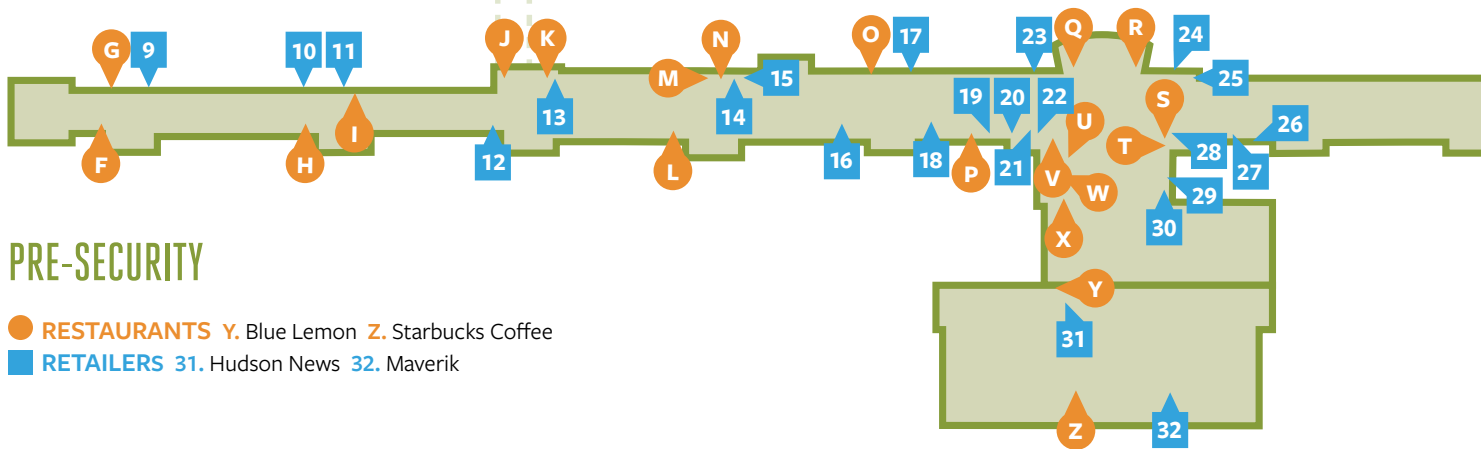


## CONCOURSE B

- **RESTAURANTS** A. Wasatch Pub B. Smashburger C. Gourmandise The Diner D. Pick Up Stix E. Uinta Brewing Company
- **RETAILERS** 1. The Salt Lake Tribune 2. XpresSpa 3. Liberty Park Market/Hip & Humble 4. @ease 5. InMotion 6. Briggs & Riley 7. Maverik 8. Utah!

## CONCOURSE A/TERMINAL PLAZA

- **RESTAURANTS** F. Pulp Lifestyle Kitchen G. California Pizza Kitchen H. SLC Life Market I. Starbucks J. Garbanzo Mediterranean Fresh K. Beans & Brews L. Squatters Pub M. Cafe Rio N. Bruges Belgian Bistro O. Panera Bread P. White Horse Spirits & Kitchen Q. Pago R. Market Street Grill S. Starbucks T. Granato's Gourmet Market U. Panda Express V. Fillings & Emulsions W. Pizzeria Limone X. Shake Shack
- **RETAILERS** 9. Central Pointe Market 10. LEGO Store 11. KSL TV/King's English 12. Deseret News 13. XpresSpa 14. iStore 15. Visit Salt Lake 16. Land Speed Depot 17. Coach 18. Dufry Duty Free 19. Trip Advisor/King's English 20. MAC 21. Hip & Humble 22. FRYE 23. Johnson & Murphy 24. Giftology 25. No Boundaries 26. TUMI 27. Tech on the Go/Wicked 28. UNOde50 29. Rocky Mountain Chocolate Factory 30. CNBC



## PRE-SECURITY

- **RESTAURANTS** Y. Blue Lemon Z. Starbucks Coffee
- **RETAILERS** 31. Hudson News 32. Maverik

**Please note:** Some of The New SLC's restaurants and shops are operating under reduced hours or may have delayed opening dates due to reduced passenger numbers caused by COVID-19. We apologize for any inconvenience this may cause.



# WHERE ART & ARCHITECTURE MEET

UTAH'S NATURAL BEAUTY WAS THE INSPIRATION FOR THE NEW SLC'S STUNNING AESTHETIC.

