



Advisory Board
Meeting

June 10, 2026

Agenda



Advisory Board Meeting

June 10, 2026

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

To access the meeting please visit:

<https://saltlakecity.webex.com/saltlakecity/j.php?MTID=ma62686b79eefabad6e79e2c125f644e1>



ADVISORY BOARD MEETING AGENDA

June 10, 2026

9:00 A.M.

CONSENT

- A. Minutes of March 11th and April 8th 2026 Meeting

DISCUSSION

- A. Director's Report – Bill Wyatt, Executive Director, SLCDCA
- B. Airport Redevelopment Program (ARP) Update – Brian Stetson, ARP Program Director, SLCDCA
- C. SLC General Aviation "East Side" Update – Shane Andreasen, Director of Real Estate & Commercial Development SLCDCA

MEDIA CLIPPINGS

Media Clippings – June 2026

INFORMATION ITEMS

Air Traffic Statistics – February/March 2026

Financial- April 2026

Construction Report – June 2026

The next meeting will be held on **Wednesday August 12 2026**, at 9:00 a.m. Meetings are usually held in the Board Room, located on the third level of the airport terminal and via Web-ex unless otherwise posted. People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this Airport Advisory Board Meeting. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions or additional information, please contact Brett Christensen at 801-575-2042.



Advisory Board
Meeting

June 10, 2026

Minutes

SALT LAKE CITY DEPARTMENT OF AIRPORTS
MINUTES OF ADVISORY BOARD MEETING

March 11, 2026

Members' Present: John Bradshaw- Chair
 Jono Gardner
 Lisa Adams
 Hoang Nguyen
 Johnathan Freedman
 Dirk Burton
 Nathan Rafferty*
 Victoria Petro*
 Arlyn Bradshaw*
 Luz Escamilla*
 Tye Hoffmann*

Department of Airports:

Bill Wyatt, Executive Director
Brett Christensen, Administration
Melyssa Trnavskis, Director of Design Construction
Shane Andreasen, Director of Real Estate & Commercial
Development *
Brian Stetson, ARP Program Director
Dean Warner, Acting IT Director
Shaun Anderson, Acting CFO
Lorin Rollins, Airport Finance Manager
Nancy Volmer, Communication and Marketing Director
David Chugg, Battalion Chief*
Cindy Gallo, Airport Communication Manager
Jasen Asay, Airport Communication Coordinator *

Other:

Ben Seaman, Atkins Realis
Joe Lex, Signature Aviation
Matt Gore, JUB
Jared Esselman, Sky Share
Tyge Parkinson, JUB
*Brett Paxton, David C, Elias Bangerter, Jeanette Lee, *

John Bradshaw called the meeting, held in-person at the SLCDCA Admin Offices Board Room and via Web-Ex to order at 9:03 a.m. (* indicates the party attended virtually)

AGENDA

A. Minutes

A motion was made by John Bradshaw and seconded by Johnathan Freedman to approve the minutes of January 14th, 2026, and February 11th 2026 as presented. All votes were affirmative; motion passed

B. Director's Report

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

- We welcome out two newest board members, Lisa Adams and Jono Gardner
- Sunday, March 8 marked the highest passenger volume day in airport history, with approximately 38,000 passengers recorded at the front door.
- Overall passenger volume trends continue to appear relatively flat.
- The federal government is currently in its third shutdown. As a result, TSA officers are once again not receiving pay. In response, the airport has reinstated the employee food pantry and is actively working to support TSA personnel during this time.
- The airport redevelopment project is scheduled for completion on October 26.
- SkyShare has been awarded a lease to operate as the Fixed Base Operator (FBO) at South Valley Regional Airport.
- The airport budget will be submitted to the Mayor's Office on April 1. It will then proceed to the City Council for review, with adoption anticipated in June.
- Following thousands of passenger interviews, Airports Council International recognized the airport as the "Most Enjoyable Airport in the United States," the "Cleanest Airport in the United States," and awarded it "Best Airport in the United States."

Jonathan Freedman asked how advanced air mobility will impact the airport? Bill Wyatt explained our team has been actively involved in planning and development efforts related to this area, including evaluating how these new technologies can be integrated into existing airspace.

Lisa Adams asked whether a C Concourse would be in place prior to the Olympics. Wyatt responded that it will not be completed. He added that the airport's master plan, finalized about a year ago, identifies the future location of C, but noted that significant infrastructure and facilities to the north would need to be relocated before development can begin.

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

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

- Safety, Statistics, and Schedule
 - Trade Hours for the Program Overall; 17,672,553
 - Trade Workers on Site; 351 (on site February)
- Near Term Schedule Milestones
 - Ancillary – BHS Reconfiguration – EDS Machine Delivery to Site
 - Ancillary – Skywest Buildout – Start Construction
- Airport Redevelopment Program Overall Budget
 - Projected savings of \$26 Million
 - On time, On Budget
- Concourse 'B' East/Terminal – Ancillary Projects
 - Level 1 TSA Space Reconstruction Underway
 - Public Facing Demolition/Reconstruction and Temp Banners Progressing
- Concourse 'B' East – 16 Gates (Phase 4)
 - Continued Level 1 Area M/N Communication Room Cabling
 - Started Exterior Passenger Boarding Bridge Door Trim Out
- Overall Final Gate Phased Delivery
 - Final Gate Activation; October 27, 2026
- Project Pictures
 - Area L Holdroom Air Griller
 - Area L Concessions Dustwall Framing

D. Budget Briefing FY2027 – Shaun Anderson, Acting Chief Financial Officer , SLCDA

Shaun Anderson, Acting Chief Financial Officer, presented the FY2027 Budget Briefing (presentation on file). Main points included were:

- FY 2027 Budget Goals & Objectives – Budget Drivers
 - Forecast Revenues and Expenses
 - Account For the Opening of 11 New Gates While Maintaining Efficiency
- Enplaned Passenger Traffic
 - FY2026 Forecasted 14,443,865
- Airport Improvement Program, Bipartisan Infrastructure Law, Airport Terminal Program Grants, Zero Emission Vehicles
 - The airport received \$123 million from the BIL grant
 - ATP helped with terminal projects from last year
- Income Statement Forecast
 - Operating revenue Increase due to aeronautical revenue
- Airline Use Agreement Rates and Charges
 - Landing Fees
- Comparison of Operating Expenses
 - Total Operating Expenses Budgeted for FY2027; \$259,400,900

- Labor and Operating Expense Highlights
 - 19 New Airport Employees
 - Computer Software, IT System Maintenance
- FY 2027 FTE's
- Cost Per enplaned Passenger Actual vs Forecast
 - Forecasted for 2027 are projected at 23.47
- Capital Equipment Budget Request
 - Replacement Fleet 53%
 - Replacement Other 19%
 - New Fleet 8%
 - New Other 20%
- Capital Improvement Program
- New Capital Improvement Projects for FY 2026
 - Terminal Projects - \$20,465,000
 - Airfield Projects - \$23,890,000
 - Auxiliary Airports/General Aviation - \$54,400,000
 - Landside - \$38,624,000

Jono Gardner asked whether revenue from the eleven new gates begins once the gates are operational, or if leases are established prior to the gates opening. Wyatt explained that revenue begins as soon as the gates are available for use.

Gardner asked whether the airport generates revenue based on gates or passenger volume. Wyatt clarified that the airport collects a Passenger Facility Charge of \$4.39 per passenger.

John Bradshaw adjourned the meeting at 10:35 am.

John Bradshaw, Chair

Date

SALT LAKE CITY DEPARTMENT OF AIRPORTS
MINUTES OF ADVISORY BOARD MEETING

April 08, 2026

Members' Present: Nathan Rafferty- Vice Chair
Lisa Adams *
Hoang Nguyen*
Johnathan Freedman
Dirk Burton
Arlyn Bradshaw
Luz Escamilla*
Tye Hoffmann

Department of Airports:
Bill Wyatt, Executive Director
Brett Christensen, Administration
Melyssa Trnavskis, Director of Design Construction
Nancy Volmer, Communication and Marketing Director
Brian Stetson, ARP Program Director
Eddie Clayson, Director of Maintenance
Celeste Butler, Aviation Services Manager
Dean Warner, Acting IT Director
Shaun Anderson, Acting CFO
Brady Fredrickson, Director of Planning
Treber Anderson, Director of Operations
Todd Mitchell, SLCPD
Cindy Gallo, Airport Communication Manager
Jasen Asay, Airport Communication Coordinator *

Other:
RJ Spratling, WTCU
Anna Wu, WTCU
DeAnndre Hamilton, HDJV
Joseph Trepp, HDJV
Ben Seaman, Atkins Realis
Jared Scarbrough, WSP
Ken Nichols, WSP
Joe Lex, Signature Aviation
Jeff Williams, Flagship
Charles Reste, Flagship

*Brett Paxton, Elias Bangerter, John Michener, Mike Johnson,
Spencer Madanay *

Nathan Rafferty called the meeting, held in-person at the SLCDA Admin Offices Board Room and via Web-Ex to order at 9:03 a.m. (* indicates the party attended virtually)

AGENDA

Minutes

March 11 2026 minutes will be approved at the May meeting.

Director's Report

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

- Light snow this winter did not impact demand. SLC recorded a record 38,531 passengers on March 8. Summer bookings are on track with last year, with stronger domestic than international travel expected.
- April 21st we will go to City Council to get approval of the budget for FY26-27
- Despite disruptions at other airports during the partial government shutdown, SLC maintained smooth operations. Appreciation extended to all who supported the food pantry.

Dirk Burton asked Bill Wyatt to address the news medias reports about the cost of flying out of SLC. Wyatt explained that a Tribune data reporter analyzed airfare trends and found that Salt Lake City is among the most expensive airports to fly from, largely due to its remote location and limited competition on many nonstop routes.

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

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

- Safety, Statistics, and Schedule
 - Trade Hours for the Program Overall; 15,572,402
 - Trade Workers on Site; 354 (on site February)
- Near Term Construction Activities
 - Ancillary – Delta above wing offices – shared access
 - Concourse B East (Ph 4) – Concessions turnover remaining gates
- Airport Redevelopment Program Overall Budget
 - Projected savings – (return to owner reserve) \$26,500,000
 - On time, On Budget
- March Construction Activities – Phase 4
 - Completed level 1 area M back of house epoxy flooring

- Started area N escalator drywall hang, tape & finish
- March Construction Activities – BHS / Ancillary
 - Received & Installed BHS Expansion EDS machines
 - Started terminal BSO office airline millwork, date and power
- Overall Final Gate Phased Delivery
 - Con. B – mid gate activation, July 14, 2026, 4 gates
 - Final Gate Activation; October 27, 2026
- Project Pictures
 - Area N above ceiling IT cable pull
 - Area N escalator

Nathan Rafferty asked why the west bridge is shut down coming in from the parking garage. Melyssa Trnavskis explained that the existing fire door that is now in the ceiling is experiencing some failures. We are replacing that with three fire doors that will be easier to maintain.

Airport Service Quality Survey Results - Nancy Volmer, Director of Communications and Marketing, SLCDCA

Nancy Volmer, Director of Communications and Marketing, presented an update on the ASQ (presentation on file). Main points included were:

- Best Airport in North America 2025
 - Cleanest Airport in North America
 - Most Enjoyable Airport in North America
- ASQ Survey
 - Measures passenger satisfaction at airports worldwide
 - 383 airports worldwide participated
- SLC Passenger Profile
 - Mode of Check-in
 - 86% Online/Mobile check-in
 - Parking Usage
 - 29% Used, 71% Did Not
- What is Most Important to Passengers
 - 40% - Ease of going through security screening
 - 30% - Ease of finding your way
- Global Rankings 2025
 - Overall Experience total 4.31, Ranked 123/380
 - Overall Emotional Score 4.26, Ranked 145/380
- Panel Segment (22 of 383 Participating Airports)
 - 4 of the top 2025 rankings
 - Availability of charging stations, Cleanliness of washrooms, Availability of washrooms, Availability of seats at gate areas
 - 4 of the lower 2025 rankings

- Walking distance inside terminal, ease of finding check-in, Wait time: Security Screening, Courtesy & helpfulness of shopping and dining staff
- Key Highlights
 - Overall Satisfaction
- Notable changes from 2024
 - Increases from 2024
 - Waiting time +0.35, Walking distance +0.20,
 - Decreases from 2024
 - Availability of changing stations -0.03, ease of making connection - 0.01
- SLC Airport Performance Mean Scores by Categories
 - Overall Satisfaction SLC is up from 4.17 in 2022 to 4.47 in 2025
 - Security Screening is up from 4.14 in 2022 to 4.34 in 2025
- ASQ certification
 - We have reached the first level and will now work on the second, that includes
 - Journey mapping
 - Passengers experience on website/app
 - And passengers are getting the information they need

Cleanest Airport in North America – Celeste Butler, Aviation Services Manager, SLCDA

Celeste Butler, Aviation Services Manager, presented on The Cleanest Airport in North America (presentation on file). Main points included were:

- Strong Culture
 - Motivated and proud of their work
 - Shared sense of pride
- Airport Facilities
 - Terminal, Concourses, Gateways
 - Delta Sky Clubs, Customs, Rental Car Areas
 - Nearly 34,000 sq ft
- Outlier Facilities
 - Airport Operations Center, Guard Shacks, Parking Admin Bldg.
- Operations
 - Site managers for each shift, close to 400 employees
 - Assistant night manager
 - Onsite recruiter
 - FY23 there were 277 employees, FY26 409
- Operations
 - Industry average is a 70% turnover rate, it has decreased over the years
- Scope of Work

- Gate Hold cleaning is done at night
- All glass cleaning is done by flagship
- Trash & Recycling collection
- Overnight Detailing
 - Overnight detailing is the only time cleaning of the whole airport can take place
 - Carpet extractions, jet bridges, escalators, moving walkways
- Rapid Bio & Flood Cleanup
 - Every shift is staffed with a response team that is trained to handle any mess
- Efficiency & Innovations
 - Adapt or become obsolete
 - Data is received by the autonomous units
- Quality Control
 - Quarterly testing on chemicals such as ATP
 - Quality inspections daily
- Specialty Art Cleaning
 - Multiple art pieces are inspected every night to ensure cleanliness
- Conclusion
 - Inclusion & Teamwork
 - We take pride in keeping the airport clean. From the jet bridge when they got off the plane to the passenger leaving the facility.

Rafferty noted that the team should feel proud of their work, which often goes underappreciated. Rafferty then asked about the square footage maintained by Flagship. Celeste Butler responded that the team maintains approximately 20 acres of terrazzo flooring.

Nathan Rafferty adjourned the meeting at 10:28 am.

John Bradshaw, Chair

Date



Advisory Board
Meeting

June 10 2026

Discussion Items

AGENDA: DISCUSSION ITEM (A)
DATE: 10 June 2026
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: Executive Director's Report

Bill Wyatt, Executive Director, will present a monthly informational report to the Board, which may include:

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

AGENDA: DISCUSSION ITEM (B)
DATE: 10 June 2026
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: Airport Redevelopment Program Update

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



AIRPORT REDEVELOPMENT PROGRAM

Status Update 6/10/2026



Safety, Statistics and Schedule



Safety Statistics

Numbers for Last Month

- **OSHA National Average**
 - **Lost Time Rate 1.50 Recordable Rate 2.40**
- **HDJV Metrics**
 - **15,715,723 Total Trade Hours worked**
 - **Lost Time Rate 0.18 Recordable Rate 1.90**

Trade Hours for the Program Overall

- **ARP Metrics (HDJV+AOJV)**
 - **17,877,217 Total Trade Hours worked**

Trade Workers on Site

- **350 Trade Workers (on Site April)**

Schedule Status and Critical Path

- **NCP Phase 4 – Completion of Concourse Final Finishes & Millwork**
- **NCP Phase 4 – Completion of Overhead & In-Wall Mechanical, Electrical & Plumbing**
- **NCP Phase 4 – Completion of Civil Paving & Installation of Passenger Boarding Bridges**
- **Terminal – Completion and Activation of Baggage Handling Expansion**
- **Overall Program is on Schedule**

Near Term Construction Activities



| Target Date | Current Date | Description |
|-------------|--------------|---|
| 06/05/26 | 06/05/26 | Ancillary - Delta Ramp Agent Office Turnover |
| 06/08/26 | 06/08/26 | Concourse B East (Ph 4) - Aircraft Test-Fit Readiness Southwest Mid-Gates |
| 06/08/26 | 06/08/26 | Ancillary - Delta Tow Space - Start Construction |
| 06/12/26 | 06/12/26 | Ancillary - Terminal Dynamic Backwall - Display 2 Static Image |
| 06/12/26 | 06/12/26 | Ancillary - BHS Reconfiguration - New CBIS/CBRA Buildout Completion |
| 06/15/26 | 06/15/26 | Concourse B East (Ph 4) - TCO Initial Inspection Southwest Mid-Gates |
| 06/16/26 | 06/16/26 | Ancillary - Delta Canopy & Offices - Start Steel Erection |
| 06/26/26 | 06/26/26 | Concourse B East (Ph 4) - Finish Millwork Installation Level 1 Area N FOH |
| 06/26/26 | 06/26/26 | Concourse B East (Ph 4) - Finish Millwork Installation Level 2 Area N |
| 06/30/26 | 06/30/26 | Concourse B East (Ph 4) - SIDA Southwest Mid-Gates |
| 07/14/26 | 07/14/26 | Concourse B East (Ph 4) - Southwest Mid-Gate Opening (4-Gates) |

Overall Airport Redevelopment Program Budget



| | Budget 05/28/26 FOC | Committed Apr-26 | Commitments May-26 | Revised Commitments | Earned to Date | Estimate at Completion |
|--|------------------------|------------------------|-----------------------|------------------------|------------------------|---------------------------|
| Closed TRP CGMPs 1,2,2A-2D,3-7,9,9A,10,11,11A&12 | \$2,682,828,849 | \$2,682,828,849 | \$0 | \$2,682,828,849 | \$2,682,828,849 | \$2,682,828,849 |
| Closed NCP CGMPs 13,14,15,16,17,18 & 19 | \$487,852,444 | \$487,852,444 | \$0 | \$487,852,444 | \$487,852,444 | \$487,852,444 |
| CGMP 2E & F CMAR General Conditions/Services | \$99,720,169 | \$99,720,169 | \$0 | \$99,720,169 | \$99,720,169 | \$99,720,169 |
| CGMP 2G CMAR Preconstruction Phase 4 | \$51,154,016 | \$51,154,015 | \$0 | \$51,154,015 | \$32,711,043 | \$51,154,016 |
| CGMP 11B Apron Paving & Fueling | \$71,572,558 | \$71,572,558 | \$0 | \$71,572,558 | \$52,585,388 | \$71,572,558 |
| CGMP 19A Phase 3 NCP/Tunnel Buildout | \$370,404,403 | \$370,958,518 | (\$554,115) | \$370,404,403 | \$370,404,403 | \$370,404,403 |
| CGMP 20 NCP Phase 2 Airfield Paving & Jet Fuel | \$68,969,317 | \$69,234,348 | (\$265,031) | \$68,969,317 | \$68,969,317 | \$68,969,317 |
| CGMP 22 & 22F Phase 4 Concourse | \$595,522,129 | \$595,522,129 | \$0 | \$595,522,129 | \$534,860,358 | \$595,522,129 |
| CGMP 24 Phase 4 Airfield | \$56,185,409 | \$56,185,409 | \$0 | \$56,185,409 | \$45,464,407 | \$56,185,409 |
| Total Program Construction | \$4,484,209,294 | \$4,485,028,439 | (\$819,146) | \$4,484,209,293 | \$4,375,396,378 | \$4,484,209,294 |
| TRP Owner Procurement | \$5,869,161 | \$5,869,161 | \$0 | \$5,869,161 | \$5,869,160 | \$5,869,161 |
| NCP Owner Procurement | \$3,126,328 | \$3,126,328 | \$0 | \$3,126,328 | \$1,860,182 | \$3,126,328 |
| Security Checkpoint Equipment | \$12,751,472 | \$11,751,472 | \$0 | \$11,751,472 | \$7,848,061 | \$12,751,472 |
| Automated Security Exit Door Equipment | \$917,430 | \$914,453 | \$0 | \$914,453 | \$914,453 | \$917,430 |
| TRP Soft Cost | \$352,631,983 | \$352,631,983 | \$0 | \$352,631,983 | \$352,609,367 | \$352,631,983 |
| NCP Soft Cost Phases 1&3 | \$164,496,040 | \$163,962,452 | \$0 | \$163,962,452 | \$160,497,421 | \$164,496,040 |
| NCP Soft Cost Phase 4 | \$91,608,124 | \$77,169,426 | 6,785,797 | \$83,955,223 | \$63,509,218 | \$91,608,124 |
| Total Program Soft Cost | \$631,400,538 | \$615,425,275 | \$6,785,797 | \$622,211,072 | \$593,107,862 | \$631,400,538 |
| ARP Owner Reserve | \$19,363,230 | \$0 | \$0 | \$0 | \$0 | \$19,363,230 |
| Total ARP Program Budget | \$5,134,973,062 | \$5,100,453,714 | \$5,966,651 | \$5,106,420,365 | \$4,968,504,240 | \$5,134,973,062 |

Projected Spend to Completion - \$137,916,125

- Projected Savings (return to Owner Reserve) - \$27,500,000

March Construction Activities – Phase 4



CGMP 22 North Concourse Phase 4 Building

- Completed Remaining Passenger Boarding Bridges Installation
- Completed Level 2 Area L & M Mid-Gate Column Covers
- Completed Level 1 Area N Lower Holdroom Carpet
- Completed Level 1 Area N Loading Dock Epoxy Paint
- Completed Area N Escalator Terrazzo Stair Tread Placement
- Started Level 2 Construction Separation Wall Demolition & Removal
- Started Level 2 Area M & N Wayfinding & Regulatory Signage
- Started Area N Escalator Phenolic Panels
- Started Level 1 Area N Lower Holdroom Millwork
- Started Level 2 Area N Concessions Node Ceiling Tile Placement
- Started Level 2 Area N Airline Millwork & Glass Railing
- Started Remaining Gate PSDAS System Turn-Up & Commissioning

March Construction Activities – BHS / Ancillary



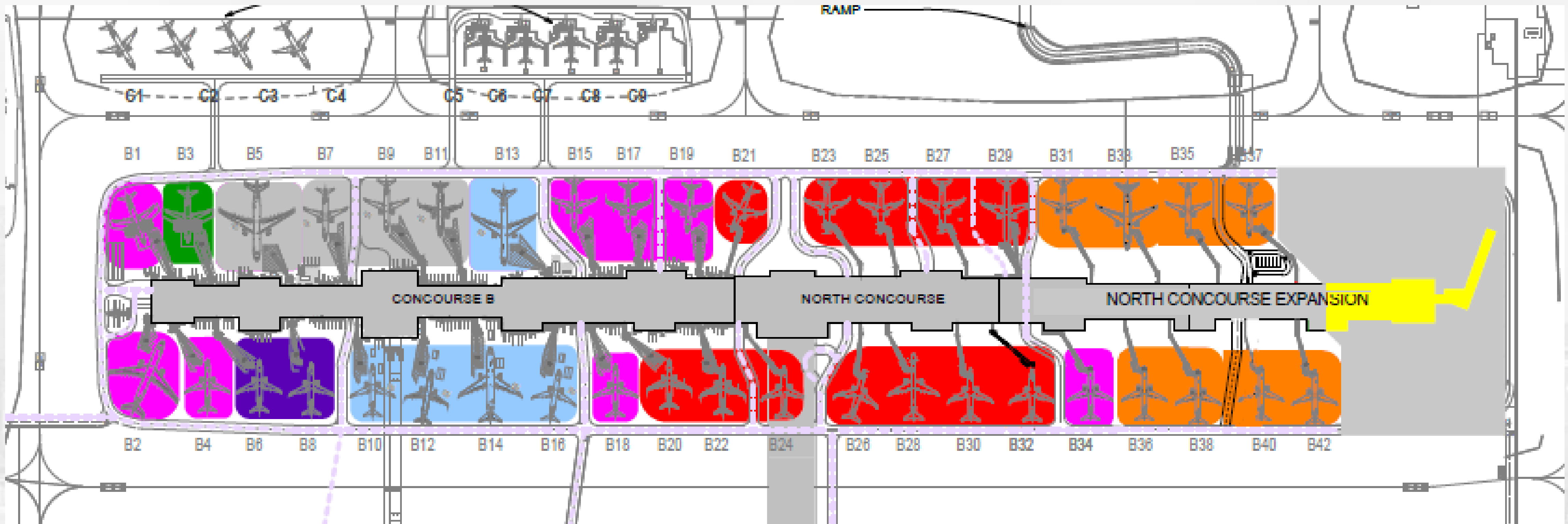
CGMP 11B - Airside Civil

- Continued Excavation for Electrical Ductbank & Drainage Piping
- Started P-306 Lean Concrete & P-506 PCC Paving Placement

BHS Expansion & Ancillary Projects – Campus Wide

- Started Terminal Ticketing Area 2 Dynamic Backwall Modules & Screens
- Started CBRA Inspection Tables Workstations
- Started Concourse B Operational Space Renovation MEP Tie-In

Overall Final Gate Phased Delivery – Concourse B



Concourse B – Mid Gate Activation. 14 July 2026. 4 Gates

- **7 Gates Remain to Activate. 27 October 2026**

- Red - Delta. 12 Gates
- Orange - Southwest. 8 Gates
- Blue - United. 5 Gates
- Purple - Alaska. 2 Gates
- Green - Frontier. 1 Gate
- Pink - Common Use. 8 Gates
- Gray - American. 4 Gates

Overall Final Gate Phased Delivery – Concourse B



Concourse B – Final Gate Activation. 27 October 2026. 7 New Gates

- Red - Delta. 19 Gates
- Orange - Southwest. 8 Gates
- Blue - United. 5 Gates
- Purple - Alaska. 3 Gates
- Green - Frontier. 1 Gate
- Pink - Common Use. 7 Gates
- Gray - American. 4 Gates

