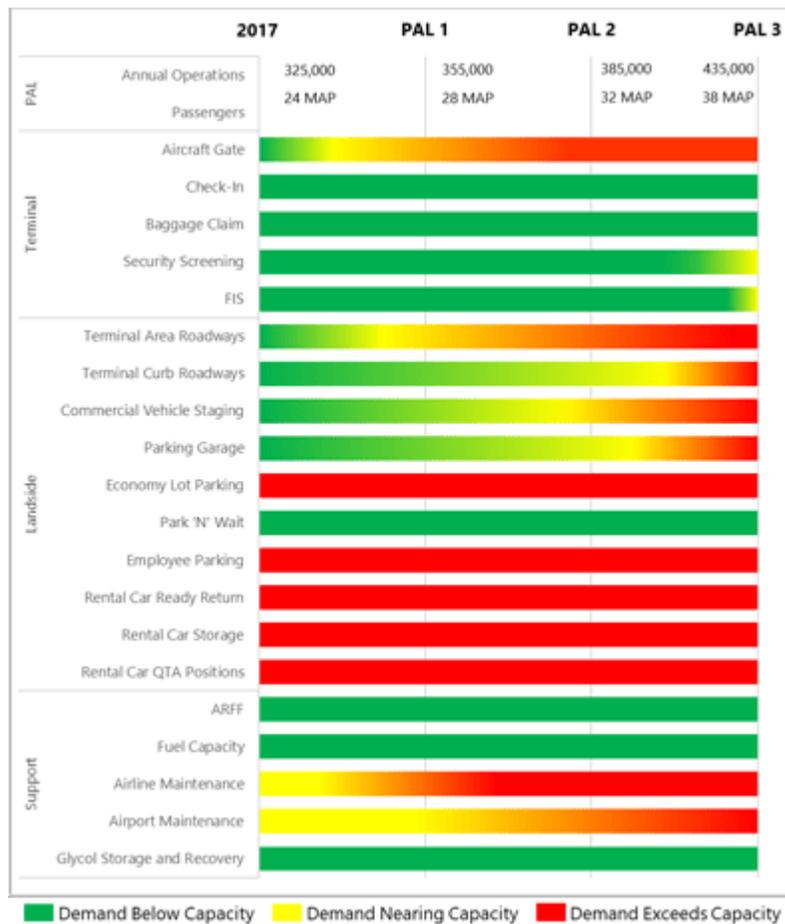




The New SLC Airport – opening September 15, 2020 – is a dynamic design capable of accommodating today’s passenger demands as well as future growth. The New SLC Redevelopment Program was envisioned 20 years ago in the airport’s previous Master Plan. This smart, proactive planning is now coming to fruition. The current Airport Master Plan carries forward this legacy and is crafting what SLC will grow toward over the next 20 years and beyond.

Developing facility requirements is a foundational element of the SLC Airport Master Plan and has been instrumental in planning for future development. As part of the Airport Master Plan, the facility requirements have been updated to accommodate the current needs as well as future needs. Highlights of facility requirements include the type, size and quantity of airport facilities needed when the airport reaches the aviation demand levels forecast for the SLC Airport. For the Salt Lake City metropolitan area, an aviation demand forecast has been used to help inform the structure of SLC Airport facilities. Other factors taken into consideration, include demographic, economic and geographic statistics for the short-, mid- and long-term to better equip the airport for the future.



Facility requirement data identified areas of capacity shortfalls that would result when the airport reaches Planning Activity Levels (PAL) of 28 million annual passengers, 32 million annual passengers and 38 million annual passengers. These PALs could be reached in as few as 5, 10 and 20 years in the future, respectively. Planning Activity Levels are used as the milestones to determine facility requirements to account for variations in forecasts that could occur due to unanticipated events such as COVID-19. The adjacent graph illustrates how each area will be impacted at each PAL.

The SLC Airport is prepared to meet the demands and challenges currently presented or underway and projected to occur at each PAL. To address facility shortfalls in the future, the SLC Airport Master Plan will be considering potential projects and enhancements that might be needed when demand reaches each of the PALs. These improvements will better allow the SLC Airport to accommodate demand and continue to provide superior safety and efficiency. The proposed improvements are listed on the following pages.

PAL 1 - 355,000 Annual Operations | 28 Million Annual Passengers

- Hot Spots 1 and 2 should be mitigated to increase airfield safety by reconfiguring the associated runways and taxiways.
- Advanced planning should begin for a long-haul runway extension to 14,500 feet that will provide additional allowable take-off weight for aircraft and increase accessibility of Asian markets such as Seoul, South Korea.

- Future airfield configuration enhancements such as Taxiway U and V cross-field taxiways, future parallel taxiways, rapid exit high speed taxiways and deicing facility upgrades will be required.
- Constructing a South End Around Taxiway (SEAT) on Runway 34R will be necessary to reduce runway crossings, potential incursions and aircraft fuel consumption. This proposed facility would improve airfield efficiency, improve airline gate arrival times, and increase the airfield annual service volume and hourly throughput.
- Changes to the airfield configuration should be implemented to provide enhanced operational efficiencies, increase safety and eliminate deficiencies with FAA standards.
- Dedicated air cargo facilities and apron area will require expansion to serve immediate growth requirements. This includes enabling projects that are required for long-term expansion of existing facilities, and for potential future airline entrants.
- The east side general aviation area will need to be reconfigured to provide space to meet the changing demand for general aviation hangars and apron.
- Additional airline maintenance and support space will need to be developed at a new site outside of the future terminal envelope. This will accommodate long-term development and expansion.
- Additional airport maintenance space at a new site outside of the future terminal envelope will be needed.
- A utility master plan should be prepared to plan for growth related to future airfield and landside facilities.
- Advanced planning for public parking and rental car parking should be initiated to satisfy long-term needs.
- New employee parking lot(s) will be necessary to meet current and future demands.