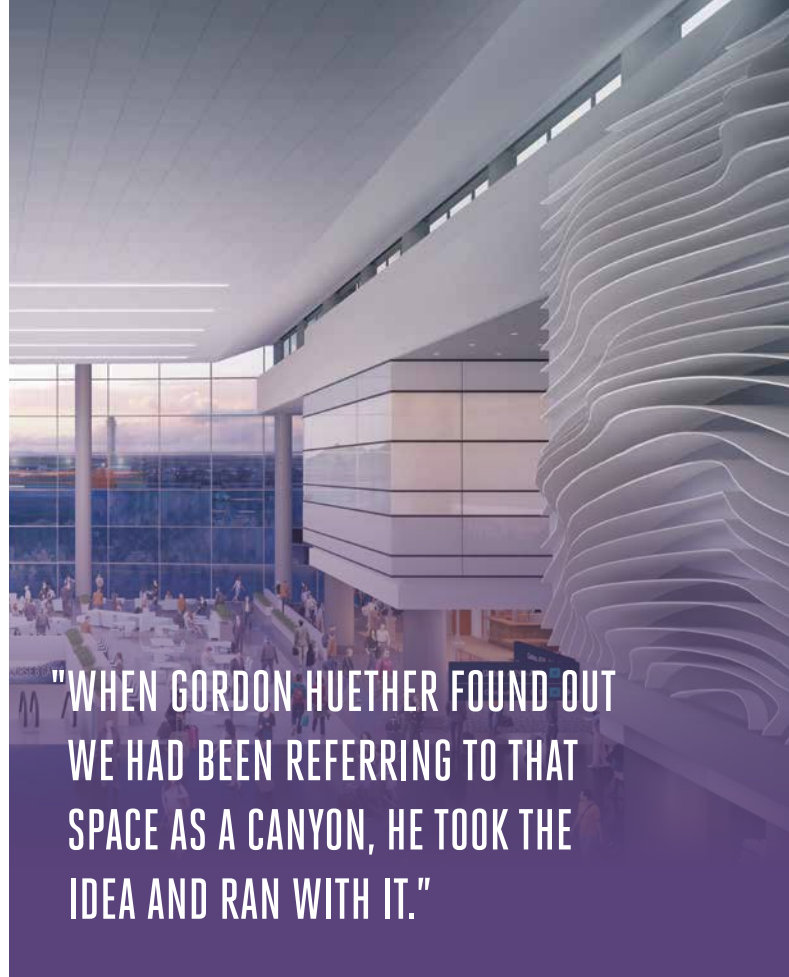
BY MELISSA FIELDS

Undulating striations—carved in stone by running water, wind and time—line the narrowing walls overhead, ending high above in slices of bright, shimmering light.

While the previous sentence could be used to describe one of countless canyons riddling Utah from north to south, it is also a fitting verbal sketch of *The Canyon*, the centerpiece art installation of The New SLC. And, while truly amazing, *The Canyon* is just the beginning of how the state’s dramatic, unforgettable landscape is celebrated by the SLC Airport’s breathtaking new terminal, both inside and out.

Unlike many buildings, where art often occurs as an afterthought, highlighting nature-inspired art within The New SLC was not only planned from the beginning of the design process, but was given as much priority as were functionality. “Our intent,” says Maureen Riley, SLC Airport executive director from 2007–17, during which time she initiated the Redevelopment Plan for the airport’s new terminal complex, “was to distinguish Salt Lake from other airports around the world. We wanted people to know exactly where they were when they deplaned into the terminal and remember the art.”

Architects with HOK—the global architectural firm contracted to design The New SLC’s terminal and A and B concourses—began with a linear design, widely considered the gold standard for hub airports, like SLC, which are characterized by clustered arrivals and departures of several different types of aircraft throughout the day. Concourse A, which will eventually house Delta Air Lines’ gates exclusively, is centered on the large terminal building, which runs from the arrivals lobby to the concourse—a junction housed by a voluminous space called the Plaza. There, a 50-foot, floor-to-ceiling glass wall frames what draws many travelers to Utah in the first place—the Wasatch Mountain Range. “We knew that



“WHEN GORDON HUETHER FOUND OUT WE HAD BEEN REFERRING TO THAT SPACE AS A CANYON, HE TOOK THE IDEA AND RAN WITH IT.”

we wanted to dedicate that space above where wayfinding signage and advertising is located, leading from the arrivals lobby to those great Plaza windows, to art,” says Matt Needham, HOK principal and regional leader of its Aviation + Transportation division. “And then when Gordon Huether found out we had been referring to that space as a canyon, he took the idea and ran with it.”

Huether is a large-scale installation artist based in Napa, California, responsible for pieces all over the world, as well as several pieces at sites in Utah, including University of Utah, Southern Utah University, the Salt Palace Convention Center and SLC Airport’s TRAX station. The collaboration that emerged between Huether and HOK at the beginning of The New SLC’s design process became the rule in bringing *The Canyon* to fruition. More than 500 fabric-covered, aluminum-framed fins make up this stunning art installation’s wavy, three-dimensional striations. But one of Huether’s first iterations of *The Canyon*’s design called for fins that were much straighter and more

◀ [The Canyon frames sweeping view’s out of The New SLC’s 50-foot-tall Plaza windows.](#)



"THE RESULT IS AN AWE-INSPIRING EXPERIENCE ON THE SCALE OF TRAVELING THROUGH AN ACTUAL CANYON."

uniform. "Maureen (Riley) saw that concept and asked 'Can't we make those lines more squiggly?'—a communication I will forever consider as the squiggly memo," Huether says. "That was just one of many instances of the cooperation and friendly collaboration that took place during this project."