Concourse B View to the West



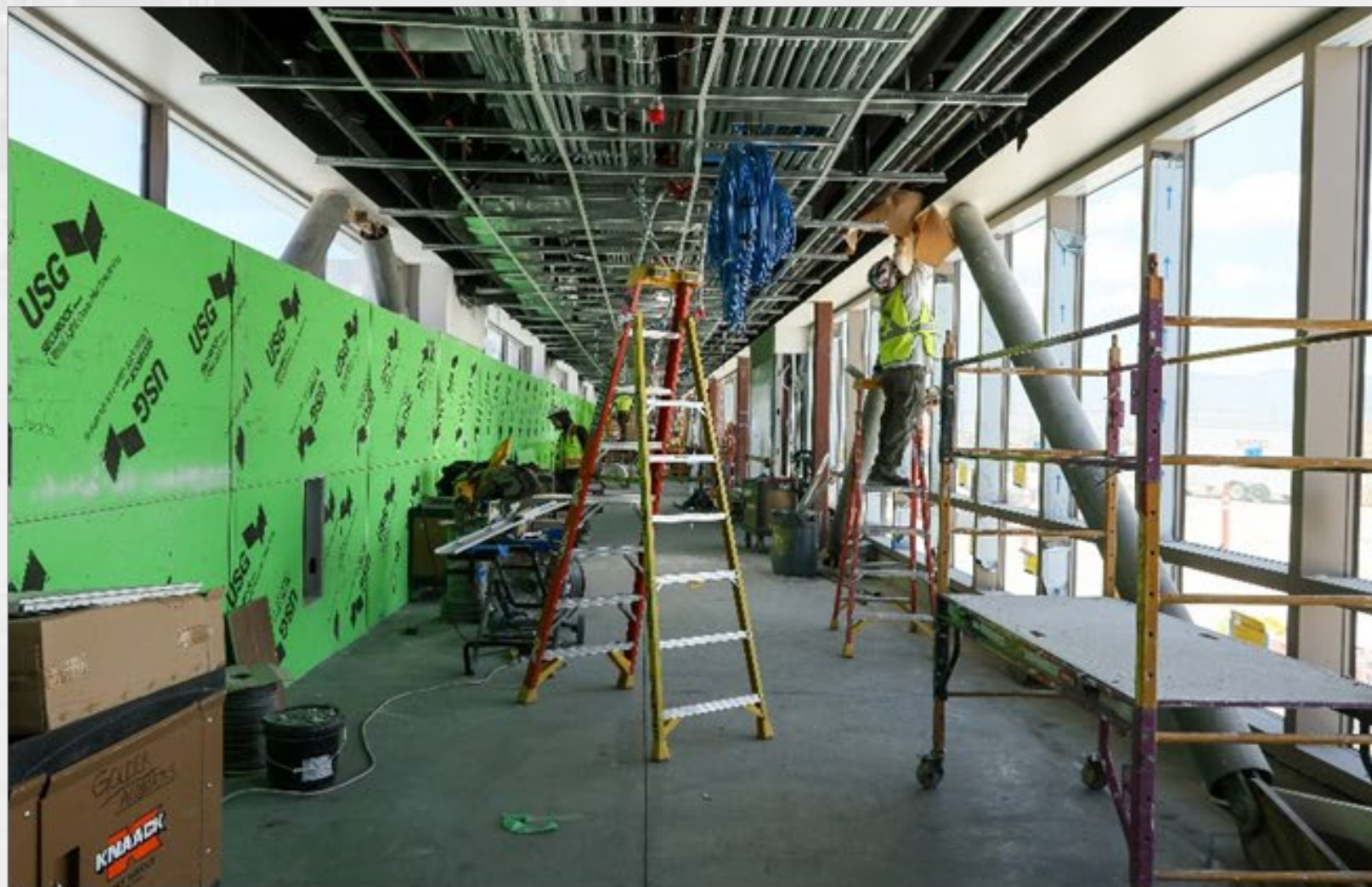
Concourse B – Level 1



Area N Bus Shelter Holdroom Carpet



Area N Bus Shelter Holdroom Millwork

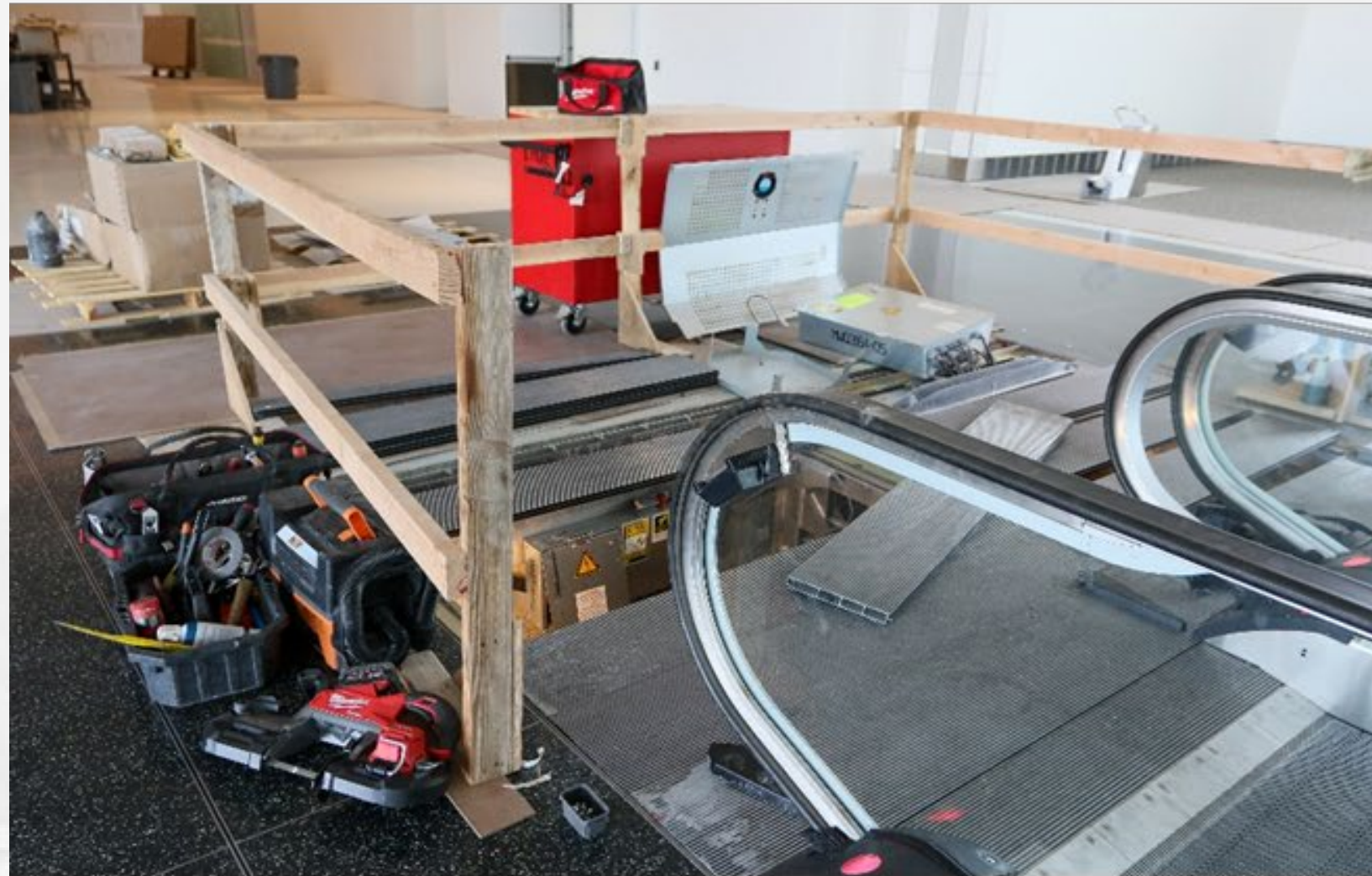


Area P Bus Shelter



Area P Bus Shelter

Concourse B – Level 2



Area L Moving Walkway Start-up



Area M South Holdrooms



Area N Air Diffuser Painting



Area N Holdroom Millwork

Concourse B – Exterior and Airside Civil



South Transfer Pier & Headache Bar



Area M Exterior Panel Punchlist



TW H Communications Duct Bank



TW H P-306 Pavement

Concourse B – Final Passenger Boarding Bridges



Rotunda at Gate B45



PBB at Gate B41



Fixed Walkway at Gate B46

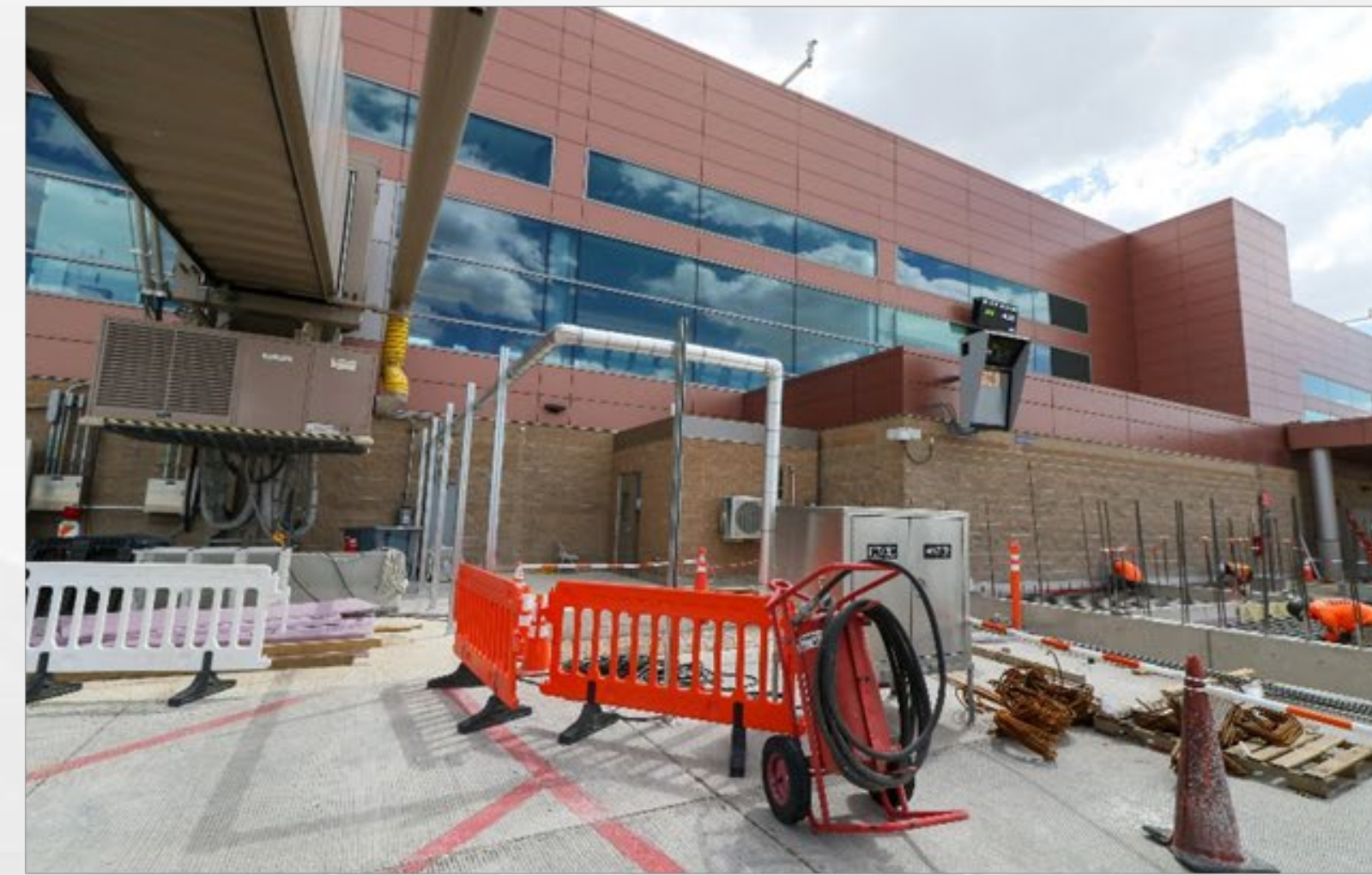


Final PBB at Gate B48

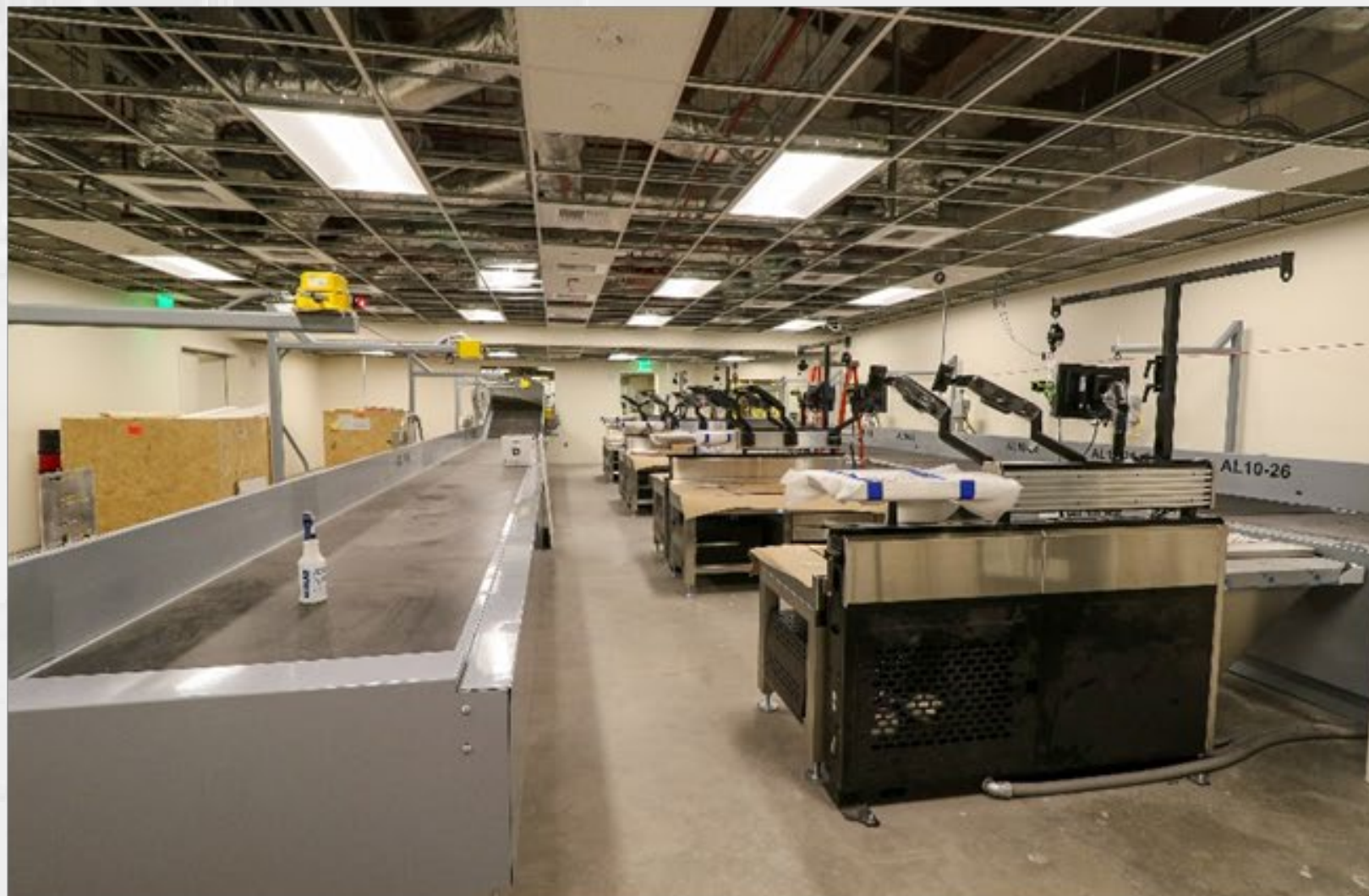
Terminal – BHS Expansion and Ancillary Projects



Bulletin 430 Terminal Ticketing Backwall Display



Bulletin 550 Gate B19 Delta Cargo Canopy Area



BHS Expansion CBRA Room



BHS Expansion TSA Space

AGENDA: DISCUSSION ITEM (C)
DATE: 10 June 2026
TO: Airport Advisory Board
FROM: Bill Wyatt, Executive Director
SUBJECT: SLC General Aviation "East Side" Update

Shane Andreasen, Director of Real Estate & Commercial Development, SLCDCA will present on SLC General Aviation "East Side" Update - (presentation on file).



SLC GENERAL AVIATION “EAST SIDE” UPDATE
SHANE ANDREASEN, DIRECTOR OF REAL ESTATE & COMMERCIAL DEVELOPMENT

06/10/2026



Topics & Agenda



- What has happened in the market the last few years?
- How has SLCDA responded?
- How does SLCDA lease land and what is the structure of the leases?
- What activities take place on the East Side of SLC?
- What are the zones and why?
- What has been built since 2020?
- What is under construction now or soon?
- What are future opportunities?

Background



- Migration of Piston Driven Aircraft from SLC to SVR and TVY Necessary
- Development of Replacement Hangar Capacity Elsewhere
- Dramatic Growth in Corporate/ Business Aviation (During and Post-COVID)
- Interest in Providing Commercial Activities
- Interest & Growth Drove Need to Update Title 16 of City Code & Adopt Minimum Standards for Commercial Aeronautical Activities (December 2024)
- Released Fixed Base Operator (FBO) Request for Proposals for SVR (March 2025)
- SVR FBO Transitioned to SkyShare (April 1, 2026)

Survey: New since Covid flyers are sticking with private jets

Despite a 24% increase in private jet charter prices since 2020, new flyers are continuing to use private jets.

By Doug Gollan, October 14, 2023

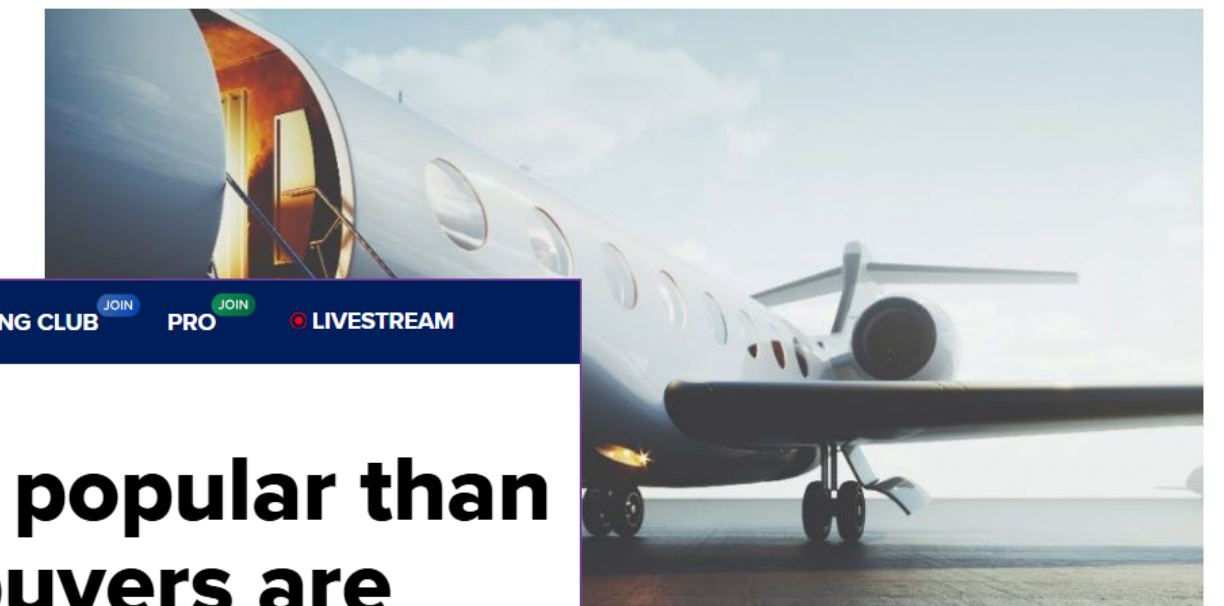


Chief Executive INSIGHTS EVENTS NETWORKS BENCHMARKS COACHING

Private Aviation Benefits From A Pandemic Pickup

November 22, 2021 Dale Buss

High-net-worth individuals and private-company owners have driven the late-Covid boom in private aviation, but industry experts say corporate is coming.



CNBC MARKETS BUSINESS INVESTING TECH POLITICS VIDEO INVESTING CLUB PRO LIVESTREAM

FARNBOROUGH AIRSHOW

Private jet use is more popular than ever — and first-time buyers are driving record sales

PUBLISHED TUE, JUL 19 2022-9:38 AM EDT

Sam Meredith
@IN/SAMUELMEREDITH
@SMEREDITH19

KEY POINTS

- Business has been booming for some time for major private jet manufacturers.
- “We have seen very robust, significant activity for about the last 18 months continuing here into the third quarter,” said Scott Neal, senior vice president of worldwide sales at Gulfstream.
- Data from Transport & Environment shows that private jets are up to 14% more polluting than commercial planes per passenger, and up to 50 times more polluting than trains.

FlightGlobal

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BUSINESS AVIATION

Has business aviation demand reached a new normal in the USA?

By Murdo Morrison | 27 September 2024



Minimum Standards



- Ensure safe, efficient and adequate levels of services are offered to the public
- Protect airport users from unlicensed and unauthorized products and services
- Maintain and enhance the availability of adequate services for all airport users
- Promote the orderly development of airport land
- Ensure the economic health of all on-airport operators
- Ensure the efficient use of navigable airspace
- Ensure fair and consistent treatment of similarly situated service providers



**MINIMUM STANDARDS
FOR
COMMERCIAL AERONAUTICAL ACTIVITIES
AT
SALT LAKE CITY INTERNATIONAL AIRPORT (SLC)**

*Adopted: December 2024
Current as of: December 2024*



**MINIMUM STANDARDS
FOR
COMMERCIAL AERONAUTICAL ACTIVITIES
AT
SOUTH VALLEY REGIONAL AIRPORT (U42)
TOOELE VALLEY AIRPORT (TVY)**

*Adopted: December 2024
Current as of: December 2024*

Lease Structures

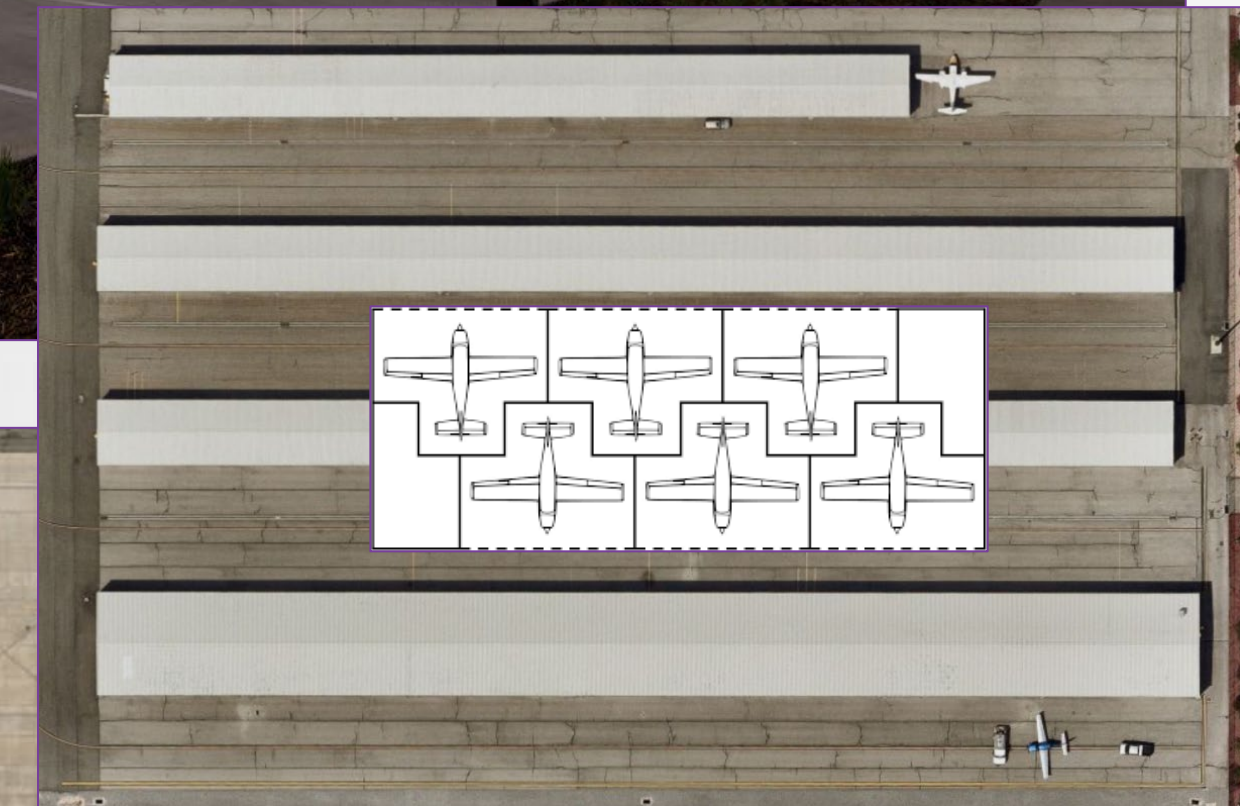


- Phased Demolition of T-Hangars & Other Sites
- Phased Development with Consideration for Existing Tenants First
- 20-50 Year Lease Terms Based on Investment (FAA and Utah Law Prohibit More than 50 Years)
- Standard Ground Rent at Appraised Values for Term (Appraisals to Modernize Rates in Process)
- Strict Permitted Uses (Commercial Activity)
- Improvements Ownership Reverts to the Airport at End of Term (Ensures Airport Remains Owner of Land)
- Ability to Lease Back at Fair Market Values
- Insurance, Bonds, Federal Non-Discrimination Requirements
- Airport Provides Roadways and Taxiway Connections (if Necessary) & Utilities to Lease Boundaries
- Tenants Responsible for Everything Else

SLC's East Side Activities



- FBOs: Fuel, Short/Long Term Storage, Maintenance, Charters, Catering, Cleaning, etc.
- Aircraft Storage: T-Hangars & Shade Hangars Owned & Leased by SLCDA to Private Individuals / Companies
- Corporate Hangars: Storage of Corporate Owned Aircraft
- Utah Air National Guard
- Boeing Manufacturing Facility
- Commercial Aeronautical Services Providers (Minimum Standards)



East Side Zones



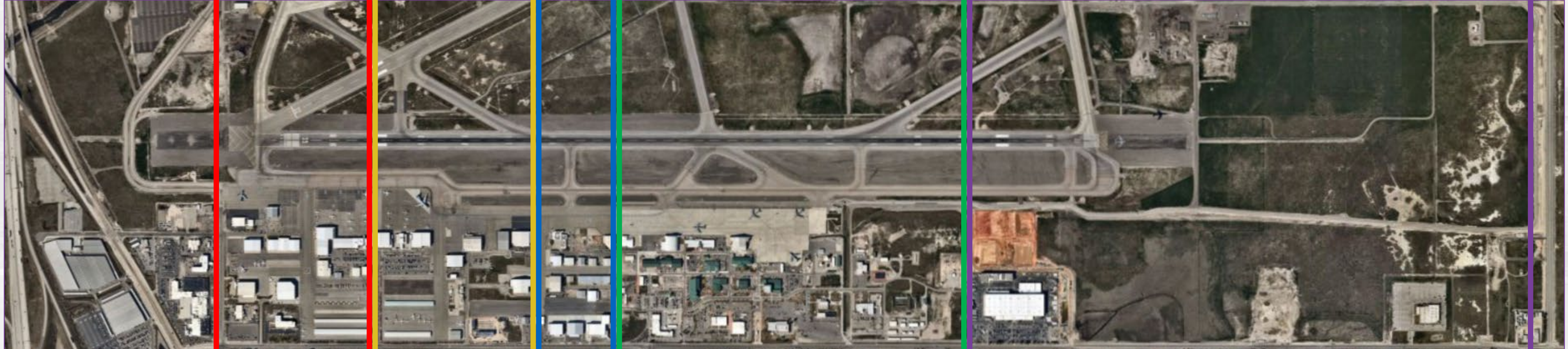
Zone 1: Signature Aviation, State of Utah, National Weather Service, Flight Safety, T-Hangars



Zone 3: Fire Station 11, University of Utah U Med, Salt Lake Community College, Corporate Hangars



Zone 5: Boeing, Sky Harbour, Future State of Utah Campus, 149 Acres of Developable Land (Right of First Refusal for Boeing)



Zone 2: Atlantic Aviation, Fuel Farms, T-Hangars, Corporate Hangars



Zone 4: Utah Air National Guard



Zone 3 Developments – Complete



Zone 3 Developments – Underway



Zones 1, 2 and 4 Developments – Upcoming



Signature Aviation FBO

- 3 New Corporate Hangars in Phases

Atlantic Aviation FBO

- 2 New Corporate Hangars

Utah Air National Guard (UANG)

- \$145M Expansion

The screenshot shows a news article from KSL.com. The headline is "Utah secures major wins in \$900-billion defense bill". The byline is "By Cami Mondeaux, Deseret News | Posted - Dec. 18, 2025 at 7:15 a.m.". The article features a photograph of a fighter jet flying over a mountain range. A callout box at the bottom of the screenshot contains the following text:

- **\$145 million** for a Utah Air National Guard-led land conveyance and expansion project at Salt Lake City International Airport.



Zone 5 Developments – Underway & Upcoming

SkyHarbour

- \$46M Investment
- Four 37,000 SF Hangars, Parking, Aircraft Apron

State of Utah Multi Agency Campus

- \$30 - \$35M Investment
- 65,000 SF Facility
- UDOT Division of Aviation, Division of Natural Resources, Utah Highway Patrol, Civil Air Patrol
- Facilities, Parking, Apron, Helicopter Landing Pad

Approx. \$180M Combined (Tenant & SLCDA) Investments in East Side Since 2021; \$345M with UANG

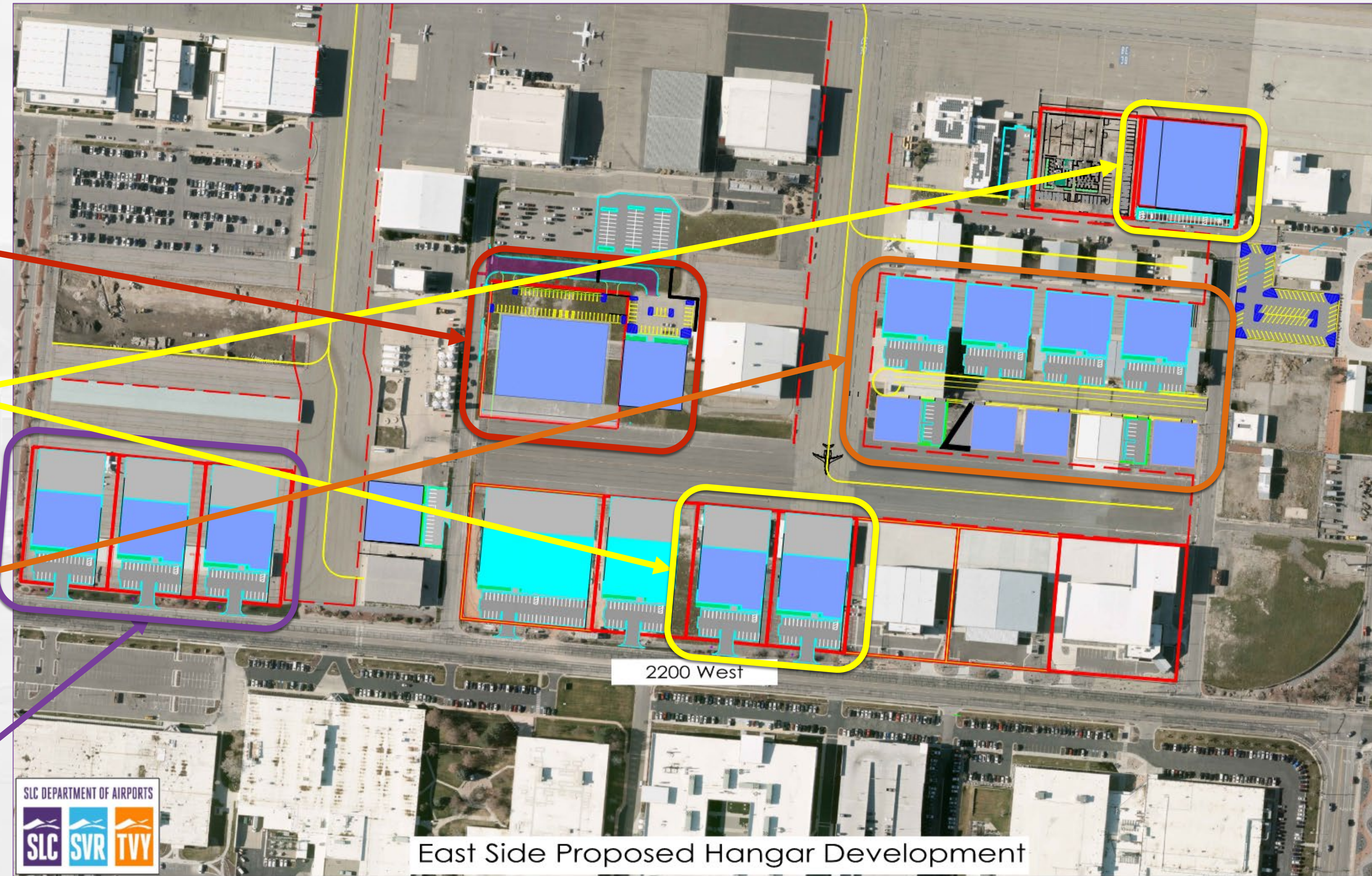


Upcoming & Future Opportunities



Continued Phased Redevelopment of Zone 3

- Relocation of 2300 W Street to Enable Large Hangar Construction Site (Underway)
- Current U Med & SLCC Sites
- Phased Demolition of Existing Facilities & Development of 4 New Large Hangars; Smaller Hangar Sites Available Now
- Right of First Refusal Areas in FBO Leases





Questions?



Advisory Board Meeting

June 10, 2026

Media Clippings

<https://slairport.com/assets/pdfDocuments/AABoard/June2026ClippingPacket.pdf>

Compiled by the Communication & Marketing Dept.