PAL 2 - 385,000 Annual Operations | 32 Million Annual Passengers

- A long-haul runway extension to 14,500 feet will be required to provide non-stop service to Asian markets.
- Advanced planning efforts for airfield configuration enhancements will be needed to decrease airfield deficiencies during pavement rehabilitation and reconfiguration projects.
- Two Airport Design Group (ADG) III capable gates on Concourse A will need to be converted to international gates and two additional gates on Concourse B will be required to supplement the total gate count.
- Dedicated cargo operators will need to occupy surplus space previously built in PAL 1 and cargo facilities and apron area will need expansion.
- Expansion of passenger cargo areas will be needed to accommodate any increased belly cargo tonnage generated from new international markets.
- If no expansion of public parking and rental car parking has materialized, parking expansion will be required in PAL 3.
- Long-term needs and advanced planning efforts for the terminal area roadway configuration may be needed.

- Enabling projects for Concourse C will need to begin. This includes clearing the terminal envelope of existing facilities such as airline support, airport maintenance, and the fuel farm facility.
- Functionality of terminal processors will be required to determine future expansion needs as demand levels near PAL 3.

PAL 3 - 435,000 Annual Operations | 38 Million Annual Passengers

- Airfield configuration enhancements that have been vetted through advanced planning efforts will be needed. Continue to decrease airfield deficiencies during pavement rehabilitation and reconfiguration projects.
- One ADG III capable gate on Concourse A will need to be converted to an international gate and one more gate on Concourse B will be necessary to supplement the total gate count. It is expected that another two domestic gates will be needed on Concourse B. Concourse B may be fully built-out by PAL 3.
- Enhancements to terminal area roadways will likely be needed to restore deteriorated levels of service.
- Passenger cargo areas will require expansion to accommodate increased belly cargo tonnage.
- Additional dedicated cargo facilities and apron area will be needed or dedicated cargo operators will expand into any extra space built in PAL 2.
- Concourse C and any related enabling projects will be needed to accommodate growth in passenger volumes.
- Functionality of terminal processors should be examined to determine future expansion needs.

Learn more about the Airport Master Plan Update at [https://https://https://slcairport.com/about-the-airport/master-plan](https://slcairport.com/about-the-airport/master-plan)

Frequently Asked Questions About the Airport Master Plan

What is an airport master plan?

An airport master plan is a comprehensive study to determine the future facility needs of the airport and evaluate solutions for implementation. It's a blueprint for long-term development. The purpose of updating the Salt Lake City International Airport Master Plan is to review and refresh the airport's vision and chart a strategic course for the next 20 years of facility development.

What are the goals of the Airport Master Plan Update?

This update will accomplish the following goals:

- Determine future facility needs
- Provide a graphic representation of existing airport features, future airport development, and anticipated land use

- Establish a realistic schedule for implementation of proposed development
- Identify a financially feasible plan to support development
- Validate safety and operational efficiency of alternative development concepts on technical, economic, and environmental grounds
- Prepare and present a plan to the public that adequately addresses all relevant issues and satisfies local, state and federal regulations
- Establish a framework for a continuous planning process

Who pays for the Airport Master Plan?

The Federal Aviation Administration funds over 90% of the Master Plan, with the remainder of the study funded by the Salt Lake City Department of Airports. Overall, no local tax dollars are being utilized to fund the plan.

How long will it take to complete the study?

The Master Plan Update process is anticipated to take 24 months to complete, followed by regulatory reviews and approvals. The study is expected to be completed at the end of 2020.

What are the components of the Airport Master Plan?

The Master Plan Update will be made up of the following sections:

- Long-term Airport Vision
- Aviation Activity Forecasts
- Airfield Capacity and Delay Analysis
- Airport Facility Requirements
- Airport Layout Plan Set
- Airfield and Support Facility Development Alternatives
- Overall Airport Conceptual Development Program
- Environmental Overview
- On Airport Land Use Plans
- Facilities Implementation Plan and Financial Feasibility Analysis

Important work for some of these sections has already started.

Draft reports are available at <https://https://https://slcairport.com/about-the-airport/master-plan>

What community and professional groups are providing input for the Airport Master Plan Update?

- **Policy Advisory Committee:** Representatives from neighborhood, community, recreation, environmental, and business interest groups.
- **Technical Advisory Committee:** Aviation industry professionals charged with providing guidance on the technical aspects of the Master Plan Update.

- **Public Information Meetings:** Open house-style meetings during the master plan process to engage audiences and provide a forum for folks to ask questions and share their feedback.

How can I get involved with the Airport Master Plan Update?

Leave your comments and feedback using the online survey. All comments are reviewed and considered throughout the master plan process.

To learn more, visit <https://https://https://slcairport.com/about-the-airport/master-plan>



Salt Lake City International Airport | 776 North Terminal Drive, Salt Lake City, UT 84122

[Unsubscribe {recipient's email}](#).

[Update Profile](#) | [About our service provider](#)

Sent by airportinfo@slcgov.com powered by



Try email marketing for free today!