The result is an awe-inspiring experience on the scale of traveling through an actual canyon. Graceful fins in varying sizes and flowing shapes, which change color and simulate movement thanks to a programmable lighting system, mimic the textural elements resulting from how water and wind erode stone away over millennia. Lights on the ceiling are reminiscent of rays of sun penetrating a slot canyon from above. *The Canyon's* wavy patterns are repeated below in four 18-foot high by 17-foot wide Column Plates, which serve as architecturally integrated seating areas throughout the Plaza.

Huether's involvement with The New SLC's emphasis on art blossomed from *The Canyon* to



touch almost every aspect of the terminal's gallery-like aesthetic. He also created both *The Falls*, a dichroic and hand-pulled-glass sculpture cascading the length of the three-level escalator well adjacent to the arrival lobby's ticket counters, and *The River*, a "soothing, sculptural, multisensory experience" art installation to adorn the 1,000-foot-long Central Tunnel underground walkway connection between Concourse A and Concourse B. (The Central Tunnel will open following completion of Concourse B's Phase II expansion). And Huether led the curation of the old terminal's 600-piece art collection for display throughout the new terminal complex.

The New SLC's homage to Utah's natural beauty does not end with its art installations, however. Flecks of green within the concourses' terrazzo floors recall one of the state's most predominant plant species, Big Sagebrush; the jagged-patterned carpet covering the floors at the airline gates captures the craggy profile of



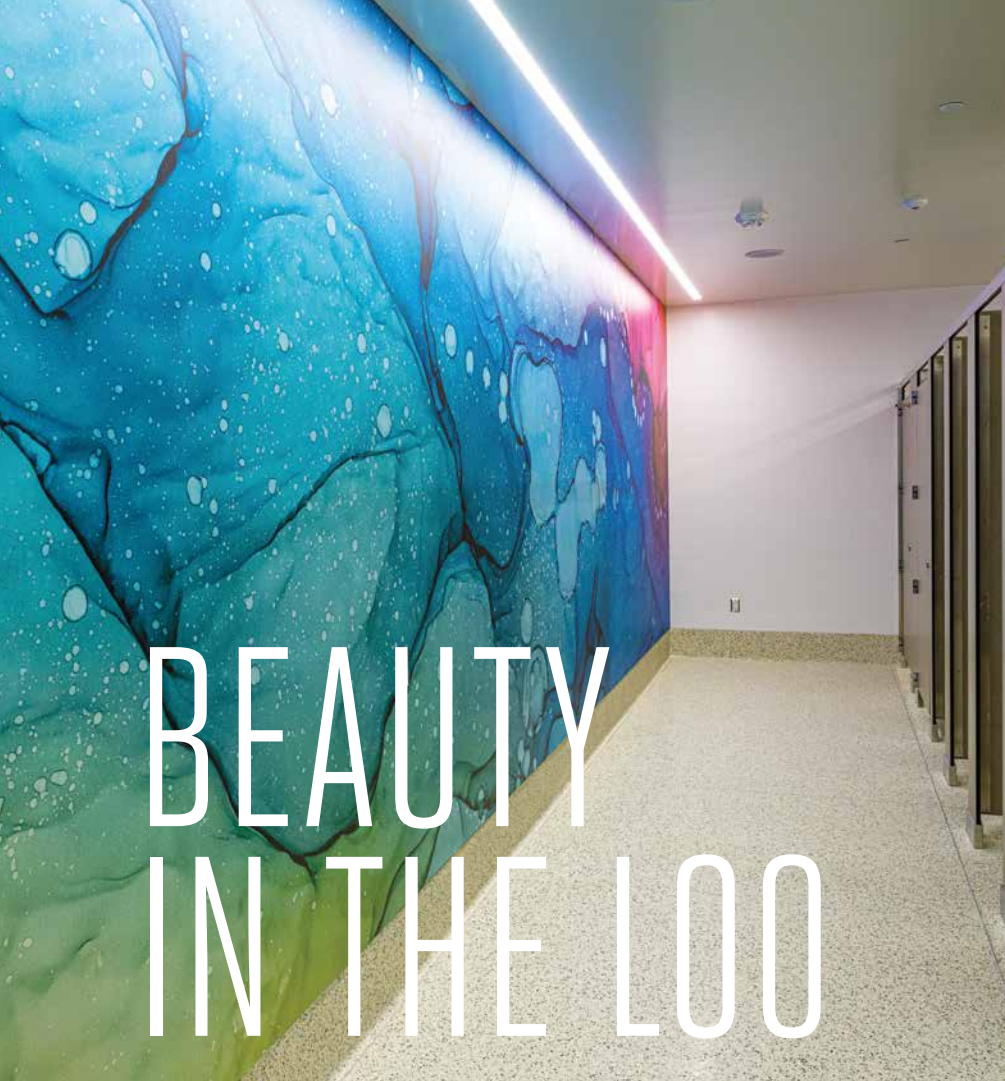
the nearby Wasatch Mountains; and the terminal's two-toned copper siding echoes southern Utah's famous red rock desert. "Very wisely, Maureen Riley and the architectural team realized the opportunity to integrate artwork within the architecture of the new terminal complex from the beginning," says Bill Wyatt, SLC Airport's current executive director, who succeeded Riley in 2017. "In addition to the commissioned art, the colors and textures of the finishes look and feel consistent with what you see outside the Plaza's huge windows—Salt Lake City and greater Utah." ✈️