**June 2026
Media Clippings**

Advisory Board Meeting

Compiled by Communication & Marketing Dept.

| SLCDA Airport Advisory Board June 2026 | | | |
|---|-----------------------|---|---------------------|
| Date | Media Outlet | Subject | Market Value |
| 5/6/2026 | AOL | Airports with most flight disruptions | |
| 5/7/2026 | KUTV | Repaving work on Terminal Dr | \$ 4,311.74 |
| 5/7/2026 | ABC4 | Repaving work on Terminal Dr | \$ 1,326.00 |
| 5/7/2026 | Town Lift | SLC to raise parking rates | \$ 671.73 |
| 5/8/2026 | KUTV | Repaving work on Terminal Dr | \$ 553.28 |
| 5/8/2026 | ABC4 | Repaving work on Terminal Dr | \$ 1,251.72 |
| 5/8/2026 | KSL | Repaving work on Terminal Dr | \$ 2,655.05 |
| 5/8/2026 | Fox 13 | Repaving work on Terminal Dr | \$ 8,487.83 |
| 5/8/2026 | KPCW | Repaving work on Terminal Dr | \$ 842.69 |
| 5/8/2026 | KUER | Repaving work on Terminal Dr | |
| 5/9/2026 | KUTV | Repaving work on Terminal Dr | \$ 5,763.78 |
| 5/9/2026 | KSL | Repaving work on Terminal Dr | \$ 1,422.84 |
| 5/9/2026 | Fox 13 | Aviation career fair | \$ 12,426.38 |
| 5/10/2026 | KUTV | Repaving work on Terminal Dr | \$ 487.16 |
| 5/10/2026 | ABC4 | Repaving work on Terminal Dr | \$ 4,040.44 |
| 5/10/2026 | Airways Mag | Alaska expands service | \$ 574.54 |
| 5/11/2026 | KUTV | Repaving work on Terminal Dr | \$ 3,047.66 |
| 5/11/2026 | KSL | Repaving work on Terminal Dr | \$ 7,722.13 |
| 5/11/2026 | KSL Radio | Repaving work on Terminal Dr | |
| 5/11/2026 | Axios SLC | SLC to raise parking rates | \$ 153,599.35 |
| 5/11/2026 | Aviation A2Z | Alaska expands service | |
| 5/12/2025 | KSL | Repaving work on Terminal Dr | \$ 528.96 |
| 5/12/2026 | Utah Public Radio | Repaving work on Terminal Dr | \$ 229.76 |
| 5/12/2026 | KHOV (Houston) | Street pricing at airports | \$ 35,256.61 |
| 5/12/2026 | Infotren | Repaving work on Terminal Dr | |
| 5/13/2026 | KUTV | Windstorm affects flights at SLC | \$ 10,081.86 |
| 5/13/2026 | KSL Radio | Power outage at SLC Airport | |
| 5/13/2026 | KHOV (Houston) | Street pricing at airports | \$ 2,851.17 |
| 5/13/2026 | Go2Tutors | Airports travelers love | \$ 119.34 |
| 5/14/2026 | KNRS | Windstorm affects flights at SLC | |
| 5/15/2026 | The Salt Lake Tribune | SLC raising taxes and fees | \$ 16,139.28 |
| 5/15/2026 | KUTV | The New SLC update | \$ 3,178.08 |
| 5/15/2026 | KSL | The New SLC update | \$ 3,445.82 |
| 5/16/2026 | KUTV | The New SLC update | \$ 920.81 |
| 5/16/2026 | KUTV | SLC Airport to receive federal grant | \$ 18,003.20 |
| 5/16/2026 | ABC4 | SLC Airport to receive federal grant | \$ 7,496.48 |
| 5/16/2026 | KSL | SLC Airport to receive federal grant | \$ 28,073.80 |
| 5/16/2026 | Fox 13 | The New SLC update | \$ 633.50 |
| 5/16/2026 | KSL Radio | SLC Airport to receive federal grant | |
| 5/17/2026 | KUTV | SLC Airport to receive federal grant | \$ 747.32 |
| 5/18/2026 | KUTV | SLC Airport to receive federal grant | \$ 3,847.13 |
| 5/18/2026 | KSL | SLC Airport to receive federal grant | \$ 1,303.76 |
| 5/18/2026 | KSL Radio | SLC Airport to receive federal grant | \$ 1,121.54 |
| 5/18/2026 | Utah Public Radio | SLC one of most turbulent airports | |

| | | | |
|-----------|-----------------------|---|---------------|
| 5/18/2026 | Utah News Dispatch | SLC Airport to receive federal grant | |
| 5/18/2026 | NewsBreak | SLC Airport to receive federal grant | \$ 123,495.88 |
| 5/18/2026 | News from the States | SLC Airport to receive federal grant | |
| 5/19/2026 | KSL | SLC Airport to receive federal grant | \$ 1,041.74 |
| 5/19/2026 | KPCW | SLC Airport to receive federal grant | \$ 842.69 |
| 5/19/2026 | Town Lift | SLC Airport to receive federal grant | \$ 671.73 |
| 5/19/2026 | Only in Your State | U.S. Airport cost rankings | |
| 5/20/2026 | KUTV | Memorial Day Travel | \$ 3,174.58 |
| 5/20/2026 | ABC4 | Memorial Day Travel | \$ 8,462.76 |
| 5/20/2026 | Brightgram | SLC Airport to receive federal grant | \$ 779.31 |
| 5/21/2026 | KUTV | Memorial Day Travel | \$ 11,121.64 |
| 5/21/2026 | ABC4 | Memorial Day Travel | \$ 768.53 |
| 5/21/2026 | KSL | Memorial Day Travel | \$ 251.20 |
| 5/21/2026 | Fox 13 | Memorial Day Travel | \$ 1,365.12 |
| 5/21/2026 | KSL Radio | Memorial Day Travel | \$ 1,121.54 |
| 5/22/2026 | Sanoma County | Delta adds SLC-STS service | |
| 5/22/2026 | Parade | Delta adds SLC-STS service | \$ 234,480.00 |
| 5/23/2026 | KSL TV | Memorial Day Travel | \$ 4,650.00 |
| 5/23/2026 | Simple Flying | Delta adds SLC-STS service | |
| 5/23/2026 | KCBS | Delta adds SLC-STS service | |
| 5/24/2026 | The Salt Lake Tribune | ICE Flights | \$ 16,140.00 |
| 5/24/2026 | KSL Radio | Memorial Day Travel | |
| 5/26/2026 | The Points Guy | Delta adds SLC-STS service | \$ 34,390.00 |
| 5/26/2026 | Daily News Blog | Delta adds SLC-STS service | |
| 5/26/2026 | NewsBreak | Delta adds SLC-STS service | \$ 123,495.88 |
| 5/27/2026 | KUTV | SLC Airport holds triannual drill | \$ 993.65 |
| 5/27/2026 | Newsbreak | SLC Airport holds triannual drill | \$ 123,495.88 |
| 5/28/2026 | KUTV | SLC Airport holds triannual drill | \$ 2,477.76 |
| 5/28/2026 | KSL | SLC Airport holds triannual drill | \$ 2,321.14 |
| 5/28/2026 | Fox 13 | SLC Airport holds triannual drill | \$ 2,321.80 |
| 5/29/2026 | KUTV | SLC Airport holds triannual drill | \$ 302.23 |
| 5/29/2026 | KSL | SLC Airport holds triannual drill | \$ 5,174.65 |
| 5/29/2026 | KSL Radio | Weather causes delays at SLC | |
| 5/29/2026 | Airport Architecture | Airport passenger tunnels | \$ 588,484.37 |
| 5/30/2026 | Infonasional | SLC Airport holds triannual drill | |
| 5/30/2026 | Harian Basis | SLC Airport holds triannual drill | |
| 5/30/2026 | Travel and Tour World | SLC Airport holds triannual drill | \$ 254,569.25 |
| 6/1/2026 | ABC4 | Volaris begins service at SLC | \$ 1,430.52 |
| 6/1/2026 | KSL | Volaris begins service at SLC | \$ 28,073.80 |
| 6/1/2026 | Telemundo | Volaris begins service at SLC | |
| 6/1/2026 | NewsBreak | Volaris begins service at SLC | \$ 123,495.88 |
| 6/1/2026 | Travel and Tour World | Volaris begins service at SLC | |
| 6/1/2026 | News USA-Today | Volaris begins service at SLC | \$ 111.67 |
| 6/2/2026 | The Deseret News | Volaris begins service at SLC | \$ 22,318.07 |
| 6/2/2026 | ABC4 | Volaris begins service at SLC | \$ 555.00 |
| 6/2/2026 | KSL Radio | Volaris begins service at SLC | |
| 6/2/2026 | EIN Presswire | SLC Airport terrazzo project wins award | \$ 2,062.44 |

SLC Airport News

Full-scale emergency exercise tests airport readiness

May 29, 2026, 10:00 AM



Two Delta Airlines planes pass by each other on the tarmac at Salt Lake City International Airport on Saturday, Sept. 14, 2024. (Chuck Wing, Deseret News)

BY DEBBIE WORTHEN

KSLTV.com

Share



SALT LAKE CITY — [Salt Lake City International Airport](#) transformed a nearby parking lot into the scene of a simulated disaster Thursday morning as crews responded to a mock plane crash, complete with fire, structural collapse and more than 100 volunteer passengers in need of rescue.

The Federal Aviation Administration mandates this type of full-scale exercise every three years, and today's drill was designed to push responders through a complex, multi-phase emergency.

"This is a very complex, coordinated effort," said Captain Tony Stowe of the Salt Lake City Fire Department. "We're gonna have structural collapse components; there are multiple phases."

According to Stowe, five teams were deployed from Salt Lake City Fire, along with several other agencies, to handle everything from fire suppression to search and rescue inside a simulated building struck by the aircraft.

As a real plane landed just miles away, crews rushed toward a staged crash site where another aircraft, this one part of the drill, had "run off the runway, hit a building and caught fire."

Volunteers scattered across the scene played injured passengers, some crying, some calling for help, all adding to the realism.

"This is a very unique training simply because we have so many patients today," Stowe noted.

Airport spokesperson Nancy Volmer said the exercise has been in the works for a year and a half.

"We've been planning this for about 18 months," she said. "We're making sure our emergency preparedness plan translates well from paper to practice. This serves the public and our passengers."

The drill tested nearly every layer of emergency response, including: Incident Command System, Airport Emergency Operations Center, Medical triage procedures, Helicopter operations and Structural collapse rescue.

Fire crews emphasized that while they hope never to face such a catastrophe, preparation is non-negotiable.

"We don't train for 'when was the last time,'" Stowe said. "We train for the 'what if.'"

Exercises like this are designed to reveal gaps, strengthen communication, and ensure that if a real mass casualty event ever occurs, responders can act quickly and cohesively.



Large-scale simulated emergency tests SLC airport readiness

SALT LAKE CITY — A parking lot near the Salt Lake City International Airport became the scene of a simulated disaster Thursday.

Crews practiced responding to a mock plane crash, complete with fire, structural collapse and more than 100 volunteer passengers in need of rescue.

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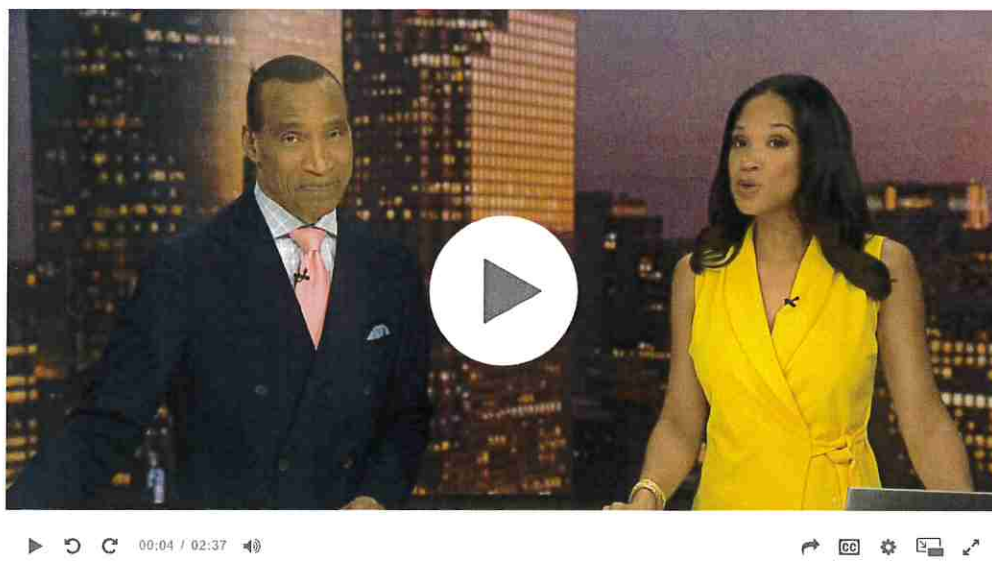
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INVESTIGATIONS

KHOU 11 Investigates: These airports ban markups on food and drinks

Houston Airport's pricing policy allows markups beyond other major airports due to a lack of strict pricing formulas, leaving travelers overpaying, KHOU 11 finds.



Author: Jeremy Rogalski
Published: 10:25 PM CDT May 12, 2026
Updated: 10:25 PM CDT May 12, 2026



HOUSTON — KHOU 11 Investigates discovered that loopholes in the pricing policy at Houston Airports would never fly at two other major airports in the country.

Houston Airports has a "street plus 15%" policy, meaning products should not cost more than 15% above comparable off-airport locations. But "there is not a single formula used to determine those comparable prices," according to Director Jim Szczesniak. The loosely defined policy can leave travelers paying more than double for some items than what they would pay on the street, according to a KHOU 11 analysis.

Airport Pricing vs Street Pricing



Tap a red bar or the percentage to see the location, price comparisons, airport policy and KHOU's methodology.

Vendor

| Item | Airport Price | Street Price Average | Price Increase % |
|--------------------------------|---------------|----------------------|------------------|
| Sour Patch Kids 8 oz | \$8.69 | \$3.66 | 137.6% |
| Pure Life Bottle Water 23.7 oz | \$4.09 | \$1.86 | 120.3% |
| Pure Life Bottle Water 23.7 oz | \$3.89 | \$1.86 | 109.5% |
| Welch's Fruit Snacks 5 oz | \$5.49 | \$2.66 | 106.6% |
| Wonderful Pistachios 6 oz | \$14.99 | \$7.49 | 100.1% |
| Wonderful Pistachios 6 oz | \$14.49 | \$7.49 | 93.5% |
| Takis 3.25 oz | \$4.99 | \$2.59 | 92.7% |
| Takis 3.25 oz | \$4.99 | \$2.59 | 92.7% |
| Dasani Bottled Water 20 oz | \$3.99 | \$2.12 | 87.9% |
| Dasani Bottled Water 20 oz | \$3.99 | \$2.12 | 87.9% |
| PowerAde 20 oz | \$3.99 | \$2.19 | 82.2% |
| Doritos Pringles 5 oz | \$8.49 | \$4.76 | 78.4% |

Consumer advocate Clark Howard called the ambiguity in the policy unacceptable.

"It's not that hard to live up to the letter and spirit of street plus 15," Howard said.

Other airports take a different approach.

"People who travel through Portland pay the same prices here at the airport for snacks, drinks and meals that they would pay on the street," said Chris Czarnecki with Portland International Airport.

Portland International promotes the policy with signage that reads "Know What's Nice? Shopping at Street Price" and "No airport markup here."

"I feel like it's part of our values," Czarnecki said. "It's our core values and it's driven by that."

Salt Lake City International Airport has a similar policy.

"It's not going to cost you any more at the airport than that same item would cost you in downtown Salt Lake City," said Bill Wyatt, the airport's executive director.

Wyatt said the goal is to make sure passengers can buy food or drinks without feeling like they are being overcharged.

"Without feeling like they're getting ripped off," Wyatt said. "Not feel like you got to take out a home mortgage to have a hamburger."

KHOU 11 Investigates asked Houston Airports whether it plans to revisit or tighten its pricing policy. Officials said the next round of contract talks with concessionaires will not take place until 2028.

Got a news tip or story idea? Email us at newstips@khou.com or call 713-521-4310 and include your name and the best way to reach you.

How to Design a Good Airport Tunnel

Denver International Airport will retrofit baggage tunnels as passenger walkways. How can we make them great?



EDWARD RUSSELL

MAY 29, 2026



1



2

Show more

A few years ago I found myself changing terminals at Los Angeles International Airport. The transfer took me into the bowels of the airport and through the original underground tunnels built to connect the satellites and terminals six decades earlier.

What I found in the underground concourse connectors was not Janet Bennett's [lovely mid-century tile mosaics](#) depicting the changing American landscape as seen from transcontinental flight but rather a seemingly endless fluorescent liminal space. Would it ever end?

The tunnel did end, but the inter-terminal tunnels at LAX left one vivid impression: how *not* to design — and “design” may be too strong a word for this seemingly forgotten space — a passenger walkway.

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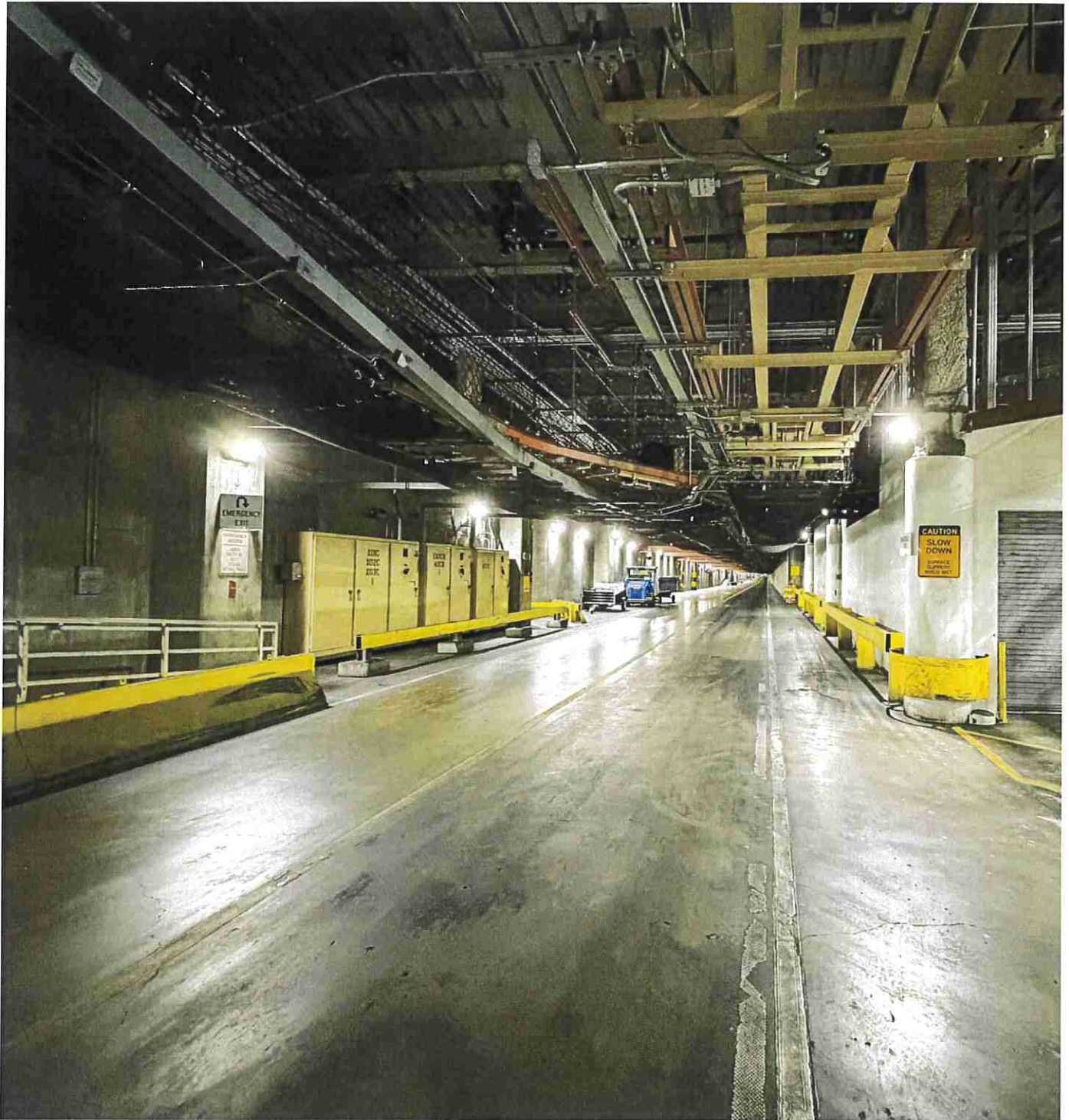
One of the subterranean corridors connecting Terminals 4, 5 and 6 airside at LAX.
([GRAHAMKING/FLICKR](#))

[Hartsfield-Jackson Atlanta International Airport](#), [Chicago O'Hare International Airport](#), [Detroit Metropolitan Airport](#), [Charles de Gaulle Airport](#) in Paris, [Salt Lake City International Airport](#), [Tokyo's Narita Airport](#), and [Washington Dulles International Airport](#), to name a few, boast subterranean transfer spaces used daily by travelers coming to and from planes. Soon, that list will include Denver International Airport.

Denver plans to build [two of its own pedestrian tunnels](#) to complement its increasingly unreliable automated train.¹ By 2028, the 17-foot-wide walkways carved out of existing luggage tunnels between Concourses A and B, and B and C will open.

travelers as an alternative to the train or when they just want to get in their steps. A [bridge](#) already connects Concourse A and the [Fentress Architects-designed Jeppesen Terminal](#) (opened 1995).

There is no blunting it: these are utilitarian corridors that the airport designers never intended for travelers. Possibly [aliens or lizard people](#), but not travelers. The airport has its work cut out for it in turning these working corridors into pleasant, if not great spaces and not a repeat of LAX's [Backrooms](#)-esque liminal corridors.



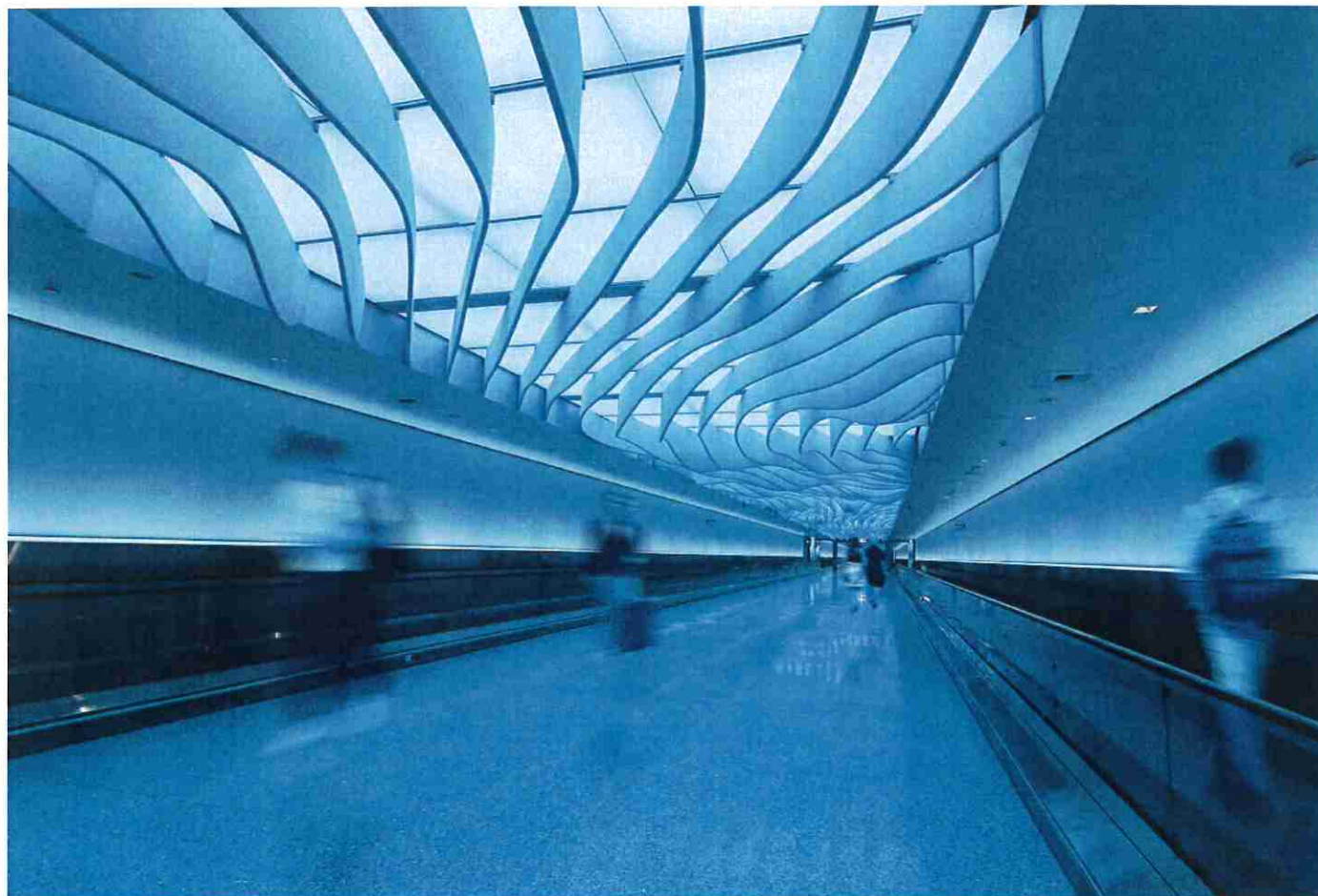
The existing baggage utility corridor under the Denver airport. (DENVER INTERNATIONAL AIRPORT)

“A tunnel is a long transfer space,” Brian Stetson, director of [The New SLC](#) redevelopment program at the Salt Lake City airport, told me. “There’s nothing to do in there, there’s nothing to see, there’s no place to go — you’re just trying to get from one side to the other. You want it to be a pleasant distraction.”

Stetson would know. He oversaw the design and construction of not one but two pedestrian tunnels connecting Concourses A and B as part of the Salt Lake City airport's [HOK-designed terminal](#) that opened in phases since 2020.

The main walkway, the nearly 1,000-foot-long Central Tunnel, is a riverine extension of [artist Gordon Huether's](#) signature airside work "The Canyon" with its own blue lighting and ceiling fins. An aesthetic Stetson described as:

"The idea is it's supposed to remind you of Utah. You're walking along the slot canyon, you go down into the tunnel, now you're down into the river, and then you come onto the other side ... There's music down there, it's brightly colored, and it's a pleasant place to be. When you go down there, you're not making people feel like they're down in a tunnel, it's an open and airy place even though it's not really open or airy — it feels that way."



Salt Lake City airport's Central Tunnel with artist Gordon Huether's "River Tunnel" installation. (SALT LAKE CITY INTERNATIONAL AIRPORT)

Creating a pedestrian tunnel that feels like anything but a tunnel requires taking in account everything from lighting to color, sound, and the total "experience," Gensler Aviation Leader and Design Principal [Terence Young](#) told me.

"No one complains about walking along the Champs-Élysées even though it's a real long walk," he said. "You have to give people a destination and experience."

While the famous Parisian avenue is definitely *not* a tunnel, the richness of the experience is emblematic of what designers are challenged with when creating pleasant airport walkways. Young pointed to Bennett's [mosaic-lined corridors](#) at LAX as a good example: "In those tunnels, you're experiencing the art ... Even though there are no windows in that tunnel, it's bright. You don't feel like you're deep under ground."

#architecturelovers #architectureporn #archdaily

View all 6 comments

Add a comment...



Welcome to the Enchantoport

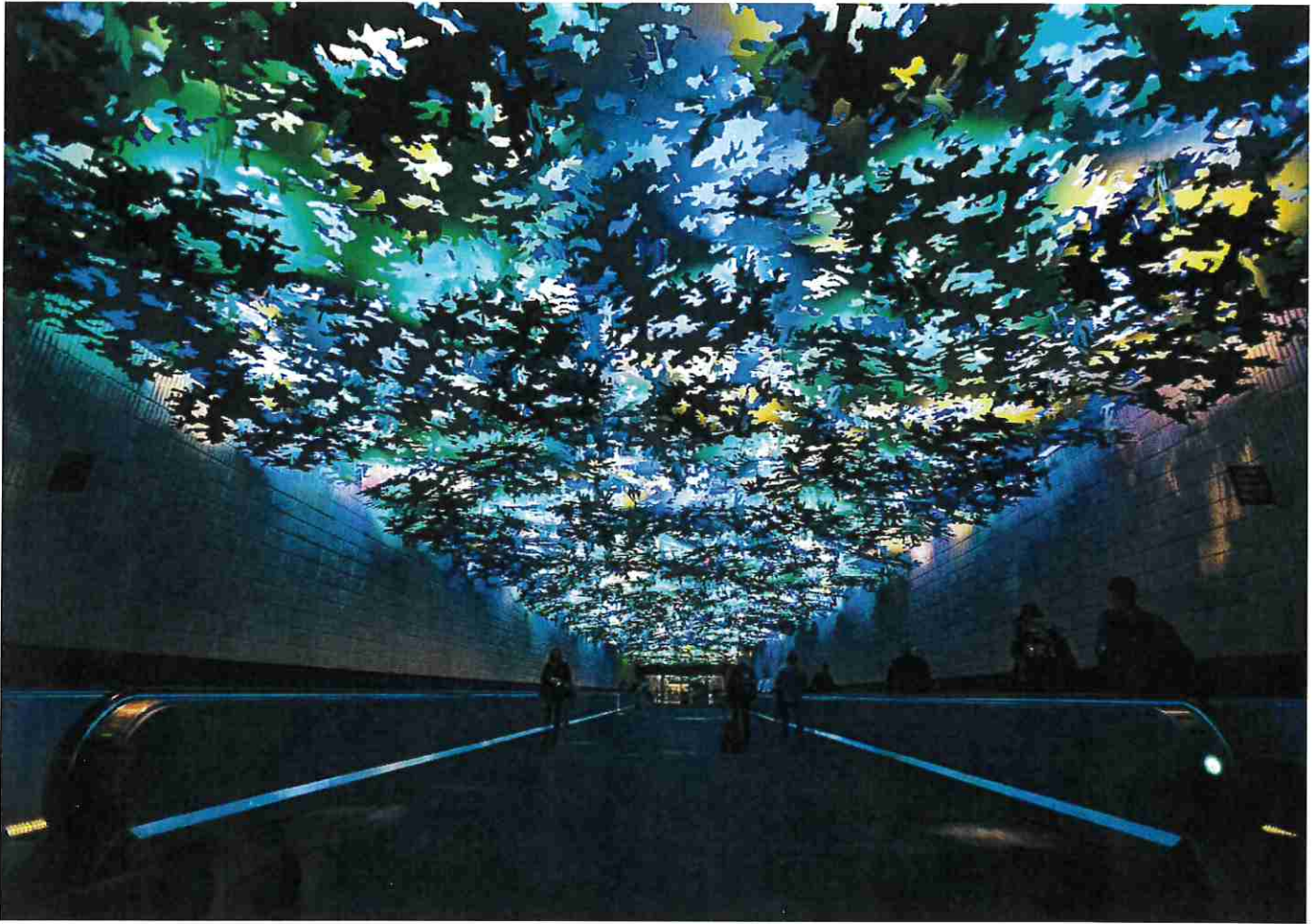
EDWARD RUSSELL • JAN 15

[Read full story](#) →

In a social media survey asking what airport tunnels people like and why, the near-universal response was of memorable, not liminal, spaces. The “[flashy lights](#)” and [music](#) in the tunnels in Terminal 1 by Helmut Jahn (opened 1987) at O’Hare and the McNamara Terminal by SmithGroup (opened 2002) at Detroit. The aforementioned [mosaics](#) at LAX. The [rainforest-themed](#) “[Flight Paths](#)” installation at Atlanta. The [history](#) on display in Terminal 2 by Grimshaw Architects (opened 2014) at Heathrow Stetson, asked about his favorite airport pedestrian tunnel, immediately pointed to Atlanta.

“I just think it’s cool — the bird sounds, the stylized trees,” he said of Flight Paths.

All of these tunnels give travelers a reason to be remembered rather than spaces that fade into another nondescript corner of airport world.



“Flight Paths” by artist Steve Waldeck in one of the Atlanta airport’s pedestrian connector tunnels. (HARTSFIELD-JACKSON INTERNATIONAL AIRPORT)

Phil Washington, the CEO of Denver International Airport, appears to understand the challenge. He told *The Denver Post* that the airport wants to make the new pedestrian walkways “[a pleasing journey](#)” with artwork.

“We will make sure folks want to walk down there,” he said. “It won’t be a dark alle

The challenge is significant. The easiest way to design a pedestrian-pleasing tunnel is to build it from the outset, not retrofit an existing utility space as in Denver, experts agree. That challenge is evident in the cost estimate for Denver’s two walkways: anywhere from \$300 million to \$700 million.

“There are ways to handle a renovated baggage tunnel in a way that makes it an experience that is welcoming to everyone,” said Young. Adept designers can create

experience that “gives it character without becoming distracting or having the opposite effect that is just too much.”

My favorite airport tunnel? Jahn’s subterranean walkway in United Airlines’ “[Term for Tomorrow](#)” — aka, Terminal 1 — at O’Hare. The [lights](#), the [colors](#), the synthesis: rendition of Rhapsody in Blue — it was quite the sensory sensation for a young traveler.

“It is a fantastic show,” as critic Nora Richter Greer [wrote](#) in *Architecture* in 1988, “c that should enchant even the most hardened of passengers.”

Salt Lake City Airport Terrazzo Project by FW Specialties Wins NTMA Honor Award

The new terminal's 250,000-square-foot terrazzo installation includes a river tunnel and the restored 1961 world map

SALT LAKE CITY , UT, UNITED STATES, June 2, 2026 /EINPresswire.com/ -- [FW Specialties](#) of Midvale, Utah, has received a [National Terrazzo & Mosaic Association](#) (NTMA) 2026 Honor Award for terrazzo craftsmanship in Salt Lake City International Airport. The award recognizes outstanding execution and technical achievement in one of the largest airport expansion projects in the United States. The honor was officially presented on May 13 at the association's 103rd annual convention.



Award-winning terrazzo in the new Salt Lake City International Airport integrates the 1961 world map, brought piece by piece from the old airport. A National Terrazzo & Mosaic Association Honor Award went to FW Specialties for their terrazzo work. © David Laudadio

The terrazzo installation, completed over five years in four phases, spans more than 250,000 square feet across Concourse B and multiple plazas and encompasses the meticulous restoration and reinstallation of the 1961 world map. The project was completed as part of the Salt Lake City International Airport redevelopment led by [HOK](#) in association with MHTN Architects.

The recognition caps a project nearly two decades in development. Steven Handelman, Senior Project Architect and Principal at HOK in San Francisco, has been involved since the project's inception in 2008, guiding it from program validation through completion in 2025.

Why Terrazzo Made the Cut

Terrazzo entered the design conversation in 2013, when HOK began the schematic design for the new terminal. The decision was both practical and aesthetic.

“The airport requested a 'highly maintainable' finish, as their highest priority, and terrazzo meets

that requirement," Handelman said. While large-format tile had been considered early on, it proved cost-prohibitive. Terrazzo was equally compatible with the airport's structured, gridded layout.

Handelman cited terrazzo's longevity, design flexibility, and consistency as the primary reasons HOK specifies it across its airport projects. He noted that the material's range of colors and patterns—and the confidence that the installed work will match design samples—gives designers precise control over the final result.



Custom zinc divider strips and marble, glass, mother-of-pearl, and mirror aggregates mark the threshold of the River Tunnel, where the palette deepens to blue.

Utah-Inspired Tones, a Blue Tunnel, and a World Map Reborn

FW Specialties installed six epoxy terrazzo mixes that evoke the region's landscape, incorporating glass, marble, mother-of-pearl, and mirror-chip aggregates to create a restrained, tonal field across the terminal's concourses and plazas. The palette was designed to support large-scale art installations and immersive architectural environments.



The restoration of the 1961 world map alone would have been a remarkable achievement. Combined with 250,000 square feet of new installation, this project represents terrazzo craftsmanship at its best."

Chad Rakow, NTMA Executive Director

The 1,175-foot-long River Tunnel connects the terminal to Concourse B. Rendered in deep blue terrazzo with zinc divider strips, the tunnel evokes the region's waterways. It houses a moving walkway beneath an atmospheric lighting and art installation.

The project's focal point is the restored world map, a popular landmark of the airport for generations of travelers. The 36-foot-diameter cementitious terrazzo

installation was designed and first installed by the J. Bartoli Co. of Dallas, an NTMA member contractor also known for creating the star map at Hoover Dam.

When the original terminal was demolished in 2020, the map was carefully removed in 75 individual sections, each approximately four feet by four feet, six inches thick, and weighing roughly 400 pounds. It was then placed in storage.