Photos from left to right: Crews work on installation of *The Canyon*; Huether's multistory glass sculpture, *The Falls*; *The Canyon's* aluminum frames, awaiting covering with fabric, prior to installation.



## GORDON HUETHER

The seeds of Gordon Huether's career as a world-renowned, large-scale artist were planted in the mid-1970s when he emerged as a stained glass artist. He became well known—Huether's stained glass installations reside, in fact, within more than 20 Church of Jesus Christ of Latter-day Saint temples around the world—but as he was exposed to the architectural process, Huether began to dream big. "Artists don't make art to put it under a bed," he says. "Large-scale art is about getting to affect many people in an inspirational way." In 1989, Huether was awarded his first public commission for the University of Alaska Geophysical Institute. The opportunity to collaborate with a building design and construction team to realize what he envisioned proved to be a significant step for him. Huether has since completed dozens of art installations at public and private locations around the world, including the LBJ School of Public Affairs at the University of Texas, Austin; El Camino Hospital in Mountain View, California; the Ovation waterfront development in St. Petersburg, Florida; and, along with The New SLC, several airports across the United States. In addition to The New SLC's *The Canyon*, *The Falls* and *The River*, Huether is responsible for the mountain profile art installation at SLC Airport's TRAX station, which he completed in 2012.



## THE WHIMSY WALLS PROJECT SHOWCASES ARTISTIC TALENTS IN AN UNEXPECTED PLACE.

BY JENÉ SHAW

Likely the most uniquely creative way The New SLC celebrates art is by placing it where nearly every passenger visits at least once: the restroom. Through a partnership with the Salt Lake City Mayor's Office and the Salt Lake City Arts Council, the Department of Airports created the Whimsy Walls project, a series of original art works adorning the walls of each of The New SLC's 24 restrooms. Local and national artists were invited to submit pieces that reflect the culture, landscape and spirit of Utah. A panel of judges selected 18 artists' work, and the winning pieces were turned into one-of-a-kind vinyl wraps

The artists submitted a variety of styles, from colorful abstracts to photo collages. Provo-based artist Brianna Benion used alcohol ink combined with fire to create the wavy pattern in her piece *Rainbow Landscape*, which she

says "represents the diversity of Utah beyond just Salt Lake City." Ogden-based artist Levi Jackson's piece, *Untitled*, was inspired by aerial photos of four-wheeler tracks across the desert. "The thing that made me most excited about this project was that I trusted that the quality they were looking for would be higher than what you would normally see in an airport," Jackson says. "It's more specific to the place and the people here. As soon as you get off the plane, it sets the tone for what Utah is about."

Find out more about each Whimsy Walls' piece, and the artist responsible for creating it, by scanning QR codes located outside of each restroom within The New SLC. A collection of artists' inspiration for the Whimsy Walls is on display within the Greeting Room, located just outside of the security area near baggage claim. ✨

Photos from top left to bottom right: *Rainbow Landscape* by Brianna Benion, *Dogs That Travel* by Kerri Warner and *Lake Bonneville* by Trent Call.



# TUNNEL VISION

THE MID-CONCOURSE TUNNEL OFFERS A MOVING JOURNEY THROUGH THE SEASONS.

BY MELISSA FIELDS

Experiencing the full breadth of all four seasons is one of the sweetest benefits of life in Utah. Now, thanks to the work of two notable muralists, passengers traveling between The New SLC's A and B concourses will be treated to a regionally inspired, artistic interpretation of spring, summer, fall and winter.

Traci O'Very Covey—a well-known, Utah-based muralist and metal sculptor—designed and painted the mid-concourse tunnel's summer and fall murals. "As a native Utahn who enjoys traveling the varied regions of our state, I perceive these seasons emotionally then filter those feelings through my imagination to create art that is a stylized interpretation of what I see and experience," she says. Flora and fauna play prominently in O'Very Covey's concourse murals, executed in her signature graphic style with a palette of deeply lush earth tones.

The Austin, Texas-based muralist DAAS chose vivid colors intertwined with metallics for his largely abstract

tunnel mural. He chose blooming wildflowers to represent spring and imagery of valleys, cliffs, canyons and snow to represent winter. "When contemplating the theme of spring and winter in Utah and how to visually represent its beauty inside the mid-concourse tunnel, I chose to approach the work with the goal of engaging the viewer on a journey of color," he says.