The prospect of bringing it back was not a foregone conclusion. "We didn't think it was

salvageable," Handelman admitted, "but with a great deal of effort from many different people, we were able to reinstall it—and it looks like it's part of the original design."

FW Specialties undertook the painstaking work of reassembling, patching, color-matching, and refinishing the original sections in Concourse B Plaza. Existing expansion joints were preserved, and mitered divider strips were added to maintain structural integrity. The result is a map that, to the eye, reads as new, while holding sixty years of history underfoot.

"The people of Salt Lake City are very endeared to the world map," reported Handelman. "Everyone is extremely happy about its return."

The Salt Lake City International Airport holds LEED Gold certification and was named the best airport in the nation in AirHelp's 2025 rankings.

FW Specialties was founded in 1981. The company specializes in commercial, industrial, and decorative applications across a broad range of sectors. A second office in Los Angeles, Hermosa Terrazzo, focuses on luxury residential terrazzo work.

About the National Terrazzo & Mosaic Association

The annual NTMA Honor Awards recognize outstanding terrazzo

installations completed by association member contractors. Entries are evaluated by design professionals and terrazzo specialists on design achievement, craftsmanship, and technical execution. A full list of this year's 17 Honor Award recipients is available at ntma.com.



The River Tunnel in terrazzo, complemented by lighting and a ceiling art installation, is a distinctive feature of the new Salt Lake City airport.



Six neutral tones in terrazzo unify the airport's interior, providing a refined, low-maintenance surface on over 250,000 square feet of new space.



THE NATIONAL
TERRAZZO
& MOSAIC ASSOCIATION

Founded in 1923, the NTMA is a nonprofit trade association of over 150 contractor and supplier members, headquartered in Fredericksburg, Texas. The organization establishes national standards for all terrazzo systems and applications, advancing quality craftsmanship and innovation while supporting its members in the trade.

The NTMA provides a broad range of free resources for architects, designers, artists, contractors, maintenance professionals, and property owners. From assisting design teams with specifications to offering technical guidance throughout a project, the NTMA helps ensure terrazzo installations meet the highest standards.

The association also offers AIA-registered continuing education programs for architects and design professionals. For more information about terrazzo resources, visit [ntma.com](https://www.ntma.com). NTMA Technical Director Gary French is available at gary@ntma.com.

Terrazzo originated in 15th-century Italy, building on the mosaic traditions of ancient Rome. Venetian marble workers repurposed discarded stone chips into durable, decorative surfaces—a practice that made terrazzo an early sustainable material. Today, terrazzo is still poured by hand on-site, with options for precast panels and waterjet-cut details. Stone, recycled glass, or other aggregates—which may be locally sourced—are set in a cement or epoxy base, and the surface is then polished to reveal the aggregate's color and texture. Valued for its design versatility, ease of maintenance, durability, sustainability, and lifecycle value, terrazzo is built to last the life of a building.

Chad Rakow
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SLC Airport construction could cause delays, officials say

May 11, 2026, 2:24 PM | Updated: 2:31 pm

BY TYRESE BOONE

KSLTV.com



SALT LAKE CITY — Drivers leaving Salt Lake City International Airport may experience delays starting Monday as crews begin a major repaving project on Terminal Drive.

The construction impacts the roadway leading out of the airport terminal, parking garage, rental car area and rideshare pickup zones. Since Terminal Drive is the airport's only exit route, officials said travelers should prepare for slower traffic during busy times.

"The last time we did this repaving was over 15 years ago and was when we had the old airport in place," said SLC Airport spokeswoman Nancy Volmer. "So we haven't done it with the new airport. So this will be new to us to see how it will impact the drivers on the road."

Airport officials said the paving work will happen in phases through May 27. Two lanes will remain open throughout the project in an effort to keep vehicles moving.

“It’s just that one exit point leaving the airport and we’re trying to make it easy on our passengers and drivers,” Volmer said. “We’ll always have two lanes open.”

Travelers are encouraged to leave extra time before flights, especially during peak travel hours. Airport officials also recommend using TRAX as an alternative to driving when possible.

Construction updates and traffic information can be found at slairport.com.

NEWS > LOCAL NEWS > SALT LAKE CITY



Planned construction to delay people getting to and from Salt Lake City International Airport



Photo by: Bruce Damonte



By: Michael Martin

Posted 11:56 AM, May 08, 2026

SALT LAKE CITY — Starting on Monday, May 11, getting to and from Salt Lake City International Airport will get a bit more difficult for drivers. Officials are advising travelers to plan for delays due to planned construction near the airport.

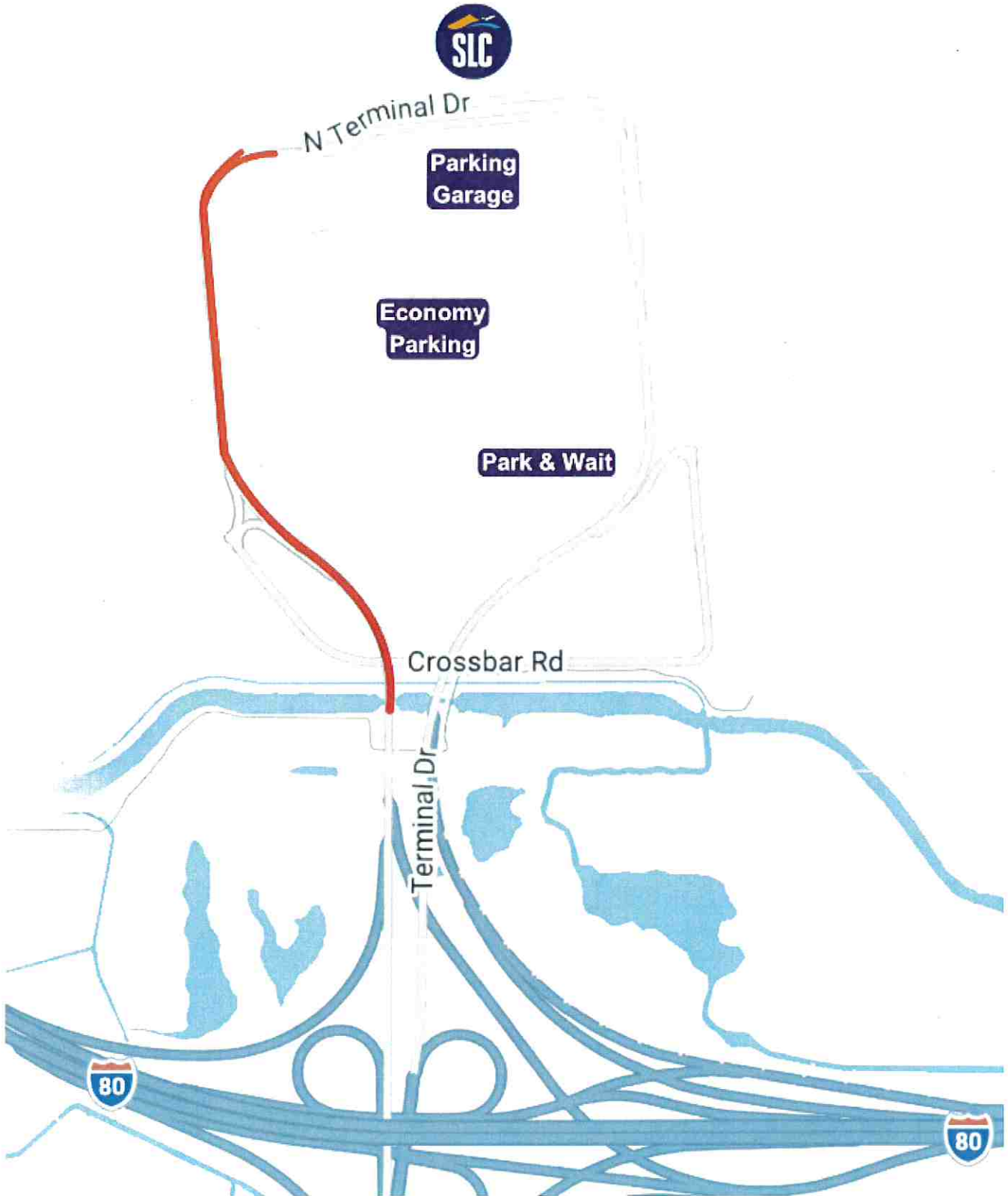
Salt Lake City International plans to begin repaving the Terminal Drive lanes exiting the airport on Monday. All travelers leaving the airport, via private or public vehicles, will be impacted by the repaving project.

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Terminal Drive is the only road that exits the airport terminal building and parking lots. The repaving will take place in phases between Monday, May 11 and Wednesday, May 27, with two lanes to remain open to traffic at all times.



Salt Lake City International Airport

The Utah Department of Transportation is also continuing its work to improve several ramps along the I-80 and I-215 interchange.

Starting on Monday, May 11 at 5:00 a.m., the ramps from southbound I-215 to westbound I-80 and southbound I-215 to eastbound I-80 will be closed. That closure is scheduled to continue through June 9.

"Drivers heading to the Salt Lake International Airport from north of the airport should continue on southbound I-215 to SR-201, then use westbound SR-201 to Bangerter Highway and northbound Bangerter Highway to access the airport," UDOT officials wrote in a release.

Several other ramp closures are already in place near the I-80 and I-215 interchange, including:

- **Eastbound I-80 to southbound I-215: closed until May 18**
- Westbound I-80 to southbound I-215: closed through mid-August
- Redwood Road to southbound I-215: closed until May 22
- **Southbound I-215 on-ramp from California Avenue: closed until May 18**
- **Redwood Road to northbound I-215: closed until July 2027**

Construction schedules may vary due to weather and other factors. Follow the latest updates [here](#).

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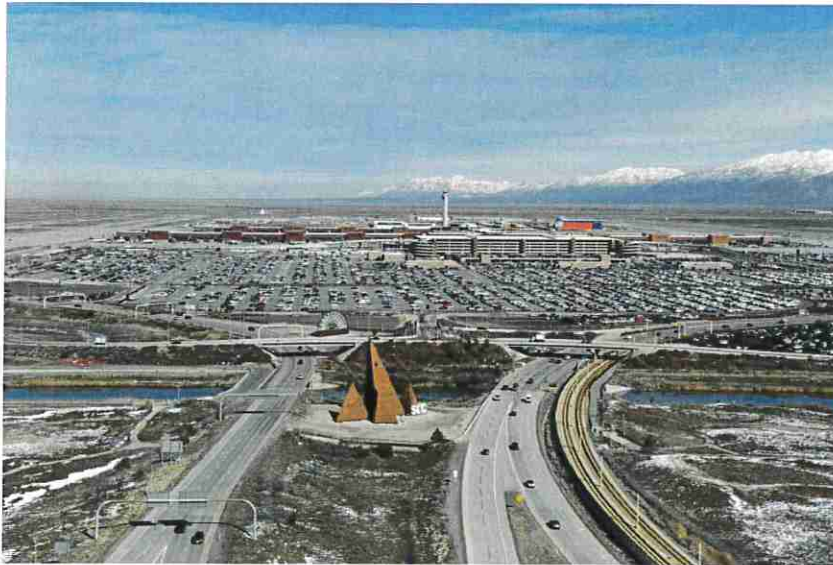
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SLC airport roadwork to cause delays for drivers through May

KPCW | By Sydney Weaver

Published May 8, 2026 at 1:00 PM MDT



Richard Bart Green / Don Green P

Terminal Drive passes the Hoberman Arch at Salt Lake International Airport.

Salt Lake City International Airport visitors should plan for detours and delays while crews repave Terminal Drive.

The Salt Lake City International Airport is warning drivers to plan ahead for delays getting to and from the hub starting May 11.

Crews are repaving Terminal Drive which will cause delays exiting the airport and likely impact passenger pickup and dropoff as well.

The project will be completed in phases through May 27, with two lanes open to traffic at all times.

Daily news: Expect delays leaving the SLC Airport while Terminal Drive is repaved

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

Published May 12, 2026 at 5:08 PM MDT



This is your daily news rundown for Tuesday, May 12. In this edition:

- The exit lanes at the Salt Lake City International [Airport](#) are being repaved
- Eva Lopez Chavez has been [removed](#) from the Salt Lake City Council
- Daily [fishing](#) limits are higher for two Utah reservoirs to avoid fish going to waste

Expect delays when leaving the SLC Airport while Terminal Drive is repaved

Drivers are already experiencing some delays getting to Salt Lake City International Airport, and now there may be additional delays when leaving.

On Monday, the airport began [repaving the Terminal Drive lanes](#) used to exit the airport — the first repaving in over 15 years.

The work will happen in phases through May 27, with two lanes open to traffic at all times. Travelers leaving the airport, whether via private or public vehicles, should

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Salt Lake City Airport Tackles Major Terminal Drive Repaving, Expecting Travel Delays Until Late May

Redaksi

📅 12-05-2026 • 22:34 • 👁 14187



Ilustrasi: Salt Lake City Airport Tackles Major Terminal Drive Repaving, Expecting Travel Delays Until Late May



INFOTREN.ID - Crews at Salt Lake City International [Airport \(SLC\)](#) initiated a substantial repaving project on Monday targeting Terminal Drive, the primary roadway used for exiting the airport complex. This critical infrastructure upgrade is scheduled to continue until May 27, prompting warnings of potential [traffic](#) disruptions for departing passengers.

The maintenance directly impacts all vehicles leaving the airport garage, rental car facilities, and designated rideshare pickup zones. Because Terminal Drive functions as the

As reported by Ksl, the scope of this maintenance is considerable, as this stretch of pavement has not received such extensive work since the opening of the new terminal facility. This project represents a new operational challenge in managing traffic flow during major roadworks for the airport administration.

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[Princess Kate to Receive Prestigious 'Primo Tricolore' Honor in Italy for Global Early Childhood Work](#)

Airport spokeswoman Nancy Volmer highlighted the historical context of the repairs, noting the last major overhaul occurred much earlier. "The last time we did this repaving was over 15 years ago and was when we had the old airport in place," stated Nancy Volmer.

"So we haven't done it with the new airport. So this will be new to us to see how it will impact the drivers on the road," Nancy Volmer added, emphasizing the novelty of managing [construction](#) on the current infrastructure layout.

throughout the duration of the work.

To ease the expected bottlenecks at the sole exit point, officials confirmed that adequate lanes will remain open for traffic flow. "We'll always have two lanes open," said Nancy Volmer, addressing concerns about complete road closures.

Travelers heading to catch flights are strongly advised by airport authorities to allocate extra time for their journey to account for slower movement exiting the construction area. This proactive measure is crucial for ensuring timely check-ins and security processing.

As a viable alternative to navigating the construction zone near the terminal, the airport management recommends utilizing the TRAX light rail system for accessing the airport facilities. This suggestion offers an option to bypass vehicular congestion entirely.

Halaman:

Airport Construction SLC Traffic Travel




2 hours ago - News

Parking at the SLC airport is about to get more expensive

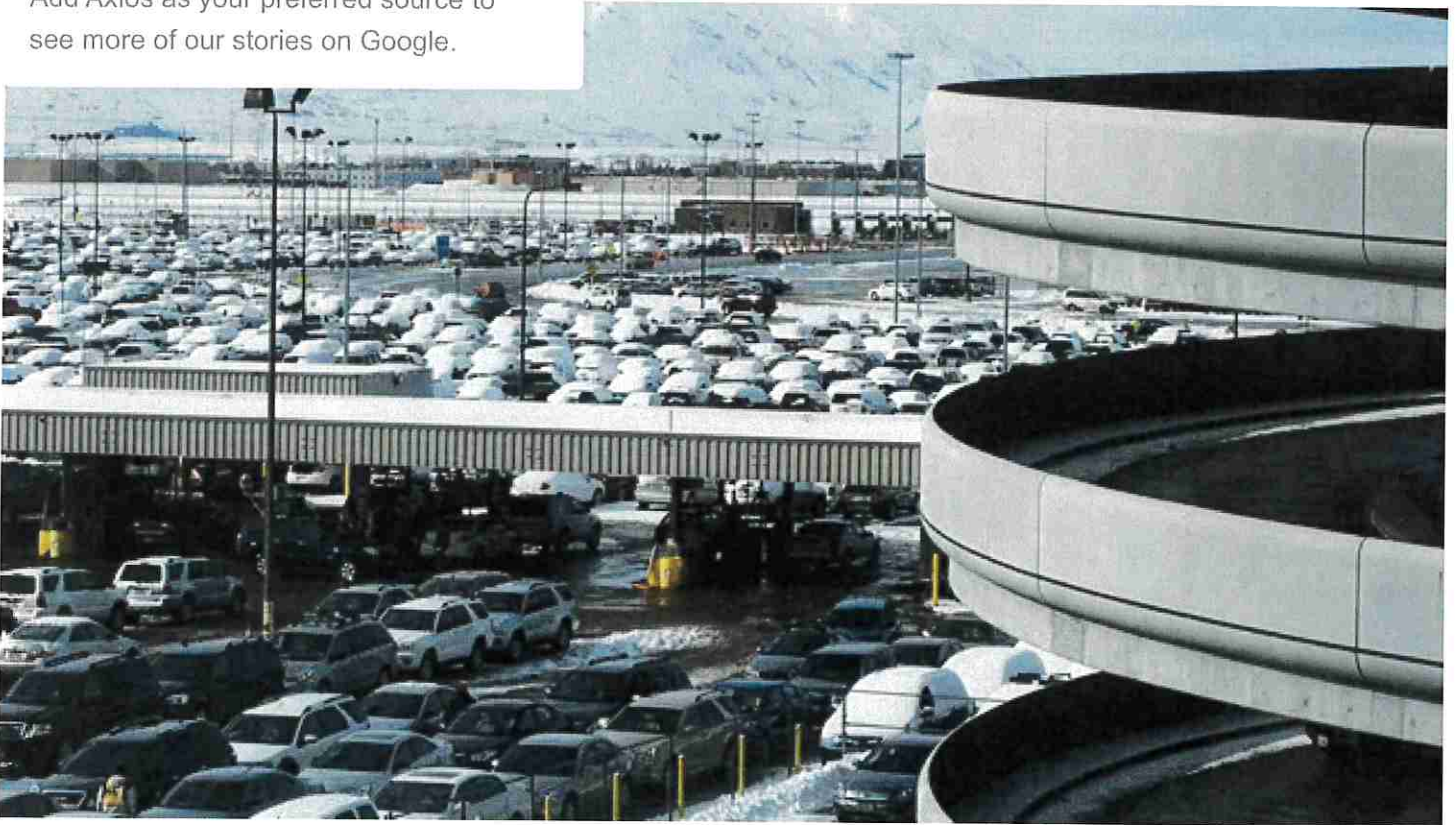


Kim Bojórquez



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SLC airport parking lot. Photo: Dean Blotto Gray/Design Pics Editorial/Universal Images Group via Getty Images

Travelers should expect to pay more to park at the Salt Lake City International Airport this summer.

By the numbers: Starting July 1, parking in the economy lot will increase from \$12 to \$14 per day, a nearly 17% increase.

- Garage parking will rise from \$40 to \$45, a 12.5% jump.

State of play: The hikes are meant to address heightened parking demand and increase airport revenue.

The big picture: The move comes as at the tail end of the [airport's \\$5.1 billion renovation](#), which is set to be completed this fall.



SLC airport parking rates to rise July 1



by **Rebecca Brenner**

Published: May 7, 2026 at 11:07 am



Gated Delta Airlines airplanes at Salt Lake City International Airport. Photo: Michele Roepke

SALT LAKE CITY, UT — Travelers flying out of Salt Lake City International Airport should expect to pay more for parking this summer.

Daily garage parking is set to rise from \$40 to \$45, and long-term economy parking will increase from \$12 to \$14, according to figures presented during a Salt Lake City Council budget briefing.

The airport's current parking page lists daily garage parking at \$40 and long-term economy parking at \$12. Lot E is listed at \$25 per day, and premium reserved parking is at \$60 per day.

The increase comes as Salt Lake City reviews its fiscal year 2027 budget, which begins July 1. The Department of Airports presented to the Salt Lake City Council on April 21 as part of the city's budget process.

Airport officials told the council that parking areas have been filling more often, [according to KSL](#). Shaun Anderson, the airport's acting chief financial officer, said the garage is closing midweek

The new rates are projected to generate a 7% increase in parking revenue, bringing the total to \$77.3 million, KSL reported.

For travelers, a five-day trip would cost \$225 in the garage, up from \$200. The same five-day stay in the economy lot would cost \$70, up from \$60.

Salt Lake City International offers free shuttle service between the economy lot and the terminal, with shuttles running every eight to 10 minutes, according to the airport. TRAX and other transit options remain available for travelers looking to avoid parking costs.



By: Rebecca Brenner

Contact: rebecca@townlift.com

Rebecca Brenner is a Park City-based journalist whose work has appeared in Time, the Los Angeles Times, Tin House, The Rumpus, and other outlets. She is the founder of Mindful. Summit County, a member of Leadership Park City Class 30 and the Park City Community Foundation's DEI Cohort, and a board member of Summit Pride. Her debut memoir, Paper House, was published by Wayfarer Books in 2025.

[Read more from Rebecca Brenner](#)

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Salt Lake City airport granted \$6M in federal funding for family-friendly upgrades

by Aubree B. Jennings & Leslie Duarte, KUTV

Sat, May 16, 2026 at 9:45 AM

Updated Sun, May 17, 2026 at 6:25 AM



SALT LAKE CITY (KUTV) — The Federal Aviation Administration invested \$970 million into making airports more family-friendly, and the Salt Lake City International Airport was among the recipients.

The U.S. Department of Transportation announced the grants on Saturday, saying 133 airports across 45 states were granted funds for family-friendly projects.

The Salt Lake City airport was promised \$6.6 million to build dedicated family security lanes and expand security screening checkpoints.

This is part of a national effort to make travel more accessible for families.

“This administration is focused on making travel happier and more convenient for American families. The Golden Age of Travel includes a Family First agenda,” said U.S. Transportation Secretary Sean P. Duffy.

MORE | Salt Lake City Airport:

- [Salt Lake City International Airport opens new section with 10 additional gates](#)
- [Analysis finds tickets at Salt Lake City airport among most expensive in country](#)
- [Delta plane returns to Salt Lake airport after striking bird midair](#)

The funding comes after Secretary Duffy asked airports to propose projects to the FAA that would improve family accessibility at their facilities. Some of these projects include modernizing restrooms, creating play structures for children, and adding sensory rooms.

The Salt Lake City airport intends to use the funds for improving the security process for families. The details of the planned projects have not yet been released.

SLC will use the funds to enhance the flow of TSA checkpoints on levels 1 and 2, according to a statement from the airport.

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WASATCH FRONT NEWS

Salt Lake City airport to receive \$6 million in federal funding

by: [Ryan Bittan](#)

Posted: May 16, 2026 / 02:09 PM MDT

Updated: May 16, 2026 / 02:09 PM MDT

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SALT LAKE CITY ([ABC4](#)) — The Federal Aviation Administration (FAA) has granted Salt Lake City International Airport \$6.6 million as part of a nationwide federal investment to make airports more family-friendly.

U.S. Transportation Secretary Sean P. Duffy announced on Saturday that the FAA has invested \$970 million in American airports to improve family travel. The administration gave out 133 grants to airports in 45 states through the [Infrastructure Investment and Jobs Act – Airport Terminal Program](#).

Salt Lake City was awarded the money to reportedly expand passenger security screening checkpoints and construct dedicated family security lanes.

“This administration is focused on making travel happier and more convenient for American families. The Golden Age of Travel includes a Family First agenda,” said U.S. Transportation Secretary Sean P. Duffy. “We’re making airports inviting spaces for parents and children to relax

and recharge prior to boarding.”

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A total of \$5 billion has been allocated, \$1 billion annually from 2022-2026, to provide grants for airport terminal development projects that address aging infrastructure at American airports, according to the FAA.

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Salt Lake City airport to receive share of FAA's \$970M for family-friendly traveling

SALT LAKE CITY — It'll soon be easier for families to breeze through security lines at Utah's largest airport.

Salt Lake City International Airport is set to receive \$6.6 million from \$970 million worth of grants that the Federal Aviation Administration unveiled on Saturday to make travel more "family-friendly" for Americans.

The airport will use the funds to expand passenger Transportation Security Administration screening checkpoints, including dedicated family security lanes.

Federal officials also doled out grants to 132 other airports across 44 additional states for similar projects or other elements, like new play structures, family-friendly features in restrooms, new mother's rooms, or rooms dedicated for travelers with sensory needs.

"This administration is focused on making travel happier and more convenient for American families," said U.S. Transportation Secretary Sean Duffy in a statement, as he announced the funding. "The golden age of travel includes a family first agenda. We're making airports inviting spaces for parents and children to relax and recharge prior to boarding."

Salt Lake City International Airport already [has 20 mother's rooms](#), along with diaper changing tables at most of its men's and women's bathrooms. The full buildout of the initial design of the new airport, set to be completed later this year, [includes three sensory rooms](#).

But Saturday's announcement follows recent efforts to improve security line efficiency for families. TSA opened new lanes for families last year, as part of its "[Families on the Fly](#)" program, which debuted in September.

Salt Lake City was one of the first 11 airports nationwide to test the feature. TSA created two dedicated lanes where families could be screened together. The agency also implemented "modified screening procedures" that reduce the likelihood of any pat-downs, seeking to make the whole process easier on families.

"I like it. ... (There's) less stress. It's a lot more convenient," said Casey Weaver, of Weber County, as her family was among some of the first to go through one of the lines last year.

It wasn't immediately clear when the airport's expanded checkpoints will be in service.

Funding for the expansion — and all the other projects — comes from the airport terminal program from a bill Congress passed in 2021, [which allocated \\$5 billion over five years](#) to provide grants that address the "aging infrastructure of the nation's airports."

Duffy encouraged airports to include more family-friendly resources last year, as well.

"The FAA is moving quickly to get these investments out the door and into airports nationwide," added FAA Administrator Bryan Bedford. "These projects will help create a more welcoming and accessible travel experience for families while demonstrating our commitment to improving America's airports at record speed."

×

Salt Lake airport to get family TSA lanes by 2028

KPCW | By Utah News Dispatch

Published May 19, 2026 at 1:53 PM MDT



Spenser Heaps / Utah News Dispatch

People walk through Salt Lake City International Airport in Salt Lake City on Wednesday, April 3, 2024. (Photo by Spenser Heaps for Utah News Dispatch)

Utah's known for having the biggest families in the nation. Now the federal government wants to make it easier for them to get through security together.

The Federal Aviation Administration sent more than \$6 million to the Salt Lake City International Airport to expand its screening checkpoints and set up security lanes for families, part of a broader push to make travel more family-friendly throughout the country.

"These projects will help create a more welcoming and accessible travel experience for

In Salt Lake City, the Transportation Security Administration already sets up a family lane intermittently, but the grant will cover construction for a permanent designated family lane to open sometime late next year or in early 2028 at its main, 2nd level security checkpoint, said airport spokesperson Nancy Volmer.

“They may have a stroller, they may have a car seat that takes a little extra time to screen, so that will prevent some of the lanes getting backed up for other travelers,” Volmer said. The money will also be used to upgrade the airport’s ground floor screening checkpoint, she added.

Other grants went to airports in Mississippi, Texas and Vermont to cover the cost of additional security screening to accommodate families, restroom upgrades and a play area.

President Donald Trump has promised to bring about a “golden age of travel,” and Transportation Secretary Sean Duffy said Monday that includes making families the priority.

“We’re making airports inviting spaces for parents and children to relax and recharge prior to boarding,” Duffy said in a statement.

The announcement comes as the department pushes to hire more air traffic controllers to fill a shortage that’s resulted in mandatory overtime. Collisions on the ground at LaGuardia airport in March and midair near Ronald Reagan National Airport last year drew attention to the stress and strain on the nation’s air traffic controllers.

On Friday, the department announced it will hire about 2,000 fewer controllers than it had planned for the next two years, saying in a news release that it’s modernizing its scheduling practices instead.

The \$6.6 million for Salt Lake City’s airport is part of a bigger pot of \$970 million set aside this year for airport terminal projects in 45 states, according to the U.S. Department of Transportation.

This report was originally published at [UtahNewsDispatch.com](https://www.utahnewsdispatch.com).

Salt Lake City Airport receives \$6.6 million federal grant for family-focused security improvements



by **Heather Bergeson**

Published: May 19, 2026 at 9:21 am



The Salt Lake City International Airport. Photo: TownLift

SALT LAKE CITY, Utah — Getting through airport security could soon become easier for Utah families after the Federal Aviation Administration announced that Salt Lake City International Airport will receive \$6.6 million to expand screening checkpoints and create security lanes designed to prioritize families.

The grant is part of the FAA’s Infrastructure Investment and Jobs Act Airport Terminal Program, which invested \$970 million in airport terminal projects across 45 states this year to improve the travel experience for families.

“The FAA is moving quickly to get these investments out the door and into airports nationwide,” FAA Administrator Bryan Bedford said in a statement Monday. “These projects will help create a more welcoming and accessible travel experience for families while demonstrating our commitment to improving America’s airports at record speed.”

Lake City International Airport in fall 2025 to make security screening easier for parents juggling strollers, diaper bags and young children.

So far, the airport's family-friendly lanes have only operated intermittently. According to reporting from [Utah News Dispatch](#), the new grant will fund construction of a permanent designated family lane at the airport's main second-level security checkpoint, with the lane expected to open in late 2027 or early 2028.

The funding will also support upgrades to the airport's ground-floor screening checkpoint.



By: Heather Bergeson

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Heather Bergeson is a writer and editor based in Utah. Heather has written about travel, sports, business and the outdoors for Utah Life magazine, Utah Business magazine and Moab Sun News. She has a bachelor's degree in English and editing from Brigham Young University.

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Feds say they're chipping in to ease the stress of flying with kids

BY: ANNIE KNOX - MAY 18, 2026 4:41 PM



 People walk through Salt Lake City International Airport in Salt Lake City on Wednesday, April 3, 2024. (Photo by Spenser Heaps for Utah News Dispatch)

Utah's known for having the biggest families in the nation. Now the federal government wants to make it easier for them to get through security together.

The Federal Aviation Administration sent more than \$6 million to the Salt Lake City International Airport to expand its screening checkpoints and set up security lanes for families, part of a broader push to make travel more family-friendly throughout the country.

"These projects will help create a more welcoming and accessible travel experience for families while demonstrating our commitment to improving America's airports at record speed," FAA Administrator Bryan Bedford said Monday in a prepared statement.

In Salt Lake City, the Transportation Security Administration already sets up a family lane intermittently, but the grant will cover construction for a permanent designated family lane to

open sometime late next year or in early 2028 at its main, 2nd level security checkpoint, said airport spokesperson Nancy Volmer.

“They may have a stroller, they may have a car seat that takes a little extra time to screen, so that will prevent some of the lanes getting backed up for other travelers,” Volmer said. The money will also be used to upgrade the airport’s ground floor screening checkpoint, she added.

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President Donald Trump has promised to bring about a “golden age of travel,” and Transportation Secretary Sean Duffy said Monday that includes making families the priority.

“We’re making airports inviting spaces for parents and children to relax and recharge prior to boarding,” Duffy said in a statement.

The announcement comes as the department pushes to hire more air traffic controllers to fill a shortage that’s [resulted in mandatory overtime](#). Collisions on the ground at LaGuardia airport in March and midair near Ronald Reagan National Airport last year drew attention to the stress and strain on the nation’s air traffic controllers.

On Friday, the department announced it will hire about 2,000 fewer controllers than it had planned for the next two years, [saying in a news release](#) that it’s modernizing its scheduling practices instead.

The \$6.6 million for Salt Lake City’s airport is part of a bigger pot of \$970 million set aside this year for airport terminal projects in 45 states, according to the U.S. Department of Transportation.

Influx of Memorial Day travelers expected to cause delays on Utah roads, airport

by Derick Fox, KUTV

Thu, May 21, 2026 at 6:02 AM



SALT LAKE CITY (KUTV) — Memorial Day is considered the kickoff to summer travel. But as many Utahns head out for their first summer vacation of the year, officials warn the influx of travelers could cause some delays.

The Utah Department of Transportation said drivers on the state's roads should plan ahead for heavy Memorial Day traffic - especially on Highway 6 in Spanish Fork Canyon.

Spanish Fork Canyon could see up to 90 minutes in delays during peak travel periods on Friday, May 22, and Monday, May 25. UDOT said drivers will start seeing delays between 10 a.m. and 9 p.m. on several Utah roads from Logan to Spanish Fork, with peak delays mainly falling between 2 p.m. and 7 p.m.

Most UDOT construction projects will be put on pause to help alleviate any delays, but some construction zones - such as an intersection project at the US-6 and US-89 interchange in Spanish Fork Canyon - will still be active.

The Salt Lake International Airport said its passengers can also expect an influx of over 100,000 passengers coming and going through the airport to kick off the Memorial Day weekend. Airport officials said the numbers are slightly higher from 2025.

"Passengers can help ease their travel through the airport by packing smart and allowing plenty of time to find parking, check luggage and go through security screening," airport officials said in a media release.

To help, passengers are encouraged to arrive at the airport two hours before boarding a domestic flight and three hours before boarding an international flight. Higher volumes of passengers are expected at 7 a.m., 10 a.m., 4 p.m., 8 p.m. and 10 p.m.

Drivers picking up passengers are encouraged to park at the "Park and Wait" lot until airport passengers are curbside and ready to be picked up.



WASATCH FRONT NEWS

Going out of town for Memorial Day? SLC International Airport has travel tips for you

by: [Abigail Jones](#)

Posted: May 20, 2026 / 09:54 PM MDT

Updated: May 20, 2026 / 09:54 PM MDT

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SALT LAKE CITY ([ABC4](#)) — If you're heading out of town for Memorial Day weekend, Salt Lake City International Airport is expecting lots of people to be flying in and out, so they're offering some tips to help make your travel go more smoothly.

"We are getting ready to kick off the Memorial Day holiday weekend, as the traditional weekend where summer travel begins," spokesperson Nancy Volmer told [ABC4.com](#). "So, we're expecting more passengers to come through the front door."

According to SLC International Airport, they're expecting most of the passengers to depart on Thursday May 21 and Friday May 22. On Thursday, 28,700 passengers are expected to pass through, and on Friday, that number is expected to be about the same, roughly 28,500 passengers. These numbers are a bit higher when compared to statistics from 2025.

[Heavy Memorial Day traffic expected in Utah, UDOT advises planning ahead >](#)

Similar numbers of passengers are expected to arrive in SLC as well, and Tuesday, May 26 will also be a busy travel day as passengers are returning home.

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Volmer said that the airport prepares for busy travel days by ensuring that they are fully staffed. “Whether it’s for the airport operations team, I know TSA makes sure that they have extra staffing to handle the increased passenger flow... Our concessions do as well, but there are also things that passengers can do to prepare,” she said.

So, with that in mind, here are some tips from the airport to help make your travel as hassle-free as possible. In general, you should pack smart and give yourself plenty of time to find parking, check luggage, and go through security.

- Peak travel times are expected to be: 7 a.m., 10 a.m., 8 p.m., 10 p.m.
- Arrive to the airport two hours before boarding for domestic flights and three hours before boarding for international flights.
- Check UDOT.gov for road closures impacting airport access. Currently, multiple ramps are **closed at the I-215 and I-80 interchange** near the airport.
- Make sure your bags do not have any prohibited items in them before you leave home! You can check a list of prohibited items on the **TSA website here**, or text questions to AskTSA (275-872).
- Reserve parking in advance on the **airport’s website** to save time when you arrive, or take TRAX or carpool.
- Make sure any liquids in your carry-on are less than 3.4 ounces (includes gels, liquids, and aerosols).
- Check-in online on your airline’s website or app prior to leaving for the airport to make sure your flight is on time and to get updates.
- If you’re unfamiliar with the airport, you can download the SLC International app or **check the website** for an interactive map.

How to make ABC4 your preferred news source on Google >

If you are picking up a passenger, you should check the incoming **flight status on the airport’s website** before heading to the airport. When you arrive, wait in the airport’s Park and Wait lot until the passengers are curbside and ready to be picked up.

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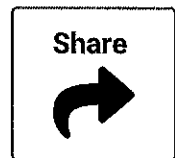
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Memorial Day weekend travel could create delays of up to 90 minutes in Utah

May 23, 2026, 10:16 PM

BY CARTER WILLIAMS, KSL

KSLTV.com



SALT LAKE CITY — National and state transportation officials don't expect gas prices this Memorial Day weekend, which are the highest for the holiday in four years, to dissuade the unofficial start of summer travel.

Approximately 45 million Americans are expected to travel at least 50 miles between Thursday and Monday, with domestic travel projected to break a new holiday record, according to AAA projections. Over 85% of people will drive during that time.

"Despite higher fuel prices, the underlying desire to travel remains positive and strong as travelers are prioritizing leisure summer getaways," said Cyndi Zesk, senior vice president of travel for AAA Mountain West Group, in a statement.

These could lead to delays of 15 to 90 minutes on some routes at various times during the weekend, Utah Department of Transportation officials warn.

- **Rich County:** \$4.87

KSL spoke with several drivers on Thursday, who were split on their weekend plans. Taunie Braitto said she plans to travel for the holiday and will likely cut back on streaming services and other expenses to offset higher travel costs. Many said they likely won't travel far this year, largely because of the higher prices.

"Gas is getting to be a little bit on the expensive side," said Mike Flinn.

Salt Lake airport prepares for busy holiday weekend

Another 8% of Americans will fly during the holiday weekend, AAA added.

Salt Lake City International Airport anticipates having 28,000 passengers pass through its front doors on Friday, similar to Thursday's projections. With similar numbers arriving at the airport for the week, Tuesday figures to be equally busy, according to Nancy Volmer, a spokeswoman for the airport. The numbers are slightly higher than what was reported in 2025.

Flyers are urged to arrive at least two hours before boarding their domestic flight and three hours before departure for an international flight. That should help them handle parking, luggage and security screening delays, she said.

Some recent [road projects could add to those delays](#). Travelers should review [UDOT's website](#) for travel impacts near the airport, Volmer added.

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TRIPS & ROUTES TRAVEL PREPARATION & ADVICE TRAVEL NEWS

2026 US Airport Cost Rankings: See How Airfare Compares at the Nation's Busiest Airports

Only In Your State used government data to compare average airfare costs for departing flights at America's 100 busiest airports to find where travelers get the most bang for their buck.

PUBLISHED

MAY 19, 2026

WRITTEN BY

SARA HEDDLESTON

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In This Article ▾

As frequent flyers know, air travel isn't cheap. With the warmer months in full swing, demand is expected to increase as the summer travel season kicks into high gear. Luckily for anyone looking to save on travel, one way to cut costs on your next vacation is to choose the right airports to fly in and out of.

Only In Your State analyzed recently-released data (published in May 2026) from the Bureau of Transportation Statistics on the average cost for domestic airfare from the 100 busiest airports in the U.S. to learn which airports are best for travelers on a budget, as well as which ones to avoid if you are trying to travel affordably.

It's worth noting that this data predates the recent surge in airfare prices driven by rising jet fuel costs. While today's travelers may be experiencing higher fares than

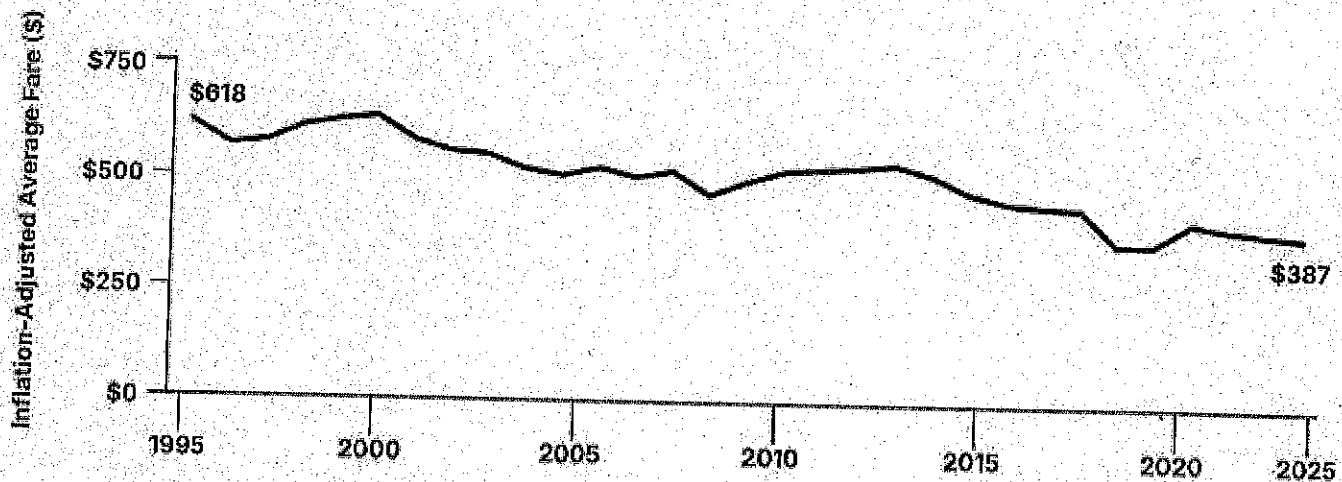
what's reflected here, the relative price differences between airports are likely to hold — meaning the best and worst cities for affordable flights remain a useful guide even as the overall pricing landscape shifts. It will be interesting to see what the data looks like next year, as ongoing airfare cost surges may cause year-over-year costs to rise for the first time in years.

Changes in Airfare Costs Over Time

The average cost of a domestic flight across all U.S.-based airports was **\$387 in 2025**, down from \$394 (not adjusted for inflation) in 2024. That translates to a **1.8% price drop**, marking the third consecutive year in which the non-adjusted airfare price fell, following a 3.1% decrease from 2022 to 2023 and a 2.3% drop from 2023 to 2024.

Average U.S. Airfare Costs, 1995-2025

Only In Your State used government data to track how the average cost for domestic airfare (adjusted for inflation) has changed over the the past 30 years.



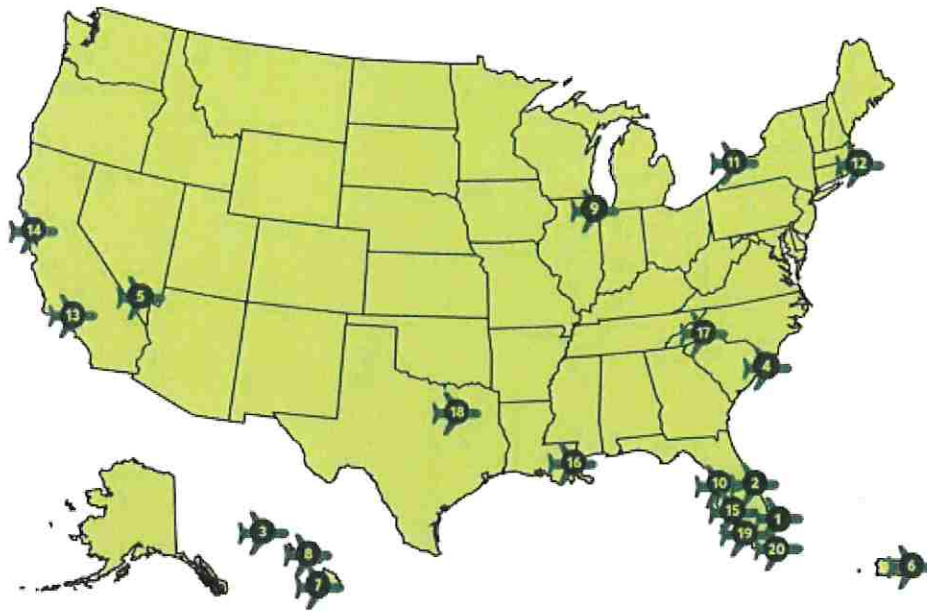
Source: U.S. Bureau of Transportation Statistics

Only In Your State

While airfare is becoming increasingly affordable nationally, overall affordability can vary widely across the country.

The Least Expensive Airports in America

We compare government data on the average airfare for **departing flights** from the 100 busiest airports in America to find where passengers pay the most and least to take to the skies.



| Airport | Avg. Fare | Airport | Avg. Fare |
|---|-----------|---|-----------|
| 1. Ft. Lauderdale-Hollywood Intl. (FLL) | \$269.20 | 11. Buffalo Niagara International (BUF) | \$327.40 |
| 2. Orlando International (MCO) | \$274.11 | 12. Rhode Island T.F. Green Intl. (PVD) | \$330.75 |
| 3. Lihue Airport (LIH) | \$283.60 | 13. Hollywood Burbank (BUR) | \$331.16 |
| 4. Myrtle Beach International (MYR) | \$285.41 | 14. San Francisco Bay Oakland Intl. (OAK) | \$332.28 |
| 5. Harry Reid International (LAS) | \$285.46 | 15. Sarasota-Bradenton International (SRQ) | \$333.11 |
| 6. Luis Muñoz Marín International (SJU) | \$286.40 | 16. Louis Armstrong New Orleans Intl. (MSY) | \$333.40 |
| 7. Ellison Onizuka Kona International (KOA) | \$297.60 | 17. Asheville Regional (AVL) | \$335.31 |
| 8. Kahului Airport (OGG) | \$307.98 | 18. Dallas Love Field (DAL) | \$340.29 |
| 9. Chicago Midway International (MDW) | \$312.18 | 19. Southwest Florida International (RSW) | \$343.02 |
| 10. Tampa International (TPA) | \$327.29 | 20. Miami International (MIA) | \$346.25 |

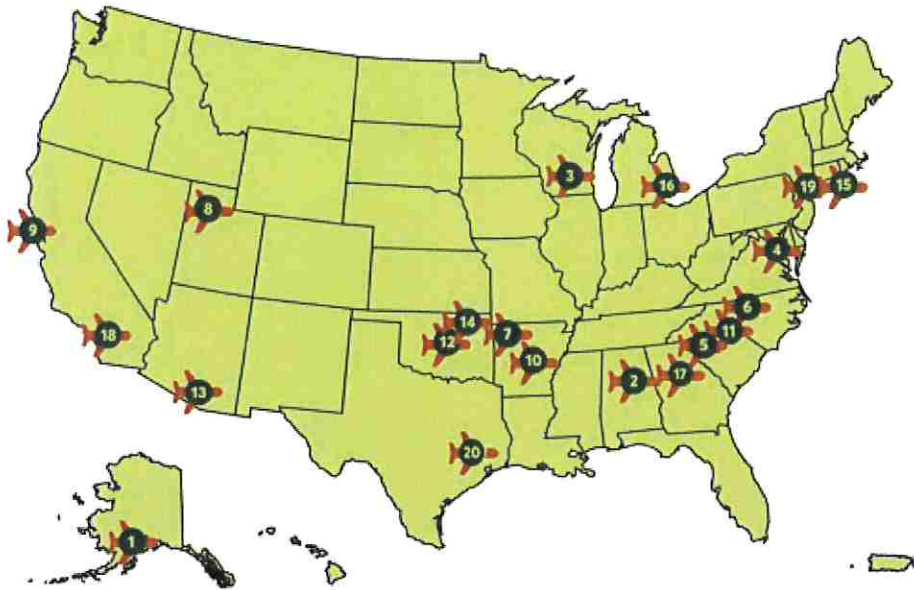
Only In Your State

The Most Expensive Airports to Fly From

On the other side of the cost spectrum, the highest fares in the country can be found at some of America’s busiest airports, as well as smaller travel hubs.

The Most Expensive Airports in America

We compare government data on the average airfare for **departing flights** from the 100 busiest airports in America to find where passengers pay the most and least to take to the skies.



| Airport | Avg. Fare | Airport | Avg. Fare |
|---|-----------|--|-----------|
| 1. Ted Stevens Anchorage Intl. (ANC) | \$521.54 | 11. Charlotte Douglas International (CLT) | \$445.92 |
| 2. Birmingham-Shuttlesworth Intl. (BHM) | \$497.72 | 12. Will Rogers International (OKC) | \$440.46 |
| 3. Dane County Regional (MSN) | \$491.19 | 13. Tucson International (TUS) | \$438.77 |
| 4. Washington Dulles International (IAD) | \$468.84 | 14. Tulsa International (TUL) | \$432.81 |
| 5. Greenville-Spartanburg Intl. (GSP) | \$460.01 | 15. John F. Kennedy International (JFK) | \$431.32 |
| 6. Piedmont Triad International (GSO) | \$458.73 | 16. Detroit Metro Wayne County (DTW) | \$429.65 |
| 7. Northwest Arkansas National (XNA) | \$458.69 | 17. Hartsfield-Jackson Atlanta Intl. (ATL) | \$425.96 |
| 8. Salt Lake City International (SLC) | \$457.57 | 18. Palm Springs International (PSP) | \$425.17 |
| 9. San Francisco International (SFO) | \$453.22 | 19. Newark Liberty International (EWR) | \$424.88 |
| 10. Bill and Hillary Clinton National (LIT) | \$451.63 | 20. George Bush Intercontinental (IAH) | \$424.21 |

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Lauderdale-Hollywood International Airport (FLL).

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FOOD

One of the Best Food Halls in Pennsylvania, This Spot Is a Must-Visit

In the contiguous United States, passengers departing from **Birmingham-Shuttlesworth International Airport (BHM)** in Birmingham, Alabama, pay the highest average airfare, **\$497.72**. The third-most expensive airport in the nation is **Dane County Regional Airport (MSN)**, serving the Wisconsin state capital, Madison. The average fare for a flight from MSN was **\$491.19** last year.

While each of the most expensive airports mentioned above ranks in the back half of the top 100 when it comes to passenger volume, some of America's busiest airports also ask a high price of departing passengers. **Six of the 20 busiest airports** in the country by total passenger volume are also among the **top 20 in airfare costs**: SFO (10th in passenger volume, 9th in cost), JFK (13th, 15th), DTW (20th, 16th), ATL (4th, 17th), EWR (6th, 19th), and IAH (16th, 20th).

Airports Where Prices Fell the Most

Across the entire air travel industry, costs for domestic airfare fell by \$7 on average last year, with some airports seeing much larger reductions.

Airports Where Airfare Costs Decreased Most

We looked at the average price for departing flights in each of the last two years at the 100 busiest airports in America to find where flight prices rose and fell the most last year.



Source: U.S. Bureau of Transportation Statistics

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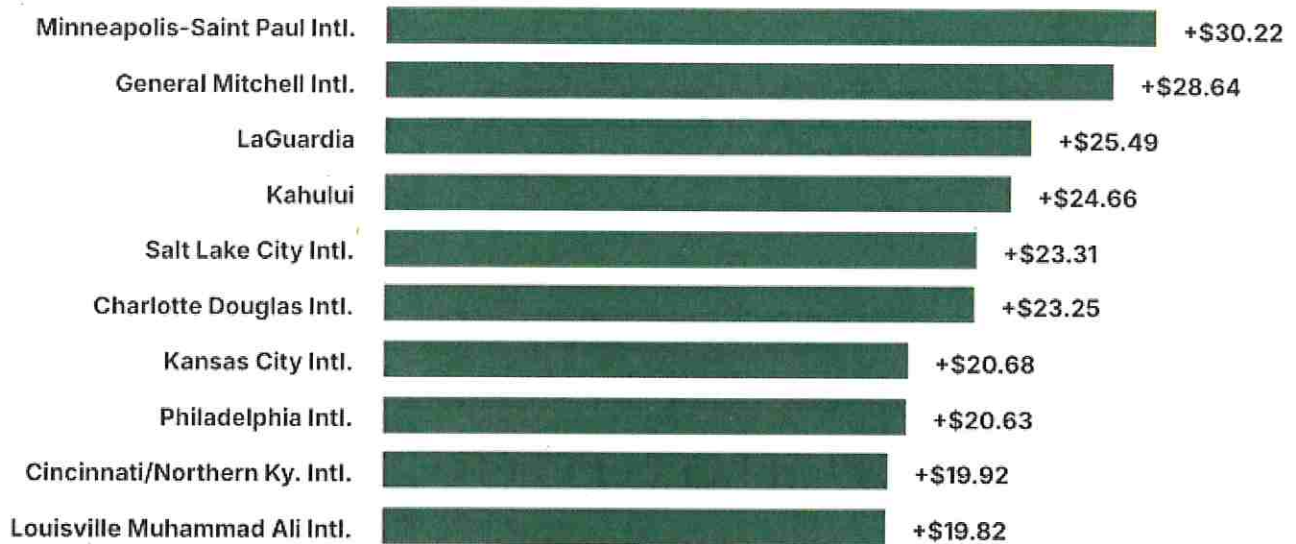
largest price drop last year, reducing costs by an average of **\$26.38**. The bronze medal for price decreases goes to Knoxville's McGhee Tyson Airport (TYS), where airfare costs fell by \$24.59.

Airports Where Prices Rose the Most

Unfortunately, not every airport in the nation followed the overall trend of falling prices, as average airfares rose at hubs nationwide.

Airports Where Airfare Costs Increased Most

We looked at the average price for **departing flights** in each of the last two years at the 100 busiest airports in America to find where flight prices rose and fell the most last year.



Source: U.S. Bureau of Transportation Statistics

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FOOD

You Haven't Tried True Pennsylvania Comfort Food Until You've Been Here



TRIPS & ROUTES

2026 US Airport Cost Rankings: See How Airfare Compares at the Nation's Busiest Airports



FOOD

One of the Best Food Halls in Virginia, This Spot Is a Must-Visit

Full Data

Average Airfare by Airport, June through August 2022-2025

| Airport | City | Avg. Airfare | Cost Rank | Passenger Rank |
|--|--------------------------------|--------------|-----------|----------------|
| Fort Lauderdale-Hollywood International Airport (FLL) | Fort Lauderdale, FL | \$269.20 | 1 | 19 |
| Orlando International Airport (MCO) | Orlando, FL | \$274.11 | 2 | 9 |
| Lihue Airport (LIH) | Lihue, HI | \$283.60 | 3 | 92 |
| Myrtle Beach International Airport (MYR) | Myrtle Beach, SC | \$285.41 | 4 | 90 |
| Harry Reid International Airport (LAS) | Las Vegas, NV | \$285.46 | 5 | 14 |
| Luis Muñoz Marín International Airport (SJU) | San Juan, PR | \$286.40 | 6 | 44 |
| Ellison Onizuka Kona International Airport (KOA) | Kona, HI | \$297.60 | 7 | 86 |
| Kahului Airport (OGG) | Kahului, HI | \$307.98 | 8 | 72 |
| Chicago Midway International Airport (MDW) | Chicago-Midway, IL | \$312.18 | 9 | 33 |
| Tampa International Airport (TPA) | Tampa, FL | \$327.29 | 10 | 22 |
| Buffalo Niagara International Airport (BUF) | Buffalo, NY | \$327.40 | 11 | 57 |
| Rhode Island T.F. Green International Airport (PVD) | Providence, RI | \$330.75 | 12 | 65 |
| Hollywood Burbank Airport (BUR) | Burbank, CA | \$331.16 | 13 | 55 |
| San Francisco Bay Oakland International Airport (OAK) | Oakland, CA | \$332.28 | 14 | 42 |
| Sarasota-Bradenton International Airport (SRQ) | Sarasota/Bradenton, FL | \$333.11 | 15 | 81 |
| Louis Armstrong New Orleans International Airport (MSY) | New Orleans, LA | \$333.40 | 16 | 43 |
| Asheville Regional Airport (AVL) | Asheville, NC | \$335.31 | 17 | 98 |
| Dallas Love Field (DAL) | Dallas-Love Field, TX | \$340.29 | 18 | 38 |
| Southwest Florida International Airport (RSW) | Fort Myers, FL | \$343.02 | 19 | 50 |
| Miami International Airport (MIA) | Miami, FL | \$346.25 | 20 | 24 |
| Long Beach Airport (LGB) | Long Beach, CA | \$346.38 | 21 | 74 |
| Raleigh-Durham International Airport (RDU) | Raleigh/Durham, NC | \$351.86 | 22 | 30 |
| Norman Y. Mineta San Jose International Airport (SJC) | San Jose, CA | \$352.42 | 23 | 36 |
| LaGuardia Airport (LGA) | New York-La Guardia, NY | \$357.40 | 24 | 12 |
| Nashville International Airport (BNA) | Nashville, TN | \$357.76 | 25 | 28 |
| Charleston International Airport (CHS) | Charleston, SC | \$358.65 | 26 | 59 |
| William P. Hobby Airport (HOU) | Houston-Hobby, TX | \$359.07 | 27 | 49 |
| Palm Beach International Airport (PBI) | West Palm Beach/Palm Beach, FL | \$359.86 | 28 | 52 |
| Denver International Airport (DEN) | Denver, CO | \$360.65 | 29 | 3 |
| Westchester County Airport (HPN) | White Plains, NY | \$363.26 | 30 | 82 |
| Pittsburgh International Airport (PIT) | Pittsburgh, PA | \$364.79 | 31 | 41 |
| Baltimore/Washington International Thurgood Marshall Airport (BWI) | Baltimore, MD | \$366.07 | 32 | 23 |
| Greater Rochester International Airport (ROC) | Rochester, NY | \$368.08 | 33 | 84 |
| Cleveland Hopkins International Airport (CLE) | Cleveland, OH | \$370.35 | 34 | 40 |
| Phoenix Sky Harbor International Airport (PHX) | Phoenix, AZ | \$370.91 | 35 | 11 |
| San Diego International Airport (SAN) | San Diego, CA | \$371.54 | 36 | 18 |

| Airport | City | Avg. Airfare | Cost Rank | Passenger Rank |
|--|--------------------------------|--------------|-----------|----------------|
| Chicago O'Hare International Airport (ORD) | Chicago-O'Hare, IL | \$374.28 | 37 | 2 |
| Ronald Reagan Washington National Airport (DCA) | Washington-Reagan National, DC | \$375.92 | 38 | 21 |
| Bradley International Airport (BDL) | Hartford, CT | \$377.74 | 39 | 51 |
| Logan International Airport (BOS) | Boston, MA | \$379.09 | 40 | 5 |
| Ontario International Airport (ONT) | Ontario, CA | \$379.35 | 41 | 53 |
| Cincinnati/Northern Kentucky International Airport (CVG) | Cincinnati, OH | \$380.58 | 42 | 46 |
| Des Moines International Airport (DSM) | Des Moines, IA | \$380.79 | 43 | 77 |
| Daniel K. Inouye International Airport (HNL) | Honolulu, HI | \$389.54 | 44 | 32 |
| Reno-Tahoe International Airport (RNO) | Reno, NV | \$389.78 | 45 | 73 |
| Portland International Airport (PDX) | Portland, OR | \$389.93 | 46 | 27 |
| Sacramento International Airport (SMF) | Sacramento, CA | \$391.75 | 47 | 31 |
| Savannah/Hilton Head International Airport (SAV) | Savannah, GA | \$392.08 | 48 | 83 |
| Indianapolis International Airport (IND) | Indianapolis, IN | \$392.27 | 49 | 39 |
| Austin-Bergstrom International Airport (AUS) | Austin, TX | \$392.40 | 50 | 25 |
| Syracuse Hancock International Airport (SYR) | Syracuse, NY | \$393.08 | 51 | 76 |
| Boise Airport (BOI) | Boise, ID | \$394.47 | 52 | 61 |
| El Paso International Airport (ELP) | El Paso, TX | \$394.71 | 53 | 69 |
| Bozeman Yellowstone International Airport (BZN) | Bozeman, MT | \$395.77 | 54 | 97 |
| Gerald R. Ford International Airport (GRR) | Grand Rapids, MI | \$397.75 | 55 | 66 |
| Norfolk International Airport (ORF) | Norfolk, VA | \$398.46 | 56 | 62 |
| McGhee Tyson Airport (TYS) | Knoxville, TN | \$401.63 | 57 | 85 |
| John Glenn Columbus International Airport (CMH) | Columbus, OH | \$402.24 | 58 | 48 |
| Portland International Jetport (PWM) | Portland, ME | \$403.80 | 59 | 94 |
| Richmond International Airport (RIC) | Richmond, VA | \$404.06 | 60 | 58 |
| Seattle-Tacoma International Airport (SEA) | Seattle, WA | \$404.21 | 61 | 8 |
| Albany International Airport (ALB) | Albany, NY | \$407.82 | 62 | 78 |
| St. Louis Lambert International Airport (STL) | St. Louis, MO | \$408.09 | 63 | 34 |
| Spokane International Airport (GEG) | Spokane, WA | \$408.17 | 64 | 71 |
| Albuquerque International Sunport (ABQ) | Albuquerque, NM | \$408.65 | 65 | 64 |
| Louisville Muhammad Ali International Airport (SDF) | Louisville, KY | \$409.27 | 66 | 67 |
| Jacksonville International Airport (JAX) | Jacksonville, FL | \$411.85 | 67 | 54 |
| San Antonio International Airport (SAT) | San Antonio, TX | \$412.25 | 68 | 45 |
| Colorado Springs Airport (COS) | Colorado Springs, CO | \$413.96 | 69 | 89 |
| Philadelphia International Airport (PHL) | Philadelphia, PA | \$415.17 | 70 | 17 |
| Memphis International Airport (MEM) | Memphis, TN | \$415.81 | 71 | 63 |
| Pensacola International Airport (PNS) | Pensacola, FL | \$416.73 | 72 | 88 |
| Fresno Yosemite International Airport (FAT) | Fresno, CA | \$418.87 | 73 | 93 |
| Eppley Airfield (OMA) | Omaha, NE | \$420.32 | 74 | 60 |
| John Wayne Airport – Orange County (SNA) | Santa Ana, CA | \$420.58 | 75 | 47 |

| Airport | City | Avg. Airfare | Cost Rank | Passenger Rank |
|--|------------------------------|--------------|-----------|----------------|
| Dallas/Fort Worth International Airport (DFW) | Dallas-DFW, TX | \$421.77 | 76 | 7 |
| Kansas City International Airport (MCI) | Kansas City, MO | \$422.15 | 77 | 37 |
| Minneapolis-Saint Paul International Airport (MSP) | Minneapolis, MN | \$422.93 | 78 | 15 |
| General Mitchell International Airport (MKE) | Milwaukee, WI | \$423.55 | 79 | 56 |
| Los Angeles International Airport (LAX) | Los Angeles, CA | \$423.63 | 80 | 1 |
| George Bush Intercontinental Airport (IAH) | Houston-Intercontinental, TX | \$424.21 | 81 | 16 |
| Newark Liberty International Airport (EWR) | Newark, NJ | \$424.88 | 82 | 6 |
| Palm Springs International Airport (PSP) | Palm Springs, CA | \$425.17 | 83 | 99 |
| Hartsfield-Jackson Atlanta International Airport (ATL) | Atlanta, GA | \$425.96 | 84 | 4 |
| Detroit Metropolitan Wayne County Airport (DTW) | Detroit, MI | \$429.65 | 85 | 20 |
| John F. Kennedy International Airport (JFK) | New York-JFK, NY | \$431.32 | 86 | 13 |
| Tulsa International Airport (TUL) | Tulsa, OK | \$432.81 | 87 | 79 |
| Tucson International Airport (TUS) | Tucson, AZ | \$438.77 | 88 | 75 |
| Will Rogers World Airport (OKC) | Oklahoma City, OK | \$440.46 | 89 | 68 |
| Charlotte Douglas International Airport (CLT) | Charlotte, NC | \$445.92 | 90 | 26 |
| Bill and Hillary Clinton National Airport (LIT) | Little Rock, AR | \$451.63 | 91 | 95 |
| San Francisco International Airport (SFO) | San Francisco, CA | \$453.22 | 92 | 10 |
| Salt Lake City International Airport (SLC) | Salt Lake City, UT | \$457.57 | 93 | 29 |
| Northwest Arkansas National Airport (XNA) | Fayetteville, AR | \$458.69 | 94 | 96 |
| Piedmont Triad International Airport (GSO) | Greensboro/High Point, NC | \$458.73 | 95 | 100 |
| Greenville-Spartanburg International Airport (GSP) | Greenville-Spartanburg, SC | \$460.01 | 96 | 87 |
| Washington Dulles International Airport (IAD) | Washington-Dulles, DC | \$468.84 | 97 | 35 |
| Dane County Regional Airport (MSN) | Madison, WI | \$491.19 | 98 | 91 |
| Birmingham-Shuttlesworth International Airport (BHM) | Birmingham, AL | \$497.72 | 99 | 80 |
| Ted Stevens Anchorage International Airport (ANC) | Anchorage, AK | \$521.54 | 100 | 70 |

How to Save When You Fly

While it's interesting to look at average airfares to understand how airports compare cost-wise, it's important to remember these are just averages. As you plan your travel, you'll find costs can vary widely at a single airport. With a little research and smart planning, you can find a deal at any airport.

Here are a few tips to save on airfare:

- **Relax before you board.** Getting the most out of summer travel starts before you ever book a flight. From timing your purchase to knowing which airport lounges are

worth the splurge, smart moves made early can mean the difference between a stressful trip and a seamless one.