The 990-foot-long mid-concourse tunnel was built 15 years ago as a future connection for The New SLC's A and B concourses. A moving walkway occupies the tunnel's west side; O'Very Covey's and DAAS's four alternating murals span the tunnel's east side. The mid-concourse tunnel will be open to the public until the permanent tunnel connection is completed in 2024—which will also house Gordon Huether's *The River* art installation. After then, the mid-concourse tunnel will remain in use by airport, airline and concession staff. ✈️

▼ Mid-concourse tunnel mural artists, Traci O'Very Covey (left) and DAAS.



Left photo by Scott Peterson

# MEET ME AT THE WORLD MAP



## AN SLC AIRPORT ICON LIVES ON IN THE NEW SLC.

BY BIM OLIVER

The World Map has graced the floor of the SLC Airport Terminal 1 for more than 60 years. Created from a design by Dallas stoneworker Julius Bartoli based on drawings by Ashton, Evans & Brazier, it was a source of delight for thousands of people from all over the world. For many years before security checkpoint mazes were erected over the World Map, families visiting the airport to see their children off on missions for the Church of Jesus Christ of Latter-day Saints would spread out blankets and picnic on the places represented by the map where their children were headed. While working the night shift, Assistant Director of Airport Operations Al Stuart would often witness this romantic scene: “Kids would come out late at night with a tablecloth and stem glasses,” he said. “They’d sit down on Paris and say, ‘We just had dinner in Paris.’ That happened *all* the time.”

No wonder, then, that it became the focal point of airport life. “Anyone who was coming to the airport could

say, ‘Meet me at the World Map,’ and anyone who had been to the airport would know exactly where to go,” said Former Airport Police Chief Craig Vargo.

But perhaps no one had a more direct connection to the World Map than Utahn Chano Rubalcava, one of the four craftsmen who, over a period of six months in the early 1960s, transformed the terminal’s blank concrete floor into that dazzling work of art. “That was something,” he said about his experience creating the World Map. “I can’t explain it to you. When I would look at it, there was a feeling that would come over me. There was a connection to it.”

Though every effort was made to preserve the World Map in its original form, moving the tile installation to The New SLC is not possible. The piece has been photographed and reproduced in glass, which now hangs in The New SLC’s Greeting Room. A fitting home for such a nostalgic symbol of travel to and from the SLC Airport. ✈

▼ The original World Map (right) and the reproduction (left) which hangs in The New SLC’s Greeting Room.