- **Find lower fares before prices spike.** Summer airfare tends to climb the closer you get to departure. Travelers who book flights in advance can save significantly, especially on popular routes that fill up fast during peak season.
- **Turn layovers into part of the trip.** A connection doesn't have to mean killing time at a gate. Knowing which layover airports offer the best experience can make the most of a long connection.

Methodology

We looked at 2025 airfare data released by the U.S. Department of Transportation in May 2026 to compare domestic airfares by origin city. This report calculated average fares based on domestic itinerary fares.

"Itinerary fares" consist of round-trip fares unless a return trip was not purchased, in which case the one-way fare was used. Fares are based on total ticket value, including the price charged by the airline plus any additional taxes and fees levied at the time of purchase. Fares include only the price paid at booking and do not include fees for optional services, such as baggage fees. Averages also do not include frequent-flyer or "zero fares" or a few abnormally high reported fares.

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Salt Lake City has one of the nation's most turbulent airports. Geography is to blame

KUNR Public Radio | By Kaleb Roedel

Published May 18, 2026 at 5:00 AM MDT



LISTEN • 1:13



Alma / Adobe Stock

As winds flow across ranges like the Rocky Mountains, as seen here from the Denver International Airport, they can form ripples in the atmosphere that can affect aircraft well beyond the airport itself.

Airports across the Mountain West are dominating a new ranking of the most turbulent in the United States, underscoring how the region's mountainous terrain shapes flight conditions.

A new [analysis](#) from the site Turbli finds that eight of the 10 most turbulent airports in the country are in the Mountain West, where air moving over major mountain ranges can create unstable conditions during takeoff and landing.

Denver ranked first, followed by Bozeman, Montana; Albuquerque, New Mexico; Salt Lake City; and Jackson, Wyoming.

Las Vegas, Reno, and Boise also made the top 10.

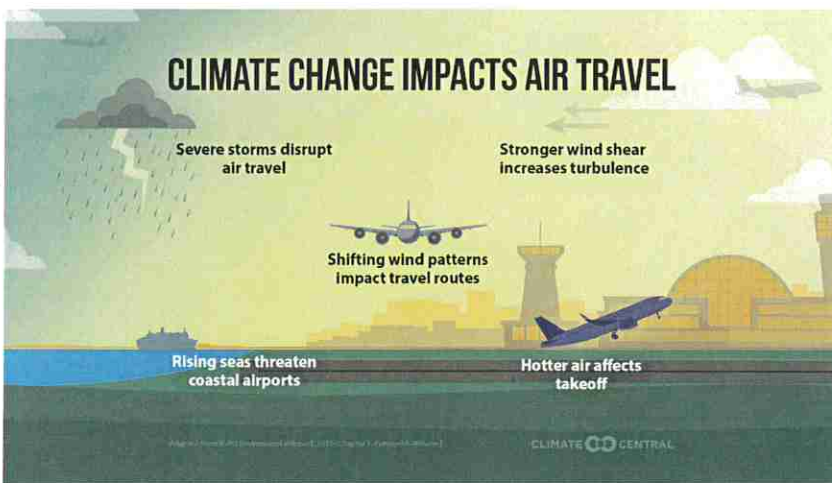
The phenomenon is largely driven by geography. As winds flow across ranges like the Sierra Nevada and the Rockies, they can form "mountain wave" turbulence, ripples in the atmosphere that can extend far above the surface and affect aircraft well beyond the airport itself.

Jason Ambrosi, commercial pilot and president of the [Air Line Pilots Association](#), said pilots are trained to manage those conditions.

"We receive training on strategies to avoid and mitigate turbulence, how to fly through it. Our airplanes are built to withstand turbulence," Ambrosi said. "It's just something that pilots mitigate on a daily basis. We plan for it and brief the passengers that we might have a little bit of a choppy ride in or out."

He added that crews use forecasting tools, training, and operational adjustments to navigate turbulent conditions safely.

The ranking comes as researchers continue to study whether climate change may be influencing turbulence patterns in aviation. Some [studies](#) suggest turbulence could become more frequent as the atmosphere warms, though experts say forecasting and avoidance tools continue to improve.



Climate Central

A Climate Central graphic illustrates several ways climate change may affect air travel.

These New York-area airports saw the most flight disruptions last month

JOE CALABRESE

Wed, May 6, 2026 at 3:10 PM MDT



These New York-area airports saw the most flight disruptions last month

The Brief

- New data from AirHelp found the 10 U.S. airports with the most and fewest flight disruptions in April.
- In the New York area, Newark, LaGuardia and JFK each made one of the lists.
- Rising oil prices caused by the Iran war and the shutdown of Spirit Airlines have led to major travel uncertainty across the country.

NEW YORK - With rising fuel prices caused by the U.S. war in Iran and the recent closure of a major airline, tens of thousands of flights have faced cancellations and delays in recent weeks. The New York area has been hit especially hard, with local airports among some of the most heavily affected by the volatility.

Airports affected by flight disruptions

What we know

Across the U.S., regular gasoline is averaging more than \$4.50 per gallon as of May 4. That's up more than 40% from one year ago, and more than 50% since the war with Iran began in late February, according to the [Energy Information Administration](#).

SUGGESTED: [Spirit Airlines begins orderly wind-down of operations, cancels all flights](#)

The spike in oil prices was one of several reasons Spirit Airlines announced it was permanently ceasing operations earlier this week. Thousands of flights across the U.S. were canceled literally overnight.

In a [statement](#), the company directly cited "the recent material increase in oil prices" as one of the reasons they had to shut down. Here in New York, Spirit offered flights out of Newark and JFK airports.

SUGGESTED: [Iran latest: U.S. to launch "Project Freedom" to guide stranded ships through Strait of Hormuz](#)

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These things, combined with the normal reasons for flight delays, like inclement weather, have made for a major travel headache.

[AirHelp](#), a platform that tries to offer travelers compensation for flight disruptions, looked at the data from last month to see which airports have been the hardest hit.

By the numbers

Here are the 10 U.S. airports that saw the most flight disruptions in April, according to AirHelp:

Top 10 airports with most flight disruptions

1. O'Hare International Airport (Chicago, IL) — 72.2%
2. San Francisco International Airport (San Francisco, CA) — 71.1%
3. Newark Liberty International Airport (Newark, NJ) — 70.9%
4. George Bush Intercontinental Airport (Houston, TX) — 67.1%
5. Fort Lauderdale-Hollywood International Airport (Fort Lauderdale, FL) — 64.1%
6. New York LaGuardia Airport (East Elmhurst, NY) — 63.2%

7. Washington Dulles International Airport (Dulles, VA) — 62.0%

8. Tampa International Airport (Tampa, FL) — 61.2%

9. Ronald Reagan Washington International Airport (Arlington, VA) — 58.3%

AirHelp's numbers are based on airports with 10,000 or more flights in the month of April, and they define disruptions as "any events that interfere with travel plans." This includes cancellations and delays, but also things like overbooking issues and damaged luggage cases. These disruptions are also not necessarily directly tied to fuel prices or Spirit's closure.

Several of the airports that cracked the top 10 most disrupted airports did not offer Spirit flights, and conversely, some of the airports with the fewest flight disruptions did.

These 10 airports, AirHelp found, had the fewest disruptions in April:

Top 10 airports with fewest flight disruptions

1. Baltimore/Washington International Thurgood Marshall Airport (Baltimore, MD) — 42.4%

2. John F. Kennedy International Airport (Queens, NY) — 44.5%

3. Hartsfield-Jackson Atlanta International Airport (Atlanta, GA) — 45.9%

4. Salt Lake City International Airport (Salt Lake City, UT) — 48.4%

5. Nashville International Airport (Nashville, TN) — 49.7%

6. Harry Reid International (Las Vegas, NV) — 50.3%

7. Boston Logan International Airport (Boston, MA) — 51.4%

8. Orlando International Airport (Orlando, FL) — 51.4%

9. Austin-Bergstrom International Airport (Austin, TX) — 51.4%

10. Portland International Airport (Portland, OR) — 51.7%

The Source

Information in this story is from AirHelp and the U.S. Energy Information Administration.

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Airline News



Volaris launches Guadalajara service, becomes 3rd carrier with direct Utah-to-Mexico flights

SALT LAKE CITY — Maria Cervantes had been searching for a low-cost option to travel to Mexico, almost losing hope.

"We were putting it off," said the Salt Lake woman.

With Volaris' plans to launch flights between Salt Lake City and Guadalajara, though, a lower-cost option that fit her budget finally emerged, and there she was Monday at Salt Lake City International Airport, waiting to board the inaugural flight to the Mexican city. "This was a great opportunity," she said.

Volaris formally [announced plans last February](#) to launch three weekly flights from Salt Lake City to Guadalajara in February, and airport and airline officials and others gathered Monday ahead of the first flight to mark the occasion. A mariachi band was also on hand playing music.

Antonio Cruz Diaz, acting consul general of the Mexican Consulate in Salt Lake City, called it a "joyful occasion." Links like the Salt Lake City-Guadalajara flights every Monday, Wednesday and Friday "bring people together, bring business together, bring family together," he said.

Volaris, based in Mexico City, becomes the 14th airline to provide service at the Salt Lake City airport and the third carrier to offer direct flights to Mexico after Delta and Aeromexico. As of May, Aeromexico offered seven flights a week to Guadalajara while Delta served Cancun, Los Cabos and Mexico City, also with seven flights per week to each locale, according to the Salt Lake City airport website.



Mexican carrier Volaris launched Salt Lake City-to-Guadalajara flights on Monday, becoming the third commercial airline to offer direct flights from Utah to Mexico. Airport and airline officials and others mark the occasion with a ribbon-cutting ceremony at Salt Lake City International Airport. (Photo: Tim Vandennack, KSL)

Nate Lavin, air service and business development manager for the Salt Lake City International Airport, said the recent overhaul of the airport expanded the ability of the facility to accommodate international carriers, leading to Volaris' entry into the Utah market.

"This has been a multiyear undertaking for us. Salt Lake City International Airport has been courting Volaris for well over six or seven years. It's not an overnight process to bring a new airline to your city, and so we're happy that they're finally here offering affordable fares throughout Mexico," he said.

Delta launched nonstop service between Salt Lake City and [Lima](#), Peru, last December, marking the first commercial flights from Utah to South America though the seasonal offering ended last January.

Volaris flies throughout Mexico and to 24 U.S. cities, including Salt Lake City, according to Ryan Isemeyer, senior manager of network planning for Volaris. He said the company sees economic opportunity in Utah with the growing population of Mexicans and Mexican Americans.

"There's a large Mexican population here in Salt Lake City. It's a market that we don't serve, and we see the opportunity to offer more competitive fares that allow us to connect families between the United States and Mexico," he said. "Primarily we're catering to what I would consider VFR customers, those that are visiting family and relatives, as well as those that are looking to explore Mexico for the first time."

Volaris' niche, he said, is offering "economically friendly" base fares with passengers able to add on perks and additional services as they see fit. He also noted the demand for air service between the United States and Mexico, calling it "one of the largest international travel corridors in the world."

Rachel Bremer, global market director for the Utah Office of Tourism, noted increasing efforts by Utah officials around Mexico to promote the state as a travel destination.

Looking for more news from Utah's Latino community? Visit our [Voces de Utah](#) section for more stories, events and features.

"This flight really ushers in the opportunity to welcome more visitors from different regions in a cost-effective way," she said. It's a low-cost carrier, she noted, and its entry into the market "adds some competition, which we always love to see."

Some of the travelers taking the first flight to Guadalajara on Monday were happy Volaris launched in Utah. Leonardo Zuniga, en route to the Mexican city after a visit to family in Utah, said the flight prices are perhaps 30% lower than flights on Aeromexico.

"The cost is more accessible," he said.



WASATCH FRONT NEWS

Volaris launches nonstop flights from Salt Lake City to Guadalajara

by: [Kyle Indihar](#)

Posted: Jun 1, 2026 / 06:23 PM MDT

Updated: Jun 1, 2026 / 08:00 PM MDT

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SALT LAKE CITY ([ABC4](#)) — Volaris is landing in Utah! Monday’s inauguration of a new, direct flight from Salt Lake International Airport to Guadalajara, Mexico, marks the first time the airline has operated in the state of Utah.

Senior Manager of Network Planning at Volaris, Ryan Isemeyer, said at the inauguration that the airline will be flying three times a week, on Mondays, Wednesdays and Fridays, with round-trip fares reaching as low as \$250.

“We’re really excited to bring a more economically viable option for our passengers here in Utah, as well as in Guadalajara, to see the beauty of both sides of our market,” Isemeyer told [ABC4.com](#).



Photo Courtesy: Nicholas Rewey // KTVX

He added that Volaris chose Salt Lake City for the direct line due to Utah’s large Hispanic population and its business ties with Guadalajara, Mexico’s third-largest city.

Salt Lake City marks Volaris’ 24th city in the United States where the airline operates. It now connects Utah to 40 cities in Mexico beyond Guadalajara.

“The United States is a key market for Volaris, and this expansion reflects our long-term commitment to connecting more communities on both sides of the border,” said Holger Blankenstein, Volaris Executive Vice President of Airline Commercial and Operations.

To book a flight with the second-largest airline in the United States, visit [volaris.com](#).



UTAH

Find out what is the new direct flight from Utah to Mexico

Airport authorities and representatives of the Mexican Consulate participated in a ribbon-cutting ceremony.

By **Luis Fernando Cuadros** • Published on June 01, 2026 • Updated at 10:37 am on June 02, 2026

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An airline at the Salt Lake City airport offers travelers direct flights to a Mexican city.

SALT LAKE CITY, UTAH – Volaris on Monday inaugurated its new direct flight between **Salt Lake City** and Guadalajara, Mexico.

Airport authorities and representatives of the Mexican Consulate participated in a ribbon-cutting ceremony to celebrate the start of service.

The new route seeks to strengthen ties between Utah and Mexico, as well as offer more travel options to the state's Hispanic community.

Volaris launches Guadalajara service, becomes 3rd carrier with direct Utah-to-Mexico flights

Published: June 2, 2026, 11:54 a.m. MDT

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By **Tim Vandennack, KSL**

Maria Cervantes had been searching for a low-cost option to travel to Mexico, almost losing hope.

“We were putting it off,” said the Salt Lake woman.

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Monday at Salt Lake City International Airport, waiting to board the inaugural flight to the Mexican city. “This was a great opportunity,” she said.

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Mexican carrier Volaris launched Salt Lake City-to-Guadalajara flights on Monday, becoming the third airline to offer direct Utah-to-Mexico flights. A mariachi band performs at a ceremony at Salt Lake City International Airport to mark the occasion. | Tim Vandennack, KSL

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UTAH

Volaris Launches Direct Flights from Salt Lake International Airport to Guadalajara, Mexico

June 2, 2026 • 0 comments



Volaris' New Flight to Guadalajara Isn't Just Another Route—It's a Test for Utah's Global Ambitions

Picture this: a 41-year-old Salt Lake City software engineer, raised on the idea that Mexico was a weekend drive to Las Vegas, now booking a direct flight to Guadalajara for a client meeting. No layovers. No detours. Just a three-hour jump across the border, with the Sierra Madre mountains visible from the window. That's the kind of shift Volaris is betting on when it launches its first-ever nonstop route from Salt Lake City International Airport (SLC) to Guadalajara's Don Miguel Hidalgo y Costilla Airport (GDL) on Monday. But for Utah's economy—and its political identity—this isn't just another airline announcement. It's a pressure test for a state that's spent years courting global trade while quietly ignoring the most obvious trade partner right in its backyard.

Here's the nut graf: Volaris' move isn't about filling empty seats. It's about forcing Utah to confront a simple question: If the state's leaders are serious about diversifying its economy beyond tech and tourism, why have they spent decades treating Mexico as an afterthought? The numbers don't lie. Mexico is Utah's second-largest export market after Canada, with \$2.1 billion in goods shipped south in 2025 alone—yet SLC's direct flights to Mexico City and Cancún have been overshadowed by connections to Tokyo and Frankfurt. Volaris, the ultra-low-cost carrier that's become Latin America's dominant budget airline, is now asking: *What if the real growth isn't in Europe, but in the cities where Utah's manufacturers already have supply chains?*

The Hidden Cost to the Suburbs

distribution company with warehouses in both SLC and Guadalajara, the new route cuts logistics costs by 40%. “We used to ship overnight via FedEx,” says Carlos Garcia, whose company exports \$3 million in orthopedic implants annually. “Now, we’ll fly inventory on the red-eye and have it in Mexico by noon. That’s not just time—it’s money that stays in Utah.”

The link to this photo or video may be broken, or the post may have been removed.

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But the ripple effects go deeper. Utah’s manufacturing sector, which employs 110,000 workers, has been quietly pivoting toward Mexico for years. A 2025 report from the Utah Department of Commerce found that 37% of the state’s machinery and electronics exporters now have at least one facility in northern Mexico, lured by lower labor costs and proximity. The Volaris route could accelerate this trend—but not without trade-offs. “The risk,” warns Dr. Elena Vasquez, an economist at the University of Utah’s Kem C. Gardner Policy Institute, “is that Utah’s policy-makers will see this as a win for ‘business as usual’ without addressing the labor shortages in sectors like construction and hospitality, where Mexican workers have historically filled gaps.”

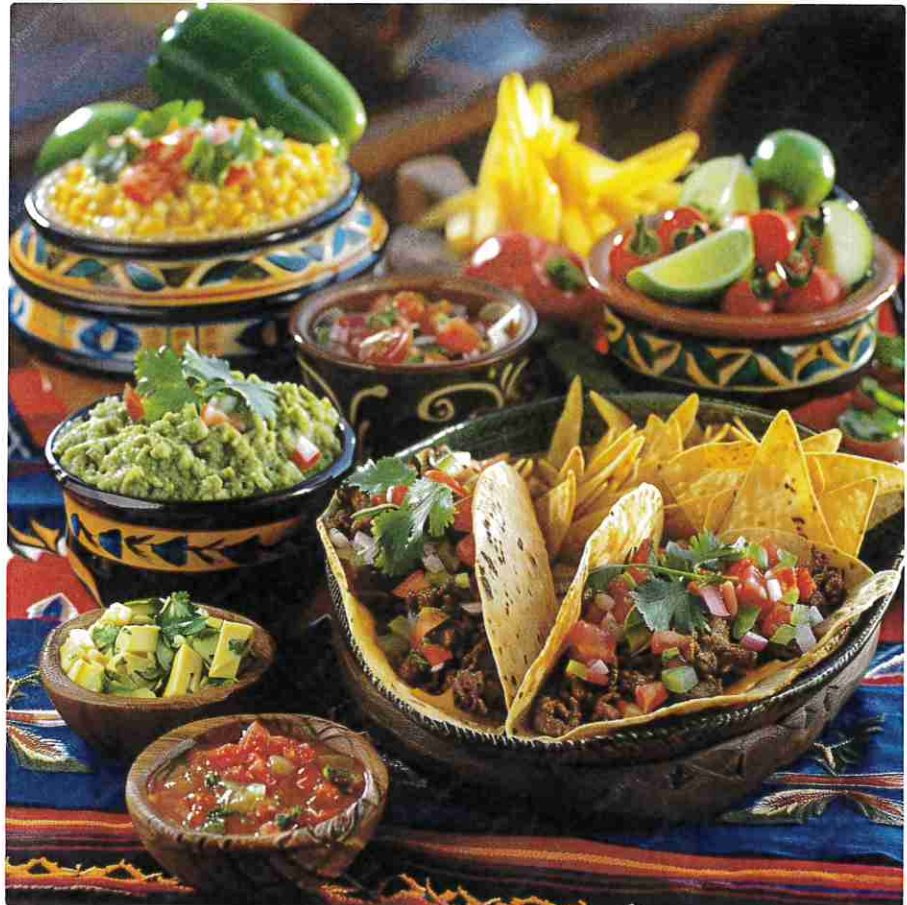
“This flight isn’t just about connecting cities—it’s about connecting ecosystems. If Utah wants to be a hub for nearshoring, it needs to treat Mexico like a partner, not a side project.”

—DR. ELENA VASQUEZ, UNIVERSITY OF UTAH KEM C. GARDNER POLICY INSTITUTE

The Devil’s Advocate: Why Utah’s Leaders Might Not Care

Critics will argue that Volaris’ route is a drop in the bucket compared to Utah’s broader aviation strategy. After all, Delta and United already offer nonstop service to Mexico City, and Southwest’s connections to Los Angeles provide indirect options. “Utah’s focus has been on premium markets like Europe and Asia,” says Rep. Mark Wheatley (R-Provo), who chairs the House Transportation Committee. “This route serves

Read more: [No Cure Vocalist Slams Bigotry in Utah Hardcore Scene](#)



Mexican

There's truth to that. SLC's international passenger traffic grew by 18% in 2025, but only 6% of those travelers went to Latin America. The airport's master plan, approved in 2024, allocates \$450 million to expanding gates for trans-Pacific flights—yet devotes just \$80 million to improving ground transportation links to Mexico. "It's a classic case of chasing the shiny object," says Vasquez. "Utah's leaders love to talk about 'globalization,' but their infrastructure investments tell a different story."

The counterpoint? Volaris' low fares could actually *boost* Utah's tourism sector by making it easier for Mexican visitors to explore the state. In 2025, Mexican tourists spent \$1.2 billion in Utah—yet only 12% arrived by air. If the new route attracts more leisure travelers, it could offset some of the labor shortages in hospitality by increasing seasonal hiring. "This isn't just about business," says Maria Rodriguez, CEO of the Utah-Mexico Chamber of Commerce. "It's about cultural exchange. My grandmother came to Utah in the 1980s for a family wedding and never left. These flights could create the next generation of Utah-Mexico families."

Historical Parallels: When Utah Bet Substantial on Trade—and Won

This isn't the first time Utah has gambled on a trade route that seemed too obvious to ignore. In 1994, the state's agricultural lobby pushed hard for the North American Free Trade Agreement (NAFTA), arguing that Mexican demand for Utah's dairy and beef would offset losses in other markets. The bet paid off: Utah's agricultural exports to Mexico tripled in the decade after NAFTA's passage. But the state's political will to support those trade corridors waned as tech became the darling sector. "NAFTA was a reminder that Utah's economy has always been tied to Mexico," says Vasquez. "The question now is whether this flight will reignite that connection—or if it'll be another footnote in a state that's too busy looking east."



Watch on

Volaris launches nonstop flights from Salt Lake City to Guadalajara

Consider the data. Between 2010 and 2020, Utah's exports to Mexico grew by 120%, outpacing growth to China (up 80%) and Japan (up 60%). Yet SLC's direct flights to Mexico City and Guadalajara have remained stagnant, while routes to Tokyo and Frankfurt have expanded. "The infrastructure doesn't match the economic reality," says Rodriguez. "You can't have a \$2 billion trade relationship and only offer one direct flight."

Read more: [Utah Baseball Falls to UCSB 12-1 in Sunday Matchup – 2026 Season Update](#)

The Bigger Picture: What This Flight Says About Utah's Future

Volaris' move isn't just about filling seats. It's a referendum on Utah's economic priorities. The state's leaders have spent years positioning SLC as a "gateway to the Pacific" with direct flights to Seoul and Sydney. But the math doesn't add up. Mexico is Utah's second-largest trading partner, and Guadalajara is now the fifth-largest metro economy in Latin America. If Utah wants to compete in the near-shoring boom—where companies are moving production from China to Mexico to avoid tariffs—the state needs to treat Guadalajara like a sister city, not a side trip.



Volaris Launches Direct Flights Latin America

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There's also the political angle. Utah's Republican leadership has been vocal about opposing "open borders" rhetoric, yet the state's economy is increasingly dependent on Mexican labor and trade. The Volaris route forces a conversation: Can Utah have it both ways? "This flight is a microcosm of the large



expanding the I-15 corridor to include a dedicated trade zone near the Mexican border, or lobbying for faster customs processing at SLC for Mexican-bound goods. Right now, the signs aren't promising. The Utah Legislature's 2026 budget includes \$15 million for a new international terminal at SLC—but zero funding for programs to help Utah businesses navigate Mexico's regulatory landscape. "They're building the plane," says Rodriguez, "but not the runway."

The Kicker: A Flight That Could Change Everything—or Mean Nothing

Here's the thing about Volaris' new route: It's not the first time an airline has tried to connect Utah and Mexico directly. In 2018, Aeroméxico briefly offered a nonstop from SLC to Mexico City, only to pull it after six months due to low demand. The difference now? Volaris isn't just an airline—it's a symptom of a larger shift. Mexico's economy is diversifying faster than Utah's political class can keep up. Guadalajara is no longer just a manufacturing hub; it's a tech and aerospace powerhouse, home to companies like Volaris itself, which is expanding its U.S. Operations. If Utah doesn't adapt, it risks becoming a bit player in its own backyard.

The software engineer from the opening paragraph? He's already booked his ticket. The question is whether Utah's leaders will follow.

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Sonoma County

Airlines are moving in to wine country airport abandoned by Avelo

By Travis Schlepp, 2 days ago

After [Avelo Airlines](#) disbanded its entire West Coast operations and abandoned service to several mid-sized airports last year, the travel prospects of some underserved cities was thrown into a state of flux.

But now, at least at the [Sonoma County Airport](#) in Northern California's wine country, more airlines are stepping in to pick up the slack at what could be a strategic and growing travel destination.

Last week, Delta Air Lines announced it would begin new nonstop service between STS in Santa Rosa, California, and its western hub at the [Salt Lake City International Airport](#) in Utah. That new nonstop service will begin on Oct. 6, with two daily flights between the cities serviced by SkyWest Airlines (a Delta connection partner).

Read More: [Alaska Airlines may have to pay big fine over drunk passengers](#)

Departing travelers can then connect to the wide array of domestic and international flights, improving connectivity for residents of the Northern California region, while also making it easier for visitors from other parts of the globe to make a wine country pit stop.

Open in NewsBreak



A Delta Air Lines jet is seen parked on a tarmac in this undated image from Pixabay.com

Sonoma County officials said the new flights represent continued growing interest in the region.

“Delta’s arrival at [Sonoma County Airport] is yet another milestone in the prominence of the airport and reflects the continued demand for commercial air service in Sonoma County,” said STS Airport Manager Jon Stout. “This new service will provide our community with additional travel options while strengthening connections from Sonoma County.”

Local political leaders also weighed in on the arrival of Delta and highlighted the impact additional flight options means for the region’s economy and its citizens.

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Multiple airlines are filling the service gap at the Sonoma County Airport that was left after the controversial departure of Avelo Airlines, which ceased all of its West Coast operations late last year.

Read the full story at [Rabblenews.com](https://www.rabblenews.com)

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“Sonoma County Airport plays an important role in connecting our region to economic opportunities and transportation networks across the country,” said Sonoma County Supervisor Rebecca Hermosillo. “We are pleased to welcome Delta and look forward to the additional convenience and connectivity this service will provide for residents and visitors alike.”

Flight schedules and ticket availability for Delta Air Lines flights are now available on the airline’s website and on other booking platforms.

Read More: [Fiji Airways and WestJet partner up to connect Canada and the South Pacific](#)

Sonoma County Airport, also known as the Charles M. Schulz Airport, is also serviced by Alaska Airlines, Southwest Airlines and American Airlines.

Southwest launched service at STS just last month with some [wine-centric perks](#), and Alaska announced earlier this month it would begin expanding its flight offerings in Santa Rosa beginning in November.

Delta Air Lines fills a gap left by departed carrier

The airport was previously one of the main west coast hubs of Avelo, a low-cost carrier that also had a major footing at the Hollywood Burbank Airport near [Los Angeles](#).

Last year, after months of financial ‘[Open in NewsBreak](#)’mer boycotts revolving around that airline’s decision to partner with the Department of Immigration and Customs Enforcement for deportation flights, Avelo announced it would be completely scrapping its West Coast operations in favor of a strategic re-focusing on building out its East Coast services.



A Delta Air Lines plane is seen flying in the sky in this undated image. (Photos courtesy Pexels.com)

Airline officials told me at the time that the decision to fold its West Coast operations was entirely unrelated to the consumer boycott brought on by its cooperation with ICE, although boycott organizers I spoke to weren’t entirely sure they believed that.

Despite Avelo’s departure last fall, airport officials said 2025 was the busiest on record, and demand for flights in and out of Sonoma County are in demand. The arrival of Southwest and Delta, plus the expanded service of Alaska, reflects as much.

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ROUTES

Alaska Airlines Expands from Santa Rosa, Resumes Seattle-Long Beach Route



Declan Daleiden

May 10, 2026



A global review of commercial flight

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SEATTLE – Alaska Airlines (AS) [announced](#) on May 7 the addition of four new nonstop routes from Charles M. Schulz-Sonoma County Airport (STS) and Long Beach Municipal Airport (LGB), continuing the carrier’s expansion across California.

Alaska will return to Long Beach after a decade-long absence, launching twice-daily year-round service to Seattle-Tacoma International Airport (SEA) beginning September 8, operated on Boeing 737 aircraft. The addition makes Alaska the only airline serving Seattle from all five major airports in the Los Angeles Basin.

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Santa Rosa expansion

Three new seasonal routes from Santa Rosa will begin on November 1, all operated on Embraer E175 regional jets. Service to Phoenix Sky Harbor International Airport (PHX) will run daily through April 21, 2027, while flights to Salt Lake City International Airport (SLC) and Boise Airport (BOI) will operate daily through the same period, bringing Santa Rosa's total nonstop destinations to 12.

Alaska has served Charles M. Schulz–Sonoma County Airport (STS) for nearly two decades and remains the largest carrier there. The Salt Lake City and Boise routes are currently unserved markets from the North Bay, timed to connect wine country travelers to ski destinations ahead of the winter season. Alaska's Wine Flies Free program allows Atmos Rewards members to check an entire case of wine, up to 12 bottles, at no charge.

Connectivity

All three Santa Rosa routes will be operated by Alaska's regional fleet, which the carrier says is the only regional fleet in the world fully equipped with Starlink Wi-Fi, offering gate-to-gate connectivity through a T-Mobile partnership at no cost to Atmos Rewards members.

Starlink is scheduled to roll out across Alaska's mainline fleet, which will serve Long Beach, throughout 2026.



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Alaska Airlines Adds 3 New Flight Routes, Resumes One After 10 Years

New seasonal routes from Santa Rosa target ski destinations, while Long Beach marks Alaska's first return to the airport in over ten years.



By Anurag Sharma May 11, 2026 7 Mins Read

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Photo: Clément Alloing

SEATTLE- [Alaska Airlines \(AS\)](#) is expanding its California network with four new nonstop routes from Charles M. Schulz-Sonoma County Airport (STS) in Santa Rosa and Long Beach Municipal Airport (LGB). Tickets for all routes are now on sale at [alaskaair.com](#).

Three new seasonal routes from Santa Rosa connect to Boise Airport (BOI), Phoenix Sky Harbor International Airport (PHX), and Salt Lake City International Airport (SLC) starting November 1, 2026, while a year-round twice-daily service between Seattle-Tacoma International Airport (SEA) and Long Beach launches September 8, 2026.



Horizon Air Embraer E175 | Photo: Alaska Airlines

Alaska Airlines Adds 3 New Routes

Alaska Airlines has long maintained a dominant presence at Charles M. Schulz-Sonoma County Airport, having been the first carrier to introduce commercial service there nearly two decades ago. The airline remains the largest carrier serving Santa Rosa to this day.

The three new routes from Santa Rosa target winter travel demand. [Salt Lake City](#) and Boise give North Bay passengers direct access to popular ski destinations ahead of the 2026-27 ski season. Phoenix adds a warm-weather option, rounding out Santa Rosa's nonstop total to 12 destinations. All three routes operate on the Embraer E175 aircraft and run through mid-to-late April 2027.



| City Pair | Start Date | End Date | Frequency | Aircraft |
|---|--------------|---------------|-------------|----------|
| Santa Rosa (STS) – Boise (BOI) | Nov. 1, 2026 | Apr. 19, 2027 | Up to daily | E175 |
| Santa Rosa (STS) – Phoenix (PHX) | Nov. 1, 2026 | Apr. 21, 2027 | Daily | E175 |
| Santa Rosa (STS) – Salt Lake City (SLC) | Nov. 1, 2026 | Apr. 21, 2027 | Up to daily | E175 |

"Alaska is committed to California, and we're proud to offer guests across the state even more options for their next vacation or work trip," said Kirsten Amrine, Vice President of Network Planning and Revenue Management at Alaska Airlines.