# BREAKING DOWN THE BUDGET

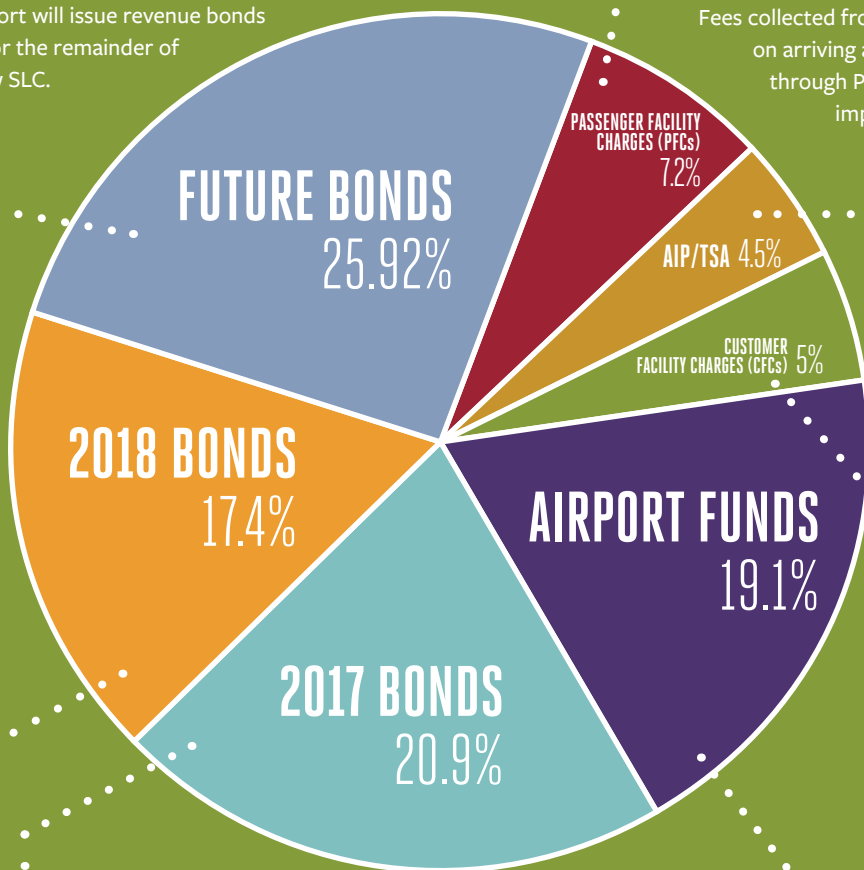


## FUNDING THE NEW SLC (HINT: NOT ONE DIME OF LOCAL TAX DOLLARS WAS USED.)

The airport had been saving for The New SLC Redevelopment Program for decades, so it was in the enviable position of having cash on hand when beginning construction. In fact, when construction began in 2014, SLC was the only large-hub airport in the U.S. without debt. Many are surprised to learn that no local tax payer dollars are being contributed to the \$4.1 billion project. So, who is paying for it? Primarily the users, meaning the airlines, car-rental agencies, concessionaires and passengers. In addition, the airport has issued revenue bonds to help pay for the project—and now has debt on the books. The airport did receive favorable borrowing terms because of its excellent credit history. An economic impact study showed the benefit of The New SLC on Utah’s local economy will total \$5.5 billion.

### FUTURE BONDS

The airport will issue revenue bonds to pay for the remainder of The New SLC.



### PASSENGER FACILITY CHARGES (PFCs)

Fees collected from passenger airline tickets by airports on arriving and connecting flights. Funds collected through PFCs go towards FAA-approved airport-improvement projects and infrastructure.

### AIP/TSA

The TSA will provide funding for the airport’s baggage handling system. Additionally, through the Airport Improvement Program (AIP), the airport will receive grants that will contribute to airfield improvements as part of the redevelopment.

### CUSTOMER FACILITY CHARGES (CFCs)

Fees paid by rental car companies to airports to support rental car-related projects. CFCs paid for the majority of SLC’s consolidated rental-car facilities.

### AIRPORT FUNDS

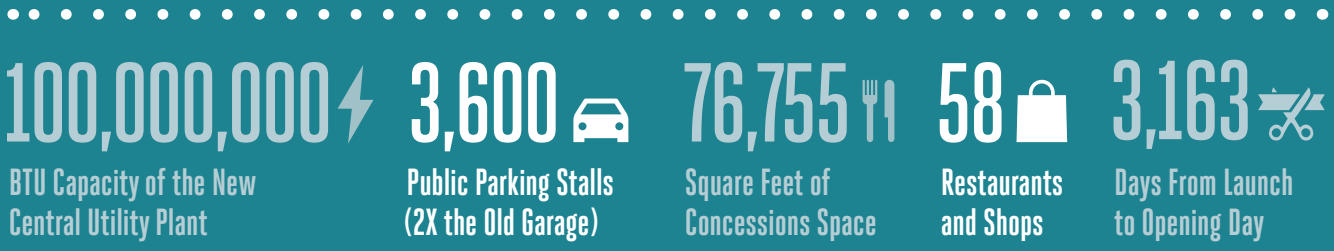
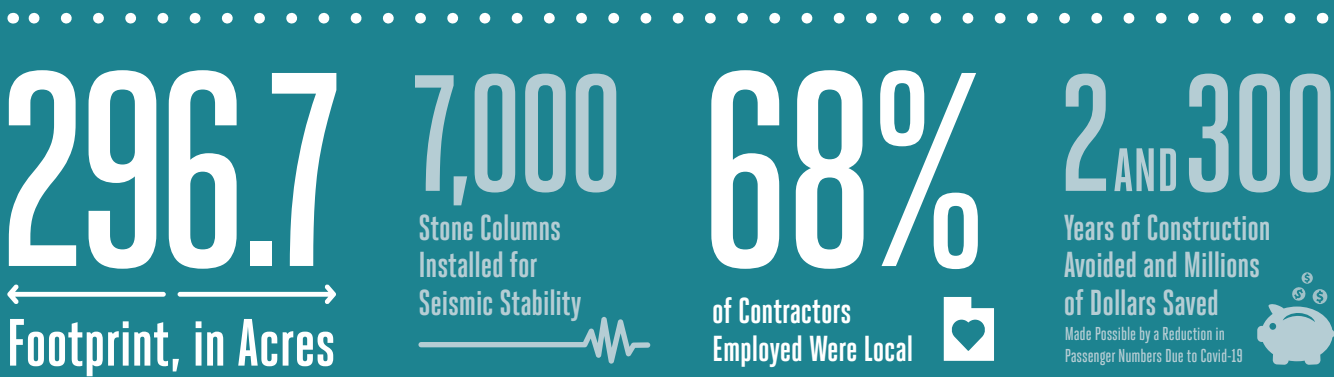
The airport has been saving for The New SLC for decades. Having cash on hand helps keep operating costs low and allows the airport to remain cost-competitive with other airports.

### 2017 & 2018 AIRPORT REVENUE BONDS

The airport issued revenue bonds in 2017 and 2018. The airport received favorable borrowing terms because of its excellent credit history.