Photo: Alaska Airlines

Wine Flies Free: A Perk Built for Wine Country Travelers

Alaska's Wine Flies Free program, active since 2007, continues to be a standout benefit for Santa Rosa travelers.



Atmos Rewards members can check a full case of wine, up to 12 bottles, at no additional charge.

The program is built to serve the region's wine tourism culture and gives North Bay travelers a practical reason to choose Alaska for trips home from wine country.



Photo: Cado Photo

Alaska Airlines Returns to Long Beach

Alaska Airlines is returning to Long Beach Municipal Airport (LGB) after a ten-year absence. Beginning September 8, 2026, the airline will operate two daily flights between Long Beach and Seattle on [Boeing 737 aircraft](#), running year-round.



[Hawaiian Airlines \(HA\)](#) currently serves Long Beach with flights to Honolulu Daniel K. Inouye International Airport (HNL) and Kahului Airport (OGG) on Maui. Alaska's return adds a new competitive option for Southern California travelers seeking alternatives to the region's busier airports.

With this addition, Alaska becomes the only airline operating nonstop service between Seattle and all five major Los Angeles Basin airports. The airline already holds the record for serving more California airports year-round than any other carrier.

| City Pair | Start Date | End Date | Frequency | Aircraft |
|----------------------------------|---------------|------------|-----------|----------|
| Seattle (SEA) – Long Beach (LGB) | Sept. 8, 2026 | Year-round | 2x daily | 737 |



Starlink Wi-Fi Comes Standard on New Routes

Alaska Airlines operates the only regional fleet in the world with Starlink Wi-Fi installed on every aircraft.



All three Santa Rosa routes, flown on the E175, will offer gate-to-gate connectivity through a new onboard portal powered by T-Mobile. Atmos Rewards membership is free and includes complimentary Wi-Fi access alongside points earned toward future travel.

Starlink is also being rolled out across Alaska's mainline 737 fleet throughout 2026, which means Long Beach passengers will gain access to the same high-speed connectivity as the expansion progresses.



Photo: Alaska Airlines

Alaska Airlines Charts a Premium Global Product Roadmap

Alaska Airlines (AS) has launched its first-ever nonstop European service, operating between Seattle-Tacoma International Airport (SEA) and Rome Fiumicino Airport (FCO) aboard a [Boeing 787-9 Dreamliner](#).

Delta Air Lines adds new US city, gets in on California wine country turf battle

Sean Cudahy

May 26, 2026 • 3 min read



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Delta Air Lines is adding a new route that pairs well with a side of cheese.

The Atlanta-based carrier just joined the [wave of airlines adding service to California's wine country](#) via Charles M. Schulz Sonoma County Airport (STS) in Santa Rosa.

Delta over the weekend filed plans to launch nonstop service to STS from its hub at Salt Lake City International Airport (SLC).

The new flights, first spotted in Cirium and confirmed by an airline spokesperson, will launch Oct. 6.

Stay up to date on all things aviation by subscribing to our [aviation newsletter](#).

It'll be an all-new airport for the carrier, giving SkyMiles loyalists a new and convenient link to the wineries of Sonoma and Napa — not to mention an additional airport in California's Bay Area.

Air service growth continues in Santa Rosa

This is the latest in a wave of new flights to the small Sonoma County Airport.

Just in the last few months, Southwest Airlines has [launched service from STS](#), and Alaska Airlines has [bolstered its flight offerings](#) there.

Now, Delta is flying into town.

All told, the airport's total departures this year are set to increase nearly 40% from last year, according to data from aviation analytics firm Cirium. And that's despite budget carrier Avelo Airlines [pulling out of Sonoma](#) last summer.



An Alaska Airlines plane at Charles M. Schulz Sonoma County Airport (STS) in 2021. GEORGE ROSE/GETTY IMAGES

STS is in the heart of Sonoma County wine country, and it's situated about an hour's drive from downtown Napa (though many of the most popular Napa vineyards in the northern valley are far closer).

And compared with the Bay Area's larger hubs like San Francisco International Airport (SFO), travelers can enjoy a much smaller, quieter airport experience in STS. Plus, they'll have a much lower chance of encountering traffic once they leave the terminal.



Flight details

Delta will operate its Salt Lake City-to-Santa Rosa route with a Delta Connection Embraer 175 regional jet, which sports 12 first-class recliners and 20 extra-legroom Comfort seats in front of the main cabin.

Delta Just Announced 1st-Ever Flights To This US City—Should Alaska Airlines Be Worried?



By [Aaron Bailey](#). May 23, 2026, 2:48 PM EDT

A recent schedule update has identified that  SkyTeam carrier  Delta Air Lines will commence operations to Santa Rosa this October, being the first time the airline has served it from its nearby hub at [Salt Lake City](#). The service will operate twice daily onboard SkyWest Airlines-operated **Embraer E175** aircraft.

Delta Plans To Serve Santa Rosa Twice Daily

Credit: Shutterstock



Using data from [Cirium](#), an online aviation analytics company, Delta will launch the twice-daily service to Santa Rosa from October 8, going head-to-head with ^{Alaska}**Alaska Airlines**, which is set to launch its own link to Salt Lake on November 1. What makes the challenge most unique between Alaska and Delta is that Alaska would likely be serving the point-to-point market from STS, whereas Delta will utilize the route to feed into its wider Salt Lake City operations.



Connectivity via Salt Lake City will undoubtedly be a driver for passengers traveling from Santa Rosa to Delta, with the airline being the major player at SLC. Up until 2024, Santa Rosa had no Salt Lake City flights; these were first started by **Avelo Airlines** and have since been axed, but both Alaska and Delta plan to connect the two cities later this year.

Delta Air Lines (from October 8):

| Flight | Frequency | Origin | Departure Time | Destination | Arrival Time | D |
|--------|-----------|---|----------------|---|--------------|--------|
| DL3541 | 1x Daily | Charles M. Schulz– Sonoma County Airport (STS) | 11:25 AM | Salt Lake City International Airport (SLC) | 2:24 PM | 1 m |
| DL3533 | 1x Daily | Charles M. Schulz– Sonoma County Airport (STS) | 4:55 PM | Salt Lake City International Airport (SLC) | 7:55 PM | 2 |
| DL3541 | 1x Daily | Salt Lake City International Airport (SLC) | 9:30 AM | Charles M. Schulz– Sonoma County Airport (STS) | 10:39 AM | 2 m |
| DL3533 | 1x Daily | Salt Lake City International Airport (SLC) | 3:00 PM | Charles M. Schulz– Sonoma County Airport (STS) | 4:08 PM | 2 m |

Alaska Airlines (5x weekly from November 1, daily from December 16)

| Flight | Frequency | Origin | Departure Time | Destination | Arrival Time | D |
|--------|--|--|----------------|--|--------------|--------|
| AS3392 | 5x Weekly (increasing to 1x Daily from December 16) | Charles M. Schulz– Sonoma County Airport (STS) | 3:57 PM | Salt Lake City International Airport (SLC) | 6:57 PM | 2 |
| AS3393 | 5x Weekly (increasing to 1x Daily from December 16) | Salt Lake City International Airport (SLC) | 6:05 PM | Charles M. Schulz– Sonoma County Airport (STS) | 7:15 PM | 2 m |

New Horizons For Santa Rosa Charles M. Schulz–Sonoma County Airport



This year will set a record at the Santa Rosa airport, with a total of 8,139 departures scheduled. This is an increase over its previous record of 5,877 departures, a 38% increase. This is California's 14th-most-served airport (the same position it held in 2025, despite this increase in airline operations).

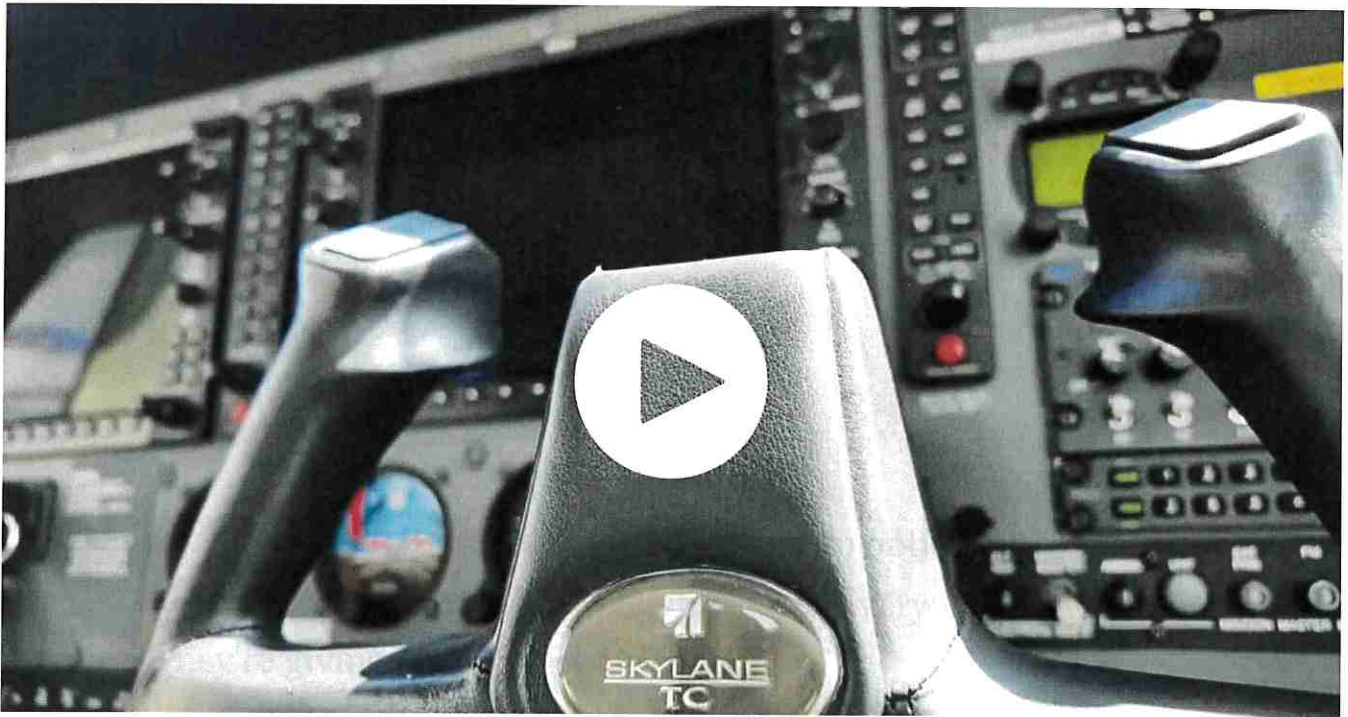
Santa Rosa is set to welcome several new routes alongside Salt Lake City, with Alaska also launching a nonstop link seasonally over the Northern Hemisphere winter season to **Boise Airport (BOI)** and **Phoenix Sky Harbor International Airport (PHX)**. These services commence on the same day as the Salt Lake City route.

Miscellaneous News

NEWS > LOCAL NEWS > SALT LAKE CITY



Utah aviation leaders see growing interest from students at career open house



By: Julia Sandor

Posted 6:18 PM, May 09, 2026 and last updated 6:03 PM, May 10, 2026

SALT LAKE CITY — The aviation industry is constantly changing. Here in Utah, some aviation leaders say they're seeing more interest from students.

We're back down to the norm, which is about 4,000. That's the major airlines. I think that it's really interesting right now to see these kids find that groove."

There are other paths to look at, like dispatch, maintenance, ground crews and more.

Andreas Wesemann, a colonel with the Civil Air Patrol and a Utah State University professor, fell in love with aviation at a young age. Now he takes that passion and helps others discover all that the field has to offer.

"There are all these careers and opportunities for helicopters, fixed wings, everything about aviation. I love seeing these kids to give them the idea of what their future can hold," Wesemann said.

Park City High School teacher Trip Marshall also has a passion for aviation. Being in the field for years himself, he takes what he's learned and passes it on to his students.

"We've been historically short on pilots, historically short on mechanics, and those are things we don't think about as normal citizens, but we use them every time a box is shipped, every time we see grandma — we use these things all the time," Marshall said.

He said his class is always getting more interest.

"What it shows is the interest. There's a need for this. The students are out there and need to connect with flight school. They need to connect with the industry," Marshall said.

The students at the event said they're excited to learn more.

"Yeah, it's been amazing! I look forward to fourth period aviation every day," Park City High School student Will Hladon said.




The Salt Lake Tribune

Twice a week, ICE apparently flies detained people out of Salt Lake City. Here's where they go.

A Salt Lake Tribune review of flight data identified a pattern.



(Chris Samuels | The Salt Lake Tribune) A person in shackles boards an Eastern Air Express plane for a U.S. Immigration and Customs Enforcement flight at Salt Lake City International Airport, Monday, April 6, 2026.

By  Sean P. Means | May 24, 2026, 6:00 a.m. | Updated: May 26, 2026, 4:48 p.m.

Add as Preferred Source

Comment

Lee este artículo en español [aquí](#).

The planes seem to come through Salt Lake City International Airport on a fairly routine schedule — twice a week, on Monday and Thursday mornings, usually landing around 10 a.m. and taking off by noon.

People in handcuffs and ankle restraints boarded at least two of them in recent months, Salt Lake Tribune journalists have observed.

But U.S. Immigration and Customs Enforcement would not confirm any details about what it calls “removal flights,” citing “operational security concerns.”

Since the start of the year through April, 46 such “removal flights” have stopped at Salt Lake City’s airport — 12 in January, 13 in February, 12 in March plus nine in April, according to [Human Rights First](#). The nonprofit compiles data on ICE flights to detention centers within the U.S. and deportation flights out of the country.

That’s down somewhat from a peak of 18 ICE flights moving through Salt Lake City’s airport last December, according to Savi Arvey, who runs the nonprofit’s [ICE Flight Monitor](#).

The Monday-and-Thursday pattern emerged when The Salt Lake Tribune independently reviewed March, April and May flights through the flight-tracking website [ADS-B Exchange](#).

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How many people ICE is moving out of Salt Lake City is difficult to determine. For one recent flight, a Salt Lake Tribune journalist observed some 40 people, cuffed and shackled, being moved from windowless white vans and up the steps of a plane.



(Chris Samuels | The Salt Lake Tribune) A collage shows detainees believed to be in the custody of Immigration and Customs Enforcement board a plane at Salt Lake City International Airport, Monday, April 6, 2026.

Gloria Cardenas, a Taylorsville immigration attorney, said ICE flights have come through Salt Lake City for years, usually once a week.

What's new, she said, "is the amount of flights will likely increase because of the use of 'expedited removal'" under President Donald Trump.

When ICE moves a detained person, Cardenas said, the agency won't tell anyone ahead of time, including family members and attorneys. ICE cites "security purposes" for that policy, she said.

"If I represent a client in Salt Lake City, I have to move quickly to keep them here," Cardenas said. "If I don't, then they are going to [get] their transfer somewhere else, and we won't know until they get to that next location."

The ICE flights through Salt Lake City that The Tribune reviewed mostly arrived from Mesa, Arizona. There have been four exceptions — one from Harlingen, Texas, on March 12; a late-night flight from Boston on April 16; and two from El Paso, Texas, on May 14 and 21.

The Monday flights have all left Salt Lake City for the [Southern California Logistics Airport](#) in Victorville, California. It's a former U.S. Air Force base near Los Angeles, now used for business, military and freight aircraft, relieving pressure from the busy LAX.

From Victorville, the Monday flights then travel to El Paso, a border city on the Lone Star State's far western tip, across the Rio Grande from Juarez. ICE maintains [two facilities](#) near El Paso and a neighboring U.S. Army base, Fort Bliss. One of those facilities is the massive [Camp East Montana](#), where some 3,000 immigrants are detained and three have died, [NPR reported in April](#).

The Thursday flights usually come from Mesa, then leave Salt Lake City for Harlingen, Texas, on the southern end of the state in the Lower Rio Grande Valley. ICE's Harlingen field office oversees seven detention facilities in the valley, according to [the agency's website](#).

What we know about the planes



(Bethany Baker | The Salt Lake Tribune) Steps lead up an Eastern Air Express plane and U.S. Immigration and Customs Enforcement flight at Salt Lake City International Airport on Monday, March 23, 2026.

Many of the flights The Tribune reviewed were [Eastern Air Express](#) planes, though more from Global Crossing Airlines, or [GlobalX](#), have been landing at and taking off for these flights out of Salt Lake City since mid-April.

According to ICE Flight Monitor's [April report](#), Eastern Air Express, a charter airline based in Kansas City, Missouri, had 10 of its planes flying ICE missions last month. In the last year, Eastern has received \$43.5 million in a contract with the Department of Defense, [according to a contract database](#). The contract is with the defense department's [U.S. Transportation Command](#).

GlobalX, based in Miami, had 13 planes running ICE flights in April, the ICE Flight Monitor report said. GlobalX is a subcontractor for CSI Aviation, which has a contract with the Department of Homeland Security worth \$65 million a year, [according to The](#)

[Athletic](#). (GlobalX also provided flights for college basketball teams for the NCAA Final Four, The Athletic reported, sometimes putting players and coaches on the same planes that later carried detained people.)

Spokespeople for Eastern Air Express and GlobalX did not respond to requests for comment.

Arvey said the ICE flights moving through Salt Lake City mostly shuttle detained people to other U.S. locations. The alternative, deportation flights, usually take off from four airports, Arvey said: Mesa; El Paso; Harlingen; and Alexandria, Louisiana.

Since January 2025, when Trump returned to the White House, Arvey said the ICE Flight Monitor — launched in 2020 by retired journalist Tom Cartwright — has noticed an increase in both the number of ICE flights and the number of cities where flights are visiting.

The monitor first tracked ICE flights coming through Salt Lake City in March 2025, she said — tallying 99 flights from March through December. If ICE's pace continues, based on the monitor's figures, Salt Lake City could see around 140 ICE flights this year.

The monitor also spotted seven ICE flights going through St. George's airport in April. Some of those, according to The Tribune's review, made stops in Mesa, Seattle and Twin Falls, Idaho.

Arvey said it's "hard to speculate" how many more ICE flights may come through Salt Lake City should a proposed detention center open in the [large warehouse](#) the agency [quietly bought](#) near the airport in March.

ICE flights are tiny part of airport traffic, official says



(Trent Nelson | The Salt Lake Tribune) The air traffic control tower at Salt Lake City International Airport on Thursday, Nov. 6, 2025.

The ICE flights that come and go through Salt Lake City represent a tiny fraction of the airport's traffic, said Treber Andersen, the airport's director of operations.

The airport typically handles between 300 and 350 commercial departures each day, according to its [2025 financial report](#).

The ICE flights are considered part of the airport's [general aviation](#) service, and take off and land on the airport's east side, away from the commercial travelers who use the airport's terminals.

General aviation represents just a sliver of the airport's total revenue. According to the airport's [fiscal 2025 financial report](#), general aviation brought in around \$4.66 million, or just 0.7%.

Andersen said the airport leases its general aviation space to two companies, called fixed-base operators or FBOs, that provide ground services for planes outside of commercial travel. That covers charter airlines, small-engine aircraft, medical vehicles and the military, including the Utah Air National Guard.

The airport has little say over what happens in general aviation, as long as it's legal.

"Generally speaking, if there's an aviation activity that somebody wants to do, it's really hard for airports to restrict it," Andersen said.

An exception is made for actions that could affect airport operations. For example, skydiving excursions aren't allowed near the airport, he said, because of the concentration of commercial flights nearby.

In a statement, an ICE spokesperson said that "removal management is a complex process that requires careful planning and coordination with a wide range of domestic and foreign partners, such as local government authorities, contract commercial air and charter service providers, and foreign embassies."

"The Trump administration is committed to restoring the rule of law and common sense to our immigration system, and will continue to fight for the arrest, detention, and removal of illegal aliens who have no right to be in this country," the statement concluded.

Arvey said monitoring ICE flights offers "transparency and an understanding of this administration's detention and deportation campaign."

"We provide information to attorneys, to family members, to people trying to find their loved ones on a daily basis," she added.



Advisory Board
Meeting

June 10 2026

Information

CONSTRUCTION REPORT

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

SALT LAKE CITY DEPARTMENT OF AIRPORTS

June 3, 2026



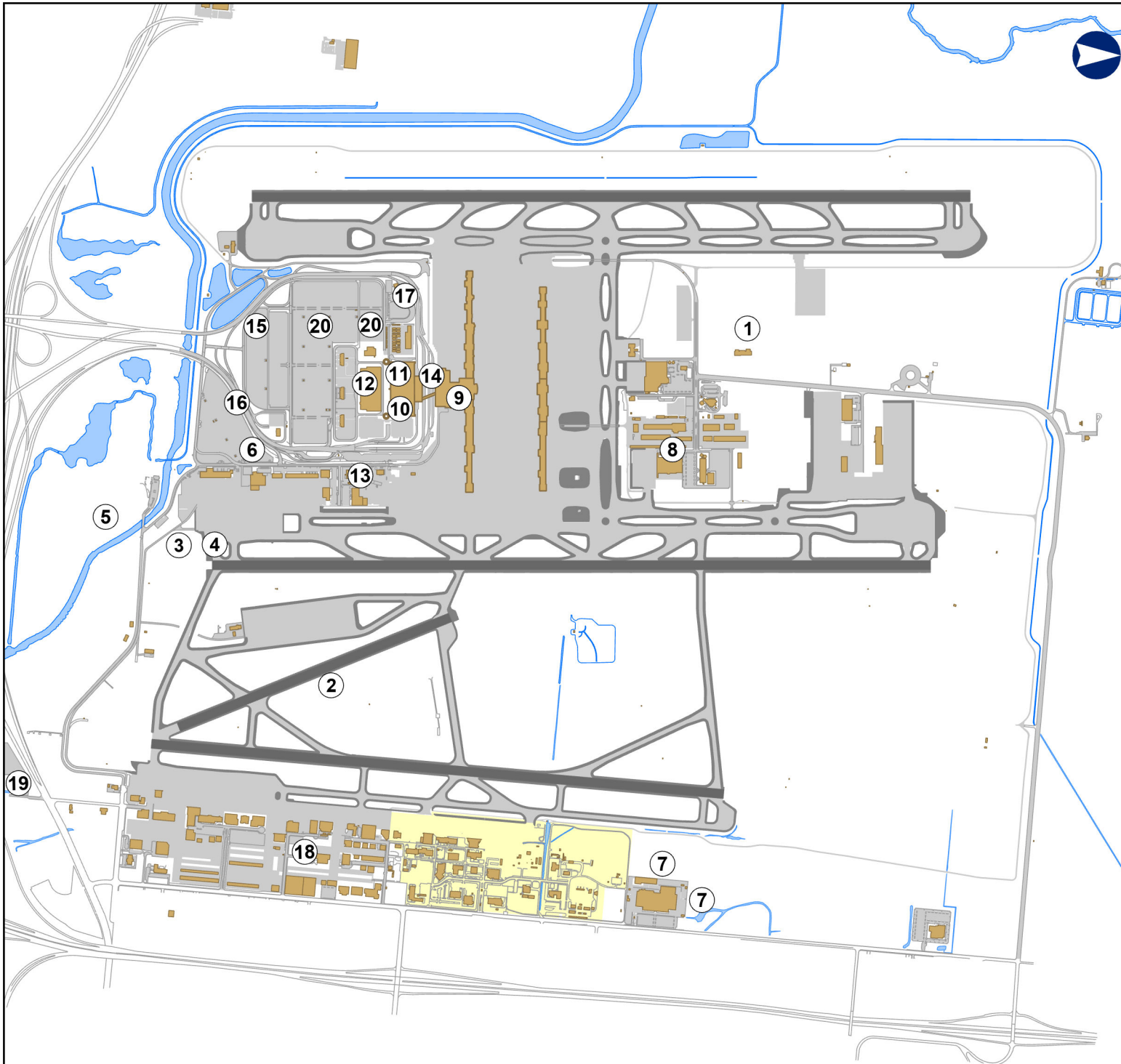
2025 - 2026 Project Legend

Airfield

1. Taxiways U & V
2. Decommission R/W 14-32 + T/W Improvements
3. 34R Glycol Pump Station Modifications
4. T/W H1 and End Runway 34R Rehabilitation

Landside

5. South Employee Parking Lot
6. Electrical Vehicle Charging Stations Ph. IV
7. Sky Harbour Roadway + Site Improvements
8. NS1 & NS4 Switch Gear & Capacitor
9. Dock 3 Door Replacement
10. Rental Car Reallocation Phase I
11. Rental Car Reallocation Phase II
12. Rental Car QTA Equipment Replacement
13. Sky Chef Building Demolition
14. Gateway Skybridge Door Replacement
15. Economy Parking Lot EVCS
16. Terminal Drive Resurfacing
17. PAB Electrical Equipment Upgrade
18. 2300 W. Realignment
19. Rental Car Overflow Lot Improvements
20. Economy Lot Pavement Rehabilitation



SALT LAKE CITY INTERNATIONAL AIRPORT
CONSTRUCTION PROGRAM
2025/2026 Construction Schedule

| ID | Task Name | Start | Finish | Mar '26 | Apr '26 | May '26 | Jun '26 | Jul '26 | Aug '26 | Sep '26 | Oct '26 |
|----|---|--------------------|--------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| 1 | Project Title | Mon 4/14/25 | Fri 9/29/28 | | | | | | | | |
| 2 | (1) Taxiways U & V | Fri 8/1/25 | Fri 9/29/28 | | | | | | | | |
| 3 | (2) Decommission R/W 14-32 & T/W Improvements | Mon 6/15/26 | Wed 9/9/26 | | | | | | | | |
| 4 | (3) 34R Glycol Pump Station Modifications | Tue 9/8/26 | Mon 10/26/26 | | | | | | | | |
| 5 | (4) T/W H1 & End Runway 34R Rehabilitation | Tue 9/8/26 | Fri 11/13/26 | | | | | | | | |
| 6 | (5) South Employee Parking Lot - Phase 1 | Mon 4/14/25 | Fri 7/31/26 | | | | | | | | |
| 7 | (6) Electrical Vehicle Charging Stations Ph. IV | Thu 5/15/25 | Sun 7/26/26 | | | | | | | | |
| 8 | (7) State of Utah - Sky Harbour Roadway and Site Improvements | Mon 7/28/25 | Mon 8/31/26 | | | | | | | | |
| 9 | (8) NS1 & NS4 Switch Gear & Capacitor | Mon 11/24/25 | Fri 6/25/27 | | | | | | | | |
| 10 | (9) Dock 3 Door Replacement | Wed 2/4/26 | Fri 6/12/26 | | | | | | | | |
| 11 | (10) Rental Car Reallocation Phase I | Mon 2/2/26 | Wed 7/1/26 | | | | | | | | |
| 12 | (11) Rental Car Reallocation Phase II | Mon 4/6/26 | Wed 7/1/26 | | | | | | | | |
| 13 | (12) Rental Car QTA Equipment Replacement | Tue 3/31/26 | Fri 7/31/26 | | | | | | | | |
| 14 | (13) SkyChef Building Demolition | Tue 4/7/26 | Mon 8/10/26 | | | | | | | | |
| 15 | (14) Gateway Skybridge Door Replacement | Wed 2/25/26 | Thu 8/20/26 | | | | | | | | |
| 16 | (15) Economy Parking Lot EVCS | Thu 3/26/26 | Mon 11/2/26 | | | | | | | | |
| 17 | (16) Terminal Drive Resurfacing | Mon 5/11/26 | Sat 7/18/26 | | | | | | | | |
| 18 | (17) PAB Electrical Equipment Upgrade | Thu 3/19/26 | Sat 4/24/27 | | | | | | | | |
| 19 | (18) 2300 West Realignment | Mon 5/18/26 | Fri 10/23/26 | | | | | | | | |
| 20 | (19) Rental Car Overflow Storage Lot Improvements | Mon 6/1/26 | Thu 7/30/26 | | | | | | | | |
| 21 | (20) Economy Lot Pavement Rehabilitation | Mon 4/13/26 | Mon 10/19/26 | | | | | | | | |
| 22 | (21) SVR Dual Taxilanes | Mon 4/20/26 | Fri 10/16/26 | | | | | | | | |

Project: Microsoft Project (latest)
Date: Thu 6/4/26

CONSTRUCTION

**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CONSTRUCTION PROJECT STATUS 2025 - 2026**

| # | PROJECT NAME | ENGINEER'S ESTIMATE | BID AMOUNT | APPROVED CHANGE ORDERS TO DATE | % OF COST INCREASE TO DATE | STATUS | CONTRACTOR |
|--|---|-----------------------|-----------------------|--------------------------------|----------------------------|-------------|----------------------------------|
| CONSTRUCTION | | | | | | | |
| 1 | Taxiways U & V | \$ 179,781,054 | \$ 154,284,395 | \$ 622,505 | 0.40% | on schedule | Ames Construction |
| 2 | Decommission R/W 14-32 & T/W Improvements | \$ 4,951,971 | \$ 5,076,340 | \$ 33,723 | 0.66% | on schedule | Acme Construction |
| 3 | 34R Glycol Pump Station Modifications | \$ 270,000 | \$ 195,000 | | | on schedule | Industrial Piping & Welding, LLC |
| 4 | T/W H1 & End Runway 34R Rehabilitation | \$ 3,842,240 | \$ 3,793,074 | | | on schedule | Acme Construction |
| 5 | South Employee Parking Lot - Phase 1 | \$ 21,072,002 | \$ 16,486,074 | \$ 33,513 | 0.20% | on schedule | Suncore Construction |
| 6 | Electrical Vehicle Charging Stations Ph. IV | \$ 711,038 | \$ 410,998 | \$ (5,200) | -1.27% | on schedule | Double D Electrical |
| 7 | State of Utah - Sky Harbour Roadway & Site Improvements | \$ 5,805,628 | \$ 5,178,415 | \$ 540,495 | 10.44% | on schedule | Stacy Witbeck Construction |
| 8 | NS1 & NS4 Switch Gear & Capacitor | \$ 1,827,087 | \$ 1,204,145 | | | on schedule | CTI Electrical |
| 9 | Dock 3 Door Replacement | \$ 115,114 | \$ 165,000 | | | on schedule | Saunders Construction |
| 10 | Rental Car Reallocation Phase I | \$ 495,222 | \$ 737,528 | \$ 2,599 | 0.35% | on schedule | Slider Constuction |
| 11 | Rental Car Reallocation Phase II | \$ 2,727,137 | \$ 2,930,000 | | | on schedule | Silverleaf Partners |
| 12 | Rental Car QTA Equipment Replacement | \$ 1,961,575 | \$ 4,107,376 | | | on schedule | Paulsen Construction |
| 13 | SkyChef Building Demolition | \$ 1,347,310 | \$ 656,652 | | | on schedule | Squires Construction |
| 14 | Gateway Skybridge Door Replacement | \$ 599,210 | \$ 470,000 | | | on schedule | Saunders Construction |
| 15 | Economy Parking Lot EVCS | \$ 211,945 | \$ 200,500 | | | on schedule | All-Tech Electric |
| 16 | Terminal Drive Resurfacing | \$ 1,527,440 | \$ 1,238,396 | | | on schedule | Staker Parson Companies |
| 17 | PAB Electrical Equipment Upgrade | \$ 217,099 | \$ 450,100 | | | on schedule | All-Tech Electric |
| 18 | 2300 West Realignment | \$ 687,010 | \$ 1,176,396 | | | on schedule | RC Enterprise |
| 19 | Rental Car Overflow Storage Lot Improvements | \$ 1,973,211 | \$ 1,440,664 | | | on schedule | Geneva Rock Products |
| 20 | Economy Lot Pavement Rehabilitation | \$ 839,543 | \$ 476,625 | | | on schedule | Acme Construction |
| 21 | SVR Dual Taxilanes | \$ 2,508,660 | \$ 2,460,639 | | | on schedule | SMM Construction |
| | Total | \$ 233,471,496 | \$ 203,138,316 | \$ 1,227,634 | 0.60% | | |
| Engineer's estimate and Bid amount is based on construction cost only. | | | | | | | |

CONSTRUCTION REPORT

- (1) **Taxiways U & V** - Construction activity continues with utility work, earthwork, and deep excavation on the west side with dewatering ongoing. Excavation for the temporary taxiway connector to the UPS/DHL apron is complete and work is progressing toward an August opening. Gate 22 relocation work has begun and will continue throughout the summer. West VSR tunnel excavation and dewatering are progressing on schedule. Taxiways B and G remain closed to support east and west VSR structure work, with closures continuing through fall before modification for winter operations. Substantial completion remains on target for September 29, 2028.
- (2) **Decommission R/W 14-32 & T/W Improvements** - Runway 14-32 and Taxiways L and Q are scheduled to close on June 15, 2026, marking the start of construction activities. Substantial completion is anticipated on September 9, 2026.
- (3) **34R Glycol Pump Station Modifications** - The bid opening for this project was held on February 5, 2026. The apparent low bidder is Industrial Piping and Welding, LLC. Contract documents have been executed. Construction is anticipated to start on September 8, with substantial completion on October 26, 2026.
- (4) **Taxiway H1 & End Runway 34R Rehabilitation** - The bid opening for this project was held on February 26, 2026. The apparent low bidder is ACME Construction. Contract documents have been executed. Construction is anticipated to start on September 8, with substantial completion on November 13, 2026.
- (5) **South Employee Parking Lot - Phase 1** - The Contractor is paving the south portion of the parking lot, constructing bioswale strips, and placing subbase material on the west side of the lot. Paving and electrical work are expected to continue, with substantial completion targeted for July 31, 2026.
- (6) **Electrical Vehicle Charging Stations Ph. IV** - The switchgear was delivered and set on May 21. Upcoming work will include pulling cables, installing charging pedestals, and installation of the RMP transformer. Substantial completion is anticipated by July 26, 2026.
- (7) **State of Utah - Sky Harbour Roadway and Site Improvements** - CCTV fiber and electrical installation is ongoing. Coordination continues with Rocky Mountain Power and Enbridge Gas on utility relocations and service connections. Upcoming work includes construction of the taxiway stub, drainage improvements, curb and gutter, and asphalt paving. Roadway paving is scheduled to be completed by June 2026, with overall project completion anticipated in August 2026.
- (8) **NS1 & NS4 Switch Gear & Capacitor** - The Contractor was previously on hold pending approvals and equipment delivery. They are planning to return to the site this week to resume installation of electrical feeders to the new panels. Submittals are currently under review and being approved by the design team and SLCDA. Substantial completion is anticipated by June 25, 2027.

- (9) **Dock 3 Door Replacement** - The Contractor has completed the overhead door installation. A clash between an overhead door track and a structural support is being addressed. A final walk through is scheduled for the week of June 8. Substantial completion for this project is anticipated by June 12, 2026.
- (10) **Rental Car Reallocation Phase 1** - The Contractor has completed work on the easternmost lanes. The new Hertz entry is almost complete, with the exception of new striping. The second lane from the east will start demolition the first week of June. Substantial completion is anticipated by July 1, 2026.
- (11) **Rental Car Reallocation Phase II** – The finishes in the new QTA east office are being installed to include carpet, ceiling tile, etc. Work in RSS-C is ongoing, and the rough plumbing in the conference room has been completed. Temporary stairs are installed and the existing stair tower section has been removed; the elevator tower remains. Footing for the new stair tower are being installed. Substantial completion is anticipated by July 1, 2026.
- (12) **Rental Car QTA Equipment Replacement** – The remainder of the new HVAC equipment is anticipated to arrive on May 11, progressing the remainder of the installation. Remaining demolition work in the RSS buildings is being completed in coordination with the equipment installation. Substantial completion is anticipated by July 31, 2026.
- (13) **SkyChef Building Demolition** - Utility disconnects are complete, with the exception of an Enbridge gas meter. Non-structural demolition is underway, and full demolition will begin once the remaining utility disconnect is complete and the demolition permit is issued. A scope change from the SLCDA Properties Division has reduced the amount of SIDA area included in the final site configuration. Substantial completion is currently anticipated by August 10, 2026; however, this date will be updated once the gas meter is removed and the contractor is able to proceed with structural demolition.
- (14) **Gateway Skybridge Door Replacement** - The contractor has completed framing for the new fire door assembly and door frames, and the new doors have been installed. Structural fire protection will need to be added to structural steel components within the Terminal Level 1 ceiling. This work is being coordinated and is anticipated to begin June 15, 2026. The east bridge is scheduled to be captured for construction on June 22, 2026, with completion anticipated by August 20, 2026. Substantial completion is currently estimated for that same timeframe.
- (15) **Economy Parking Lot EVCS** - Electrical gear and equipment for the EVCS is on site. The contractor has secured the work area, including more than 20 stalls within the lot. Trenching is underway for the electrical and communications conduit runs, and electrical installation work has started. Substantial completion is anticipated for November 2, 2026.

- (16) **Terminal Drive Resurfacing** - Construction began on May 11, 2026, with initial work focused on segments of the Terminal Drive exit roadway. Activities have since expanded to include the Rental Car Return Ramp and associated ramps, as well as micro-surfacing at the Ground Transportation Lot entrance. Milling, paving, and micro-surfacing work is expected to be completed by June 5, with finish and punch list work to follow. The project is progressing well ahead of schedule, with substantial completion anticipated in mid-June, ahead of the contractual completion date of July 18, 2026.
- (17) **PAB Electrical Equipment Upgrade** - A construction notice to proceed was issued to the Contractor on March 19, 2026. Submittals are currently being reviewed and approved by the design team and SLCDA. Substantial completion is anticipated by April 24, 2027.
- (18) **2300 West Realignment** - The Contractor was issued a notice to proceed on May 18, 2026. Work is underway with clearing, grubbing, and excavation. Utility coordination is on-going as work progresses. Substantial completion remains on target for October 23, 2026.
- (19) **Rental Car Overflow Storage Lot Improvements** - Construction began June 1, 2026, with full-depth asphalt recycling, clearing and grubbing, and fence demolition. Substantial completion is anticipated July 30, 2026.
- (20) **Economy Lot Pavement Rehabilitation** - ACME Construction began construction on April 13. Crack seal, soft spot repair, seal coat and striping have been completed in two of the five phases. Clearing and construction activities will continue in the Economy Lot in phased stages throughout the summer. Substantial completion is anticipated in mid-October.
- (21) **SVR Dual Taxilanes** - Sunset Mountain Machinery began construction on April 20. The Contractor is currently performing utility work and excavating the site to grade. The project is planned to be completed in seven phases, with substantial completion anticipated in mid-October 2026.



COMPARISON OF ON TIME OPERATIONS February 2026

ARRIVALS

| Airport | Flights | % On Time | Rank |
|-------------------------------------|---------------|-------------|----------|
| IAH HOUSTON GEORGE BUSH | 12,653 | 88.6 | 1 |
| SEA SEATTLE-TACOMA INTL | 12,259 | 84.7 | 7 |
| SLC SALT LAKE CITY INTL | 9,193 | 84.2 | 3 |
| ATL HARTSFIELD-JACKSON ATLANTA INTL | 25,675 | 83.6 | 4 |
| IAD WASHINGTON DULLES | 6,179 | 83.1 | 5 |
| PHX PHOENIX SKY HARBOR INTL | 15,771 | 82.7 | 6 |
| AUS AUSTIN | 6,559 | 82.6 | 7 |
| DFW DALLAS-FT. WORTH REGIONAL | 22,027 | 81.9 | 8 |
| LAS LAS VEGAS MCCARRAN INTL | 12,943 | 81.8 | 9 |
| DEN DENVER INTL | 23,037 | 81.7 | 10 |
| MSP MINNEAPOLIS-ST. PAUL INTL | 9,017 | 81.5 | 11 |
| BNA NASHVILLE INTL | 7,737 | 80.4 | 12 |
| MDW CHICAGO MIDWAY | 4,615 | 80.4 | 13 |
| CLT CHARLOTTE DOUGLAS | 17,072 | 79.8 | 14 |
| LAX LOS ANGELES INTL | 13,982 | 79.4 | 15 |
| SAN SAN DIEGO LINDBERGH FIELD | 7,581 | 78.6 | 16 |
| MIA MIAMI INTL | 9,304 | 78.4 | 17 |
| BWI BALTIMORE/WASHINGTON INTL | 6,551 | 78.3 | 18 |
| TPA TAMPA INTL | 6,177 | 78.1 | 19 |
| DTW DETROIT METRO WAYNE CNTY | 10,240 | 77.2 | 20 |
| ORD CHICAGO O HARE | 27,509 | 76.7 | 21 |
| MCO ORLANDO INTL | 13,336 | 75.5 | 22 |
| PHL PHILADELPHIA INTL | 8,731 | 74.4 | 23 |
| EWR NEWARK LIBERTY INTERNATIONAL | 10,335 | 73.4 | 24 |
| SFO SAN FRANCISCO INTL | 10,714 | 73.1 | 25 |
| LGA NEW YORK LAGUARDIA | 12,664 | 71.6 | 26 |
| FLL FT. LAUDERDALE | 8,256 | 70.1 | 27 |
| JFK NEW YORK JFK INTL | 9,293 | 69.6 | 28 |
| BOS BOSTON LOGAN INTL | 10,338 | 69.2 | 29 |
| DCA RONALD REAGAN NATIONAL | 11,436 | 63.1 | 30 |
| AVERAGES | 12,039 | 78.1 | |

DEPARTURES

| Airport | Flights | % On Time | Rank |
|-------------------------------------|---------------|-------------|----------|
| IAH HOUSTON GEORGE BUSH | 8,976 | 84.5 | 1 |
| IAD WASHINGTON DULLES | 4,037 | 84.0 | 2 |
| SEA SEATTLE-TACOMA INTL | 11,000 | 83.3 | 3 |
| SLC SALT LAKE CITY INTL | 9,167 | 83.3 | 4 |
| MSP MINNEAPOLIS-ST. PAUL INTL | 7,923 | 80.8 | 5 |
| ATL HARTSFIELD-JACKSON ATLANTA INTL | 23,024 | 80.5 | 6 |
| PHX PHOENIX SKY HARBOR INTL | 15,656 | 80.1 | 7 |
| AUS AUSTIN | 6,471 | 79.5 | 8 |
| DEN DENVER INTERNATIONAL | 23,046 | 79.5 | 9 |
| LAS LAS VEGAS Harry Reid INTL | 12,886 | 79.4 | 10 |
| LAX LOS ANGELES INTL | 13,687 | 79.1 | 11 |
| SAN SAN DIEGO LINDBERGH FIELD | 7,008 | 78.9 | 12 |
| TPA TAMPA INTERNATIONAL | 6,173 | 78.6 | 13 |
| SFO SAN FRANCISCO INTL | 10,316 | 78.3 | 14 |
| MDW CHICAGO MIDWAY | 4,537 | 78.1 | 15 |
| ORD CHICAGO O HARE | 25,538 | 76.8 | 16 |
| BNA NASHVILLE INTL | 7,542 | 76.4 | 17 |
| MIA MIAMI INTL | 9,304 | 76.0 | 18 |
| DTW DETROIT METRO WAYNE CNTY | 9,122 | 75.9 | 19 |
| DFW DALLAS-FT. WORTH REGIONAL | 22,019 | 75.6 | 20 |
| PHL PHILADELPHIA INTL | 6,686 | 75.2 | 21 |
| EWR NEWARK LIBERTY INTERNATIONAL | 9,244 | 75.0 | 22 |
| CLT CHARLOTTE DOUGLAS | 13,192 | 74.8 | 23 |
| BWI BALTIMORE/WASHINGTON INTL | 6,552 | 74.2 | 24 |
| LGA NEW YORK LAGUARDIA | 10,307 | 72.8 | 25 |
| MCO ORLANDO INTL | 13,339 | 71.9 | 26 |
| JFK NEW YORK JFK INTL | 7,458 | 70.0 | 27 |
| BOS BOSTON LOGAN INTERNATIONAL | 10,232 | 69.9 | 28 |
| DCA RONALD REAGAN NATIONAL | 10,996 | 67.3 | 29 |
| FLL FT. LAUDERDALE | 8,251 | 65.2 | 30 |
| AVERAGES | 11,123 | 76.8 | |

ON TIME ARRIVAL PERFORMANCE AT SLC

By Carrier

| Air Carrier | Flights | % On Time |
|-----------------|--------------|--------------|
| F9 FRONTIER | 315 | 90.2% |
| DL DELTA | 6,186 | 86.1% |
| UA UNITED | 718 | 82.7% |
| WN SOUTHWEST | 1,007 | 82.7% |
| AS ALASKA | 304 | 80.3% |
| AA AMERICAN | 588 | 72.6% |
| B6 JETBLUE | 75 | 50.7% |
| AVERAGES | 9,193 | 82.8% |

Source: DOT Air Travel Consumer Report



COMPARISON OF ON TIME OPERATIONS March 2026

ARRIVALS

| Airport | Flights | % On Time | Rank |
|-------------------------------------|---------------|-------------|------|
| SLC SALT LAKE CITY INTL | 10,646 | 83.4 | 1 |
| LAX LOS ANGELES INTL | 16,343 | 82.4 | 7 |
| SFO SAN FRANCISCO INTL | 12,508 | 82.0 | 3 |
| PHX PHOENIX SKY HARBOR INTL | 19,406 | 81.4 | 4 |
| LAS LAS VEGAS MCCARRAN INTL | 15,239 | 79.6 | 5 |
| CLT CHARLOTTE DOUGLAS | 19,829 | 79.1 | 6 |
| SAN SAN DIEGO LINDBERGH FIELD | 9,131 | 78.2 | 7 |
| DEN DENVER INTL | 27,087 | 77.8 | 8 |
| IAH HOUSTON GEORGE BUSH | 14,869 | 77.7 | 9 |
| IAD WASHINGTON DULLES | 7,603 | 77.6 | 10 |
| DFW DALLAS-FT. WORTH REGIONAL | 26,026 | 76.5 | 11 |
| SEA SEATTLE-TACOMA INTL | 14,324 | 76.0 | 12 |
| ATL HARTSFIELD-JACKSON ATLANTA INTL | 30,052 | 75.9 | 13 |
| AUS AUSTIN | 8,061 | 75.7 | 14 |
| MSP MINNEAPOLIS-ST. PAUL INTL | 10,826 | 75.0 | 15 |
| JFK NEW YORK JFK INTL | 10,462 | 73.0 | 16 |
| PHL PHILADELPHIA INTL | 10,147 | 72.9 | 17 |
| BWI BALTIMORE/WASHINGTON INTL | 7,799 | 72.8 | 18 |
| BNA NASHVILLE INTL | 9,797 | 72.4 | 19 |
| EWR NEWARK LIBERTY INTERNATIONAL | 12,042 | 72.1 | 20 |
| MIA MIAMI INTL | 10,448 | 71.9 | 21 |
| BOS BOSTON LOGAN INTL | 12,414 | 71.3 | 22 |
| TPA TAMPA INTL | 7,674 | 70.9 | 23 |
| DTW DETROIT METRO WAYNE CNTY | 12,296 | 70.8 | 24 |
| MCO ORLANDO INTL | 15,499 | 67.7 | 25 |
| MDW CHICAGO MIDWAY | 6,605 | 66.6 | 26 |
| ORD CHICAGO O HARE | 33,593 | 63.5 | 27 |
| DCA RONALD REAGAN NATIONAL | 12,705 | 62.0 | 28 |
| FLL FT. LAUDERDALE | 9,915 | 58.4 | 29 |
| LGA NEW YORK LAGUARDIA | 14,373 | 54.6 | 30 |
| AVERAGES | 14,257 | 73.3 | |

DEPARTURES

| Airport | Flights | % On Time | Rank |
|-------------------------------------|---------------|-------------|------|
| SLC SALT LAKE CITY INTL | 10,632 | 83.8 | 1 |
| SFO SAN FRANCISCO INTL | 12,171 | 82.6 | 2 |
| LAX LOS ANGELES INTL | 16,088 | 80.3 | 3 |
| IAD WASHINGTON DULLES | 4,983 | 78.4 | 4 |
| SAN SAN DIEGO LINDBERGH FIELD | 8,547 | 77.1 | 5 |
| PHX PHOENIX SKY HARBOR INTL | 19,277 | 76.7 | 6 |
| JFK NEW YORK JFK INTL | 8,392 | 75.4 | 7 |
| SEA SEATTLE-TACOMA INTL | 12,830 | 75.1 | 8 |
| EWR NEWARK LIBERTY INTERNATIONAL | 10,755 | 75.0 | 9 |
| LAS LAS VEGAS Harry Reid INTL | 15,169 | 74.9 | 10 |
| IAH HOUSTON GEORGE BUSH | 10,492 | 74.3 | 11 |
| BOS BOSTON LOGAN INTERNATIONAL | 12,299 | 74.2 | 12 |
| MSP MINNEAPOLIS-ST. PAUL INTL | 9,608 | 74.1 | 13 |
| PHL PHILADELPHIA INTL | 7,778 | 73.7 | 14 |
| DEN DENVER INTERNATIONAL | 27,089 | 73.5 | 15 |
| ATL HARTSFIELD-JACKSON ATLANTA INTL | 26,669 | 72.4 | 16 |
| CLT CHARLOTTE DOUGLAS | 15,278 | 72.0 | 17 |
| AUS AUSTIN | 7,973 | 71.6 | 18 |
| TPA TAMPA INTERNATIONAL | 7,679 | 71.0 | 19 |
| DTW DETROIT METRO WAYNE CNTY | 10,701 | 70.1 | 20 |
| DFW DALLAS-FT. WORTH REGIONAL | 26,008 | 69.2 | 21 |
| BNA NASHVILLE INTL | 9,623 | 67.7 | 22 |
| MIA MIAMI INTL | 10,460 | 66.7 | 23 |
| MCO ORLANDO INTL | 15,497 | 65.3 | 24 |
| ORD CHICAGO O HARE | 31,373 | 65.0 | 25 |
| DCA RONALD REAGAN NATIONAL | 12,204 | 64.7 | 26 |
| BWI BALTIMORE/WASHINGTON INTL | 7,803 | 63.8 | 27 |
| LGA NEW YORK LAGUARDIA | 11,660 | 60.4 | 28 |
| MDW CHICAGO MIDWAY | 6,508 | 60.0 | 29 |
| FLL FT. LAUDERDALE | 9,928 | 55.8 | 30 |
| AVERAGES | 13,182 | 71.5 | |

ON TIME ARRIVAL PERFORMANCE AT SLC

By Carrier

| Air Carrier | Flights | % On Time |
|-----------------|---------------|--------------|
| DL DELTA | 7,286 | 86.1% |
| F9 FRONTIER | 374 | 86.1% |
| AS ALASKA | 341 | 80.4% |
| UA UNITED | 835 | 79.5% |
| AA AMERICAN | 711 | 77.9% |
| WN SOUTHWEST | 1,010 | 73.6% |
| B6 JETBLUE | 89 | 59.6% |
| AVERAGES | 10,646 | 82.8% |

Source: DOT Air Travel Consumer Report

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

| <i>As of April 30,</i> | 2026 | 2025 |
|--|---------------------|---------------------|
| ASSETS | | |
| Current Assets | | |
| Cash and cash equivalents | \$ 387,315 | \$ 162,832 |
| Restricted cash and cash equivalents | 439,222 | 405,968 |
| Restricted investments | 43,876 | 71,848 |
| Airline and rental fees receivable | 52,079 | 54,852 |
| Loans receivable | 3,362 | 4,292 |
| Leases receivable | 4,073 | 39,574 |
| Other assets | 10,747 | 10,008 |
| Total current assets | 940,674 | 749,374 |
| Noncurrent Assets | | |
| Restricted cash and cash equivalents | 69,091 | 72,018 |
| Restricted investments | 206,179 | 164,919 |
| Loans receivable | 48,160 | 28,173 |
| Leases receivable | 63,824 | 123,687 |
| Other assets | 249 | 249 |
| Total noncurrent assets and investments | 387,503 | 389,046 |
| Capital assets | | |
| Land | 113,441 | 113,441 |
| Building and improvements | 4,794,323 | 4,221,328 |
| Equipment | 515,519 | 443,729 |
| Lease Asset | 504 | 504 |
| Subscription Asset | 4,013 | 3,807 |
| Construction in progress | 961,956 | 1,241,988 |
| Total capital assets - at cost | 6,389,756 | 6,024,797 |
| Less accumulated depreciation and amortization | 1,603,793 | 1,411,799 |
| Net capital assets | 4,785,963 | 4,612,998 |
| Total noncurrent assets | 5,173,466 | 5,002,044 |
| Total Assets | 6,114,140 | 5,751,418 |
| Deferred Outflows of Resources | 13,820 | 10,272 |
| Total Assets and Deferred Outflows of Resources | \$ 6,127,960 | \$ 5,761,690 |

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise Fund of Salt Lake City Corporation)

Statements of Net Position (Unaudited)

(Amounts in Thousands)

| As of April 30, | 2026 | 2025 |
|---|---------------------|---------------------|
| LIABILITIES | | |
| Current Liabilities | | |
| Accounts payable | \$ 27,836 | \$ 46,842 |
| Accrued compensation | 4,788 | 1,184 |
| Interest payable | 64,165 | 54,374 |
| Other accrued liabilities | 22,937 | 12,131 |
| Current bonds payable | 62,220 | 53,670 |
| Lease liability | 166 | - |
| Subscription liability | 133 | 200 |
| Line of credit | - | 200,000 |
| Total current liabilities | 182,245 | 368,401 |
| Noncurrent Liabilities | | |
| Revenue bonds payable | 4,182,467 | 3,640,812 |
| Noncurrent compensation liability | 2,491 | 4,710 |
| Net pension liability | 10,567 | 5,599 |
| Other accrued liabilities | 26,593 | 29,191 |
| Lease liability | 112 | - |
| Subscription liability | 466 | 752 |
| Total noncurrent liabilities | 4,222,696 | 3,681,064 |
| Total Liabilities | 4,404,941 | 4,049,465 |
| Deferred Inflows of Resources | | |
| Deferred inflows - revenue collected in advance | 19,997 | 19,005 |
| Deferred inflows - leases | 67,897 | 163,261 |
| Deferred inflows - pension | 110 | 76 |
| Total Deferred Inflows of Resources | 88,004 | 182,342 |
| NET POSITION | | |
| Net investment in capital assets | 1,037,593 | 1,121,183 |
| Restricted for | | |
| Capital projects | 125,245 | 102,491 |
| Debt service | 470,216 | 173,876 |
| Unrestricted | 1,961 | 132,333 |
| Net Position | 1,635,015 | 1,529,883 |
| Total Liabilities, Deferred Inflows of Resources, and Net Position | \$ 6,127,960 | \$ 5,761,690 |

SALT LAKE CITY DEPARTMENT OF AIRPORTS

(An Enterprise Fund of Salt Lake City Corporation)

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

(Amounts in Thousands)

| <i>for the ten month period ended April,</i> | 2026 | 2025 |
|--|--------------|--------------|
| Operating Revenues | | |
| Airline revenue | \$ 291,052 | \$ 253,061 |
| Terminal concessions | 28,724 | 25,484 |
| Landside concessions | 106,648 | 103,535 |
| Lease revenue | 10,831 | 10,595 |
| General aviation | 3,727 | 1,577 |
| State aviation tax | 2,911 | 3,045 |
| Other revenue | 25,467 | 7,260 |
| Operating revenues | 469,360 | 404,557 |
| Less airline revenue sharing | (16,887) | (17,668) |
| Total operating revenues | 452,473 | 386,889 |
| Operating Expenses | | |
| Salaries and benefits | 64,921 | 60,208 |
| Materials and supplies | 14,872 | 15,601 |
| Maintenance contracts | 27,202 | 23,527 |
| Charges and services | 28,963 | 23,880 |
| Utilities | 7,212 | 6,852 |
| Inter-governmental | 28,978 | 24,860 |
| Other expenses | 5,899 | 10,168 |
| Total operating expenses before depreciation | 178,047 | 165,096 |
| Operating Income Before Depreciation | 274,426 | 221,793 |
| Depreciation Expense | 173,658 | 160,282 |
| Operating Income | 100,768 | 61,511 |
| Non-Operating Revenues (Expenses) | | |
| Passenger facility charges | 42,135 | 43,282 |
| Customer facility charges | 14,155 | 13,757 |
| Interest income | 36,003 | 32,982 |
| Interest expense | (151,019) | (130,178) |
| Bond issuance costs | (2,593) | (196) |
| Other revenue (expenses), net | (127) | 18 |
| Net non-operating loss | (61,446) | (40,335) |
| Capital Contributions | | |
| Contributions and grants | 19,629 | 32,898 |
| Total capital contributions | 19,629 | 32,898 |
| Net Position | | |
| Increase in net position | 58,951 | 54,074 |
| Net Position, beginning of period | 1,576,064 | 1,475,809 |
| Net Position, end of period | \$ 1,635,015 | \$ 1,529,883 |

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 2025 - Apr 2026 ACTUALS | Jul 2025 - Apr 2026 BUDGET | SURPLUS/ DEFICIT | PERCENT CHANGE |
|--|--------------------------------|-------------------------------|---------------------|-------------------|
| Revenues | | | | |
| Landing Fees | \$ 83,582 | \$ 82,307 | \$ 1,275 | 1.5% |
| Fuel Farm | 5,249 | 4,318 | 931 | 21.6% |
| Aircraft Remain Overnight Fees | 531 | 546 | (15) | -2.7% |
| Cargo Bldg & Ramp Use Fees | 1,719 | 1,848 | (129) | -7.0% |
| Extraordinary Service Charges | 71 | 62 | 9 | 14.5% |
| Passenger Boarding Bridges | 2,327 | 1,873 | 454 | 24.2% |
| Tenant Telephone Fees | 45 | 47 | (2) | -4.3% |
| Terminal Rents | 195,863 | 195,497 | 366 | 0.2% |
| General Aviation Hangars | 812 | 928 | (116) | -12.5% |
| FBO Hangars / Fuel Oil Royalty | 654 | 638 | 16 | 2.5% |
| Flight Kitchens | 2,806 | 2,805 | 1 | 0.0% |
| Other Buildings & Office Space | 6,283 | 6,920 | (637) | -9.2% |
| Food Service & Vending | 14,464 | 16,996 | (2,532) | -14.9% |
| News / Gift Shops | 9,899 | 10,944 | (1,045) | -9.5% |
| Car Rental | 34,775 | 37,809 | (3,034) | -8.0% |
| Leased Site Areas | 6,033 | 6,650 | (617) | -9.3% |
| Auto Parking / Ground Transportation | 71,873 | 68,193 | 3,680 | 5.4% |
| Advertising | 898 | 767 | 131 | 17.1% |
| State Aviation Fuel Tax | 2,911 | 2,421 | 490 | 20.2% |
| Military | 121 | 135 | (14) | -10.4% |
| Glycol Recycling Sales | 364 | 310 | 54 | 17.4% |
| Auxiliary Airport Fuel Sales | 2,261 | 2,434 | (173) | -7.1% |
| Lounge Concessions | 3,463 | 3,814 | (351) | -9.2% |
| Other | 22,356 | 979 | 21,377 | 2183.6% |
| Less: Airline Revenue Sharing | (16,887) | (16,314) | (573) | 3.5% |
| Total Operating Revenues | 452,473 | 432,927 | 19,546 | 4.5% |
| Expenses | | | | |
| Salaries & Wages | 47,334 | 48,603 | 1,269 | 2.6% |
| Employee Benefits | 18,419 | 20,061 | 1,642 | 8.2% |
| Maintenance Supplies | 8,621 | 15,593 | 6,972 | 44.7% |
| Automotive Supplies | 3,129 | 4,588 | 1,459 | 31.8% |
| Other Supplies | 3,122 | 4,280 | 1,158 | 27.1% |
| Insurance Premiums | 3,495 | 4,040 | 545 | 13.5% |
| Janitorial Service | 19,997 | 20,480 | 483 | 2.4% |
| Maintenance Contracts | 7,205 | 8,873 | 1,668 | 18.8% |
| Other Contractual Services | 18,857 | 22,345 | 3,488 | 15.6% |
| Professional & Tech Services | 10,107 | 14,496 | 4,389 | 30.3% |
| Utilities | 7,212 | 8,111 | 899 | 11.1% |
| Administrative Service Fees | 8,938 | 7,857 | (1,081) | -13.8% |
| Aircraft Rescue Fire Fighting | 6,288 | 6,288 | - | 0.0% |
| Police Services | 13,752 | 13,752 | - | 0.0% |
| Other Expenses | 2,404 | 4,522 | 2,118 | 46.8% |
| Contingency Reserve | - | 833 | 833 | 100.0% |
| Operating Expenses Before Capitalized Salaries | 178,880 | 204,722 | 25,842 | 12.6% |
| Capitalized Salaries | 833 | 833 | - | 0.0% |
| Total Operating Expenses | 178,047 | 203,889 | 25,842 | 12.7% |
| Operating Income | \$ 274,426 | \$ 229,038 | \$ 45,388 | 19.8% |

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 2025 - Apr 2026 | Jul 2024 - Apr 2025 | DOLLAR CHANGE | PERCENT CHANGE |
|--|---------------------|---------------------|------------------|----------------|
| Revenues | | | | |
| Landing Fees | \$ 83,582 | \$ 72,644 | \$ 10,938 | 15.1% |
| Fuel Farm | 5,249 | 3,033 | 2,216 | 73.1% |
| Aircraft Remain Overnight Fees | 531 | 564 | (33) | -5.9% |
| Cargo Bldg & Ramp Use Fees | 1,719 | 1,737 | (18) | -1.0% |
| Extraordinary Service Charges | 71 | 46 | 25 | 54.3% |
| Passenger Boarding Bridges | 2,327 | 1,791 | 536 | 29.9% |
| Tenant Telephone Fees | 45 | 43 | 2 | 4.7% |
| Terminal Rents | 195,863 | 167,719 | 28,144 | 16.8% |
| General Aviation Hangars | 812 | 928 | (116) | -12.5% |
| FBO Hangars / Fuel Oil Royalty | 654 | 649 | 5 | 0.8% |
| Flight Kitchens | 2,806 | 2,750 | 56 | 2.0% |
| Other Buildings & Office Space | 6,283 | 6,553 | (270) | -4.1% |
| Food Service & Vending | 14,464 | 15,237 | (773) | -5.1% |
| News / Gift Shops | 9,899 | 9,497 | 402 | 4.2% |
| Car Rental | 34,775 | 34,759 | 16 | 0.0% |
| Leased Site Areas | 6,033 | 5,606 | 427 | 7.6% |
| Auto Parking / Ground Transportation | 71,873 | 68,776 | 3,097 | 4.5% |
| Advertising | 898 | 749 | 149 | 19.9% |
| State Aviation Fuel Tax | 2,911 | 3,045 | (134) | -4.4% |
| Military | 121 | 120 | 1 | 0.8% |
| Glycol Recycling Sales | 364 | 359 | 5 | 1.4% |
| Auxiliary Airport Fuel Sales | 2,261 | 2,330 | (69) | -3.0% |
| Lounge Concessions | 3,463 | - | 3,463 | 0.0% |
| Other | 22,356 | 5,622 | 16,734 | 297.7% |
| Less: Airline Revenue Sharing | (16,887) | (17,668) | 781 | -4.4% |
| Operating Revenues | 452,473 | 386,889 | 65,584 | 17.0% |
| Expenses | | | | |
| Salaries & Wages | 47,334 | 45,485 | 1,849 | 4.1% |
| Employee Benefits | 18,419 | 15,370 | 3,049 | 19.8% |
| Maintenance Supplies | 8,621 | 7,508 | 1,113 | 14.8% |
| Automotive Supplies | 3,129 | 3,267 | (138) | -4.2% |
| Other Supplies | 3,122 | 4,826 | (1,704) | -35.3% |
| Insurance Premiums | 3,495 | 3,447 | 48 | 1.4% |
| Janitorial Service | 19,997 | 17,147 | 2,850 | 16.6% |
| Maintenance Contracts | 7,205 | 6,380 | 825 | 12.9% |
| Other Contractual Services | 18,857 | 15,623 | 3,234 | 20.7% |
| Professional & Tech Services | 10,107 | 8,257 | 1,850 | 22.4% |
| Utilities | 7,212 | 6,852 | 360 | 5.3% |
| Administrative Service Fees | 8,938 | 6,599 | 2,339 | 35.4% |
| Aircraft Rescue Fire Fighting | 6,288 | 6,210 | 78 | 1.3% |
| Police Services | 13,752 | 12,051 | 1,701 | 14.1% |
| Other Expenses | 2,404 | 6,440 | (4,036) | -62.7% |
| Contingency Reserve | - | 281 | (281) | -100.0% |
| Operating Expenses Before Capitalized Salaries | 178,880 | 165,743 | 13,137 | 7.9% |
| Capitalized Salaries | 833 | 647 | 186 | 28.7% |
| Total Operating Expenses | 178,047 | 165,096 | 12,951 | 7.8% |
| Operating Income | \$ 274,426 | \$ 221,793 | \$ 52,633 | 23.7% |