# THE NEW SLC, BY THE NUMBERS

More than 3,000 days have commenced since January 18, 2012 when former Salt Lake City Mayor Ralph Becker announced the launch of the Terminal Redevelopment Program, a complete rebuild of the SLC Airport's then 52-year-old terminal complex. Phase 1 of this monumental project comes to a close on October 27, 2020. The result is a modern and artistically spectacular facility to last for at least another half-century.



# MAY WE HELP YOU?

## SLC AIRPORT AMBASSADORS LEND A HELPING HAND TO PASSENGERS IN THE NEW SLC.

BY MELISSA FIELDS

The New SLC's linear design, ample and clear wayfinding signage and even its finish treatments (white and black terrazzo flooring and floating lights easily identify restroom nodes by simply looking down each concourse, for example) make navigating the new terminal simple and straightforward. That said, sometimes it feels easier—and certainly more comforting—to ask someone for help. Enter the Airport Ambassadors, a legion of blue-shirt-clad volunteers staffing the SLC Airport daily to offer passenger assistance and support.

The SLC Airport launched the Airport Ambassadors Program in 2018. "Our passenger numbers were really getting up there, and we felt that beginning a passenger assistance program staffed by volunteers, which exists at many other airports across the country, would enable us to achieve higher levels of customer service," says Nancy Anthon, SLC Airport

operations/customer service manager and Airport Ambassadors manager.

The Airport Ambassadors are anchored at the Information Desk, located adjacent to Baggage Claim on Level 2. There passengers can ask for directions to their gates, locate an item left in the TSA checkpoint, report security violations or medical emergencies, ask questions about The New SLC's diverse restaurant and shopping options and, for the youngest travelers, pick up a complementary SLC Airport coloring book and crayons. Passengers will also find Ambassadors stationed inside the terminal, post security checkpoint, in the Plaza area and in the midway through Concourse A. "We feel that any kind of extra care we can give our passengers is important," Anthon says.

About 36 volunteers made up the Airport Ambassadors prior to the pandemic; with the opening of The New SLC, Anthon hopes to expand its ranks to just over 100. In addition to getting to be a part of the SLC Airport community, Ambassadors also enjoy free parking, discounts at some airport concessions and more. For more information, visit [slcairport.com](http://slcairport.com). ✈



"WE FELT THAT BEGINNING A PASSENGER ASSISTANCE PROGRAM STAFFED BY VOLUNTEERS ... WOULD ENABLE US TO ACHIEVE HIGHER LEVELS OF CUSTOMER SERVICE."

◀ Airport Ambassadors Jay and Bonnie Bingham.

# A STORIED FLIGHT PATH

THE SLC AIRPORT'S CENTURY-LONG JOURNEY FROM BARREN, WINDSWEPT AIRSTRIP TO BUSTLING INTERNATIONAL HUB.

COMPILED BY BIM OLIVER



An aerial view of the SLC Airport, circa 1928, referred to then as Woodward Field.

## 1920

Salt Lake City's airfield is dedicated on December 20. Located several miles west of the city, it serves as a key link in the transcontinental air mail system and is named after deceased air mail pilot J.P. Woodward.

## 1926

In May, Ben Redman and J.C. Tomlinson climb on a Western Air Express mail plane, thus becoming the first commercial passengers to fly out of Salt Lake City. One month later, the first female passenger, Maude Campbell, makes the same flight.

## 1927

On December 27, by ordinance, the airport is renamed "Salt Lake Municipal Airport."

## 1920s

## 1933

The airport's first terminal, called the "Administration Building," is dedicated on May 28, an event attended by more than 40,000 residents—nearly a third of Salt Lake City's population.

## 1937

The airport completes construction of its first paved runways: one at 5,500 ft. long running north-south, a second at 5,500 ft. running northwest-southeast and a third at 4,350 ft. running east-west. The new runways accommodate larger aircraft and allow several planes of various types to land simultaneously.



A scene from 1938 inside the Administration Building's radio control room.

## 1930s



A Boeing 377 Stratocruiser, one of the first large passenger planes, at the then-named Salt Lake Municipal Airport, 1950.

## 1961

A new terminal is dedicated on June 17 on the west side of the airport property. The Administration Building on the east side is relegated to general aviation activities.

## 1965

Annual arrivals and departures exceed 1 million for the first time.

## 1968

In May, the Salt Lake City Commission adopts an ordinance renaming the airport "Salt Lake City International Airport."

## 1960s

## 1970s



The Executive Terminal, home to the airport's general aviation operations, which includes private aircraft and the Utah Air National Guard.

### 1978

Terminal 2 is completed to house Western Airlines. A new Executive Terminal replaces the Administration Building to serve general aviation.

## 1990s

### 1995

Concourse E and an international terminal (International Arrivals Building) are constructed. A fourth runway west of the terminal commences operation in December, significantly increasing capacity for takeoffs and landings.

### 1999

The Federal Aviation Administration completes construction of a new 328-foot air traffic control tower, providing controllers with an unobstructed view of the entire airfield.

## 2020

### MARCH

March 6, the first COVID-19 case is diagnosed in Utah, and hours later Governor Gary Herbert declares a state of emergency to prepare for the pandemic. March 18, a 5.7-magnitude earthquake hits Salt Lake City. September 15, The New SLC terminal complex opens to the public.

### DECEMBER

In December 2020, the Salt Lake City Department of Airports will mark the SLC Airport's 100th anniversary.

### 1982

Western Airlines designates Salt Lake City International as an operational hub, significantly elevating its status and substantially increasing flights to and from Salt Lake.

### 1986

Western Airlines merges with Delta Air Lines, which maintains Salt Lake City International's status as an operational hub.



Delta Air Lines has committed to maintain the SLC Airport as a hub through 2034.

## 1980s

### 2014

The Airport Redevelopment Program breaks ground, initiating construction of The New SLC terminal complex.



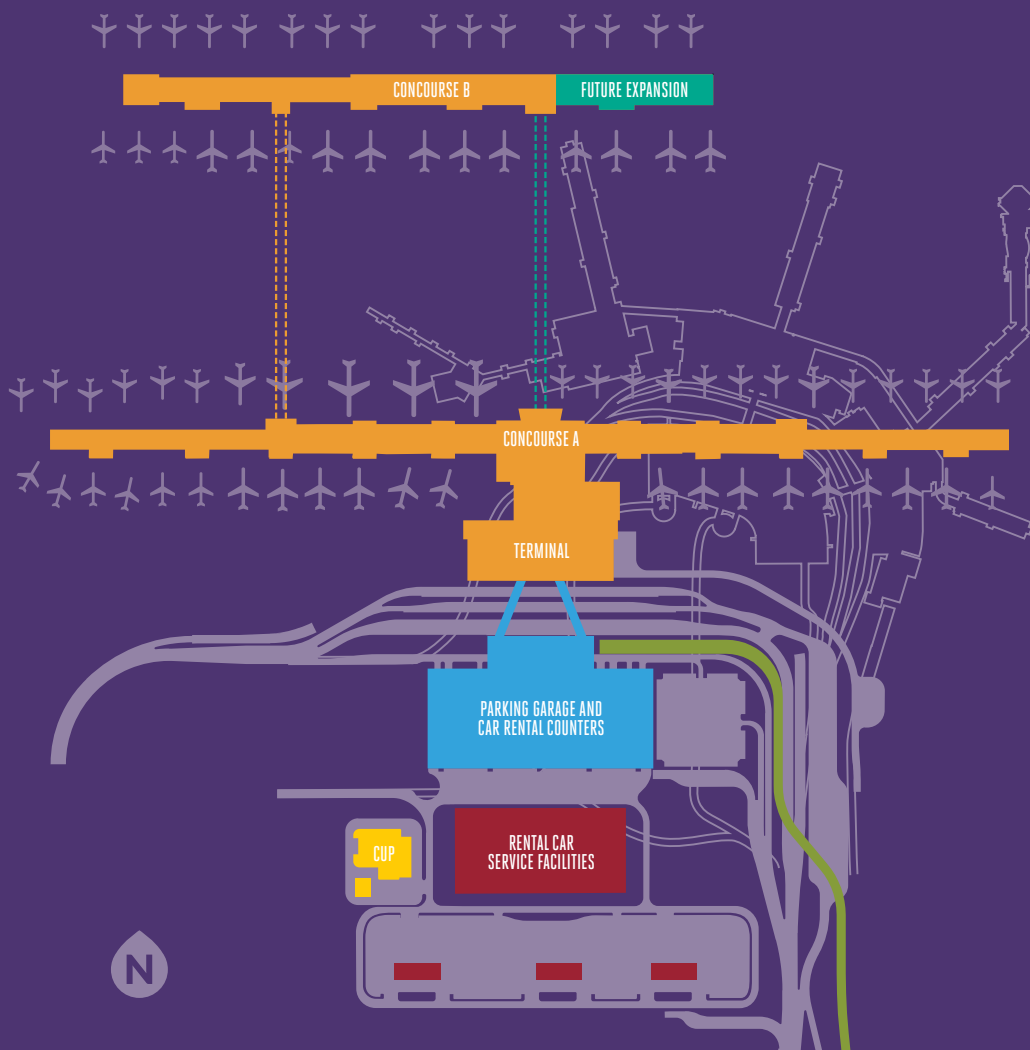
City and Department of Airports leadership gather for a ceremonial groundbreaking of The New SLC in July 2014.

## 2010s



Top: An exterior view of The New SLC's enormous Plaza windows.

Bottom: A rendering depicting what The New SLC looks like from above.



- Terminal and Concourses
- Mid-Concourse Tunnel
- Passenger Tunnel
- Future Expansion
- Parking Garage and Car Rental Counters
- Rental Car Service Facilities
- UTA TRAX Line to Terminal
- Central Utility Plant
- Existing Airport Facilities

